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GOVERNOR OF HAWAII

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STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 18, 2019

Scott Glenn, Director
Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, Hawai'i 96813

RECEIVED
'19 MAR 27 P4:37
OFC. OF ENVIRONMENTAL QUALITY CONTROL

SUBJECT: Final Environmental Impact Statement for DLNR Industrial and Business Park, Pulehunui, Maui

Dear Director Glenn:

With this letter, the State of Hawai'i, Department of Land and Natural Resources (DLNR) hereby transmits the documents package for the Final Environmental Impact Statement (EIS) for the Proposed DLNR Industrial and Business Park situated at (2) 3-8-008:001 (por.) in the Wailuku District on the Island of Maui for publication of a notice of availability in the next available edition of the Environmental Notice.

Also enclosed is a distribution list for the verification of OEQC under Section 11-200-20, Hawai'i Administrative Rules. By letter dated January 16, 2019, the OEQC has verified the accuracy of the Distribution List. We will make the Final EIS and the bulletin proof available to those so indicated on the distribution list.

Finally enclosed is a complete OEQC Publication Form, one (1) copy of the Final EIS, an Adobe Acrobat PDF file of the same, and an electronic copy of the publication form in MS Word. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to the OEQC.

If there are any questions, please contact Mr. Ian Hirokawa at (808) 587-0420 or our consultant, Tessa Munekiyo Ng of Munekiyo Hiraga at (808) 983-1233.

Sincerely,

Suzanne D. Case, Chairperson
Department of Land and Natural Resources

SDC:
Enclosures
cc: Ian Hirokawa, Department of Land and Natural Resources (w/o enclosures)
Ben Kudo, Ashford & Wriston (w/o enclosures)
Tessa Munekiyo Ng, Munekiyo Hiraga (w/o enclosures)

19-304

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AGENCY
PUBLICATION FORM

Project Name:	DLNR Industrial and Business Park
Project Short Name:	DLNR Industrial and Business Park
HRS §343-5 Trigger(s):	Use of State lands and funds, Community Plan Amendment, and possible Wastewater Treatment Facility
Island(s):	Maui
Judicial District(s):	Wailuku
TMK(s):	(2)3-8-008:001 (por.)
Permit(s)/Approval(s):	Chapter 343, HRS Compliance; State District Boundary Amendment; Kihei-Makena Community Plan Amendment; Change in Zoning; National Pollutant Discharge Elimination System (NPDES) Permit, Noise Permit (as applicable); Work on State Highway Approval; Subdivision Approval; Construction Permits
Proposing/Determining Agency:	Department of Land and Natural Resources
Contact Name, Email, Telephone, Address	Russell Tsuji, Administrator, Land Division; Email: Russell.Y.Tsuji@hawaii.gov; Telephone: (808) 587-0419; Address: P.O. Box 621, Honolulu, Hawai'i 96809
Accepting Authority:	Governor of the State of Hawai'i
Contact Name, Email, Telephone, Address	David Ige, Governor; Telephone: (808) 586-0034; Address: Executive Chamber, State Capitol, Honolulu, Hawai'i 96813
Consultant:	Munekiyo Hiraga
Contact Name, Email, Telephone, Address	Tessa Munekiyo Ng, AICP; Email: planning@munekiyohiraga.com; Telephone: (808) 983-1233; Address: 305 High Street, Suite 104, Wailuku, Hawai'i 96793

Status (select one)	**Submittal Requirements**
____ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
____ Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
__X__ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
____ Supplemental EIS Determination	The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____ Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____ Other	Contact the OEQC if your action is not one of the above items.

19-304

Project Summary

Provide a description of the proposed action and purpose and need in 200 words or less.

The State of Hawai'i, Department of Land and Natural Resources (DLNR) proposes the DLNR Industrial and Business Park, with a mix of light industrial, commercial, and public/quasi-public uses at Pulehunui, Maui. The proposed action encompasses approximately 280 acres, including a 20.3 acre site for the proposed Division of Forestry and Wildlife administrative facilities and baseyard. Key components of the plan include development of small, medium and large lots to meet varying needs of future lessees, along with the provision of required infrastructure systems (i.e., wastewater, water, and drainage). In addition to the infrastructure systems, internal roadway networks will be developed which will be accessed via a proposed signalized intersection off of Maui Veterans Highway, as well as the existing Kama'āina Road, South Firebreak Road and the Maui Raceway Park access road. The proposed project, which is located in the Urban Growth Boundary of the Maui Island Plan, is intended to generate long-term lease revenues to support DLNR's various programs including conservation, forestry and wildlife programs, and State Parks, among others.

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VOLUME I OF III

~~Draft~~Final Environmental Impact Statement

DLNR INDUSTRIAL AND BUSINESS PARK
(TMK (2)3-8-008:001 (por.))

Prepared for:

State of Hawai'i
Department of Land and Natural Resources

Accepting Authority:

Governor
State of Hawai'i

~~May 2018~~March 2019

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VOLUME I OF III

~~Draft~~Final Environmental Impact Statement

DLNR INDUSTRIAL AND BUSINESS PARK
(TMK (2)3-8-008:001 (por.))

Prepared for:
State of Hawai'i
Department of Land and Natural Resources

Accepting Authority:

Governor
State of Hawai'i

~~May 2018~~March 2019

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This ~~draft~~final environmental impact statement and all ancillary documents were prepared under my direction and the information submitted, to the best of my knowledge, fully addresses document content requirements as set forth in Sections 11-200-17 and 11-200-18 of the Hawai'i Administrative Rules, as appropriate.

Suzanne Case
Chairperson

MUNEKIYO HIRAGA

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Executive Summary

Project Name:	DLNR Industrial and Business Park
Type of Document:	~~Draft~~Final Environmental Impact Statement
Legal Authority:	Chapter 343, Hawai'i Revised Statutes
~~**Anticipated Determination:**~~	~~Environmental Impact Statement to be prepared~~
Applicable Environmental Assessment review "Trigger":	Use of State Land and Funds Community Plan Amendment Wastewater Treatment Facility
Location:	Maui Island Wailuku TMK No. (2)3-8-008:001 (por.)
Landowner:	State of Hawai'i
Agency:	State of Hawai'i Department of Land and Natural Resources P.O. Box 621 Honolulu, Hawai'i 96809 Contact: Russell Tsuji, Administrator, Land Division Telephone No.: (808) 587-0419
Accepting Authority:	Governor State of Hawai'i Executive Chamber, State Capitol Honolulu, Hawai'i 96813 Contact: David Ige, Governor Telephone No.: (808) 586-0034
Consultant:	Munekiyo Hiraga 305 High Street, Suite 104 Wailuku, Hawai'i 96793 Contact: Tessa Munekiyo Ng, AICP Phone: (808) 983-1233

Project Summary

PROJECT DESCRIPTION

The State of Hawai'i, Department of Land and Natural Resources (DLNR) proposes the DLNR Industrial and Business Park, with a mix of light industrial, commercial, and public/quasi-public uses at Pulehunui, Maui (also refered to as Pu'unēnē). Key components of the plan include development of small, medium, and large lots to meet varying needs of future lessees, along with the provision of required infrastructure systems (i.e., wastewater, water, and drainage). The purpose of the proposed project is to generate revenue to support DLNR's programs.

The proposed action at Pulehunui encompasses approximately 280 acres, including a 20.3 acre site for the proposed Division of Forestry and Wildlife (DOFAW) administrative facilities and baseyard in the northeast portion of the project area. The DLNR Industrial and Business Park will include small, medium, and large lots for light industrial, commercial, government, and nonprofit use. Although the plan proposes an interior subdivision of the lands, the plan would allow larger or smaller lots to be provided to potential lessees in order to meet their specific land requirements. The layout of the DLNR Industrial and Business Park will provide DLNR some flexibility to meet lot requirements specified by future lessees. Infrastructure to service the proposed project, including drainage improvements, water, and wastewater infrastructure, will also be developed.

Internal roadway networks will be developed as part of DLNR Industrial and Business Park which will be accessed via a proposed signalized intersection off of Maui Veterans Highway (formerly Mokulele Highway), as well as the existing Kama'āina Road, South Firebreak Road, and the Maui Raceway Park access road.

The use of State lands and funds is a trigger for compliance with Chapter 343, Hawai'i Revised Statutes (HRS) and an Environmental Impact Statement (EIS) ~~will be~~has been prepared. Additionally, an amendment to the Kihei-Makena Community Plan is proposed, and provision of a wastewater treatment plant is an option being considered for project-generated wastewater flows. Both of these actions are also triggers for Chapter 343, HRS compliance.

SIGNIFICANT BENEFICIAL AND ADVERSE IMPACTS

The DLNR Industrial and Business Park is an opportunity to optimize the use of State lands to generate economic development and job opportunities for Maui residents in an area identified for future growth and meet the demand for light industrial space. The proposed project will provide for light industrial, commercial, and public/quasi-public uses within the Maui Island Plan's (MIP) Urban Growth Boundary (UGB) on vacant agricultural lands. In addition to the economic development opportunities presented by the proposed project, the DLNR Industrial and Business Park will provide a long-term revenue stream to support a wide range of DLNR programs. Lease revenues generated by the project will support divisions within the DLNR including the Commission on Water Resource Management, Division of Forestry and Wildlife, State Parks, Office of Conservation and Coastal Lands, Engineering Division, and Land Division.

Potential adverse impacts to air, noise, and water quality may occur during the site preparation and construction phases of the project. Appropriate Best Management Practices (BMPs) will be implemented to mitigate air and noise quality impacts and stormwater runoff BMPs will address water quality impacts associated with construction. Construction impacts may also affect traffic along Maui Veterans Highway or Kama'aina Road. Traffic control plans will be prepared to ensure safe passage of passenger and commercial vehicles, bicycles, and pedestrians.

In light of the recent closure of Hawaiian Commercial and Sugar Company, the proposed project will convert lands formerly in sugar cultivation into urban uses. This conversion, however, is not anticipated to adversely affect the overall agricultural productivity parameters for the island of Maui as further discussed in Chapter II, 6.A.a. and b.

According to the Agricultural Impact Assessment the proposed project will not present any adverse impacts. The loss of high quality farmland is minimal in comparison to the total acreage available on Maui and statewide and is not anticipated to create adverse impacts on farming capabilities. The loss of agricultural lands will be offset by the project benefits associated with construction activities and operations during full development of the project, such as employment and income generated, tax revenues, use of lots by government agencies and providing funding source for DLNR's programs and divisions.

PROPOSED MITIGATION MEASURES

During construction, various mitigation measures will be implemented to address construction-related impacts. Appropriate BMPs will be implemented to mitigate air and noise quality impacts, and temporary drainage measures will handle water quality impacts from stormwater runoff. Construction traffic control plans will be prepared to ensure safe passage of passenger and commercial vehicles, bicycles, and pedestrians on roadways in the vicinity.

The proposed DLNR Industrial and Business Park will provide necessary infrastructure, including water and wastewater infrastructure to ensure that the project is adequately serviced. Alternatives are assessed with respect to water and wastewater infrastructure within this ~~Draft~~Final EIS. To mitigate the increase in stormwater runoff generated by the project, new grassed detention basins are proposed to store runoff and slowly release it over time. The proposed decentralized stormwater detention basins will work together in parallel or in series to achieve a net reduction in runoff over existing conditions. Necessary roadway improvements will be constructed to mitigate impacts from additional vehicle trips associated with the development.

Potential visual, air, and noise impacts resulting from development along the Maui Veterans Highway will be mitigated through the implementation of a 100-foot setback and dense landscaping along the highway.

Potential construction air quality impacts from fugitive dust emission will be mitigated through BMPs, such as watering active work areas and temporary unpaved work roads at least twice daily on days without rainfall, use of wind screens and/or limiting the area to be disturbed at any given time, and mulching or use of chemical soil stabilizers to prevent wind erosion of disturbed inactive areas. Trucks hauling cut or fill materials should be covered when traveling on roadways and routine road cleaning and/or tire washing program implemented. Further, air quality impacts from vehicular emissions will be alleviated by moving equipment and personnel to the site during off-peak traffic hours.

Construction related noise impacts will be mitigated through the use of properly muffled construction equipment as well as compliance with Department of Health construction noise limits and curfew times. The inclusion of a large 100-foot wide landscaped buffer from Maui Veterans Highway and the 240-foot setback from the centerline of the highway will help to alleviate noise impacts.

The analysis of impacts addressed in this document also includes a review of cumulative effects associated with the proposed action. In analyzing cumulative impacts, various assessment criteria have been considered, including, among others, effects of frequent and repetitive actions on the environment, effects of spatial density on the environment, secondary effects, and effects linked to agency laws, policies and regulations. In general, appropriate mitigation measures and/or regulatory oversight processes have been identified to ensure that cumulative impacts affecting the natural and man-made environments are mitigated and/or minimized.

ALTERNATIVES CONSIDERED

The preferred alternative analyzed in this EIS was developed through an extensive review process intended to ensure the DLNR Industrial and Business Park addressed a number of fundamental planning principles including:

- Providing a mix of light industrial, commercial, and public/quasi-public land uses to meet future land demand and provide agency flexibility to meet tenant requirements.
- Providing cost effective and timely infrastructure services to the project area.
- Respecting local culture and the environment.

Through the planning process, the DLNR developed various iterations of the land plan, with the selected plan being deemed most appropriate in terms of the foregoing criteria and in terms of adaptability to the land zoning code proposed for the project area. The following alternatives were also considered in the evolution of the refinement of the plans for the DLNR Industrial and Business Park:

- Land Entitlement Program Alternatives
- No Action and Deferral of Action Alternative
- Water and Wastewater Infrastructure Plan Alternatives

UNRESOLVED ISSUES

The following issues remain unresolved at the time of writing the ~~Draft~~Final EIS for the DLNR Industrial and Business Park.

1. Land Use Entitlements

Upon completion of the EIS process, appropriate land entitlements will be required from the State of Hawai'i Land Use Commission and County of Maui in order to effectuate the DLNR Industrial and Business Park. A District Boundary Amendment from the State Land Use Commission will be required along with a County Community Plan Amendment and Change of Zoning from the Maui County Council. Conditions of approval for these land

use applications will be determined in conjunction with the respective process deliberations.

2. Water Infrastructure

Three (3) water infrastructure alternatives are proposed for the DLNR Industrial and Business Park. While Water Alternative 1, connecting to the County water system, is considered the most cost effective alternative, it is also the alternative having the greatest uncertainty with respect to implementation timeframes as it relates to offsite storage tank and new source development requirements. The DLNR will continue its coordination with the DWS to further define storage and source requirements for the proposed project. However, in parallel, the DLNR will further assess the development of a new private water system utilizing brackish wells (Water Alternative 2) or surface water (Water Alternative 3) to identify which of the two (2) is more operationally and financially desirable. This will include assessment of the ongoing operational and maintenance costs of a private water system. The development of new brackish wells would require approval of well construction permits for new wells in the Kahului Basal Aquifer from the Commission on Water Resources Management (CWRM). ~~The availability of surface water from nearby irrigation ditches may be affected by a pending Petition to Amend the Interim Instream Flow Standards (IIFS) for 27 East Maui Streams, which will determine the amount of water that could potentially be diverted.~~With respect to the use of surface water, at this time, the quality and quantity of the water in the Ha'ikū Ditch is unknown. However, the indication from recent discussions with HC&S is that the flows in the Ha'ikū Ditch will probably not be at a consistent or high enough flow to sustain a reliable water treatment facility.

It is noted that all three (3) water alternatives have the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the State Department of Hawaiian Home Lands and the State Department of Accounting and General Services/Department of Public Safety (PSD). Such collaborative efforts would help to bring economies of scale to the development of a water system for the DLNR and agencies (State and County) to utilize lands at Pulehunui in optimum fashion.

3. Wastewater Infrastructure

Although four (4) alternatives were considered for wastewater infrastructure, Wastewater Alternatives 2~~,~~ 3~~,~~ and 4 remain under consideration. ~~Because Wastewater Alternative 2, connecting to the Kīhei Wastewater Reclamation Facility (WWRF), involves uncertainty with respect to the timing of necessary upgrades to the South Kīhei transmission system, Wastewater Alternative 3, constructing an onsite wastewater treatment facility (WWTF) is considered to be the prudent measure which would provide the needed assurance for timely project implementation. Although the initial cost for the onsite system is higher than the Alternative to connect to the Kīhei WWRF, there are opportunities for future facility development collaboration with the Department of Hawaiian Home Lands (DHHL) and Department of Public Safety (PSD) (Alternative 4, Offsite WWTF). While the DLNR project is assumed to be a standalone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.~~ Wastewater Alternative 3 involves construction of an onsite wastewater reclamation facility (WWRF) while Wastewater Alternative 4 involves connection to the County's proposed Central Maui WWRF. The primary advantage of Alternative 4 is that DLNR would not have to privately operate and maintain a WWRF. However, the Central Maui WWRF is not

expected to be operational until three (3) or more years from the start of the construction of the project. It is also noted that the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates infrastructure improvements to serve DHHL's projects in the vicinity, the State Department of Accounting and General Services/Department of Public Safety project, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a standalone project, separate from DHHL and PSD projects at Pulehunui, DLNR will continue coordinating with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.

4. Transportation

The State of Hawai'i, Department of Transportation's (DOT) *Federal Aid Highways 2035 Transportation Plan for the District of Maui* (Plan) dated July 2014 estimated that by the year 2035 the traffic volumes on Maui Veterans Highway will increase by 80 percent and have a Level of Service (LOS) F or worse. The 2035 Plan recommended construction of two (2) additional travel lanes on Maui Veterans Highway from Kahului to Pi'ilani Highway to increase the highway capacity in order to accommodate the estimated increase in traffic. The base year for the DLNR Industrial and Business Park project is 2038 after the 2035 estimated need for the additional travel lanes. Further, the additional lanes in both the north and south direction is not currently on the list of projects on the Statewide Transportation Improvement Program (STIP) for the current Federal Fiscal Year 2015 through 2018. Due to the uncertainty of when the additional travel lanes may be constructed, the DLNR will coordinate the proposed project with the DOT to coincide with the anticipated 2038 buildout year and to implement its share of roadway improvements. DLNR will also coordinate with DHHL regarding the proposed new intersection on Maui Veterans Highway that will provide access to both projects to ensure the proposed access roads to each project align and are acceptable to DOT.

5. Noise

Although the project is subject to the State of Hawai'i, Department of Health Regulations on noise, until the project is leased it is unclear what type of uses will be in the DLNR Industrial and Business Park and whether the noise levels from these potential uses would generate continuous mechanical noise for industrial uses that exceed the permitted level of 70 decibels. Prior to leasing the individual lots, noise mitigation measures will need to be developed and implemented for those uses that have the potential to exceed the permitted level.

6. Air Quality

At this time sufficient detail describing future land uses within the DLNR Industrial and Business Park is unavailable to perform any quantitative impact assessments pertaining to air quality. However, the current uses allowed under the County of Maui's light industrial zoning that is under consideration do not emit significant air pollution. Further, before any air pollution sources can be built an application must be filed with the State of Hawai'i, Department of Health (DOH) with detailed information on such sources. If deemed

appropriate, the DOH may require the applicant to assess the air quality impact of the proposed emissions.

7. Executive Order No. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kama'aina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order (EO) 3944 to be rescinded and return the subject site to DLNR management.

8. Chapter 2.96 Maui County Code

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

LAND USE PLANS AND POLICIES

The DLNR Industrial and Business Park is located within the Urban Growth Boundary of the Maui Island Plan (MIP). The project site is designated "Agricultural" by the State Land Use Commission (LUC). A District Boundary Amendment (DBA) from "Agricultural" to "Urban" will be required from the LUC. The Kihei-Makena Community Plan designates the underlying lands as "Agriculture", with a small portion along the southern boundary designated as "Project District 10 (Old Pu'unēnē Airport area)". A Community Plan amendment to "Light Industrial" will be required. The project site is zoned "Agricultural" District by the County of Maui and a Change of Zoning to "M-1, Light Industrial" District will be requested for the project.

The proposed project has been evaluated in accordance with the State Land Use Commission's standards for Urban lands, the Hawai'i State Plan, and State Functional Plans. The project has also been evaluated with respect to the Maui County General Plan, including the Countywide Policy Plan and MIP, the Kihei-Makena Community Plan, and Maui County Code.

LIST OF PERMITS AND APPROVALS

A summary of the required permits and approvals are provided below.

Federal:

1. National Pollutant Discharge Elimination System (NPDES) Permit

State of Hawai'i:

1. State Land Use District Boundary Amendment
2. Noise Permit, as applicable
3. Work on State Highway Approval

County of Maui:

1. Kihei-Makena Community Plan Amendment
2. Change of Zoning
3. Subdivision Approval
4. Building Permits
5. Other Construction Permits (i.e., grading, electrical, plumbing)

List of Document Authors

Document Name	Author
Conceptual Site Plan and Landscape Plan	Hawaii Land Design
Market Study	ACM Consultants, Inc.
Sustainability Report	Munekiyo Hiraga
Preliminary Engineering and Drainage Report	Austin, Tsutsumi & Associates, Inc.
Phase 1 Environmental Site Assessment	Enviroservices & Training Center, LLC
Agricultural Impact Assessment	Plasch Econ Pacific LLC and Munekiyo Hiraga
Biological Resources Survey	Robert Hobdy
Archaeological Inventory Survey	Scientific Consultant Services, Inc.
Cultural Impact Assessment	Scientific Consultant Services, Inc.
Air Quality Study	B.D. Neal & Associates
Noise Study	Y. Ebisu & Associates
Design Guidelines and View Analysis	Bowers + Kubota
Economic and Fiscal Impact Study	Munekiyo Hiraga and Plasch Econ Pacific LLC
Financial Feasibility Analysis	Fukuda Valuation & Consulting LLC
Traffic Impact Analysis Report	Austin, Tsutsumi & Associates, Inc.
Hydrogeological Assessment (included in Preliminary Engineering and Drainage Report)	Tom Nance Water Resource Engineering
Draft Environmental Impact Statement	Munekiyo Hiraga
Final Environmental Impact Statement	Munekiyo Hiraga
Electrical Demand Analysis	ECM, Inc.

List of Acronyms

A&B	Alexander & Baldwin, Inc.
AC.	Acre
ADA	American with Disability Act
AIS	Archaeological Inventory Survey
ALISH	Agricultural Lands of Importance to the State of Hawai'i
AMSL	Above Mean Sea Level
ASTM	American Society for Testing and Materials
BMP	Best Management Practices
CATV	Cable Television
CFS	Cubic Feet Per Second
CIA	Cultural Impact Assessment
CIZ	Change in Zoning
COZ	Change of Zoning
COM	County of Maui
CPA	Community Plan Amendment
C.M.W.T.S.	Central Maui Water Transmission System
CWA	Clean Water Act
CWB	Clean Water Branch
CWRM	Commission on Water Resource Management
CZM	Coastal Zone Management
DAGS	Department of Accounting and General Services
dB	Decibels
dBA	A Weighted Decibels
DBA	District Boundary Amendment
DEIS	Draft Environmental Impact Statement
DEM	Department of Environmental Management
DHHL	Department of Hawaiian Home Lands
DHS	Department of Human Services
DI	Ductile Iron
DLIR	Department of Labor and Industrial Relations
DLNR	Department of Land Natural Resources
DNL	Day Night Average Sound Level
DOA	Department of Agriculture
DOE	Department of Education
DOFAW	Division of Forestry and Wildlife
DOH	Department of Health
DOT	Department of Transportation
DOT-A	DOT, Airports Division
DPR	Department of Parks and Recreation
DWS	Department of Water Supply
EaA	Ewa silty clay loam
EcA	Ewa cobbly silty clay loam
EcB	Ewa silty clay loam
EA	Environmental Assessment
EIS	Environmental Impact Statement
EISPN	Environmental Impact Statement Preparation Notice
EMI	East Maui Irrigation
EO	Executive Order

EPO	Environmental Planning Office
ESA	Environmental Site Assessment
ETC	EnviroService & Training Center, LLC
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHAT	Flood Hazard Assessment Tool
FIRM	Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
FTE	Full Time Equivalent
FY	Fiscal Year
GIS	Geographic Information System
GPD	Gallons Per Day
GPM	Gallons Per Minute
HAR	Hawai'i Administrative Rules
HCZMP	Hawai'i Coastal Zone Management Program
HC&S	Hawaiian Commercial and Sugar Company
HDPE	High Density Polyethylene
HEER	Hazard Evaluation and Emergency Response
HEPA	Hawai'i Environmental Policy Act
HIARNG	Hawai'i Army National Guard
HRS	Hawai'i Revised Statutes
IAL	Important Agricultural Lands
IIFS	Interim Instream Flow Standards
ISWMP	Integrated Solid Waste Management Plan
KCA	Kihei Community Association
KHS	Kīhei High School
KMCP	Kihei-Makena Community Plan
KWDP	Kīhei Water Development Project
K-WWRF	Kīhei Wastewater Reclamation Facility
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
Leq	Equivalent Sound Levels
LID	Low Impact Development
LOC	Location
LOS	Level of Service
LSB	Land Study Bureau
LUC	Land Use Commission
MCC	Maui County Code
MCCC	Maui Community Correctional Center
MECO	Maui Electric Company, Ltd.
MG	Million Gallons
MG/L	Milligrams per Liter
MGD	Million Gallon per Day
MIP	Maui Island Plan
MOU	Memorandum of Understanding
MPC	Maui Planning Commission
MPD	Maui Police Department
MPH	Miles per Hour
MRPSC	Maui Regional Public Safety Complex
MSL	Mean Sea Level
NAS	Naval Air Station

NFIP	National Flood Insurance Program
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OEQC	Office of Environmental Quality Control
OHA	Office of Hawaiian Affairs
OP	Office of Planning
PCB	Polychlorinated Biphenyl
PEDR	Preliminary Engineering and Drainage Report
PLAN	Federal Aid Highways 2035 Transportation Plan for the District of Maui
PpA	Pulehu Silt Loam
Ppm	Parts Per Million
PrA	Pulehu Cobbly Silt Loam
PRG	Preliminary Remediation Goal
PSD	Department of Public Safety
PV	Photovoltaic
PVC	Polyvinyl Chloride
REC	Recognized Environmental Condition
RFI	Radio Frequency Interference
RO	Reverse Osmosis
SAT	Soil Aquifer Treatment System
SF	Square Feet
SHPD	State Historic Preservation Division
SLUC	State Land Use Commission
SMA	Special Management Area
STIP	State Transportation Improvement Program
TAM	Technical Advisory Memorandum
TDS	Total Dissolved Solids
TGM	Technical Guidance Manual
TIAR	Traffic Impact Assessment Report
TMK	Tax Map Key
TNWRE	Tom Nance Water Resource Engineering
UGB	Urban Growth Boundary
US	United States
USACE	United States Army Corps of Engineers
UST	Underground Storage Tank
W-K	Wailuku-Kahului
WID2	Waiakoa Extremely Stony Silty Clay Loam
WSS	Water Systems Standards
WTF	Water Treatment Facility
WTP	Water Treatment Plant
WQC	Water Quality Certification
WUDP	Water Use and Development Plan
WWPS	Wastewater Pump Station
WWRD	Wastewater Reclamation Division
WWRF	Wastewater Reclamation Facility
WWTF	Wastewater Treatment Facility

PROJECT OVERVIEW

I. PROJECT OVERVIEW

A. PROJECT LOCATION, LAND OWNERSHIP, AND EXISTING USE

The Department of Land and Natural Resources (DLNR) Industrial and Business Park is located in the vicinity of the Old Pu'unēnē Airport, approximately five (5) miles south of Kahului, adjacent to the existing Maui Army National Guard Armory. The total acreage encompassing the project planning limits is approximately 280 acres. See **Figure 1**.

The subject property at Pulehunui (also referred to as Pu'unēnē) comprising the project area is identified as Tax Map Key (TMK) No. (2)3-8-008:001(por.). Access to the property is provided via Maui Veterans Highway (formerly Mokulele Highway), a State highway facility having two (2) travel lanes in both the northbound and southbound directions. At the northern extent of the property, access is provided via a signalized intersection of Maui Veterans Highway and Kama'āina Road. At the southern extent of the property, along Maui Veterans Highway, a separate access road to the property is provided at the Mehameha Loop intersection. This access road provides a vehicular linkage to the existing Maui Raceway Park. An access point will also be provided from South Firebreak Road. See **Figure 2**.

Lands immediately to the south of the project area are used for outdoor recreational purposes (e.g., Maui Raceway Park) and public/quasi-public purposes (Army National Guard Armory). To the southeast of the project area is an 86-acre heavy industrial subdivision owned by CMBY 2011 Investments, LLC, to be known as Pulehunui Industrial Park. The Hawaiian Cement quarry is located approximately 0.5 mile to the east. The broader expanse of lands surrounding the property were formerly in sugar cane cultivation, under the operational and management purview of Alexander & Baldwin's (A&B) Hawaiian Commercial and Sugar Company (HC&S) subsidiary. Surrounding lands are under the ownership/management of A&B/HC&S, DLNR, and the Department of Hawaiian Home Lands (DHHL). Refer to **Figure 2**.

The majority of lands underlying the project area were formerly utilized by HC&S for sugar cane cultivation. The agreement for use of the subject lands by HC&S was documented via the month-to-month Revocable Permit No. S-7368 with the State. In 2016, HC&S ceased sugar cane operations, with its last crops harvested in December 2016. The revocable permit has since been terminated and the lands have been returned to DLNR.

A portion of the subject lands, totaling 5.450 acres more or less along Kama'āina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The land set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to

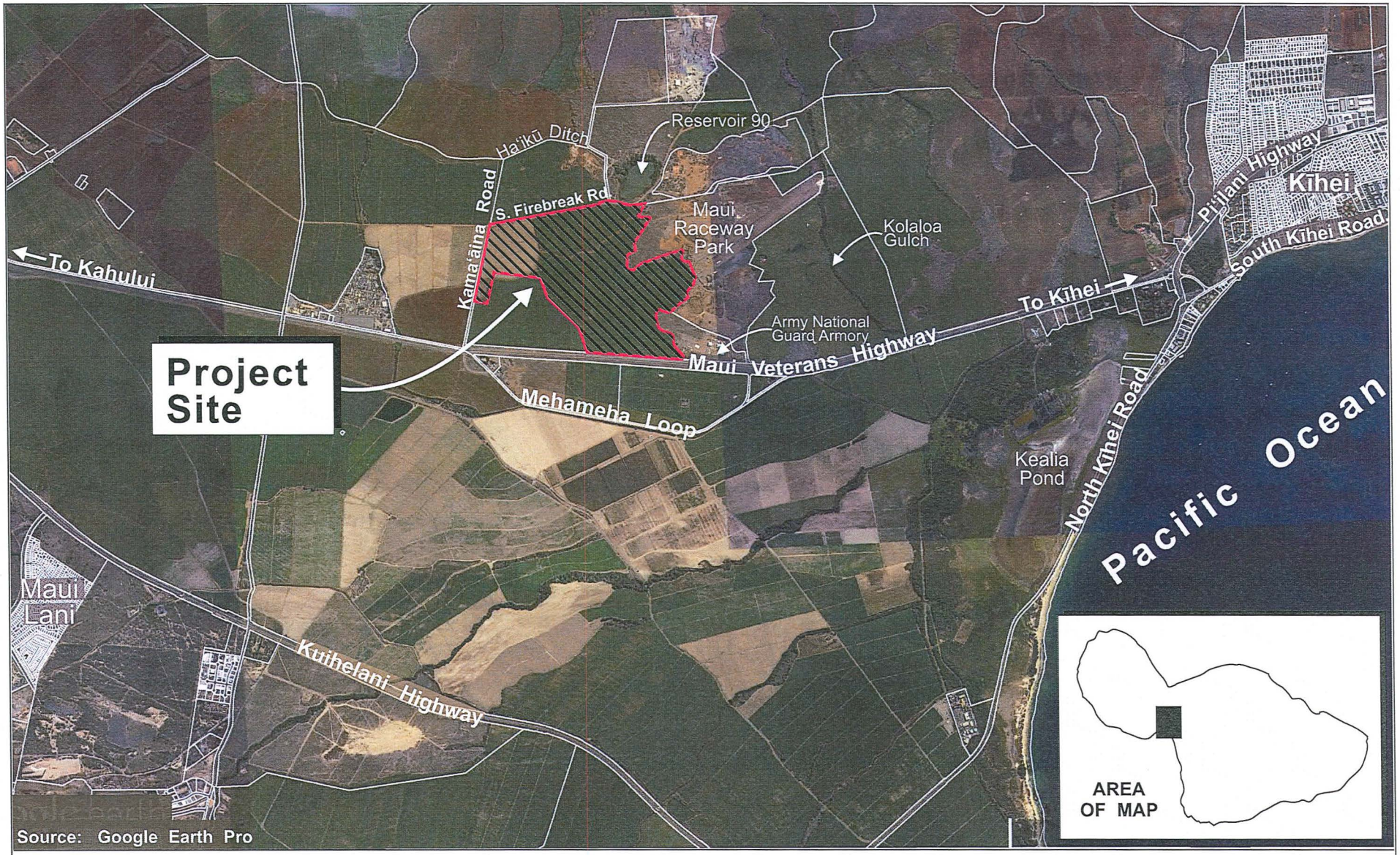

Figure 1

DLNR Industrial and Business Park

Regional Location Map

0 .50 1.0 2.0 MILE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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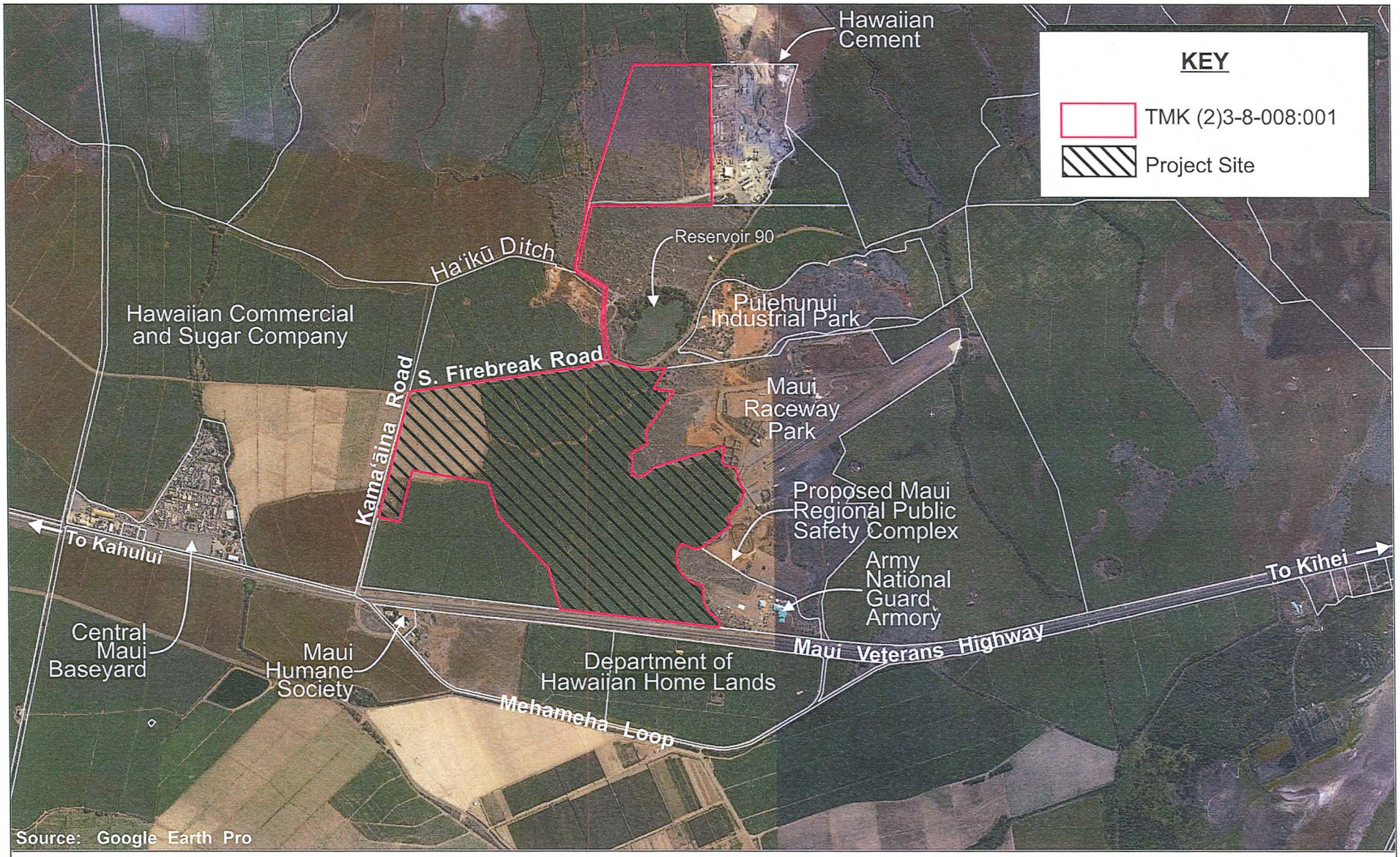

Figure 2

DLNR Industrial and Business Park

Property Location Map

0 .25 .50 1.0 MILE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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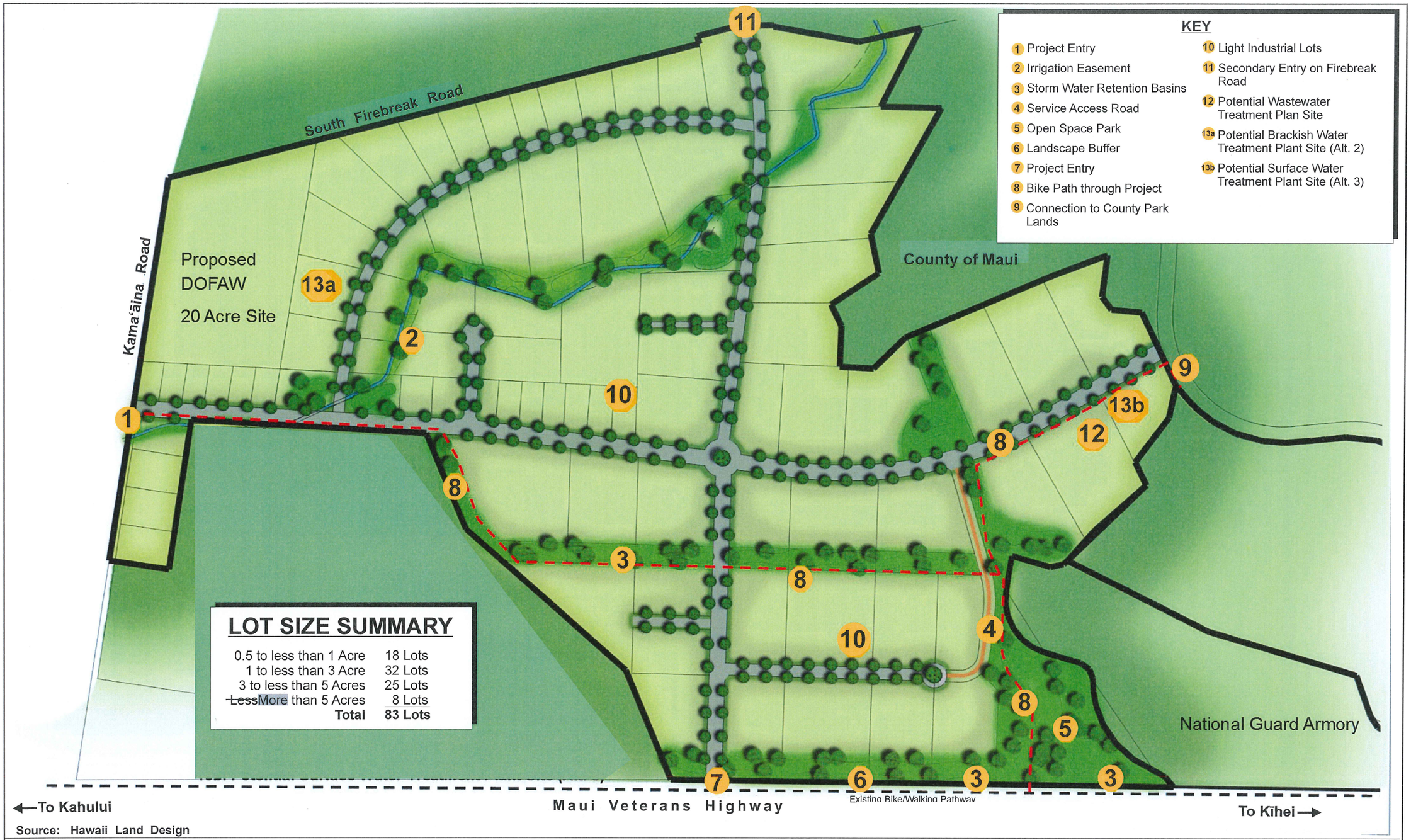
find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management.

B. PROPOSED ACTION

The DLNR proposes light industrial, commercial, and public/quasi-public uses at the DLNR Industrial and Business Park, including the provision of required infrastructure systems. Key components of the plan include development of small, medium, and large lots for light industrial, commercial, government, and nonprofit uses to meet varying needs of future lessees. Lots within the proposed project will be leased to tenants to generate revenue to support DLNR's programs. While market demand and tenant interest will dictate the actual uses, it is anticipated that the majority of the lands will be utilized for light industrial use, with limited commercial use. For the purposes of the analysis conducted for this Environmental Impact Statement (EIS), it is assumed that up to 30 percent of the leasable land will be utilized for commercial use, with the remaining land utilized for light industrial use and/or government use.

The DLNR Industrial and Business Park covers an area of approximately 280 acres. Small lots of less than 1.0 acre front Kamaʻāina Road and the interior roadway from Kamaʻāina Road. Mid-sized lots between one (1) acre and less than three (3) acres and larger lots between three (3) acres and up to five (5) acres are proposed within the interior portions of the plan area. The site plan encompasses an approximate 20-acre site for the proposed Division of Forestry and Wildlife (DOFAW) administrative facilities and baseyard in the northeastern portion of the DLNR Industrial and Business Park plan area. The 20-acre site would allow DOFAW to relocate its operations from its existing 3.0-acre baseyard facility in Kahului, which has limited potential for expansion. Although the conceptual plan proposes an interior subdivision of the lands, the plan would also allow larger or smaller lots to be provided to potential lessees in order to meet their specific land requirements. This conceptual layout will provide DLNR some flexibility to meet the lot size requirements specified by future lessees. See **Figure 3**.

Internal roadway networks, as well as bicycle, open space and drainage networks, will be developed as part of the DLNR Industrial and Business Park. The project area will be accessed via a proposed signalized intersection off of Maui Veterans Highway, the existing Kamaʻāina Road, South Firebreak Road, and the County of Maui's Raceway Park access road, which connects to Maui Veterans Highway at its intersection with Mehameha



Source: Hawaii Land Design

Figure 3

DLNR Industrial and Business Park

Conceptual Site Plan

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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Loop. Additionally, the project is accessible by pedestrians or bicycles through the existing bike/walking path off of Maui Veterans Highway and the project entryway off of Kama'āina Road. Refer to **Figure 3**. Water, wastewater, and drainage infrastructure will also be provided to service the proposed project. A 100-foot buffer along Maui Veterans Highway and landscaping throughout the project are proposed to provide visual relief. See **Figure 4**.

A breakdown of the 280-acre DLNR Industrial and Business Park by use is provided in **Table 1**.

Table 1. Breakdown of Land Uses

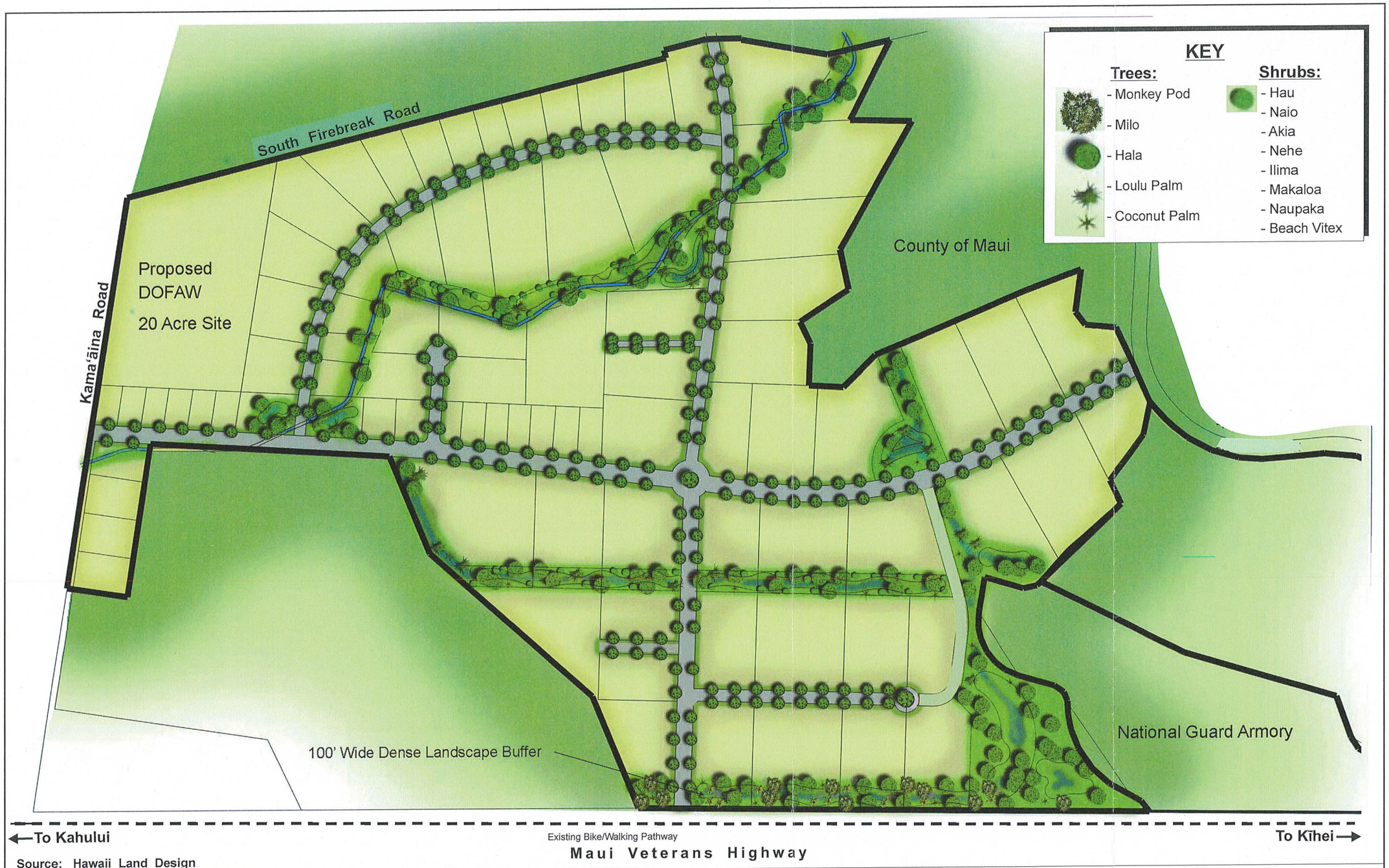
Land Use	Acreage
Lots	227 acres
Light Industrial*	159 acres
Commercial	68 acres
Roadways	23 acres
Open Space	30 acres
Total	**280 acres**
* Includes 20 acre DOFAW Baseyard site	

As will be discussed in further detail in Chapter II, alternatives for water and wastewater infrastructure have been assessed to ensure adequate infrastructure provision for the project. While connection to the County of Maui's Central Maui Water System and ~~Kīhei~~ a proposed new Central Maui Wastewater Reclamation Facility are options that have been explored, there are issues beyond the control of the DLNR that create uncertainties with respect to connection to the County systems. As such, alternatives for the provision of private water and wastewater systems have been identified and assessed. Sites have been identified for onsite wells and a reverse-osmosis treatment plant or a surface water treatment plant (if water from irrigation wells is utilized) as well as an onsite wastewater treatment facility, if deemed necessary. Information on these infrastructure systems and improvements are provided in **Chapter II**.

C. PROJECT NEED AND PURPOSE

The DLNR Industrial and Business Park is an opportunity to optimize the use of State lands to generate economic development and job opportunities for Maui residents in an area identified for future growth and meet the demand for light industrial space. The proposed project is located within the Maui Island Plan's (MIP) Urban Growth Boundary (UGB). The Pulehunui area is identified in the MIP as a logical site, located midway between Kahului and Kīhei, for expansion of the island's industrial land use needs.

A Market Study prepared for the proposed DLNR Industrial and Business Park prepared in October 2017 and updated in November 2018, concludes that there is a demand for



Source: Hawaii Land Design

Figure 4

DLNR Industrial and Business Park
Conceptual Landscape Plan

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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industrial space in Central Maui. See **Appendix "A"**. Vacancy rates in Maui's industrial market remain low; at the end of 2016, the industrial vacancy rate was 1.41 percent, its lowest level in four (4) years. Much of Central Maui's existing light industrial vacant land is being purchased and developed for commercial use, resulting in a need for additional options for true light industrial users. Lots within new "M-1, Light Industrial" zoned developments, such as Maui Business Park II are being are being purchased by commercial users such as Costco, American Savings Bank, BMW of Maui, Servco Pacific (Lexus/Subaru dealership), Pacific Pipe Company (industrial retailer), Kihei Auto Sales, Lowe's, and Huber Pools. The sales prices paid by these commercial users are not financially feasible for true light industrial users. The Market Study notes that significant demand for the DLNR Industrial and Business Park is anticipated to come from existing true light industrial users that have outgrown their current locations, noting that Wailuku Industrial Park and Kahului Industrial Park are characterized by overcrowded conditions and challenging circulation areas for light industrial vehicles. In addition, start-up light industrial businesses may find the leasehold tenure of the proposed project to be more economically feasible. The need for increased light industrial services will also be fueled by projected population growth on Maui. Refer to **Appendix "A"**.

In addition to the economic development opportunities presented by the proposed project, the DLNR Industrial and Business Park will provide a long-term revenue stream to support a wide range of DLNR programs. The DLNR is responsible for managing approximately 1.3 million acres of public lands, including sensitive natural, cultural, and recreational resource areas. The Department's responsibilities include managing and maintaining the State's coastal lands and waters, water resources, conservation and forestry lands, historic sites, small boat harbors, parks, and recreational facilities. DLNR also performs public safety duties (e.g., flood and rockfall prevention), issues and manages leases of public lands (agricultural, pasture, commercial, industrial, and resort leases), maintains unencumbered public lands, and enforces the Department's rules and regulations. The implementation of the proposed project would generate ongoing lease revenue for the DLNR to support operations and management of public lands and programs. Lease revenues generated support various divisions within the DLNR, including the Commission on Water Resource Management, Division of Forestry and Wildlife, State Parks, Office of Conservation and Coastal Lands, Engineering Division, and Land Division. The proposed DLNR Industrial and Business Park provides one option for shifting the funding sources for the foregoing programs from the tax paying public to a business model based revenue source. DLNR has other commercial, revenue-generating lands on O'ahu and Hawai'i island, but limited lands on Maui for revenue generation to support the aforementioned programs.

D. PROJECT DEVELOPMENT CONTEXT

In addition to the DLNR Industrial and Business Park, other state agencies envision projects in the Pulehunui area. The State Department of Public Safety (PSD) and

Department of Accounting and General Services (DAGS) are proposing the Maui Regional Public Safety Complex (MRPSC) at Pulehunui, adjacent to the DLNR Industrial and Business Park. ~~Additionally, the DHHL owns lands in the Pulehunui region, including approximately 184 acres of land across Maui Veterans Highway from the DLNR's project.~~ In its comment letter on the Draft EIS, dated July 9, 2018, the County of Maui, Department of Planning has requested that this Final EIS note that the County objects to the currently proposed location of the MRPSC. It is noted that an Application for a State Special Use Permit and County Conditional Permit had been filed for the proposed MRPSC on January 5, 2012. However, by letter dated November 2, 2018 from Wilson Okamoto Corporation, authorized agent for the DAGS, to the Department of Planning, the applications were withdrawn because the DAGS is not actively pursuing implementation of the proposed project at this time. It was noted that should the project be pursued in the future, a new permit application would be submitted.

The DHHL also owns two (2) large tracts of land in Pulehunui, referred to as "Pulehunui North" and "Pulehunui South". Pulehunui North encompasses 184 acres and is located across of Maui Veterans Highway from the proposed DLNR Industrial and Business Park. Pulehunui South is located on the east side of Maui Veterans Highway, south of the DLNR property and covers 646 acres. The land use programs on the DHHL properties are anticipated to involve commercial, light industrial, diversified agriculture, and subsistence agricultural use including agricultural homesteads for DHHL Beneficiaries.

It is noted that there has been past coordination amongst the State agencies with landholdings at Pulehunui, particularly during the County of Maui's General Plan Update process. DLNR, DHHL, PSD, and DAGS collaborated in their request to the Maui County Council to have the various agencies' lands/projects in the Pulehunui region included in the MIP's UGB. Since that time, the MIP was adopted with 280 acres of DLNR's 655 acres of landholding at Pulehunui included in the UGB. The proposed site for the MRPSC was also included in the UGB.

Although there has been coordination amongst the State agencies in the past, each project is a separate and distinct project from each other and does not represent a single large project. The DLNR Industrial and Business Park, proposed MRPSC, and proposed DHHL projects are physically and functionally separate projects that are defined by different missions and timeframes and are owned and managed by different State agencies.

The agencies are continuing to work with each other to assess the feasibility of coordinated infrastructure to take advantage of the proximity of the various projects. It is noted that the DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region. ~~When complete, a~~A separate Draft EIS ~~will be prepared~~ for the infrastructure master plan and DHHL's Pulehunui North and South projects was published on November 8, 2018 in the Environmental Notice.

Because the DLNR Industrial and Business Park is further along in its planning process, the EIS prepared for the project will assess infrastructure to service the DLNR project as a stand-alone project. To the extent that there are opportunities to connect to infrastructure systems developed in conjunction with neighboring projects, as identified in the infrastructure master plan process, those opportunities will be assessed in the context of the alternatives analysis of this ~~Draft~~Final EIS. However, the DLNR Industrial and Business Park will not be dependent upon such infrastructure connections. It is noted that coordination of infrastructure is not uncommon amongst neighboring landowners, whether they are private or public, and this does not mean the neighboring projects are phases of a larger project.

The DLNR Industrial and Business Park is not a phase of a larger State action at Pulehunui. The project has been assessed with respect to the criteria for determining phased actions, as defined by Chapter 11-200-7, Hawai'i Administrative Rules (HAR). This analysis is presented below.

1. **The component actions are phases or increments of a larger total undertaking**

   The DLNR Industrial and Business Park is a separate and distinct action from the proposed MRPSC and proposed DHHL ~~project~~Pulehunui North and Pulehunui South projects. Each project is defined by their respective agencies' missions, objectives, and timeframes. The DLNR, DHHL, and PSD/DAGS have jurisdiction over their respective projects and do not have control over other projects in the region. There are physical and functional barriers that separate the projects. As such, the DLNR Industrial and Business Park is not a phase or increment of a larger State action at Pulehunui.

2. **An individual project is a necessary precedent for a larger project**

   As noted previously, the DLNR Industrial and Business Park will include infrastructure to service the project as a stand-alone project. It is not dependent on other actions nor is it a necessary precedent for other actions at Pulehunui. The alternatives analysis contained herein will assess the potential connection to a regional infrastructure system in the context of the alternatives analysis of the EIS. However, because the plans for the DLNR Industrial and Business Park are further developed compared to the PSD/DAGS and DHHL projects, the primary alternative that has been assessed in this ~~Draft~~Final EIS assumes that the DLNR project will include its own infrastructure support systems.

3. **An individual project represents a commitment to a larger project**

   The DLNR Industrial and Business Park does not represent a commitment to a larger action. The proposed MRPSC and DHHL projects are functionally distinct

from DLNR's project and the development of the DLNR Industrial and Business Park does not commit PSD/DAGS to move forward with the MRPSC or DHHL to move forward with its project.

4. **The actions in question are essentially identical and a single statement will adequately address the impacts of each individual action and those of the group of actions as a whole**

The DLNR Industrial and Business Park is functionally and physically separate from the proposed MRPSC and DHHL projects and the ~~three (3)~~ projects are defined by different missions and timeframes and are owned and managed by different State agencies. The DLNR Industrial and Business Park is not identical to other actions proposed in the Pulehunui region.

As noted previously, the DLNR Industrial and Business Park includes a 20.3-acre site for a DOFAW Baseyard. Because planning efforts for the DOFAW Baseyard were well ahead of the overall planning for DLNR Industrial and Business Park and because the project ~~can~~could be developed as a stand-alone project with limited infrastructure needs, a separate Environmental Assessment (EA) was prepared for the DOFAW Baseyard at Pulehunui. The Final EA and Finding of No Significant Impact (FONSI) for the DOFAW Baseyard was published in the Office of Environmental Quality Control's (OEQC) Environmental Notice on October 8, 2016. Although the DOFAW Baseyard was assessed in its own EA, it will be further addressed herein as part of the DLNR Industrial and Business Park. It is also noted that applications for a State Special Use Permit and County Conditional Permit were filed in February 2016. By letter dated October 25, 2016, DLNR requested the suspension of the processing of the State Special Use Permit and County Conditional Use Permit until funding could be sought and appropriated by the legislature.

E. PROJECT SUSTAINABLE DESIGN

Hawai'i faces many critical issues hindering development including the steady deterioration of public infrastructure, the lack of affordable housing, a continued reliance on a service-based economy, the vulnerability of Hawai'i in a volatile global energy market, possible interruptions in travel and to critical food supplies, threats to fragile island ecosystems, ever-increasing numbers of residents, and an increasing number of visitors over the long term. In order to address these concerns, legislation has been adopted at the Federal, State, and County levels which establish policy frameworks and guidelines to ensure a long-range vision for sustainability is met. The basic approach to sustainability is to be less resource-consumptive, fulfill and advance Federal, State, and County policies and best practices associated with sustainable development, and utilize new techniques and technologies that are both market relevant and fiscally responsible.

Although the DLNR owns the proposed DLNR Industrial and Business Park and will develop the backbone infrastructure for the project, the development of the lots will be undertaken by the respective lessees. While there are project-wide sustainability measures that have been implemented by DLNR during the site planning process, implementation of other sustainability initiatives can be undertaken by each lessee. A Sustainability Report has been prepared for the proposed project to discuss opportunities for incorporating sustainable development and operating practices, such as those related to Smart Growth and Livability Principles and resource conservation, into the project. See **Appendix "B"**.

In terms of project-wide sustainability measures, the Sustainability Report recommends and discusses the following site plan features of the proposed project:

- Pedestrian walkways
- Street trees
- Internal bicycle paths and connections to the existing bicycle path along Maui Veterans Highway and connections to green spaces within the project
- Vegetated swales and a "decentralized" system of stormwater detention basins
- Use of R-1 recycled water for common area irrigation if an ~~individual~~onsite wastewater treatment plant is developed for the project.

The Sustainability Report also advances specific measures that tenants of the DLNR Industrial and Business Park will be encouraged to implement. These include:

1. Energy Reduction and Production

- Orienting buildings for reducing heat gain
- Maximizing use of natural daylighting
- Fenestration considerations for maximizing natural ventilation
- Shading of windows and doors through use of overhangs
- Landscaping which maximizes shading of the site
- Cool roof/green roof strategies
- Reducing paved areas wherever able to reduce urban heat island effect
- Dual pane window and door treatments

- Energy efficient appliances
- Split air condition systems
- Occupancy sensors and/or dimmable light switching
- Programmable thermostats
- Predominant use of Light Emitting Diode (LED) lighting
- Solar water heating
- Photovoltaic panels
- Chiller heat rejection capture for water pre-heating wherever centralized cooling is being used

2. **Water Efficiency**

- Design buildings and landscaped areas to reduce overall water demand
- Balancing potable and non-potable water uses
- Low flow fixtures
- Dual flush toilets
- Leak detention sensors and alarms
- Minimizing landscaped areas requiring extensive irrigation
- Use of landscaping materials with low water needs
- Smart irrigation systems and moisture sensing feedback technology
- Use of drip irrigations as the predominant delivery system

3. **Waste Management**

- Collection, shredding, and composting of all green and cellulosic waste generated by site preparation and grubbing
- Reuse site-generated compost in landscaping
- Reuse shredded wood and larger green stock as mulch in planting beds and erosion control during establishment periods

- Designing buildings to use standard material sizes to minimize waste from non-standard dimensions
- Requirements for vendors to utilize recyclable shipping materials, and for suppliers to remove packaging materials from site after delivery
- Using offsite modularized construction techniques to minimize waste
- Onsite sorting and separation of construction waste to maximize downstream recycling capture
- Working with local recycling and waste companies to identify and help grow recycling operations, especially for such materials as cardboard, wood remnants, rock, and rebar

4. Low Impact Development

- Porous and permeable paving materials
- Vegetated swales and linear bioretention features along streets and in parking areas

5. Green Building Standards

- U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) certification standards
- Energy Star designation
- Lead by Example initiative

Recognizing the long-term benefits of green buildings, the State of Hawai'i enacted legislation, codified as Hawai'i Revised Statutes (HRS), Section 196-9, which provides that all State agencies shall design and construct buildings to meet the LEED Silver Certification Standard. As such, any State facilities developed within the DLNR Industrial and Business Park, such as the proposed DOFAW Baseyard, will meet LEED Silver Certification Standards.

F. CHAPTER 343, HAWAI'I REVISED STATUTES COMPLIANCE

The proposed project involves the use of State lands and funds, which triggers the need for environmental review pursuant to Chapter 343, HRS. As will be discussed later, the proposed project will also require an amendment to the Kihei-Makena Community Plan, which is a component of the County General Plan. Amendments to general plans also trigger environmental review pursuant to Chapter 343, HRS. Infrastructure improvements

may require construction of a wastewater treatment facility, which also triggers environmental review. In this regard, an Environmental Impact Statement Preparation Notice (EISPN) for the DLNR Industrial and Business Park was prepared and published in the March 8, 2017 edition of the OEQC~~'s~~ Environmental Notice and a Draft EIS was published in the May 23, 2018 edition of the QEQC Environmental Notice.

This ~~Draft~~Final EIS has been prepared in accordance with Chapter 200 of Title 11, Department of Health Administrative Rules, EIS Rules. Pursuant to §11-200-23(c), Hawai'i Administrative Rules (HAR), the Governor shall have final authority to accept the EIS. The EIS will act as the primary technical supporting document for the various land entitlement applications required for the project.

As noted previously, the DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region. ~~When complete, a~~A separate Chapter 343, HRS EIS ~~will be~~has been prepared for the infrastructure master plan and DHHL's Pulehunui North and Pulehunui South projects and was published in the November 8, 2018 edition of the OEQC Environmental Notice. Connection to a regional infrastructure system will be assessed in the context of the alternatives analysis of this ~~Draft~~Final EIS. However, because the planning process for the DLNR Industrial and Business Park is further along, the primary alternative assessed herein will include infrastructure to service the project as a stand-alone project.

G. LAND USE ENTITLEMENTS REQUIRED

Implementation of the DLNR Industrial and Business Park will require the following land use entitlements:

1. State Land Use Commission (LUC) District Boundary Amendment (DBA)

The project site is designated "Agricultural" by the State LUC. In order to address the proposed industrial, commercial and public/quasi-public land use objectives of the project, a DBA from the "Agricultural" district to the "Urban" district will be required from the LUC.

2. County Community Plan Amendment (CPA)

The project site is located within the Kihei-Makena Community Plan region. A portion of DLNR Industrial and Business Park is designated "Agriculture" with a small portion along the southern boundary designated "Project District 10 (Old Puunene Airport area)". To establish the proposed industrial, commercial, and public/quasi-public uses, an amendment to the Kihei-Makena Community Plan from "Agriculture" and "Project District 10" to "Light Industrial" use will be required.

3. County Change of Zoning (COZ)

The project site is zoned "Agricultural" District by the County of Maui. A Change of Zoning to "M-1, Light Industrial" District will be required.

H. PROJECT COST AND IMPLEMENTATION SCHEDULE

The DLNR Industrial and Business Park will be developed over a multi-phased time horizon. All major backbone infrastructure requirements will be completed prior to development of the DLNR Industrial and Business Park in accordance with State LUC rules.

Construction of the DLNR Industrial and Business Park is anticipated to begin in the year 2022, upon receipt of all required regulatory approvals and permits. The backbone infrastructure is anticipated to take 2.5 years to construct. Total infrastructure development is anticipated to cost between $114.8 million and $148.4 million including direct infrastructure construction costs, indirect costs, and financing cost, depending on the particular infrastructure improvements that will be required. As will be discussed further in **Chapter II** of this Final EIS, alternatives are addressed for water and wastewater infrastructure provision. Infrastructure development will be phased such that leasing of some lots can commence approximately two (2) years after initiation of construction in 2022. Leasing of lots is anticipated to begin in 2024. Individual tenants will complete the vertical improvements (buildings) for their respective lots.

DESCRIPTION OF EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES

II

II. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES

A. PHYSICAL ENVIRONMENT

1. Existing and Surrounding Land Uses

a. Existing Conditions

The project site is located approximately midway between Kahului and Kīhei, and situated on the eastern side of Maui's central isthmus, approximately five (5) miles south of Kahului at the signalized intersection at Maui Veterans Highway and Kamaʻāina Road. The Maui Humane Society is located on the southwest corner of the intersection. Adjacent to the project site to the south is the Maui Army National Guard Armory and Maui Raceway Park, the 86-acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) under development to the southeast, with surrounding former sugar cane fields to the north, northeast, and west. The Hawaiian Cement quarry is located in the vicinity, approximately 0.5 mile to the east. Refer to **Figure 2**. The majority of the project site was formerly in sugar cane cultivation. The last sugar crop was harvested at the end of 2016, signaling Hawaiian Commercial & Sugar Company's (HC&S) termination of sugar cane operations.

A portion of the subject lands along Kamaʻāina Road, totaling 5.450 acres more or less, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The Department of Land and Natural Resources (DLNR) is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management.~~ Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management.

b. Potential Impacts and Proposed Mitigation Measures

The surrounding area is in transition from agricultural use to other uses. There are various existing urban uses within the project vicinity. From a future land use perspective, the project site, as well as portions of the surrounding lands are within the Urban Growth Boundary (UGB) of the Directed Growth Maps of the Maui Island Plan (MIP). As previously noted, the 86-acre Pulehunui Industrial Park is currently under development and will provide 28 fee-simple lots for heavy industrial use (M-3 Restricted Industrial zoning). Across of Maui Veterans Highway from the project site, the Department of Hawaiian Home Lands (DHHL) is considering industrial/commercial development on 184 acres of land (DHHL Pulehunui North). Development of the proposed project will further transition the region to urban type uses (e.g., public/quasi-public, industrial, commercial, and recreation), as envisioned by the MIP. The MIP also envisioned these land uses would be compatible with surrounding agricultural lands. The MIP noted the planned growth area represents a logical expansion of industrial uses in the area.

2. Climate

a. Existing Conditions

Like most areas of Hawai'i, Maui's climate is relatively uniform year-round. Maui is characterized by a semi-tropical climate containing a multitude of individual microclimates. Pulehunui is located near the dry, arid region of Maui's southwest coast. Temperatures (based on readings taken at Kahului Airport) range from an average daily low of 67.3 degrees Fahrenheit to an average daily high of 83.8 degrees. The warmest month is September while February is the coolest month. A high proportion of the rainfall that Maui receives each year falls on the northeast facing shores, leaving the central isthmus and southern coastal areas relatively dry. The annual average rainfall in the vicinity of the project site (based on readings taken at Kahului Airport) amounts to approximately 18.23 inches. In the Kahului region, January is historically the wettest month, while June is the driest. On average, there are 95 days per year with more than 0.01 inch of rain in Kahului (County of Maui, Office of Economic Development, 2015).

b. Potential Impacts and Proposed Mitigation Measures

From an environmental standpoint, replacement of vegetative surfaces with hardscapes associated with roadways, paved parking areas, and buildings may yield a tendency towards slightly increasing ambient air temperatures. To address this so-called "heat island" effect, proposed

open space areas, landscaping and landscaped buffers will be integrated into the proposed project. The landscape design and planting plan will provide shading to reduce the "heat island" effect. Refer to **Figure 4**.

3. Topography

a. Existing Conditions

The project area is relatively flat with an average slope of 1.5 percent. The project area slopes in a northeast to southwest direction toward Maui Veterans Highway. See **Appendix "C"**.

b. Potential Impacts and Proposed Mitigation Measures

Grading work will be undertaken to set roadway grades and adjacent grades for developable lots. The proposed grading will include a mix of excavation and embankment, with an intent to balance the earthwork as much as possible. ~~The lots will be graded with a level or gradual slope~~Grading of the lots will be the responsibility of the lot owners and will occur as the lots are developed. Detention basins will be excavated lower to facilitate gravity drainage of stormwater. Overall no big cuts or fills are anticipated. At the makai edge of the project, it was recommended in the Preliminary Engineering and Drainage Report (PEDR) that the lots be graded at least as high as Maui Veterans Highway in order to prevent the highway runoff from affecting the project site. Refer to **Appendix "C"**. All grading work will comply with applicable requirements of Chapter 20.08, Soil Erosion and Sedimentation of the Maui County Code (MCC). The following construction Best Management Practices (BMPs) are proposed to minimize impacts

- Contractor shall prevent cement products, fuel and other toxic substances from falling or leaking into the ground.
- Contractor shall remove all construction debris and toxic substances daily to prevent entry into the ground.
- Contractor shall properly maintain vehicles and equipment to prevent oil or other fluids from leaking into the ground.
- Contractor shall wash out concrete trucks ~~only~~and equipment, such as wheelbarrows and hand tools, used with concrete offsite at a designated site approved by the Department of Health.

- Contractor shall provide stabilized construction entrances and truck washdown areas.

- Contractor shall periodically spray loose soils with water to minimize airborne dirt particles.

- Contractor shall properly install and maintain erosion control barriers such as silt fencing or straw bales to keep sediment-laden runoff onsite.

- Contractor shall disturb the smallest area possible and retain ground cover until the last possible date.

- Contractor shall stabilize denuded areas by sodding or planting, as soon as possible, and shall use high seeding rates to ensure rapid stand establishment.

- Contractor shall apply biocides only during dry periods of low rainfall to minimize chemical runoff.

In addition, the following BMPs recommended by the Department of Water Supply (DWS) will be implemented, as appropriate, during construction to protect water resources:

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.

- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed offsite.

- Properly install and maintain erosion control barriers such as silt fencing or straw bales.

- Disturb the smallest area possible.

- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods of low rainfall to minimize chemical run-off.

- Keep run-off onsite.

Low Impact Development (LID) practices are also being considered, such as, uncurbed roadways with dry swales, pervious pavement, and bioretention basins. Dry swales and pervious pavement could work well given the mild slopes, low rainfall, and good infiltration characteristics of the soil. Use of pervious pavement or dry swales may be able to reduce the amount of detention basin volume that is required due to the increased runoff travel time and additional infiltration. The drawback is that additional maintenance would be required to ensure their continued effective operation. Additionally, depending on the future uses of the Industrial and Business Park, the number and type of heavy vehicles could make pervious pavement cost prohibitive.

Furthermore, as will be required by the Department of Health (DOH), Clean Water Branch (CWB), due to the amount of grading anticipated, a National Pollutant Discharge Elimination System (NPDES) permit will be obtained to certify that earthmoving activities will not result in adverse impacts to downstream properties or waters of the United States (U.S.).

4. Soil Characteristics

a. Existing Conditions

Underlying the project site and surrounding lands are soils belonging to the Pulehu-Ewa-Jaucas association. See **Figure 5**. According to the *Soil Survey of the Islands of Kaua'i, O'ahu, Maui, Moloka'i, and Lāna'i, State of Hawai'i*, the soils of this association are characterized as deep and well drained, nearly level to moderate sloped and located on alluvial fans and in basins (Foote etal, 1972).

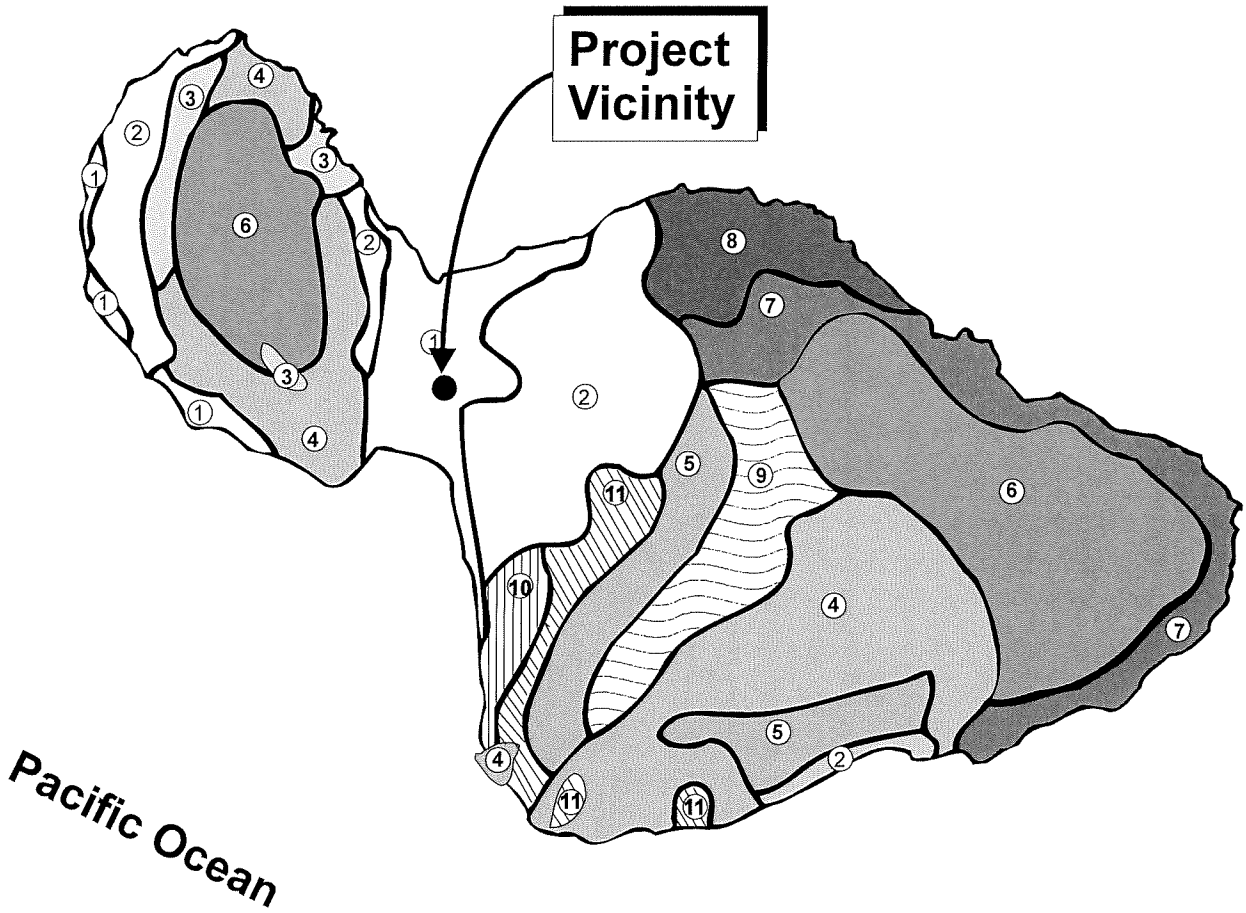
The soils underlying the project site are in the Ewa series which is characterized by well drained soils in basins, and on alluvial fans. Soils are nearly level to moderately sloping with elevations ranging from near sea level to 150 feet. The project area is located on soils classified as Ewa silty clay loam (EaA), Ewa cobbly silty clay loam (EcA), Ewa silty clay loam (EcB), Pulehu silt loam (PpA), Pulehu cobbly silt loam (PrA), and Waiakoa extremely stony silty clay loam (WID2). See **Figure 6**.

EaA soil occurs on alluvial fans and terraces, the surface layer is dark reddish-brown silty clay loam with 0 to three (3) percent slopes. Runoff is very slow and the erosion hazard is no more than slight.

EcA soil is characterized by 0 to three (3) percent slopes, and cobbly on the surface. Runoff is very slow and the erosion hazard is no more than slight.

LEGEND

- (1) Pulehu-Ewa-Jaucas association
- (2) Waiakoa-Keahua-Molokai association
- (3) Honolua-Olelo association
- (4) Rock land-Rough mountainous land association
- (5) Puu Pa-Kula-Pane association
- (6) Hydrandepts-Tropaquods association
- (7) Hana-Makaalae-Kailua association
- (8) Pauwela-Haiku association
- (9) Laumaia-Kaipoipoi-Olinda association
- (10) Keawakapu-Makena association
- (11) Kamaole-Oanapuka association



Source: USDA Soil Conservation Service

Figure 5 DLNR Industrial and Business Park

Soil Association Map

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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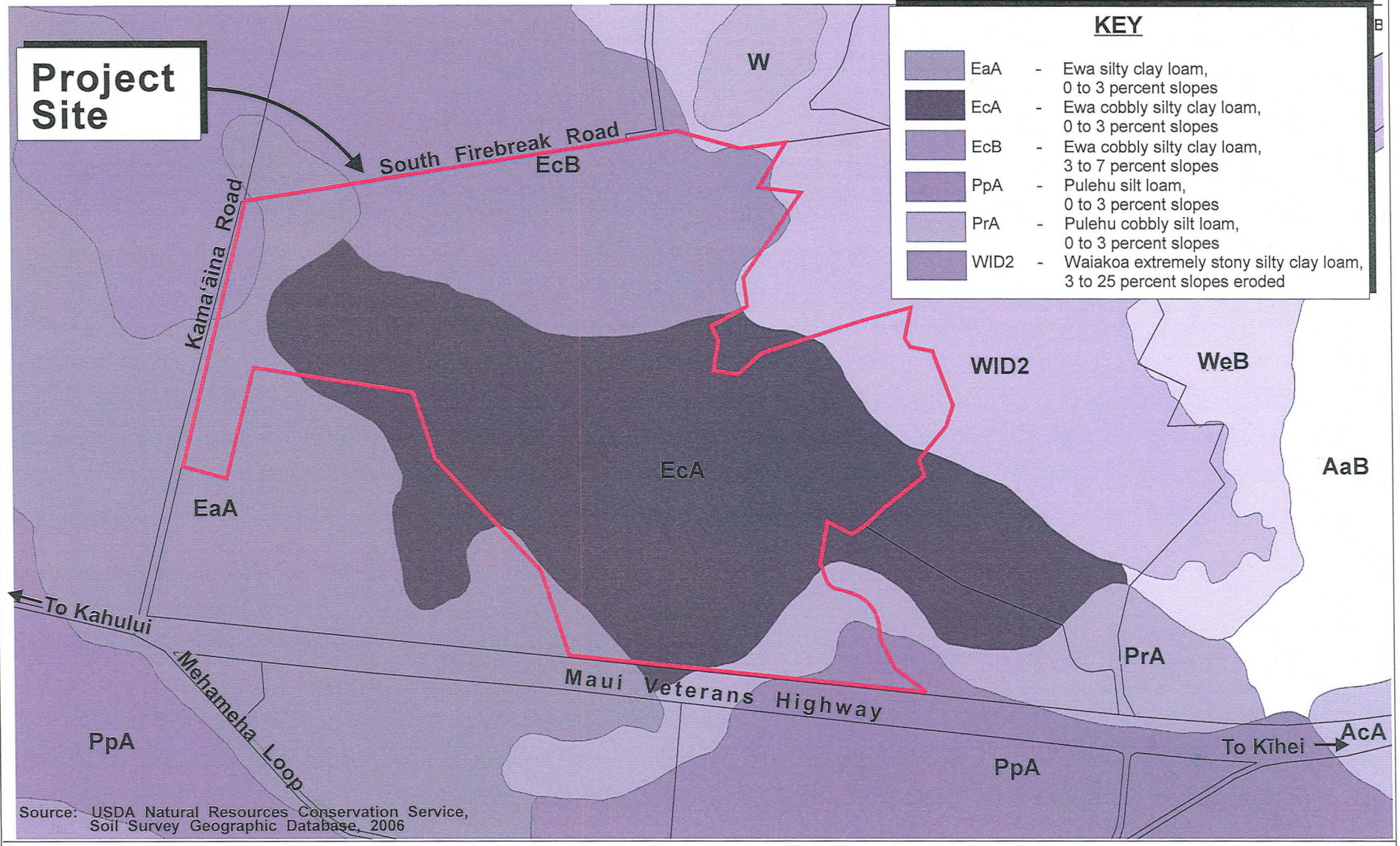

Figure 6 DLNR Industrial and Business Park

Soil Classification Map

0 250 500 1000 Feet

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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EcB soil is characterized by three (3) to seven (7) percent slopes, and is cobbly on the surface with a few small stoney areas.

PpA soil is similar to Pulehu clay loam and characterized by zero (0) to three (3) percent slopes, except that the texture is silt loam.

PrA soil is similar to Pulehu clay loam and characterized by zero (0) to three (3) percent slopes, except that the texture is silt loam, and there are many cobblestones on the surface.

WID2 soil is characterized by three (3) to seven (7) percent slopes and stones cover three (3) to 15 percent of the surface. In most areas, about 50 percent of the surface layer has been removed by erosion. Runoff is medium and the erosion hazard is severe.

b. Potential Impacts and Proposed Mitigation Measures

The project site is relatively flat and level, and significant landform transformations in terms of cut and fill are not anticipated. The project will comply with the County's "Rules for Storm Water Treatment Best Management Practices" by providing water quality treatment. The required Water Quality Design Volume will be fully retained ensuring that pollutants would be captured and prevented from flowing to downstream areas. Erosion control measures will also be used to minimize sediment runoff during construction as well as during operation of the subdivision. Refer to **Appendix "C"**. As noted previously, BMPs are proposed to manage soil erosion and pollution impacts associated with construction.

5. Environmental Contaminants

a. Existing Conditions

The project site was used for commercial sugar cane cultivation from the 1910s. The area was also used for a civilian airport and later Naval Air Station (NAS) Pu'unēnē during World War II. The project site has been evaluated for the presence of hazardous substances due to these historic land uses.

A Phase I Environmental Site Assessment (ESA) was prepared by EnviroServices & Training Center, LLC (ETC) for Alexander & Baldwin, LLC through its division HC&S when sugar cane cultivation ceased on lands owned by DLNR. See **Appendix "D"**. The ESA covered six (6) non-contiguous land parcels owned by the DLNR and leased by HC&S,

including the 280-acre proposed project area on Tax Map Key (TMK) (2)3-8-008:001 (Parcel 1).

The purpose and goal of the Phase 1 ESA was to conduct an analysis to identify recognized environmental conditions (RECs) in connection with the area to the extent feasible pursuant to the process described in the American Society for Testing and Materials (ASTM) Practice. REC is defined as:

> *"the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative or a release to the environment; (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions."*

The preparation of the Phase 1 ESA included an analysis of the site conditions, including topography, geology, hydrogeology, and current uses; required information provided by the user (landowner) in terms of environmental liens, activity and use liens, specialized knowledge, valuation reduction for environmental issues, commonly known or reasonably ascertainable information, and degree of obviousness of potential contamination; a review of standard environmental record sources; a tier 1 vapor encroachment screen; a historical use analysis; onsite visual reconnaissance; and interviews with persons knowledgeable of the site. Refer to **Appendix "D"**.

The project site has been used for many years for commercial sugar cane cultivation, which is commonly associated with the use and application of pesticides. The Phase 1 ESA notes that as described in Section 9 of the DOH Hazard Evaluation and Emergency Response (HEER) Office's November, 2009, *Interim Final Technical Guidance Manual for the Implementation of the Hawaii State Contingency Plan* (HEER TGM), with the exception of arsenic, residual pesticides in former sugar cane fields are rarely detected above levels of potential concern. In addition, data gathered by the DOH over the past ten (10) years indicate that dioxins in former sugar cane fields do not pose a significant health risk. Review of the DOH HEER Office's *Summary of Pesticide and Dioxin Contamination Associated with Former Sugar cane Operations* indicated that elevated concentrations were not reported in the surface soils of sugar cane field(s) associated with the nearby Pu'unēnē Sugar Mill. No pesticide mixing sites are known to have been operated on the study area. Although other contaminants associated with commercial sugar cane cultivation were not

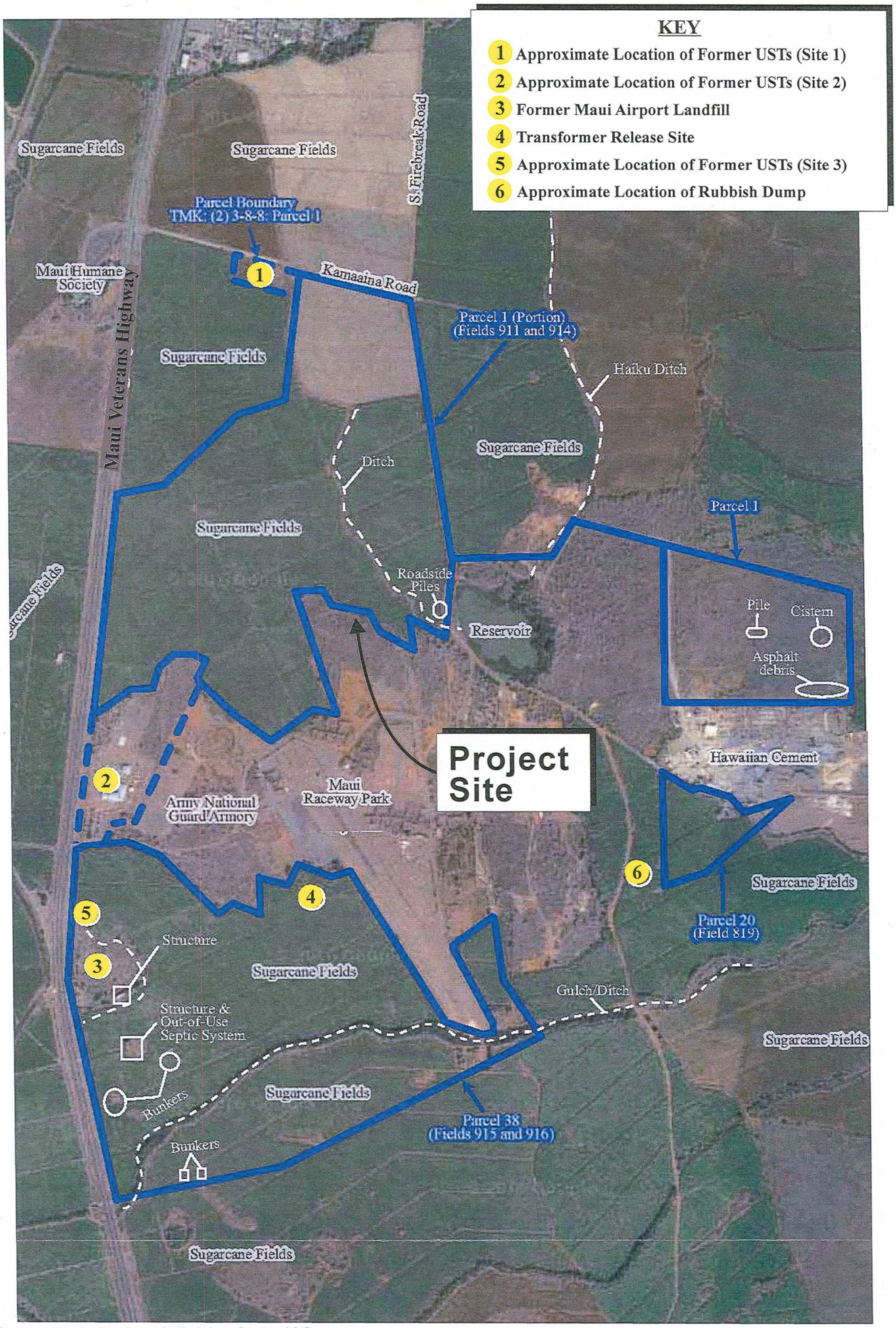
evaluated, based on these findings, the Phase 1 ESA concludes that the former agricultural usage of the project site is considered a *de minimis* (minor) condition.

Historical research conducted included the former use of the area as part of the Maui Airport Military Reservation or NAS Pu'unēnē by the U.S. Navy from 1940 to 1947. Research included review of available military records of the former NAS. The ESA identified underground storage tanks, a transformer release site and a former airport landfill were located on the former military site. See **Figure 7**. An underground storage tank site was located on a portion of the project site along Kama'āina Road.

The transformer release site was cleaned up and included the removal and disposal of approximately 633-cubic yards of Polychlorinated biphenyl (PCB)-contaminated soil and concrete debris. The release site was subsequently backfilled and restored. The DOH HEER Office issued the facility a letter indicating that no further action (i.e. No Department of Defense Action Indicated) was required for the site. ETC's site reconnaissance of this area indicated no evidence of a release. Based on these findings, the transformer release site is not considered an REC.

The airport landfill site was a 20-acre dump site believed to contain the remains of aircraft and other equipment that were deemed surplus for military purposes. Archaeological excavation of the area conducted for the Maui Military Museum identified exposed military debris and NAS equipment. Subsequent soil and groundwater sampling and analysis indicated that elevated concentrations of arsenic, cadmium, lead, and PCBs were found in the soil. In addition, chloromethane was found in the groundwater located on the former landfill. A Remedial Investigation / Feasibility Study was conducted for the landfill and the recommended action by the Navy was "no action". According to DOH HEER the landfill is identified as closed. The ESA concluded the existing former *Maui Airport Landfill* site which is situated on a approximate 20-acre portion of Parcel 38; and the associated buried materials and contaminants to the soil and groundwater at the former *Maui Airport Landfill* are considered an REC. However, the landfill site is not located on the DLNR Industrial and Business Park project site. Refer to **Figure 7**.

The ESA noted that nine (9) closed Underground Storage Tanks (USTs) in the vicinity were closed in 2000. The nine (9) USTs were found at three (3) sites. Site 1 consisted of three (3) 50,000-gallon aviation fuel USTs, Site 2 consisted of four (4) 25,000-gallon aviation fuel USTs, and Site 3 consisted



Source: EnviroServices & Training Center LLC

Figure 7

DLNR Industrial and Business Park

Phase I Environmental Site Assessment Sites

0 250 500 1000 Feet

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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of two (2) 50,000-gallon aviation fuel USTs. Site 1 is located along Kamaʻāina Road within the project site while the other two (2) sites are not within the DLNR Industrial and Business Park. Refer to **Figure 7**. A release at Site 1 and Site 2 (DOH Release ID 000079) was observed and reported to the DOH during UST closure activities in 2000. Subsequent release response activities were completed including the over excavation and onsite aeration of approximately 15-cubic yards of petroleum contaminated soils. Following aeration and confirmation sampling, the soils were utilized as excavation backfill at the NAS Puʻunēnē. A Final Underground Storage Tank Closure Report was completed on July 2, 2001.

In summary, the ESA found that the six (6) parcels assessed, including the project site, revealed no evidence of RECs, with the exception of the Maui Airport landfill site. As noted above, the airport landfill site is not located on the project site.

It is noted that comments received on the EIS Preparation Notice for the subject project indicated that the military was known to bury unwanted or dangerous ordnance or equipment and inquired whether there are unexploded ordnances on the project site. As noted above, the ESA found no evidence of RECs within the proposed DLNR Industrial and Business Park project site. It is noted that an archaeological inventory survey completed for DHHL's Pulehunui South project did identify a remnant of a former ordnance dump. This site is not located within the proposed DLNR Industrial and Business Park (PBR Hawaii, 2018).

b. Potential Impacts and Proposed Mitigation Measures

The ESA did not locate any RECs within the DLNR Industrial and Business Park project site. The proposed project will involve light industrial, commercial, and public/quasi-public uses. The M-1, Light Industrial Zoning district, which will be sought for the proposed project, is designed to contain mostly warehousing and distribution types of activity, and permits most compounding, assembly, or treatment of articles or materials. Heavy industrial uses, including manufacturing and nuisance industries and storage of raw materials, are not permitted within the M-1 zoning district and are not proposed for inclusion within the DLNR Industrial and Business Park.

From an ongoing operational standpoint, the DLNR Industrial and Business Park is expected to have a Pollution Prevention Plan that will provide guidance to tenants to address pollutants associated with light industrial activities. For example, industrial liquids from cleaning and maintenance

(e.g., gas, diesel, etc.) may be required to pass through a separator sump before being discharged to the drainage system. Specific practices to address use-based pollution would be addressed on a lot-by-lot basis, depending on the specific proposed light industrial use. Operational BMPs to minimize the potential for contaminants to enter the drainage system will include methods to prevent toxic and hazardous substances from reaching receiving waters.

DLNR's standard lease with tenants stipulates that lessees shall not cause or permit the escape, disposal or release of any hazardous materials except as permitted by law. Lessees also shall not allow the storage or use of hazardous materials in any manner not sanctioned by law or by the highest standards prevailing in the industry. Lessees are not allowed to bring hazardous materials on the premises except to use in the ordinary course of the Lessee's business and only with written notice to and consent from DLNR.

Based on the foregoing, significant impacts related to environmental contaminants are not anticipated.

6. Agricultural Land Characteristics

a. Existing Conditions

On the Island of Maui approximately 235,770 acres have been designated as "Agricultural" by the State Land Use Commission (LUC), representing just over 50 percent of the island. The project's approximate 280 acres represents a small percentage of State "Agricultural" lands on the island of Maui.

In 1977, the State Department of Agriculture (DOA) developed a classification system to identify Agricultural Lands of Importance to the State of Hawai'i (ALISH). The classification system is based primarily, though not exclusively, upon the soil characteristics of the lands. The three (3) classes of ALISH lands are: "Prime", "Unique", and "Other Important" agricultural land, with all remaining lands termed "Unclassified".

When utilized with modern farming methods, "Prime" agricultural lands have a soil quality, growing season, and moisture supply necessary to produce sustained crop yields economically. "Unique" agricultural lands possess a combination of soil quality, growing season, and moisture supply to produce sustained high yields of a specific crop. "Other Important" agricultural lands include those that have not been rated as "Prime" or "Unique" but are of state-wide or local importance for agricultural use.

Approximately 62,000 acres, or 26 percent, of Maui's 235,770 acres of State LUC designated "Agricultural" lands are characterized as "Prime" lands by the ALISH system. The majority of the proposed project site is designated as "Prime" agricultural lands with a small portion near the Maui Raceway Park designated as "unclassified". See **Figure 8**.

The University of Hawai'i, Land Study Bureau (LSB) developed the Overall Productivity Rating, which classified soils according to five (5) levels, with "A" representing the class of highest productivity soils and "E" representing the lowest. On the island of Maui, "A" and "B" designated lands comprise approximately 21 percent of the island's State LUC "Agricultural" lands. The majority of the lands underlying the proposed project site is rated "A", the highest productivity level, by the LSB. In addition, the project site contains lands "Not Classified" and a small portion classified as "B". Lands to the north, east, and west of the project site are rated "A", while lands to the south are rated "B" and "Not Classified". See **Figure 9**.

Chapter 205, Hawai'i Revised Statutes (HRS), declared that the people of Hawai'i have a substantial interest in conserving the agricultural resources of the State. The State calls for the identification of important agricultural lands (IAL) to identify and plan for the maintenance of a strategic agricultural land resource base that can support a diversity of agricultural activities and opportunities that expand agricultural income. The DLNR Industrial and Business Park is not designated as IAL. See **Figure 10**.

Chapter 205, HRS, enables the designation of IAL and adoption of maps by the LUC. Each county was tasked with identifying and mapping potential IAL. To date the County of Maui has not identified or mapped IAL. However, Chapter 205, HRS, allows landowners to designate their lands as IAL.

Alexander & Baldwin, Inc. (A&B) in 2009 petitioned the LUC to have portions of their lands on Maui designated as IAL. The LUC, by Declaratory Order No. DR09-38, designated 27,102 acres as IAL.

Approximately 325 acres of A&B lands to the north and east of the DLNR Industrial and Business Park are IAL. Refer to **Figure 10**.

The majority of the project site was utilized by HC&S for the company's former sugar cane cultivation operations under Revocable Permit No. S-7368. In 2016, HC&S ended sugar cane cultivation and is transitioning to diversified agriculture. The last crop of sugar cane, including crops being

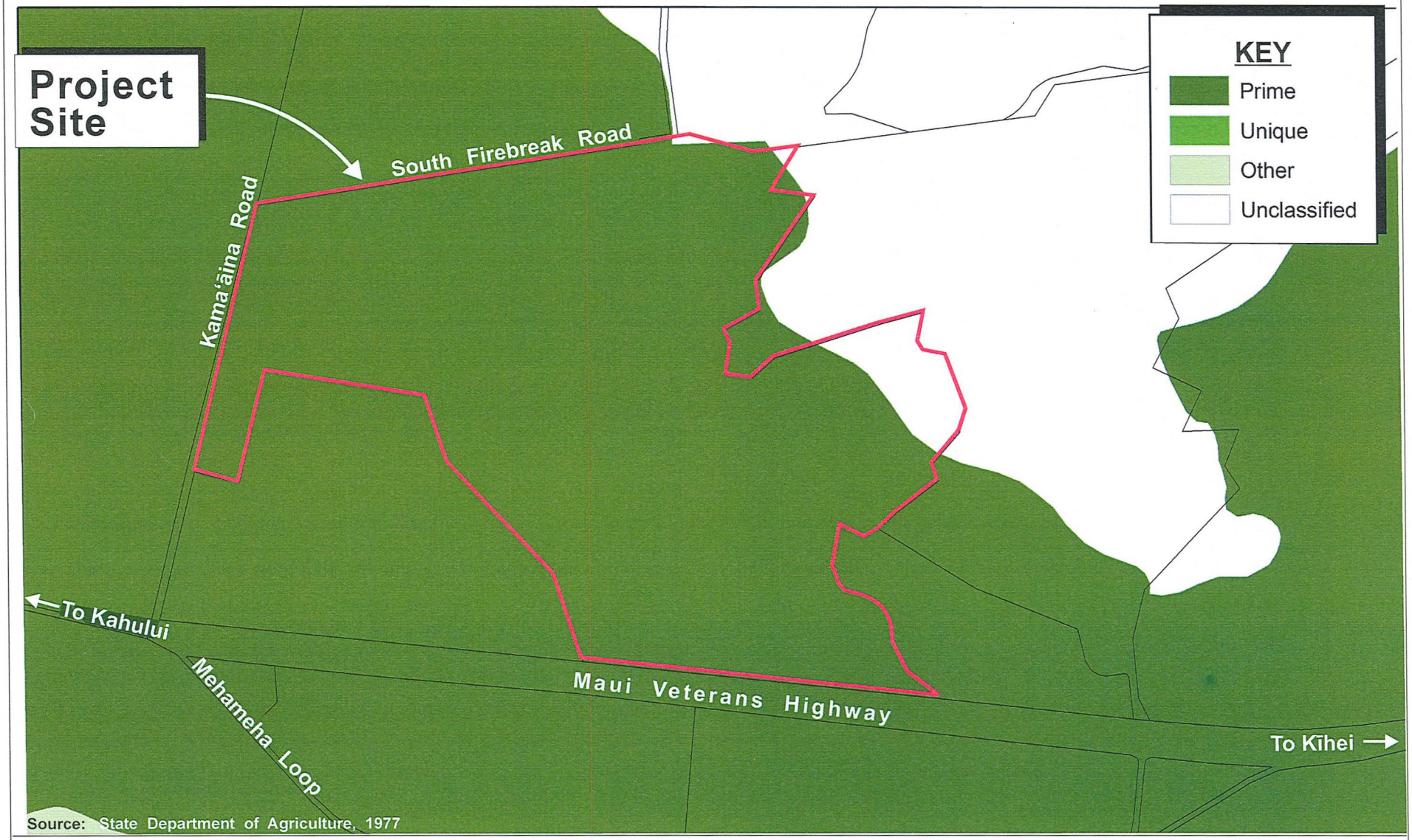

Figure 8 DLNR Industrial and Business Park

Agricultural Lands of Importance to the State of Hawai'i

0 500 Feet
250 1000

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SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\ALISH.DEIS

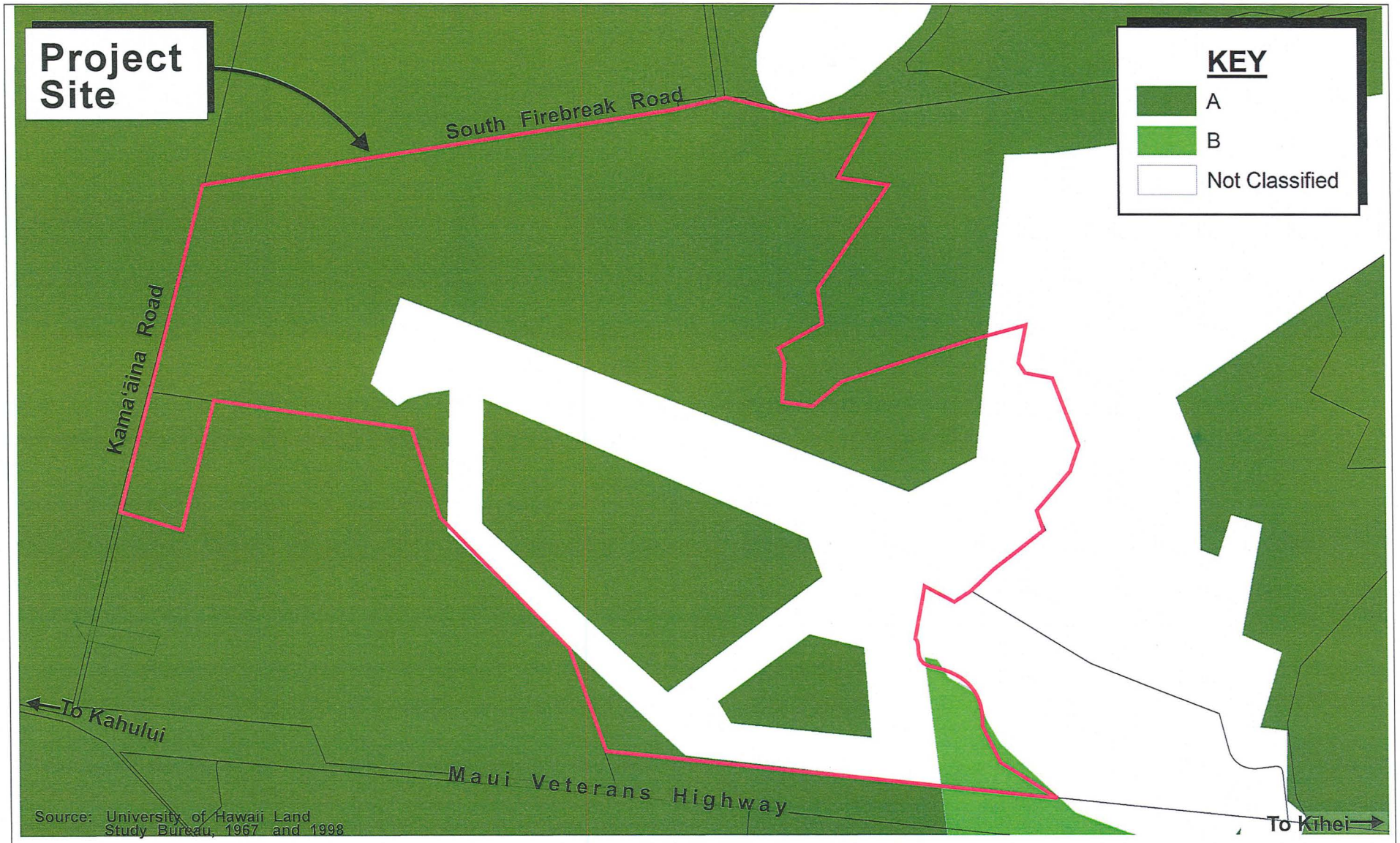

Figure 9

DLNR Industrial and Business Park

Land Study Bureau Map

0 500 Feet
250 1000

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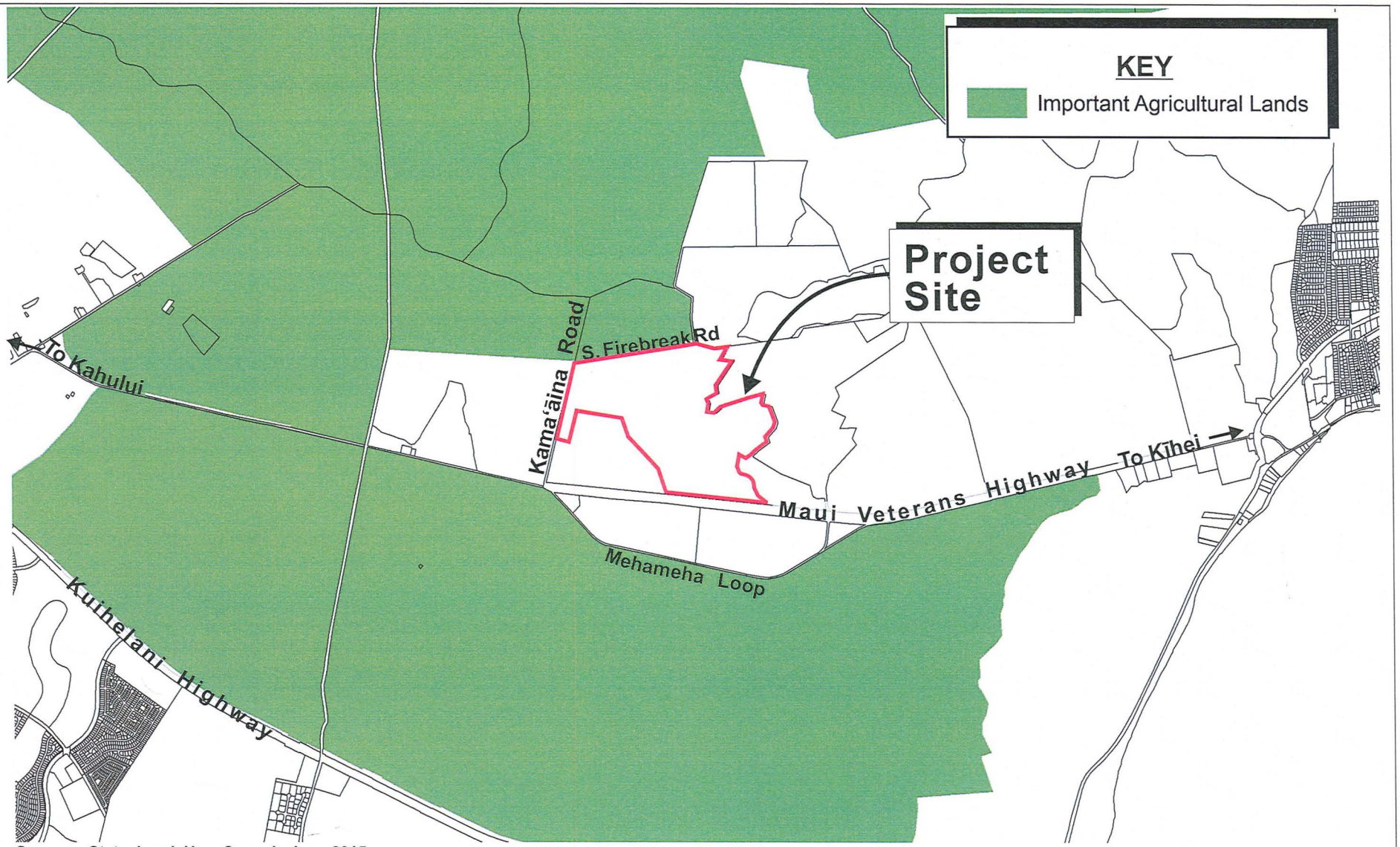

Source: State Land Use Commission, 2015

Figure 10 DLNR Industrial and Business Park

Important Agricultural Lands

0 1750 Feet
875 3500

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cultivated within the project site, was harvested in December 2016. Revocable Permit No. S-7368 has been terminated and HC&S is no longer utilizing the project site.

~~As previously noted, a~~ portion of a the subject lands, totaling 5.450 acres more or less, is set aside to the DOA via Governor's EO 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project will repurpose approximately 280 acres of agricultural lands. This change in use represents a small portion of the State Land Use designated "Agricultural" lands on Maui. It is noted that the project site is not designated as IAL pursuant to Chapter 205-42, HRS.

As previously mentioned, HC&S recently ended its sugar cane operations on Maui and anticipates transitioning to a diversified agricultural model. The proposed project will not adversely impact HC&S' agricultural lands in the vicinity. The proposed project is also not anticipated to impact future diversified agriculture activities that may occur on lands owned by A&B to the north. There are access roads that lead to the adjacent agricultural fields (e.g., Kama'āina Road and South Firebreak Road). Development of the DLNR lands would not isolate these areas.

An Agricultural Impact Assessment report was prepared for the proposed project to address the potential impacts to existing agricultural enterprises and as a result of the proposed project. See **Appendix "E"**. In regards to onsite agriculture, because the project site is no longer in agricultural operations, except for the DOA quarantine site which will be relocated, the report concludes that the proposed project will not present any adverse impacts. In addition, although the lands underlying the project site have favorable soil conditions for agricultural uses as described above, the report states that the loss of 280 acres of high quality farmland is minimal

in comparison to the total acreage still available on Maui and statewide. There is a large supply of high quality farmland on Maui and Statewide due to the loss of nearby all plantations in Hawai'i. Even with the loss of land to other developments on Maui, ample farmland will remain available to accommodate future diversified crop farming, food self sufficiency, and food security. As such, the proposed redesignation of these lands for industrial uses is not anticipated to create adverse impacts on farming capabilities on Maui or statewide. The report also states that the loss of these 280 acres will be offset by economic and fiscal benefits during the construction period and at full development.

Portions of the DLNR Industrial and Business Park will abut and be downwind of fields planned for mechanically harvested row crops. ~~Nuisances arising from nearby farming operations can become an issue for businesses as well as farm operators.~~ Some farm workers and customers who are close to and downwind from farmers operations may object to occasional noise, dust, odors, chemical spraying, etc. ~~In turn, farmers may have to change their operations in order to address these issues. However, nuisance issues for industrial users are much less of an issue than is the case for residential or commercial areas.~~All tenants and occupants of the DLNR Industrial and Business Park will be informed that the Hawai'i Right-to-Farm Act, Hawai'i Revised Statutes, Chapter 165 limits the circumstances under which farming operations may be deemed to be a nuisance. Refer to **Appendix "E"**.

It is noted that other urban uses in the vicinity, such as the Maui Humane Society, Army National Guard Armory, and Central Maui Baseyard, have coexisted with surrounding agricultural uses. Future lessees within the DLNR Industrial and Business Park will be made aware of the surrounding agricultural uses and will be encouraged to provide perimeter walls, landscaping, and site design measures to mitigate potential nuisance issues.

7. Flora and Fauna

a. Existing Conditions

The property has been in sugar cane cultivation for many years. During World War II, most of this area was developed with infrastructure for the NAS Pu'unēnē. After the war, the land was returned to sugar cane cultivation.

A Biological Resources Survey of the project site was conducted in January 2017. See **Appendix "F"**. The objectives of the survey were to:

1. Document what plant, and animal species occur on the property or may likely occur in the existing habitat.

2. Document the status and abundance of each species.

3. Determine the presence or likely occurrence of any native flora and fauna, particularly any that are federally listed as Threatened or Endangered. If such occur, identify what features of the habitat may be essential for these species.

4. Determine if the project area contains any special habitats which if lost or altered might result in a significant negative impact on the flora and fauna in this part of the island.

A walk-through survey method was used for covering the entire project area. Notes were made on plant species, distribution, and abundance as well as on terrain and substrate.

Most of the vegetation in the recently fallow fields was sparse and low in stature at the time the survey was conducted. Winter rains had stimulated vigorous sprouting of grasses and herbaceous plants. A total of 45 plant species were recorded during the survey. Two (2) species were abundant throughout the area including sugar cane (*Saccharum officinarum*) which was sprouting from remnant rootstock, and 'uhaloa (*Waltheria indica*) a hardy indigenous native shrub. Three (3) plant species were of common occurrence, including nut sedge (*Cyperus rotundus*), buffelgrass (*Cenchrus ciliaris*) and cheeseweed (*Malva parviflora*). In addition to the 'uhaloa, one (1) other hardy indigenous native plant, the 'ilima (*Sida fallax*), was recorded in the project area. The remaining 43 species were all non-native grasses and agricultural weeds.

Signs of two (2) non-native mammals were seen during the site visits. Tracks of domestic dogs (*Canis familiaris*) and feral pigs (*Sus scrofa*) were seen in the soil. Several other common non-native mammals, however, could be expected to be occasionally found in this habitat. These include the mongoose (*Herpestes auropunctatus*), feral cats (*Felis catus*), rats (*Rattus* spp.), and mice (*Mus domesticus*). A special effort was made to look for the native Hawaiian hoary bat by making an evening survey of the project area, however, no bats were visually observed, nor were any bats detected through use of an echolocation detecting device.

Birdlife was moderate in species diversity but sparse in numbers of individuals seen. Ten (10) bird species were recorded during the site visits. Two (2) species were of uncommon occurrence, these were the zebra dove (*Geopelia striata*) and black francolin (*Francolinus francolinus*). The

remaining eight (8) species were rare in the project area. Three (3) native bird species were seen in the project area, the endemic nēnē goose (*Branta sandvicensis*), the indigenous 'auku'u or black-crowned night-heron (*Nycticorax nycticorax hoactli*), and the migratory kōlea or Pacific golden-plover (*Pluvialis fulva*). It is noted that a few other non-native birds might occasionally be seen within the vicinity of the proposed project, however, the habitat is not suitable for Hawai'i's native forest birds and seabirds that typically nest high in the mountains.

One (1) fish species, the Mozambique tilapia (*Oreochromis mossambicus*), was found inhabiting an old plantation irrigation ditch that runs through the project area. In addition, one (1) clam species, the Asian freshwater clam (*Corbicula fulminea*), was also found inhabiting the same ditch.

Insects were modest in species diversity and in total numbers. A total of 13 species, representing seven (7) insect orders, were found in the project area during the site visits. Two (2) species were of common occurrence, the long-tailed blue butterfly (*Lampides boeticus*) and the dung fly (*Musca sorbens*). In addition, one (1) native dragonfly species was recorded, the indigenous globe skimmer (*Pantala flavescens*). Refer to **Appendix "F"**.

b. Potential Impacts and Proposed Mitigation Measures

As discussed, the vegetation throughout the project site is dominated by non-native species that are of no particular environmental concern. Two (2) indigenous plants, 'ilima and 'uhaloa, both of common occurrence throughout Hawai'i, were found growing in the area. No federally listed Endangered or Threatened plant species were found, nor do any plants that are candidates for such status occur on the project area. No special plant habitats occur on or near the project and no potential wetlands occur in this dry upland site. The Biological Resources Survey concluded that the proposed project is not expected to have significant negative impacts on the botanical resources within the region. As such, no recommendations regarding botanical resources were made.

The landscape plan prepared for the proposed project suggests the use of native and indigenous trees and shrubs, including the milo, kou, hala, hau, naio, 'ākia, 'ilima and naupaka to provide shade and landscape cover throughout the project. Refer to **Figure 4**.

In addition, the following BMPs relating to landscaping provided by the DWS will be evaluated for implementation in the project:

- After plants are established, avoid fertilizing and pruning to stimulate excessive growth. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.

- Use native climate-adapted plants for landscaping. Native plants adapted to the area conserve water and protect the watershed from degradation due to invasive alien species.

The wildlife within the project area was composed mostly of non-native species that are of no special conservation concern. However, recommendations with regards to certain Endangered or Threatened bird species are provided below. No other recommendations with regards to other identified species were provided in the Biological Resources Survey report prepared for the proposed project.

The nēnē goose is listed as an Endangered species and is endemic to the Hawaiian islands. Two (2) sub-adult, unbanded nēnē were observed on open ground in the fallow, recently harvested cane field. Nēnē are powerful, wide-ranging fliers and are opportunistic feeders. These birds can range over large areas taking advantage of feeding and nesting opportunities in a variety of habitats. The project site, being a former cane field, provides a temporary feeding opportunity which will disappear during the dry season. This habitat can be described as important alternative habitat but is not critical to their survival. As Endangered Species, nēnē carry federal protections that prohibit actions that might harass, injure, or kill them. ~~It is recommended that any~~The DLNR intends to inform and educate all occupants and users of the land in this project area ~~be informed and educated regarding~~of the nēnē and their status and protections. Should nēnē show up, they ~~should~~will be given space free of harassment and ~~should~~will be allowed to leave at their own convenience.

While no seabirds were found in the project area, two (2) federally protected species, the Endangered ʻuaʻu or Hawaiian petrel (*Phaeopygia sandwichensis*) and the Threatened ʻaʻo or Newells shearwater (*Puffinus newelli*), are known to fly from the ocean at dusk to their nesting burrows high in the mountains and return to the ocean at dawn during the breeding season between March and November. They fly over the lowlands during these flights. These birds are known to be disoriented by bright lights and strike tall structures and can be injured and grounded where they become vulnerable to vehicle strikes and predators. During October and November, fledging young birds are particularly vulnerable to these threats. It is

recommended that any outdoor lighting be hooded so the light is only visible from below. Refer to **Appendix "F"**.

8. Flood and Tsunami Hazards

a. Existing Conditions

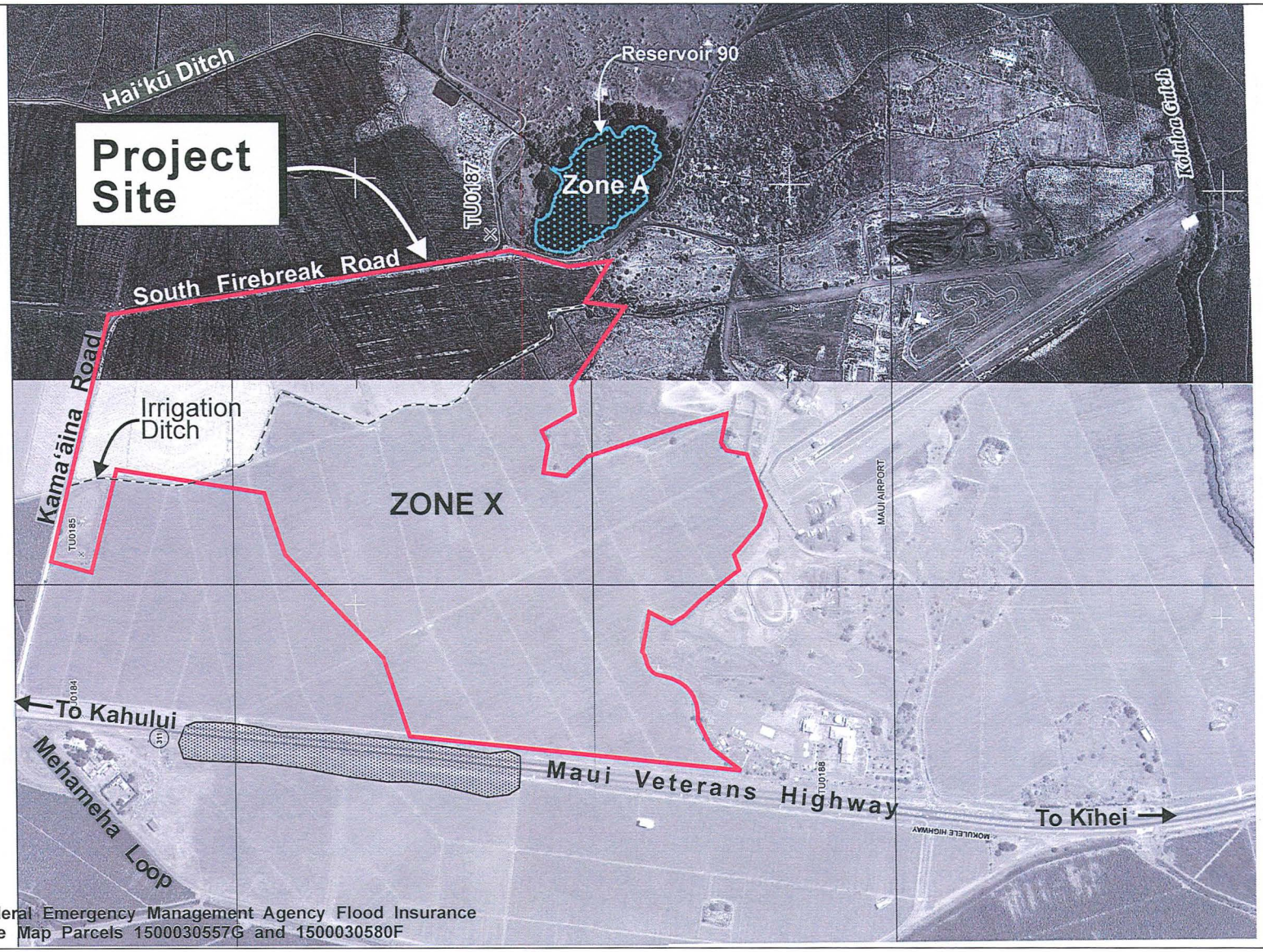
The Flood Insurance Rate Maps (FIRM) 1500030557G and 1500030580F indicate the project site is situated in Zone X (unshaded), an area outside of the 0.2 percent annual chance flood plain (Federal Emergency Management Agency, 2015). See **Figure 11**.

While the project site is not located within a flood hazard zone designated by the Federal Emergency Management Agency (FEMA), the PEDR notes that an existing irrigation reservoir, known as Reservoir 90, located mauka of the project site presents a potential risk to the DLNR Industrial and Business Park as well as to other downstream areas. Reservoir 90 is a State regulated dam that is owned and operated by HC&S. HC&S plans to continue to use the reservoir and its associated irrigation ditches as part of their diversified agriculture operations. A 2015 inspection report by the DLNR Dam Safety Program identified 14 different deficiencies in the dam and its appurtenances. If the dam's earthen embankment were to ever overtop or fail, the reservoir's water would quickly inundate downstream areas with destructive flood flows. The project site is downstream from the dam and is confirmed to be within the dam's evacuation zone. Refer to **Appendix "C"**.

The project site is located inland approximately five (5) miles from the coastline and outside of the tsunami evacuation zone for the Island of Maui. The Pulehunui area does not contain any Civil Defense emergency warning system.

b. Potential Impacts and Proposed Mitigation Measures

The project area is outside of any flood prone areas and outside of the tsunami evacuation area. However, as noted above, a number of deficiencies at HC&S's Reservoir 90 poses a potential risk to the project site if the dam's earthen embankment were to overtop or fail. The DLNR Dam Safety Program will monitor HC&S's compliance with the required repairs and upgrades identified in the 2015 inspection report to ensure that the threats to downstream properties are mitigated.



Source: Federal Emergency Management Agency Flood Insurance Rate Map Parcels 1500030557G and 1500030580F

Figure 11 DLNR Industrial and Business Park

Flood Insurance Rate Map

0 500 FEET
250 1000

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The DLNR will coordinate with the State Department of Defense, Hawai'i Emergency Management Agency regarding disaster warning and preparedness as it relates to the proposed project.

9. Streams, Reservoirs, and Water Quality

a. Existing Conditions

There is an existing concrete irrigation ditch, Ha'ikū Ditch, located east of South Firebreak Road and the project area and terminates at the existing reservoir (Reservoir 90) located east of the project site across South Firebreak Road. Ha'ikū Ditch is owned by A&B and runs in a north-south direction. Refer to **Figure 11**. There is also an irrigation ditch that traverses the project area originating north of Kama'āina Road and is connected to Reservoir 90.

Other than the irrigation ditch and agricultural reservoir, there are no streams, major drainageways, wetlands, or waterbodies in the project area. As noted previously, the nearest surface water body is the agricultural Reservoir 90 located east of South Firebreak Road. The nearest drainageway is Kolaloa Gulch (refer to **Figure 1**), which is included in the Waikapū Watershed (Waikapū (66010)), located south of the project area near the access road to the Maui Raceway Park (State of Hawai'i, DLNR, Division of Aquatic Resources, 2008).

b. Potential Impacts and Proposed Mitigation Measures

The irrigation ditch within the project area is typically bordered by earthen berms that serve to block surface water from directly entering the ditch. These berms block inflows in smaller storm events, but in larger storms it is likely that the surface runoff enters the ditch via gaps and low points in the berms. The irrigation ditch is relatively small and is estimated to only have a full flow capacity of around 100 cubic feet per second (cfs). This does not leave significant reserve capacity for intercepting surface runoff, especially if it already contains irrigation water. Any excess runoff above the ditch's full flow capacity will spill over the ditch and proceed west into makai drainage areas.

As previously noted, the retained water in Reservoir 90 presents a possible risk to the proposed project as well as to other downstream areas. If the retaining earthen embankment were to ever overtop or fail, the reservoir's water could quickly inundate downstream areas with destructive flood flows. DLNR's Dam Safety Program will monitor HC&S's compliance with the required repairs and upgrades identified in the 2015 inspection report.

The proposed drainage system for the project, as will be discussed further, will consist of a "decentralized" stormwater management system with many open detention basins spread throughout the project site and integrated into open space areas. These detention basins, in addition to piped storm drain systems within the project's interior roadways, an interceptor ditch proposed to be installed along the eastern edge of the site to collect and convey offsite runoff, detain or retain the increase in stormwater flow that will be created as a result of the proposed project, as well as existing flow coming from offsite areas such that the proposed project will not have any adverse effects on adjacent or downstream properties. Refer to **Appendix "C"**.

As will be required by the DOH, CWB, due to the amount of grading anticipated, a NPDES permit will be obtained to ensure that earthmoving activities will not result in adverse impacts to downstream properties or waters of the U.S.

From an ongoing operational standpoint, the DLNR Industrial and Business Park will provide guidance to tenants to address pollutants associated with light industrial activities. For example, industrial liquids from cleaning and maintenance (e.g., gas, diesel, etc.) may be required to pass through a separator sump before being discharged to the drainage system. Specific practices to address use-based pollution would be addressed on a lot-by-lot basis, depending on the specific proposed light industrial use. Operational BMPs to minimize the potential for contaminants to enter the drainage system will include methods to prevent toxic and hazardous substances from reaching receiving waters.

10. Nearshore Waters

a. Existing Conditions

The project area is located midway between Kahului and Kīhei approximately five (5) miles from Kahului and the shoreline.

b. Potential Impacts and Proposed Mitigation Measures

The project area is not near the shoreline and there are no natural drainageways traversing the project area to the shoreline. Implementation of the project is not expected to adversely impact coastal resources.

11. Archaeological Resources

a. Existing Conditions

An Archaeological Inventory Survey (AIS) was prepared for the project area in 2017. See **Appendix "G"**. Multiple field tasks were completed during the archaeological study including a pedestrian survey in order to identify the presence and/or absence of archaeological sites and assess the project area geographical and physiographical features. In addition, mechanically excavated stratigraphic trenches were utilized to assess the presence and/or absence of subsurface cultural deposits. A total of 148 trenches were excavated throughout the project site. Laboratory work associated with the preparation of the AIS primarily involved digitizing maps, illustrating stratigraphic profiles, and report writing.

According to the AIS, archival research indicates few archaeological projects having been conducted near the proposed project area. Although these projects occurred some distance from the subject parcel they are directly relevant as they provide background information to the current study area. Consistent with the known previous uses of the lands in the vicinity of the project area, documented site types from previous archaeological studies in the vicinity include a historic concrete bridge; NAS landfill site; complexes of corrals, fences, and troughs; ranching sites; World War II era sites, pre-Contact agricultural/habitation complex; railroad beds; and features associated with the Ha'ikū Ditch and Reservoir.

The AIS fieldwork for the proposed project led to the identification of a single site. Site 50-50-04-8481 consists of a Historic-period irrigation ditch associated with sugar cane cultivation. Mechanical excavation of 148 trenches did not yield any significant historic properties. Sugar cane harvesting of the project area occurred until very recently. The till zone was heavy in the upper stratigraphy, which was caused by the saprolitic bedrock being close to the surface. Given the extent of historic and modern land use in the area, the AIS reports that it is likely that any traditional/early historic sites that may have existed, albeit likely few in number, would have been severely impacted by the industrial-level production of sugar cane. Refer to **Appendix "G"**.

b. Potential Impacts and Proposed Mitigation Measures

All sites identified and documented during AIS processes are assessed in terms of five (5) criteria of the Hawai'i State Register of Historic Places set forth by Section 13-275-6, Hawai'i Revised Statutes (HRS). These criteria are as follows:

Criterion A: It must be associated with events that have made a significant contribution to the broad patterns of our history, or be considered a traditional cultural property.

Criterion B: It must be associated with the lives of persons significant in the past.

Criterion C: It must embody distinctive characteristics of a type, period, or method of construction, or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It must have yielded or may be likely to yield, information important in prehistory or history.

Criterion E: Have important value to native Hawaiian people or other ethnicities in the state, due to associations with cultural practices and traditional beliefs that were, or still are, carried out.

Site 50-50-04-8481 was assessed as significant under Criterion D. This Historic-era water transport channel was the only historic property identified by the AIS on the subject parcel. As was noted, it is likely that any traditional/early historic sites that may have existed would have been severely impacted by the production of sugar cane. In addition, given the large number of trenches excavated across the project site, and the lack of any cultural findings, the AIS notes that it would be highly unlikely that there would be an inadvertent discovery of any significant historic properties during proposed land use. As such, no further work was recommended for the project by the AIS. Refer to **Appendix "G"**.

12. Cultural Assessment

a. Existing Conditions

A Cultural Impact Assessment (CIA) was prepared for the project in 2017. See **Appendix "H"**. The purpose of a CIA is to identify the possibility of previous and current cultural practices and resources within a project area and ahupua'a, and then to assess the potential for impacts to these cultural resources.

The CIA contains archival and documentary research, as well as communication with organizations and individuals having knowledge of the project area, its cultural resources, and its practices and beliefs. Archival

research focused on a historical documentary study involving both published and unpublished sources. These included legendary accounts of native and early foreign writers; early historical journals and narratives; historic maps, land records, such as Land Commission Awards, Royal Patent Grants, and Boundary Commission records; historic accounts, and previous archaeological reports. Interviews are conducted with knowledgeable individuals who are able to identify cultural practices in, or in close proximity to, the project area or if they have knowledge of traditional stories, practices and beliefs associated with a project area or if they know of historical properties within the project area.

The project area is located in the land of Pūlehu Nui Ahupua'a, located on the southwestern side of Maui in the modern districts of both Wailuku and Makawao. Prior to being named the District of Makawao, the same district was traditionally known as Kula District.

Traditionally, the division of Maui Island into districts (moku) and sub-districts was performed by a kahuna (priest, expert) named Kalaiha'ōhia, during the time of the ali'i Kaka'alaheo around the end of the 15th century or the beginning of the 16th century. Land was considered the property of the king or ali'i 'ai moku, which he held in trust for the gods. The title of ali'i 'ai moku ensured rights and responsibilities pertaining to the land, but did not confer absolute ownership. The king kept the parcels he wanted, his higher chiefs received large parcels from him and, in turn, distributed smaller parcels to lesser chiefs. The maka'āinana (commoners) worked the individual plots of land.

The Hawaiian economy was based on agricultural production and marine exploitation, as well as raising livestock and collecting wild plants and birds. Extended household groups settled in various ahupua'a. During the pre-Contact Period, there were primarily two (2) types of agriculture, wetland and dry land, both of which were dependent upon geography and physiography. River valleys provided ideal conditions for wetland kalo (taro, *Colocasia esculenta*) agriculture that incorporated pond fields and irrigation canals. Other cultigens, such as kō (sugar cane, *Saccharum officinaruma*) and mai'a (banana, *Musa sp.*), were also grown and, where appropriate, such crops as 'uala (sweet potato, *Ipomoea batatas*) were produced.

Cultivation was dependent on the availability of water for irrigation. The word *"kula"* meant "open country or plain" and was often used to differentiate between dry, or *kula* land, and wet-taro land. Pulehunui is located in the arid region of the kula district.

The Wailuku District was a center of political power often at war with its rival in Hāna. Between 1775 and 1779, there was almost continual fighting between Kahekili, chief of Maui, and Kalani'ōpu'ū, chief from Hawai'i island, who was often in residence at Hāna. In one particular battle, Kalani'ōpu'ū and his men returned to Maui, landing at Keone'ō'io Bay and ravaging the country side, giving Kahekili notice and time to prepare his fighting men. Kalani'ōpu'ū's men traveled up the coast by sea and landed at Kīhei-puko'a at Keālia. The warriors marched across the plain to Wailuku where Kahekili and his warriors were waiting. This 1776 encounter between Kahekili and Kalani'ōpu'ū resulted in a temporary truce which was broken in 1790 by the battle of Kepaniwai, when Kamehameha I consolidated his control over Maui Island.

In the 1840s, traditional land tenure shifted with the introduction of private ownership based on western law. The Mahele of 1848 divided Hawaiian lands between the king, the chiefs, the government and began the process of private ownership of lands. With the passage of the Kuleana Act of 1850, lands were made available and private ownership was instituted and the maka'āinana could claim parcels. There claims did not include any previously cultivated but presently fallow lands, stream fisheries or many other resources necessary for traditional survival.

As the sugar industry developed in the mid-1800s, more and more land was leased or purchased for what had become an intensely profitable endeavor. Water was an issue, but in 1876, the Hamakua Ditch Company (Alexander and Baldwin) was formed and within two (2) years was bringing water from the streams of Haleakalā to the plantations.

In 1876, the Reciprocity Treaty's ratification notice arrived by steamer, along with Claus Spreckles, California's sugar magnate, who viewed the sugar situation and decided two (2) years later to turn the dry plains of Maui into a garden of cultivated cane. Spreckles was able to acquire half interest in 16,000 acres of land in Waikapū commons and lease 24,000 acres of Crown Lands on the Wailuku plains in central Maui. Spreckles formed the Hawaiian Commercial Company and decided to construct a ditch system of his own on East Maui above the Hamakua Ditch, for his newly acquired land. Spreckles' Ha'ikū Ditch extended 30 miles, from Honomanu Stream to the Kīhei boundary and the water was used to irrigate his cane lands in the central Maui plains. Presently, the Ha'ikū Ditch ends at the Ha'ikū reservoir (Reservoir 90) abutting the project area to the east.

Spreckels reorganized his company as the Hawaiian Commercial and Sugar Company (HC&S). He later constructed another water system

known as the Waihe'e Ditch in West Maui. Later Spreckels sold his stock in HC&S to James Castle in partnership with Alexander and Baldwin.

Henry Baldwin and Lorrin Thurston formed the Kihei Sugar Company in 1899, to grow cane on their ranch lands in south central Maui, which included the project area. After the annexation in 1898, some of the planters on Maui, including Alexander and Baldwin, had decided to combine plantations to reap maximum profit. They formed the Maui Agricultural Company, a co-partnership that initially encompassed seven (7) plantations and two (2) mills. Later, more plantations would join the group. Maui Agricultural Company merged with HC&S in 1948.

A portion of the cane fields adjacent to the project area was turned into a civil airfield for the Territory of Hawai'i in 1937. Two (2) years later, Inter-Island Airways began service to Maui, landing at Pu'unēnē Airport. As war loomed on the horizon, the Navy began using the airport, along with a small Army Air Corps support base at the airfield. Later, the airport was expanded and commissioned as a Naval Air Station (NAS).

The airfield was released by the Navy back to the Territory of Hawai'i in 1947 and was used as the official inter-island Airport until the 1950s when the Kahului Airport was available for civil use. Over-grown military facilities were left in the area, including bunkers and revetments. However, the Pu'unēnē airstrip still serviced crop-dusters and other smaller aircrafts and wasn't abandoned as a landing strip until sometime between 1961 and 1977. This is when the old air strip was used for impromptu racing until the site was transferred to the County of Maui and is now conducted at the Maui Raceway Park.

b. <u>Potential Impacts and Proposed Mitigation Measures</u>

The CIA was prepared in accordance with the Office of Environmental Quality Control's (OEQC) Guidelines for Assessing Cultural Impacts. During the consultation process for the preparation of the CIA, 21 individuals and organizations were contacted in an effort to obtain information that might contribute to the knowledge of traditional cultural activities that were, or are currently, conducted in the vicinity of the proposed project.

In addition, a CIA Notice was published on February 22, 23, and 26, 2017, in the Honolulu Star-Advertiser and in the Maui News, and the March 2017 issue of the Office of Hawaiian Affairs (OHA) newspaper, Ka Wai Ola. These notices requested information on cultural resources or activities conducted within or near the proposed project area, stated locational

information, including the ahupua'a, district, island, TMK number, and where to respond with pertinent information. Based on the responses, an assessment of the potential effects on cultural resources in the project area and recommendations for mitigation of these effects can be proposed. The consultation process resulted in the receipt of seven (7) written responses. Concerns noted in the written responses include: potential presence of human burials and cultural sites, air quality, water demand and availability, presence of hazardous materials, economic benefits, solid waste management, and heat island effect. Refer to **Appendix "H"**.

The CIA states that the Land Use Commission (LUC) is required to apply the analytical framework set forth by the Hawai'i Supreme Court in *Ka Pa'akai O K 'Aina v. Land Use Commission, State of Hawai'i*, 94 Hawai'i 31, 7 P.3d 1068 (2000) (herein referred to as "Ka Pa'akai") in an effort to effectuate the State's obligation to protect native Hawaiian customary and traditional practices while reasonably accommodating competing private interests. In order to fulfill its duty to preserve and protect customary and traditional native Hawaiian rights to the extent feasible, the LUC must—at minimum—make specific findings and conclusions as to the following:

(1) the identity and scope of "value cultural, historical, or natural resources" in the petition area, including the extent to which traditional and customary native Hawaiian rights are exercised in the petition area;

(2) the extent to which those resources—including traditional customary native Hawaiian rights—will be affected or impaired by the proposed action; and

(3) the feasible action, if any, to be taken by the LUC to reasonably protect native Hawaiian rights if they are found to exist

~~The~~Under both the Ka Pa'akai framework and OEQC guidelines, the CIA reviewed historical research and suggestions from the community and organizations, and analyzed the potential effect of the project on cultural resources, practices or beliefs, it's potential to isolate cultural resources, practices or beliefs from their setting, and the potential of the project to introduce elements which may alter the setting in which cultural practices take place. Based on the research performed, consultation, and analysis as described above, no traditional cultural practices are currently known to be practiced within the proposed project area. However, information provided by the community and presented in the CIA, suggests the proposed undertaking may have an impact on existing traditional Native -

Hawaiian sites, including burials, and the integrity of the environment. Refer to **Appendix "H"**.

With respect to traditional Native Hawaiian sites, the AIS did not identify any burial sites. The only site identified was a historic period irrigation ditch associated with sugar cane cultivation. The AIS concluded that given the large number of trenches excavated across the project site, and the lack of any cultural findings, it would be highly unlikely that there would be an inadvertent discovery of any significant historic properties during proposed land use. As such, no further archaeological work was recommended for the project by the AIS. Refer to **Appendix "G"**.

With respect to other issues cited in the written responses regarding air quality, water demand and availability, presence of hazardous materials, economic benefits, solid waste management, and heat island effect are being addressed in the appropriate sections of this EIS.

13. Air Quality

a. Existing Conditions

The Pulehunui area in general does not experience adverse air quality conditions. Notable point sources of air contaminants in the local area can be attributed to vehicle exhaust along Maui Veterans Highway, airport operations, and the former burning and cultivation of sugar cane by HC&S which has ceased. Emissions of particulates and carbon monoxide from agriculture are probably lower due to the cessation of sugar cane cultiviation. The main source of air contaminants can be attributed to vehicle exhaust along Maui Veterans Highway. The prevailing tradewinds disperse suspended particulates to maintain a relatively high level of air quality in and around the project area.

b. Potential Impacts and Proposed Mitigation Measures

According to the Air Quality Study prepared by B. Neal & Associates, project–related short term impacts may occur from fugitive dust and exhaust emissions from onsite construction activities. See **Appendix "I"**. To control dust emissions BMPs are recommended, such as watering active work areas and temporary unpaved work roads at least twice daily on days without rainfall; use of wind screens and/or limiting the area to be disturbed at any given time; and mulching or use of chemical soil stabilizers to prevent wind erosion of disturbed inactive areas. Dirt-hauling trucks should be covered when traveling on roadways to prevent dust emission and a routine road cleaning and/or tire washing program implemented help

to reduce fugitive dust emissions. Establishment of landscaping early in the construction schedule will also help to control dust.

During construction, emissions from engine exhausts will occur from onsite construction equipment, vehicles used by workers to the site, and trucks traveling to and from the site. Increased vehicular emissions can be alleviated by moving equipment and personnel to the site during off-peak traffic hours.

Long-term impacts on air quality from vehicular emissions should be negligible. According to the study, the air quality with and without the project for carbon monoxide emissions will be well within the national (9 parts per million (ppm)) and state (4.4 ppm) standards. Although vehicular traffic is expected to increase, more emission efficient vehicles are expected to reduce projected carbon monoxide emissions below current emissions. The study estimated under the worst-case, 8-hour carbon monoxide concentrations along the Maui Veterans Highway. Results of the analysis are summarized in **Table 2**.

Table 2. Estimated Worst-Case, 8-Hour Carbon Monoxide Concentrations

Roadway Intersection	Year Scenario		
	2017/Present (ppm)	2038/Without Project (ppm)	2038/With Project (ppm)
Maui Veterans Highway at Nakii Road	0.6	0.4	0.5
Maui Veterans Highway at Mehameha Loop North	0.6	0.4	0.4
Maui Veterans Highway at DHHL/DLNR Access Road	--	0.4	0.4
Maui Veterans Highway at Mehameha Loop South	0.6	0.4	0.4
Maui Veterans Highway at North Kīhei Road	0.8	0.4	0.5
Source: B.D. Neal & Associates			

As such, implementation of air quality mitigation measures is probably unnecessary or unwarranted.

At this time sufficient detail describing future land uses within the DLNR Industrial and Business Park is unavailable to perform any quantitative air quality impact assessments. However, the current uses allowed under the County of Maui's light industrial zoning that is under consideration do not emit significant air pollution. Before any air pollution sources can be built an application must be filed with the DOH with detailed information on such sources. If deemed appropriate, the DOH may require the applicant to assess the air quality impact of the proposed emissions. A permit from the DOH will be required for air pollution sources.

14. Noise Quality

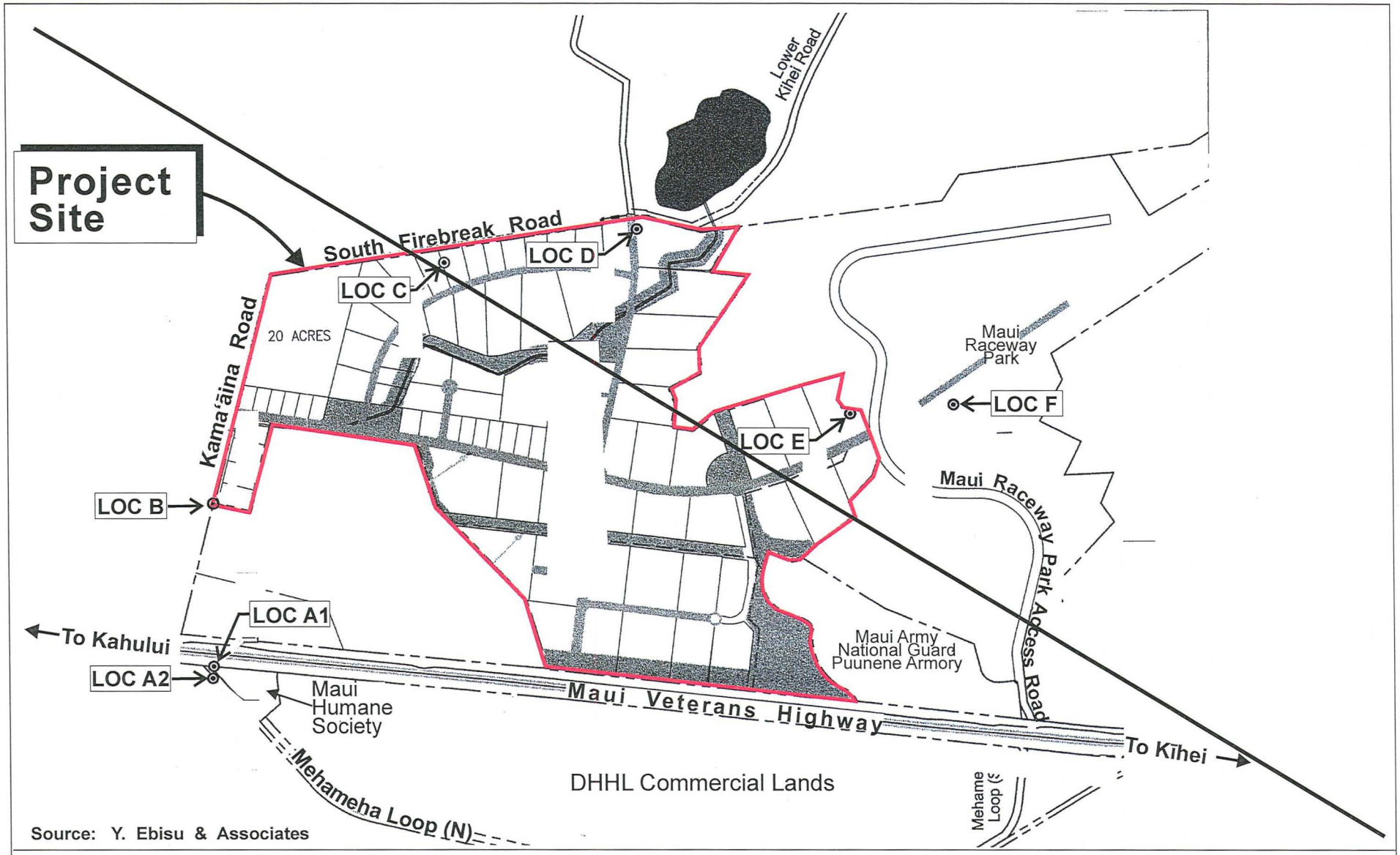
a. Existing Conditions

Existing background noise in the vicinity of the project site is principally attributed to vehicular traffic on Maui Veterans Highway. The noise from flight paths of arriving and departing aircraft at Kahului Airport, located to the north of the project site, represents another occasional source of noise. With the cessation of HC&S operations at the end of 2016, intermittent noise from sugar cane agricultural activity no longer exists. Depending on the type of diversified agricultural crops that will replace sugar cane on adjacent agricultural lands, intermittent noise from agricultural activities may continue.

An Acoustic Study was prepared by Y. Ebisu and Associates. See **Appendix "J"**. The existing background ambient noise levels within the project site are relatively low and less than 50 A-weighted decibels (dBA), except during passbys of heavy motor vehicles on the cane field service roads or during flybys of aircraft operating at Kahului Airport. A-weighted decibels are an expression of loudness of sound in air as perceived by the human ear.

Traffic along Maui Veterans Highway controls the background noise levels along the western boundary at the southwest section of the project site. Traffic on Kama'āina Road and South Firebreak Road controls the background noise levels along the north and east boundaries of the project site. The loudest noise sources at the project site are probably heavy trucks traveling along the roadways closest to the project site boundaries. During Saturdays, and occasionally on Fridays, Sundays, and holidays, noise from activities at the Maui Raceway Park are probably the loudest noise sources at the south end of the project site.

Traffic noise was measured in February 2017 ~~at three (3) locations (LOC) (A1, A2, and B)~~and July 2018 at seven (7) locations (LOC). See **Figure 12.** The results of the traffic and background ambient noise measurements and predicted traffic noise levels are summarized in **Table 3.**



Source: Y. Ebisu & Associates

~~Figure 12 DLNR Industrial and Business Park~~
~~Noise Measurement Locations~~

NOT TO SCALE

Prepared for: State of Hawaiʻi, Department of Land and Natural Resources

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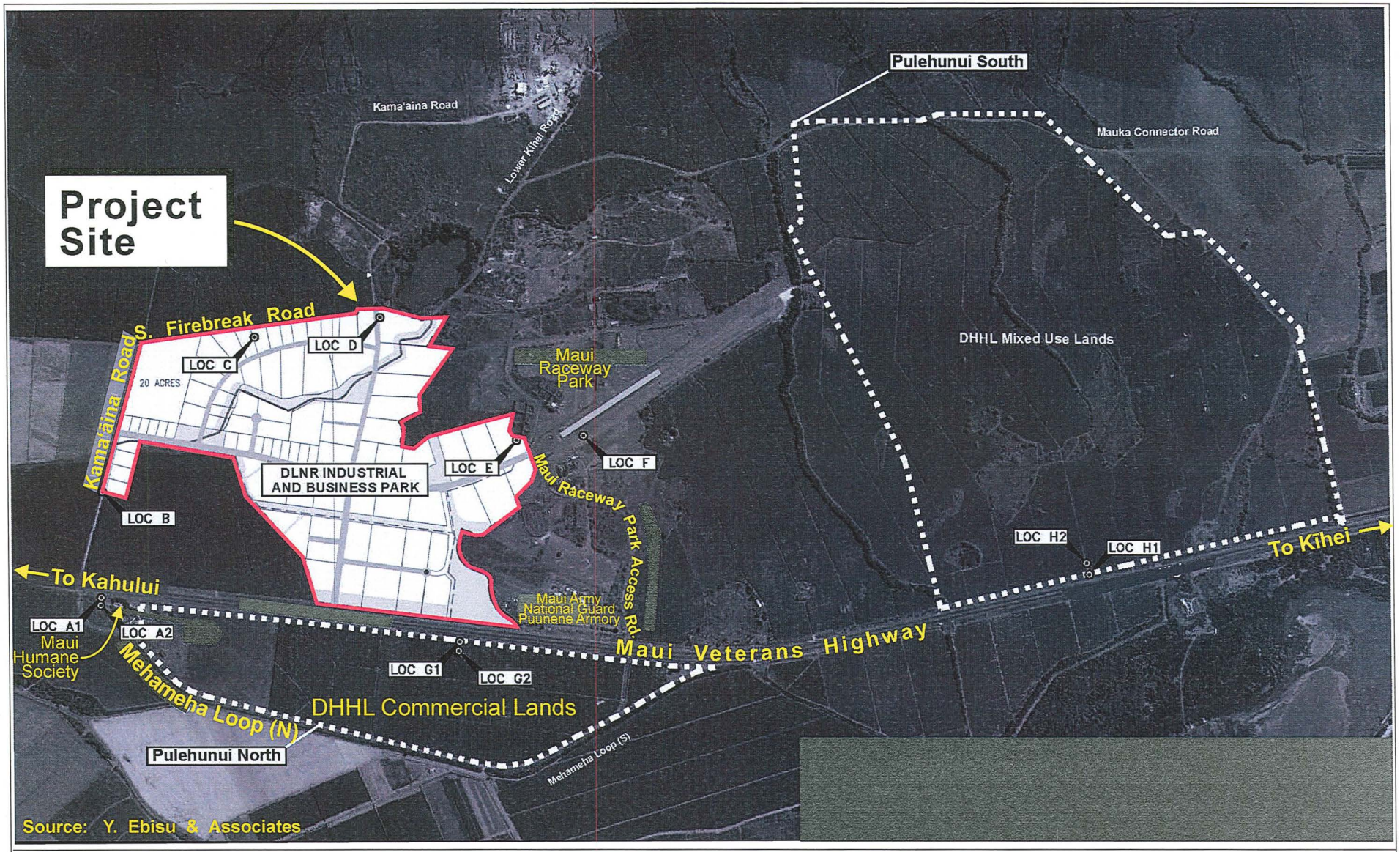

Figure 12 DLNR Industrial and Business Park
Noise Measurement Locations

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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Table 3. Existing Traffic and Background Noise Measurements

~~Location~~		~~Time of Day Hours~~	~~Average Speed MPH*~~	~~Measured Leq (dB)**~~	~~Predicted Leq (dB)**~~
~~A1~~	~~96 ft. from centerline of Maui Veterans Highway~~	~~7:00 a.m. to 8:00 a.m.~~	~~50~~	~~70.3~~	~~69.8~~
~~A2~~	~~196 ft. from centerline of Maui Veterans Highway~~	~~7:00 a.m. to 8:00 a.m.~~	~~50~~	~~64.8~~	~~65.4~~
~~B~~	~~50 ft. from the centerline of Kama'āina Road~~	~~8:32 a.m. to 9:32 a.m.~~	~~35~~	~~59.0~~	~~58.9~~
~~A1~~	~~96 ft. from centerline of Maui Veterans Highway~~	~~3:45 p.m. to 4:45 p.m.~~	~~50~~	~~68.6~~	~~68.3~~
~~A2~~	~~196 ft. from centerline of Maui Veterans Highway~~	~~3:45 p.m. to 4:45 p.m.~~	~~50~~	~~63.5~~	~~63.8~~
~~Source: Y. Ebisu & Associates~~ ~~* MPH = miles per hour~~ ~~** Leq (dB) = Equivalent Sound Level (decibels)~~					

Location		Time of Day Hours	Average Speed MPH*	Measured Leq (dB)**	Predicted Leq (dB)**
A1	96 ft. from centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	50	70.3	69.8
A2	196 ft. from centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	50	64.8	65.4
B	50 ft. from the centerline of Kama'āina Road	8:32 a.m. to 9:32 a.m.	35	59.0	58.9
A1	96 ft. from centerline of Maui Veterans Highway	3:45 p.m. to 4:45 p.m.	50	68.6	68.3
A2	196 ft. from centerline of Maui Veterans Highway	3:45 p.m. to 4:45 p.m.	50	63.5	63.8
G1	120 ft. from the centerline of Maui Veterans Highway	4:00 p.m. to 5:00 p.m.	45	62.6	63.3
G2	240 ft. from the centerline of Maui Veterans Highway	4:00 p.m. to 5:00 p.m.	45	60.0	59.1
G1	120 ft. from the centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	50	64.6	64.5
G2	240 ft. from the centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	50	61.8	60.4
H1	150 ft. from the centerline of Maui Veterans Highway	4:00 p.m. to 5:00 p.m.	50	62.7	63.4
H2	300 ft. from the centerline of Maui Veterans Highway	4:00 p.m. to 5:00 p.m.	50	60.2	58.8
H1	150 ft. from the centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	45	61.1	64.7
H2	300 ft. from the centerline of Maui Veterans Highway	7:00 a.m. to 8:00 a.m.	45	57.8	60.3
Source: Y. Ebisu & Associates * MPH = miles per hour ** Leq (dB) = Equivalent Sound Level (decibels)					

The existing traffic noise levels in the project area along Maui Veterans Highway rights-of-way are approximately ~~66~~65 to ~~67~~66 Day Night Average Sound Level (DNL) on the east side and ~~68~~67 to ~~69~~68 DNL on the west side. Existing noise at the Maui Humane Society building ~~closet~~closest to Maui Veterans Highway are approximately ~~66~~65 to ~~67~~66 DNL, which is considered acceptable for office buildings. Existing traffic levels at the Maui

Army National Guard Armory are approximately ~~61~~60 to ~~62~~61 DNL, which is also considered to be acceptable for office buildings. Existing traffic noise levels at the industrial subdivision south of Nakii Road intersection with Maui Veterans Highway range from approximately ~~58~~57 DNL to ~~66~~65 DNL, which is also considered to be acceptable for industrial land uses. Exterior noise level as high as 75 DNL are generally considered acceptable for commercial, industrial, and other non-noise sensitive land uses.

Sound level measurements of noise during drag racing time trials at Maui Raceway Park were obtained at Locations F, E, D, and C to determine if potential noise impacts are possible to affect future tenants of the project during similar drag racing events. Refer to **Figure 12**. The noise events are recurring of short duration, 90 to 117 dBA bursts of noise. The average noise levels associated with drag racing events were less than 70 DNL and considered to be compatible with the commercial and light industrial land uses planned for the project site, and not significantly or uniquely different or higher than noise levels measured alongside Kama'āina Road at Location B.

b. Potential Impacts and Proposed Mitigation Measures

Existing traffic noise levels along Maui Veterans Highway are relatively high and are expected to remain so through 2038. Risks of future traffic noise impacts along the highway should continue to be low due to the absence of noise sensitive receptors (i.e., residences) along the highway in the project area.

The Acoustic Study predicted future traffic noise levels for 2038. The future projections of non-project and project traffic noise levels on the roadways which would service the project are shown in **Table 4**.

Table 4. Non-Project and Project Traffic Noise Contributions 2038

Roadway Location	Increase in Noise Level Due to Non-project Traffic (DNL)*	Increase Due To Project Traffic (DNL)*
Maui Veterans Highway North of Nakii Road	~~3.0~~2.2	~~0.6~~0.7
Maui Veterans Highway Between Nakii Road and Kama'āina Road	~~3.3~~1.4	~~0.6~~1.0
Maui Veterans Highway Between Kama'āina Road and DHHL Access Road	~~3.2~~1.3	~~0.5~~1.0
Maui Veterans Highway Between DHHL Access Road and Mehameha Loop (South)	~~2.5~~1.9	~~1.1~~0.6
Maui Veterans Highway Between Mehameha Loop (South) and DHHL South Access 1	2.3	0.7
Maui Veterans Highway Between DHHL Access 1 and DHHL South Access 2	2.3	0.7

Roadway Location	Increase in Noise Level Due to Non-project Traffic (DNL)*	Increase Due To Project Traffic (DNL)*
Maui Veterans Highway Between DHHL Access 1 and DHHL South Access 3	2.3	0.7
Maui Veterans Highway Between DHHL Access 3 and North Kīhei Road	2.4	0.6
Maui Veterans Highway South of North Kīhei Road	~~2.4~~1.8	~~0.9~~0.7
Mehameha Loop (North) at Maui Veterans Highway	~~6.3~~4.7	~~0.4~~0.7
Kama'āina Road at Maui Veterans Highway	~~11.4~~4.6	~~0.5~~3.3
DHHL Access at Maui Veterans Highway	~~61.5~~59.9	~~0.4~~0.3
DLNR Access at Maui Veterans Highway	~~0.0~~N/A	~~65.4~~55.1
Maui Raceway Park Access Road at Maui Veterans Highway	~~7.3~~11.2	~~9.5~~8.6
Mehameha Loop (South) at Maui Veterans Highway	~~30.3~~28.0	~~0.3~~0.2
DHHL South Access 1 Road at Maui Veterans Highway	50.1	0.0
DHHL South Access 2 Road at Maui Veterans Highway	58.6	0.0
DHHL South Access 3 Road at Maui Veterans Highway	48.6	0.0
Source: Y. Ebisu & Associates *DNL = Day Night Average Sound Level		

Project traffic and anticipated roadway improvements are expected to create small to moderate changes in traffic noise levels along Maui Veterans Highway in the project area by 2038. With the exception of the DLNR access at Maui Veterans Highway and Maui Raceway Park Access Road at Maui Veterans Highway, the predicted increases of ~~0.4~~0.6 to ~~1.1~~1.0 DNL in project related traffic noise are small compared to the ~~2.4~~1.3 to ~~3.3~~2.4 DNL predicted for non-project traffic and anticipated roadway improvements. At the new DLNR Access at Maui Veterans Highway, a large increase in traffic noise is expected solely as a result of predicted project traffic. Similarly there is an expected large increase in traffic noise level at the DHHL Access at Maui Veterans Highway as a result of the project being considered by the DHHL.

The increase in traffic noise levels due to non-project and project traffic at Kama'āina Road at Maui Veterans Highway and Maui Raceway Access Road at Maui Veterans Highway are relatively high due to the very low or nonexistent traffic on these two (2) roads during 2017. However, the dominant traffic noise in the project area will continue to be traffic along Maui Veterans Highway, with the increases in future traffic noise levels from project generated traffic being relatively small along this roadway, and primarily associated with non-project traffic.

The inclusion of a large 100 feet landscaped buffer from the highway's east right-of-way and setback 240 feet from the highway centerline, is proposed as a noise mitigation measure that is expected to minimize impacts from future noise levels on the project site. Noise levels are predicted to not exceed ~~67~~65 DNL by 2038. Future traffic noise levels within the industrial subdivision are not expected to exceed 70 ~~dBA~~DNL at their respective lot boundary lines.

By existing DOH regulations, fixed noise machinery on industrial lots may emit sound levels continuously during the day and night, as long as their sound levels do not exceed 70 dBA at or beyond the lots' property boundaries. The study predicted that continuous noise from the center of the subdivision would not exceed 45 dBA at distances of 4,900 feet to the east, west and south and 5,700 feet to the north. The 45 dBA is considered to be acceptable by the DOH and by all federal agencies for single-family residences. Because there are no noise sensitive developments within 5,700 feet of the proposed DLNR Industrial and Business Park, risks of adverse noise impacts from onsite noise sources are considered to be minimal. The study recommended that noise mitigation measures which limit the noise from fixed mechanical equipment to those allowed by the DOH should be required of all tenants within the industrial subdivision.

With respect to construction, audible construction noise will probably be unavoidable during the entire project construction period. The use of properly muffled construction equipment should be required on all job sites. The incorporation of DOH construction noise limits and curfew times, which are applicable throughout the State of Hawai'i is another noise mitigation measure. Noisy construction activities are not allowed on Sundays and holidays, during the early morning, and during the late evening and nighttime periods under the DOH permit procedures.

With the recommended mitigation measures, the DLNR Industrial and Business Park is not anticipated to have an adverse impact on noise in the vicinity of the project site. Refer to **Appendix "J"**.

15. Scenic and Open Space Resources

a. Existing Conditions

The project area is located in Maui's central valley which, until the end of 2016, was characterized largely by lands dedicated to the cultivation of sugar cane. The large expanse of agricultural lands provide broad, highly desirable, and attractive view planes across the central valley, which is expected to continue with the transition to diversified agriculture

operations. Scenic resources include views of Haleakalā Mountain to the east and the West Maui Mountains to the west.

b. Potential Impacts and Proposed Mitigation Measures

The project is being proposed with careful consideration given to community input, particularly with regards to views along Maui Veterans Highway. A 100-foot open space buffer with landscape screening has been incorporated along Maui Veterans Highway to mitigate view impacts to the surrounding environs. Open space and green stormwater retention basins are proposed throughout the project site. Approximately 30.6 acres of open space, including a small open space park near Maui Veterans Highway is proposed.

Design Guidelines have been formulated to ensure that the improvements upon each of the individual lots, when developed by the respective lessees, are consistent with the overall design intent and vision for the project. See **Appendix "K"**. The Design Guidelines establish site design parameters with regards to setbacks, parking, and landscaping, as well as architectural parameters such as facades, finishes, doors, and windows, signage, and color palettes with the intent that the project, although developed by individual lessees, will support a cohesive, unified, and aesthetically pleasing design. In addition, the project will provide open space relief and landscaping to break up the mass of buildings within the project. Although the Maui County Code (MCC) sets a height limit of 60 feet for the "M-1, Light Industrial" zoning district, all buildings will comply with the 35-foot maximum height threshold for new commercial and industrial buildings as set forth in the Kihei-Makena Community Plan.

The project site is sparsely vegetated with non-native plants and remnants from prior sugar cane cultivation. As recommended by the landscape plan prepared for the project, the landscaping will incorporate plants that are native to the environment in which the project site is located and will buffer the structures, particularly for motorists passing by on Maui Veterans Highway. Refer to **Figure 4**.

View analysis renderings have been prepared to evaluate the project in the context of the surrounding area and from Maui Veterans Highway. See **Appendix "L"**. The analysis provides 3-dimensional perspectives of the proposed development and maximum buildout as envisioned for the project site. The renderings depict the 100-foot open space buffer and landscape screening utilized to mitigate visual impacts along Maui Veterans Highway.

B. SOCIO-ECONOMIC ENVIRONMENT

1. Population and Housing

a. Existing Conditions

The County of Maui's population in 2010 was 154,834 residents, including 144,444 people who lived on the island of Maui. Approximately 27,200 residents lived within the Kihei-Makena Community Plan region in 2010, accounting for 19 percent of the island's residents (U.S. Census, 2010). The County's population grew to 164,726 residents in 2015, an increase of 7 percent since 2010 (County of Maui, Office of Economic Development, 2015). Maui County's population is expected to grow to 207,310 people by 2030 (State of Hawai'i, Department of Business, Economic Development, and Tourism, 2012).

b. Potential Impacts and Proposed Mitigation Measures

The proposed project does not include housing units and is expected to attract future employees from Maui's existing and future population base. Maui County's population is expected to grow by over 42,000 residents between 2015 and 2030. Employment at the DLNR Industrial and Business Park would draw from the natural projected population growth of the County. As such, the proposed development is not anticipated to have a significant adverse long-term impact on population. The County of Maui, Department of Housing and Human Concerns, in its letter dated ~~March 15, 2017~~June 13, 2018, has determined that the proposed project is ~~not~~ subject to the County of Maui's Workforce Housing requirements (Chapter 2.96, ~~Maui County Code~~MCC). See **Chapter XI**. However, it is noted that Section 2.960.030.B.6 of the MCC states that the chapter shall not apply to a *"development by a government entity or a community land trust, as approved by the Director"*. Inasmuch as the project is being developed by a government entity, the DLNR intends to seek an exemption pursuant to this provision.

2. Economy

a. Existing Conditions

The economy of Maui is heavily dependent upon the visitor industry, and the Kīhei-Mākena area presents an illustration of this characteristic. Maui's south coast has grown to be one of the most popular resort-residential destinations in the State. The Wailea and Mākena areas, located further south, again reaffirm the island's economic dependence on tourism, with

the presence of a number of major luxury hotels, such as the Fairmont Kea Lani, Four Seasons Maui, Andaz, Grand Wailea, and Wailea Marriott, all of which are located amongst internationally renowned golf courses.

As of ~~March~~November 2018, the non-seasonally adjusted unemployment rates for Maui County and the island of Maui were ~~1.9~~2.6 percent. This shows an ~~decrease~~increase from the 2017 figures, which had unemployment rates at ~~2.7~~2.2 percent and ~~2.6~~2.1 percent, respectively (State of Hawai'i, DLIR, ~~April~~December 2018).

b. Potential Impacts and Proposed Mitigation Measures

A Market Study prepared for the proposed DLNR Industrial and Business Park prepared in October 2017 and updated in November 2018, concludes that there is a demand for industrial space in Central Maui. Refer to **Appendix "A"**. Vacancy rates in Maui's industrial market remain low; at the end of 2016, the industrial vacancy rate was 1.41 percent, its lowest level in four (4) years. Much of Central Maui's existing light industrial vacant land is being purchased and developed for commercial use, resulting in a need for additional options for true light industrial users. Lots within new "M-1, Light Industrial" zoned developments such as Maui Business Park II are being purchased by commercial users such as Costco, American Savings Bank, BMW of Maui, Servco Pacific (Lexus/Subaru dealership), Pacific Pipe Company (industrial retailer), Kihei Auto Sales, Lowe's, and Huber Pools. The sales prices paid by these commercial users are not financially feasible for true light industrial users. The Market Study notes that significant demand for the DLNR Industrial and Business Park is anticipated to come from existing true light industrial users that have outgrown their current locations, noting that Wailuku Industrial Park and Kahului Industrial Park are characterized by overcrowded conditions and challenging circulation areas for light industrial vehicles. In addition, start-up light industrial businesses may find the leasehold tenure of the proposed project to be more economically feasible. The need for increased light industrial services will also be fueled by projected population growth on Maui.

While the Market Study notes that the quasi-retail demand witnessed in other light industrial subdivisions is not anticipated for the subject project due to locational differences, the stacked nature of the "M-1, Light Industrial" District does allow for commercial use. As such, it is anticipated that some associated commercial businesses will be attracted to the proposed project. More typical light industrial parks have an industrial use to associated commercial use ratio of 70 to 30 percent.

The Market Study forecasted demand for light industrial uses in Maui County and within the Central Maui/Kīhei submarket specifically through 2030. The demand analysis included existing competitive supply within organized industrial projects as well as ongoing and future light industrial construction (including DHHL's Pulehunui North and South projects). The Market Study found that the residual demand study of light industrial and associated commercial acreage shows that overall Maui County is undersupplied and short-term and immediate construction will not keep up with the growth in demand to 2030. The Central Maui/Kīhei submarket currently accounts for 93 percent of the County's light industrial acreage. The market share for Central Maui/Kīhei is forecasted to increase to 96 percent of the County's total by 2030. Refer to **Appendix "A"**.

According to the Feasibility Analysis prepared for the project by Fukuda Valuation & Consulting, LLC, the project is anticipated to reach stabilized occupancy within 10 years of initiation of leasing. Assuming leasing begins in 2024, stabilized occupancy is anticipated by 2033. See **Appendix "M"**. For the project, stabilized occupancy refers to having obtained ground leases. The individual leasehold tenants would subsequently build vertical improvements (buildings) at a pace feasible for their various business operations.

i. Project Financial Feasibility

The Feasibility Study prepared for the project assessed the anticipated project costs, absorption, and lease revenues for the State DLNR. The State would bear the upfront development costs for the infrastructure for the DLNR Industrial and Business Park (individual tenants would fund and develop vertical improvements on the leased lots). Total development expenses, including direct infrastructure construction, indirect costs, and financing costs, range from $114.8 million to $148.4 million (in 2018 dollars), depending on the particular infrastructure improvements that will be required. Infrastructure improvements will be discussed in greater detail in **Chapter II**, **Section D**.

The DLNR Industrial and Business Park will generate long term lease revenue to support various DLNR programs. Lease revenues will be deposited into the Special Land Development Fund. Two (2) scenarios for the management of leases are being contemplated. Under the first scenario, the entire project would be leased to a master sublessor, who would manage the project and lease the individual lots to leasehold owners. The second scenario assumes

that DLNR will lease the individual lots directly to long-term leasehold owners. According to a Feasibility Analysis prepared for the project by Fukuda Valuation & Consulting, LLC, the annual net lease rent revenue generated would be between $13.6 million and $14.0 million under the sublessor scenario or between $18.3 million and $18.8 million under the direct lease scenario (in 2018 dollars). Refer to **Appendix "M"**.

Based on the anticipated project expenses and lease revenues, the DLNR Industrial and Business Park would produce a positive result between 2040 and 2048, depending on the particular infrastructure improvements required and associated development expenses and whether the project is leased to a master sublessor or individual lots are directly leased to leasehold owners. Refer to **Appendix "M"**.

ii. Economic Impacts

An Economic and Fiscal Impact Analysis was prepared for the proposed project. See **Appendix "N"**. The proposed DLNR Industrial and Business Park will generate positive economic impacts during its 16-year construction period and at full build-out. Total construction expenditures, including infrastructure and vertical improvements, is estimated at $882.4 million. Construction is anticipated to generate approximately ~~136~~122 full-time equivalent (FTE) jobs on average per year with annual payroll of approximately $~~11.1~~9.9 million. In addition to direct construction spending and employment, the project will generate indirect spending and employment related to supplying goods and services to construction companies and to the families of construction workers. Indirect sales are expected to average $25.7 million per year and generate ~~192~~172 FTE indirect jobs per year.

At full development, onsite economic activities are expected to generate about $701.3 million per year in revenues from the light industrial and commercial businesses, with corresponding profits of about $70.1 million per year. Onsite operating employment is expected to total approximately ~~5,340~~5,360 jobs, including jobs associated with the light industrial and commercial uses. Net new employment is estimated at 3,180 FTE jobs.

iii. Fiscal Impacts

The DLNR Industrial and Business Park is not anticipated to have a significant impact on County of Maui revenues or expenditures

during the construction period. At full development, the County will realize increased property tax revenues from the proposed project. The project is expected to generate $7.1 million per year in net new property taxes for the County. The cost of providing government services is largely linked to the number of persons served. Because the project does not include a residential component and is expected to attract future employees from Maui's existing and future population base, County expenditures in support of government functions is not anticipated to increase as a result of the proposed project. As such, the DLNR Industrial and Business Park will have a positive fiscal impact for the County of Maui.

During the 16-year development period, the State will collect an estimated $~~80.3~~58.3 million in general excise tax and corporate and personal income taxes. As the project sponsor, the State DLNR would cover the cost of developing the underlying project infrastructure, including grading, internal roadways, drainage, and utilities. ~~As previously mentioned, the total development cost for the State, including direct infrastructure construction costs, indirect costs, and financing, is expected to range from $114.8 million to $148.4 million, depending on the particular infrastructure improvements that will be required.~~ The Economic and Fiscal Impact Analysis assumes total State infrastructure cost of $~~133.7~~129.8 million, which represents a mid-range cost estimate and is based on the development of a private onsite wastewater treatment plant and onsite brackish wells with associated reverse osmosis plant.

At full development, the project will generate increased revenues of approximately $~~16.3~~23.9 million per year in the form of general excise tax and corporate and personal income tax. As was the case with the County of Maui, the proposed project is not anticipated to generate additional operational costs for the State's general fund because the project does not contain a residential component and is not anticipated to result in a significant population increase.

As previously noted, the DLNR Industrial and Business Park will generate long-term lease revenue for the Special Land Development Fund. The Feasibility Study prepared for the project estimates that the net annual lease rent would ~~range from $13.6~~be $13.9 million ~~to $14.0 million~~ if the entire project were leased to a single master sublessor or $~~18.3~~18.6 million ~~to $18.8 million~~ if DLNR leases the individual lots directly to long-term leaseholders.

~~Thirty (30) percent of the annual lease revenue will be set aside for the DHHL and 20 percent will be set aside for OHA.~~ Refer to **Appendix "N".**

It is noted that the Hawaiian Homes Commission Act (Article XII, Section I of the State Constitution) establishes that 30 percent of state receipts derived from leasing lands cultivated as sugar cane on the effective date of the Act (1978) shall be transferred to the DHHL. Based on this provision, it is anticipated that 30 percent of the annual lease revenue will be set aside for the DHHL. At the time of the effective date of the Act, the subject property was under lease to Alexander & Baldwin, Inc. for the purpose of sugar cane cultivation.

C. PUBLIC SERVICES

1. Solid Waste Collection and Disposal

a. Existing Conditions

Single-family residential solid waste collection service is provided by the County of Maui on a weekly basis. Residential solid waste collected by County crews is disposed of at the County's Central Maui Landfill facility, located 4.0 miles southeast of the Kahului Airport. In addition to County-collected refuse, the Central Maui Landfill also accepts waste from private collection companies that service certain residential areas and businesses. The Central Maui Landfill also accepts green waste and construction waste from demolition and construction activities.

Any solid waste generated by the commercial activities around the project area is collected and disposed of by construction and private collection companies.

b. Potential Impacts and Proposed Mitigation Measures

The Department of Environmental Management (DEM) estimated that the remaining capacity of the Central Maui Landfill is 928,000 cubic yards (c.y.). The existing landfill has adequate capacity to accommodate residential and commercial waste needs through the year 2020. The DEM has future expansion of the Central Maui Landfill planned. In 2018, the Phase V-B Extension cell will add approximately 485,454 c.y. In the future Phase VI will add approximately 2,992,138 c.y. and Phase III will add approximately 3,487,573 c.y. As of May 2017, with all cells constructed, the total remaining capacity will be 7,893,211 c.y. or 5,793,616 tons (at the

current density of 1,468 pounds per c.y.) (County of Maui, Department of Environmental Management, 2018).

Between July 2016 and May 2017 the disposal rate at the Central Maui Landfill was 267,255 c.y./year. Based on this disposal rate, the Central Maui Landfill upon completion of Phase VB will have sufficient capacity until 2021, with Phase VI until 2032 and with Phase III until 2044 (County of Maui, Department Environmental Management, 2018).

Solid waste that may be generated during construction will be disposed at the Central Maui Landfill. When the project is implemented and operational, solid waste resulting from the project site will be collected and disposed of by a private collection company for disposal at the Central Maui Landfill. A goal of the DEM's Integrated Solid Waste Management Plan (ISWMP) is to reduce the amount of waste entering the landfill by 60 percent in order to extend the life of the Central Maui Landfill. In order to accomplish this goal, the DEM is in the process of obtaining the necessary permits to construct the following improvements to implement the ISWMP:

- Office
- Abandoned vehicles area
- Open demolition and construction material recovery area
- Metals processing area
- Household hazardous waste and electronic waste processing and storage area
- Warehouse building and storage area
- Refuse collection office, truck parking, and maintenance building area

DLNR proposes to implement a waste management plan, waste reduction and recycling measures to ensure that further undue strain is not placed upon our existing resources. Refer to **Appendix "B"**. Specific waste reduction strategies which can be explored for incorporation in the proposed project are listed below:

- Collection, shredding, and composting of all green and cellulosic waste generated by site preparation and grubbing

- Reuse site-generated compost in landscaping
- Reuse shredded wood and larger green stock as mulch in planting beds and erosion control during establishment periods
- Designing buildings to use standard material sizes to minimize waste from non-standard dimensions
- Requirements for vendors to utilize recyclable shipping materials, and for suppliers to remove packaging materials from site after delivery
- Using offsite modularized construction techniques to minimize waste
- Onsite sorting and separation of construction waste to maximize downstream recycling capture
- Working with local recycling and waste companies to identify and help grow recycling operations, especially for such materials as cardboard, wood remnants, rock, and rebar

Implementation of the ISWMP, and the above referenced measures within the DLNR Industrial and Business Park will reduce the waste stream into the Central Maui Landfill. The reduction of waste into the landfill and proposed expansions of capacity at the Central Maui Landfill is estimated to accommodate the solid waste needs of Maui until 2044.

2. Medical Facilities, Police and Fire Protection Services

a. Existing Conditions

The major medical facility on the island is Maui Memorial Medical Center, which is located in Kahului about eight (8) miles north of the project area. The 214-licensed bed facility provides general, acute, and emergency care services. Clinics and offices throughout the Kīhei and Kahului areas offer medical services on a lesser scale.

The project site is within the Maui Police Department's (MPD) service area, the headquarters for which are located in Wailuku. The MPD consists of several patrol, investigative, and administrative divisions. The project area falls within the MPD's District VI, Kīhei that covers the Kihei-Makena Community Plan region. The Kīhei District station is located on the eastern

side of Pi'ilani Highway across the signalized intersection of the highway and Kanani Street.

The Maui County Department of Fire and Public Safety provides fire prevention, suppression, protection, and emergency services to the islands of Maui, Lāna'i, and Moloka'i from 14 fire stations and a fire prevention office. The project site is located midway between Kahului and Kīhei. The Kahului area is served by the Kahului Fire Station located on Dairy Road. The Department's Kīhei station, which services the Mā'alaea and Kīhei areas, is situated on South Kīhei Road adjacent to Kalama Park.

b. Potential Impacts and Proposed Mitigation Measures

The MPD and Department of Fire and Public Safety were provided a copy of the EIS Preparation Notice for the project. The MPD noted that they did not have concerns regarding the project at the time. The proposed project is not anticipated to adversely impact the service capabilities for emergency medical, police, and fire operations. The project is within the existing service area limits for these services.

3. Educational Facilities

a. Existing Conditions

The State Department of Education (DOE) operates several schools in the Kahului and Kīhei regions, as shown in the following **Table 5.**

Table 5. Educational Facilities

Elementary Schools (Grades K through 5)	
School	**Location**
Kahului	Kahului
Kamali'i	Kīhei
Kīhei	Kīhei
Lihikai	Kahului
Pomaikai	Kahului
Intermediate Schools (Grades 6 through 8)	
Lokelani	Kīhei
Maui Waena	Kahului
High School (Grades 9 through 12)	
Maui High	Kahului
Charter Schools (Grades K through 12)	
Kihei PC High School	Kīhei
Source: State of Hawai'i, Department of Education	

In January 2016, the DOE conducted groundbreaking ceremonies for the new Kihei High School (KHS) which will be situated in North Kīhei, mauka of Pi'ilani Highway. Ground work for new wells and an access road was completed in 2016. ~~The next phase of site construction is anticipated to begin by the end of 2017 or early 2018 (Friends of Kihei High School, 2017).~~Construction of the first phase of the campus began in 2018 and the school is slated to open in the 2021 to 2022 school year (Tanji, 2018).

The University of Hawai'i-Maui College is the primary higher education institution serving the County with its main campus located in Kahului.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not expected to be a direct population generator. As such, it is not anticipated to place additional demand upon educational facilities in the Kahului and Kīhei regions.

It is noted that the DOE stated in its comment letter on the Draft EIS, that the proposed project would impact Pu'unēnē School, a 10-acre property 2.5 miles from the project site that is used for administrative offices and a resource center. The DOE's comment was related to a portion of the Pu'unēnē School property, which is owned by DLNR, being considered as a potential site for relocating the existing DOA livestock and quarantine

facility too. In response to the DOE's comments the DOA and DLNR are exploring alternate locations to relocate the DOA facility.

4. Recreational Facilities

a. Existing Conditions

The County of Maui obtained management and control of 222 acres of State-owned land south of the project site containing the former Pu'unēnē airport runway through an Executive Order. The land is used for recreational purposes, such as the Maui Raceway Park and motor bike racing, and is located inland to the east of Maui Veterans Highway in proximity to the project area.

In addition to the Maui Raceway Park, diverse recreational opportunities are available in the Kahului and Kīhei-Mākena regions. Shoreline activities, such as fishing, surfing, jogging, camping, picnicking, snorkeling, swimming, and windsurfing, are available in the Kahului and Kīhei regions.

There are several public park facilities in the Wailuku-Kahului and Kīhei regions. The Wailuku-Kahului region includes Ke'ōpūolani Park, Kanahā Beach Park, and the War Memorial Complex, as well as smaller parks. The Kīhei region includes several beach parks, such as Kalama and Kama'ole I/II/III Beach Parks, located to the southeast along the Kīhei coastline. Additional recreational resources available in Kīhei include the Kīhei Community Center, South Maui Park, and various world-class golf courses and tennis centers.

The State also developed a regional recreational park in Central Maui approximately five (5) miles to the northwest, near Kūihelani Highway that opened in 2016.

b. Potential Impacts and Proposed Mitigation Measures

As the proposed development is for non-residential type uses, significant adverse impacts on the recreational facilities in the Wailuku-Kahului and Kīhei regions are not anticipated. The proposed project is not anticipated to conflict with the Maui Raceway Park. Races at the Maui Raceway Park are primarily held on weekends and in the evenings.

It is noted that the DLNR Industrial and Business Park will include a small open space park off of Maui Veterans Highway and an internal bikepath that will connect to the existing bikepath along Maui Veterans Highway.

The County of Maui (COM), Department of Parks and Recreation (DPR) is in the process of developing a master plan for the 222 acres under the COM's control at Pulehunui. DLNR has initiated discussions with the COM to provide a roadway and bikeway connection from the DLNR Industrial and Business Park to the roadway access connected to Maui Veterans Highway across from Mehameha Loop. The DPR by letter dated November 13, 2017 supports the proposed connection to the Maui Raceway Park Access Road (see **Chapter X**). Discussion with the COM will continue to coordinate the COM's planning efforts with the DLNR.

5. Airports

a. Existing Conditions

The DLNR Industrial and Business Park is located approximately four (4) miles to the south of Kahului Airport. The Kahului Airport is Maui's primary airport, with two (2) intersecting runways and full air carrier facilities for domestic overseas and interisland commercial service. In addition to the Kahului Airport, the Hawaii Army National Guard (HIARNG), located to the south of the project site, has a helicopter landing facility to support their operations.

b. Potential Impacts and Proposed Mitigation Measures

The State Office of Planning has issued a Technical Advisory Memorandum to avoid incompatible airport land uses that may pose safety hazards to airport operations for projects within five (5) miles of an airport.

It is noted that photovoltaic (PV) systems located in or near the approach path of an aircraft can create a hazardous condition for a pilot due to potential glint and glare reflected from the PV array. Installation of PV systems within the DLNR Industrial and Business Park will be at the discretion of individual tenants. The Design Guidelines for the project include the following measures related to PV installations.

- Prior to PV installation, a Glint and Glare Analysis shall be prepared.
- The highest rated non-glare material is recommended to be used in the PV system to mitigate potential hazard to the greatest degree possible.
- If glint or glare from the PV is found to create a hazardous condition for pilots, the owner of the PV system must be prepared to

immediately mitigate the hazard, upon notification by the DOT-Airports or the Federal Aviation Administration (FAA).

- PV installations have been known to emit signals that create radio frequency interference (RFI) and disrupt air-to-ground communications. Tenants must ensure the installation does not create an RFI hazard.

The proposed project will be designed and operated to meet the requirements of the FAA's *Advisory Circular Hazardous Wildlife Attractants on or Near Airports 150/5200-33B*. In particular, the stormwater detention basins will be designed, engineered, constructed, and maintained for a maximum 48-hour detention period to limit attraction of wildlife hazards for aircrafts.

The HIARNG has requested a minimum 20-foot clearance along all HIARNG facility boundaries bordering the project. The project site plan incorporates a vegetated open space buffer between the southernmost lots of the DLNR Industrial and Business Park and the HIARNG. The buffer ranges in size from approximately 50 feet to 600 feet in width. In the vicinity of the helicopter landing facility, the buffer measures approximately 600 feet to limit potential interference with HIARNG aviation approaches.

D. INFRASTRUCTURE

1. Roadway Infrastructure

a. Existing Conditions

Maui Veterans Highway is the major roadway in the vicinity of the project site. Maui Veterans Highway is a State roadway that transitions into Pi'ilani Highway, providing access to the residential and commercial areas of the south coast of Maui, namely Kīhei, Wailea, and Mākena. Existing access to the project site is via Kama'āina Road with a secondary access off of South Firebreak Road.

A description of existing roadways in the vicinity of the project site is provided below.

i. Maui Veterans Highway

Maui Veterans Highway (formerly Mokulele Highway) is a regional four-lane, two-way divided State highway that runs in a north-south direction between Pu'unēnē Avenue in Central Maui at its

intersection with Ho'okele Street, and in South Maui at its intersection with North Kīhei Road where it continues further south as Pi'ilani Highway. The posted speed limit along this roadway is 45 mph. In the vicinity of the proposed project area, Maui Veterans Highway is signalized at its intersection with Kama'āina Road and the northern terminus of Mehameha Loop. Refer to **Figure 1**.

ii. Kama'āina Road

Kama'āina Road is a roadway that runs in the east-west direction. Kama'āina Road begins to the west at its intersection with Maui Veterans Highway, and terminates in the east at an intersection with South Firebreak Road. Kama'āina Road primarily services traffic generated by the Hawaiian Cement Baseyard located further southeast of the roadway. Kama'āina Road is currently unstriped but was observed to provide enough width to service two-way traffic. Kama'āina Road fronting the project site is owned by the State of Hawai'i. Refer to **Figure 1**.

iii. South Firebreak Road

South Firebreak Road is a local road that facilitates transport for Hawaiian Cement trucks in the north-south direction. South Firebreak Road generally begins to the south near the Hawaiian Cement Baseyard and travels north to Pūlehu Road where it transitions into North Firebreak Road before it terminates about 1.25 miles north of Haleakalā Highway. Various intersection approaches along South Firebreak Road are gated. In the vicinity of the project the roadway is unstriped but was observed to provide enough width to service two-way traffic. Refer to **Figure 1**.

iv. Mehameha Loop

Mehameha Loop is a two lane, two-way private roadway that generally runs parallel and to the west of Maui Veterans Highway. Mehameha Loop intersects Maui Veterans Highway across Kama'āina Road, forming the west leg of the signalized intersection (Mehameha Loop North) at the northern end. This roadway provides access to the Maui Humane Society and is gated further south. Mehameha Loop terminates across from the Maui Raceway Park Access Road forming the west leg of the unsignalized intersection (Mehameha Loop South) at the southern end. The roadway is gated just west of the unsignalized intersection. The

posted speed limit along this roadway is 15 mph. Refer to **Figure 1**.

v. **Maui Raceway Park Access Road**

Maui Raceway Park Access Road is an unstriped roadway that provides access to the Maui Raceway Park and Army National Guard Armory. The roadway begins on the east side of the intersection of Maui Veterans Highway and Mehameha Loop (South) and terminates as a dead end at the Maui Raceway Park. There is no posted speed limit along this roadway. Refer to **Figure 1**.

Federal-Aid Highways 2035 Transportion Plan for the District of Maui

The Department of Transportation (DOT) *Federal-Aid Highways 2035 Transportation Plan for the District of Maui* (Transportation Plan) estimated that by the year 2035 the average daily traffic volumes is expected to increase by over 80 percent on Maui Veterans Highway resulting in a LOS F. According to the July 2014 report, Maui Veterans Highway carried approximately 33,600 vehicles per day in both directions. Congestion along the existing arterials on Maui was identified as a deficiency in the roadway systems for both residents and visitors. Travel demand forecast for years 2020 and 2035 identified capacity or congestion issues to help guide solutions.

The Transportation Plan proposed capacity projects to improve efficiency and circulation and to expand transportation facilities to accommodate additional users as a priority. To increase capacity, the Transportation Plan recommended the expansion of Route 311 (Maui Veterans Highway-Kūihelani Highway to Pi'ilani Highway) with two (2) additional travel lanes for a total of three (3) lanes of traffic in both directions. The Transportation Plan is the long-term transportation plan for the District of Maui and prioritize highway projects to be constructed within the State of Hawai'i on the State Transportation Improvement Program (STIP).

The improvement to Route 311 is currently not on the four (4) year STIP (Fiscal Year (FY) 2015 to 2018). The DOT is in the process of developing the next four (4) year STIP (FY 2019 to 2022). The DOT schedule anticipates submittal of the next STIP to the Federal Highways Administration for approval in September 2018. DLNR will coordinate the DLNR Industrial and Business Park with the DOT.

Traffic Impact Analysis Report

A project specific Traffic Impact Analysis Report (TIAR) was prepared by Austin, Tsutsumi & Associates, Inc. ~~dated~~in March 2018 and was revised in December 2018. Without the project the TIAR noted the capacity deficiency of Maui Veterans Highway identified in the 2014 Transportation Plan and that without the project the two (2) additional lanes for traffic will be necessary to increase the roadway capacity to accommodate future projected traffic. See **Appendix "O"**.

The TIAR addressed the following technical parameters:

- Existing traffic operating conditions at key intersections during the weekday morning and afternoon and weekend midday peak hours of traffic;
- Traffic projections for Base Year 2038 without the proposed project including traffic generated by other known developments in the vicinity of the proposed project in addition to an ambient growth rate;
- Trip generation and traffic assignment characteristics for the proposed project;
- Traffic projections for Future Year 2038 with the proposed project, which includes Base Year traffic volumes in addition to traffic volumes generated by project; and
- Provides recommendations for Base Year and Future Year roadway improvements or other mitigative measures, as appropriate, to reduce or eliminate the adverse impacts resulting from traffic generated by known developments in the region or the project.

In addition to the area roadways discussed above, the TIAR also studied Nakii Road, a two-lane, two-way roadway that provides access to the Central Maui Baseyard from Maui Veterans Highway; Pi'ilani Highway, a four-lane, two-way State highway running north-south from north Kīhei to Wailea; and North Kīhei Road, a two-lane, two-way State roadway connecting Honoapi'ilani Highway in Ma'ālaea to the Maui Veterans Highway/North Kīhei Road intersection in Kīhei.

The TIAR characterizes key intersections in terms of their Levels of Service (LOS). LOS is a qualitative measure used to describe the conditions of

traffic flow at intersections, with values ranging from free-flow conditions at LOA A to congested conditions at LOS F. Traffic counts were collected at key intersections to establish base conditions and to determine the peak hour times. The studied intersections were:

(1) Maui Veterans Highway/Nakii Road (Signalized)

(2) Maui Veterans Highway/Mehameha Loop (North)/Kamaʻāina Road (Signalized)

(3) Maui Veterans Highway/DHHL Access/DLNR Access (Future Signalized)

(4) Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road (Unsignalized)

(5) Maui Veterans Highway/Piʻilani Highway/North Kīhei Road/Monsanto Driveway (Signalized)

Based on traffic count data, the weekday morning, afternoon, and weekend midday peak hours of traffic were determined to occur between 7:15 a.m. to 8:15 a.m., 3:30 p.m. to 4:30 p.m., and 12:00 p.m. to 1:00 p.m., respectively.

The TIAR noted that traffic along Maui Veterans Highway was generally similar in both directions during all peak hours of traffic. No significant delays or vehicle queuing were observed at the study intersections, which all generally operated at LOS D or better. There were, however, various left-turn and minor street movements that were observed to be operating at LOS E/F during the peak hours of traffic at the following intersections:

- **Maui Veterans Highway/Mehameha Loop (North)/Kamaʻāina Road**

  AM northbound left-turn and PM southbound left-turn operated at LOS E due to low volumes (≤10 vehicles) that result in lengthier delays.

- **Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road**

  Westbound left-turn operated at LOS E/F due to delays from unsignalized conditions, but westbound left-turn movement was low with only two (2) vehicles during each peak hour. However, gaps in through traffic along Maui Veterans Highway allowed vehicles to proceed onto Maui Veterans Highway.

- **Maui Veterans Highway/Pi'ilani Highway and N Kīhei Road/Monsanto Driveway**

  Southbound left-turn and various westbound movements operated at LOS E/F during the peak hours due to lengthier delays from low movement volumes of thirteen (13) or fewer vehicles per peak hour.

b. Potential Impacts and Proposed Mitigation Measures

During project construction, there may be impacts upon roadways in the vicinity of the project site. For example, heavy equipment and trucks will be traveling along the existing roadways. When construction impacts may affect the traveling public along Maui Veterans Highway and Kama'āina Road, traffic control plans will be prepared to ensure safe passage of passenger and commercial vehicles, bicycles, and pedestrians. Mitigation measures that may be considered include use of traffic control signage, temporary vehicle diversion barriers, flag persons, or use of off duty police officers.

Full build-out of the proposed project is anticipated to occur by year 2038; as such, 2038 was selected as the Base Year for analysis of traffic projections. Traffic projections were formulated by applying a de facto growth rate of approximately 2.06 percent per year along Maui Veterans Highway, as well as trips generated by known future developments in the vicinity of the project. It is noted that based on mitigation proposed in TIAR reports prepared for other known developments in the vicinity of the proposed project, certain roadway improvements were assumed to be implemented by 2038, and, as such, are included in the Base Year analysis.

The nearby Pulehunui Industrial Subdivision is required to implement the following improvements at the Maui Veterans Highway/Mehameha Loop (North)/Kama'aina Road intersection:

- Lengthen the southbound left-turn storage lane by an additional 350 feet, in addition to taper.

- Modify/Widen Kama'aina Road to provide a separate channelized westbound right-turn lane.

- Provide an acceleration lane for the westbound right-turns from Kama'aina Road onto Maui Veterans Highway.

Based on the analysis, traffic in the study area is expected to significantly increase by Base Year 2038 without the proposed project due to trips generated by other developments and growth along Maui Veterans Highway. The widening of Maui Veterans Highway in both northbound and southbound directions is anticipated to extend the entire length of Maui Veterans Highway from its connection with Pi'ilani Highway to the south to its connection with Pu'unēnē Avenue to the north, consistent with the potential long-range capacity solution for Maui Veterans Highway identified in the DOT 2035 Transportation Plan. All proposed widening improvements through Year 2038 along Maui Veterans Highway fronting the DLNR Industrial and Business Park site can occur within the State's existing right-of-way. Without the project the following roadway improvements will be necessary by Base Year 2038 (see **Figure 13**):

(1) **Maui Veterans Highway/Nakii Road**

- Widen Maui Veterans Highway to provide an additional northbound through lane, resulting in three (3) northbound through lanes
  - **Northbound:** Three (3) through lanes and one (1) right-turn lane
  - **Southbound:** One (1) left-turn lane and two (2) through lanes
  - **Westbound:** ~~One (1) shared left-turn/through/right-turn lane~~One (1) left-turn lane and one (1) right-turn lane

(2) **Maui Veterans Highway/Mehameha Loop (North)/Kama'āina Road**

- Implement Pulehunui Industrial Subdivision roadway improvements
- Provide additional widening improvements, resulting in the following lane configuration
  - **Northbound:** One (1) left-turn lane, three (3) through lanes and one (1) right-turn lane
  - **Southbound:** Two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane
  - **Eastbound:** One (1) shared left turn/through lane and one (1) right-turn lane

ID	Intersection	Existing (2017)	Base Year 2038 (Without Project) With Mitigation	Future Year 2038 (WITH Project) With Mitigation
Maui Veterans Highway @				
1	**Nakii Road**	#1 Maui Veterans Highway; Nakii Rd; N	#1 Maui Veterans Highway; Nakii Rd; N	#1 Maui Veterans Highway; Nakii Rd; N
2	**Kamaaina Road [1]**	#2 Maui Veterans Highway; Kamaaina Road; N	#2 Maui Veterans Highway; Kamaaina Road; N	#2 Maui Veterans Highway; Kamaaina Road; N
3	**Proposed NEW Middle Access**	#3 Maui Veterans Highway; DHHL/DLNR Access; N	#3 Maui Veterans Highway; DHHL/DLNR Access; N	#3 Maui Veterans Highway; DHHL/DLNR Access; N
4	**Mehameha Loop (South)**	#4 Maui Veterans Highway; Mehameha Lp; N	#4 Maui Veterans Highway; Mehameha Lp; N	#4 Maui Veterans Highway; Mehameha Lp; N
5	**North Kihei Road**	#5 Maui Veterans Highway; N Kihei Rd/ Monsanto DW; N	#5 Maui Veterans Highway; N Kihei Rd/ Monsanto DW; N	#5 Maui Veterans Highway; N Kihei Rd/ Monsanto DW; N

Maui Veterans Highway

Notes:
- Green highlighted shows proposed improvement.
1. As part of Pu'unēnē Heavy Industrial Subdivision, the southbound left-turn is recommended to be lengthened and a new exclusive westbound right-turn and acceleration lane from Kama'āina Road onto Maui Veterans Highway is recommended.

Source: Austin, Tsutsumi & Associates, Inc.

~~Figure 13 DLNR Industrial and Business Park~~

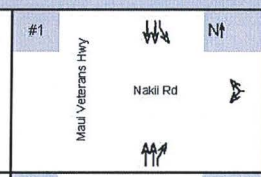
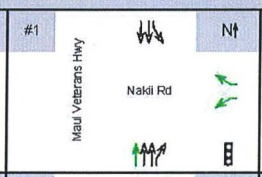
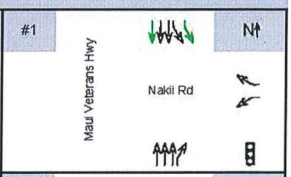
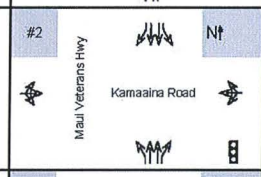
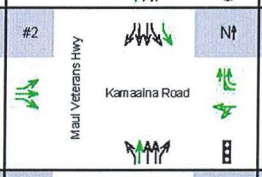
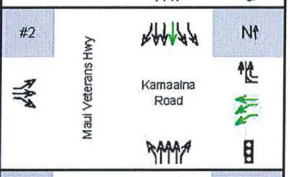
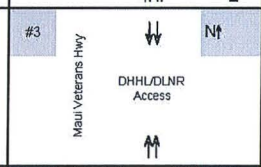
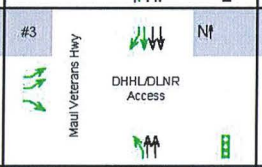
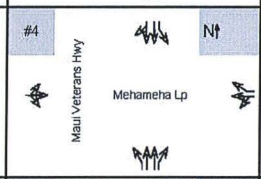
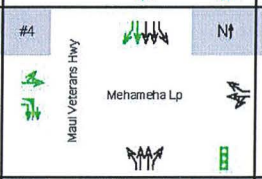
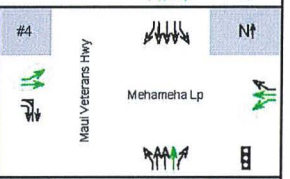
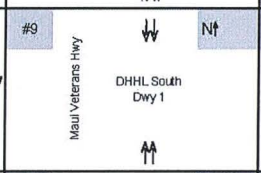
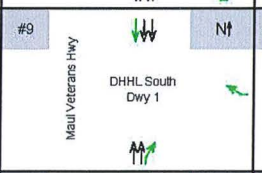
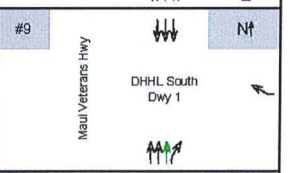
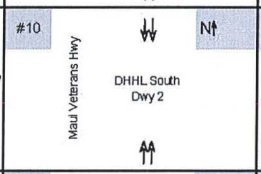
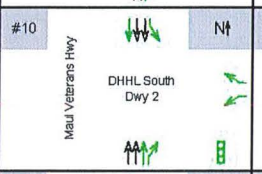
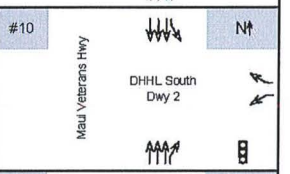
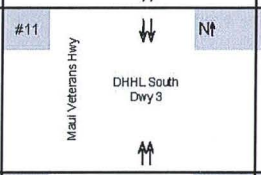
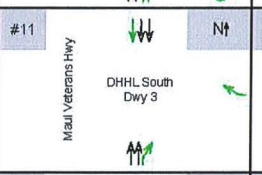
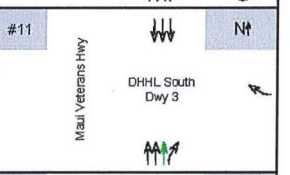
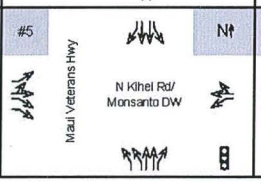
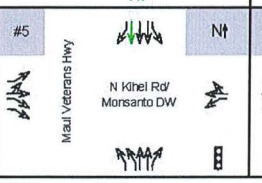
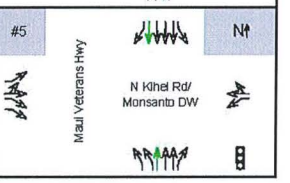
~~Roadway Improvements Plan~~
~~With and Without Project~~

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SSOH DLNR\Pulehunui MP EIS 1882\Application\Figures\BY2038.DEIS

ID	Intersection	Existing (2017)	Base Year 2038 (Without Project) With Mitigation	Future Year 2038 (WITH Project) With Mitigation
Maul Veterans Highway @				
1	**Nakii Road**			
2	**Kamaaina Road [1]**			
3	**Proposed NEW Middle Access**			
4	**Mehameha Loop (South)**			
9	**DHHL South Driveway 1**			
10	**DHHL South Driveway 2**			
11	**DHHL South Driveway 3**			
5	**North Kihei Road**			

Maui Veterans Highway

Notes:
- Green highlighted shows proposed improvement.
1. As part of Puʻunēnē Heavy Industrial Subdivision, the southbound left-turn is recommended to be lengthened and a new exclusive westbound right-turn and acceleration lane from Kamaʻāina Road onto Maui Veterans Highway is recommended.

Source: Austin, Tsutsumi & Associates, Inc.

Figure 13 DLNR Industrial and Business Park

Roadway Improvements Plan With and Without Project

NOT TO SCALE

Prepared for: State of Hawaiʻi, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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- o **Westbound:** One (1) shared left-turn/through lane and one (1) right-turn lane with acceleration lane

(3) **Maui Veterans Highway/DHHL Access/DLNR Access**

- Provide a new signalized intersection along Maui Veterans Highway to serve the proposed DHHL land plan
- Provide the following lane configuration at the intersection:
  - o **Northbound:** One (1) left-turn lane and two (2) through lanes
  - o **Southbound:** Three (3) through lanes and one (1) right-turn lane
  - o **Eastbound:** ~~One (1) left-turn lane and one (1) right-turn lane~~Two (2) left-turn lanes and one (1) right-turn lane

(4) **Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road**

- Provide a traffic signal at the intersection
- Provide the following lane configuration at the intersection:
  - o **Northbound:** One (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane
  - o **Southbound:** One (1) left-turn lane, three (3) through lanes, and one (1) right-turn lane
  - o **Eastbound:** One (1) shared left-turn/through lane and one (1) channelized right-turn lane with an acceleration lane
  - o **Westbound:** One (1) shared left-turn/through lane and one (1) right-turn lane

(5) **Maui Veterans Highway/Pi'ilani Highway/North Kīhei Road/Monsanto Driveway**

- Widen Maui Veterans Highway to provide an additional southbound through lane resulting in three (3) southbound through lanes.
  - o **Northbound:** Two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane
  - o **Southbound:** One (1) left-turn lane, three (3) through lanes and one (1) right-turn lane

- **Eastbound:** One (1) left-turn lane, one (1) shared left-turn/through lane and two (2) right-turn lanes
- **Westbound:** One (1) left-turn lane and one (1) shared through/right-turn lane

In addition to the above improvements, the coordination of traffic signals at Maui Veterans Highway/Mehameha Loop (North)/Kamaʻāina Road, Maui Veterans Highway/DHHL Access/DLNR Access and Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road should be considered where feasible, and the signal timing plans should be optimized to improve throughput progression along Maui Veterans Highway.

As noted previously, although the widening of Maui Veterans Highway in both the northbound and southbound directions in the TIAR is only at the select study intersections for base year 2038, the actual widening of the highway to three (3) through lanes in each direction is anticipated to extend the entire length of Maui Veterans Highway from its connection with Piʻilani Highway to the south, and to its connection with Puʻunēnē Avenue to the north, consistent with the long-range capacity solution for Maui Veterans Highway identified in the Department of Transportation's *Federal-Aid Highways 2035 Transportation Plan for the District of Maui.* Further, all proposed widening improvements through Year 2038 along Maui Veterans Highway fronting the DLNR Industrial and Business Park site can occur within the State's existing right-of-way. As noted in the July 2014 Transportation Plan the widening is anticipated to be necessary by 2035. However, it should be noted that this Maui Veterans Highway Widening improvement is currently not a DOT-funded or approved project and is only an identified roadway capacity solution for long range planning purposes.

With the above improvements, the study intersections are forecasted to operate at LOS D or better. However, it is noted that although the majority of left-turn and minor street movements are expected to still operate at LOS E/F due to the long cycle lengths favoring through movements on Maui Veterans Highway, all movements are anticipated to operate at below capacity during all peak hours of traffic. Additionally, all mainline through movements along the highway are expected to operate at LOS D or better during all peak hours.

Access to the proposed DLNR Industrial and Business Park will be provided by a proposed signalized intersection off of Maui Veterans Highway across DHHL's property access, the existing Kamaʻāina Road, South Firebreak Road, and the County of Maui's Raceway Park access

road, which connects to Maui Veterans Highway at its intersection with Mehameha Loop (south).

In order to calculate the trip generation associated with the development of the proposed project, the TIAR estimated that approximately 70 percent of the site would contain light industrial uses and the remaining 30 percent would contain commercial uses. The TIAR utilized *Trip Generation Manual, 9th Edition*, published by the Institute of Transportation Engineers, which provides trip rates and/or formulae that correlate vehicular trips with independent variable, in order to estimate trips generated by the proposed project. Upon completion of the project, the traffic in the study area is expected to significantly increase over Base Year 2038 conditions. As a result of the increase in traffic volumes from the DLNR Industrial and Business Park and other developments in the vicinity and along Maui Veterans Highway, the roadway improvements described below and illustrated in **Figure 13** were recommended by the TIAR.

As shown in **Figure 13**, the majority of the recommended roadway improvements with the proposed DLNR Industrial and Business Park were also recommended for Base Year 2038 without the proposed project due to trips generated by other developments and growth along Maui Veterans Highway. The ~~underlined/~~italicized improvements described below represent changes to the recommended lane configuration beyond what was already recommended for Base Year 2038 without the proposed project.

(1) **Maui Veterans Highway/Nakii Road**

- Widen Maui Veterans Highway to provide an additional southbound through lane, resulting in three (3) southbound through lanes.
    - **Northbound:** Three (3) through lanes and one (1) right-turn lane.
    - **Southbound:** ~~One (1) left-turn lane~~*Two (2) left-turn lanes* and *three (3) through lanes*.
    - **Westbound:** ~~One (1) shared left-turn/through/right-turn lane~~One (1) left-turn lane and one (1) right-turn lane.

(2) **Maui Veterans Highway/Mehameha Loop (North)/Kama'āina Road**

- ~~Widen Maui Veterans Highway to provide an additional southbound through lane and widening along Kama'āina~~

~~Road/Mehameha Loop (North). Provide the following lane configuration:~~

- **Northbound:** One (1) left-turn lane, three (3) through lanes and one (1) right-turn lane.
- **Southbound:** Two (2) left-turn lanes, *three (3) through lanes* and one (1) right-turn lane.
- **Eastbound:** *One (1) left-turn lane, one (1) through lane* and one (1) right-turn lane.
- **Westbound:** *Two (2) left-turn lanes, one (1) through lane* and one (1) right-turn lane with acceleration lane.

(3) **Maui Veterans Highway/DHHL Access/DLNR Access**

- Modify the intersection to add an eastern leg to the intersection, widen Maui Veterans Highway to provide an additional northbound through lane and provide additional widening improvements with the following lane configuration:
  - **Northbound:** *Two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane.*
  - **Southbound:** *Two (2) left-turn lanes*, three (3) through lanes and one (1) right- turn lane.
  - **Eastbound:** ~~One (1) left-turn lane~~Two (2) left-turn lanes, *one (1) through lane* and one (1) right-turn lane.
  - **Westbound:** *Two (2) left-turn lanes, one (1) through lane and one (1) right-turn lane with an acceleration lane.*

(4) **Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road**

- Widen Maui Veterans Highway to provide an additional northbound through lane and widening along Mehameha Loop (South) and Maui Raceway Park Access Road. Provide the following lane configuration:
  - **Northbound:** One (1) left-turn lane, *three (3) through lanes* and one (1) right-turn lane.
  - **Southbound:** One (1) left-turn lane, three (3) through lanes and one (1) right-turn lane.

- o **Eastbound:** *One (1) left-turn lane, one (1) through lane* and one (1) right-turn lane with an acceleration lane.

- o **Westbound:** *One (1) left-turn lane, one (1) through lane* and one (1) right-turn lane.

(5) **Maui Veterans Highway/Pi'ilani Highway/North Kīhei Road/Monsanto Driveway**

- Widen Maui Veterans Highway to provide an additional northbound and southbound through lane, resulting in three through lanes northbound and four through lanes southbound along Maui Veterans Highway.

  - o **Northbound:** Two (2) left-turn lanes, *three (3) through lanes* and one (1) right-turn lane.

  - o **Southbound:** One (1) left-turn lane, *four (4) through lanes* and one (1) right-turn lane.

  - o **Eastbound:** One (1) left-turn lane, one (1) shared left-turn/through lane and two (2) right-turn lanes.

  - o **Westbound:** One (1) left-turn lane and one (1) shared through/right-turn lane.

(6) **Kama'āina Road, South Firebreak Road and Maui Raceway Park Access Road**

- *Upgrade roadway to Maui County standards.*

The TIAR notes that the signal timing plans at the Maui Veterans Highway/Mehameha Loop (North)/Kama'āina Road, Maui Veterans Highway/DHHL Access/DLNR Access, and Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road intersections should be optimized to provide favorable throughput progression along Maui Veterans Highway.

As noted previously, although the widening of Maui Veterans Highway in both the northbound and southbound directions is only recommended at the select study intersections, the actual widening of the highway to three (3) through lanes in each direction is anticipated to extend the entire length of Maui Veterans Highway as identified in DOT's Federal-Aid Highways 2035 Transportation Plan for the District of Maui. These improvements will be necessary by 2035 prior to the full buildout year 2038. Due to the uncertainty of DOT's Maui Veterans Highway widenting improvement, DLNR will coordinate with DOT on its fair-share of improvements. Based on a comparison of the Project traffic increase to total Future Year 2038

forecast traffic, the Project will constitute approximately 18 percent of all traffic, based on its composite average increase for the AM, PM, and Saturday MD peak hours of traffic.

The signalization of the new Maui Veterans Highway/DHHL Access/DLNR Access and Maui Veterans Highway/Mehameha Loop (South) intersections are recommended as the most feasible alternative due to the high volumes projected to enter and exit the DHHL Pulehunui North project. A two-way stop control or right-in, right-out intersection were not considered because it is expected to create long delays. Similarly, a roundabout ~~would create lengthy delays and capacity issues for the high volume Maui Veterans Highway approaches~~was assessed and determined to be infeasible. If a single-lane roundabout is implemented, Maui Veterans Highway will need to be reduced from its existing four-lane roadway to a two-lane roadway. Based on national guidance, the vehicular capacity for a single-lane roundabout is generally up to 25,000 vehicles/day. Maui Veterans Highway currently services between 30,000 to 35,000 vehicles/day. Therefore, a single-lane roundabout would likely operate over-capacity and cause lengthy delays and congestion. There are currently no double-lane or triple-lane roundabouts operational in the State of Hawai'i, so there will be a steep learning curve for these drivers in a relatively high-volume area upon implementation. Based on national guidance, the vehicular capacity for a double-lane roundabout is generally up to 45,000 vehicles/day. Based on forecast traffic by 2038, average daily traffic may reach between 60,000 to 75,000 vehicles/day, likely making double-lane roundabouts infeasible.

With the recommended improvements at the study intersections, all intersections are forecasted to continue operating at LOS D or better. However, it is noted that although the majority of left-turn and minor street movements are expected to still operate at LOS E/F due to long cycle lengths favoring through movements on Maui Veterans Highway, all movements are anticipated to operate below capacity during all peak hours of traffic. Additionally, all mainline through movements along the highway are expected to operate at LOS D or better during all peak hours.

The DLNR Industrial and Business Park will provide pedestrian walkways through the project, as well as connectivity to the bikeway that currently exists along the Maui Veterans Highway corridor, further supporting goals of the Central Maui Pedestrian and Bicycle Master Plan for 2030 by creating a more viable community utilizing non-motorized transportation. Refer to **Figure 3**. The DLNR will also coordinate with the County of Maui, DOT regarding the possibility of creating a bus stop near the project site to

serve the area's employees and patrons. Tenants of the DLNR Industrial and Business Park will also be encouraged to offer incentives to employees to carpool. Specific mobility strategies which will be explored for incorporation in the proposed project are listed below (Refer to **Appendix "B"**):

Site Design Strategies

- Organized development with interior walkability considered
- Provision of bicycle trail within project with linkages to existing trail along highway corridor
- Well shaded pedestrian linkages

Operational Strategies

- Employer/DLNR initiated carpooling/rideshare programs
- Central parking facility for carpool/rideshare program participants
- Industrial/Business park employee shuttle service
- Provide incentives for carpool/rideshare program participants

2. Water

a. Existing Conditions

The County of Maui, Department of Water Supply (DWS) serves five (5) main regions within the County: Central Maui, Upcountry Maui, West Maui, East Maui, and Moloka'i. The project area is located within the Central Maui service area. The water sources for the Central Maui System are the designated 'Īao aquifer, the Waihe'e aquifer, the 'Īao tunnel, and 'Īao-Waikapū Ditch. The project site is currently undeveloped and there is no water service although the DWS provides water service to the adjacent Army National Guard Armory.

The DWS has two (2) transmission waterlines in the Pulehunui area. These are the 18-inch Kīhei Water Development Project (KWDP) waterline and the 36-inch Central Maui Water Transmission System (C.M.W.T.S.) waterline.

The source water for the C.M.W.T.S. is groundwater wells in the Wai'ehu area, which draw water from the 'Īao Aquifer. Water is stored in a 1.0

million gallon (MG) reservoir in Wai'ehu, which has a top elevation of 511 feet mean sea level (msl) and a bottom elevation of 490.75 feet msl. Water from this reservoir flows by gravity to Kīhei via the C.M.W.T.S. waterline.

The source water for the 18-inch KWDP is primarily the Mokuhau Wells, which also draw water from the 'Īao Aquifer. The wells are located at the end of Mokuhau Road, just north of 'Īao Stream.

There is a 12-inch waterline connecting to the 36-inch C.M.W.T.S. line near the southern intersection of Maui Veterans Highway and Mehameha Loop, where there is a pressure reducing valve to reduce pressure within the 12-inch line. There is also a 12-inch waterline connected to the 36-inch C.M.W.T.S. line further north along Mehameha Loop that extends to the northern intersection with Maui Veterans Highway. There is an existing 8-inch County waterline which connects from the County's 12-inch waterline at this northern intersection and traverses approximately 2,800 feet eastward along Kama'āina Road. Refer to **Appendix "C"**.

b. <u>Potential Impacts and Proposed Mitigation Measures</u>

The Preliminary Engineering and Drainage Report (PEDR) prepared for the project assessed three (3) alternatives for water supply. Alternative 1 is based on the assumption that water for the project will be provided by the DWS via a connection to the DWS' existing water system which would supply water for potable, non-potable and fire protection purposes. Alternative 2 is based on the development of a new brackish water source, treatment of the brackish water, installation of new transmission waterlines, and development of storage tanks. Alternative 3 is similar to Alternative 2, except that the source of water would be surface water from East Maui Irrigation's (EMI's) ditch system. Alternatives 2 and 3 would be privately owned and operated systems.

i. <u>Alternative 1 – Connection to DWS System</u>

For Water Alternative 1, the estimated water demand for the project was calculated two (2) ways, using two (2) criteria from the DWS's Water System Standards (WSS), dated 2002. Demand 1 was calculated using the WSS average day unit demand for "Commercial/Industrial Mix", which is 140 gallons per day (gpd) per 1,000 square feet (sf). The PEDR states that for this calculation, an assumption was made that the average building area per acre would be ~~21,000~~<u>17,424</u> sf. The average day water demand for the lots would be approximately ~~660,000~~<u>540,000</u> gpd, based on an approximate lot area of 227 acres, which includes a minimal amount

of irrigation use for each lot. Demand 2 was calculated using the WSS average day unit demand for "Commercial Only" and "Light Industry", both of which are 6,000 gpd per acre. The average day water demand for the lots would be approximately ~~1,240,000~~1,287,000 gpd, including irrigation of the lots. Though DWS typically uses this demand during the master planning phase of a project, based on water use at an existing similar commercial/light industrial development in the Waiko area, the WSS demand of 6,000 gpd/acre is likely too conservative.

In accordance with the WSS, the maximum daily water demand is calculated as being 1.5 times the average daily demand.

Table 6 below shows the projected water demands for the two (2) demand options discussed above.

Table 6. Estimated Water Demands for Demand Options 1 and 2

Description	Demand 1	Demand 2
Lot Area	227 acres	227 acres
~~Building Area~~	~~9,890,000 sf~~	~~N/A~~
Unit Average Water Demand	140 gpd/1,000 sf	6,000 gpd/acre
Total Average Day Water Demand for Lots	~~660,000~~540,000 gpd	~~1,240,000~~1,287,000 gpd
Maximum Day Water Demand for Lots	~~990,000~~809,000 gpd	~~1,860,000~~1,931,000 gpd
Average Day Road and Green Area Irrigation Demand	~~60,000~~57,000 gpd	~~60,000~~57,000 gpd
Maximum Day Road and Green Area Irrigation Demand	~~90,000~~86,000 gpd	~~90,000~~86,000 gpd
TOTAL AVERAGE DAY DEMAND	**~~720,000~~597,000 gpd**	**~~1,300,000~~1,344,000 gpd**
TOTAL MAXIMUM DAY DEMAND	**~~1,080,000~~895,000 gpd**	**~~1,950,000~~2,017,000 gpd**
Source: Austin, Tsutsumi & Associates, Inc.		

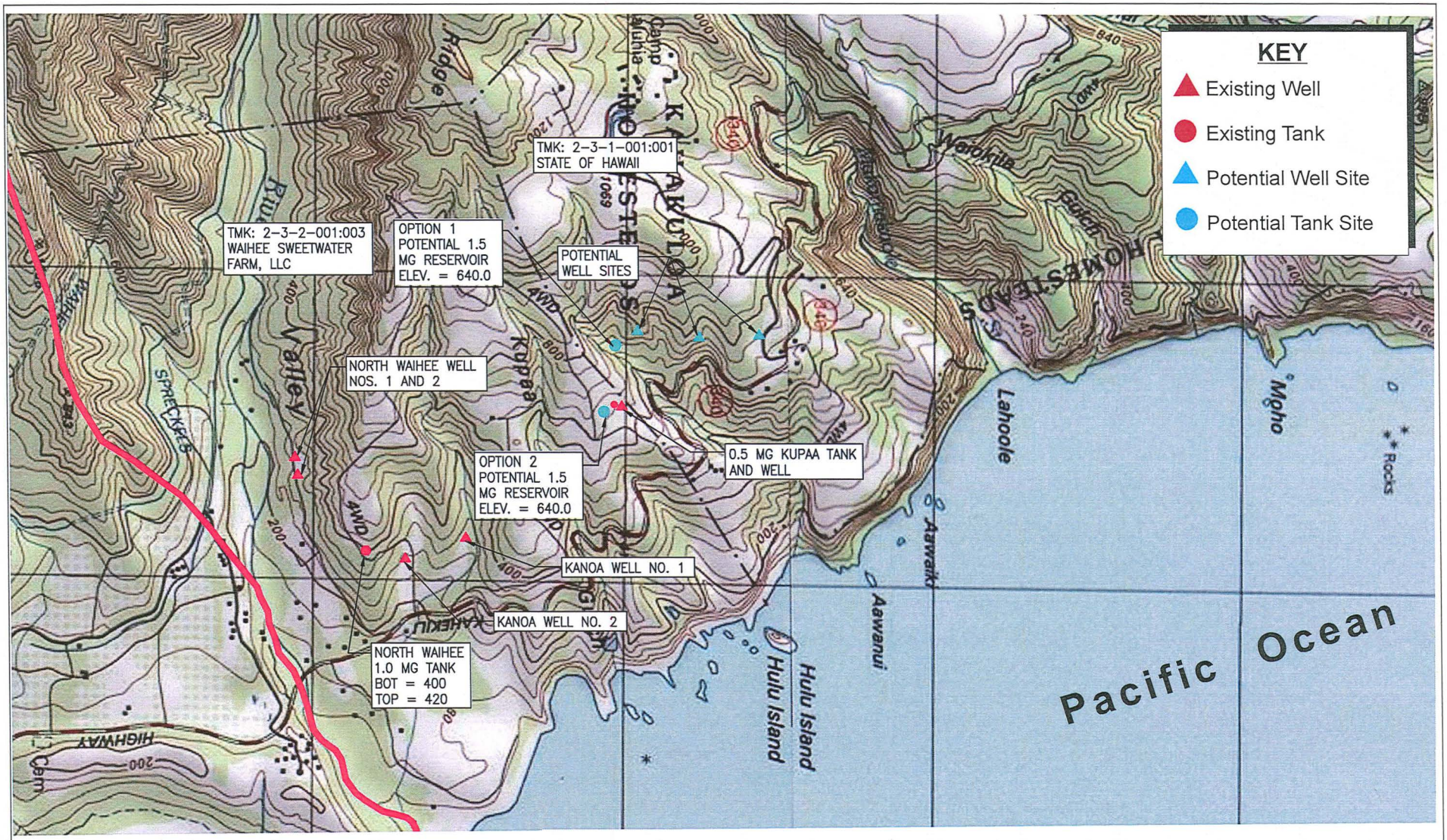
The Division of Forestry and Wildlife (DOFAW) project, which as previously discussed, has had a separate Chapter 343, HRS Environmental Assessment completed, although it is still being assessed as part of the subject project as it is located within the proposed industrial and business park boundaries. As a stand-alone project, the DOFAW Baseyard has been granted approval by the DWS to connect to the County water system to supply water to the site.

While past discussions with the DWS has indicated that there would be enough source water for the entire DLNR Industrial and

Business Park, DWS's new Administrative Rules, effective January 29, 2018, impose limitations on DWS servicing the entire project area, unless DLNR was to develop a new source for DWS. DWS' current preference is that a new water source be able to supply the 36-inch C.M.W.T.S. waterline. The existing source water for the C.M.W.T.S. are groundwater wells in the 'Īao Aquifer System that is stored in the existing 1.0 MG Waihe'e Tank. The Waihe'e Tank services portions of Waihe'e, Mā'alaea, Pulehunui, and South Maui.

One of the largest systems drawing water from the 'Īao Aquifer was Shaft 33, which consistently supplied five (5) mgd to DWS's system. To better distribute the draft from this portion of the aquifer, DWS has developed new wells to replace its use of Shaft 33. The wells are the 'Īao Well, Waikapū Well, and the recently completed Wailuku Well No. 1 and Wailuku Well No. 2. Shaft 33 is now closed and is in the process of being sealed. In addition to these groundwater wells, DWS is currently constructing the new 'Īao Water Treatment Plant (WTP), which will replace the existing 'Īao WTP. The average day production rate of the new 'Īao WTP will be 3.2 mgd. The new 'Īao WTP will treat surface water from the 'Īao-Waikapū Ditch, which is the current water source for the existing 'Īao WTP. The treated water from the WTP will be conveyed to DWS's existing 3.0 MG 'Īao Reservoir, which also supplies water to DWS's Central Maui water system.

~~At this time, a potential new water source to supplement DWS's existing water system, either groundwater or surface water, has not been determined. However, DLNR will continue its coordination with DWS to further define source requirements for DLNR's Industrial and Business Park project.~~ If a new water source is required, the recommendation would be to drill new wells in the Waihe'e Aquifer since current groundwater withdrawal from the 'Īao Aquifer is close to the sustainable yield. DWS has five (5) wells that currently pump from the Waihe'e Aquifer, which are the Kūpa'a Well, Kanoa Well Nos. 1 and 2 and the North Waihe'e Well Nos. 1 and 2. See **Figure 14**. There are three (3) potential well sites that could be drilled on State-owned land designated as TMK (2)-3-1-001:001. Refer to **Figure 14**. The well sites would be located at an approximate elevation of 760 mean sea level (msl), which is about 120 feet higher than the Kūpa'a Well and 0.5 MG Tank. Should all three (3) sites be developed, the new wells could bring the total draft from the Waihe'e Aquifer close to the sustainable yield of the Waihe'e Aquifer, which is 8 mgd.



Source: Austin, Tsutsumi & Associates, Inc.

Figure 14

DLNR Industrial and Business Park

Existing and Potential Wells and Tanks in the Waihe'e Aquifer

0 250 500 1000 Feet

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DLNR will continue its coordination with DWS to further define source requirements for DLNR's Industrial and Business Park project.

Development of the DLNR Industrial and Business Park would require construction of a water storage tank which would be sized to meet the maximum daily demand of the entire project, inclusive of the DOFAW site. To meet the requirements of Demand 1, the tank would need to be sized at 1.0 MG. To meet the requirements of Demand 2, the tank would need to be sized at 2.0 MG. The tank should be located to provide the best opportunity for integrating the tank into DWS's existing water system.

There are several options for a potential 1.0 MG water tank. Based on discussions with DWS, the most desirable location for a new water tank is adjacent to the existing Waihe'e Tank. ~~An easement or land acquisition would be required for this tank as there is not enough room on the existing site to construct a new tank.~~If it is determined that a new tank adjacent to the existing Waihe'e tank is not feasible, then an easement, or land acquisition, for a tank site nearby would be required.

The advantage of this alternative is that the new tank would be located near the source for the 36-inch C.M.W.T.S. waterline, and no additional transmission main would be required to connect to the 36 inch waterline. However, there would need to be a new waterline between the existing tank and the new tank to connect them.

As discussed previously, if new wells are to be drilled in the Waihe'e Aquifer, two (2) options for providing for additional storage are being considered. Option 1 would be to construct a new tank near a new well on State-owned land at the same elevation as the Kūpa'a Tank, which is at elevation 640 feet msl, so that the tanks would "float" with each other. Option 2 is to construct a new tank next to the Kūpa'a Tank. This option would require obtaining land from the adjacent property owner. Consideration could also be given to constructing two (2) new storage tanks, e.g., one (1) tank at the 1.0 MG Waihe'e Tank site, and one (1) near where any new well is drilled.

The distribution system for the industrial and business park would connect to DWS's existing waterlines in the vicinity of the project. It is anticipated that the 8-inch waterline in Kama'āina Road would not

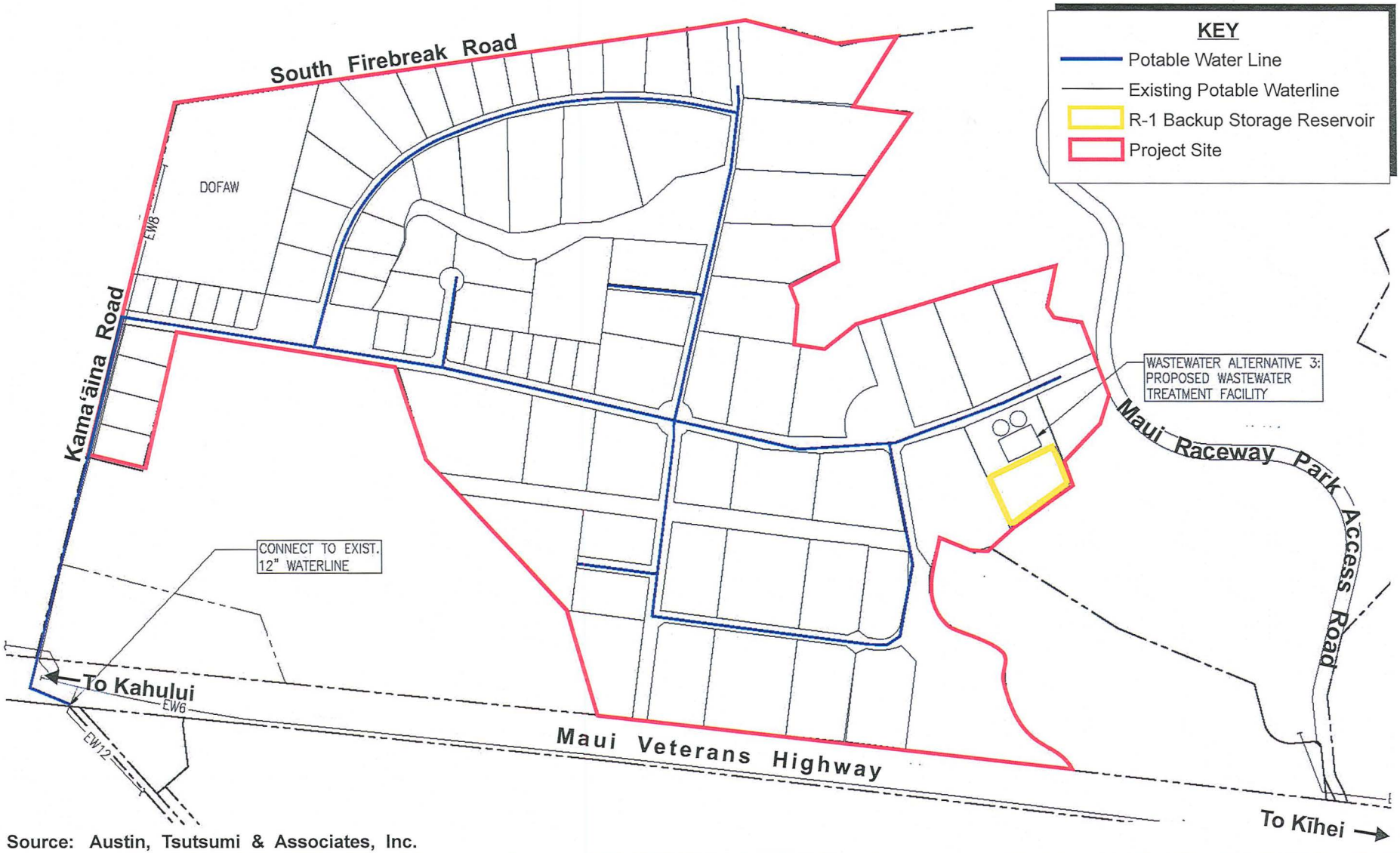
have enough capacity to provide the peak flow to the project site and, as such, a new 12-inch waterline would likely be built to connect to DWS's existing 12-inch waterline near the intersection of Maui Veterans Highway and Mehameha Loop. The new waterline would be installed in Kama'āina Road to convey water to the entrance of the project. Onsite distribution waterlines would be of ductile iron (DI) pipe, and would be located within the project roadways. See **Figure ~~14~~15**. The waterlines would be sized to provide water for potable, irrigation, and fire suppression purposes.

The waterlines would also be sized to meet the pressure and velocity requirements of the WSS. Fire hydrants would be installed at a maximum of 250-foot intervals within the site, per the WSS. The maximum fire demand would be 2,000 gallons per minute (gpm), which is applicable for light industry. Refer to **Appendix "C"**.

ii. Alternative 2 – Onsite Brackish Water Wells

For Alternative 2, the assumption is that a new private system would supply water to the project areas. The water system would involve treating brackish water from onsite brackish water wells at a new reverse osmosis (RO) brackish water treatment facility (WTF), which would produce potable water for the project. Nearby wells in the vicinity of the project site provide an indication of the likely salinity level of wells that would be developed at the DLNR Industrial and Business Park. Based on existing wells in the vicinity, Tom Nance Water Resource Engineering (TNWRE) estimated that wells within the project site would deliver water with chlorides in the range of 270 milligrams per liter (MG/L) to 350 MG/L, equivalent to total dissolved solids (TDS) in the range of 825 MG/L to 1,075 MG/L. Refer to the Memorandum from TNWRE, which is presented in Appendix D of the PEDR (**Appendix "C"** of this ~~Draft~~Final EIS).

The 2017 Phase 1 ESA prepared for the DLNR lands in Pulehunui noted that groundwater in the underlying Kahului Aquifer is described as replaceable with high vulnerability to contamination. Refer to **Appendix "D"**. To ensure the quality of the brackish well water meets potable water standards, pump testing will be conducted to determine the water treatment required. The potable water system will need to be certified by the State of Hawai'i, Department of Health as a private water system.



Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~14~~15

DLNR Industrial and Business Park

Proposed Water System - Alternative 1

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Since this alternative entails the development of a private system, the water demand does not need to be calculated based on the County's WSS. Therefore, a demand of 2,000 gpd per acre was used to calculate the average day demand. This demand calculation is based on actual water use at a similar commercial/light industrial development in the Waikapū area.

Maximum day demand, as previously noted, is calculated as being 1.5 times the average daily demand.

Table 7 below shows the projected water demands for the RO option (Alternative 2) discussed above (Demand 3).

Table 7. Estimated Water Demand for Demand Option 3

Description	Demand 3
Area	227 acres
Unit Average Water Demand	2,000 gpd/acre
Total Average Day Water Demand	~~450,000~~447,000 gpd
Maximum Day Water Demand	~~670,000~~671,000 gpd
Average Day Road and Green Area Irrigation Demand	~~60,000~~57,000 gpd
Maximum Day Road and Green Area Irrigation Demand	~~90,000~~86,000 gpd
TOTAL AVERAGE DAILY DEMAND	**~~500,000~~504,000 gpd**
TOTAL MAXIMUM DAILY DEMAND	**~~760,000~~757,000 gpd**
Source: Austin, Tsutsumi & Associates, Inc.	

New transmission and distribution waterlines would be required for this alternative. The alternative is based on having a single waterline to supply potable water to the lots for both potable and nonpotable purposes. The treated water would also be used for fire protection. However, a separate fire line would be used to supply the water for the fire protection system. There would also be a brackish waterline to convey the brackish water from the wells to the RO WTF.

Green and parks areas within the project could be irrigated with either potable water, the RO concentrate, or with R-1 water from an onsite wastewater treatment facility should that wastewater treatment alternative be utilized. The RO WTF would be sized to produce enough potable water for the irrigation of the green and park areas in the event that RO concentrate or R-1 water are not utilized.

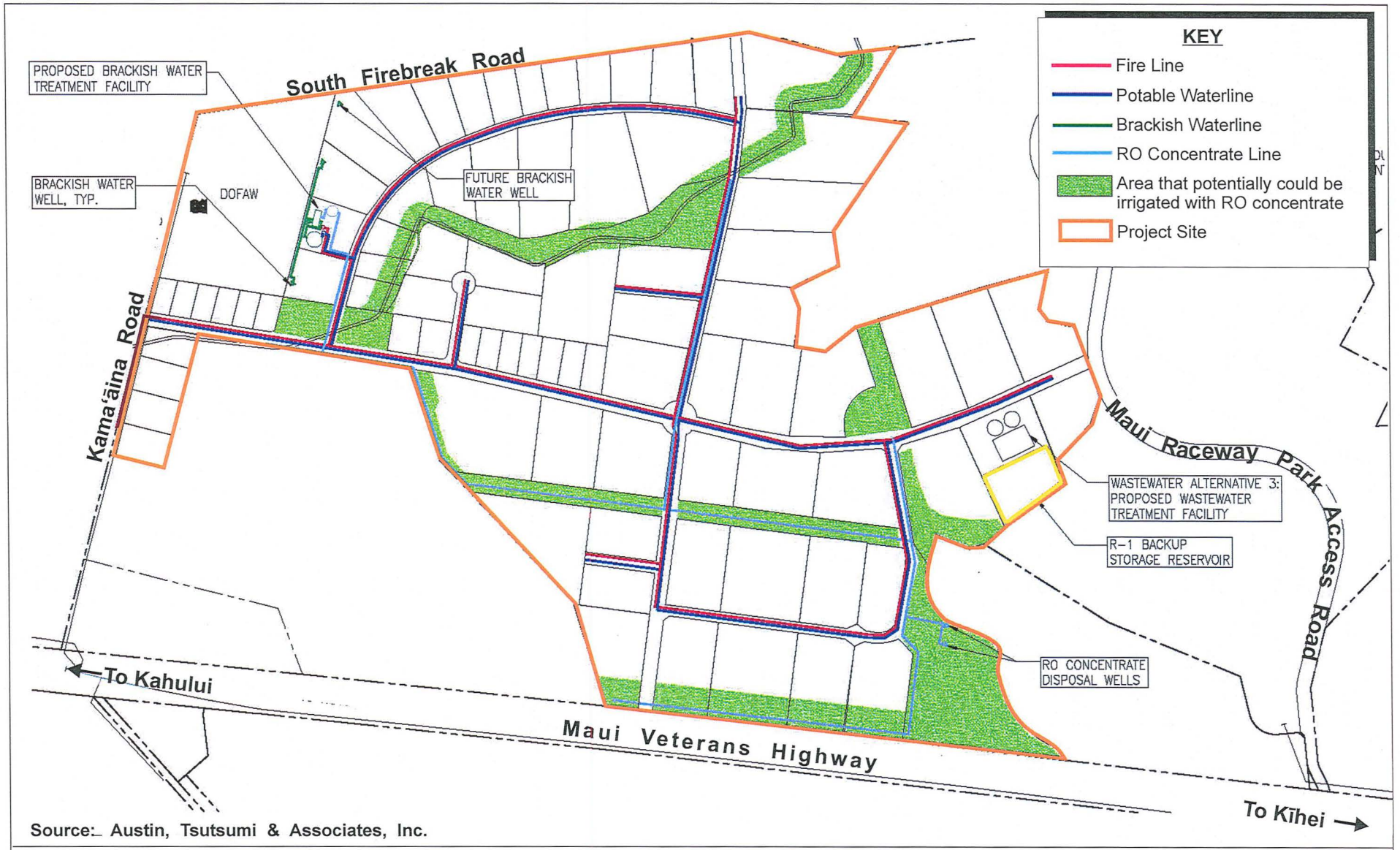
The brackish well water will pass through RO treatment trains that will filter the brackish water to produce drinking water. Based on the anticipated groundwater salinity, approximately 70 percent of the brackish feed water is expected to become potable product. The remaining 30 percent would be the RO concentrate. The wells would be sized to produce enough water to meet the maximum daily water demand, taking into account the recovery rate by the RO treatment trains and an operating time of 24 hours a day.

The PEDR recommended that three (3) brackish wells, each with a capacity of 250 gallon per minute (gpm) and spaced approximately 350 feet apart, be developed. Each well would pump to a separate RO treatment train, and each of these well pumps and RO treatment trains would produce 175 gpm of blended product water. A fourth well and treatment train, to provide backup capacity, may also be required at a later date. See **Figure ~~15~~16**.

The RO WTF would be located at the north end of the project site abutting the DOFAW project site. The RO WTF would consist of a treatment plant building which would house the RO treatment trains and other ancillary equipment, such as the raw water feed pumps, air blowers/compressors, chemical cleaning and disinfection systems, electrical and control panels, etc. The treatment plant building would also house the potable water pumps for pumping the treated water into the transmission/distribution system and a fire pump for the fire protection system.

The PEDR recommended that an 800,000 gallon storage tank be constructed to store the product water required to meet the maximum daily demand of 760,000 gpd. The storage tank would also be located within the RO WTF site. The storage tank would store the RO treated water prior to it entering the distribution system, and would also be used as a chlorine contact tank for disinfection. A booster pump system would be required to pump the treated water from the tank into the potable water distribution system. A separate fire pump would also draw out of the tank and discharge into a separate fire line.

There would be separate waterlines for the potable system, fire system, and RO concentrate waterlines. There would also be a brackish waterline to convey the brackish water from the wells to the RO WTF. All the waterlines would be located within the project roadways. The potable and fire waterlines would conform to the



Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~15~~16 DLNR Industrial and Business Park

Proposed Water System - Alternative 2

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requirements of DWS's WSS and be of DI pipe. The brackish chloride (PVC) or high density polyethylene (HDPE) pipes. Fire hydrants would be installed off the fire waterlines at a maximum of 250-foot intervals.

The RO concentrate could be used for irrigation of salt-tolerant landscaping in common areas. A backup method of disposal would be required in the event that the concentrate cannot be used to irrigate landscaped areas. The preferred backup method would be to utilize disposal wells. In this scenario, two (2) wells would be recommended, one (1) would be the main source for the disposal and the other kept as a backup. The wells should be located minimum of 1,320 feet from the supply wells, and downgradient.

The concentrate would be discharged at a depth at which the salinity of the groundwater is of equal or greater salinity than the concentrate so as to not adversely impact the receiving groundwater.

The proposed brackish water wells would draw water from the Kahului Basal Aquifer, which covers an area of 27.8 square miles. During the plantation period, average annual pumpage by wells from the Kahului Aquifer often exceeded 60 million gallon per day (MGD). These very high pumping rates were primarily sustained by the import of surface water from the east and west Maui irrigation systems, leakage from ditches and unlined reservoirs, and irrigation return from the sugar cane fields. Other sources of groundwater recharge to the Kahului Basal Aquifer include rainfall directly on the aquifer itself, surface runoff and groundwater under flow from Haleakalā and the West Maui Mountains, seepage from individual wastewater disposal systems, and stormwater runoff disposed of in numerous injection wells in the Kahului Town area. With cessation of sugar cane cultivation, the future of groundwater recharge from agricultural irrigation and leakage from irrigation ditches and unlined reservoirs is unknown.

The Commission on Water Resources Management (CWRM) established the sustainable yield of the Kahului Aquifer at 1.0 MGD based solely on rainfall recharge. Other sources of the aquifer's recharge, including surface runoff and groundwater underflow from Haleakalā and the West Maui Mountains and return flow from agricultural and landscape irrigation, among other factors, were not considered in establishing the sustainable yield. TNWRE reports

that despite the amount of ongoing pumpage (primarily by HC&S) being more than 25 times the regulatory sustainable yield, the CWRM continued to issue well construction permits for new wells in the aquifer, a tacit acknowledgement that the aquifer's sustainable yield is greater than 1.0 MGD.

As previously noted, the future agricultural use of former sugar cane lands will be developed over time and the extent to which the future agriculture irrigation is supplied by surface water imported via the existing ditch systems in east and west Maui is also not known. However, given the project's inland location and its relatively modest supply requirements, TNWRE concludes that the long-term viability of the wells proposed herein will be retained. Refer to the Memorandum from TNWRE, which is presented in Appendix D of the PEDR (**Appendix "C"** of this ~~Draft~~Final EIS).

iii. Alternative 3 – Surface Water

For Alternative 3, the assumption is that a new private system would supply water to the project area. The water system would involve treating surface water from East Maui Irrigation's (EMI) ditch system at a new WTF.

The EMI irrigation system originates from streams in East Maui. Pursuant to an agreement executed March 18, 1938, EMI, in consideration for the right to convey and divert water for their uses, granted to the Territory of Hawai'i a perpetual right and easement to jointly convey and divert water for the Territory's use. Successor to the agreement is the State of Hawai'i. As such, the DLNR has informed the CWRM of their intent to utilize approximately 3.0 mgd of water for approximately 600 acres in Pulehunui, including the approximate 280 acres of this project. It is noted that while the DLNR owns approximately 600 acres at Pulehunui, the only development envisioned at this time is the 280-acre subject project. There are no current plans for development on the remaining 320 acres of land.

It is noted that the availability of surface water from the EMI ditch system may be affected by ~~a Petition to Amend~~the Interim Instream Flow Standards (IIFS) for 27 East Maui streams, which ~~is currently pending with~~was established by the CWRM in June 2018. The ~~amendment to the~~ IIFS for the East Maui streams ~~will~~ determines

the amount of water that could be potentially diverted from these streams by the EMI ditch system.

Similar to Alternative 2, this private system average day water demand would be approximately ~~450,000~~504,000 gpd, based on 2,000 gpd per acre. Refer to **Table 7.** Also, as with Alternative 2, there would be a single water system in which the treated water would be used for both potable and non-potable purposes.

The closest EMI ditch to the project area is the Ha'ikū Ditch, which runs just east of the project area at an approximate elevation of 140 feet msl. The Ha'ikū Ditch discharges into HC&S Reservoir 90, also located just east of the project site. Refer to **Figure 2**. Indication from recent discussions with HC&S is that the flows in Ha'ikū Ditch may probably not be at a consistent or high enough flow to sustain a reliable WTF. EMI has three (3) other ditches that increase in elevation up the slopes of Haleakalā. The recommendation discussed in the PEDR is to take water from the Ha'ikū Ditch, due to its proximity to the project site. However, further investigation may determine that obtaining water from one of the higher ditches may be more desirable.

This alternative would require the construction of a new ditch intake that would divert water from the Ha'ikū Ditch to the project site, before the ditch discharges into Reservoir 90. Screening at the ditch intake would remove large debris, such as leaves and twig, from the raw water. A new raw water storage reservoir would be located just below Reservoir 90 which would act as a sedimentation reservoir for settlement of solids prior to the water being treated at the WTF, as well as an equalization reservoir to reduce the effects of low flows in the Ha'ikū Ditch. Installation of a floating cover on the reservoir will eliminate evaporation from the reservoir and prevent algal blooms. The water would flow by gravity from the Ha'ikū Ditch through the ditch intake to the raw water reservoir, and then by gravity to the WTF.

New transmission and distribution waterlines would be required for this alternative. The alternative is based on having separate waterlines to supply the potable water system and fire system.

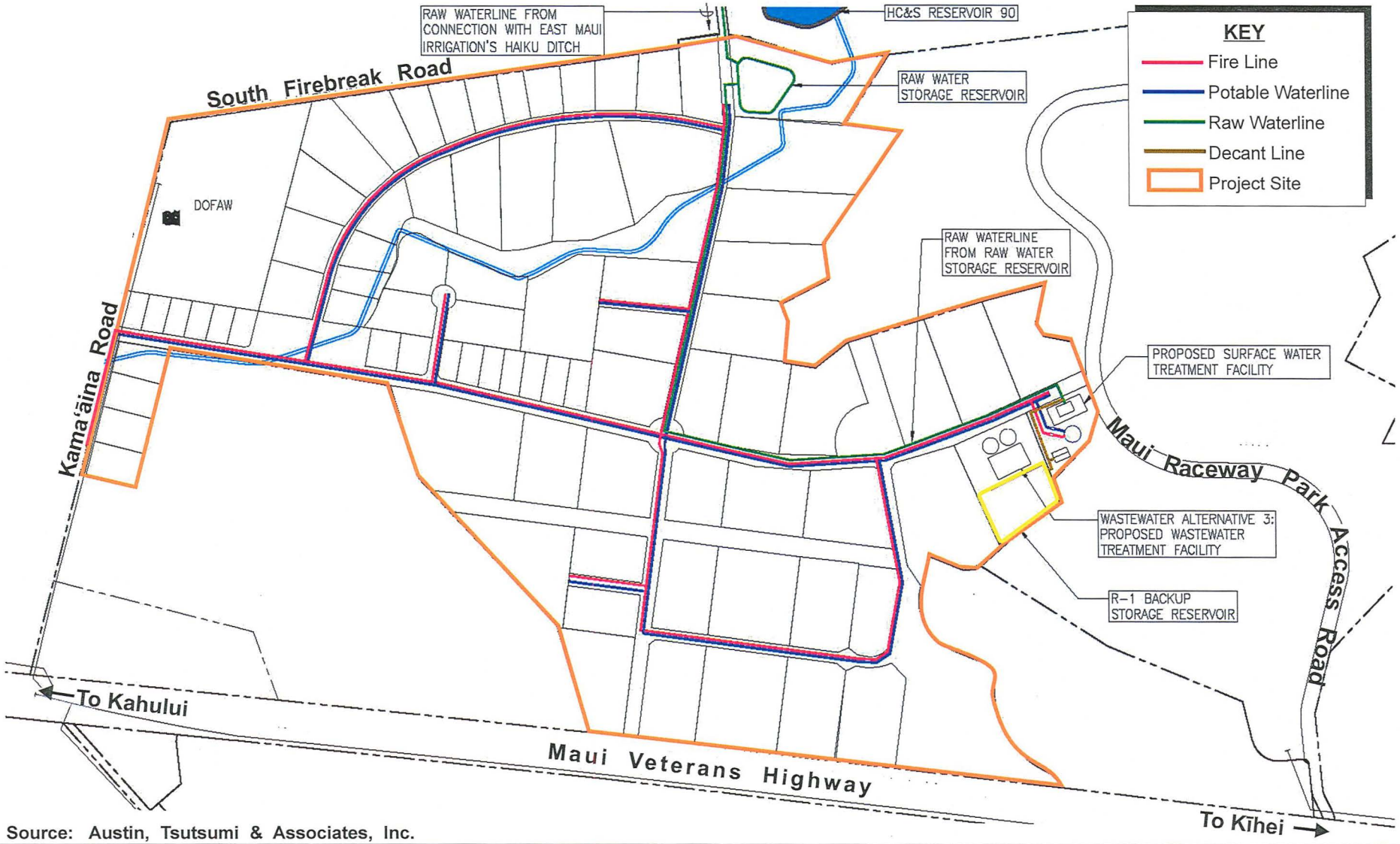
There would also be a raw waterline to convey the surface water to the WTF. All the waterlines would be located within the project roadways. The potable and fire waterlines would conform to the

requirements of DWS's WSS, and be of DI pipe. The raw waterline would be PVC, ~~or~~ HDPE, or DI pipes. Fire hydrants would be installed off the fire waterlines at a maximum of 250-foot intervals. See **Figure ~~16~~17.**

The new WTF would utilize membrane filtration for treatment of the raw water. The membrane system would be located within a new building, which would house the membrane filters and other ancillary equipment, such as raw water strainers, pumps, air blowers/compressors, chemical cleaning and disinfection systems, electrical and control panels, etc. The WTF Building would also house the potable water pumps for pumping the treated water into the transmission/distribution system, and a fire pump for the fire protection system. The storage tank for the potable water and a sludge lagoon used for gravity solids-liquid separation of backwash water from the membrane units would also be located within the WTF site. A booster pump system would be required to pump the treated water from the tank into the potable water distribution system. A separate fire pump would also draw out of the tank and discharge into a separate fire line. The WTF will require approximately four (4) to five (5) acres of land. Refer to **Appendix "C"**.

iv. Preferred Water System Alternative

While Alternative 1, connecting to the County water system, is considered the most cost effective alternative, it is also the alternative having the greatest uncertainty with respect to implementation timeframes. A new offsite storage tank would be required with the DWS' preferred site located adjacent to the existing Waihe'e Tank Site (C.M.W.T.S. Tank). The process of confirming the viability of this offsite storage location for DLNR's Pulehunui project requires further coordination, however, including land acquisition and definition of preliminary engineering basis of design. In addition, if a new offsite water source needs to be developed, then a location for the source and how the water will be put into DWS's system needs to be determined. Costs for these offsite improvements are unknown. Coordination will be ongoing with the DWS to define legal and engineering design criteria.



Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~16~~17

DLNR Industrial and Business Park

Proposed Water System - Alternative 3

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Prepared for: State of Hawaiʻi, Department of Land and Natural Resources

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In parallel to addressing storage requirements, source adequacy and technical requirements will need to be defined with the DWS. At this time, the DWS' new administrative rules, effective January 29, 2018, indicates that source may be a limitation with respect to servicing the entire project area (i.e., source may be available for only a portion of the total project). The DLNR will continue its coordination with the DWS to further define source requirements for the proposed project. Nonetheless, source uncertainty creates a degree of risk which may not be favorable for the project.

Thus, while Alternative 1 is considered operationally viable, reliance on this option ~~is~~may not be considered prudent given the uncertainty of land acquisition and source requirements.

While the costs of Alternative 2 and Alternative 3 are about ~~2~~1.5 to 2~~.5~~ times higher than Alternative 1, with an accompanying operational and maintenance cost component, these alternatives will place control of the provision of water with the DLNR. ~~These alternatives also open the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the DHHL and the PSD. Such collaborative effort will help to bring economies of scale to the development of an onsite water system for the DLNR and other agencies (State and County) to utilize lands at Pulehunui in optimum fashion.~~

As mentioned previously, the indication from recent discussions with HC&S is that the flows in the Haʻikū Ditch will probably not be at a consistent or high enough flow to sustain a reliable WTF. Therefore, the proposed surface water system (Alternative 3) may be less desirable than the proposed brackish water system (Alternative 2).

At this time, the water system alternatives are intended to provide water only to DLNR's project, although all three (3) alternatives have the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely the DHHL and the State Department of Accounting and General Services/Department of Public Safety (DAGS/PSD). Such collaborative efforts would help to bring economies of scale to the development of a water system for the DLNR and other agencies (State and County) to utilize lands at Pulehunui in optimum fashion.

The draft regional infrastructure plan prepared by DHHL evaluates infrastructure improvements to serve these State projects in Pulehunui. The Draft EIS for this regional infrastructure plan and the DHHL Pulehunui North and South projects was published on November 8, 2018 and contains more information on opportunities for collaboration on water infrastructure. Alternatives assessed are similar to those assessed for the DLNR Industrial and Business Park, discussed above, and include connection to the County DWS system or construction of a private water system using either brackish water (wells) or surface water to serve the various State interests in the region (PBR, 2018).

It is noted that DHHL has certain rights to adequate reserves of water for their developments. Development of a new water source by DLNR will require further analysis to confirm that the new source would not interfere with DHHL's inherent rights to the water.

v. Water Resources-Related Sustainability Measures

To further mitigate the impacts of the project on water resources, water efficiency strategies have been identified. Refer to **Appendix "B"**.

- Design buildings and landscaped areas to reduce overall water demand as much as possible
- Use the most appropriate water quality for the projected need (balance potable and non-potable uses)

From a project-wide standpoint, it is noted that should the project develop a wastewater treatment plant (instead of connecting to the County system), R-1 recycled water would be used to irrigate common areas.

Specific water conservation measures for individual lessees' consideration include the following:

- Low flow fixtures
- Dual flush toilets
- Leak detection sensors and alarms
- Minimizing landscaped areas requiring extensive irrigation
- Use of landscaping materials with low water needs

- Smart irrigation systems and moisture sensing feedback technology

- Use of drip irrigation as the predominant delivery system

Further, the DWS recommended the following Best Management Practices to protect groundwater resources:

- Prevent cement products, oil, fuel and other substances from falling or leaching into the ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.

- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed offsite.

- Properly install and maintain erosion control barriers such as silt fencing or straw bales.

- Disturb the smallest area possible.

- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods or low rainfall to minimize chemical runoff.

- Keep runoff onsite.

3. Wastewater Systems

a. Existing Conditions

There is currently no sewage collection infrastructure serving the Pulehunui area.

The project area is located below the Underground Injection Control line, below which leaching fields are generally allowed (Department of Health, 2016).

b. Potential Impacts and Proposed Mitigation Measures

The PEDR prepared for the project assessed ~~three (3)~~four (4) alternatives for wastewater management. Alternative 1 involves conveying the wastewater to the existing Wailuku-Kahului (W-K) Wastewater Reclamation Facility (WWRF) for treatment. Alternative 2 involves conveying the wastewater to the existing Kīhei WWRF. Alternative 3 discusses treating the wastewater at an onsite ~~Wastewater Treatment~~

~~Facility (WWTF)~~WWRF. Alternative 4 would be to ~~treat the wastewater at an offsite WWTF~~convey the wastewater to the County's Proposed Central Maui WWRF.

i. Alternative 1 – Connection to W-K WWRF

The W-K WWRF is approximately six (6) miles north of the project area. The design capacity of this WWRF is 7.9 mgd. The County of Maui Wastewater Reclamation Division (WWRD) previously stated that the W-K WWRF is near capacity, and that treatment capacity is allocated on a first come first served basis with multiple requests already in place for capacity allocation. Further, due to issues associated with the location of the W-K WWRF adjacent to the shoreline, WWRD does not plan to expand the capacity of the W-K WWRF.

Conveying the wastewater generated by the DLNR Industrial and Business Park project to the W-K WWRF would require at least one (1) new wastewater pump station and three (3) to six (6) miles of new transmission lines. Therefore, due to the uncertainty of whether wastewater could be treated at the W-K WWRF, and the cost of conveying the wastewater to this WWRF, Alternative 1 is not recommended to be pursued further. Refer to **Appendix "C"**.

ii. Alternative 2 – Connection to Kīhei WWRF

The Kīhei WWRF, which produces R-1 water, is located approximately six (6) miles south of the project area in Kīhei. ~~The "Maui Infrastructure Assessment Update", dated May 2003, noted that 5.937 mgd or 74 percent of the design capacity of the Kīhei WWRF has been allocated. For project planning purposes, the Kīhei WWRF is assumed to have enough capacity to treat the flows from the project area.~~The design capacity of the Kīhei WWRF is 8.0 mgd. WWRD indicated that the average dry weather wastewater flow to the Kīhei WWRF was 4.9 mgd. However, WWRD indicated 7.0 mgd, or 87 percent, of the design capacity has already been allocated. This facility may not be able to accommodate the wastewater flows from the proposed project. Available wastewater capacity will depend upon the number of permitted projects to be developed prior to the completion of the DLNR's project.

The Kīhei District wastewater collection system consists of ten (10) wastewater pump stations (WWPS). Five (5) of these WWPSs are used to pump, in series, wastewater generated north of the Kīhei

WWRF to the facility. Therefore, if the wastewater from the DLNR Industrial and Business Park project was to be pumped to the closest existing Kīhei WWPS to the project, which is the first WWPS in the series, then the other four (4) downstream WWPSs would also be affected by the project flows.

The WWRD has commissioned a study to review alternative alignments for a transmission system to convey wastewater from north Kīhei to the Kīhei WWRF. ~~Alternatives include a new transmission system along Piʻilani Highway, along the north-south corridor road, a mauka route above Piʻilani Highway, or increasing the capacity of the existing system in South Kīhei Road. The study does not anticipate flows from the project area. As such, consultation with the WWRD is ongoing so that they might include the project's estimated flows in the study.~~

~~The wastewater may be able to flow by gravity from the project site towards Kīhei to a low point. From the low point, a new wastewater pump station would likely be required to pump the wastewater up towards WRD's system. The other option may be to construct the WWPS at the DLNR project site, and install a force main from the project site to Ohukai Road.~~

~~While further analysis of the wastewater transmission system will be undertaken as part of the detailed engineering design process for the project, it is noted that the installation of the new transmission line connecting to the Kīhei WWRF collection system is anticipated to fall within the existing rights-of-way (e.g., Maui Veterans Highway and Piʻilani Highway). See **Figure 17** and refer to **Appendix "C"**.~~Two (2) of the WWRD's preferred options under consideration are:

Option A - Upgrading the collection system along South Kīhei Road - This option consists of replacing/upsizing approximately 11,000 lineal feet of gravity sewer/force main lines along with upsizing four (4) existing pump stations.

Option B - Adding a new collection system on Liloa Drive – This option consists of adding gravity sewer/force main lines and two (2) pump stations through Liloa Drive. This new line would intercept and transport flows generated from mauka areas directly to the

Kīhei WWRF. This would help to alleviate the overtaxed wastewater system on South Kīhei Road.

Construction is tentatively scheduled for 2021, however, the start date may be a few years later, depending on actual flows in the system and the selected alignment. The DLNR Industrial and Business Park is expected to start construction in 2022.

If WWRD constructs a new transmission system, or upgrades the existing system, then the flows from the project area could possibly be conveyed from the project site to the north end of Kīhei to connect with WWRD's new system. Alternative 2A would be in conjunction with WWRD's Option A and would involve connecting to the existing Kīhei No. 2 Pump Station. Alternative 2B would be in conjunction with WWRD's Option B, and would involve connecting to a manhole near the intersection of Ohukai Road and Pi'ilani Highway. See **Figure ~~17~~18** and refer to **Appendix "C"**.

A new WWPS within the project site and a new force main would be installed to convey the wastewater all the way to the proposed alternative connection locations. The force main distance for Alternative 2A is approximately 15,800 feet from the project site to the Kīhei No. 2 Pump Station. The force main distance for Alternative 2B is approximately 19,800 feet from the project site to the intersection of Ohukai Road and Pi'ilani Highway. Refer to **Figure ~~17~~18** and **Appendix "C"**. Since the force main would most likely be within the right-of-way of Maui Veterans Highway, these alternatives would require involvement with the DOT. A "Use and Occupancy Agreement" would probably need to be obtained from DOT, which can be a long process.

Despite the foregoing, WWRD commented that the project is currently outside of the Kīhei and Wailuku-Kahului sewage service areas, and that their existing wastewater infrastructure does not have the capacity to provide service for the project. Based on these comments, this alternative may not be feasible.

iii. Alternative 3 – Onsite ~~WWTF~~WWRF

Alternative 3 would involve treating the wastewater generated by the project at an onsite ~~WWTF~~WWRF.

Source: Austin, Tsutsumi & Associates, Inc.

~~Figure 17 DLNR Industrial and Business Park~~

~~Proposed Wastewater System - Alternative 2~~

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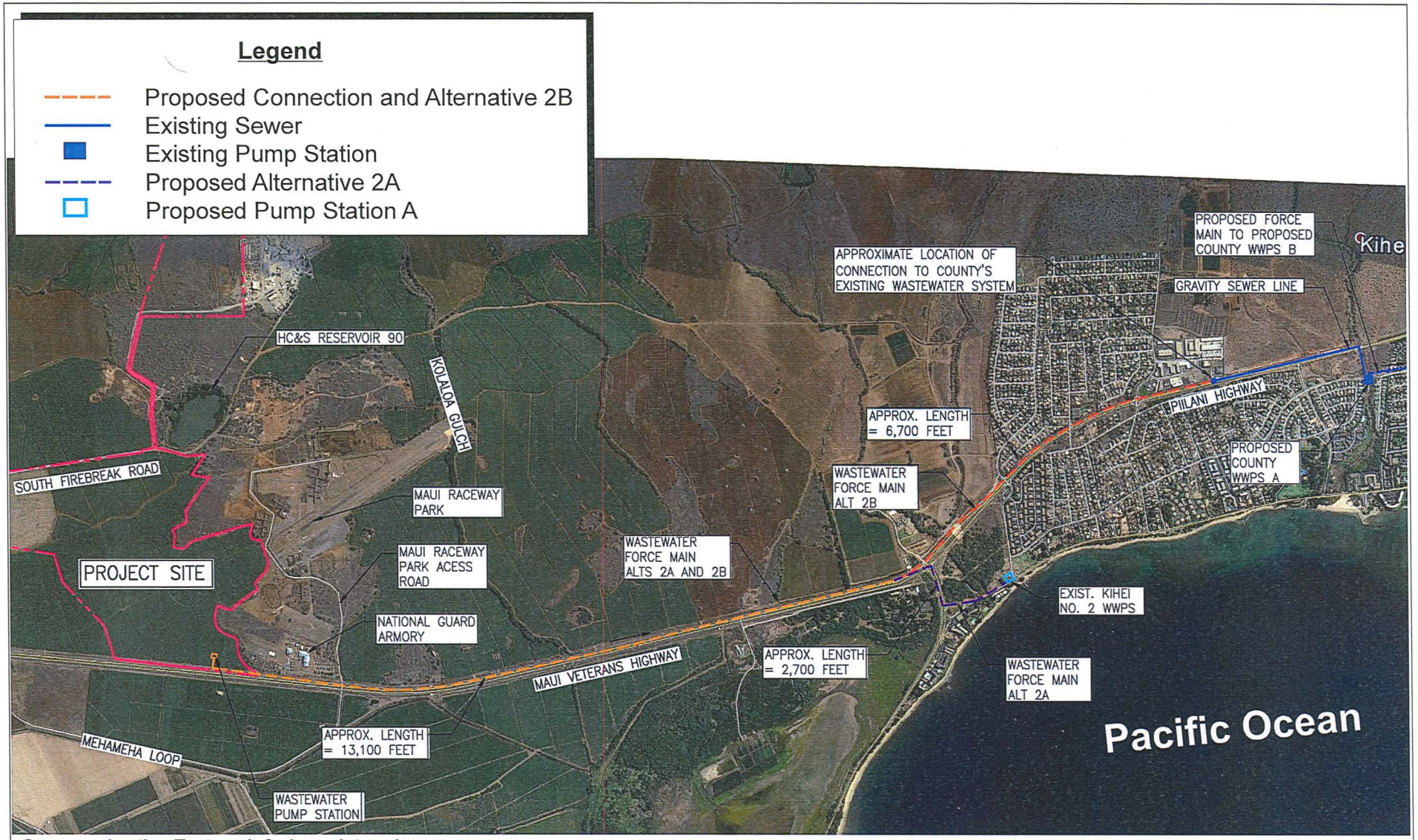

Source: Austin, Tsutsumi & Associates, Inc.

Figure 18 DLNR Industrial and Business Park
Proposed Wastewater System - Alternative 2

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Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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Preliminary wastewater contributions are determined based on WWRD's Wastewater Flow Standards. For industrial/commercial properties, the wastewater contribution is based on the type of use of the lot and the number of employees per square foot of floor area.

The following criteria were used to determine the estimated wastewater generated by the project site:

Light Industrial (70 Percent of development)

Industrial Shop Contribution:	25 gpd/employee
Storage/Industrial Employees:	1 per 500 square feet of floor area
Building Area (assumed):	~~21,000~~17,424 sf per acre

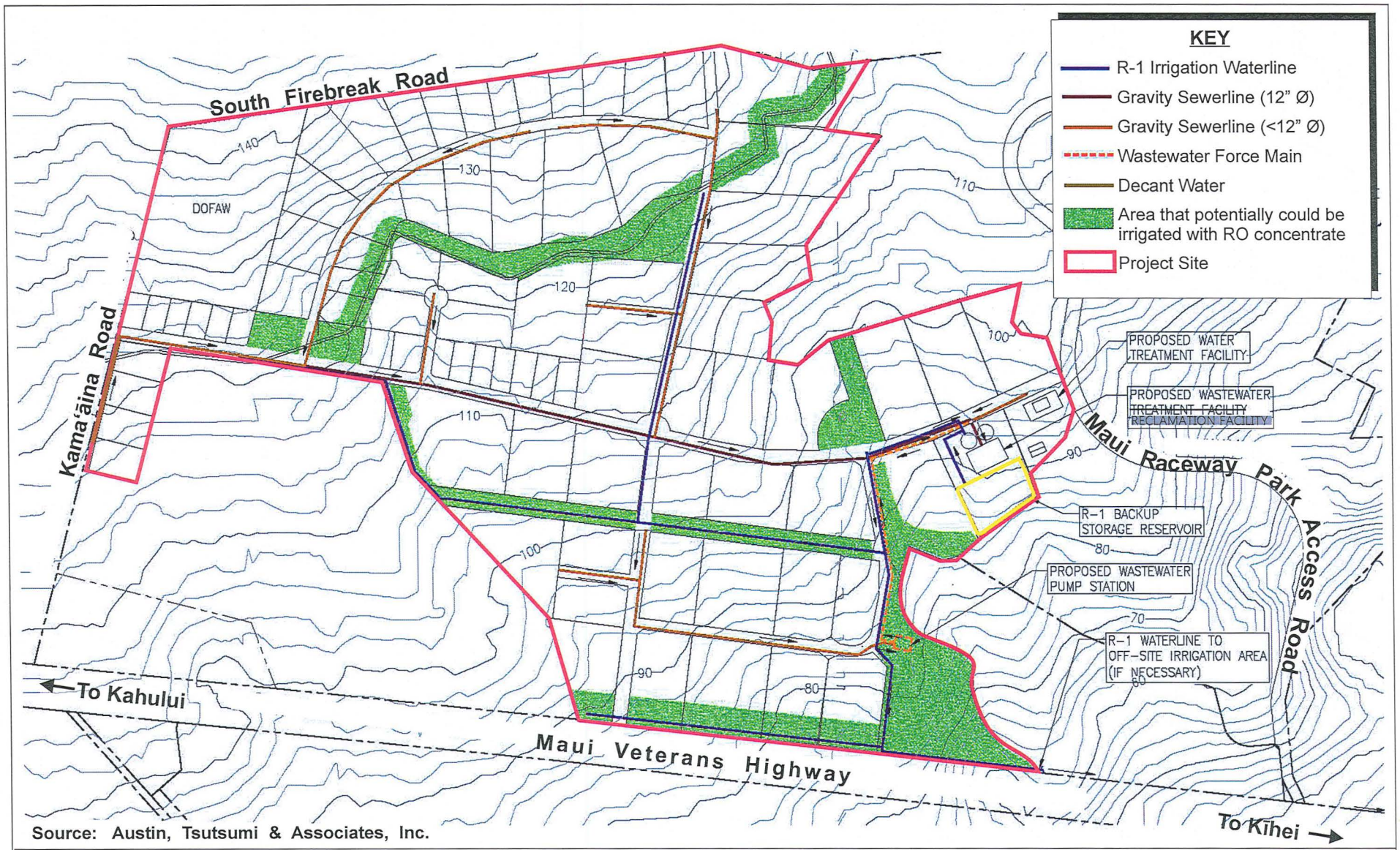
Commercial/Business (30 Percent of development)

Storage, w/offices Contribution:	15 gpd/employee
Retail Warehouse Employees:	1 per 350 square feet of floor area
Building Area (assumed):	~~21,000~~17,424 sf per acre

Based on the above, the design average flow is calculated to be approximately ~~280,000~~230,000 gpd.

The design capacity of the ~~WWTF~~WWRF was recommended, as discussed in the PEDR, to be 20 percent higher than the calculated average flow of ~~280,000~~230,000 gpd, or ~~335,000~~275,000 gpd, to allow for variations in land use development. The ~~WWTF~~WWRF would also be designed to produce R-1 Water for spray irrigation reuse with minimal restrictions. Approximately four (4) to five (5) acres of land is expected to be required for a ~~WWTF~~WWRF, which would include an R-1 Water storage tank and a separate onsite storage tank to store non- compliant water in the event that there is an upset in the treatment process. Noncompliant water would be drawn out of the tank and pumped into the reuse system.

An onsite sewer system consisting of PVC pipes would be installed to provide wastewater collection service to all proposed lots. The majority of the wastewater from the project areas can flow by gravity directly to the ~~WWTF~~WWRF. However, wastewater from properties with elevations below about 100 feet msl would be conveyed by gravity to a WWPS before being conveyed, via a force main to the ~~WWTF~~WWRF. See **Figure ~~18~~19** and refer to **Appendix "C"**.



Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~18~~19

DLNR Industrial and Business Park

Proposed Wastewater System - Alternative 3

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Based on the WWRF producing 275,000 gpd of effluent and an application rate of 0.50 inch per day, the required area for irrigation would be approximately 20 acres. The estimated irrigated area for the green space and parks is approximately 24 acres. All of the effluent produced by the WWRF could be used for irrigation onsite. However, consideration will be given to also looking at potential offsite areas that can utilize the effluent for irrigation, e.g., open spaces, pastures, and agricultural land.

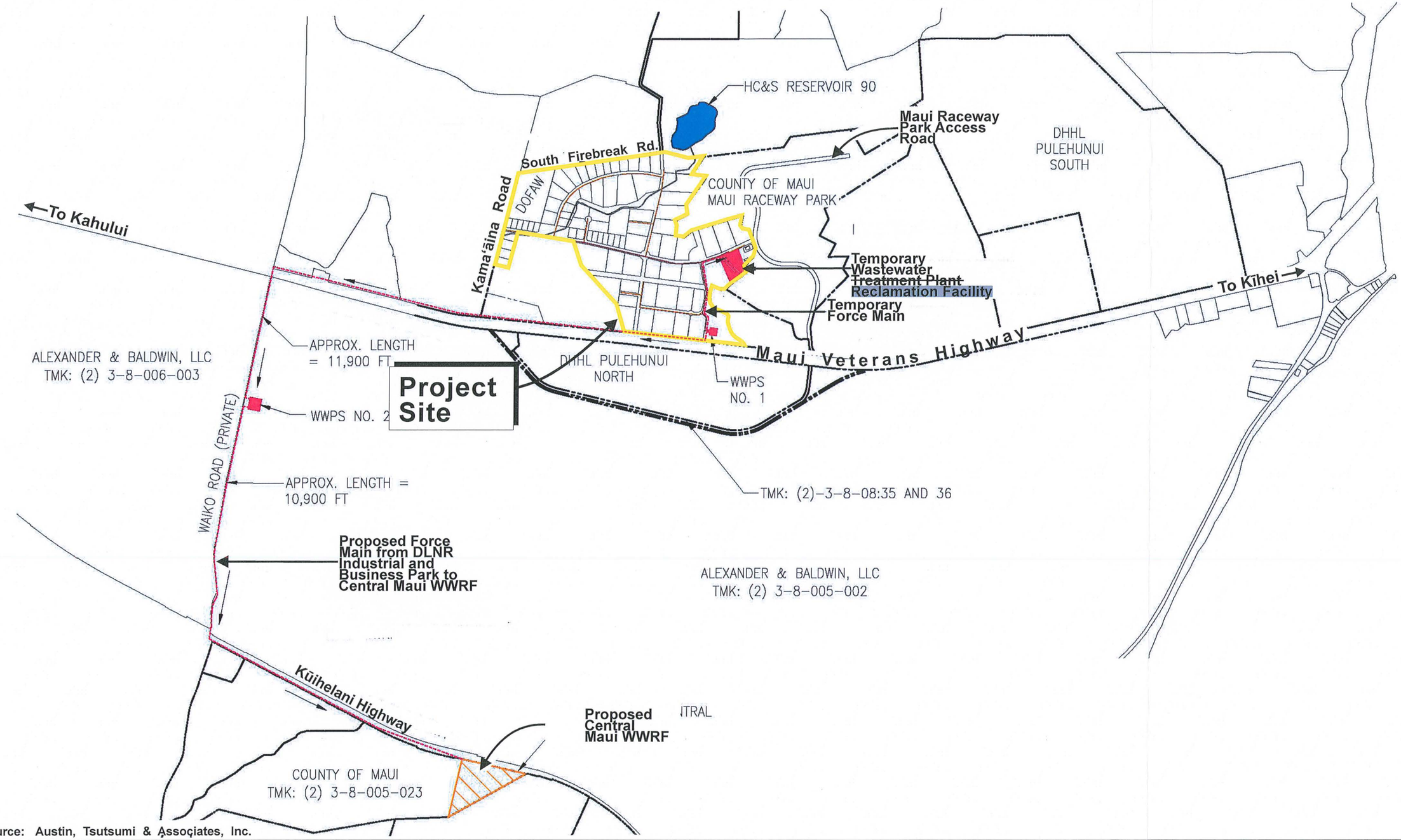
A backup system of effluent retention/disposal would be required to address periods of rainy weather when irrigation would not occur. The recommendation is to use a soil aquifer treatment system (SAT) to dispose of any excess R-1 water. The SAT would be sized based upon infiltration tests prior to design and would be a bermed, above ground single unit. It is estimated that 3 to 4 acres will be needed.

~~iv. **Alternative 4 – Offsite WWTF**~~

~~Alternative 4 would be similar to Alternative 3, except that the WWTF would be located offsite. The DHHL is in the process of preparing a regional infrastructure master plan to service State Lands in the Pu'unēnē/Pulehunui area. DHHL is exploring options for treatment of wastewater generated by State projects in the vicinity, including construction of a WWTF to be located on TMK (2)3-8-008:034. If DHHL decides to pursue construction of a WWTF, then the anticipation is that the WWTF would be designed to accommodate wastewater from the proposed DLNR Industrial and Business Park.~~

iv. Alternative 4 – Proposed Central Maui WWRF

Alternative 4 would involve conveying the wastewater from the project site to a proposed County WWRF located approximately two (2) miles west of the project along Kūihelani Highway referred to as the "Central Maui WWRF". Two (2) WWPSs would be required to pump the wastewater from the project to the County WWRF. WWPS No. 1 would pump the wastewater north along Maui Veterans Highway to the north end of TMK (2)3-8-005-002, and then west part way along Waiko Road. WWPS No. 2 would pump the wastewater to Kūihelani Highway, and then south along the highway to the WWRF. See **Figure 20** and refer to **Appendix "C"**. An easement would need to be obtained from Alexander & Baldwin,



Source: Austin, Tsutsumi & Associates, Inc.

Figure 20

DLNR Industrial and Business Park

Proposed Wastewater System - Alternative 4

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LLC for the force main along Waiko Road, which is privately owned between Kūihelani Highway and Maui Veterans Highway. WWRD proposes to commence obtaining funds and starting the entitlement/design process of this treatment facility. However, the status of the proposed Central Maui WWRF is still in its preliminary stages and construction of the facility is anticipated to be completed in 2025. This completion date is later than the DLNR Industrial and Business Park's expected start of construction in 2022 with 7 to 8 lots leased each year between 2024 and 2033.

An interim treatment system would be designed and constructed to treat initial flows from the project until the Central Maui WWRF is operational. An interim design would consist of a temporary WWRF and pump station to convey effluent to the temporary WWRF. Assuming that the Central Maui WWRF could be delayed by a couple of years, the temporary treatment plant would be sized to treat the wastewater from lots developed over the first three (3) to four (4) years. The expected design average wastewater flow would be between 50,000 gpd and 70,000 gpd.

v. Preferred Wastewater System Alternative

As noted above, Alternative 1, connecting to the Wailuku-Kahului WWRF, is not considered viable due to costs and uncertainty associated with the facility's future (i.e., related to the WWRF's location in the tsunami inundation zone and high probable costs). In addition, WWRD has commented that the project is currently outside of the Wailuku-Kahului WWRF sewage service area, and the existing wastewater infrastructure does not have the capacity to provide service for the project.

~~The three (3) remaining alternatives, Alternative 2, connecting to the Kīhei WWRF, Alternative 3, the onsite facility alternative, and Alternative 4, the offsite facility alternative, were evaluated with respect to criteria regarding certainty of implementation and future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the DHHL and the PSD.~~

While Alternative 2, connecting to the Kīhei WWRF, presents a more cost effective option in terms of initial capital investment, there is a reliance on the County's WWRD completing upgrades to the South Kīhei transmission system. Such reliance would place the proposed DLNR Industrial and Business Park project at risk as

there is no guarantee the WWRD's improvements will be completed within a timeframe aligned with the ~~Pulehunui~~ project development schedule. In addition, WWRD has commented that the project is currently outside of the Kīhei WWRF sewage service area, and the existing wastewater infrastructure does not have the capacity to provide service for the project.

The primary advantage of Alternative 4 connecting to the proposed Central Maui WWRF, is that DLNR would not have to privately operate and maintain a WWRF. WWRD would operate and maintain this wastewater treatment facility and WWRD is open to the idea of treating wastewater flows from the DLNR Industrial and Business Park project. However, the Central Maui WWRF is not expected to be operational until three (3) or more years from the start of construction of the project. Alternative 4 would most likely not be completed within a timeframe aligned with the project development schedule. In addition, Alternative 4 is the most costly alternative.

~~Instead~~Therefore, selecting Alternative 3, constructing an onsite WWTF facility, is considered to be the prudent measure which would provide the needed assurance for timely project implementation. ~~Although the initial cost for the onsite system is higher than the Alternative to connect to the Kīhei WWRF, there are opportunities for future facility development collaboration with the DHHL and PSD (Alternative 4, Offsite WWTF).~~

It is noted that in addition to the Alternatives discussed herein, the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates improvements to serve DHHL's projects in the vicinity (Pulehunui North and Pulehunui South), the proposed Maui Regional Public Safety Complex, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a stand-alone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.

4. Drainage

a. Existing Conditions

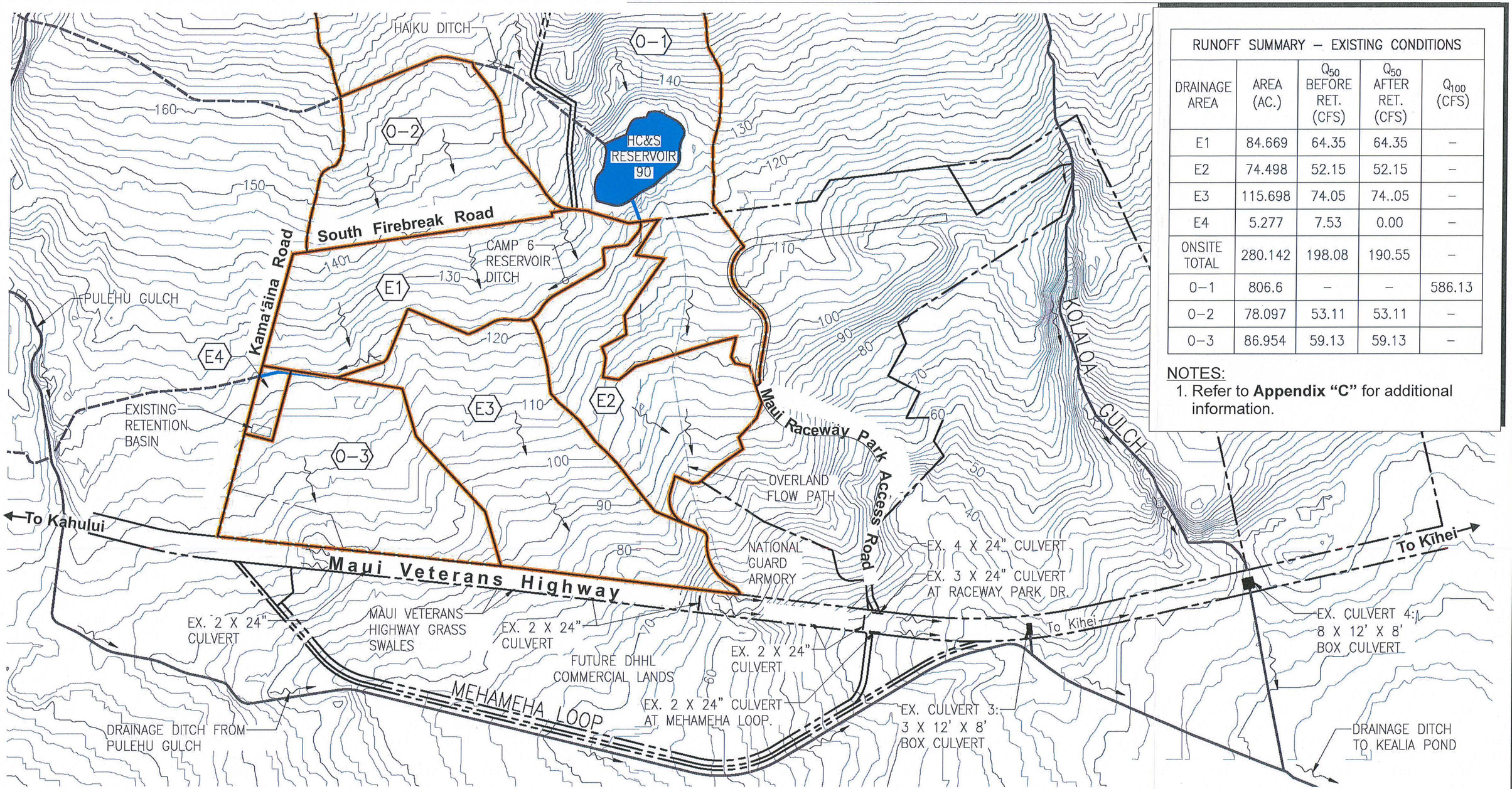
The project area was formerly in sugar cane cultivation with the last crop harvested at the end of 2016. The existing site is divided into four (4) drainage areas based on where they are draining. Drainage Area E1 consists of the project area mauka of the Camp 6 Reservoir Irrigation Ditch, which is a concrete lined channel that traverses the mauka part of the project site. Refer to **Appendix "C"**. The irrigation ditch is estimated to have a full flow capacity of around 100 cfs. Drainage Area E2 and E3 consist of the main areas of the site. Area E2 drains south and west into the overland flow path that leads into the Army National Guard Armory site. Area E3 drains more directly west towards Maui Veterans Highway. Drainage Area E4 is a small, roughly five (5) acre fenced portion of the site located along Kamaʻāina Road, which currently contains six (6) livestock pens and dirt roads used for loading and unloading animals by the Department of Agriculture. An existing retention basin at the west end of the fenced lot collects and retains runoff from this drainage area. See **Figure ~~19~~21**. The total runoff from the 50-year, 1-hour storm is 190.55 cubic feet per second (cfs).

In addition to the onsite areas, there are offsite areas east of the project that also contribute runoff to the project site. Offsite Drainage Area O-1 is over 800 acres (AC.) and drains toward HC&S Irrigation Reservoir 90 and the south portion of the site.

Offsite Drainage O-2 is the area that is above the site, but west of the Haʻikū Ditch. Runoff from this area flows overland to South Firebreak Road and enters the eastern edge of the site as a mix of concentrated and non-concentrated flow. There are no drainage systems at South Firebreak Road and runoff flows directly across the at-grade roadway and into the project site. Refer to **Figure ~~19~~21**.

Offsite Drainage Area O-3 is the former cane field area just north and west of the project site. Runoff from this area flows west toward Maui Veterans Highway where it either drains through a highway culvert or flows south along the road right-of-way. Total offsite runoff flowing through the property from these three (3) areas is 698.37 cfs. Refer to **Figure ~~19~~21**.

At Maui Veterans Highway, the roadway is elevated slightly above the existing grade and several double 24-inch culverts convey stormwater under the highway. The 24-inch culverts do not have capacity for conveying



RUNOFF SUMMARY – EXISTING CONDITIONS				
DRAINAGE AREA	AREA (AC.)	Q_{50} BEFORE RET. (CFS)	Q_{50} AFTER RET. (CFS)	Q_{100} (CFS)
E1	84.669	64.35	64.35	–
E2	74.498	52.15	52.15	–
E3	115.698	74.05	74..05	–
E4	5.277	7.53	0.00	–
ONSITE TOTAL	280.142	198.08	190.55	–
0–1	806.6	–	–	586.13
0–2	78.097	53.11	53.11	–
0–3	86.954	59.13	59.13	–

NOTES:
1. Refer to **Appendix "C"** for additional information.

Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~19~~21

DLNR Industrial and Business Park
Existing Drainage Conditions

0 250 500 1000 Feet

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\ExistDrainCond.FEIS

the large amount of runoff from the east contributing areas. Each is estimated to have a capacity of around 50 cfs. There are two (2) double 24-inch culverts along the project site's frontage with Maui Veterans Highway and three more downstream along the Army National Guard Armory frontage. Refer to **Figure ~~19~~21**.

The Maui Veterans Highway drainage design assumed that when large storm events occur, that runoff will not be able to flow through the 24-inch culverts and will instead make its way south along the mauka side of the highway right-of-way, across Raceway Park Drive, to existing Maui Veterans Highway Culvert 3. Existing Culvert 3 is a triple twelve (12) foot by eight (8) foot box culvert that crosses under Maui Veterans Highway approximately 1,600 feet south of Raceway Park Drive. Refer to **Figure ~~19~~21** and **Appendix "C"**.

The contributing drainage area to Culvert 3 not only includes the project site, but also includes areas that extend as far mauka as Kula. The Maui Veterans Highway Drainage Report lists an overall drainage area of 3,389.3 acres to Culvert 3 and predicts a 100-year runoff of 1,700 cfs.

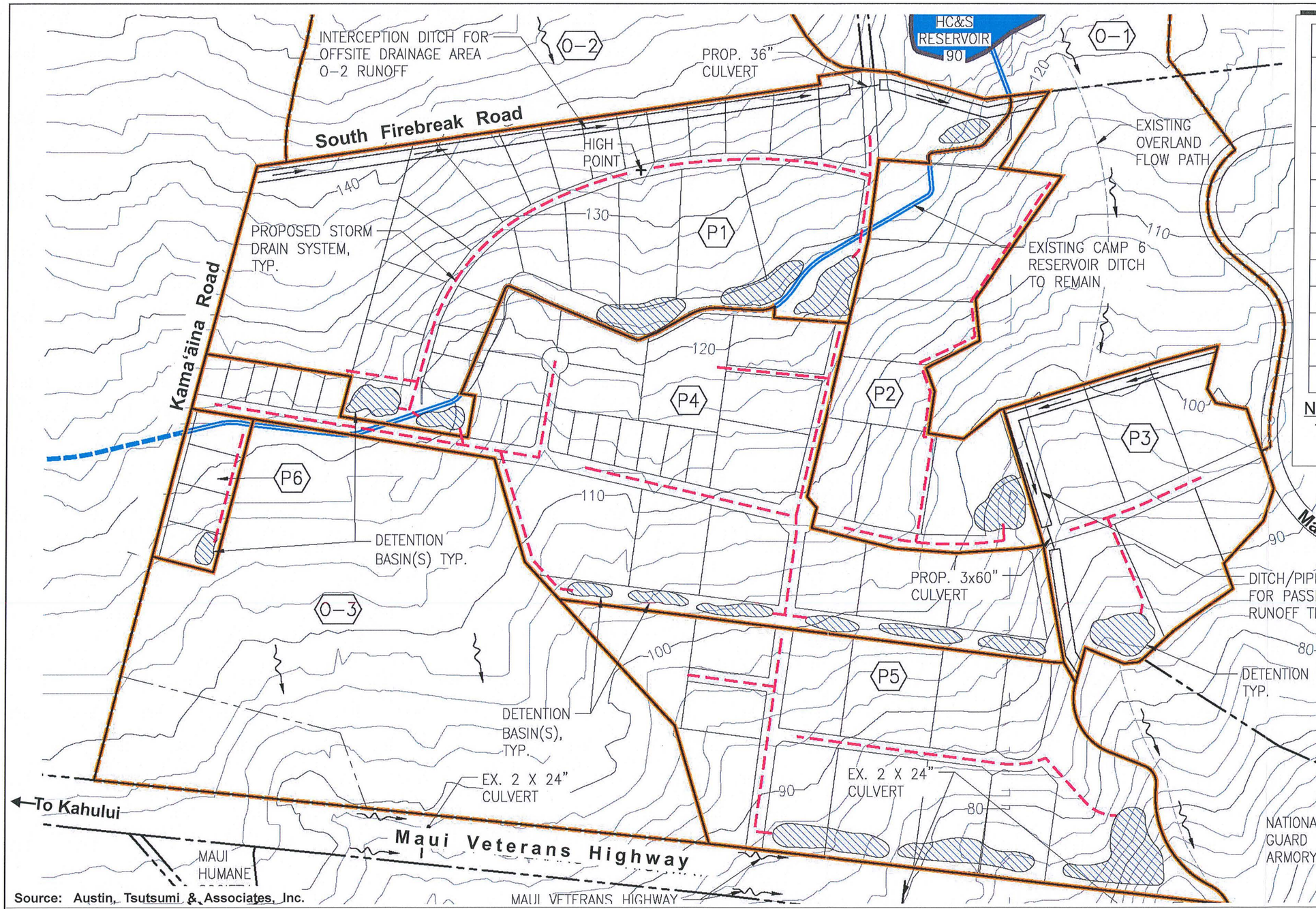
Downstream of Maui Veterans Highway, runoff flows through a drainage ditch system in a southwesterly direction across agricultural land, to the final discharge point at Keālia Pond and Mā'alaea Bay.

b. Potential Impacts and Proposed Mitigation Measures

To mitigate the increase in stormwater runoff, new detention basins are proposed to store runoff and slowly release it over time. Rather than having one large basin for the entire site, the proposed concept is for "decentralized" stormwater management with many open detention basins spread throughout the proposed project site and integrated into open space areas. See **Figure ~~20~~22**. The basins will work together in parallel or in series to achieve the net reduction in runoff. Some basins may have low-flow outlets, while other basins may be designed for full retention. The basins will have provisions for safe management of overflows.

Piped storm drain systems with periodic grated inlets or catch basins will be installed in the proposed streets to collect runoff and route it to one of the proposed detention basins. Drainline stubs may be provided to each lot in order to reduce the lot's surface runoff contribution directly to the street.

Since there is a significant amount of offsite contributing drainage area mauka of the project site, diversions and through conveyance systems need to be provided. An interceptor ditch is proposed to be installed along



Source: Austin, Tsutsumi & Associates, Inc.

RUNOFF SUMMARY – PROPOSED CONDITIONS				
DRAINAGE AREA	AREA (AC.)	Q_{50} BEFORE RET. (CFS)	Q_{50} AFTER RET. (CFS)	Q_{100} (CFS)
P1	81.899	357.57	0	–
P2	33.846	135.25	24.14	–
P3	30.199	129.61	18.50	–
P4	71.034	289.11	0	–
P5	57.887	248.45	81.78	–
P6	5.277	26.16	0	–
TOTAL	280.142	1186.15	124.42	–
0-1	806.6	–	–	586.13
0-2	78.097	53.11	53.11	–
0-3	86.954	59.13	59.13	–

NOTES:

1. Refer to **Appendix "C"** for additional information.

Figure ~~20~~22

DLNR Industrial and Business Park

Proposed Drainage System

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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the mauka (east) edge of the site to collect and convey offsite runoff. At the south portion of site where there is the slight existing depression, an interceptor ditch and a piped or ditched conveyance system is proposed to be installed to safely pass the offsite runoff. No detention systems should be placed within the through conveyance systems due to the large volume of runoff flowing through them.

The proposed grading will include a mix of excavation and embankment, with a desire to balance the earthwork as much as possible. ~~The lots will be graded with a level or uniform slope~~Grading of the lots will be the responsibility of the lot owners, and will occur as the lots are developed. Detention basins will be excavated lower to facilitate gravity drainage of stormwater. Overall no big cuts or fills are anticipated. At the makai (west) edge of the project, it is recommended that the lots be graded at least as high as Maui Veterans Highway in order to prevent the highway runoff from affecting the project site.

The total onsite runoff after detention/retention will be approximately 124.42 cfs, which is a 35 percent reduction from existing conditions as summarized in **Table 8**. Refer to **Appendix "C"**.

Table 8. Proposed Drainage Summary

	Runoff from 50-year 1-hour storm (cfs)
ONSITE RUNOFF	
Existing Conditions	190.55
Proposed Conditions	
Runoff Before Retention	1,186.15
Runoff After Retention	124.42
OFFSITE RUNOFF	
Existing Conditions	698.37
Proposed Conditions	698.37
Source: Austin, Tsutsumi, and Associates, Inc.	

At a minimum, the bottom 18 to 24 inches of the proposed onsite detention basins will be reserved for extended detention of the water quality volume. The water quality volume will be retained ensuring that pollutants are captured and suspended solids settle out. The retained water will gradually infiltrate into the soils gradually over 24 to 48 hours and help recharge groundwater.

Low-Impact Development (LID) practices that could be considered include: uncurbed roadways with dry swales, pervious pavement, and bioretention basins. The County's urban industrial standards require that roads be constructed with curbs, gutters and sidewalks. Therefore, the use of

uncurbed roadways with dry swales would be considered non-standard and would require an exemption by the Department of Public Works. However, the use of dry swales and pervious pavement may be able to reduce the amount of detention basin volume that is required due to the increased runoff travel time and additional infiltration. Dry swales and pervious pavement could work well given the mild slopes, low rainfall, and good infiltration characteristics of the soil. The drawback is that additional maintenance would be required to ensure their continued effective operation. Additionally, depending on the future uses of the DLNR Industrial and Business Park, the number and type of heavy vehicles could make pervious pavement cost prohibitive.

The use of bioretention basins, which are primarily used just for improving the water quality of the storm runoff, on this large project could also be a challenge given that the contributing drainage area is limited to a maximum of one (1) acre by the County's drainage rules, and their storage volume is limited to being 6-inches deep. The water quality volume is already planned to be completely retained in the proposed detention basins, so additional LID measures are not essential. The costs and benefits of implementing additional LID practices will be evaluated further in the design documents phase.

LID measures that can be assessed for implementation on each individual lot may include:

- Porous and permeable paving material.
- Vegetated swales and linear bioretention features along streets and in parking areas.

Maintenance of stormwater detention and water quality BMPs is critical to their continued effective operation over time. A maintenance plan will be developed for managing the BMPs for the future project site. The maintenance plan will be developed during the subdivision review process, whereby, DLNR will be required to maintain BMPs in perpetuity. Another maintenance plan will be developed during the building permit review process based upon the tenant's specific use of their lot. The tenant will be required to maintain their specific BMPs through the entire term of their lease. The maintenance plan will include requirements for performing regular inspections, removing accumulated sediments and debris, maintaining vegetation, and ensuring that water quality structures are in working order.

The following BMPs are proposed to minimize impacts during construction.

- Contractor shall prevent cement products, fuel and other toxic substances from falling or leaking into the ground.
- Contractor shall remove all construction debris and toxic substances daily to prevent entry into the ground.
- Contractor shall properly maintain vehicles and equipment to prevent oil or other fluids from leaking into the ground.
- Contractor shall wash out concrete trucks only at a designated site.
- Contractor shall provide stabilized construction entrances and truck washdown areas.
- Contractor shall periodically spray loose soils with water to minimize airborne dirt particles.
- Contractor shall properly install and maintain erosion control barriers such as silt fencing or straw bales to keep sediment-laden runoff onsite.
- Contractor shall disturb the smallest area possible and retain ground cover until the last possible date.
- Contractor shall stabilize denuded areas by sodding or planting, as soon as possible, and shall use high seeding rates to ensure rapid stand establishment.
- Contractor shall apply biocides only during dry periods of low rainfall to minimize chemical run-off.

In addition, the following BMPs recommended by the DWS will be considered during construction to protect groundwater and downstream water resources:

- Prevent cement products, fuel and other toxic substances from falling or leaching into the ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.
- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed offsite.

- Properly install and maintain erosion control barriers such as silt fencing or straw bales.

- Disturb the smallest area possible.

- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods of low rainfall to minimize chemical run-off.

- Keep run-off onsite.

As will be required by the DOH, CWB, due to the amount of grading anticipated, a NPDES permit will be obtained to ensure that earthmoving activities will not result in adverse impacts to downstream properties or waters.

Construction of drainage improvements and implementation of the foregoing BMPs will reduce the amount of stormwater runoff from the project and improve the water quality of the runoff that may occur. These BMPs will minimize adverse impacts to surrounding and downstream properties.

5. Electrical, Telephone, and Cable Television

a. Existing Conditions

Currently, the Maui Electric Company, Ltd. (MECO) Mā'alaea Power Plant has transmission circuits to Lahaina, Kahului, Pukalani, Kula, and the Kīhei area. Existing utility poles and overhead lines run along Kama'āina Road and South Firebreak Road within an electrical easement. Overhead lines along the western side of Maui Veterans Highway to the west of the project area are available to provide electrical power to the area~~ by Maui Electric Company, Ltd. (MECO)~~. There are currently no structures or electrical facilities within the project area.

~~-~~Pulehunui is within the telephone service area of Hawaiian Telcom and the telephone and cable television (CATV) service area of Spectrum.

b. Potential Impacts and Proposed Mitigation Measures

The ~~project area~~proposed project and future development will require electrical, telephone, and CATV services.

An Electrical Demand Analysis was prepared for the project by ECM. Inc. See **Appendix "P"**. Based on light industrial/commercial use and each lot ranging from 0.5 acre to four (4) acres, the estimated electrical demand for the entire proposed project is a little over three (3) mega-watts (MW). However, the actual demand could vary due to the variety of acceptable usage possible throughout the light industrial/commercial properties.

Eventually, MECO will need to install a new substation in the vicinity of the project site on an approximately one (1) acre parcel with perpetual easements, provided that land can be obtained and secured. The preferred location of the substation would be near existing transmission lines along Mehameha Loop or at the Maui Veterans Highway and the Kama'āina Road intersection. MECO will need to consider both the DLNR project and other future developments in determining when they will need to have the new substation online. MECO would be responsible for installing all of the underground distribution systems consisting of lines and pad-mounted transformers. DLNR will be responsible to install underground infrastructure (conduits handhelds, equipment pads, etc). It will be the responsibility of the individual lot owner and/or its contractors to submit their own service requests to MECO. Easements will be required to cover any and all new poles, overhead, and underground facilities located on private property and include required vehicular access. Refer to **Appendix "P"**.

Coordination with MECO, Hawaiian Telcom, and Spectrum will be undertaken during the engineering plans preparation phase of work to ensure that all electrical, telephone, and cable television service requirements for the proposed development are adequately addressed.

6. Civil Defense Systems

a. Existing Conditions

There are no existing civil defense warning systems in the immediate area of the project site, as the subject property is currently undeveloped.

b. Potential Impacts and Proposed Mitigation Measures

As recommended by the County of Maui, Emergency Management Agency, the DLNR will continue consultation with the State Department of Defense and follow their recommendations regarding the installation of Hawai'i Public Safety Outdoor Warning Sirens. Furthermore, in order to address hurricane and tropical storm threats, lessees will be encouraged to develop their buildings to withstand category three (3) hurricane winds.

E. CUMULATIVE AND SECONDARY IMPACTS

1. Context for Cumulative Impact Analysis

Pursuant to Section 11-200-2 of the HAR, Chapter 200, entitled Environmental Impact Statement Rules, a cumulative impact means:

> *The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.*

A key element in understanding the requirement for assessing cumulative impacts, therefore, is the need to recognize what constitutes "reasonably foreseeable actions." Projects having relevance in this regard are the projects or actions, which are identified in the Kihei-Makena Community Plan and Wailuku-Kahului Community Plan, due to their proximity to the project area, and projects and future growth areas identified in the Maui Island Plan (MIP), which is the long range planning document for the County. Due to the projected timeframe of 2038 to complete the buildout for the DLNR Industrial and Business Park, the MIP timeframe 2030 and the projections included in this EIS establish the context for "reasonable foreseeable actions". The specific projects in proximity to the project included in the cumulative analysis address both ambient growth impacts such as forecasted in the TIAR for background traffic growth, and future projects identified in planning documents and the Urban Growth Boundary (UGB) of the MIP. The projects identified in the background projections include Maui Business Park Phase II, Kihei Residential project, Kaiwahine Village, Kenolio Apartments, Maui Research & Technology Park, Kraus Downtown Kihei project, Liloa Village, South Maui Community Park, and Alahele Subdivision. Identified foreseeable developments include: ~~DHHL development of 188.4 acres for business and commercial uses anticipated to be completed before 2038~~DHHL's Pulehunui North and Pulehunui South projects, which are anticipated to be completed by 2035; Pulehunui Industrial Park (formerly Pulehunui Heavy Industrial Subdivision) anticipated to be completed by 2025; Piilani Promanade, a mixed use development anticipated to be completed by 2038; Maui Bay Villas, a 388-unit residential project anticipated to be completed by 2020; and Kihei High School, to be developed in two (2) phases with Phase I projected with an enrollment of 800 students anticipated to be completed by 2020 and Phase II projected with an enrollment of 1,650 students anticipated to be completed by 2025.

2. Cumulative Impact Evaluation Parameters

To ensure that cumulative impacts are analyzed in a structured and systematic manner, parameters described in **Table 9** have been used to address cumulative effects.

Table 9. Criteria for Evaluating Cumulative Impacts

Assessment Criteria	Basis for Impact Evaluation
Time Crowding	Effects of frequent and repetitive actions on the environment
Time Lags	Delayed effects of a proposed action
Space Crowding	Effects of spatial density on the environment
Cross Boundary	Effects of an action occurring away from the source
Fragmentation	Effects or changes in landscape pattern
Compounding Effects	Effects arising out of multiple pathways
Indirect Effects	Secondary effects
Triggers and Thresholds	Effects defined by agency laws, policies or regulations

3. Methodology for Addressing Cumulative Impacts

A list of potential cumulative impact issues and concerns were identified through full review of comment letters received on the EISPN and Draft EIS, and community outreach consultations. While the issues and concerns addressed a broad range of impact considerations, screening of these issues and concerns was required to ensure that the scope of the cumulative impact assessment fell within the scope of a "cumulative impact" analysis, as set forth in Section 11-200-2 of the HAR, Chapter 200. Issues and concerns relating to cumulative impacts, as well as secondary impacts are listed below:

a. Impacts on natural resources, such as coastal ecosystems and groundwater resources

b. Impacts to archaeological and cultural resources, including traditional and customary practices

c. Impacts of the proposed action on neighboring land uses in the Central Maui and North Kīhei areas

d. Implementation relationship between the proposed project and other State initiatives (DHHL and MPSC) regarding the provision of infrastructure and public facilities systems

e. Impacts on State and County transportation systems (e.g., Maui Veterans Highway)

f. Impacts of the proposed action on surrounding agricultural lands

g. Impacts to the County land use plans

h. Impacts to the County water resources

The next step in the analysis involved the identification of applicable evaluative criteria to each of the issues and concerns raised. This step resulted in the formulation of an evaluative criteria matrix, as presented in **Table 10**.

Table 10. Evaluation Criteria Matrix

Assessment Criteria	Issues to be Addressed
Time Crowding	a. Impacts to natural resources b. Effects on water resources c. Impacts on archaeological and cultural resources d. Impacts on agricultural lands
Time Lags	a. Impacts on County land use plans b. Effects on County water resources c. Effects on the State and County transportation systems
Space Crowding	a. Impacts to existing neighboring land uses b. Impacts to water resources c. Impacts on natural resources d. Impacts on archaeological and cultural resources
Cross Boundary	a. Effects on County land use plans b. Effects on State and County transportation systems
Fragmentation	a. Impacts upon existing neighboring land uses b. Impacts on agricultural productivity and efficiency
Compounding Effects	a. Impacts on County land use plans b. Impacts on infrastructure systems and public services
Indirect Effects	a. Impacts to County land use plans b. Impacts on infrastructure systems and public services
Triggers and Thresholds	a. Effects on water resources b. Effects on State and County transportation systems

4. Cumulative Impact Assessment

Based on the methodology described in the previous sections, an analysis of each assessment criteria was undertaken for each applicable issue/concern. The analyses are presented below.

a. Time Crowding Effects on Natural Resources, Water Resources, and Archaeological and Cultural Resources and Agricultural Lands

Time crowding refers to the repetitive and frequent effects from an action upon a particular component of the environment. For example, from a natural resource perspective, time crowding effects may be possible depletion of a resource or opportunity based on recurring impacts on that resource or opportunity.

i. Natural Resources

Natural resources having a potential time crowding relationship to the proposed DLNR Industrial and Business Park development

include flora and fauna. The time crowding effect on flora and fauna relates to displacement of onsite flora and fauna and their habitat on an incremental basis over the anticipated construction build-out period.

The biological assessment carried out on the project area found there were no critical habitats or endangered species of flora or fauna in the project area, except for the nēnē goose. As a former sugar cane field, the project site provides a temporary feeding opportunity which will disappear during the dry season. Project occupants will be informed and educated about the nēnē and their protections. Although seabirds were not found in the project area, outdoor lighting will be shielded to avoid disorienting seabirds. Development of the DLNR Industrial and Business Park will retain some open space areas that will remain available for wildlife. In the long term, the proposed project will not have a cumulative impact on flora or fauna. The existing flora and fauna will over time be replaced with impermeable surfaces of the built up urban environment. This may over time cause the ambient air temperature to rise caused by the "heat island" effect. Mitigation measures identified to reduce the "heat island" effect include, open space areas, drainage swales and basins, and landscape planting. Potential adverse impacts resulting from these actions were covered in **Chapter II** of this EIS document. No foreseeable or reasonable actions beyond those covered in this EIS document are anticipated which would have a cumulative adverse impact on the flora and fauna resources.

A proposed decentralized stormwater management system of open detention basins throughout the project site (refer to **Appendix "C"),** will retain 100 percent of the increased stormwater runoff from the project at full build- out as well as retaining a portion of the pre-development runoff. Properly managed, the proposed stormwater management system and recommended BMPs will ensure that groundwater quality degradation will not occur as a result of time crowding effects.

ii. <u>Water Resources</u>

The time crowding effect associated with potential adverse impacts to the Kahului Basal Aquifer, in the case of the onsite water source alternative, includes the potential for increased pumpage from this underground source with cumulative development in the area that

may affect the quality of water and sustainable yield of the water source. The CWRM regulates and approves well applications drawing from groundwater in the State. The CWRM will need to approve the three (3) wells for the proposed project, if the onsite water source alternative is selected. Given the project's inland location and supply requirements, the long-term viability of the proposed wells are anticipated to be maintained. Future well applications on the Kahului Aquifer will be regulated by the CWRM to ensure cumulative impacts are avoided. Refer to **Appendix "C".**

Similarly, if the project connects to the DWS Central Maui System and new wells are drilled in the Waihe'e Aquifer, the CWRM would review and approve well applications for the new groundwater source.

iii. Archaeological and Cultural Resources

An Archaeological Inventory Survey (AIS) was prepared by Scientific Consultant Services, Inc. for the proposed action. Only one (1) historic site was identified. Given the extent of the subsurface investigation of the project area, the AIS concluded it would be highly unlikely there would be an inadvertent discovery of any significant historic or cultural properties in the project area. Refer to **Appendix "G"**.

A Cultural Impact Study prepared by Scientific Consultant Services, Inc. indicated there are no traditional cultural practices currently known to be practiced in the project area. Refer to **Appendix "H"**. Traditional access between the mountains and ocean will not be adversely impacted by the proposed project. As such, cumulative adverse impacts to archaeological and cultural resources and traditional mountain to ocean trails are not anticipated.

iv. Agricultural Lands

As noted in the Agricultural Impact Assessment, in the foreseeable future, a total of approximately 3,900 acres of high quality agricultural land (including the proposed project), or about 5.4 percent of the 72,000-acre island-wide supply of such land, will be converted to urban type uses. This loss, in combination with other projects on Maui, is not deemed significant in terms of affecting the growth of diversified-crop farming on Maui or the State of Hawai'i. As such, cumulative impacts of time crowding effects on agricultural lands are not anticipated. Refer to **Appendix "E"**.

b. Time Lag Effects on County Land Use Plans, County Water Resources and State and County Transportation Systems

Time lag effects refer to changes to the environment which may occur over a longer duration. Such effects, for example, may include changes in microclimates resulting from changes in land cover characteristics. Such changes may not be immediately identified, but may, over a period of time, become apparent. The applicability of time lag effects to cumulative impact issues has been evaluated with regard to the County's land use plans, County water resources and the State and County transportation systems.

i. County Land Use Plans

The proposed DLNR Industrial and Business Park is consistent with many of the themes and principles of the Maui County General Plan and Countywide Policy Plan. The project area is included in the UGB of the MIP and is consistent with many objectives and themes of the MIP. Due to the long-term implementation timeframe of 2038 for the DLNR Industrial and Business Park and 2030 for the MIP, no additional cumulative impacts are anticipated beyond those identified in these documents. Refer to **Chapter III**.

In addition to the State Land Use Commission District Boundary Amendment (DBA), the DLNR Industrial and Business Park will require a Community Plan Amendment (CPA) and Change of Zoning (COZ) to establish appropriate underlying land use designations. The approving authority for the CPA request and the COZ request is the Maui County Council. Applications for a CPA and COZ will be filed with and processed by the County of Maui following the DBA process.

ii. County Water Resources

The County's Water Use and Development Plan (WUDP) was adopted in 1990 and remains in effect for all islands with the exception of Lānaʻi. Currently, the Department of Water Supply (DWS) is updating the WUDP for all islands in the County. Lānaʻi's WUDP was adopted in 2011. A draft of Maui's WUDP will be available for review. Much analysis and public input has been discussed in public meetings in preparation of Maui's WUDP. The WUDP guides the DWS in decisions regarding management and development of the County's water resources. The PEDR assessed three (3) alternatives for water supply for the proposed project, including connection to the County System (Water Alternative 1) or

developing a private water system utilizing brackish wells (Water Alternative 2) or surface water from irrigation ditches (Water Alternative 3). Connection to the County system is operationally viable, but there are issues related to water source and storage that create uncertainty with respect to the timeliness of implementation. The DLNR will continue its coordination with the DWS to further define storage and source requirements for the proposed project. However, in parallel, the DLNR will also assess the development of a private water system. Nevertheless, should issues related to water source and storage be resolved in a timely manner such that connection to the County system is feasible, coordination will be carried out with the DWS to ensure the proposed action is in compliance with the WUDP. Cumulative adverse impacts to the County water system are, therefore, not anticipated.

iii. **State and County Transportation Systems**

A Traffic Impact Assessment Report (TIAR) has been carried out for the proposed project. Refer to **Appendix "O"**. The TIAR identified all known projects in proximity to the project area, assessing both ambient growth projections and traffic generated by the DLNR Industrial and Business Park up to the year 2038, when the full build out of the project is anticipated. All County and State traffic plans were assessed in the TIAR. The TIAR identified appropriate County and Roadway improvements to year 2038, including specific improvements to mitigate project related traffic impacts. No actions beyond those identified in the TIAR are foreseeble.

In terms of time lag, therefore, processes are in place to ensure that the County's land use plans and State and County transportation plans are implemented and that water resources are adequately protected. Approval processes by the State or County ensure that long-term water availability will be provided for the project, within the context of protocols and measures designed to protect the integrity of the water resource.

c. **Space Crowding Effects on Existing Neighboring Land Uses, Water Resources, Natural Resources and Archaeological and Cultural Resources**

Space crowding refers to the effects of added industrial and business uses provided by the proposed DLNR Industrial and Business Park upon the Kīhei and Kahului communities, including neighboring landowners. In this regard, comments were raised expressing concern with the over supply of

industrial lands, retail business development outside of existing commercial centers and the visual impacts of the development on the area's open space resources.

i. Existing Neighboring Land Uses

The DLNR Industrial and Business Park proposes the addition of 227 acres of industrial, and commercial uses, 30 acres of open space resources, and 23 acres of roadways.

The Market Study prepared for the project concludes that there is demand for industrial space in Central Maui. Vacancy rates in the industrial market remain low and much of Central Maui's existing vacant light industrial land is being purchased and developed for commercial use, resulting in a need for additional options for true light industrial users. Demand for the DLNR Industrial and Business Park is anticipated to come from existing true light industrial users that have outgrown their current locations as well as start-up light industrial businesses that may find the leasehold tenure of the proposed project to be more economically feasible. Refer to **Appendix "A"**.

The DLNR Industrial and Business Park considers spatial relationships which seek to ensure an integrated land plan encompassing allocation of land uses, variation in lot sizes and their location, and compatibility with respect to surrounding land uses, as well as land use transitions which preserve character distinctions among the various land use types (i.e., urban-agricultural conflicts are avoided with appropriate land use transitions). In addition, the project has established open space buffers and property setbacks along Maui Veterans Highway and design guidelines to mitigate adverse visual impacts to open space resources and surrounding properties. In the long term, the area will be surrounded to the north and east by a vast area that has been established as Important Agricultural Lands which will minimize space crowding effects in and around the project area.

ii. Water Resources

The DLNR Industrial and Business Park will create additional water infrastructure improvements in order to accommodate the proposed development. The need for additional water will improve the existing service in the Pulehunui area with an expanded and upgraded water source and transmission system, including fire

protection. The improved water system serves to mitigate space crowding effects on water resources which may otherwise occur.

iii. **Natural Resources**

The DLNR Industrial and Business Park will create increased stormwater runoff and additional wastewater and solid waste disposal needs.

Stormwater runoff will be collected by a system of retention basins and filtration measures that will accommodate 100 percent of the increased runoff as well as a portion of the pre-development runoff. The drainage system is expected to prevent flooding in the area, as well as improve the groundwater quality by removing sediment and pollutants. The construction of an environmentally sound onsite wastewater treatment facility will mitigate the space crowding effects on natural resources and County wastewater treatment facilities.

The foregoing measures serve to mitigate the space crowding effects on natural resources which may otherwise occur.

iv. **Archaeological and Cultural Resources**

As stated previously, one (1) historic site related to the former agricultural use in the area was identified during the course of an AIS of the development area. Due to the extensive subsurface investigation carried out and the past intensive use in the project area (military base and sugar cane cultivation), it is anticipated that adverse impacts to significant historic or cultural resources would be unlikely. The AIS concluded no further archaeological work was needed. Beyond potential impacts to historic and cultural resources, there were no other concerns expressed regarding cultural impacts. Since there are no cultural practices currently occurring in and around the project area, cumulative and secondary impacts resulting from the space crowding effects on historic and cultural resources are not anticipated.

d. **Cross Boundary Effects on County Land Use Plans and State and County Transportation Systems**

Cross boundary effects refer to the effects the proposed action will have on areas outside the limits of the affected action. For example, the effects of

increased land uses and improved infrastructures may encourage intensification in the use of neighboring properties.

The evaluative criteria for cross boundary effect considers whether the proposed action will affect future land uses and transportation systems in the Pulehunui area.

i. County Land Use Plans

Future land uses are guided by the County's General Plan, including the community plans. The long term land use designations in the project area is established by the Kihei-Makena Community Plan and UGB for the Pulehunui area by the MIP. The proposed project will require a CPA to change the designation from "Agriculture" and "Project District 10" to "Light Industrial" use. However, the project area is located within the UGB of the MIP. As such, future development and intensification of land use in the area will only occur within the limits of the UGB. The cross boundary effects of the project will not extend beyond the area already planned for urban-related uses.

In regards to the proposed DHHL ~~development located to the west of Maui Veterans Highway~~Pulehunui North and South projects, the DHHL has special legislative provisions to guide development of their lands, but still require an environmental assessment or environmental impact statement prior to development, pursuant to Chapter 343, HRS. As such, although the DHHL project is not subject to County land entitlement requirements, Chapter 343, HRS environmental review documentation ~~will be~~is being carried out for the proposed DHHL projects to ensure direct and cumulative impacts are addressed and mitigated, as required prior to development.

ii. State and County Transportation Systems

The 2014 *Federal-Aid Highways 2035 Transportation Plan for the District of Maui* was prepared to aid the State of Hawai'i in its decision making process relating to its long range transportation planning to the Year 2035 to modernize its transportation systems, improve safety and meet the sustainable goals of the State of Hawai'i. Within this context, a TIAR was carried out for the proposed project. The TIAR assessed planned future roadway improvements in the project area and identified roadway improvements that will need to be carried out to mitigate project related traffic impacts. The

TIAR included a comprehensive list of reasonable and foreseeable project to the year 2038. As such, the cross boundary effects of the project to the transportation infrastructure has been addressed and mitigated.

e. **Fragmentation Effects on Existing Neighboring Land Uses and Agricultural Lands**

Fragmentation refers to changes to landscape patterns as a result of a proposed action. For example, fragmentation of adjacent agricultural areas may occur if the proposed project makes access to these agricultural areas difficult or renders inefficient use of adjacent agricultural areas. Fragmentation may also result with the construction of a new highway through a habitat area, where the functional continuity of the habitat may be disrupted by the highway.

i. **Existing Neighboring Land Uses**

The DLNR Industrial and Business Park project will modify the area's character. The issue whether an increase in the urban landscape is deemed to be an adverse effect on Pulehunui and Central Maui region was considered when the area was included in the UGB of the MIP. In this instance, the area was thought to be in transition from agriculture to urban and a logical location for future industrial use since it is well connected to the Central Maui transportation network, and away from residential uses. As stated previously, in its comprehensive review of the Pulehunui and Central Maui region, the County Council considered fragmentation effects on neighboring lands were not adverse and included the project area in the UGB of the MIP.

Pulehunui has been a distinct and separate community with its own sense of place from its cultural ahupua'a characteristics and its former military use. The DLNR Industrial and Business Park land use plan has been developed in consultation with the adjacent landowners and Kīhei community in order to ensure a cohesive development pattern compatible with the existing landscape.

The formulation of the onsite infrastructure system alternatives required careful engineering analysis, taking into account land use relationships and environmental impact mitigation. The site planning for infrastructure, such as the wastewater treatment facility considered the topographic conditions, biological resources, archaeological and cultural sites and other environmental

constraints. These constraints were evaluated to ensure adverse fragmentation effects on the community and neighboring land uses do not result from the proposed project.

ii. **Impacts on Agricultural Lands and Productivity**

With the exception of the 5.450-acre Department of Agriculture quarantine site that will be relocated, the project area is not currently in agricultural use. Portions of the project area are bounded by Kamaʻāina Road to the north, South Firebreak Road to the east and Maui Veterans Highway to the west. These roadways provide, and will continue to provide, access to adjacent and surrounding properties. Although the proposed project will provide internal roadways to access the industrial and commercial lots and improvements to surrounding existing roadways, no new project site access roadways are planned beyond the existing roadways that bound the project area. As such, the proposed project will not cause fragmentation of surrounding land uses nor fragmentation of agricultural lands beyond the Project Area. As such, cumulative impacts resulting from fragmentation on agricultural lands and productivity are not anticipated.

f. **Compounding Effects on County Land Use Plans and Infrastructure Systems and Public Services**

Compounding effects relate to the additive and synergistic effects of impacts arising out of multiple pathways. For example, the implementation of new infrastructure which could potentially serve new developments must be analyzed not only in terms of the DLNR Industrial and Business Park itself, but also the reasonable foreseeable future developments which may develop as a result of the DLNR project.

i. **County Land Use Plans**

With regard to the DLNR Industrial and Business Park, compounding effects were assessed in connection with anticipated growth within the surrounding area in the Kīhei and Kahului communities.

Implementation of the DLNR Industrial and Business Park will not accommodate growth outside of the project area. The physical constraints of the vast surrounding lands designated as Important Agricultural Lands, current land ownership and environmental constraints limit future opportunity to develop Pulehunui beyond the

MIP UGB, without further compliance with Chapter 343, HRS and/or land entitlements. The land uses north and south of the Pulehunui UGB are limited to agriculture, park and open space and no foreseeable or reasonable actions are anticipated beyond the timeframe of the cumulative impact analysis which have not already been disclosed and analyzed.

ii. Infrastructure Systems and Public Services

The nearest existing industrial subdivisions, Pulehunui Industrial Park project and the Central Maui Baseyard, have self-contained infrastructure to serve their developments and would not benefit from taking advantage of the new infrastructure being provided in the DLNR project. As such, benefits of new infrastructure, except for the regional highway improvements, constructed in conjunction with the DLNR project will accrue only to the proposed project.

No public facility, such as a school, police or fire station, will be constructed within the DLNR Industrial and Business Park. From a recreational services perspective, the open space, bike routes, and park lands proposed in the DLNR Industrial and Business Park project will be open to residents and visitors outside of the Pulehunui area, thereby relieving demand on other existing recreational facilities.

As noted in **Chapter I**, the DLNR, DHHL, and PSD have worked together in the past to coordinate land plans and explore the potential for cost sharing and development of infrastructure to service their respective planned development in the Pulehunui area. Although each project is separate and distinct and not dependent on one another, the DHHL is taking the initiative to investigate the development of a regional infrastructure plan (i.e., water and wastewater) to service the State projects. ~~When planning is complete, the DHHL will prepare a separate EIS~~A Draft EIS for the regional infrastructure plan as well as the DHHL Pulehunui North and South projects was published on November 8, 2018 to assess and identify impacts and mitigation measures needed to implement the regional infrastructure plan. As per the EIS requirements, cumulative and secondary impacts ~~will need to be~~are identified and addressed in the EIS document.

g. Secondary Impacts on County Land Use Plans and Infrastructure Systems and Public Services

Indirect effects are also referred to as secondary impacts, secondary effects, or indirect impacts. According to Section 11-200-2 of the Hawai'i Administrative Rules, Chapter 200, entitled Environmental Impact Statement Rules, a secondary impact or indirect effect means:

> *Effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.*

i. County Land Use Plans

The indirect effect associated with the DLNR Industrial and Business Park pertains to its implications for future growth in the Pulehunui area and the adjacent North Kīhei and Central Maui areas. Implementation of the DLNR Industrial and Business Park will not support future growth outside of the project boundaries. As such, the proposed project will not contribute to the land use practice of outward urban sprawl.

ii. Infrastructure Systems and Public Services

New infrastructure needs created by the DLNR Industrial and Business Park will result in additional water usage, increased stormwater runoff; additional wastewater and solid waste disposal needs in order to accommodate the proposed project. The need for these services will improve the existing services in Pulehunui area with new water and wastewater infrastructure systems. Stormwater runoff will be collected by a system of detention/retention basins and filtration measures that will prevent flooding on the adjacent and downstream properties, as well as improve water quality by removing a portion of the sediment that sheet flows onto adjacent and downstream properties.

In this context, the DLNR Industrial and Business Park is anticipated to have beneficial indirect or secondary impacts in the Pulehunui and adjacent North Kīhei and Central Maui areas.

h. Triggers and Thresholds Effects on Water Resources, and State and County Transportation Systems

Triggers and thresholds refer to impacts which may be tied to indicators established through laws, policies, regulations or standards. Triggers and thresholds may include standards which identify key indicators which, when exceeded, would require special study or mitigation efforts. In traffic analysis for example, the LOS "F" reflects a worst case condition in terms of traffic operations. Such a LOS would require that traffic mitigation be implemented to bring conditions back within the acceptable range of operations.

i. Water Resources

With regards to the DLNR Industrial and Business Park onsite water source development alternative, the parameter identified as requiring evaluation with respect to triggers and thresholds included the effect of the project on water resources. The threshold considered was the one (1) MGD sustainable yield of the Kahului Basal Aquifer. If a new brackish water source is developed for the project (Water Alternative 2), the DLNR Industrial and Business Park will require three (3) additional wells. The future development of the new wells will follow the process for well construction and pump installation set forth under Chapter 174, HRS. Pump capacity limits for the wells will be assessed with respect to the Kahului Aquifer's sustainable yield and recharge. All well development in the State is managed by the CWRM. The CWRM will consider aquifer capacity, withdrawal rates and recharge in determining if the well applications are within rates of established triggers and thresholds for the aquifer. In the context of the Kahului Basal Aquifer's sustainable yield, the proposed project is not anticipated to have adverse impacts on water thresholds and triggers.

The use of surface water from irrigation ditches (Water Alternative 3) is also regulated by CWRM. The availability of surface water from the East Maui Irrigation ditch system ~~may be affected by a Petition to Amend~~is dependent on the Interim Instream Flow Standards (IIFS) for 27 East Maui Streams ~~The amendment to the~~established by the CWRM in June 2018. IIFS for the East Maui streams~~will~~ determines the amount of water that could be potentially diverted from these streams by the EMI ditch system. As such, the proposed project is not anticipated to have an adverse impact on streams from which the surface water originates.

With respect to Water Alternative 1 which includes connection to the County Water system, review of the project will be made in the context of the triggers and thresholds established in the County Water Use and Development Plan. In this context, offsite and onsite improvements have been identified to ensure the proposed project will be developed within established County triggers and thresholds. Refer to **Appendix "C"**.

ii. State and County Transportation Systems

The proposed DLNR Industrial and Business Park envisions a system of collector and local roads, integrated to provide an efficient and effective network for multiple forms of transportation including automobiles, bicycles, and pedestrians. Traffic impact mitigation measures will be required on an ongoing basis, over the multi-year project development timeframe, as set out in the TIAR, to ensure that appropriate design features are incorporated into project plans as each phase of transportation infrastructure is implemented. In particular, at each phase of development, traffic operations have been considered to ensure that applicable HDOT and County of Maui operational thresholds are met, either through design measures or transportation management measures. Refer to **Appendix "O"**.

i. Summary

The evaluation of cumulative and secondary impacts addressed key issues raised through the EIS process. Each issue has been analyzed with respect to applicable cumulative impact evaluative criteria. In general, appropriate mitigation measures and/or regulatory oversight processes have been identified to ensure that cumulative impacts for each key issue is managed, such that adverse conditions affecting the natural and man-made environments are mitigated and/or minimized.

RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

III

III. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

A. HAWAI'I STATE PLAN

Chapter 226, Hawai'i Revised Statutes (HRS), also known as the Hawai'i State Plan, is a long-range comprehensive plan which serves as a guide for the future long-term development of the State by identifying goals, objectives, policies, and priorities, as well as implementation mechanisms. The Plan consists of three (3) parts. Part I includes the Overall Theme, Goals, Objectives, and Policies; Part II includes Planning, Coordination, and Implementation; and Part III establishes Priority Guidelines. Inasmuch as Part II of the State Plan covers its administrative structure and implementation process, discussion of the proposed project's applicability to Part II is not considered appropriate in the context of Chapter 343, HRS analysis. Below is an analysis of the DLNR Industrial and Business Park's applicability to Part I and Part III of the Hawai'i State Plan.

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies **Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable**	**S**	**N/S**	**N/A**
HRS 226-1: Findings and Purpose			
HRS 226-2: Definitions			
HRS 226-3: Overall Theme			
HRS 226-4: State Goals. In order to guarantee, for the present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self determination, it shall be the goal of the State to achieve: (1) A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawaii's present and future generations. (2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people. (3) Physical, social, and economic well-being, for individuals and families in Hawaii, that nourishes a sense of community responsibility, of caring, and of participation in community life.			
Analysis: **The proposed project is supported by the Hawai'i State Plan's goals related to a strong, viable economy and economic well-being for Hawai'i's families.**			
Chapter 226-5 Objective and Policies for Population			
Objective: It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic and social objectives contained in this chapter.	✓		
Policies:			
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawaii's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.			✓

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(2)	Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.	✓		
(3)	Promote increased opportunities for Hawaii's people to pursue their socio-economic aspirations throughout the islands.	✓		
(4)	Encourage research activities and public awareness programs to foster an understanding of Hawaii's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawaii's population.			✓
(5)	Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.			✓
(6)	Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.			✓
(7)	Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.	✓		
Analysis:	**The proposed project will support job creation on Maui in an area identified for future growth by the Maui Island Plan (MIP). The DLNR Industrial and Business Park will provide existing and future businesses and governmental agencies with serviced land to relocate or establish new business opportunities.**			
Chapter 226-6 Objectives and policies for the economy – – in general				
Objectives: Planning for the State's economy in general shall be directed toward achievement of the following objectives:				
(1)	Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people, while at the same time stimulating the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.	✓		
(2)	A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.	✓		
Policies:				
(1)	Promote and encourage entrepreneurship within Hawaii by residents and nonresidents of the State.	✓		
(2)	Expand Hawaii's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.			✓
(3)	Promote Hawaii as an attractive market for environmentally and socially sound investment activities that benefit Hawaii's people.			✓
(4)	Transform and maintain Hawaii as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.			✓

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(5)	Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawaii.			✓
(6)	Seek broader outlets for new or expanded Hawaii business investments.			✓
(7)	Expand existing markets and penetrate new markets for Hawaii's products and services.			✓
(8)	Assure that the basic economic needs of Hawaii's people are maintained in the event of disruptions in overseas transportation.			✓
(9)	Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	✓		
(10)	Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawaii's small scale producers, manufacturers, and distributors.			✓
(11)	Encourage labor-intensive activities that are economically satisfying and which offer opportunities for upward mobility.			✓
(12)	Encourage innovative activities that may not be labor-intensive, but may otherwise contribute to the economy of Hawaii.			✓
(13)	Foster greater cooperation and coordination between the government and private sectors in developing Hawaii's employment and economic growth opportunities.	✓		
(14)	Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.			✓
(15)	Maintain acceptable working conditions and standards for Hawaii's workers.			✓
(16)	Provide equal employment opportunities for all segments of Hawaii's population through affirmative action and nondiscrimination measures.			✓
(17)	Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.			✓
(18)	Encourage businesses that have favorable financial multiplier effects within Hawaii's economy, particularly with respect to emerging industries in science and technology.			✓
(19)	Promote and protect intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.			✓
(20)	Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new or innovative potential growth industries in particular.			✓
(21)	Foster a business climate in Hawaii--including attitudes, tax and regulatory policies, and financial and technical assistance programs-- that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.			✓

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Analysis:	**The proposed project will support existing and future businesses on Maui by providing serviced industrial and business zoned land for growth and expansion.**			
Chapter 226-7 Objectives and policies for the economy – – agriculture.				
Objectives: Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:				
(1)	Viability of Hawaii's sugar and pineapple industries.			✓
(2)	Growth and development of diversified agriculture throughout the State.			✓
(3)	An agriculture industry that continues to constitute a dynamic and essential component of Hawaii's strategic, economic, and social well-being.			✓
Policies:				
(1)	Establish a clear direction for Hawaii's agriculture through stakeholder commitment and advocacy.			✓
(2)	Encourage agriculture by making the best use of natural resources.			✓
(3)	Provide the governor and the legislature with information and options needed for prudent decision-making for the development of agriculture.			✓
(4)	Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.			✓
(5)	Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawaii's economy.			✓
(6)	Seek the enactment and retention of federal and state legislation that benefits Hawaii's agricultural industries.			✓
(7)	Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawaii's food producers and consumers in the State, nation, and world.			✓
(8)	Support research and development activities that strengthen economic productivity in agriculture, stimulate greater efficiency, and enhance the development of new products and agricultural by-products.			✓
(9)	Enhance agricultural growth by providing public incentives and encouraging private initiatives.			✓
(10)	Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			✓
(11)	Increase the attractiveness and opportunities for an agricultural education and livelihood.			✓
(12)	In addition to the State's priority on food, expand Hawaii's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.			✓
(13)	Promote economically competitive activities that increase Hawaii's agricultural self-sufficiency, including the increased purchase and use of Hawaii-grown food and food products by residents, businesses, and governmental bodies as defined under section 103D-104.			✓

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(14) Promote and assist in the establishment of sound financial programs for diversified agriculture.			✓
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			✓
(16) Facilitate the transition of agricultural lands in economically nonfeasible agricultural production to economically viable agricultural uses.			✓
(17) Perpetuate, promote, and increase use of traditional Hawaiian farming systems, such as the use of loko i'a, māla, and irrigated lo'i, and growth of traditional Hawaiian crops, such as kalo, 'uala, and 'ulu.			✓
(18) Increase and develop small-scale farms.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-8 Objective and policies for the economy – – visitor industry.			
Objective: Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawaii's economy.			✓
Policies:			
(1) Support and assist in the promotion of Hawaii's visitor attractions and facilities.			✓
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people.			✓
(3) Improve the quality of existing visitor destination areas by utilizing Hawaii's strengths in science and technology.			✓
(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			✓
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawaii's people.			✓
(6) Provide opportunities for Hawaii's people to obtain job training and education that will allow for upward mobility within the visitor industry.			✓
(7) Foster a recognition of the contribution of the visitor industry to Hawaii's economy and the need to perpetuate the aloha spirit.			✓
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawaii's cultures and values.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-9 Objective and policies for the economy – – federal expenditures.			
Objective: Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawaii's economy.			✓

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Policies:				
(1)	Encourage the sustained flow of federal expenditures in Hawaii that generates long-term government civilian employment;			✓
(2)	Promote Hawaii's supportive role in national defense, in a manner consistent with Hawaii's social, environmental, and cultural goals by building upon dual-use and defense applications to develop thriving ocean engineering, aerospace research and development, and related dual-use technology sectors in Hawaii's economy;			✓
(3)	Promote the development of federally supported activities in Hawaii that respect statewide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawaii's environment;			✓
(4)	Increase opportunities for entry and advancement of Hawaii's people into federal government service;			✓
(5)	Promote federal use of local commodities, services, and facilities available in Hawaii;			✓
(6)	Strengthen federal-state-county communication and coordination in all federal activities that affect Hawaii; and			✓
(7)	Pursue the return of federally controlled lands in Hawaii that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-10 Objective and policies for the economy – – potential growth and innovative activities.				
Objective:	Planning for the State's economy with regard to potential growth and innovative activities shall be directed towards achievement of the objective of development and expansion of potential growth and innovative activities that serve to increase and diversify Hawaii's economic base.			✓
Policies:				
(1)	Facilitate investment and employment growth in economic activities that have the potential to expand and diversify Hawaii's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology-based sectors;			✓
(2)	Facilitate investment in innovative activity that may pose risks or be less labor-intensive than other traditional business activity, but if successful, will generate revenue in Hawaii through the export of services or products or substitution of imported services or products;			✓
(3)	Encourage entrepreneurship in innovative activity by academic researchers and instructors who may not have the background, skill, or initial inclination to commercially exploit their discoveries or achievements;			✓
(4)	Recognize that innovative activity is not exclusively dependent upon individuals with advanced formal education, but that many self-taught, motivated individuals are able, willing, sufficiently knowledgeable, and equipped with the attitude necessary to undertake innovative activity;			✓

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(5)	Increase the opportunities for investors in innovative activity and talent engaged in innovative activity to personally meet and interact at cultural, art, entertainment, culinary, athletic, or visitor-oriented events without a business focus;			✓
(6)	Expand Hawaii's capacity to attract and service international programs and activities that generate employment for Hawaii's people;			✓
(7)	Enhance and promote Hawaii's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts;			✓
(8)	Accelerate research and development of new energy-related industries based on wind, solar, ocean, underground resources, and solid waste;			✓
(9)	Promote Hawaii's geographic, environmental, social, and technological advantages to attract new or innovative economic activities into the State;			✓
(10)	Provide public incentives and encourage private initiative to attract new or innovative industries that best support Hawaii's social, economic, physical, and environmental objectives;			✓
(11)	Increase research and the development of ocean-related economic activities such as mining, food production, and scientific research;			✓
(12)	Develop, promote, and support research and educational and training programs that will enhance Hawaii's ability to attract and develop economic activities of benefit to Hawaii;			✓
(13)	Foster a broader public recognition and understanding of the potential benefits of new or innovative growth-oriented industry in Hawaii;			✓
(14)	Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawaii's social, economic, physical, and environmental objectives;			✓
(15)	Increase research and development of businesses and services in the telecommunications and information industries;			✓
(16)	Foster the research and development of nonfossil fuel and energy efficient modes of transportation; and			✓
(17)	Recognize and promote health care and health care information technology as growth industries.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-10.5 Objectives and policies for the economy – – information industry.				
Objective: Planning for the State's economy with regard to telecommunications and information technology shall be directed toward recognizing that broadband and wireless communication capability and infrastructure are foundations for an innovative economy and positioning Hawaii as a leader in broadband and wireless communications and applications in the Pacific Region.				✓

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Policies:				
(1)	Promote efforts to attain the highest speeds of electronic and wireless communication within Hawaii and between Hawaii and the world, and make high speed communication available to all residents and businesses in Hawaii;			✓
(2)	Encourage the continued development and expansion of the telecommunications infrastructure serving Hawaii to accommodate future growth and innovation in Hawaii's economy;			✓
(3)	Facilitate the development of new or innovative business and service ventures in the information industry which will provide employment opportunities for the people of Hawaii;			✓
(4)	Encourage mainland- and foreign-based companies of all sizes, whether information technology-focused or not, to allow their principals, employees, or contractors to live in and work from Hawaii, using technology to communicate with their headquarters, offices, or customers located out-of-state;			✓
(5)	Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry;			✓
(6)	Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people;			✓
(7)	Provide opportunities for Hawaii's people to obtain job training and education that will allow for upward mobility within the information industry;			✓
(8)	Foster a recognition of the contribution of the information industry to Hawaii's economy; and			✓
(9)	Assist in the promotion of Hawaii as a broker, creator, and processor of information in the Pacific.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-11 Objectives and policies for the physical environment – – land based, shoreline, and marine resources.				
Objectives: Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:				
(1)	Prudent use of Hawaii's land-based, shoreline, and marine resources.			✓
(2)	Effective protection of Hawaii's unique and fragile environmental resources.			✓
Policies:				
(1)	Exercise an overall conservation ethic in the use of Hawaii's natural resources.			✓
(2)	Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.			✓
(3)	Take into account the physical attributes of areas when planning and designing activities and facilities.			✓

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(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.			✓
(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			✓
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawaii.			✓
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			✓
(8) Pursue compatible relationships among activities, facilities, and natural resources.			✓
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-12 Objective and policies for the physical environment -- scenic, natural beauty, and historic resources.			
Objective: Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawaii's scenic assets, natural beauty, and multi-cultural/historical resources.	✓		
Policies:			
(1) Promote the preservation and restoration of significant natural and historic resources.			✓
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			✓
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	✓		
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.			✓
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	✓		
Analysis: **A landscaped buffer along the Maui Veterans Highway right-of-way and proposed design guidelines will mitigate the visual impacts to existing views to the surrounding environs.**			
Chapter 226-13 Objectives and policies for the physical environment -- land, air, and water quality.			
Objectives: Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives.			
(1) Maintenance and pursuit of improved quality in Hawaii's land, air, and water resources.	✓		
(2) Greater public awareness and appreciation of Hawaii's environmental resources.			✓

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Policies:				
(1)	Foster educational activities that promote a better understanding of Hawaii's limited environmental resources.			✓
(2)	Promote the proper management of Hawaii's land and water resources.	✓		
(3)	Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters.	✓		
(4)	Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawaii's people.			✓
(5)	Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.			✓
(6)	Encourage design and construction practices that enhance the physical qualities of Hawaii's communities.	✓		
(7)	Encourage urban developments in close proximity to existing services and facilities.	✓		
(8)	Foster recognition of the importance and value of the land, air, and water resources to Hawaii's people, their cultures and visitors.			✓
Analysis:	**Best management practices will be implemented during project construction to minimize adverse impacts to air and water quality. Design guidelines have been established for the project to enhance the physical qualities of the development. Although the area lacks existing infrastructure connections (i.e., water and sewer), there are water transmission lines within Maui Veterans Highway and the project site and surrounding areas are identified for future growth by the MIP.**			
Chapter 226-14 Objective and policies for facility systems – – in general.				
Objective:	Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.	✓		
Policies:				
(1)	Accommodate the needs of Hawaii's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.	✓		
(2)	Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.	✓		
(3)	Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.	✓		
(4)	Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.			✓
Analysis:	**The proposed project supports the coordination of infrastructure facility systems and capital improvements and is in consonance with the County's MIP in an area identified for future urban growth. Several options have been assessed for water and wastewater infrastructure systems to ensure the project is adequately serviced.**			

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Chapter 226-15 Objectives and policies for facility systems – – solid and liquid waste.				
Objectives: Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:				
(1)	Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.	✓		
(2)	Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.	✓		
Policies:				
(1)	Encourage the adequate development of sewerage facilities that complement planned growth.	✓		
(2)	Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.	✓		
(3)	Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.			✓
Analysis:	**As noted in Chapter II, several options for wastewater infrastructure have been identified and assessed to ensure the project is adequately serviced.**			
Chapter 226-16 Objective and policies for facility systems – – water.				
Objective: Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.		✓		
Policies:				
(1)	Coordinate development of land use activities with existing and potential water supply.	✓		
(2)	Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.	✓		
(3)	Reclaim and encourage the productive use of runoff water and wastewater discharges.	✓		
(4)	Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.	✓		
(5)	Support water supply services to areas experiencing critical water problems.			✓
(6)	Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.	✓		
Analysis:	**Several water infrastructure alternatives are available and have been assessed to ensure adequate provision of water to support the DLNR Industrial and Business Park. Should an onsite wastewater ~~treatment~~reclamation facility (WWRF) be developed, R-1 water will be used for irrigation to reduce use of potable water.**			

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Chapter 226-17 Objectives and policies for facility systems – – transportation.				
Objectives: Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:				
(1)	An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	✓		
(2)	A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.	✓		
Policies:				
(1)	Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;			✓
(2)	Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;			✓
(3)	Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;			✓
(4)	Provide for improved accessibility to shipping, docking, and storage facilities;			✓
(5)	Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;			✓
(6)	Encourage transportation systems that serve to accommodate present and future development needs of communities;			✓
(7)	Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;			✓
(8)	Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;			✓
(9)	Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;			✓
(10)	Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment;			✓
(11)	Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;	✓		
(12)	Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and	✓		
(13)	Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.			✓
Analysis:	**A Traffic Impact Analysis Report (TIAR) has been prepared for the proposed project and associated mitigative improvements to the roadway infrastructure will be implemented as part of the proposed project. DLNR's Industrial and Business Park will provide linkages to the existing bicycle path along Maui Veterans Highway.**			

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Chapter 226-18 Objectives and policies for facility systems – – energy.			
Objectives: Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;			✓
(2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation.			✓
(3) Greater diversification of energy generation in the face of threats to Hawaii's energy supplies and systems;			✓
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use; and			✓
(5) Utility models that make the social and financial interests of Hawaii's utility customers a priority.			✓
(b) To achieve the energy objectives, it shall be the policy of this State to ensure the short- and long-term provision of adequate, reasonably prices, and dependable energy services to accommodate demand.			✓
Policies:			
(1) Support research and development as well as promote the use of renewable energy sources;			✓
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;			✓
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;			✓
(4) Promote all cost-effective conservation of power and fuel supplies through measures, including:			✓
(A) Development of cost-effective demand-side management programs;			✓
(B) Education;			✓
(C) Adoption of energy-efficient practices and technologies; and			✓
(D) Increasing energy efficiency and decreasing energy use in public infrastructure			✓
(5) Ensure, to the extent that new supply-side resources are needed, that the development or expansion of energy systems uses the least-cost energy supply option and maximizes efficient technologies; and			✓
(6) Support research, development, demonstration, and use of energy efficiency, load management, and other demand-side management programs, practices, and technologies;			✓
(7) Promote alternate fuels and transportation energy efficiency;			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications;			✓
(9) Support actions that reduce, avoid, or sequester Hawaii's greenhouse gas emissions through agriculture and forestry initiatives;			✓
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects;			✓
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources; and			✓
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawaii.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-18.5 Objectives and policies for facility systems – – telecommunications.			
Objectives:			
(a) Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.			✓
(b) To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.			✓
Policies:			
(1) Facilitate research and development of telecommunications systems and resources;			✓
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;			✓
(3) Promote efficient management and use of existing telecommunications systems and services; and			✓
(4) Facilitate the development of education and training of telecommunications personnel.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-19 Objectives and policies for socio-cultural advancement – – housing.			
Objectives: Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawaii's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low-, low- and moderate-income segments of Hawaii's population.			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
(2)	The orderly development of residential areas sensitive to community needs and other land uses.			✓
(3)	The development and provision of affordable rental housing by the State to meet the housing needs of Hawaii's people.			✓
Policies:				
(1)	Effectively accommodate the housing needs of Hawaii's people.			✓
(2)	Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.			✓
(3)	Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			✓
(4)	Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			✓
(5)	Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			✓
(6)	Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			✓
(7)	Foster a variety of lifestyles traditional to Hawaii through the design and maintenance of neighborhoods that reflect the culture and values of the community.			✓
(8)	Promote research and development of methods to reduce the cost of housing construction in Hawaii.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-20 Objectives and policies for socio-cultural advancement – – health.				
Objectives: Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:				
(1)	Fulfillment of basic individual health needs of the general public.			✓
(2)	Maintenance of sanitary and environmentally healthful conditions in Hawaii's communities.			✓
(3)	Elimination of health disparities by identifying and addressing social determinants of health.			✓
Policies:				
(1)	Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.			✓
(2)	Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.			✓
(3)	Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
(4)	Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.			✓
(5)	Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.			✓
(6)	Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.			✓
(7)	Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve native Hawaiian health and well-being consistent with the United States Congress' declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-21 Objectives and policies for Socio-cultural advancement – – education.				
Objective:	Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.			✓
Policies:				
(1)	Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.			✓
(2)	Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.			✓
(3)	Provide appropriate educational opportunities for groups with special needs.			✓
(4)	Promote educational programs which enhance understanding of Hawaii's cultural heritage.			✓
(5)	Provide higher educational opportunities that enable Hawaii's people to adapt to changing employment demands.			✓
(6)	Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.			✓
(7)	Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.			✓
(8)	Emphasize quality educational programs in Hawaii's institutions to promote academic excellence.			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(9) Support research programs and activities that enhance the education programs of the State.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-22 Objective and policies for socio-cultural advancement – – social services.			
Objective: Planning for the State's socio-cultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.			✓
Policies:			
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the State's fiscal capacities.			✓
(2) Promote coordination and integrative approaches among public and private agencies and programs to jointly address social problems that will enable individuals, families, and groups to deal effectively with social problems and to enhance their participation in society.			✓
(3) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawaii's communities.			✓
(4) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.			✓
(5) Support public and private efforts to prevent domestic abuse and child molestation, and assist victims of abuse and neglect.			✓
(6) Promote programs which assist people in need of family planning services to enable them to meet their needs.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-23 Objective and policies for socio-cultural advancement – – leisure.			
Objective: Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.			✓
Policies:			
(1) Foster and preserve Hawaii's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.			✓
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.			✓
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.			✓
(5) Ensure opportunities for everyone to use and enjoy Hawaii's recreational resources.			✓
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.			✓
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawaii's people.			✓
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			✓
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawaii's population to participate in the creative arts.			✓
(10) Assure adequate access to significant natural and cultural resources in public ownership.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-24 Objective and policies for socio-cultural advancement – – individual rights and personal well-being.			
Objective: Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.			✓
Policies:			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			✓
(2) Uphold and protect the national and state constitutional rights of every individual.			✓
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			✓
(4) Ensure equal opportunities for individual participation in society.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-25 Objective and policies for socio-cultural advancement – – culture.			
Objective: Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawaii's people.			✓
Policies:			
(1) Foster increased knowledge and understanding of Hawaii's ethnic and cultural heritages and the history of Hawaii.			✓

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
(2)	Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawaii's people and which are sensitive and responsive to family and community needs.			✓
(3)	Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawaii.			✓
(4)	Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawaii's people and visitors.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			
Chapter 226-26 Objectives and policies for socio-cultural advancement – – public safety.				
Objectives: Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:				
(1)	Assurance of public safety and adequate protection of life and property for all people.			✓
(2)	Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.			✓
(3)	Promotion of a sense of community responsibility for the welfare and safety of Hawaii's people.			✓
Policies (Public Safety):				
(1)	Ensure that public safety programs are effective and responsive to community needs.			✓
(2)	Encourage increased community awareness and participation in public safety programs.			✓
Policies (Public Safety-Criminal Justice):				
(1)	Support criminal justice programs aimed at preventing and curtailing criminal activities.			✓
(2)	Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			✓
(3)	Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			✓
Policies (Public Safety – Emergency Management):				
(1)	Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.			✓
(2)	Enhance the coordination between emergency management programs throughout the State.			✓
Analysis:	**The objectives and policies of this section are not applicable to the proposed project.**			

Hawai'i State Plan, Chapter 226, HRS Part I. Overall Themes, Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
Chapter 226-27 Objectives and policies for socio-cultural advancement – – government.				
Objectives: Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:				
(1)	Efficient, effective, and responsive government services at all levels in the State.	✓		
(2)	Fiscal integrity, responsibility, and efficiency in the state government and county governments.	✓		
Policies:				
(1)	Provide for necessary public goods and services not assumed by the private sector.	✓		
(2)	Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.	✓		
(3)	Minimize the size of government to that necessary to be effective.			✓
(4)	Stimulate the responsibility in citizens to productively participate in government for a better Hawaii.			✓
(5)	Assure that government attitudes, actions, and services are sensitive to community needs and concerns.	✓		
(6)	Provide for a balanced fiscal budget.			✓
(7)	Improve the fiscal budgeting and management system of the State.			✓
(8)	Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			✓
Analysis:	**The proposed project will provide revenue generating opportunities to support DLNR's mission of managing and protecting watersheds, native ecosystems and cultural resources and to facilitate partnerships, community involvement, and education. The DLNR has carried out community outreach meetings with the Kihei Community Association, County, and neighboring landowners to ensure the proposed project is sensitive to community needs and concerns.**			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
Chapter 226-101: Purpose. The purpose of this part is to establish overall priority guidelines to address areas of statewide concern.			
Chapter 226-102: Overall direction. The State shall strive to improve the quality of life for Hawaii's present and future population through the pursuit of desirable courses of action in seven major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, quality education, principles of sustainability, and climate change adaptation.			
Chapter 226-103: Economic priority guidelines.			
(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawaii's people and achieve a stable and diversified economy:			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.	✓		
(A) Encourage investments which:			
(i) Reflect long term commitments to the State;	✓		
(ii) Rely on economic linkages within the local economy;	✓		
(iii) Diversify the economy;	✓		
(iv) Reinvest in the local economy;	✓		
(v) Are sensitive to community needs and priorities; and	✓		
(vi) Demonstrate a commitment to provide management opportunities to Hawaii residents; and			✓
(B) Encourage investments in innovative activities that have a nexus to the State, such as:			
(i) Present or former residents acting as entrepreneurs or principals;			✓
(ii) Academic support from an institution of higher education in Hawaii;			✓
(iii) Investment interest from Hawaii residents;	✓		
(iv) Resources unique to Hawaii that are required for innovative activity; and			✓
(v) Complementary or supportive industries or government programs or projects.	✓		
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			✓
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			✓
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			✓
(5) Streamline the processes for building and development permit and review, and telecommunication infrastructure installation approval and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where scientific evidence indicates that public health, safety and welfare would not be adversely affected.			✓
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawaii's small-scale producers, manufacturers, and distributors.			✓
(7) Continue to seek legislation to protect Hawaii from transportation interruptions between Hawaii and the continental United States.			✓
(8) Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:			
(A) An industry that can take advantage of Hawaii's unique location and available physical and human resources.			✓
(B) A clean industry that would have minimal adverse effects on Hawaii's environment.			✓
(C) An industry that is willing to hire and train Hawaii's people to meet the industry's labor needs at all levels of employment.			✓
(D) An industry that would provide reasonable income and steady employment.			✓

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(9) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawaii business.			✓
(10) Enhance the quality of Hawaii's labor force and develop and maintain career opportunities for Hawaii's people through the following actions:			
(A) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.			✓
(B) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			✓
(C) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			✓
(D) Promote career opportunities in all industries for Hawaii's people by encouraging firms doing business in the State to hire residents.			✓
(E) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities.			✓
(F) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			✓
(b) Priority guidelines to promote the economic health and quality of the visitor industry:			
(1) Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawaii's residents and visitors.			✓
(2) Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.			✓
(3) Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			✓
(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawaii's significant natural, scenic, historic, and cultural resources.			✓
(5) Develop and maintain career opportunities in the visitor industry for Hawaii's people, with emphasis on managerial positions.			✓
(6) Support and coordinate tourism promotion abroad to enhance Hawaii's share of existing and potential visitor markets.			✓
(7) Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			✓
(8) Support law enforcement activities that provide a safer environment for both visitors and residents alike.			✓
(9) Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.			✓
(c) Priority guidelines to promote the continued viability of the sugar and pineapple industries:			
(1) Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			✓
(2) Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawaii.			✓

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(3) Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			✓
(d) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:			
(1) Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			✓
(2) Assist in providing adequate, reasonably priced water for agricultural activities.			✓
(3) Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			✓
(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			✓
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawaii's agricultural community.			✓
(6) Seek favorable freight rates for Hawaii's agricultural products from interisland and overseas transportation operators.			✓
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.			✓
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			✓
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			✓
(10) Support the continuation of land currently in use for diversified agriculture.			✓
(11) Encourage residents and visitors to support Hawaii's farmers by purchasing locally grown food and food products.			✓
(e) Priority guidelines for water use and development:			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.			✓
(2) Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.	✓		
(3) Increase the support for research and development of economically feasible alternative water sources.			✓
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			✓
(f) Priority guidelines for energy use and development:			
(1) Encourage the development, demonstration, and commercialization of renewable energy sources.			✓
(2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.	✓		
(3) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			✓
(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.			✓
(g) Priority guidelines to promote the development of the information industry:			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(1) Establish an information network, with an emphasis on broadband and wireless infrastructure and capability, that will serve as the foundation of and catalyst for overall economic growth and diversification in Hawaii.			✓
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			✓
(3) Encourage the development of small businesses in the information field such as software development; the development of new information systems, peripherals, and applications; data conversion and data entry services; and home or cottage services such as computer programming, secretarial, and accounting services.			✓
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			✓
(5) Encourage research activities, including legal research in the information and telecommunications fields.			✓
(6) Support promotional activities to market Hawaii's information industry services.			✓
(7) Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health, safety, and welfare would not be adversely affected.			✓
Analysis: **The proposed project will support job creation on Maui in an area identified for future growth by the MIP. The DLNR Industrial and Business Park will provide existing and future governmental agencies and businesses with serviced land to relocate or establish new business opportunities. Further, the project will provide revenue generating opportunities to support State programs. Additionally, the project will incorporate best practices to advance sustainability.**			
Chapter 226-104: Population growth and land resources priority guidelines.			
(a) Priority guidelines to effect desired statewide growth and distribution:			
(1) Encourage planning and resource management to insure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawaii's people.			✓
(2) Manage a growth rate for Hawaii's economy that will parallel future employment needs for Hawaii's people.			✓
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.	✓		
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.	✓		
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			✓

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(6) Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			✓
(7) Support the development of high technology parks on the neighbor islands.			✓
(b) Priority guidelines for regional growth distribution and land resource utilization:			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.	✓		
(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.	✓		
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			✓
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			✓
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.	✓		
(6) Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.			✓
(7) Pursue rehabilitation of appropriate urban areas.			✓
(8) Support the redevelopment of Kakaako into a viable residential, industrial, and commercial community.			✓
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.			✓
(10) Identify critical environmental areas in Hawaii to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			✓
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			✓
(12) Utilize Hawaii's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	✓		
(13) Protect and enhance Hawaii's shoreline, open spaces, and scenic resources.	✓		
Analysis: **The proposed project will be developed in an area identified for urban growth by the County's MIP. Adequate infrastructure will be provided to support the requirements for the DLNR Industrial and Business Park project. Open space buffers are provided along Maui Veterans Highway and within the project boundaries to ensure visual and open space resources are not adversely impacted.**			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
Chapter 226-105: Crime and criminal justice.			
Priority guidelines in the area of crime and criminal justice:			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			✓
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			✓
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			✓
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			✓
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			✓
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			✓
Analysis: **The priority guidelines of this section are not applicable to the proposed project.**			
Chapter 226-106: Affordable housing.			
Priority guidelines for the provision of affordable housing:			
(1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low- and moderate-income and gap-group households.			✓
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.			✓
(3) Improve information and analysis relative to land availability and suitability for housing.			✓
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs.			✓
(5) Encourage continued support for government or private housing programs that provide low interest mortgages to Hawaii's people for the purchase of initial owner-occupied housing.			✓
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.			✓
(7) Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			✓
(8) Give higher priority to the provision of quality housing that is affordable for Hawaii's residents and less priority to development of housing intended primarily for individuals outside of Hawaii.			✓
Analysis: **The priority guidelines of this section are not applicable to the proposed project.**			
Chapter 226-107: Quality education.			
Priority guidelines to promote quality education:			
(1) Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;			✓

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(2) Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;			✓
(3) Initiate efforts to improve the quality of education by improving the capabilities of the education work force;			✓
(4) Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision making responsibilities;			✓
(5) Increase and improve the use of information technology in education by the availability of telecommunications equipment for:			✓
(A) The electronic exchange of information;			✓
(B) Statewide electronic mail; and			✓
(C) Access to the Internet.			✓
(6) Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;			✓
(7) Pursue the establishment of Hawaii's public and private universities and colleges as research and training centers of the Pacific;			✓
(8) Develop resources and programs for early childhood education;			✓
(9) Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and			✓
(10) Strengthen and expand educational programs and services for students with special needs.			✓
Analysis: **The priority guidelines of this section are not applicable to the proposed project.**			
CHAPTER 226-108: Sustainability			
Priority guidelines and principles to promote sustainability shall include:			
(1) Encouraging balanced economic, social, community, and environmental priorities;	✓		
(2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;	✓		
(3) Promoting a diversified and dynamic economy;	✓		
(4) Encouraging respect for the host culture;			✓
(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;	✓		
(6) Considering the principles of the ahupuaa system; and			✓
(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawaii.	✓		
Analysis: **The proposed project will support existing and future businesses on Maui by providing opportunities for growth. A Sustainability Report has been prepared for the proposed project to discuss opportunities to incorporate sustainable development and operating practices, such as those related to Smart Growth and Livability Principles and resource conservation, into the project.**			
CHAPTER 226-109: Climate change adaptation			
Priority guidelines and principles to promote climate change adaptation shall include:			
(1) Ensure that Hawaii's people are educated, informed, and aware of the impacts climate change may have on their communities;			✓
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies;			✓

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
(3) Invest in continued monitoring and research of Hawaii's climate and the impacts of climate change on the State;			✓
(4) Consider native Hawaiian traditional knowledge and practices in planning for the impacts of climate change;			✓
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change;			✓
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;			✓
(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options;			✓
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities;			✓
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans; and			✓
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.			✓
Analysis: **The priority guidelines of this section are not applicable to the proposed project.**			

B. STATE FUNCTIONAL PLANS

A key element of the Statewide Planning System is the Functional Plans which set forth the policies, statewide guidelines, and priorities within a specific field of activity. There are 13 Functional Plans which have been developed by the state agency primarily responsible for a given functional area. Together with the County General Plans, the State Functional Plans establish more specific strategies for implementation. In particular, State Functional Plans provide for the following:

- Identify major Statewide priority concerns
- Define current strategies for each functional area
- Identify major relationships among functional areas
- Provide direction and strategies for departmental policies, programs, and priorities
- Provide a guide for the allocation of resources

- Coordinate State and County roles and responsibilities in the implementation of the Hawai'i State Plan

Table 11 provides an assessment of the relationship between the proposed action and each of the 13 Functional Plans.

Table 11. Relation Between the Proposed DLNR Industrial and Business Park and the State Functional Plans

	State Functional Plan	State Coordinating Agency	Purpose	Analysis
1	Agriculture Functional Plan (1991)	Department of Agriculture	Continued viability of agriculture throughout the State	The proposed project does not involve lands designated as Important Agricultural Lands (IAL). The Agriculture Functional Plan supports a system of standards, criteria, and procedures "to redesignate parcels of 'important agricultural lands' to 'urban' or 'other use' upon a demonstrated change of economic or social conditions, where the requested resedignation will provide greater benefits to the public than its retention in the IAL district" (State of Hawai'i, Department of Agriculture, 1991). Economic and social conditions have evolved over the past few years, with plantation agriculture declining in Hawai'i, and the recent termination of sugar cane operations on Maui by HC&S. Furthermore, the proposed use of the lands for the DLNR Industrial and Business Park project would provide lease revenue to support DLNR's mission to protect cultural and historic resource, coastal, and native ecosystem. These uses would provide long-term public benefit. As such, the proposed redesignation of land from the State "Agricultural" district to the "Urban" district may provide greater benefits to the public than retaining the land in an underutilized agricultural designation. In this regard, the proposed action does not contravene the objectives and policies of this functional plan.
2	Conservation Lands State Functional Plan (1991)	Department of Land and Natural Resources	Addresses issues of population and economic growth and its strain on current natural resources; broadening public use of natural resources while protecting lands and shorelines from overuse; additionally, promotes the aquaculture industry	The proposed project will not utilize any State Conservation lands. Similarly, the project is located inland, and not near the coastline. Best Management Practices (BMPs) will be implemented to prevent adverse impacts to downstream properties and the shoreline. Revenues generated by the proposed action will support Departmental programs, including those relating to State Conservation lands.
3	Education State Functional Plan (1989)	Department of Education	Improvements to Hawaii's educational curriculum, quality of educational staff, and access to adequate facilities	The proposed project will not create new demands on public education facilities. As such, the proposed action is not anticipated to contravene the objectives and policies of this functional plan.

	State Functional Plan	State Coordinating Agency	Purpose	Analysis
4	Employment State Functional Plan (1990)	Department of Labor and Industrial Relations	Improve the qualifications, productivity, and effectiveness of the State's workforce through better education and training of workers as well as efficient planning of economic development, employment opportunities, and training activities	The proposed action will result in the creation of jobs throughout the development period, as well as permanent industrial and commercial jobs. This will provide local residents with opportunities to successfully compete in the workforce.
5	Energy State Functional Plan (1991)	Department of Business, Economic Development and Tourism	Lessen the reliance on petroleum and other fossil fuels in favor of alternative sources of energy so as to keep up with the State's increasing energy demands while also becoming a more sustainable island state; achieving dependable, efficient, and economical statewide energy systems	The proposed project will incorporate use of energy efficient building materials and, where applicable, utilize renewable energy sources.
6	Health State Functional Plan (1989)	Department of Health	Improve health care system by providing for those who don't have access to private health care providers; increasing preventative health measures; addressing 'quality of care' elements in private and public sectors to cut increasing costs	The proposed actions are not anticipated to contravene the objectives and policies of this functional plan.
7	Higher Education Functional Plan (1984)	University of Hawaii	Prepare Hawaii's citizens for the demands of an increasingly complex world through providing technical and intellectual tools	The proposed actions are not anticipated to contravene the objectives and policies of this functional plan.
8	Historic Preservation State Functional Plan (1991)	Department of Land and Natural Resources	Preservation of historic properties, records, artifacts and oral histories; provide public with information/education on the ethnic and cultural heritages and history of Hawai'i	As documented by the Archaeological Inventory Survey (AIS) prepared for the project, a single historical site is located within the project site, however, it has already been assessed and cataloged with the State Historic Preservation Division (SHPD). The AIS did not recommend any mitigation measures for this site. Furthermore, a Cultural Impact Assessment (CIA) was prepared for the project, and noted through archival research and community input, that no traditional cultural practices are currently known to be practiced within the project area. Revenues generated by the proposed project will support DLNR programs.

	State Functional Plan	State Coordinating Agency	Purpose	Analysis
9	Housing State Functional Plan (1989)	Hawaii Housing Finance and Development Corporation	Provide affordable rental and for-sale housing; increase homeownership and amount of rental housing units; acquiring public and privately-owned lands for future residential development; maintain a statewide housing data system	The proposed action is not anticipated to contravene the objectives and policies of this functional plan.
10	Human Services State Functional Plan (1989)	Department of Human Services	Refining support systems for families and individuals by improving elderly care, increasing preventative measures to combat child/spousal abuse and neglect; providing means for 'self-sufficiency'	The proposed actions are not anticipated to contravene the objectives and policies of this functional plan.
11	Recreation State Functional Plan (1991)	Department of Land and Natural Resources	Manage the use of recreational resources via addressing issues: (1) ocean and shoreline recreation, (2) mauka, urban, and other recreation opportunities, (3) public access to shoreline and upland recreation areas, (4) resource conservation and management, (5) management of recreation programs/facilities/areas, and (6) wetlands protection and management	Revenues generated by the DLNR Industrial and Business Park will support Departmental programs, including those relating to recreation.
12	Tourism State Functional Plan (1991)	Department of Business, Economic Development and Tourism	Balance tourism/economic growth with environmental and community concerns; development that is cognizant of the limited land and water resources of the islands; maintaining friendly relations between tourists and community members; development of a productive workforce and enhancement of career and employment opportunities in the visitor industry	The proposed action is not anticipated to contravene the objectives and policies of this functional plan.

	State Functional Plan	State Coordinating Agency	Purpose	Analysis
13	Transportation State Functional Plan (1991)	Department of Transportation	Development of a safer, more efficient transportation system that also is consistent with planned physical and economic growth of the state; construction of facility and infrastructure improvements; develop a transportation system balanced with new alternatives; pursue land use initiatives which help reduce travel demand	The project's TIAR identifies traffic impacts and applicable mitigation measures. Coordination will be undertaken with the Department of Transportation to ensure that such mitigation measures are appropriately implemented.

C. STATE LAND USE DISTRICT

Pursuant to Chapter 205, HRS, all lands in the State have been placed into one (1) of four (4) land use districts by the State Land Use Commission (LUC). These land use districts have been designated "Urban", "Rural", "Agricultural", and "Conservation", The project site is designated "Agricultural" and the proposed public/quasi-public and industrial/commercial uses are not permitted within the State "Agricultural" District. See **Figure ~~21~~23**.

In order to establish the proposed public/quasi-public and industrial/commercial uses, a State District Boundary Amendment from the "Agricultural" district to the "Urban" district will be required from the State of Hawai'i LUC, in accordance with criteria set forth in the Hawai'i Administrative Rules (HAR). An analysis of these criteria are provided below.

Land Use Commission Rules, Chapter 15-15, HAR

Reclassification of the subject property must meet the following standards of the Urban District as set forth in the Land Use Commission Rules, Chapter 15-15-18, HAR:

1. *It shall include lands characterized by "city-like" concentration of people, structure, streets, urban level of services and other related land uses.*

   Response: The subject action involves a reclassification of district boundaries to enable implementation of the comprehensively planned DLNR Industrial and Business Park covering approximately 280 acres with full urban services available to the subdivided lots in an area identified for urban growth by the Maui Island Plan (MIP). The project site is designated for urban growth by the MIP and is located in the vicinity of existing and future urban land uses. The subdivision will have an internal network of streets, mixture of land uses, with water, sewer, electrical, and cable network utilities to each lot. The lands and surrounding areas are characterized as having "city-like" structures, streets, and urban level of services.

2. *It shall take into consideration the following specific factors*

   A. *Proximity to centers of trading and employment except where the development would generate new centers of trading and employment.*

   B. *Availability of basic services such as schools, parks, wastewater systems, solid waste disposal, drainage, water, transportation systems, public utilities, and police and fire protection.*

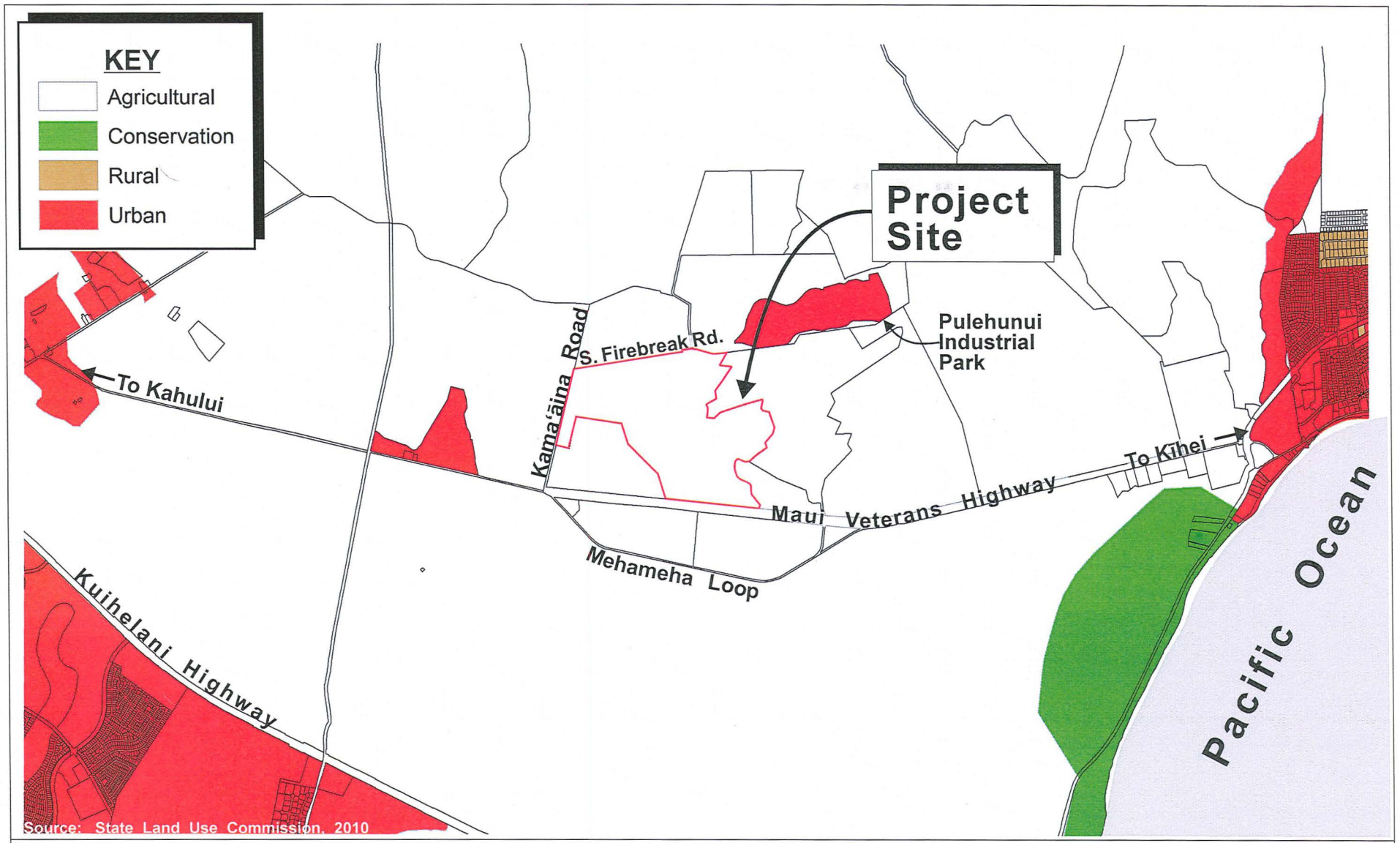

Figure ~~21~~23 DLNR Industrial and Business Park

State Land Use Designation Map

0 875 1750 3500 Feet

Prepared for: State of Hawaiʻi, Department of Land and Natural Resources

MUNEKIYO HIRAGA

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C. Sufficient reserve areas for foreseeable urban growth

Response: (A.) The DLNR Industrial and Business Park is located midway between Kahului and Kīhei in the vicinity of other urban uses including the Central Maui Baseyard, Pulehunui Industrial Park (currently under construction), Hawaii Army National Guard Armory, and Hawaiian Cement Quarry. The proposed project will complement the existing industrial uses in the vicinity, as envisioned by the MIP.

(B.) The implementation of the project will include provisions for services, such as wastewater systems, water systems, and drainage improvements. It is within the service area of local police, hospitals, and fire prevention services and would not extend their service boundaries. It is also accessible to private waste disposal services, and adjacent to major transportation routes.

(C.) As previously noted, the MIP identified the Pulehunui area as a logical area for the expansion of industrial uses due to its proximity to Kahului and Kīhei.

3. *It shall include lands with satisfactory topography, drainage, and reasonably free from danger of any flood, tsunami, unstable soil condition, and other adverse environmental effects.*

Response: The elevation of the subject property is approximately 70 feet above mean sea level (amsl) at the western portion of the site and rising to an elevation of 140 feet amsl in the eastern portion of the site. The topography of the site gradually slopes down from the east to west at an average slope of approximately 1.5 percent. The site is relatively free from danger of any flood, tsunami, unstable soil conditions and other adverse environmental effects. The subject property is located in Flood Zone X (unshaded) on the Flood Insurance Rate Map for the area, and not within the tsunami evacuation area. As previously noted, the project site is located downstream of Reservoir 90. This reservoir has been identified to have 14 deficiencies by the DLNR's Dam Safety Program. HC&S, continues to maintain Reservoir 90 as an active storage component and is responsible for addressing the deficiencies. As appropriate, the DLNR will coordinate with HC&S to ensure that deficiencies are corrected and that the reservoir continues to function in a safe and sound manner.

4. *Land contiguous with existing urban areas shall be given more consideration than non-contiguous land, and particularly when indicated for future urban use on state or county general plans.*

Response: DLNR Industrial and Business Park is located in close proximity to the 86 acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision), and is adjacent to the Hawaii Army National Guard Armory. The Central Maui Baseyard, which is designated as urban by the LUC, is also located in close proximity to the project. The subject property is designated for future urban use by the MIP.

5. *It shall include lands in appropriate locations for new urban concentrations and shall give consideration to areas of urban growth as shown on the state and county general plans.*

Response: The project site is located within the Urban Growth Boundary (UGB) identified by the MIP and, as previously discussed, identified as a logical area for the expansion of industrial uses by the MIP.

6. *It may include lands which do not conform to the standards in paragraph (1) to (5):*

   A. *When surrounded by or adjacent to existing urban development; and*

   B. *Only when those lands represent a minor portion of this district*

Response: DLNR Industrial and Business Park includes lands which conform to the standards in paragraphs (1) to (5). The 280-acre subject property represents a small portion of the 235,770 acres of State Agricultural Land on Maui.

7. *It shall not include lands, the urbanization of which will not contribute toward scattered spot urban development, necessitating unreasonable investment in public infrastructure or support services.*

Response: DLNR Industrial and Business Park is comprehensively designed and intended to meet future industrial, commercial, and public/quasi-public land use requirements, integrated with the existing urban services in Central Maui. Due to the concentration of industrial type uses in the Pulehunui area, namely the adjacent Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) and Central Maui Baseyard, the urbanization of the project area would not contribute towards scattered development, but would consolidate a range of land uses for similar purposes.

8. *It may include lands with a general slope of twenty percent or more if the commission finds that those lands are desirable and suitable for urban purposes and that the design and construction controls, as adopted by any federal, state or county agency, are adequate to protect the public health, welfare and safety, and the public's interest in the aesthetic quality of the landscape.*

Response: The project area is relatively flat, with an average slope of 1.5 percent.

D. MAUI COUNTY GENERAL PLAN

The Maui County General Plan consists of the Countywide Policy Plan which is applicable to the County as a whole and the MIP which is applicable only to the Island of Maui. The MIP designates the subject property within the UGB of the Directed Growth Map as a future planned growth area. See **Figure ~~22~~24**.

The following sections identify pertinent objectives, policies, implementing actions and related provisions set forth in the Countywide Policy Plan and the MIP.

1. Countywide Policy Plan

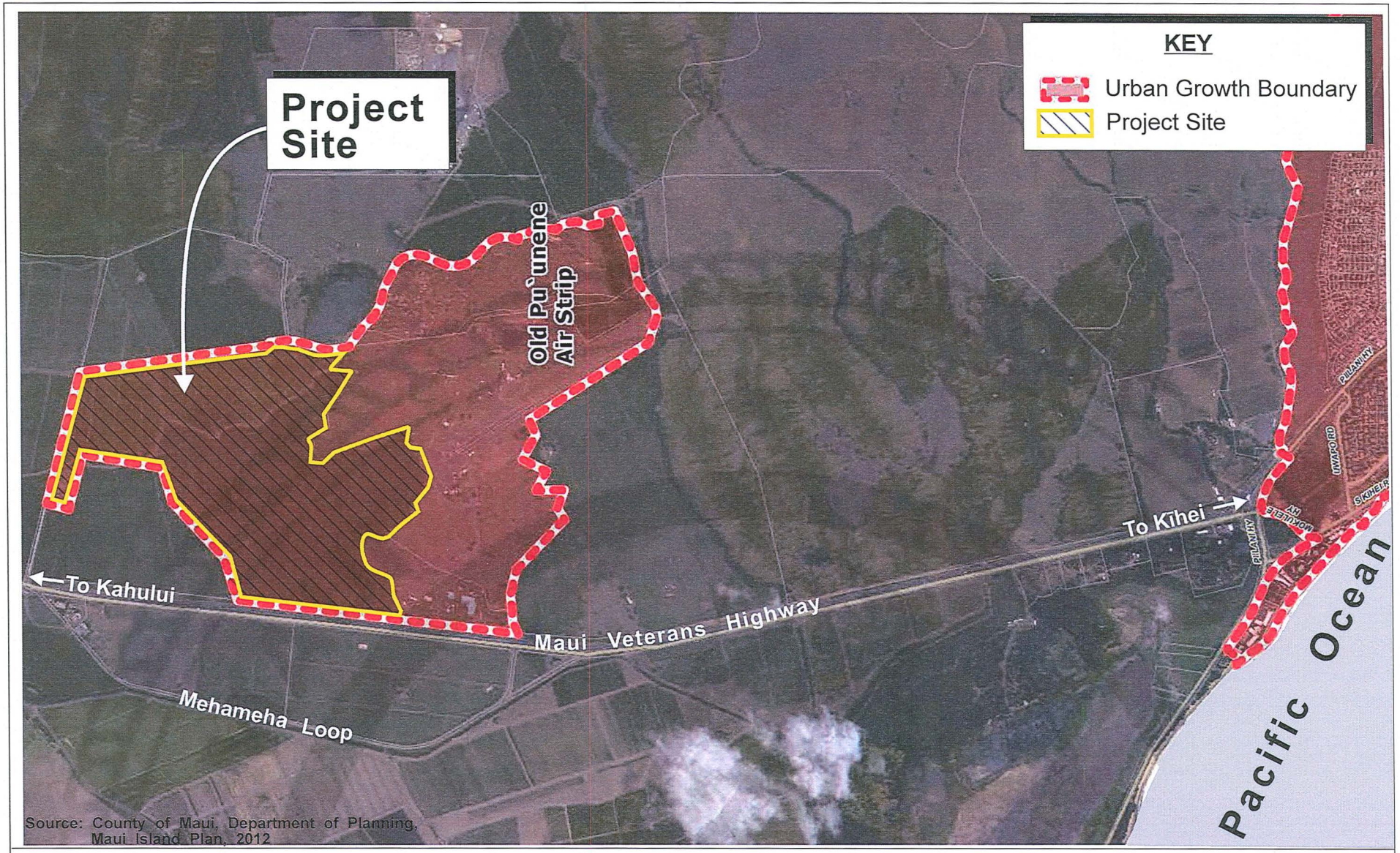
Ordinance No. 3732 adopted the General Plan Countywide Policy Plan 2030 and took effect on March 24, 2010. With regard to the Countywide Policy Plan, Section 2.80B.030 of the Maui County Code states the following:

The countywide policy plan shall provide broad policies and objectives which portray the desired direction of the County's future. The countywide policy plan shall include:

1. *A vision for the County;*
2. *A Statement of core themes or principles for the county; and*
3. *A list of countywide objectives and policies for population, land use, the environment, the economy, and housing.*

Core principles set forth in the Countywide Policy Plan are listed as follows:

1. *Excellence in the stewardship of the natural environment and cultural resources;*
2. *Compassion for and understanding of others;*
3. *Respect for diversity;*
4. *Engagement and empowerment of Maui County residents;*
5. *Honor for all cultural traditions and histories;*



Source: County of Maui, Department of Planning, Maui Island Plan, 2012

Figure ~~22~~24

DLNR Industrial and Business Park

Maui Island Plan Map

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

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6. *Consideration of the contributions of past generations as well as the needs of future generations;*

7. *Commitment to self-sufficiency;*

8. *Wisdom and balance in decision making;*

9. *Thoughtful, island-appropriate innovation; and*

10. *Nurturance of the health and well-being of our families and our communities.*

Congruent with these core principles, the Countywide Policy Plan identifies goals, objectives, policies and implementing actions for pertinent functional planning categories, which are identified as follows:

1. *Natural environment*

2. *Local cultures and traditions*

3. *Education*

4. *Social and healthcare services*

5. *Housing opportunities for residents*

6. *Local economy*

7. *Parks and public facilities*

8. *Transportation options*

9. *Physical infrastructure*

10. *Sustainable land use and growth management*

11. *Good governance.*

With respect to DLNR Industrial and Business Park, the following goals, objectives, policies and implementing actions are illustrative of the project's compliance with the Countywide Policy Plan:

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
A. PROTECT THE NATURAL ENVIRONMENT			
Goal: Maui County's natural environment and distinctive open spaces will be preserved, managed, and cared for in perpetuity.	✓		
Objective:			
(1) Improve the opportunity to experience the natural beauty and native biodiversity of the islands for present and future generations.			✓
Policies:			
(a) Perpetuate native Hawaiian biodiversity by preventing the introduction of invasive species, containing or eliminating existing noxious pests, and protecting critical habitat areas.			✓
(b) Preserve and reestablish indigenous and endemic species' habitats and their connectivity.			✓
(c) Restore and protect forests, wetlands, watersheds, and stream flows, and guard against wildfires, flooding, and erosion.			✓
(d) Protect baseline stream flows for perennial streams, and support policies that ensure adequate stream flow to support Native Hawaiian aquatic species, traditional kalo cultivation, and self-sustaining ahupua'a.			✓
(e) Protect undeveloped beaches, dunes, and coastal ecosystems, and restore natural shoreline processes.			✓
(f) Protect the natural state and integrity of unique terrain, valued natural environments, and geological features.	✓		
(g) Preserve and provide ongoing care for important scenic vistas, view planes, landscapes, and open-space resources.	✓		
(h) Expand coordination with the State and nonprofit agencies and their volunteers to reduce invasive species, replant indigenous species, and identify critical habitat.			✓
Implementing Actions:			
(a) Develop island-wide networks of greenways, watercourses, and habitat corridors.			✓
Analysis: **The DLNR Industrial and Business Park project has been designed with visual buffers along the Maui Veterans Highway and within the project boundaries to preserve scenic views and open space resources. Design guidelines have also been established for the project as a further measure to mitigate adverse visual impacts to the surrounding area.**			
Objective:			
(2) Improve the quality of environmentally sensitive, locally valued natural resources and native ecology of each island.			✓
Policies:			
(a) Protect and restore nearshore reef environments and water quality.			✓
(b) Protect marine resources and valued wildlife.			✓
(c) Improve the connection between urban environments and the natural landscape, and incorporate natural features of the land into urban design.			✓
(d) Utilize land-conservation tools to ensure the permanence of valued open spaces.			✓
(e) Mitigate the negative effects of upland uses on coastal wetlands, marine life, and coral reefs.			✓
(f) Strengthen coastal-zone management, re-naturalization of shorelines, where possible, and filtration or treatment of urban and agricultural runoff.			✓
(g) Regulate the use and maintenance of stormwater-treatment systems that incorporate the use of native vegetation and mimic natural systems.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(h) Advocate for stronger regulation of fishing, boating, cruise ship, and ecotourism activities.			✓
(i) Restore watersheds and aquifer-recharge areas to healthy and productive status, and increase public knowledge about the importance of watershed stewardship, water conservation, and groundwater protection.			✓
Implementing Actions:			
(a) Develop regulations to minimize runoff of pollutants into nearshore waters and reduce nonpoint and point source pollution.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Improve the stewardship of the natural environment.			✓
Policies:			
(a) Preserve and protect natural resources with significant scenic, economic, cultural, environmental, or recreational value.			✓
(b) Improve communication, coordination, and collaboration among government agencies, nonprofit organizations, communities, individuals, and land owners that work for the protection of the natural environment.			✓
(c) Evaluate development to assess potential short-term and long-term impacts on land, air, aquatic, and marine environments.	✓		
(d) Improve efforts to mitigate and plan for the impact of natural disasters, human influenced emergencies, and global warming.			✓
(e) Regulate access to sensitive ecological sites and landscapes.			✓
(f) Reduce air, noise, light, land, and water pollution, and reduce Maui County's contribution to global climate change.			✓
(g) Plan and prepare for and educate visitors and residents about the possible effects of global warming.			✓
(h) Provide public access to beaches and shorelines for recreational and cultural purposes where appropriate.			✓
(i) Educate the construction and landscape industries and property owners about the use of best management practices to prevent erosion and nonpoint source pollution.			✓
(j) Support the acquisition of resources with scenic, environmental, and recreational value, and encumber their use.			✓
(k) Improve enforcement activities relating to the natural environment.			✓
(l) For each shoreline community, identify and prioritize beach-conservation objectives, and develop action plans for their implementation.			✓
Implementing Actions:			
(a) Document, record, and monitor existing conditions, populations, and locations of flora and fauna communities.			✓
(b) Implement Federal and State policies that require a reduction of greenhouse-gas emissions.			✓
(c) Establish a baseline inventory of available natural resources and their respective carrying capacities.			✓
Analysis: **Although the project area is located inland away from the shoreline, stormwater detention facilities have been designed and Best Management Practices have been developed to prevent adverse impacts to adjacent and downstream properties. The proposed drainage system concept calls for "decentralized" stormwater management with many open, grassed detention basins spread throughout the project and integrated into open space areas.**			
Objective:			
(4) Educate residents and visitors about responsible stewardship practices and the interconnectedness of the natural environment and people.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Policies:			
(a) Expand education about native flora, fauna, and ecosystems.			✓
(b) Align priorities to recognize that the health of the natural environment and the health of people are inextricably linked.			✓
(c) Promote programs and incentives that decrease greenhouse-gas emissions and improve environmental stewardship.			✓
Analysis: **The objectives and policies of this section are not applicable to the project.**			
B. PRESERVE LOCAL CULTURES AND TRADITIONS			
Goal: Maui County will foster a spirit of pono and protect, perpetuate, and reinvigorate its residents multi-cultural values and traditions to ensure that current and future generations will enjoy the benefits of their rich island heritage.			✓
Objective:			
(1) Perpetuate the Hawaiian culture as a vital force in the lives of residents.			✓
Policies:			
(a) Protect and preserve access to mountain, ocean, and island resources for traditional Hawaiian cultural practices.	✓		
(b) Prohibit inappropriate development of cultural lands and sites that are important for traditional Hawaiian cultural practices, and establish mandates for the special protection of these lands in perpetuity.			✓
(c) Promote the use of ahupua'a and moku management practices.			✓
(d) Encourage the use of traditional Hawaiian architecture and craftsmanship.			✓
(e) Promote the use of the Hawaiian language.			✓
(f) Recognize and preserve the unique natural and cultural characteristics of each ahupua'a or district.			✓
(g) Encourage schools to promote broader incorporation of Hawaiian and other local cultures' history and values lessons into curriculum.			✓
(h) Ensure the protection of Native Hawaiian rights.	✓		
(i) Promote, encourage, and require the correct use of traditional place names, particularly in government documents, signage, and the tourism industry.			✓
Implementing Actions:			
(a) Establish alternative land use and overlay zoning designations that recognize and preserve the unique natural and cultural characteristics of each ahupua'a or district.			✓
(b) Develop requirements for all County applicants to perpetuate and use proper traditional place names in all applications submitted.			✓
Analysis: **Archaeological Inventory Survey and Cultural Impact Assessment reports have been carried out for the DLNR Industrial and Business Park to ensure the proposed project does not adversely impact Native Hawaiian rights, traditional mountain and ocean trails, and cultural practices.**			
Objective:			
(2) Emphasize respect for our island lifestyle and our unique local cultures, family, and natural environment.			✓
Policies:			
(a) Acknowledge the Hawaiian culture as the host culture, and foster respect and humility among residents and visitors toward the Hawaiian people and their practices.			✓
(b) Perpetuate a respect for diversity, and recognize the historic blending of cultures and ethnicities.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(c) Encourage the perpetuation of each culture's unique cuisine, attire, dance, music, and folklore, and other unique island traditions and recreational activities.			✓
(d) Recognize the interconnectedness between the natural environment and the cultural heritage of the islands.			✓
(e) Protect and prioritize funding for recreational activities that support local cultural practices, such as surfing, fishing, and outrigger-canoe paddling.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(3) Preserve for present and future generations the opportunity to know and experience the arts, culture, and history of Maui County.			✓
Policies:			
(a) Foster teaching opportunities for cultural practitioners to share their knowledge and skills.			✓
(b) Support the development of cultural centers.			✓
(c) Broaden opportunities for public art and the display of local artwork.			✓
(d) Foster the Aloha Spirit by celebrating the Hawaiian host culture and other Maui County cultures through support of cultural-education programs, festivals, celebrations, and ceremonies.			✓
(e) Support the perpetuation of Hawaiian arts and culture.			✓
(f) Support programs and activities that record the oral and pictorial history of residents.			✓
(g) Support the development of repositories for culture, history, genealogy, oral history, film, and interactive learning.			✓
Implementing Actions:			
(a) Establish incentives for the display of public art.			✓
(b) Establish centers and programs of excellence for the perpetuation of Hawaiian arts and culture.			✓
Analysis: **The policies, objectives, and actions of this section are not applicable to the proposed project.**			
Objective:			
(4) Preserve and restore significant historic architecture, structures, cultural sites, cultural districts, and cultural landscapes.			✓
Policies:			
(a) Support the development of island-wide historic, archaeological, and cultural resources inventories.			✓
(b) Promote the rehabilitation and adaptive reuse of historic sites, buildings, and structures to perpetuate a traditional sense of place.			✓
(c) Identify a sustainable rate of use and set forth specific policies to protect cultural resources.			✓
(d) Protect and preserve lands that are culturally or historically significant.			✓
(e) Support programs that protect, record, restore, maintain, provide education about, and interpret cultural districts, landscapes, sites, and artifacts in both natural and museum settings.			✓
(f) Perpetuate the authentic character and historic integrity of rural communities and small towns.			✓
(g) Seek solutions that honor the traditions and practices of the host culture while recognizing the needs of the community.			✓
(h) Support the development of an Archaeological District Ordinance.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(i) Protect summits, slopes, and ridgelines from inappropriate development.			✓
(j) Support the registering of important historic sites on the State and Federal historic registers.			✓
(k) Provide opportunities for public involvement with restoration and enhancement of all types of cultural resources.			✓
(l) Foster partnerships to identify and preserve or revitalize historic and cultural sites.			✓
Implementing Actions:			
(a) Identify, develop, map, and maintain an inventory of locally significant natural. cultural, and historical resources for protection.			✓
(b) Prepare, continually update, and implement a cultural-management plan for cultural sites, districts, and landscapes, where appropriate.			✓
(c) Enact an Archaeological District Ordinance.			✓
(d) Nominate important historic sites to the State and Federal historic registers.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
C. IMPROVE EDUCATION			
Goal: Residents will have access to lifelong formal and informal educational options enabling them to realize their ambitions.			✓
Objective:			
(1) Encourage the State to attract and retain school administrators and educators of the highest quality.			✓
Policies:			
(a) Encourage the State to provide teachers with nationally competitive pay and benefit packages.			✓
(b) Encourage the State to ensure teachers will have the teaching tools and support staff needed to provide students with an excellent education.			✓
(c) Explore Maui County district- and school-based decision making in public education.			✓
Analysis: **The goals and policies of this section are not applicable to the proposed project.**			
Objective:			
(2) Provide nurturing learning environments that build skills for the 21st century.			✓
Policies:			
(a) Expand professional-development opportunities in disciplines that support the economic-development goals of Maui County.			✓
(b) Plan for demographic, social, and technological changes in a timely manner.			✓
(c) Encourage collaborative partnerships to improve conditions of learning environments.			✓
(d) Promote development of neighborhood schools and educational centers.			✓
(e) Integrate schools, community parks, and playgrounds, and expand each community's use of these facilities.			✓
(f) Support coordination between land use and school-facility planning agencies.			✓
(g) Encourage the upgrade and ongoing maintenance of public-school facilities.			✓
(h) Encourage the State Department of Education to seek reliable, innovative, and alternative methods to support a level of per-pupil funding that places Hawai'i among the top tier of states nationally for its financial support of public schools.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(i) Encourage the State to promote healthier, more productive learning environments, including by providing healthy meals, more physical activity, natural lighting, and passive cooling.			✓
(j) Encourage the State to support the development of benchmarks to measure the success of Hawai'i's public-education system and clarify lines of accountability.			✓
(k) Design school and park facilities in proximity to residential areas.			✓
(l) Support technology- and natural-environment-based learning.			✓
(m) Encourage the State to support lower student-teacher ratios in public schools.			✓
(n) Encourage alternative learning and educational opportunities.			✓
Implementing Actions:			
(a) Develop safe walking and bicycling programs for school children.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Provide all residents with educational opportunities that can help them better understand themselves and their surroundings and allow them to realize their ambitions.			✓
Policies:			
(a) Encourage the State to improve Maui Community College as a comprehensive community college that will serve each community.			✓
(b) Broaden the use of technology and telecommunications to improve educational opportunities throughout the County.			✓
(c) Attract graduate-level research programs and institutions.			✓
(d) Promote the teaching of traditional practices, including aquaculture; subsistence agriculture; Pacific Island, Asian, and other forms of alternative health practices; and indigenous Hawaiian architecture.			✓
(e) Integrate cultural and environmental values in education, including self-sufficiency and sustainability.			✓
(f) Foster a partnership and ongoing dialogue between business organizations, formal educational institutions, and vocational training centers to tailor learning and mentoring programs to County needs.			✓
(g) Ensure teaching of the arts to all ages.			✓
(h) Expand and develop vocational learning opportunities by establishing trade schools.			✓
(i) Encourage the State to integrate financial and economic literacy in elementary, secondary, and higher-education levels.			✓
Implementing Actions:			
(a) Encourage the State to establish a four-year university, and support the development of other higher-education institutions to enable residents to obtain bachelor degrees and postgraduate degrees in Maui County.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(4) Maximize community-based educational opportunities.			✓
Policies:			
(a) Encourage the State and others to expand pre-school, after-school, and homebased (parent-child) learning.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(b) Support public-private partnerships to develop youth-internship, -apprenticeship, and -mentoring programs.			✓
(c) Support the development of a wide range of informal educational and cultural programs for all residents.			✓
(d) Improve partnerships that utilize the skills and talents at Hawai'i's colleges and universities to benefit the County.			✓
(e) Support career-development and job-recruitment programs and centers.			✓
(f) Attract learning institutions and specialty schools to diversify and enhance educational opportunities.			✓
(g) Expand education of important life skills for the general public.			✓
(h) Support community facilities such as museums, libraries, nature centers, and open spaces that provide interactive-learning opportunities for all ages.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
D. STRENGTHEN SOCIAL AND HEALTHCARE SERVICES			
Goal: Health and social services in Maui County will fully and comprehensively serve all segments of the population.			✓
Objective:			
(1) In cooperation with the Federal and State governments and nonprofit agencies, broaden access to social and healthcare services and expand options to improve the overall wellness of the people of Maui County.			✓
Policies:			
(a) Work with other levels of government and the nonprofit sector to expand services to address hunger, homelessness, and poverty.			✓
(b) Support the improvement of opportunities for disadvantaged youth, encourage the tradition of hanai relatives, and support expanded opportunities for foster care.			✓
(c) Support expanded long-term-care options, both in institutions and at home, for patients requiring ongoing assistance and medical attention.			✓
(d) Encourage the expansion and improvement of local hospitals, facilitate the establishment of new healthcare facilities, and facilitate prompt and high-quality emergency- and urgent-care services for all.			✓
(e) Support broadened access to affordable health insurance and health care, and recognize the unique economic challenges posed to families when healthcare services are provided off-island.			✓
(f) Encourage equal access to social and healthcare services through both technological and traditional means.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(2) Encourage the Federal and State governments and the private sector to improve the quality and delivery of social and healthcare services.			✓
Policies:			
(a) Strengthen partnerships with government, nonprofit, and private organizations to provide funding and to improve counseling and other assistance to address substance abuse, domestic violence, and other pressing social challenges.			✓
(b) Encourage the State to improve the quality of medical personnel, facilities, services, and equipment.			✓
(c) Encourage investment to improve the recruitment of medical professionals and the quality of medical facilities and equipment throughout Maui County.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(d) Promote the development of continuum-of-care facilities that provide assisted living, hospice, home-care, and skilled-nursing options allowing the individual to be cared for in a manner congruent with his or her needs and desires.			✓
(e) Support improved social, healthcare, and governmental services for special needs populations.			✓
(f) Plan for the needs of an aging population and the resulting impacts on social services, housing, and healthcare delivery.			✓
(g) Improve coordination among the police, the courts, and the public in the administration of social and healthcare services.			✓
(h) Support programs that address needs of veterans.			✓
(i) Support programs that address the needs of immigrants.			✓
Implementing Actions:			
(a) Invest in programs designed to improve the general welfare and quality of life of Native Hawaiians.			✓
(b) Assist and facilitate the State Department of Public Safety and others in efforts to strengthen programs and facilities that will improve the mental and social health of incarcerated people and assist in prison inmates' successful transition back into Maui County communities.			✓
(c) Develop and maintain a comprehensive index that will measure the health and wellness needs of families.			✓
(d) Provide heliports countywide for emergency health and safety purposes.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Strengthen public-awareness programs related to healthy lifestyles and social and medical services.			✓
Policies:			
(a) Expand public awareness about personal safety and crime prevention.			✓
(b) Encourage residents to pursue education and training for careers in the healthcare, social services, and community-development fields.			✓
(c) Expand public awareness and promote programs to achieve healthy eating habits and drug-free lifestyles.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
E. EXPAND HOUSING OPPORTUNITIES FOR RESIDENTS			
Goal: Quality, island-appropriate housing will be available to all residents.			✓
Objective:			
(1) Reduce the affordable housing deficit for residents.			✓
Policies:			
(a) Ensure that an adequate and permanent supply of affordable housing, both new and existing units, is made available for purchase or rental to our resident and/or workforce population, with special emphasis on providing housing for low- to moderate-income families, and ensure that all affordable housing remains affordable in perpetuity.			✓
(b) Seek innovative ways to lower housing costs without compromising the quality of our island lifestyle.			✓
(c) Seek innovative methods to secure land for the development of low- and moderate- income housing.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(d) Provide the homeless population with emergency and transitional shelter and other supportive programs.			✓
(e) Provide for a range of senior-citizen and special needs housing choices on each island that affordably facilitates a continuum of care and services.			✓
(f) Support the Department of Hawaiian Home Lands' development of homestead lands.			✓
(g) Manage property-tax burdens to protect affordable resident homeownership.			✓
(h) Explore taxation mechanisms to increase and maintain access to affordable housing.			✓
(i) Improve awareness regarding available affordable homeowner's insurance.			✓
(j) Redevelop commercial areas with a mixture of affordable residential and business uses, where appropriate.			✓
(k) Ensure residents are given priority to obtain affordable housing units developed in their communities, consistent with all applicable regulations.			✓
(l) Establish pricing for affordable housing that is more reflective of Maui County's workforce than the United States Housing and Urban Development's median-income estimates for Maui County.			✓
(m) Develop neighborhoods with a mixture of accessible and integrated community facilities and services.			✓
(n) Provide alternative regulatory frameworks to facilitate the use of Kuleana lands by the descendants of Native Hawaiians who received those lands pursuant to the Kuleana Act of 1850.			✓
(o) Work with lending institutions to expand housing options and safeguard the financial security of homeowners.			✓
(p) Promote the use of the community land trust model and other land-lease and land- financing options.			✓
(q) Support the opportunity to age in place by providing accessible and appropriately designed residential units.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(2) Increase the mix of housing types in towns and neighborhoods to promote sustainable land use planning, expand consumer choice, and protect the County's rural and small town character.			✓
Policies:			
(a) Seek innovative ways to develop 'ohana cottages and accessory-dwelling units as affordable housing.			✓
(b) Design neighborhoods to foster interaction among neighbors.			✓
(c) Encourage a mix of social, economic, and age groups within neighborhoods.			✓
(d) Promote infill housing in urban areas at scales that capitalize on existing infrastructure, lower development costs, and are consistent with existing or desired patterns of development.			✓
(e) Encourage the building industry to use environmentally sustainable materials, technologies, and site planning.			✓
(f) Develop workforce housing in proximity to job centers and transit facilities.			✓
(g) Provide incentives to developers and owners who incorporate green building practices and energy-efficient technologies into their housing developments.			✓
Implementing Actions:			
(a) Revise laws to support neighborhood designs that incorporate a mix of housing types that are appropriate for island living.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Increase and maintain the affordable housing inventory.			✓
Policies:			
(a) Recognize housing as a basic human need, and work to fulfill that need.			✓
(b) Prioritize available infrastructure capacity for affordable housing.			✓
(c) Improve communication, collaboration, and coordination among housing providers and social-service organizations.			✓
(d) Study future projected housing needs, monitor economic cycles, and prepare for future conditions on each island.			✓
(e) Develop public-private and nonprofit partnerships that facilitate the construction of quality affordable housing.			✓
(f) Streamline the review process for high-quality, affordable housing developments that implement the goals, objectives, and policies of the General Plan.			✓
(g) Minimize the intrusion of housing on prime, productive, and potentially productive agricultural lands and regionally valuable agricultural lands.			✓
(h) Encourage long-term residential use of existing and future housing to meet residential needs.			✓
Implementing Actions:			
(a) Develop policies to even out the peaks and valleys in Maui County's construction-demand cycles.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(4) Expand access to education related to housing options, homeownership, financing, and residential construction.			✓
Policies:			
(a) Broaden access to information about County, State, and Federal programs that provide financial assistance to renters and home buyers.			✓
(b) Expand access to information about opportunities for homeownership and self-help housing.			✓
(c) Educate residents about making housing choices that support their individual needs, the needs of their communities, and the health of the islands' natural systems.			✓
(d) Improve home buyers' education on all aspects of homeownership.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
F. STRENGTHEN THE LOCAL ECONOMY			
Goal: Maui County's economy will be diverse, sustainable, and supportive of community values.	✓		
Objective:			
(1) Promote an economic climate that will encourage diversification of the County's economic base and a sustainable rate of economic growth.	✓		
Policies:			
(a) Support economic decisions that create long-term benefits.	✓		
(b) Promote lifelong education, career development, and technical training for existing and emerging industries.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(c) Invest in infrastructure, facilities, and programs that foster economic diversification.	✓		
(d) Support and promote locally produced products and locally owned operations and businesses that benefit local communities and meet local demand.	✓		
(e) Support programs that assist industries to retain and attract more local labor and facilitate the creation of jobs that offer a living wage.			✓
(f) Encourage work environments that are safe, rewarding, and fulfilling to employees.			✓
(g) Support home-based businesses that are appropriate for and in character with the community.			✓
(h) Encourage businesses that promote the health and well-being of the residents, produce value-added products, and support community values.			✓
(i) Foster an understanding of the role of all industries in our economy.			✓
(j) Support efforts to improve conditions that foster economic vitality in our historic small towns.			✓
(k) Support and encourage traditional host-culture businesses and indigenous agricultural practices.			✓
(l) Support public and private entities that assist entrepreneurs in establishing locally operated businesses.			✓
Implementing Actions:			
(a) Develop regulations and programs that support opportunities for local merchants, farmers, and small businesses to sell their goods and services directly to the public.			✓
(b) Monitor the carrying capacity of the islands' social, ecological, and infrastructure systems with respect to the economy.			✓
Analysis: **The proposed project will support existing and future businesses vital to Maui's economy by providing opportunities for growth.**			
Objective:			
(2) Diversify and expand sustainable forms of agriculture and aquaculture.			✓
Policies:			
(a) Support programs that position Maui County's agricultural products as premium export products.			✓
(b) Prioritize the use of agricultural land to feed the local population, and promote the use of agricultural lands for sustainable and diversified agricultural activities.			✓
(c) Capitalize on Hawai'i's economic opportunities in the ecologically sensitive aquaculture industries.			✓
(d) Assist farmers to help make Maui County more self-sufficient in food production.			✓
(e) Support ordinances, programs, and policies that keep agricultural land and water available and affordable to farmers.			✓
(f) Support a tax structure that is conducive to the growth of the agricultural economy.			✓
(g) Enhance County efforts to monitor and regulate important agricultural issues.			✓
(h) Support education, research, and facilities that strengthen the agricultural industry.			✓
(i) Maintain the genetic integrity of existing food crops.			✓
(j) Encourage healthy and organic farm practices that contribute to land health and regeneration.			✓
(k) Support cooperatives and other types of nontraditional communal farming and efforts.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(l) Encourage methods of monitoring and controlling genetically modified crops to prevent adverse effects.			✓
(m) Work with the State to ease the permitting process for the revitalization of traditional fish ponds.			✓
Implementing Actions:			
(a) Redirect efforts in the Office of Economic Development to further facilitate the development of the agricultural section and to monitor agricultural legislation and issues.			✓
(b) Publicly identify, with signage and other means, the field locations of all genetically modified crops.			✓
(c) Create agricultural parks in areas distant from genetically modified crops.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Support a visitor industry that respects the resident culture and the environment.			✓
Policies:			
(a) Promote traditional Hawaiian practices in visitor-related facilities and activities.			✓
(b) Encourage and educate the visitor industry to be sensitive to island lifestyles and cultural values.			✓
(c) Encourage a spirit of welcome for residents at visitor facilities, such as by offering kama'aina incentives and discount programs.			✓
(d) Support the renovation and enhancement of existing visitor facilities.			✓
(e) Support policies, programs, and a tax structure that redirect the benefits of the visitor industry back into the local community.			✓
(f) Encourage resident ownership of visitor-related businesses and facilities.			✓
(g) Develop partnerships to provide educational and training facilities to residents employed in the visitor industry.			✓
(h) Foster an understanding of local cultures, customs, and etiquette, and emphasize the importance of the Aloha Spirit as a common good for all.			✓
(i) Support the diversification, development, evolution, and integration of the visitor industry in a way that is compatible with the traditional, social, economic, spiritual, and environmental values of island residents			✓
(j) Improve collaboration between the visitor industry and the other sectors of Maui County's economy.			✓
(k) Perpetuate an authentic image of the Hawaiian culture and history and an appropriate recognition of the host culture.			✓
(l) Support the programs and initiatives outlined in the Maui County Tourism Strategic Plan 2006-2015.			✓
(m) Promote water conservation, beach conservation, and open-space conservation in areas providing services for visitors.			✓
(n) Recognize the important contributions that the visitor industry makes to the County's economy, and support a healthy and vibrant visitor industry.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(4) Expand economic sectors that increase living-wage job choices and are compatible with community values.	✓		

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Policies:			
(a) Support emerging industries, including the following: • Health and wellness industry; • Sports and recreation industry; • Film and entertainment industry; • Arts and culture industry; • Renewable-energy industry; • Research and development industry; • High-technology and knowledge-based industries; • Education and training industry; • Ecotourism industry; and • Agritourism industry.	✓		
Analysis: **The proposed project will support job creation on Maui in an area identified for future growth by the MIP. The project will provide existing and future businesses, including those in emerging industries, serviced land to relocate or establish new business opportunities.**			
G. IMPROVE PARKS AND PUBLIC FACILITIES			
Goal: A full range of island-appropriate public facilities and recreational opportunities will be provided to improve the quality of life for residents and	✓		
Objective:			
(1) Expand access to recreational opportunities and community facilities to meet the present and future needs of residents of all ages and physical abilities.	✓		
Policies:			
(a) Protect, enhance, and expand access to public shoreline and mountain resources.			✓
(b) Expand and enhance the network of parks, multi-use paths, and bikeways.	✓		
(c) Assist communities in developing recreational facilities that promote physical fitness.			✓
(d) Expand venue options for recreation and performances that enrich the lifestyles of Maui County's people.			✓
(e) Expand affordable recreational and after-school programs for youth.			✓
(f) Encourage and invest in recreational, social, and leisure activities that bring people together and build community pride.			✓
(g) Promote the development and enhancement of community centers, civic spaces, and gathering places throughout our communities.			✓
(h) Expand affordable access to recreational opportunities that support the local lifestyle.			✓
Implementing Actions:			
(a) Identify and reserve lands for cemeteries, and preserve existing cemeteries on all islands, appropriately accommodating varying cultural and, faith-based traditions.			✓
Analysis: **The proposed project will include an extension of the existing bicycle path along Maui Veterans Highway into the project to enhance bicycle connectivity.**			
Objective:			
(2) Improve the quality and adequacy of community facilities.			✓
Policies:			
(a) Provide an adequate supply of dedicated shelters and facilities for disaster relief.			✓
(b) Provide and maintain community facilities that are appropriately designed to reflect the traditions and customs of local cultures.			✓
(c) Ensure that parks and public facilities are safe and adequately equipped for the needs of all ages and physical abilities to the extent reasonable.			✓
(d) Maintain, enhance, expand, and provide new active and passive recreational facilities in ways that preserve the natural beauty of their locations.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(e) Redesign or retrofit public facilities to adapt to major shifts in environmental or urban conditions to the extent reasonable.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(3) Enhance the funding, management, and planning of public facilities and park lands.			✓
Policies:			
(a) Identify and encourage the establishment of regulated and environmentally sound campgrounds.			✓
(b) Manage park use and control access to natural resources in order to rest sensitive places and utilize the resources in a sustainable manner.			✓
(c) Provide public-recreational facilities that are clean and well-maintained.			✓
(d) Develop partnerships to ensure proper stewardship of the islands' trails, public lands, and access systems.			✓
(e) Ensure that there is an adequate supply of public restrooms in convenient locations.			✓
Implementing Actions:			
(a) Encourage the State to allow for overnight fishing along the shoreline in accordance with management plans and regulations.			✓
(b) Develop and regularly update functional plans, including those relating to public facilities, parks, and campgrounds.			✓
(c) Develop and adopt local level-of service standards for public facilities and parks.			✓
(d) Identify, acquire, and develop lands for parks, civic spaces, and public uses.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
H. DIVERSIFY TRANSPORTATION			
Goal: Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.			✓
Objective:			
(1) Provide an effective, affordable, and convenient ground-transportation system that is environmentally sustainable.			✓
Policies:			
(a) Execute planning strategies to reduce traffic congestion.			✓
(b) Plan for the efficient relocation of roadways for the public benefit.			✓
(c) Support the use of alternative roadway designs, such as traffic-calming techniques and modern roundabouts.			✓
(d) Increase route and mode options in the ground-transportation network.			✓
(e) Ensure that roadway systems are safe, efficient, and maintained in good condition.			✓
(f) Preserve roadway corridors that have historic, scenic, or unique physical attributes that enhance the character and scenic resources of communities.			✓
(g) Design new roads and roadway improvements to retain and enhance the existing character and scenic resources of the communities through which they pass.			✓
(h) Promote a variety of affordable and convenient transportation services that meet countywide and community needs and expand ridership of transit systems.			✓
(i) Collaborate with transit agencies, government agencies, employers, and operators to provide planning strategies that reduce peak-hour traffic.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(j) Develop and expand an attractive, island-appropriate, and efficient public transportation system.			✓
(k) Provide and encourage the development of specialized transportation options for the young, the elderly, and persons with disabilities.			✓
(l) Evaluate all alternatives to preserve quality of life before widening roads.			✓
(m) Encourage businesses in the promotion of alternative transportation options for resident and visitor use.			✓
(n) Support the development of carbon-emission standards and an incentive program aimed at achieving County carbon-emission goals.			✓
Implementing Actions:			
(a) Create incentives and implement strategies to reduce visitor dependence on rental cars.			✓
(b) Establish efficient public-transit routes between employment centers and primary workforce residential areas.			✓
(c) Create attractive, island-appropriate, conveniently located park-and-ride and ride-share facilities.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(2) Reduce the reliance on the automobile and fossil fuels by encouraging walking, bicycling, and other energy-efficient and safe alternative modes of transportation.	✓		
Policies:			
(a) Make walking and bicycling transportation safe and easy between and within communities.	✓		
(b) Require development to be designed with the pedestrian in mind.	✓		
(c) Design new and retrofit existing rights-of-way with adequate sidewalks, bicycle lanes, or separated multi-use transit corridors.			✓
(d) Support the development of a countywide network of bikeways, equestrian trails, and pedestrian paths.	✓		✓
(e) Support the reestablishment of traditional trails between communities, to the ocean, and through the mountains for public use.			✓
(f) Encourage educational programs to increase safety for pedestrians and bicyclists.			✓
Implementing Actions:			
(a) Design, build, and modify existing bikeways to improve safety and separation from automobiles.	✓		
(b) Increase enforcement to reduce abuse of bicycle and pedestrian lanes by motorized vehicles.			✓
(c) Identify non-motorized transportation options as a priority for new sources of funding.			✓
Analysis: **The proposed project will include pedestrian and bicycle paths as well as a connection to the existing bicycle path along Maui Veterans Highway.**			
Objective:			
(3) Improve opportunities for affordable, efficient, safe, and reliable air transportation.			✓
Policies:			
(a) Discourage private helicopter and fixed-wing landing sites to mitigate environmental and social impacts.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(b) Encourage the use of quieter aircraft and noise-abatement procedures for arrivals and departures.			✓
(c) Encourage the modernization and maintenance of air-transportation facilities for general-aviation activities.			✓
(d) Encourage a viable and competitive atmosphere for air carriers to expand service and ensure sufficient intra-County flights and affordable fares for consumers.			✓
(e) Continue to support secondary airports, and encourage the State to provide them with adequate funding.			✓
(f) During Community Plan updates, explore the use of the smaller airports.			✓
(g) Encourage the State to provide efficient, adequate, and affordable parking and transit connections within and around airports.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(4) Improve opportunities for affordable, efficient, safe, and reliable ocean transportation.			✓
Policies:			
(a) Support programs and regulations that reduce the disposal of maritime waste and prevent spills into the ocean.			✓
(b) Encourage the upgrading of harbors to resist damage from natural hazards and disasters.			✓
(c) Encourage the State to study the use of existing harbors and set priorities for future use.			✓
(d) Explore all options to protect the traditional recreational uses of harbors, and mitigate harbor-upgrade impacts to recreational uses where feasible.			✓
(e) Encourage the upgrading of harbors and the separation of cargo and bulk materials from passenger and recreational uses.			✓
(f) Encourage the State to provide for improved capacity at shipping, docking, and storage facilities.			✓
(g) Encourage the State to provide adequate parking facilities and transit connections within and around harbor areas.			✓
(h) Encourage the redevelopment and revitalization of harbors while preserving historic and cultural assets in harbor districts.			✓
(i) Encourage the State to provide adequate facilities for small-boat operations, including small-boat launch ramps, according to community needs.			✓
(j) Support the maintenance and cleanliness of harbor facilities.			✓
(k) Support the redevelopment of harbors as pedestrian-oriented gathering places.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(5) Improve and expand the planning and management of transportation systems.			✓
Policies:			
(a) Encourage progressive community design and development that will reduce transportation trips.			✓
(b) Require new developments to contribute their pro rata share of local and regional infrastructure costs.	✓		
(c) Establish appropriate user fees for private enterprises that utilize public transportation facilities for recreational purposes.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(d) Support the revision of roadway-design criteria and standards so that roads are compatible with surrounding neighborhoods and the character of rural areas.			✓
(e) Plan for multi-modal transportation and utility corridors on each island.	✓		
(f) Support designing all transportation facilities, including airport, harbor, and mass- transit stations, to reflect Hawaiian architecture.			✓
(g) Utilize transportation-demand management as an integral part of transportation planning.			✓
(h) Accommodate the planting of street trees and other appropriate landscaping in all public rights-of-way.	✓		
Analysis: **Roadway improvements on Maui Veterans Highway, as identified by the Traffic Impact Analysis Report, will be coordinated with the State Department of Transportation. Further, a landscaped buffer fronting the Maui Veterans Highway right-of-way and street trees are proposed within the internal roadway system of the proposed subdivision. The proposed project will have bicycle paths and connect to existing bicycle path network.**			
I. IMPROVE PHYSICAL INFRASTRUCTURE			
Goal: Maui County's physical infrastructure will be maintained in optimum condition and will provide for and effectively serve the needs of the County	✓		
Objective:			
(1) Improve water systems to assure access to sustainable, clean, reliable, and affordable sources of water.			✓
Policies:			
(a) Ensure that adequate supplies of water are available prior to approval of subdivision or construction documents.	✓		
(b) Develop and fund improved water-delivery systems.	✓		
(c) Ensure a reliable and affordable supply of water for productive agricultural uses.			✓
(d) Promote the reclamation of gray water, and enable the use of reclaimed, gray, and brackish water for activities that do not require potable water.	✓		
(e) Retain and expand public control and ownership of water resources and delivery systems.			✓
(f) Improve the management of water systems so that surface-water and groundwater resources are not degraded by overuse or pollution.	✓		
(g) Explore and promote alternative water-source-development methods.	✓		
(h) Seek reliable long-term sources of water to serve developments that achieve consistency with the appropriate Community Plans.	✓		
Implementing Actions:			
(a) Develop a process to review all applications for desalination.			✓
Analysis: **Three (3) different water alternatives have been identified and analyzed for the proposed project to ensure adequate water infrastructure is provided for the DLNR Industrial and Business Park. A hydrogeological assessment has been carried out for the proposed project to assess potential impacts to the Kahului Aquifer, should new onsite brackish wells be selected as the means of water supply for the project. Should the project develop its own onsite wastewater ~~treatment~~reclamation facility (WWRF) (in the event that connection to the Kīhei ~~Wastewater Reclamation Facility~~WWRF is not feasible), R-1 water would be used for irrigation of common areas.**			
Objective:			
(2) Improve waste-disposal practices and systems to be efficient, safe, and as environmentally sound as possible.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Policies:			
(a) Provide sustainable waste-disposal systems and comprehensive, convenient recycling programs to reduce the flow of waste into landfills.			✓
(b) Support innovative and alternative practices in recycling solid waste and wastewater and disposing of hazardous waste.			✓
(c) Encourage vendors and owners of automobile, appliance, and white goods to participate in the safe disposal and recycling of such goods, and ensure greater accountability for large waste producers.			✓
(d) Develop strategies to promote public awareness to reduce pollution and litter, and encourage residents to reduce, reuse, recycle, and compost waste materials.			✓
(e) Pursue improvements and upgrades to existing wastewater and solid-waste systems consistent with current and future plans and the County's Capital Improvement Program.			✓
Implementing Actions:			
(a) Establish recycling, trash-separation, and materials recovery programs and facilities to reduce the flow of waste into landfills.			✓
(b) Study the feasibility of developing environmentally safe waste-to-energy facilities.			✓
(c) Utilize taxes and fees as means to encourage conservation and recycling.			✓
(d) Implement and regularly update the Integrated Solid Waste Management Plan.			✓
(e) Phase out the use of injection wells.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			
Objective:			
(3) Significantly increase the use of renewable and green technologies to promote energy efficiency and energy self-sufficiency.			✓
Policies:			
(a) Promote the use of locally renewable energy sources, and reward energy efficiency.			✓
(b) Consider tax incentives and credits for the development of sustainable- and renewable-energy sources.			✓
(c) Expand education about energy conservation and self-sufficiency.			✓
(d) Encourage small-scale energy generation that utilizes wind, sun, water, biowaste, and other renewable sources of energy.			✓
(e) Expand renewable-energy production.			✓
(f) Develop public-private partnerships to ensure the use of renewable energy and increase energy efficiency.			✓
(g) Require the incorporation of locally appropriate energy-saving and green building design concepts in all new developments by providing energy efficient urban design guidelines and amendments to the Building Code.			✓
(h) Encourage the use of sustainable energy to power vehicles.			✓
(i) Promote the retrofitting of existing buildings and new development to incorporate energy-saving design concepts and devices.			✓
(j) Encourage green footprint practices.			✓
(k) Reduce Maui County's dependence on fossil fuels and energy imports.			✓
(l) Support green building practices such as the construction of buildings that aim to minimize carbon dioxide production, produce renewable energy, and recycle water.	✓		

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(m) Promote and support environmentally friendly practices in all energy sectors.			✓
Implementing Actions:			
(a) Adopt an energy-efficiency policy for Maui County government as a model for other jurisdictions.			✓
(b) Adopt a Green Building Code, and support green building practices.			✓
Analysis: **To the extent practicable, the proposed project will encourage its lessees to utilize green and sustainable building and operational practices. Any State government facilities developed within the DLNR Industrial and Business Park will be developed to meet LEED Silver standards.**			
Objective:			
(4) Direct growth in a way that makes efficient use of existing infrastructure and to areas where there is available infrastructure capacity.	✓		
Policies:			
(a) Capitalize on existing infrastructure capacity as a priority over infrastructure expansion.	✓		
(b) Planning for new towns should only be considered if a region's growth is too large to be directed into infill and adjacent growth areas.			✓
(c) Utilize appropriate infrastructure technologies in the appropriate locations.	✓		
(d) Promote land use patterns that can be provided with infrastructure and public facilities in a cost-effective manner.			✓
(e) Support catchment systems and on-site wastewater treatment in rural areas and aggregated water and wastewater systems in urban areas if they are appropriately located.			✓
Implementing Actions:			
(a) Develop a streamlining system for urban infill projects.			✓
(b) Identify appropriate areas for urban expansion of existing towns where infrastructure and public facilities can be provided in a cost-effective manner.			✓
Analysis: **The proposed project is located within the UGB of the MIP. Several alternatives for water and wastewater infrastructure have been identified and assessed, including connection to the County systems, to ensure that the project is adequately serviced.**			
Objective:			
(5) Improve the planning and management of infrastructure systems.	✓		
Policies:			
(a) Provide a reliable and sufficient level of funding to enhance and maintain infrastructure systems.	✓		
(b) Require new developments to contribute their pro rata share of local and regional infrastructure costs.	✓		
(c) Improve coordination among infrastructure providers and planning agencies to minimize construction impacts.			✓
(d) Maintain inventories of infrastructure capacity, and project future infrastructure needs.			✓
(e) Require social-justice and -equity issues to be considered during the infrastructure-planning process.			✓
(f) Discourage the development of critical infrastructure systems within hazard zones and the tsunami-inundation zone to the extent practical.			✓
(g) Ensure that infrastructure is built concurrent with or prior to development.	✓		
(h) Ensure that basic infrastructure needs can be met during a disaster.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(i) Locate public facilities and emergency services in appropriate locations that support the health, safety, and welfare of each community and that minimize delivery inefficiencies.	✓		
(j) Promote the undergrounding of utility and other distribution lines for health safety, and aesthetic reasons.			✓
Implementing Actions:			
(a) Develop and regularly update functional plans for infrastructure systems.			✓
(b) Develop, adopt, and regularly update local or community-sensitive level-of service standards for infrastructure systems.			✓
Analysis: **Required infrastructure improvements (i.e., water, sewer, roadway, etc.) are planned to be developed concurrently with the proposed project. The proposed project will contribute its pro rata share for State highway improvements and County infrastructure services provided to the development, as applicable. The proposed project is located within existing service areas of health, medical, police, and emergency services.**			
J. PROMOTE SUSTAINABLE LAND USE AND GROWTH MANAGEMENT			
Goal: Community character, lifestyles, economies, and natural assets will be preserved by managing growth and using land in a sustainable manner.	✓		
Objective:			
(1) Improve land use management and implement a directed-growth strategy.	✓		
Policies:			
(a) Establish, map, and enforce urban- and rural-growth limits.			✓
(b) Direct urban and rural growth to designated areas.	✓		
(c) Limit the number of visitor-accommodation units and facilities in Community Plan Areas.			✓
(d) Maintain a sustainable balance between the resident, part-time resident, and visitor populations.			✓
(e) Encourage redevelopment and infill in existing communities on lands intended for urban use to protect productive farm land and open-space resources.			✓
(f) Discourage new entitlements for residential, resort, or commercial development along the shoreline.			✓
(g) Restrict development in areas that are prone to natural hazards, disasters, or sea-level rise.			✓
(h) Direct new development in and around communities with existing infrastructure and service capacity, and protect natural, scenic, shoreline, and cultural resources.			✓
(i) Establish and maintain permanent open space between communities to protect each community's identity.			✓
(j) Support the dedication of land for public uses.			✓
(k) Preserve the public's rights of access to and continuous lateral access along all shorelines.			✓
(l) Enable existing and future communities to be self-sufficient through sustainable land use planning and management practices.			✓
(m) Protect summits, slopes, and ridgelines from inappropriate development.			✓
Implementing Actions:			
(a) Regularly update urban- and rural-growth boundaries and their maps.			✓
(b) Establish transfer and purchase of development rights programs.			✓
(c) Develop and adopt a green infrastructure plan.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(d) Develop studies to help determine a sustainable social, environmental, and economic carrying capacity for each island.			✓
(e) Identify and define resort-destination areas.			✓
Analysis: **The proposed project will be developed in an area targeted for urban growth by the MIP.**			
Objective:			
(2) Improve planning for and management of agricultural lands and rural areas.			✓
Policies:			
(a) Protect prime, productive, and potentially productive agricultural lands to maintain the islands' agricultural and rural identities and economies.			✓
(b) Provide opportunities and incentives for self-sufficient and subsistence homesteads and farms.			✓
(c) Discourage developing or subdividing agriculturally designated lands when non-agricultural activities would be primary uses.			✓
(d) Conduct agricultural-development planning to facilitate robust and sustainable agricultural activities.			✓
Implementing Actions:			
(a) Inventory and protect prime, productive, and potentially productive agricultural lands from competing non-agricultural land uses.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Design all developments to be in harmony with the environment and to protect each community's sense of place.	✓		
Policies:			
(a) Support and provide incentives for green building practices.	✓		
(b) Encourage the incorporation of green building practices and technologies into all government facilities to the extent practicable.	✓		
(c) Protect and enhance the unique architectural and landscape characteristics of each Community Plan Area, small town, and neighborhood.			✓
(d) Ensure that adequate recreational areas, open spaces, and public-gathering places are provided and maintained in all urban centers and neighborhoods.	✓		
(e) Ensure business districts are distinctive, attractive, and pedestrian-friendly destinations.	✓		
(f) Use trees and other forms of landscaping along rights-of-way and within parking lots to provide shade, beauty, urban-heat reduction, and separation of pedestrians from automobile traffic in accordance with community desires.	✓		
(g) Where appropriate, integrate public-transit, equestrian, pedestrian, and bicycle facilities, and public rights-of-way as design elements in new and existing communities.	✓		
(h) Ensure better connectivity and linkages between land uses.	✓		
(i) Adequately buffer and mitigate noise and air pollution in mixed-use areas to maintain residential quality of life.			✓
(j) Protect rural communities and traditional small towns by regulating the footprint, locations, site planning, and design of structures.			✓
(k) Support small-town revitalization and preservation.			✓
(l) Facilitate safe pedestrian access, and create linkages between destinations and within parking areas.	✓		

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Implementing Actions:			
(a) Establish design guidelines and standards to enhance urban and rural environments.			✓
(b) Provide funding for civic-center and civic-space developments.			✓
(c) Establish and enhance urban forests in neighborhoods and business districts.			✓
Analysis: **Design Guidelines will establish site design and architectural parameters to support a cohesive, unified, and aesthetically pleasing development. Lessees will be encouraged to incorporate green building practices into their vertical improvements and any State government buildings will be required to meet LEED Silver standards. Pedestrian linkages and a bicycle path will be provided within the DLNR Industrial and Business Park.**			
Objective:			
(4) Improve and increase efficiency in land use planning and management.			✓
Policies:			
(a) Assess the cumulative impact of developments on natural ecosystems, natural resources, wildlife habitat, and surrounding uses.	✓		
(b) Ensure that new development projects requiring discretionary permits demonstrate a community need, show consistency with the General Plan, and provide an analysis of impacts.	✓		
(c) Encourage public and private partnerships to preserve lands of importance, develop housing, and meet the needs of residents.			✓
(d) Promote creative subdivision designs that implement best practices in land development, sustainable management of natural and physical resources, increased pedestrian and bicycle functionality and safety, and the principles of livable communities.			✓
(e) Coordinate with Federal, State, and County officials in order to ensure that land use decisions are consistent with County plans and the vision local populations have for their communities.	✓		
(f) Enable greater public participation in the review of subdivisions.			✓
(g) Improve land use decision making through the use of land- and geographic information systems.			✓
Implementing Actions:			
(a) Institute a time limit and sunsetting stipulations on development entitlements and their implementation.			✓
Analysis: **This Environmental Impact Statement (EIS) assessess cumulative impacts of the proposed project and provides an analysis of project need and consistency with the General Plan. The Applicant has coordinated with County agencies, elected officials, and various stakeholders to ensure the development is consistent with County plans and visions for the project area.**			
K. STRIVE FOR GOOD GOVERNANCE			
Goal: Government services will be transparent, effective, efficient, and responsive to the needs of residents.	✓		
Objective:			
(1) Strengthen governmental planning, coordination, consensus building, and decision making.	✓		
Policies:			
(a) Plan and prepare for the effects of social, demographic, economic, and environmental shifts.			✓
(b) Plan for and address the possible implications of Hawaiian sovereignty.			✓
(c) Encourage collaboration among government agencies to reduce duplication of efforts and promote information availability and exchange.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
(d) Expand opportunities for the County to be involved in and affect State and Federal decision making.			✓
(e) Plan and prepare for large-scale emergencies and contingencies.			✓
(f) Improve public awareness about preparing for natural hazards, disasters, and evacuation plans.			✓
(g) Improve coordination among Federal, State, and County agencies.	✓		
Implementing Actions:			
(a) Develop policies, regulations, and programs to protect and enhance the unique character and needs of the County's various communities.			✓
(b) Evaluate and if necessary, recommend modifications to the County Charter that could result in a possible change to the form of governance for Maui County.			✓
(c) Study and evaluate the feasibility and implications of voting in Maui County Council elections.			✓
(d) Study and evaluate the feasibility of authorizing town governments in Maui County.			✓
Analysis: **Planning for the DLNR Industrial and Business Park project involved coordination and communication between the State and County agencies to incorporate the project area into the UGB of the MIP. Through the MIP process, government interaction was transparent, effective, and responsive to long-term community needs. Implementation of the project will involve further coordination between the State and County to explore development of infrastructure services alternatives.**			
Objective:			
(2) Promote civic engagement.			✓
Policies:			
(a) Foster consensus building through in-depth, innovative, and accessible public participatory processes.			✓
(b) Promote and ensure public participation and equal access to government among all citizens.			✓
(c) Encourage a broad cross-section of residents to volunteer on boards and commissions.			✓
(d) Encourage the State to improve its community-involvement processes.			✓
(e) Support community-based decision making.			✓
(f) Expand advisory functions at the community level.			✓
(g) Expand opportunities for all members of the public to participate in public meetings and forums.			✓
(h) Facilitate the community's ability to obtain relevant documentation.			✓
(i) Increase voter registration and turnout.			✓
Implementing Actions:			
(a) Implement two-way communication using audio-visual technology that allows residents to participate in the County's planning processes.			✓
(b) Ensure and expand the use of online notification of County business and public meetings, and ensure the posting of all County board and commission meeting minutes.			✓
(c) Explore funding mechanisms to improve participation by volunteers on boards and commissions.			✓
(d) Develop a project-review process that mandates early and ongoing consultation in and with communities affected by planning and land use activities.			✓

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(3) Improve the efficiency, reliability, and transparency of County government's internal processes and decision making.			✓
Policies:			
(a) Use advanced technology to improve efficiency.			✓
(b) Simplify and clarify the permitting process to provide uniformity, reliability, efficiency, and transparency.			✓
(c) Improve communication with Lana'i and Moloka'i through the expanded use of information technologies, expanded staffing, and the creation and expansion of government-service centers.			✓
(d) Ensure that laws, policies, and regulations are internally consistent and effectuate the intent of the General Plan.			✓
Implementing Actions:			
(a) Update the County Code to be consistent with the General Plan.			✓
(b) Identify and update County regulations and procedures to increase the productivity and efficiency of County government.			✓
(c) Develop local level-of-service standards for infrastructure, public facilities, and services.			✓
(d) Implement plans through programs, regulations, and capital improvements in a timely manner.			✓
(e) Expand government online services.			✓
Analysis: **The objectives, policies, and actions of this section are not applicable to the proposed project.**			
Objective:			
(4) Adequately fund in order to effectively administer, implement, and enforce the General Plan.			✓
Policies:			
(a) Adequately fund, staff, and support the timely update and implementation of planning policy, programs, functional plans, and enforcement activities.			✓
(b) Ensure that the County's General Plan process provides for efficient planning at the County, island, town, and neighborhood level.			✓
(c) Encourage ongoing professional development, education, and training of County employees.			✓
(d) Encourage competitive compensation packages for County employees to attract and retain County personnel.			✓
(e) Enable the County government to be more responsive in implementing our General Plan and Community Plans.	✓		
(f) Review discretionary permits for compliance with the Countywide Policy Plan.	✓		
(g) Strengthen the enforcement of County, State, and Federal land use laws.			✓
Implementing Actions:			
(a) Establish penalties to ensure compliance with County, State, and Federal land use laws.			✓
Analysis: **The DLNR Industrial and Business Park is consistent with the MIP and supports the objective of implementing the MIP. The proposed project is in compliance with the Countywide Policy Plan as set out herein, and will require a Change of Zoning and Community Plan Amendment, which are both discretionary approvals.**			

COUNTYWIDE POLICY PLAN (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Objective:			
(5) Strive for County government to be a role model for implementing cultural and environmental policies and practices.			✓
Policies:			
(a) Educate residents on the benefits of sustainable practices.			✓
(b) Encourage the retention and hiring of qualified professionals who can improve cultural and environmental practices.			✓
(c) Incorporate environmentally sound and culturally appropriate practices in government operations and services.			✓
(d) Encourage all vendors with County contracts to incorporate environmentally sound and culturally appropriate practices.			✓
Analysis: **The objectives and policies of this section are not applicable to the proposed project.**			

2. Maui Island Plan

The MIP was adopted by the County of Maui through Ordinance No. 4004 on December 28, 2012. The proposed project is located within the UGB of the Directed Growth Maps in the MIP. Refer to **Figure ~~22~~24**.

The MIP identifies Pulehunui as a logical expansion for industrial land uses, with its location midway between Kīhei and Kahului. The Pulehunui UGB covers just over 639 acres east of Maui Veterans Highway. The MIP notes that the planned growth area will be used for heavy industrial, public/quasi-public, and recreational purposes, adding that commercial uses should be limited. DLNR Industrial and Business Park will be planned in accordance with the framework outlined in the MIP and in response to market demand. As such, light industrial, public/quasi-public, and limited commercial uses are envisioned for DLNR Industrial and Business Park.

The MIP identifies goals, objectives, policies, and implementing actions for pertinent functional planning categories, which are identified and addressed below:

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
CHAPTER 1 – POPULATION			
Goal:			
1.1 Maui's people, values, and lifestyles thrive through strong, healthy, and vibrant island communities.			✓
Objective:			
1.1.1 Greater retention and return of island residents by providing viable work, education, and lifestyle options.			✓
Policies:			
1.1.1.a Expand programs that enable the community to meet the education, employment, housing, and social goals of youth and young adults.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
1.1.1.b Expand housing, transportation, employment, and social opportunities to ensure residents are able to comfortably age within their communities.			✓
1.1.1.c Measure and track resident satisfaction through surveys and community indicators.			✓
1.1.1.d Support funding for transportation, housing, health care, recreation, and social service programs that help those with special needs (including the elderly and disabled).			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
CHAPTER 2 – HERITAGE RESOURCES			
CULTURAL, HISTORICAL, AND ARCHAEOLOGICAL RESOURCES ISSUES			
Goal:			
2.1 Our community respects and protects archaeological and cultural resources while perpetuating diverse cultural identities and traditions.			✓
Objective:			
2.1.1 An island culture and lifestyle that is healthy and vibrant as measured by the ability of residents to live on Maui, access and enjoy the natural environment, and practice Hawaiian customs and traditions in accordance with Article XII, Section 7, Hawai'i State Constitution, and Section 7-1, Hawai`i Revised Statutes (HRS).			✓
Policies:			
2.1.1.a Perpetuate the spirit of aloha and celebrate the host Hawaiian culture and other ethnic cultures.			✓
2.1.1.b Perpetuate a respect for diversity and recognize the broad blending of cultures and ethnicities as vital to the quality of life on Maui.			✓
2.1.1.c Ensure traditional public access routes, including native Hawaiian trails, are maintained for public use.			✓
2.1.1.d Support the education of visitors and new residents about the customs and etiquette of the Hawaiian culture, as well as other cultures.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
Objective:			
2.2 A more effective and efficient planning and review process that incorporates the best available cultural resources inventory, protection techniques, and preservation strategies.	✓		
Policies:			
2.1.2.a Ensure that the island has a comprehensive and up-to-date inventory of historic and archaeological resources, and their cultural significance.			✓
2.1.2.b Require the update of existing planning and regulatory mechanisms to protect the natural, cultural, scenic, and historic resources within designated Heritage Areas (see Cultural Resources Overlay/Scenic Corridor Protection Technical Reference Map).			✓
2.1.2.c Ensure that cultural, historic, and archaeological resources are protected for the benefit of present and future generations.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Objective:			
2.3 Enhance the island's historic, archaeological, and cultural resources.			✓
Policies:			
2.1.3.a Identify and pursue a listing of the properties and sites on the State and National Register of Historic Places.			✓
2.1.3.b Support the use of easements, dedications, and other mechanisms to acquire, maintain, and protect lands with cultural, archaeological, and historic significance.			✓
2.1.3.c Support regulations to require developers, when appropriate, to prepare an Archaeological Inventory Survey, Cultural Impact Assessment, and Ethnographic Inventories that are reviewed and commented upon by the Office of Hawaiian Affairs, Native Hawaiian advisory bodies, the State Historic Preservation Division (SHPD), and the Office of Environmental Quality Control, and systematically comply with the steps listed in SHPD's administrative rules, including consultation and monitoring during construction phases of projects.	✓		
2.1.3.d Promote the rehabilitation and adaptive reuse of historic sites, buildings, and structures.			✓
2.1.3.e Encourage property owners to register historic and archaeological sites on the State and National Register.			✓
2.1.3.f Support opportunities for public involvement with the intent to facilitate the protection and restoration of historic and archeological sites, including consultation with stakeholders.	✓		
2.1.3.g Encourage the resolution of land title questions relating to Land Commission Awards and Royal patents.			✓
2.1.3.h Ensure compliance with historic preservation laws, and discourage demolition of properties that are determined to be eligible for listing on the National or State Register of Historic Places.			✓
Analysis: **An Archaeological Inventory Survey (AIS) and Cultural Impact Assessment (CIA) were carried out for the DLNR Industrial and Business Park project to ensure that historic and cultural resources were analyzed and appropriately addressed. The CIA involved consultation with stakeholders, Nnative Hawaiian organizations, and cultural experts. Community outreach was also carried out with Aha Moku representatives to receive their input on the proposed project.**			
SHORELINE, REEFS, AND NEARSHORE WATERS			
Goal:			
2.2 An intact, ecologically functional system of reef, shoreline, and nearshore waters that are protected in perpetuity.			✓
Objective:			
2.2.1 A more comprehensive and community-based ICZM program.			✓
Policies:			
2.2.1.a Encourage a management system that protects and temporarily rests the reef ecosystems from overuse.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
2.2.1.b Support the establishment of additional MMAs and reef replenishment areas.			✓
2.2.1.c Work with appropriate agencies and community members to protect any special managed conservation areas from overuse and ensure that surrounding land uses do not contribute to the degradation of the natural resources, such as 'Ahihi-Kina'u Natural Area Reserve, Honolua-Mokulē'ia Bay Marine Life Conservation District, and Mākena State Park.			✓
2.2.1.d Incorporate the following into the MIP, where consistent with the MIP:			✓
(1) Beach Management Plan for Maui;			✓
(2) Coastal Nonpoint Pollution Control Program Management Plan;			✓
(3) Implementation Plan for Polluted Runoff Control; and			✓
(4) Ocean Resource Management Plan.			✓
2.2.1.e Support greater coordination among governmental agencies involved with the protection of the island's marine resources.			✓
Objective:			
2.2.2 Improved reef health, coastal water quality, and marine life.			✓
Policies:			
2.2.2.a Create additional mechanisms where needed to contain and control runoff and pollution.			✓
2.2.2.b Allow extraction of high quality, Class A, low silt sands only when they will be used to protect or restore Maui's shorelines and beaches.			✓
2.2.2.c Carefully manage beach nourishment activities to protect the coastal and marine ecosystem.			✓
2.2.2.d Require, where appropriate, a buffer between landscaped areas and the shoreline, gulches, and streams to reduce the runoff of fertilizers, pesticides, herbicides, and other pollutants into coastal waters.			✓
2.2.2.e Strictly regulate shoreline armoring in accordance with adopted Shoreline Rules, with an intent to protect the coastal and marine ecosystem.			✓
2.2.2.f Support greater protection of Keālia Pond National Wildlife Refuge through the following:			✓
(1) Enhancement of marine ecosystems;			✓
(2) Beach and sand dune restoration; and			✓
(3) Expansion of habitat for Maui's threatened or endangered sea turtles, birds, and other species.			✓
2.2.2.g Support the development of regulations to prevent the excessive depletion of fish stocks due to non-sustainable practices and gear such as SCUBA spear-fishing and lay nets, within the context of nearshore ecosystems.			✓
2.2.2.h Encourage the State to conduct a regular census of fish populations and monitor coral health.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
2.2.2.i Encourage the State to significantly increase the number of park rangers, enforcement officers, and marine biologists to protect coastal resources.			✓
2.2.2.j Encourage the State to prohibit the collection and exportation of fish, coral, algae, and other marine species for the ornamental and aquarium trade.			✓
Objective:			
2.2.3 Water quality that meets or exceeds State Clean Water Act standards.			✓
Policies:			
2.2.3.a Reduce the amount of impervious surface and devise site plan standards that aim to minimize storm runoff and NPS pollution.			✓
2.2.3.b Support the revision of existing regulations to require an Erosion and Sedimentation Control Plan (ESCP) for development activities that may pose a threat to water quality.			✓
2.2.3.c Require an on-site monitoring program, where applicable, when grading may pose a threat to water quality or when recommended in the ESCP.			✓
2.2.3.d Avoid development actions that impair Maui's reef systems and remove identified stressors.			✓
2.2.3.e Phase out cesspools and restrict the use of septic systems in ecologically sensitive coastal areas by converting to environmentally-friendly alternative sewage treatment systems, and connecting to central sewerage systems when and where feasible.			✓
2.2.3.f Prohibit the development of new wastewater injection wells, except when unavoidable for public health and safety purposes.			✓
2.2.3.g Ensure that the County upholds its affirmative duty under the Clean Water Act by monitoring and reducing point and NPS pollution to help safeguard coastal waters.			✓
Objective:			
2.2.4 Acquire additional shoreline lands and shoreline access rights.			✓
Policies:			
2.2.4.a Promote the use of conservation easements, land trusts, transfer and purchase of development rights, and mitigation banking.			✓
2.2.4.b Require the dedication of public beach and rocky shoreline access ways to and along the shoreline where it serves a practical public interest as a condition of development or subdivision approval; future subdivisions and developments shall be consistent with and effectuate, to the extent practicable, the *Shoreline Access Inventory Update - Final Report* (March 2005), and its updates.			✓
2.2.4.c Incorporate the *Shoreline Access Inventory Update - Final Report* (March 2005), and its regular updates, into this plan.			✓
2.2.4.d Identify access points while further acquiring key shoreline parcels and easement rights to enhance and protect beach access and shoreline recreation.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
WATERSHEDS, STREAMS, AND WETLANDS ISSUES			
Goal:			
2.3 Healthy watersheds, streams, and riparian environments.			✓
Objective:			
2.3.1 Greater protection and enhancement of watersheds, streams, and riparian environments.			✓
Policies:			
2.3.1.a All present and future watershed management plans shall incorporate concepts of ahupua'a management based on the interconnectedness of upland and coastal ecosystems/species.			✓
2.3.1.b Continue to support and be an active member of watershed partnerships.			✓
2.3.1.c Support the establishment of regional water trusts, composed of public and private members, to manage water resources.			✓
2.3.1.d Support regulations to require developments to utilize ahupua'a management practices.			✓
2.3.1.e Work with private and non-profit entities to educate the public about the connection between upland activities within the watershed and the impacts on nearshore ecosystems and coral reefs.			✓
2.3.1.f Provide adequate funding and staff to develop and implement watershed protection plans and policies, including acquisition and management of watershed resources and land.			✓
2.3.1.g Encourage the State to mandate instream assessment to provide adequate water for native species.			✓
2.3.1.h Maui will protect all watersheds and streams in a manner that guarantees a healthy, sustainable riparian environment.			✓
Objective:			
2.3.2 Decreased NPS and point source pollution.			✓
Policies:			
2.3.2.a Enforce water pollution related standards and codes.			✓
2.3.2.b Support the use of LID Techniques such as those described in the State of Hawai'i LID Practitioner's Guide (June 2006), as amended.	✓		
2.3.2.c Encourage farmers and ranchers to use agricultural BMPs to address NPS pollution.			✓
Objective:			
2.3.3 Preserve existing wetlands and improve and restore degraded wetlands.			✓
Policies:			
2.3.3.a Prohibit the destruction and degradation of existing upland, mid-elevation, and coastal wetlands.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
2.3.3.b Support and fund wetland protection and improvement, and restoration of degraded wetlands.			✓
2.3.3.c Where applicable, require developers to provide a wetland protection buffer and/or other protective measures around and between development and wetland resources.			✓
Objective:			
2.3.4 Greater preservation of native flora and fauna biodiversity to protect native species.			✓
Policies:			
2.3.4.a Work with appropriate agencies to eliminate feral ungulate populations and invasive species.			✓
2.3.4.b Encourage the State to provide adequate funding to preserve biodiversity, protect native species, and contain or eliminate invasive species.			✓
2.3.4.c Support the work of conservation groups and organizations that protect, reestablish, manage, and nurture sensitive ecological areas and threatened indigenous ecosystems.			✓
Objective:			
2.3.5 Limited development in critical watershed areas.			✓
Policies:			
2.3.5.a Discourage development and subdivision of land within critical watersheds and in areas susceptible to high erosion and sediment loss.			✓
2.3.5.b Designate critical watershed areas as conservation lands.			✓
2.3.5.c Strongly encourage new subdivisions and developments that are proximate to environmentally sensitive watershed resources to prepare and implement CSD plans.			✓
Objective:			
2.3.6 Enhance the vitality and functioning of streams, while balancing the multiple needs of the community.			✓
Policies			
2.3.6.a Protect and enhance natural streambeds and discourage stream alteration.			✓
2.3.6.b Work with appropriate agencies to establish minimum stream flow levels and ensure adequate stream flow to sustain riparian ecosystems, traditional kalo cultivation, and self-sustaining ahupuaʻa.			✓
2.3.6.c Respect and participate in the resolution of native Hawaiian residual land and water rights issues (kuleana lands, ceded lands, and historic agricultural and gathering rights).			✓
2.3.6.d Ensure that stream flows implement laws and policies found in the State Constitution and Water Code.			✓
2.3.6.e Work with appropriate agencies and stakeholders to establish minimum stream flow levels, promote actions to support riparian habitat and the use of available loʻi, and maintain adequate flows for the production of healthy kalo crops.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Analysis: **As discussed in Chapter II, the use of Low Impact Development (LID) measures, including pervious pavement and vegetated swales, and bioretention basins will be evaluated further in the design phase of the project.**			
WILDLIFE AND NATURAL AREAS			
Goal:			
2.4 Maui's natural areas and indigenous flora and fauna will be protected.			✓
Objective:			
2.4.1 A comprehensive management strategy that includes further identification, protection, and restoration of indigenous wildlife habitats.			✓
Policies:			
2.4.1.a Identify and inventory the following:			✓
(1) Natural, recreational, and open space resources;			✓
(2) Flora and fauna with medium, high, and very high concentrations of threatened or endangered species; and			✓
(3) Location and extent of invasive species.			✓
2.4.1.b Require flora and fauna assessment and protection plans for development in areas with concentrations of indigenous flora and fauna; development shall comply with the assessment and protection plan and shall use the avoidance, minimization, and mitigation approach respectively, with an emphasis on avoidance.			✓
2.4.1.c Support the implementation of Hawai`i's Comprehensive Wildlife Conservation Strategy (October 2005).			✓
Objective:			
2.4.2 A decrease in invasive species through programs and partnerships that eradicate undesirable species and protect native habitat.			✓
Policies:			
2.4.2.a Prevent the introduction of invasive species at all of Maui's airports and harbors.			✓
2.4.2.b Encourage the State to increase funding in support of invasive species interception, control, and eradication.	✓		
2.4.2.c Encourage the State to develop programs that allow students to participate in invasive species eradication projects.			✓
Objective:			
2.4.3 Greater protection of sensitive lands, indigenous habitat, and native flora and fauna.			✓
Policies:			
2.4.3.a Secure an interconnected network of sensitive lands, greenways, watercourses, and habitats.			✓
2.4.3.b Protect Maui's sensitive lands (see Sensitive Lands on Protected Areas Diagrams).			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
2.4.3.c Promote innovative environmental-planning methods and site-planning standards that preserve and re-establish indigenous flora and fauna habitat, to preserve and restore connected habitat corridors and open space.			✓
2.4.3.d Utilize protection tools such as conservation easements, land trusts, land banks, Purchase of Developments Rights (PDRs), Transfer of Development Rights (TDRs), and other stewardship tools to acquire natural areas			✓
2.4.3.e Encourage discussions with communities to designate heritage areas that protect recreational and cultural lifestyles and resources.			✓
2.4.3.f Support the expansion of Haleakalā National Park, and the creation of new national parks, where appropriate and supported by local communities.			✓
2.4.3.g Encourage reforestation efforts that increase native species' habitat.			✓
2.4.3.h Utilize the Natural Area Partnership Program (NAPP) and other programs to protect natural lands.			✓
2.4.3.i Support increased dedicated funding for the acquisition, protection, restoration, or preservation of important natural areas or open space through the following: grants from the Land and Water Conservation Fund; dedicated funding from real property taxes or other appropriate revenues; bond issues; real estate transfer tax; revenues from the Transient Accommodations Tax; development mitigation fees; and other appropriate funding sources.			✓
Analysis: **The proposed action will provide a new revenue source to fund operations and programs within DLNR that protect the environment.**			
SCENIC RESOURCES			
Goal:			
2.5 Maui will continue to be a beautiful island steeped in coastal, mountain, open space, and historically significant views that are preserved to enrich the residents' quality of life, attract visitors, provide a connection to the past, and promote a sense of place.			✓
Objective:			
2.5.1 A greater level of protection for scenic resources.	✓		
Policies:			
2.5.1.a Protect views to include, but not be limited to, Haleakalā, 'Īao Valley, the Mauna Kahalawai (West Maui Mountains), Pu'u Ō'la'i, Kaho'olawe, Molokini, Moloka'i, and Lāna'i, Mauna Kea, Mauna Loa, sea stacks, the Pacific Ocean, and significant water features, ridgelines, and landforms.	✓		
2.5.1.b Identify, preserve, and provide ongoing management of important scenic vistas and open space resources, including mauka-to-makai and makai-to-mauka view planes.			✓
2.5.1.c Protect "night sky" resources by encouraging the implementation of ambient light ordinances and encouraging conversion of all sources that create excessive light pollution, affecting our ability to view the stars.			✓
2.5.1.d Protect ridgelines from development where practicable to facilitate the protection of public views.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
2.5.1.e Protect scenic resources along Maui's scenic roadway corridors.			✓
Objective:			
2.5.2. Reduce impacts of development projects and public-utility improvements on scenic resources.	✓		
Policies:			
2.5.2.a Enforce the policies and guidelines of the SMA regarding the protection of views.			✓
2.5.2.b Require any new subdivision of land, development, or redevelopment adjacent to a "high" or "exceptional" scenic corridor to submit an impact assessment of the project's scenic impacts; this assessment shall use the avoidance, minimization, and mitigation steps respectively, with an emphasis on avoidance.			✓
2.5.2.c Require appropriate building setbacks and limits on wall heights to protect views along scenic corridors.	✓		
2.5.2.d Encourage the State of Hawai`i Board of Land and Natural Resources to deny any development within the State Conservation District that interferes with a scenic landscape or disrupts important open space resources.			✓
2.5.2.e Require Urban Design and Review Board (UDRB) review and approval of utility poles, facilities, and other visible infrastructure improvements along scenic corridors.			✓
2.5.2.f Ensure little or no effect on scenic resources from utility improvements, primarily power poles.			✓
2.5.2.g Protect scenic vistas from intrusion by power poles.			✓
Objective:			
2.5.3 Greater protection of and access to scenic vistas, access points, and scenic lookout points.			✓
Policy:			
2.5.3.a Protect, enhance, and acquire access to Maui's scenic vistas and resources.			✓
Analysis: **A landscaped buffer from the Maui Veterans Highway right-of-way and proposed design guidelines will reduce the visual impacts associated with the project.**			
CHAPTER 3 – NATURAL HAZARDS			
Goal:			
3.1 Maui will be disaster resilient.			✓
Objective:			
3.1.1 Increased inter-agency coordination.			✓
Policy:			
3.1.1.a Reinforce the island's preparedness capacity by:			✓
(1) Applying the latest data-gathering techniques/technology;			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(2) Pursuing funding opportunities;			✓
(3) Improving monitoring and advance warning systems;			✓
(4) Fostering public awareness; and			✓
(5) Working with external agencies to coordinate disaster mitigation and response.			✓
Objective:			
3.1.2 Greater protection of life and property.			✓
Policies:			
3.1.2.a Identify critical infrastructure, lifelines, roads, and populations that are vulnerable to coastal hazards, and encourage strategic retreat and relocation to safer areas.			✓
3.1.2.b Consider the location of dams, reservoirs, holding ponds, and other water-containing entities that are upstream of inhabited areas to anticipate, avoid, and mitigate inundation risks, and discourage new development in areas where possible inundation hazards may exist.			✓
3.1.2.c Strengthen current development standards to minimize destruction of land and property.			✓
3.1.2.d Encourage the use of construction techniques that reduce the potential for damage from natural hazards.			✓
3.1.2.e Increase the County's resilience to drought.			✓
3.1.2.f Increase food and energy security through local production and storage.			✓
Objective:			
3.1.3 A more coordinated emergency response system that includes clearly defined and mapped evacuation routes.			✓
Policy:			
3.1.3.a Identify and expand shelter facilities and evacuation routes away from areas susceptible to natural hazards.			✓
Objective:			
3.1.4 A more educated and involved public that is aware of and prepared for natural hazards.			✓
Policies:			
3.1.4.a Promote public education and involvement related to natural hazards awareness and preparedness.			✓
3.1.4.b Coordinate a multi-agency effort to establish and promote a comprehensive public education program that will focus on practical approaches to preparedness, damage prevention, and hazard mitigation.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
CHAPTER 4 – ECONOMIC DEVELOPMENT			
ECONOMIC DIVERSIFICATION			
Goal:			
4.1 Maui will have a balanced economy composed of a variety of industries that offer employment opportunities and well-paying jobs and a business environment that is sensitive to resident needs and the island's unique natural and cultural resources.	✓		
Objective:			
4.1.1 A more diversified economy.	✓		
Policies:			
4.1.1.a Encourage an economy that is driven by innovation, research and development, and human resource development, including but not limited to, increasing technology- and knowledge-based sectors to be a major component in Maui County's economic base.			✓
4.1.1.b Support the creation of new jobs and industries that provide a living wage.	✓		
4.1.1.c Facilitate and expedite permits and approvals.			✓
4.1.1.d Develop linkages and partnerships among international research and development activities and Maui businesses.			✓
Objective:			
4.1.2 Increase activities that support principles of sustainability.	✓		
Policies:			
4.1.2.a Support industries that are sustainable, and culturally and environmentally sensitive.	✓		
4.1.2.b Encourage and support local businesses.	✓		
4.1.2.c Substitute imports with locally-produced services and products where practicable.			✓
4.1.2.d Support the development of economic development clusters in targeted industry sectors.	✓		
4.1.2.e Encourage all businesses to save energy, water, and other resources.			✓
Objective:			
4.1.3 Improve the island's business climate.			✓
Policies:			
4.1.3.a Upgrade, maintain the quality of, and improve access to telecommunications infrastructure.			✓
4.1.3.b Ensure an adequate supply of affordable workforce housing.			✓
4.1.3.c Develop neighborhoods and communities that are attractive to the workforce of a diversified economy.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
4.1.3.d Encourage, nurture, and reward entrepreneurship and innovation.			✓
4.1.3.e Encourage employers to establish incentive programs. Support flexibility in workforce policies compatible with business and quality of life goals.			✓
4.1.3.f Assist community development organizations with revitalization and development of neighborhoods and communities that are attractive to the workforce of a diversified economy.			✓
Analysis: **The proposed project will support diversified job creation in an area identified for future growth by the MIP. The project will provide existing and future businesses and governmental agencies with serviced land to relocate, expand, or establish new business opportunities.**			
TOURISM			
Goal:			
4.2 A healthy visitor industry that provides economic well-being with stable and diverse employment opportunities.			✓
Objective:			
4.2.1 Increase the economic contribution of the visitor industry to the island's environmental well-being for the island's residents' quality of life.			✓
Policies:			
4.2.1.a Engage the visitor industry in the growth of emerging sectors where practicable.			✓
4.2.1.b Support the implementation of the Maui County TSP, when consistent with the MIP.			✓
4.2.1.c Focus economic growth in the visitor industry through enhanced visitor experiences and an emphasis on attracting higher-spending.			✓
4.2.1.d Provide a rich visitor experience, while protecting the island's natural beauty, culture, lifestyles, and aloha spirit.			✓
4.2.1.e Diversify the tourism industry by supporting appropriate niche activities such as ecotourism, cultural tourism, voluntourism, ag-tourism, health and wellness tourism, educational tourism, medical tourism, and other viable tourism-related businesses in appropriate locations.			✓
4.2.1.f Recognize the important economic contributions that the visitor industry makes and support a healthy and vibrant visitor industry.			✓
4.2.1.g Support the increased availability of kama'āina discount programs.			✓
Objective:			
4.2.2 Comprehensively manage future visitor-unit expansion.			✓
Policies:			
4.2.2.a Mitigate the impact of tourism on the host culture, natural environment, and resident lifestyles.			✓
4.2.2.b Allow, where permitted by the community plan, the development of business hotels and small, sensitively-designed inns.			✓
4.2.2.c Manage impacts from transient vacation rentals, hotels, bed and breakfast units, timeshares, and resort condominiums on residential communities, public infrastructure, and community facilities.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
4.2.2.d Discourage supplanting of existing island housing to visitor accommodations that may have a negative impact on long-term rental housing, price of housing, and price of land.			✓
4.2.2.e Allow the designation of retreat/mini-conference centers in appropriate locations through the community plan process.			✓
4.2.2.f Community plans should consider establishing standards such as limits on building size, room count, and the number of inns, if any, that will be allowed in small towns.			✓
Objective:			
4.2.3 Maximize residents' benefits from the visitor industry.			✓
Policies:			
4.2.3.a Promote a desirable island population by striving to not exceed an island-wide visitor population of roughly 33 percent of the resident population.			✓
4.2.3.b Use the required General Plan Annual Status Report to monitor trends related to residents and visitors.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
AGRICULTURE			
Goal:			
4.3 Maui will have a diversified agricultural industry contributing to greater economic, food, and energy security and prosperity.			✓
Objective:			
4.3.1 Strive for at least 85 percent of locally-consumed fruits and vegetables and 30 percent of all other locally-consumed foods to be grown in-State.			✓
Policies:			
4.3.1.a Strive to substitute food/agricultural product imports with a reliable supply of locally produced food and agricultural products.			✓
4.3.1.b Facilitate and support the direct marketing/sale of the island's agricultural products to local consumers, through farmers markets and similar venues.			✓
4.3.1.c Encourage growing a diverse variety of crops and livestock to ensure the stewardship of our land while safeguarding consumer safety.			✓
4.3.1.d Work with the State to regulate and monitor genetically-modified-organism (GMO) crops to ensure the safety of all crops and label all GMO products.			✓
Objective:			
4.3.2 Maintain or increase agriculture's share of the total island economy.			✓
Policies:			
4.3.2.a Encourage the export of the island's agricultural products to offshore markets.			✓
4.3.2.b Support infrastructure investments at harbors, such as ferry service, airports, and other facilities for the rapid and cost-effective export of island-grown products.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
4.3.2.c Encourage the continued viability of sugar cane production, or other agricultural crops, in central Maui and all of Maui Island.			✓
4.3.2.d Work with the State to reduce excise taxes for commercial agricultural products produced within the State.			✓
4.3.2.e Coordinate with appropriate State and Federal Departments and agencies, private shipping companies, and farmers associations to assist in the rapid and cost-effective export of Maui's agricultural products to off-island markets.			✓
Objective:			
4.3.3 Expand diversified agriculture production at an average annual rate of 4 percent.			✓
Policies:			
4.3.3.a Promote the development of locally-grown and ecologically-sound biofuels, aquaculture, and forest products.			✓
4.3.3.b Support the development of farming associations/cooperatives.			✓
4.3.3.c Work with educational institutions and appropriate agencies to provide education and training for farm owners and entrepreneurs.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
EMERGING SECTORS			
Goal:			
4.4 A diverse array of emerging economic sectors.	✓		
Objective:			
4.4.1 Support increased investment and expanded activity in emerging industries.	✓		
Policies:			
4.4.1.a Support the development of and access to state-of-the-art voice, video, and data telecommunications systems and high-speed Internet.			✓
4.4.1.b Attract and assist industries to compete in high technology activities such as those related to renewable energy, green technologies, diversified agriculture, ocean sciences, health sciences, space technologies, and other knowledge-based industries.			✓
4.4.1.c Support new industries that are environmentally and culturally sensitive such as health and wellness, sports and outdoor activities, cultural activities, the arts, film-making, entertainment, and digital media.			✓
4.4.1.d Support a sustainable, culturally sensitive, astronomy industry.			✓
4.4.1.e Support the continued development of the Maui Research and Technology Park in Kihei, as a center for research and development, education, and diversified economic development, as provided by the Maui County Code.			✓
4.4.1.f Work with appropriate organizations to support the development of high technology clusters around renewable energy, diversified agriculture, ocean sciences, health sciences, and other knowledge-based industries.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Objective:			
4.4.2 Increase the development of renewable energy technologies that are supported by the local community.			✓
Policies:			
4.4.2.a Support the expansion of the renewable energy sector and the use of solar, wind, wave, and biofuel technologies.			✓
4.4.2.b Provide incentives to encourage renewable energy development, the use of green energy technologies, and energy conservation.			✓
4.4.2.c Ensure an adequate supply of land and facilitate permitting to meet the needs for renewable energy technologies such as solar, wind, wave, biofuel, and other technologies, provided that environmental, view plane, and cultural impacts are addressed.			✓
4.4.2.d Support the Maui County Energy Alliance Plan where consistent with the MIP.			✓
Analysis: **The proposed project will support a diverse array of existing and future businesses on Maui by providing opportunities for growth.**			
SMALL BUSINESS DEVELOPMENT			
Goal:			
4.5 Small businesses will play a key role in Maui's economy.	✓		
Objective:			
4.5.1 Increase the number of and revenue generated by small businesses and decrease the percentage of small business failures.			✓
Policies:			
4.5.1.a Provide incentives and support for small businesses and entrepreneurs that incorporate sustainable technologies and practices into their operations, utilize local materials, or produce and sell locally-made goods or services.			✓
4.5.1.b Assist traditional "mom and pop" business establishments.			✓
4.5.1.c Reduce barriers to small business development.	✓		
4.5.1.d Require, where feasible, the government procurement of goods and services from locally-owned, small businesses.			✓
4.5.1.e Support community markets and venues that sell locally-made produce, goods, and services.			✓
Analysis: **The proposed project will provide small, medium, and large lots to meet the diverse needs of various businesses on Maui, including small businesses. The leasehold structure of the lots at the DLNR Industrial and Business Park will also be more affordable than traditional fee simple options.**			
HEALTH CARE SECTOR			
Goal:			
4.6 Maui will have a health care industry and options that broaden career opportunities that are reliable, efficient, and provide social well-being.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Objective:			
4.6.1 Expand the economic benefits of the health care sector.			✓
Policies:			
4.6.1.a Encourage expanded services at MMMC and at other medical facilities.			✓
4.6.1.b Support expansion of federally qualified health centers with the direct involvement of the residents of the communities served.			✓
4.6.1.c Support the use of multimedia as a means to provide healthcare information.			✓
4.6.1.d Encourage digitalization of all diagnostic equipment at all facilities on Maui to enable sharing of data and more efficient use of limited provider workforce, consistent with data protection and patient privacy.			✓
4.6.1.e Support the expansion of telemedicine.			✓
4.6.1.f Encourage expansion and improved access to emergency care in all communities.			✓
Objective:			
4.6.2 Be more efficient in the delivery of health care services and in minimizing health care costs.			✓
Policies:			
4.6.2.a Support expansion of health care providers and facilities to improve access to quality care throughout the island.			✓
4.6.2.b Encourage the expansion of veteran health care services.			✓
4.6.2.c Allow home-based out-patient medical care that does not interfere with surrounding neighborhoods.			✓
Objective:			
4.6.3. Expand Maui's alternative health care services, including spiritual practices.			✓
Policies:			
4.6.3.a Support efforts to promote alternative medicine.			✓
4.6.3.b Allow small-scale home-alternative medicine businesses such as massage, chiropractic care, traditional Hawaiian healing, and acupuncture that do not interfere with surrounding neighborhoods.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
EDUCATION AND WORKFORCE DEVELOPMENT			
Goal:			
4.7 Maui will have effective education and workforce development programs and initiatives that are aligned with economic development goals.			✓
Objective:			
4.7.1 Improve preschool and K-12 education to allow our youth to develop the skills needed to successfully navigate the 21st century.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Objective:			
4.7.1.a Encourage the State to implement programs such as:			✓
(1) Universally available preschool for children between the ages of one and five;			✓
(2) Mandatory kindergarten;			✓
(3) Mandatory K-5th grade classroom size limits of 1 teacher to 20 students;			✓
(4) Mandatory nutrition programs; and			✓
(5) Mandatory Native Hawaiian programs at all grade levels.			✓
4.7.1.b Encourage the DOE to extend the school day by at least an hour.			✓
4.7.1.c Encourage the State to increase funding for public education so that Hawai'i is among the top 10 states nationally as measured by investment per pupil.			✓
4.7.1.d Encourage the State to ensure teacher certifications relate to effective delivery and improved student performances, and develop an industry experience/equivalency certification to assure our DOE students have access to career technical education and training.			✓
4.7.1.e Encourage the UHMC to provide dormitory space for high school students.			✓
4.7.1.f Encourage the development and implementation of curriculum on native Hawaiian history, culture, and practices, in consultation with native Hawaiian groups and associations.			✓
Objective:			
4.7.2 Encourage an increase in the number of certificate recipients and associate, bachelors, and graduate degrees conferred.			✓
Policies:			
4.7.2.a Encourage the State to increase the number of articulation agreements between the UHMC and four-year universities, particularly the University of Hawai'i at Manoa.			✓
4.7.2.b Encourage the State to expand accredited 2-year, 4-year, and graduate programs through the UHMC.			✓
4.7.2.c Encourage the education and training of our residents to meet the needs of a diversified economy.			✓
4.7.2.d Support education and training programs such as student internships, vocational training, and career development opportunities to ensure a highly skilled workforce			✓
4.7.2.e Work with educational institutions to improve and expand access to education and training through multiple modes, including distance learning.			✓
Objective:			
4.7.3 Strive to ensure that more of Maui's jobs are developed in STEM-related sectors by 2030.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
4.7.3.a Support the development of STEM-related certificates and degrees at the two- and four year levels.			✓
4.7.3.b Support the education initiatives of the Maui Agricultural Development Plan.			✓
4.7.3.c Expand and seek funding for internships, mentoring, job shadowing, etc. to foster interest in health and green workforce careers.			✓
4.7.3.d Work with MEDB, UHMC, and other similar organizations to expand internship/education programs to support STEM careers.			✓
4.7.3.e Continue to partner with the MEDB and other similar organizations to recruit, assist, and retain emerging industries, research and development activities, and educational/workforce opportunities.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
CHAPTER 5 – HOUSING			
Goal:			
5.1 Maui will have safe, decent, appropriate, and affordable housing for all residents developed in a way that contributes to strong neighborhoods and a thriving island community.			✓
Objective:			
5.1.1 More livable communities that provide for a mix of housing types, land uses, income levels, and age.			✓
Policies:			
5.1.1.a Promote livable communities (compact/walkable/bikeable, access to transit) that provide for a mix of housing types and land uses, including parks, open space, and recreational areas.			✓
5.1.1.b Promote planning approaches that provide a mix of multifamily and single-family housing units to expand housing choices.			✓
5.1.1.c Discourage gated communities.			✓
5.1.1.d Provide incentives for the rehabilitation or adaptive reuse of historic structures to facilitate more housing choices.			✓
5.1.1.e Use planning and regulatory approaches to provide higher housing densities.			✓
Objective:			
5.1.2 Better monitoring, evaluation, and refinement of affordable housing policy in conjunction with the economic cycle.			✓
Policies:			
5.1.2.a Improve data on resident and nonresident housing.			✓
5.1.2.b Utilize the following approaches to promote resident housing and to minimize offshore market impacts:			✓
(1) Ensure that the future housing stock is composed of a mix of housing types (multifamily, small lots, ohana units, co-housing, cottage houses, etc.);			✓

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(2) Encourage new housing in proximity to jobs and services, in places that are conducive/affordable to island residents; and			✓
(3) Explore taxation alternatives and building fee structures.			✓
Objective:			
5.1.3 Provide affordable housing, rental or in fee, to the broad spectrum of our island community.			✓
Policies:			
5.1.3.a Consider regulations that can help keep affordable housing available at affordable rents.			✓
5.1.3.b Seek to have ownership of affordable for-sale and rental housing vested in a non-profit community land trust, or other qualified housing provider, committed to keeping such housing affordable in perpetuity.			✓
5.1.3.c Facilitate the use of public lands in urban areas that are suitable for affordable housing.			✓
5.1.3.d Develop or support partnerships and initiatives that provide housing-related education/outreach.			✓
5.1.3.e Support the continuing efforts of the County and its community partners to:			✓
(1) Disseminate information on different housing/financial assistance programs (loans, grants, etc.) including information on housing rehabilitation/restoration/adaptive reuse;			✓
(2) Provide housing-related counseling including budget, credit, and financial planning assistance; and			✓
(3) Create and maintain a comprehensive/master list of available affordable housing to help residents secure a unit that satisfies their need.			✓
Objective:			
5.1.4 Provide infrastructure in a more timely manner to support the development of affordable housing.			✓
Policies:			
5.1.4.a Prioritize the development of infrastructure that supports the development of affordable housing.			✓
5.1.4.b Utilize appropriate financing approaches and assistance tools to encourage the development of infrastructure and public facilities.			✓
5.1.4.c Tailor infrastructure requirements to correspond with appropriate level-of-service standards to help control housing costs and to maintain safety.			✓
Objective:			
5.1.5 A wider range of affordable housing options and programs for those with special needs.			✓
Policies:			
5.1.5.a Ensure that residents with special needs have access to appropriate housing.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
5.1.5.b Encourage housing to be built or rehabilitated to allow the elderly and those with special needs to live in their homes.			✓
5.1.5.c Ensure and facilitate programs to assist those with special needs from becoming homeless.			✓
5.1.5.d Promote programs that stimulate the production of sustainable homeless shelters and alternative housing technologies.			✓
5.1.5.e Support programs that offer home modification counseling on low-interest retrofit loans and grants to those with special needs.			✓
Objective:			
5.1.6 Reduce the cost to developers of providing housing that is affordable to families with household incomes 160 percent and below of annual median income.			✓
Policies:			
5.1.6.a Support fast-track processing procedures for the following housing-related entitlements: affordable housing projects/units; indigenous Hawaiian housing/units; and special-needs housing units (seniors, disabled, homeless, etc.).			✓
5.1.6.b Require the construction of affordable for-sale and rental housing units as part of the construction of new housing developments.			✓
5.1.6.c Offer extra incentives in boom periods and withdraw incentives during slack periods.			✓
Objective:			
5.1.7 Increased preservation and promotion of indigenous Hawaiian housing and architecture.			✓
Policies:			
5.1.7.a Preserve, promote, and give priority to Hawaiian housing/architecture forms to preserve Hawaiian culture.			✓
5.1.7.b Provide for indigenous architecture as an allowable structure for native Hawaiian uses to include hula and lāʻau lapaʻau.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
CHAPTER 6 – INFRASTRUCTURE AND PUBLIC FACILITES			
SOLID WASTE			
Goal:			
6.1 Maui will have implemented the ISWMP thereby diverting waste from its landfills, extending their capacities.			✓
Objective:			
6.1.1 Meet our future solid waste needs with a more comprehensive planning and management strategy.			✓
Policies:			
6.1.1.a Update and publicize the ISWMP every ten years.			✓

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6.1.1.b Strengthen inter-agency coordination including Planning and Environmental Management departments.			✓
6.1.1.c Divert waste from the landfills and educate the public about the recommendations of the ISWMP.			✓
6.1.1.d Minimize future active, unlined landfill cells to the extent feasible.			✓
Objective:			
6.1.2 Divert at least 60 percent of solid waste from the island's landfills.			✓
Policies:			
6.1.2.a Require residents and commercial enterprises that generate waste to pay a fair proportion of disposal costs.			✓
6.1.2.b Encourage environmentally safe waste-to-energy solutions.			✓
6.1.2.c Facilitate the reduction of solid waste generated by packaging, food service products, construction waste, etc.			✓
6.1.2.d Educate residents and visitors about the impacts of and methods to reduce, reuse, and recycle.			✓
6.1.2.e Discourage the disposal of landfill leachate by diversion to wastewater treatment plants, where practicable.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
WASTEWATER			
Goal:			
6.2 Maui will have wastewater systems that comply with or exceed State and Federal regulations; meet levels-of-service needs; provide adequate capacity to accommodate projected demand; ensure efficient, effective, and environmentally sensitive operation; and maximize wastewater reuse where feasible.	✓		
Objective:			
6.2.1 A wastewater planning program capable of efficiently providing timely and adequate capacity to service projected demand where economically feasible and practicable.			✓
Policies:			
6.2.1.a Encourage the use of renewable energy in support of wastewater treatment facilities.			✓
6.2.1.b Focus the expansion of wastewater systems to accommodate planned growth consistent with the MIP Directed Growth Strategy.	✓		
6.2.1.c Establish new wastewater treatment plant(s) outside the tsunami zone.	✓		
Objective:			
6.2.2 Adequate levels of wastewater service with minimal environmental impacts.	✓		
Policies:			
6.2.2.a Meet or exceed all State and Federal standards regulating wastewater disposal or reuse.	✓		

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
6.2.2.b Encourage tertiary treatment for all municipal wastewater that is disposed through deep injection wells. Phase out all municipal and private injection wells in coordination with water reuse programs, where feasible, by 2020.			✓
6.2.2.c Improve and upgrade the County's existing wastewater collection, treatment, and reuse facilities consistent with current and future plans and the County's CIP.			✓
6.2.2.d Maintain an ongoing sewer inspection program for public and private multi-user systems to identify potential problems and forecast each system's residual life.			✓
6.2.2.e Require all new developments to fund system improvements in proportion to the development impact and in accordance with the County's wastewater functional plan.	✓		
6.2.2.f Require appropriate funding mechanisms, such as a sinking fund, to adequately maintain or replace aging water-system components.			✓
6.2.2.g Strongly encourage the phase out of cesspools.			✓
Objective:			
6.2.3 Increase the reuse of wastewater.	✓		
Policies:			
6.2.3.a Strengthen coordination between the Department of Water Supply (DWS) and the WWRD to promote reuse/recycling of wastewater.			✓
6.2.3.b Expand the reuse of wastewater from the Central Maui, Kīhei, Lahaina, and other wastewater systems.			✓
Analysis: **Wastewater infrastructure for the proposed project will meet all applicable State and Federal Standards, either through connection to ~~the Kīhei~~ a County Wastewater Reclamation Facility (WWRF) or development of a new onsite ~~or offsite WWTF~~WWRF. If the proposed project connects to the ~~Kīhei~~ proposed County Central Maui WWRF, it would comply with the expansion of wastewater facilities to service areas consistent with the UGBs of the MIP. Furthermore, connection to the ~~Kīhei~~Central Maui WWRF would involve funding system improvements in accordance with Maui County Code, Chapter 14.34, Wastewater Assessment fees ~~for the Facility Expansion and collection/transmission system upgrade for the Kīhei Regional Wastewater Treatment System~~. If a new onsite ~~or offsite WWTF~~WWRF is developed, it would be located outside of the tsunami zone and would provide R-1 water for irrigation of common area landscaping.**			
WATER			
Goal:			
6.3 Maui will have an environmentally sustainable, reliable, safe, and efficient water system.			✓
Objective:			
6.3.1 More comprehensive approach to water resources planning to effectively protect, recharge, and manage water resources including watersheds, groundwater, streams, and aquifers.			✓
Policies:			
6.3.1.a Ensure that DWS actions reflect its public trust responsibilities toward water.			✓
6.3.1.b Ensure the WUDP implements the State Water Code and MIP's goals, objectives, and policies.			✓

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6.3.1.c Regularly update the WUDP, to maintain compliance with the General Plan.			✓
6.3.1.d Ensure that the County's CIP for water-source development is consistent with the WUDP and the MIP.			✓
6.3.1.e Where desirable, retain and expand public ownership and management of watersheds and fresh-water systems.			✓
6.3.1.f Encourage and improve data exchange and coordination among Federal, State, County, and private land use planning and water resource management agencies.			✓
Objective:			
6.3.2 Increase the efficiency and capacity of the water systems in striving to meet the needs and balance the island's water needs.			✓
Policies:			
6.3.2.a Ensure the efficiency of all water system elements including well and stream intakes, water catchment, transmission lines, reservoirs, and all other system infrastructure.			✓
6.3.2.b Encourage increased education about and use of private catchment systems where practicable for nonpotable uses.			✓
6.3.2.c Maximize the efficient use of reclaimed wastewater to serve nonpotable needs.	✓		
6.3.2.d Work with appropriate State and County agencies to achieve a balance in resolving the needs of water users in keeping with the water allocation priorities of the MIP.			✓
6.3.2.e Ensure water conservation through education, incentives, and regulations.			✓
6.3.2.f Acquire and develop additional sources of potable water.			✓
Objective:			
6.3 Improve water quality and the monitoring of public and private water systems.			✓
Policy:			
6.3.3.a Protect and maintain water delivery systems.			✓
Analysis: **Three (3) different water alternatives have been identified and analyzed for the proposed project to ensure adequate water infrastructure is provided for the development. Should the project develop its own onsite wastewater treatment facility, R-1 water would be used for irrigation of common areas.**			
TRANSPORTATION			
Goal:			
6.4 An interconnected, efficient, and well-maintained, multimodal transportation system.	✓		✓
Objective:			
6.4.1 Provide for a more integrated island-wide transportation and land use planning program that reduces congestion and promotes more efficient (transit-friendly) land use patterns.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
6.4.1.a Plan for an integrated multi-modal transportation system comprised of public transit, bicycle, pedestrian, automobile, and other transportation modes.	✓		
6.4.1.b Refocus transportation investment from the construction of additional roadways only for the automobile to the expansion of a multimodal transportation system.			✓
6.4.1.c Encourage the use of "complete streets" design methods.	✓		
6.4.1.d Encourage employers to implement TDM strategies.			✓
Objective:			
6.4.2 Safe, interconnected transit, roadway, bicycle, equestrian, and pedestrian network.	✓		
Policies:			
6.4.2.a Ensure transit-, roadway-, and pedestrian-facilities design and level-of-service standards respect the unique character of our communities.	✓		
6.4.2.b Prioritize transportation improvements list to cost-effectively meet existing and future needs consistent with the MIP.			✓
6.4.2.c Require new development, where appropriate, to integrate sidewalks, pathways, bikeways, and transit infrastructure into new commercial and residential projects while enhancing community character.	✓		
6.4.2.d Identify and improve hazardous and substandard sections of roadways, drainage infrastructure, and bridges, provided that the historical integrity of the roads and bridges are protected.			✓
6.4.2.e Consider identification, acquisition where appropriate, and utilization of abandoned right of-ways for bikeways, pedestrian pathways, and open-space networks.			✓
6.4.2.f Support the implementation of the *Central Maui Pedestrian & Bicycle Master Plan* (March 2012), when consistent with the MIP.	✓		
Objective:			
6.4.3 An island-wide, multimodal transportation system that respects and enhances the natural environment, scenic views, and each community's character.			✓
Policies:			
6.4.3.a Ensure that the roadway and transit alignments respect the natural environment and scenic views.			✓
6.4.3.b Ensure that roadways and transit systems in rural areas and small towns enhance community character.			✓
6.4.3.c Design all transit systems to respect visual corridors and Maui's character.			✓
Analysis: **Roadway improvements identified in the Traffic Impact Analysis Report (TIAR), and approved by the DOT for the project will be implemented to maintain adequate level-of-service standards in the vicinity. The proposed project will include pedestrian and bicycle paths as well as a connection to the existing bicycle path along Maui Veterans Highway.**			

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TRANSIT			
Goal:			
6.5 An island-wide transit system that addresses the needs of residents and visitors and contributes to healthy and livable communities.			✓
Objective:			
6.5.1 An integrated transit system that better serves all mobility needs of Maui's residents and visitors.			✓
Policies:			
6.5.1.a Maximize access to public transit in town centers, commercial districts, and employment centers.			✓
6.5.1.b Expand regional and inter-regional transit services, where appropriate, in heavily traveled corridors and within communities			✓
6.5.1.c Increase the frequency of current service, add additional bus routes as demand requires, and transition to nonpolluting transit vehicles, as funding permits.			✓
6.5.1.d Provide adequate transit infrastructure (e.g., bus pullouts, waiting benches and shelters, signs) along existing and future transit right-of-ways.			✓
6.5.1.e Require new development where appropriate, to provide right-of-ways (ROWs) to accommodate transit circulation and support facilities.			✓
6.5.1.f Identify, protect, and preserve, or acquire corridors for future inter-community transit use, including but not limited to, rail and also multimodal use corridors.			✓
6.5.1.g Establish transit corridors by planning for and securing right-of-way when appropriate for alternative modes of transportation (such as rail and water ferry service).			✓
6.5.1.h Pursue improvements and upgrades to the existing transit system consistent with updated MDOT planning studies/transit plans (within the framework of comprehensive island-wide multimodal transportation plans).			✓
6.5.1.i Increase inter-agency coordination between the Department of Planning, State Department of Transportation, County Department of Public Works, and other applicable agencies.			✓
Objective:			
6.5.2 Plan for a more diversified and stable funding base to support transportation goals.			✓
Policies:			
6.5.2.a Support alternative methods and sources of funding transportation improvements (including impact fees, higher taxes, fare adjustments, dedicated sources of funding, and assessments).			✓
6.5.2.b Collaborate with public-private entities or nonprofit organizations to reduce public transit operational expenses.			✓
6.5.2.c Coordinate with appropriate Federal, State, and County agencies to fund transportation projects in areas where growth is anticipated.			✓

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Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
PARKS			
Goal:			
6.6 Maui will have a diverse range of active and passive recreational parks, wilderness areas, and other natural-resource areas linked, where feasible, by a network of greenways, bikeways, pathways, and roads that are accessible to all.	✓		
Objective:			
6.6.1 More effective, long-range planning of parks and recreation programs able to meet community needs.			✓
Policies:			
6.6.1.a Support, consistent with the MIP, the implementation of open-space and recreational plans, such as the *Pali to Puamana Parkway* Master Plan and the *Upcountry Greenways Master Plan*.			✓
6.6.1.b Utilize the ahupua'a approach by integrating mauka-to-makai natural landscapes into an island-wide parks and recreation functional plan.			✓
6.6.1.c Provide a balanced mix of passive and active parks, including neighborhood, community, and regional parks, in each community plan area.			✓
6.6.1.d Support the expansion of Haleakala National Park, where supported by affected communities.			✓
6.6.1.e Support lo'i and dryland taro restoration in County, State, and Federal parks.			✓
6.6.1.f Encourage private landowners to dedicate land to Federal, State, or County governments, or nonprofit land trusts, for parks and open-space protection consistent with the MIP.			✓
6.6.1.g Strengthen inter-agency coordination including State and County departments, such as resolving joint use of facilities and properties.			✓
6.6.1.h Work with the State to prepare and implement a master management plan for 'Āhihi-Kīna'u and La Perouse-Keone'ō'io Bay to Kanaloa Point region.			✓
Objective:			
6.6.2 Achieve parks and recreation opportunities to meet the diverse needs of our community.			✓
Policies:			
6.6.2.a Establish appropriate level-of-service standards at the neighborhood, community, and regional levels.			✓
6.6.2.b Identify and acquire parks and recreational facilities that address existing park inadequacies and complement and enhance neighborhoods, communities, and natural land features.			✓
6.6.2.c Design park facilities to preserve and enhance natural site characteristics, maximize views, protect environmental and cultural sites, and minimize water demands.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
6.6.2.d Acquire lands along the shoreline, between coastal roadways and the ocean.			✓
6.6.2.e Encourage the development of regional parks, district parks, and greenways in a manner that helps to contain sprawl, provide separation between distinct communities, or offer open space within urban communities.	✓		
6.6.2.f Require large master-planned communities that incorporate a mixture of park facilities pursuant to parks standards and functional plans.			✓
6.6.2.g Support appropriate areas for cultural parks (e.g., Kepaniwai) in each community plan area.			✓
6.6.2.h Incorporate community input to determine the appropriate location, design, and long-term stewardship of parks and recreation facilities.			✓
6.6.2.i Manage commercial activities at public parks to minimize impacts to residents.			✓
6.6.2.j Support public-private partnerships to implement the acquisition and development of parks when consistent with the General Plan.			✓
6.6.2.k Support a coordinated program to improve, operate, and maintain joint-use facilities and grounds.			✓
Objective:			
6.6.3 An expanded network of greenways, trails, pathways, and bikeways.	✓		
Policies:			
6.6.3.a Link existing and future park sites, natural areas, the shoreline, and residential areas with a network of bikeways, pedestrian paths, trails, and greenways.	✓		
6.6.3.b Support the implementation of plans and programs that facilitate pedestrian mobility and access to active and passive recreation areas and sites.			✓
6.6.3.c Collaborate with the State and private land owners to ensure perpetual access and proper stewardship of traditional trails and access systems.			✓
6.6.3.d Facilitate the development of well-managed noncommercial campgrounds throughout the island.			✓
6.6.3.e Consider requiring commercial bike rental businesses to provide funding that supports a mauka-to-makai Haleakalā bikeway improvement program.			✓
6.6.3.f Ensure ADA compliance and seek opportunities to make all parks and recreational facilities accessible to people with disabilities.	✓		
Analysis: **The proposed project includes the provision of park and open space as well as a connection to the existing bicycle path on Maui Veterans Highway. As required by State agencies, the proposed project and State facilities developed within the project area will comply with American with Disability Act (ADA) design requirements.**			

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
PUBLIC FACILITIES			
Goal:			
6.7 Maui will have adequate public facilities that meet the diverse needs of residents.			✓
Objective:			
6.7.1 More effective planning for public facilities to meet community needs.			✓
Policies:			
6.7.1.a Ensure the development and update of island-wide public facilities functional plans that incorporate prioritized facilities, programs, and a financial component.			✓
6.7.1.b Establish appropriate level-of-service standards for public facilities provided by the County.			✓
6.7.1.c Pursue improvements and upgrades of County public facilities consistent with the public facilities functional plan.			✓
6.7.1.d Recognize Wailuku Town as Maui's Civic Center and support the revitalization of the Civic Center District by consolidating government office spaces, enhancing landscape beautification, and providing adequate public parking.			✓
6.7.1.e Support, with community input, the relocation of the Maui Community Correctional Center from Wailuku to an appropriate location in Pu'unēnē.			✓
6.7.1.f Adequately plan and fund public safety facilities (fire, police, ambulance, civil defense) to meet community needs.			✓
6.7.1.g Increase joint facilities utilization and program coordination between State and County agencies such as baseyards, communication centers, recreational facilities, etc., where feasible.			✓
6.7.1.h Focus future expenditures for additional government office space, parking, and related facilities in Wailuku's Civic Center District.			✓
6.7.1.i Encourage continuous and safe walkways for children within one mile of each school.			✓
6.7.1.j Encourage public-private partnerships to identify and resolve public facility plan shortcomings when consistent with the General Plan.			✓
6.7.1.k Incorporate community/area residents' input to determine the appropriate location and design of public facilities.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
SCHOOLS AND LIBRARIES			
Goal:			
6.8 Maui will have school and library facilities that meet residents' needs and goals.			✓
Objective:			
6.8.1 Assist in providing appropriate school and library facilities in a timely manner and in strategic locations.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
6.8.1.a Work in partnership with all educational institutions to meet current and future needs including appropriate location, timing, and design of future facilities.			✓
6.8.1.b Allow for the expansion and intensification of uses at the UHMC including satellite campuses operating in remote areas.			✓
6.8.1.c Encourage the DOE to build and maintain smaller, community-oriented schools.			✓
6.8.1.d Encourage better cooperation by the State and County for use of State and County facilities.			✓
6.8.1.e Encourage the State to upgrade, modernize, and expand school facilities, including those in remote communities.			✓
6.8.1.f Work with the State to develop a master plan for the expansion of UHMC in accordance with the MIP.			✓
6.8.1.g Support partnerships (public/private/nonprofit) to build and staff new schools and improve existing facilities.			✓
6.8.1.h Work with the BOE HSPLS to provide centralized library services (including telecommunications) to all areas of Maui.			✓
6.8.1.i Work with the State to expedite planning and construction of Kīhei High School, including the integration of the high school with the Maui Research and Technology Park.			✓
6.8.1.j Work with the State to identify intermediate school sites in Central Maui and other areas where needed.			✓
Objective:			
6.8.2 Provide a more expansive network of safe and convenient pedestrian-friendly streets, trails, pathways, and bikeways between neighborhoods and schools where appropriate.			✓
Policies:			
6.8.2.a Encourage the State to build new school facilities in appropriate locations that minimize time and distance for students to travel to and from school.			✓
6.8.2.b Encourage the State to implement the Safe Routes to School initiative with funding commitments to help the County plan and fund projects that ensure safe access routes to school.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
HEALTH CARE			
Goal:			
6.9 All of Maui residents will have the best possible health care to include healthy living, disease prevention, as well as acute and long-term care.			✓
Objective:			
6.9.1 Greater autonomy to the Maui region in their efforts to improve medical care on the island.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
6.9.1.a Encourage the State to give greater autonomy to the Maui region in their efforts to improve medical care on the island.			✓
6.9.1.b Support innovative financial solutions, such as capital partnerships, joint ventures, and consolidations for MMMC and other health institutions.			✓
6.9.1.c Support MMMC as a major core medical center that provides a greater range of services.			✓
6.9.1.d Support the immediate development of a critical access hospital in West Maui.			✓
6.9.1.e Support the expansion of regional critical-access facilities, where allowed by Federal regulations.			✓
6.9.1.f Improve medical service to remote and outlying regions.			✓
6.9.1.g Support transportation services for dialysis patients and community dialysis programs.			✓
6.9.1.h Work with the State to determine the feasibility of appropriate medical facilities in South Maui and Hāna, including the possible reestablishment of a small community hospital in Hāna, the establishment of a hospital in South Maui, and assist the State in securing funding to meet Maui's health care needs.			✓
Objective:			
6.9.2 An expansion of long-term care facilities and long-term care alternatives to meet the needs of our aging population.			✓
Policies:			
6.9.2.a Support efforts to increase Maui's long-term care bed capacity to cover current and future needs, close to large population centers.			✓
6.9.2.b Recognize that facilities for low-income elders who need long-term care are a needed form of affordable and subsidized housing.			✓
6.9.2.c Evaluate the needs of the long-term disabled and provide planning support for their care, if there is a need for long-term care facilities.			✓
6.9.2.d Consider long-term care facilities as a major potential employment base and encourage the recruitment and training of potential employees.			✓
Objective:			
6.9.3 More support to home-care and community-based programs so they become alternatives to traditional nursing homes.			✓
Policies:			
6.9.3.a Support the establishment of a program to assist the elderly and people with disabilities to remain in their homes or in a home-like setting.			✓
6.9.3.b Support the establishment of senior and adult-day-care centers and senior housing.			✓
6.9.3.c Continue to support existing senior centers (e.g. Kaunoa), and establish new senior centers that will provide day-care sites and programs for the disabled and elderly.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
6.9.3.d Support funding alternatives for community-based services that assist home-care efforts.			✓
6.9.3.e Encourage the State to adopt the recommendations contained within the Legislative Reference Bureau's report entitled "Gimme a Break: Respite Care Services in Other States," (December 2007) where appropriate, feasible, and consistent with the MIP.			✓
Objective:			
6.9.4 Improved preventative medicine and primary health care.			✓
Policies:			
6.9.4.a Develop and utilize health-status benchmarks to measure prevention and primary health care service delivery.			✓
6.9.4.b Support programs that provide family planning assistance.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
ENERGY			
Goal:			
6.10 Maui will meet its energy needs through local sources of clean, renewable energy, and through conservation.			✓
Objective:			
6.10.1 Reduce fossil fuel consumption. Using the 2005 electricity consumption as a baseline, reduce by 15 percent in 2015; 20 percent by 2020; and 30 percent by 2030.			✓
Policies:			
6.10.1.a Support energy efficient systems, processes, and methods in public and private operations, buildings, and facilities.			✓
6.10.1.b Support the Maui Solar Rooftop initiative.			✓
6.10.1.c Support Hawai'i Energy and other Public Utility Commission (PUC) approved energy efficiency programs.			✓
Objective:			
6.10.2 Increase the minimum percentage of electricity obtained from clean, renewable energy sources. By 2015, more than 15 percent of Maui's electricity will be produced from locally-produced, clean, renewable energy sources, 25 percent by 2020, and 40 percent by 2030.			✓
Policies:			
6.10.2.a Evaluate available renewable energy resource sites and applicable technologies.			✓
6.10.2.b Encourage the installation of renewable energy systems, where appropriate.			✓
6.10.2.c Support the establishment of new renewable energy facilities at appropriate locations provided that environmental, view plane, and cultural impacts are addressed.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
6.10.2.d Encourage all new County facilities completed after January 1, 2015, to produce at least 15 percent of their projected electricity needs with onsite renewable energy.			✓
Objective:			
6.10.3 Increased use of clean, renewable energy.			✓
Policies:			
6.10.3.a Support efforts in the PUC to upgrade Maui's power grid to integrate renewable energy from multiple sources and wheeling of electricity.			✓
6.10.3.b Encourage the PUC to work with the County to implement and expedite community supported renewable energy projects.			✓
6.10.3.c Encourage efforts to produce more renewable energy using distributed generation.			✓
6.10.3.d Encourage import substitution by MECO and the broader community to become more self-sufficient in energy production.			✓
6.10.3.e Educate the public on the economic and environmental benefits from the increased use of renewable energy.			✓
6.10.3.f Encourage support from the Federal government, State, and the private sector for Maui's renewable energy objectives.			✓
6.10.3.g Encourage incentives to support the development and use of renewable energy.			✓
Objective:			
6.10.4 More efficient distribution of power throughout the island while preserving island beauty.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
HARBORS AND AIRPORT			
Goal:			
6.11 Maui will have harbors and airports that will efficiently, dependably, and safely facilitate the movement of passengers and cargo.			✓
Objective:			
6.11.1 Upgraded harbor facilities to handle larger volumes of freight and passengers and additional small boat harbors.			✓
Policies:			
6.11.1.a Support the expansion and upgrade of Kahului Harbor through the following, provided that any expansion is respectful of cultural practices and existing recreational uses and supports improved water quality:			✓
(1) Accommodate increasing volumes of cargo;			✓
(2) Provide deeper pier depths and greater fuel-receiving and storing capacities; and			✓
(3) Ensure safe and efficient work areas, including separating passenger operations from fuel and cargo operations.			✓
6.11.1.b Work with public and private entities to provide adequate pier slips, utilities, repair facilities, and waste-disposal capabilities.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
6.11.1.c Encourage the State to safely separate passenger (cruise and ferry) operations from hazardous bulk fuels and heavy cargo transporting operations, while not decreasing harbor's capacity to safely support various recreational uses.			✓
6.11.1.d Encourage the State to develop cargo inspecting sites and facilities for efficient cargo and container processing and transportation and to prevent alien species entry.			✓
6.11.1.e Support a State and County task force to study the feasibility of a second commercial harbor on Maui.			✓
Objective:			
6.11.2 Establish more economically thriving and environmentally sensitive small boat harbors accommodating resident and business activity, including fishing, recreation, and tour boats.			✓
Policy:			
6.11.2.a Provide for needed shore-side facilities and capabilities to support small boat harbor users (e.g. repair facilities, parking, cold storage, and mass-transit connections).			✓
Objective:			
6.11.3 Upgraded airport facilities and navigation aids to serve the needs of passengers, freight movements, and general aviation.			✓
Policies:			
6.11.3.a Protect the island's airports from encroaching urbanization that may negatively impact the airport operations.			✓
6.11.3.b Support State efforts to improve Kahului Airport operations to better serve passenger and cargo needs.			✓
6.11.3.c Support State efforts to identify sites and plan to relocate and accommodate small and rotary wing aircraft.			✓
6.11.3.d Encourage the State to improve airport safety including lighting, fuel transmission, fuel safety, etc.			✓
6.11.3.e Consider expansion of rental car facilities in West and South Maui.			✓
6.11.3.f Consider expansion of mass transit (bus, fixed-rail, shuttle, and taxis, bicycle, and pedestrian facilities) to and from Kahului Airport and not limited to passenger movements (allowing for luggage and cargo).			✓
6.11.3.g Encourage the State to maintain airport capacity and to encourage more responsive air services to Hāna and Kapalua.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
CHAPTER 7 – LAND USE			
AGRICULTURAL LANDS			
Goal:			
7.1 Maui will have a prosperous agricultural industry and will protect agricultural lands.			✓
Objective:			
7.1.1 Significantly reduce the loss of productive agricultural lands.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
7.1.1.a Allow, where appropriate, the clustering of development on agricultural lands when approved as a CSD plan or similar approval mechanism.			✓
7.1.1.b Require, where appropriate, the review and approval of CSD plans prior to the subdivision of agricultural land.			✓
7.1.1.c Discourage developing or subdividing productive agricultural lands for residential uses in which the residence would be the primary use and any agricultural activities would be secondary uses.			✓
7.1.1.d Consider requirements for public notification and review of the subdivision of agricultural land into four or more lots.			✓
7.1.1.e Focus urban growth, to the extent practicable, away from productive and important agricultural lands.			✓
7.1.1.f Strongly discourage the conversion of productive and important agricultural lands (such as sugar, pineapple, and other produce lands) to rural or urban use, unless justified during the General Plan update, or when other overriding factors are present.			✓
7.1.1.g Further develop the requirements for agricultural assessments found under Section 19.510, MCC.			✓
7.1.1.h Provide incentives for landowners to preserve and protect agricultural lands from development through the use of TDR/PDR, tax credits, easement programs, or similar means.			✓
7.1.1.i Promote the use of U.S.D.A. Farm and Ranch Lands Protection Program grants to fund the acquisition of conservation easements on eligible agricultural lands.			✓
7.1.1.j Require all major developments adjacent to agricultural lands to provide an appropriate and site-specific agricultural protection buffer as part of a required site plan.			✓
7.1.1.k Support and promote the viability of Maui's agricultural businesses through property tax incentives and other programs and subsidies.			✓
7.1.1.l Encourage future community plan efforts to identify lands within the County Agricultural zoning district that are primarily being used for large-lot residential or rural use and consider such lands for reclassification to an appropriate County Rural zone.			✓
Objective:			
7.1.2 Reduction of the island's dependence on off-island agricultural products and expansion of export capacity.			✓
Policies:			
7.1.2.a Coordinate with the agricultural community, associations/community groups, agricultural landowners, and the State to designate IALs.			✓
7.1.2.b Support an incentive package for productive Agricultural Lands which aims to ensure agricultural viability for small- and commercial-scale agricultural producers.			✓
7.1.2.c Actively look to acquire land and provide infrastructure to expand the agricultural park and establish new agricultural parks.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
7.1.2.d Support the designation of a research and development area within agricultural parks to help farmers stay attuned to new technology and research.			✓
7.1.2.e Support local cooperative extension services to facilitate timely technology transfer opportunities.			✓
7.1.2.f Support plans and programs to develop additional sources of water for irrigation purposes.			✓
7.1.2.g Consider appropriate subdivision requirements (gravel roads, above-ground utilities, etc.) in those subdivisions creating Agricultural Parks where lots are limited to agricultural production with no dwellings.			✓
7.1.2.h Support the recommendations, policies, and actions contained within the Maui Agricultural Development Plan, July 2009, when consistent with the MIP.			✓
7.1.2.i Allow water and tax discounts for legitimate farming operations on rural and agricultural land.			✓
7.1.2.j Give priority in delivery and use of agricultural water and agricultural land within County agricultural parks to cultivation of food crops for local consumption.			✓
7.1.2.k Support programs that control pests and diseases that affect agriculture.			✓
7.1.2.l Support the development of training and apprenticeship programs to encourage an adequate supply of agricultural workers.			✓
Objective:			
7.1.3 Support and facilitate connectivity between communities.			✓
Policies:			
7.1.3.a Evaluate the impact of gated communities on interconnectivity.			✓
7.1.3.b Discourage land use and urban design that impedes interconnectivity between adjacent communities.			✓
Analysis: **The goals, objectives, and policies of this section are not applicable to the proposed project.**			
RURAL AREAS			
Goal:			
7.2 Maui will have a rural landscape and lifestyle where natural systems, cultural resources and farm lands are protected and development enhances and compliments the viability and character of rural communities.			✓
Objective:			
7.2.1 Reduce the proliferation and impact of residential development outside of urban, small town, and rural growth boundaries.			✓
Policies:			
7.2.1.a Focus development to areas inside urban, small town, and rural growth boundaries to preserve natural, cultural, and agricultural resources.	✓		
7.2.1.b Encourage cluster development with a mandatory buffer requirement/clear edge at the interface of country towns, agricultural uses, and surrounding rural landscapes.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
7.2.1.c Encourage or require, where appropriate, CSDs and the use of green spaces/natural separations to protect the character of rural landscapes.			✓
7.2.1.d Encourage basic goods/services in business country towns.			✓
7.2.1.e Allow for mixed uses, including residential uses, within Business Country Town Districts.			✓
7.2.1.f Encourage the use of alternative stormwater management techniques that minimize land disturbance and preserve natural drainage features.			✓
7.2.1.g Encourage green belts, open space buffers, and riparian zones to minimize conflicts between agriculture and residential uses.			✓
7.2.1.h Evaluate the impact of gated communities on inter-connectivity.			✓
Objective:			
7.2.2 More appropriate service/infrastructure standards to enhance and protect the island's rural character and natural systems.			✓
Policies:			
7.2.2.a Minimize impermeable surfaces within rural areas.			✓
7.2.2.b Protect and support the character, economic viability, and historic integrity of Maui's small towns.			✓
7.2.2.c Use infrastructure, public service, and design standards that are appropriate to rural areas.			✓
7.2.2.d Discourage land use and urban design that impede interconnectivity between adjacent communities.			✓
Analysis: **The project is being planned for lands deemed suitable for urban growth by the MIP.**			
URBAN AREAS			
Goal:			
7.3 Maui will have livable human-scale urban communities, an efficient and sustainable land use pattern, and sufficient housing and services for Maui residents.	✓		
Objective:			
7.3.1 Facilitate and support a more compact, efficient, human-scale urban development pattern.			✓
Policies:			
7.3.1.a Ensure higher-density compact urban communities, infill, and redevelopment of underutilized urban lots within Urban Growth Boundaries.			✓
7.3.1.b Maintain a distinct separation between communities, such as but not limited to, Wailuku and Waikapū; Wailuku and Waiheʻe; Pukalani and Makawao; Pukalani and Kula; Makawao and Hāliʻimaile; Lahaina and Kāʻanapali; Kīhei and Māʻalaea; and Māʻalaea and Waikapū, to protect the character and identity of Maui's communities.			✓
7.3.1.c Strengthen evaluation requirements for new urban expansion, new towns, and major urban infill projects within urban growth areas. Tailor submittal requirements to reflect the impact or scale of different projects.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
7.3.1.d Ensure future amendments to urban growth boundaries achieve the following: (1) provide a beneficial extension of the existing community; (2) are in areas where it is cost-effective to provide and operate infrastructure/public service facilities; and (3) do not promote automobile-oriented land use patterns.			✓
7.3.1.e Evaluate the impact of gated communities on inter-connectivity.			✓
7.3.1.f Encourage the development and implementation of neighborhood design standards that are environmentally friendly, such as LEED for Neighborhood Development (LEED – ND) standards.			✓
7.3.1.g Discourage future pyramid zoning within the industrial zoning districts, while allowing accessory commercial uses and grandfathering existing uses.			✓
7.3.1.h Promote agriculture by encouraging community gardening, community-supported agricultural programs, and farmers markets within and adjacent to urban areas.			✓
7.3.1.i Discourage land use and urban design that impedes inter-connectivity between adjacent communities.			✓
Objective:			
7.3.2 Facilitate more self-sufficient and sustainable communities.			✓
Policies:			
7.3.2.a When developing new communities, provide sufficient lands for commercial, appropriate industrial, educational, spiritual, and non-profit uses to serve the daily needs of community residents.			✓
7.3.2.b Site community facilities such as schools, parks, libraries, and community centers within walking and biking distance of residences.			✓
7.3.2.c Facilitate self-sufficient communities and shorten commutes by:			✓
(1) Directing residential development to job-rich areas;			✓
(2) Allowing for appropriate commercial development and community services to shorten commutes; and			✓
(3) Allowing home occupations or home-based businesses that are compatible with surrounding neighborhoods and lifestyles.			✓
7.3.2.d Ensure, where appropriate, that affordable employee housing and multi-modal transportation opportunities are located near major employment centers.			✓
7.3.2.e Discourage the establishment of bedroom communities where long commutes are required to employment centers.			✓
7.3.2.f Facilitate the development of housing by focusing projects in locations where land and infrastructure costs facilitate the development of affordably-priced housing.			✓
7.3.2.g Provide incentives to facilitate the development of multifamily housing.			✓
7.3.2.h Encourage the placement of rental housing projects in the same areas as for-sale housing to facilitate mixed-income communities.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
7.3.2.i Develop communities that provide sufficient parks, schools, libraries, and other essential public facilities and services to serve resident needs.			✓
7.3.2.j Promote agriculture by encouraging community gardening, edible landscaping, community-supported agricultural programs, and farmers markets within and adjacent to urban areas.			✓
Objective:			
7.3.3 Strengthen the island's sense of place.			✓
Policies:			
7.3.3.a Protect and enhance the unique architectural and landscape characteristics of each community.			✓
7.3.3.b Encourage Hawaiian architecture and tropical building designs.			✓
7.3.3.c Support the continued revitalization of historic country towns, Wailuku Town, and Kahului's commercial core and harbor-front without displacing traditional, cultural, recreational and customary uses.			✓
7.3.3.d Strongly encourage the preservation of buildings, structures, and sites of historic significance.			✓
7.3.3.e Require community input through Design Workshops for major new urban expansion, new towns, and major urban infill projects.			✓
7.3.3.f Require design enhancement, landscaping, and integration of park and rides, bicycle parking areas, and mass-transit infrastructure to mitigate the effect of parking lots and structured parking on the urban landscape.			✓
7.3.3.g Ensure that safe and attractive public spaces (e.g., plazas, parks, town/village squares) are provided throughout the island's urban areas.			✓
Objective:			
7.3.4 Strengthen planning and management for the visitor industry to protect resident quality of life and enhance the visitor experience.			✓
Policies:			
7.3.4.a Discourage the conversion of hotel units to timeshares and fractional ownership.			✓
7.3.4.b Monitor and manage the amount of, and impacts from, timeshares and fractional ownership.			✓
7.3.4.c Manage short-term rentals and bed-and-breakfast homes through a permitting and regulatory process in accordance with adopted ordinances and community plan policies.			✓
7.3.4.d Limit large-scale resort development to the four existing resort destination areas of Wailea, Mākena, Kapalua and Kāʻanapali. "Large Scale Resort" is defined as complexes that include multiple accommodation facilities, activity businesses, retail complexes, and other amenities.			✓
Objective:			
7.3.5 Ensure that Maui's planning and development review process becomes more transparent, efficient, and innovative.	✓		

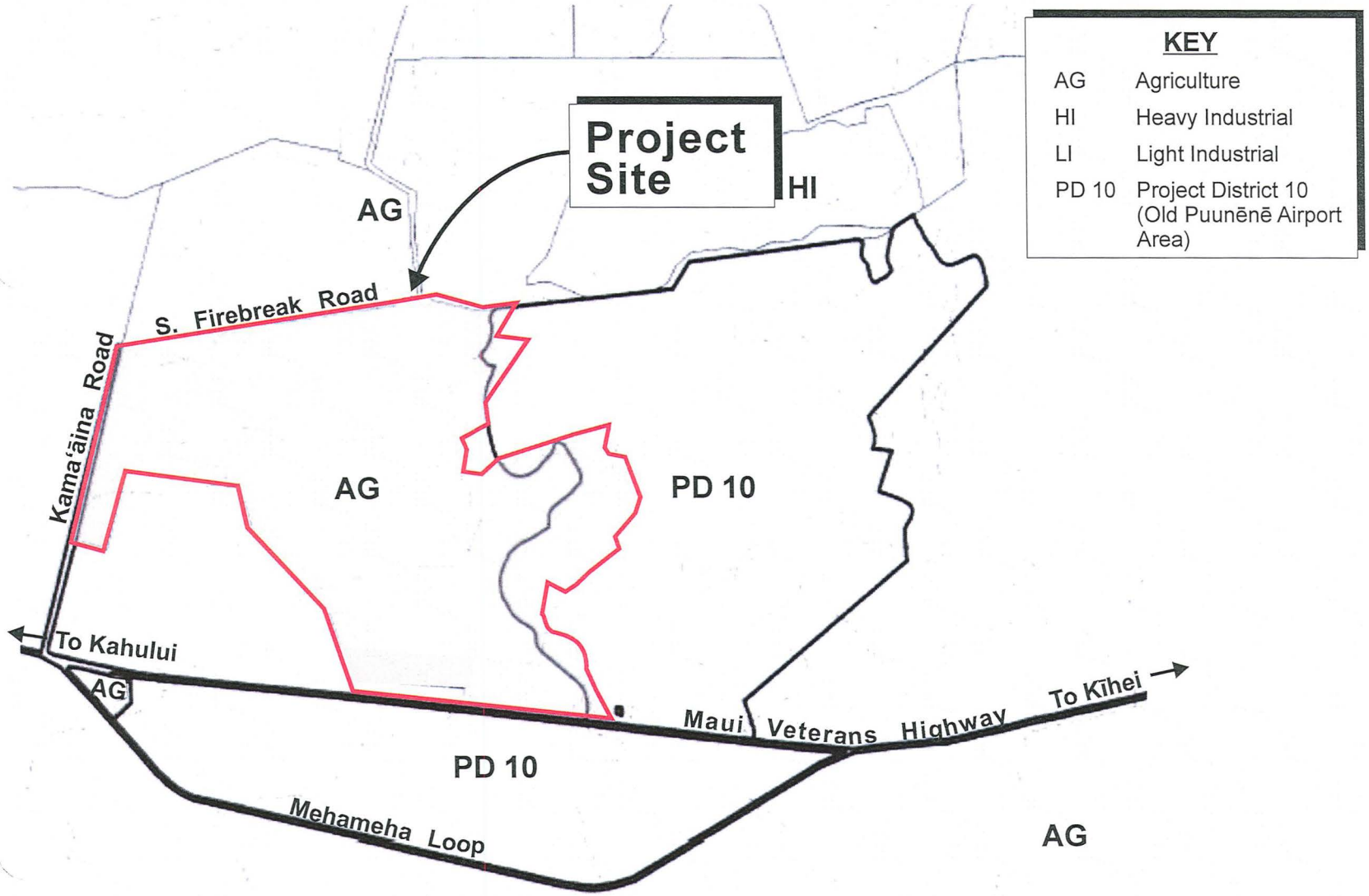
Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Policies:			
7.3.5.a Encourage greater community involvement in land use planning and decision making.	✓		
7.3.5.b Establish a predictable and timely development review process that facilitates the approval of projects that meet planning and regulatory requirements.			✓
7.3.5.c Increase inter-agency coordination between the Department of Planning and all State and County agencies responsible for infrastructure and public facilities provision, particularly as it relates to the mitigation of long-term cumulative impacts resulting from development projects.	✓		
7.3.5.d Provide greater certainty and transparency in the development review process.			✓
7.3.5.e Expand and maintain land use and geographic information system databases for improved decisions, and make data and products available to the public.			✓
Analysis: **The project is being planned for lands deemed suitable for urban growth by the MIP. Coordination has been carried out between the State and County agencies regarding infrastructure service alternatives to the proposed project.**			
CHAPTER 8 – DIRECTED GROWTH PLAN			
URBAN AND SMALL TOWN GROWTH AREA			
Goal:			
8.1 Maui will have well-serviced, complete, and vibrant urban communities and traditional small towns through sound planning and clearly defined development expectations.	✓		
Policies:			
8.1.a The County, with public input, will be responsible for designating new growth areas where infrastructure and public facilities will be provided, consistent with the policies of the MIP and in accordance with State and County infrastructure plans.			✓
8.1.b Amendments to a UGB or STB shall be reviewed as a MIP amendment. A UGB or STB shall only be expanded if the island-wide inventory (maintained by the Department of Planning) of existing land uses (residential, commercial, industrial) indicates that additional urban density land is necessary to provide for the needs of the projected population growth within ten years of that inventory; or, during the decennial update of the MIP.			✓
8.1.c Community plans shall provide for urban density land use designations only within UGBs and Small Towns. The County may only support and approve State Urban Land Use Designations for areas within UGBs, STBs, and Rural Villages.			✓
8.1.d The unique character and function of existing small towns shall be protected to retain and preserve their sense of place.			✓
8.1.e New development shall be consistent with the UGBs, STBs, and all other applicable policies of the MIP. New urban-density development shall not be allowed outside of a UGB or STB.	✓		

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
8.1.f	The County, as a condition of development approval, shall require developers of privately owned infrastructure systems to provide financial insurance (bonding, etc.) for the operation and maintenance of these systems.			✓
8.1.g	The County shall implement a zoning program to comprehensively redistrict and rezone lands within UGBs according to updated community plan policies and map designations.			✓
8.1.h	The County will seek to focus capital improvements (schools, libraries, roads, and other infrastructure and public facilities) within the UGBs and STBs in accordance with the MIP.			✓
8.1.i	The County will promote (through incentives, financial participation, expedited project review, infrastructure/public facilities support, etc.) appropriate urban infill, redevelopment and the efficient use of buildable land within UGBs to avoid the need to expand the UGBs.			✓
8.1.j	The MIP's UGBs and STBs shall not be construed or implemented to prohibit the construction of a single-family dwelling on any existing parcel where otherwise permitted by law.			✓
Analysis:	**The project is being planned for lands deemed suitable for urban growth by the MIP.**			
RURAL GROWTH AREA				
Goal:				
8.2	Maui will maintain opportunities for agriculture and rural communities through sound planning and clearly defined development expectations.			✓
Policies:				
8.2.a	Amendments to a RGB shall be reviewed as an MIP amendment. A RGB shall only be expanded if an island-wide inventory of existing land uses (residential, commercial, industrial) indicates that additional lands are necessary to provide for the needs of the projected population growth within ten years of that inventory; or, during the decennial update of the MIP.			✓
8.2.b	New development shall be consistent with RGB and all other applicable policies and requirements of the MIP. Public, quasi-public, civic, and limited commercial or industrial uses may be allowed in the RGB when the proposed uses demonstrate a public need and are consistent with the Community Plan and zoning.			✓
8.2.c	Environmental protection and compatibility will be a top priority in rural growth areas.			✓
8.2.d	All development within rural growth areas should avoid encroachment upon prime agricultural land.			✓
8.2.e	Rural growth areas include Rural Residential Areas and Rural Villages. Rural residential areas may be designated when they are located in association with or on the border of urban growth areas or Small Towns; and/or when they provide for complete, self-sufficient rural communities with a range of uses to be developed at densities that do not require urban infrastructure.			✓

Maui Island Plan Goals, Objectives and Policies Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable		S	N/S	N/A
8.2.f	Community plans shall provide for rural density land use designations only within RGBs; provided that limited community plan urban designations may be allowed within Rural Villages. New rural growth areas shall not be located where urban expansion may ultimately become necessary or desirable. New rural-density development shall not be allowed outside of a RGB.			✓
8.2.g	New rural growth areas intended to be complete, self-sufficient rural communities must be located a significant distance from existing urban areas, distinctly separated by agricultural or open lands.			✓
8.2.h	Urban-scale infrastructure and public facilities shall not be provided in rural areas except as described in the defined Level-of-Service (LOS) standards. There should be no expectations of urban services in rural areas.			✓
8.2.i	Urban development standards shall not be required within RGBs except in fulfillment of Federal law.			✓
8.2.j	The unique character and function of existing small towns and rural communities shall be protected to retain and preserve their sense of place.			✓
8.2.k	Preserve rural landscapes in which natural systems, cultural resources, and agricultural lands are protected and development compliments rural character and contributes to the viability of communities and small towns.			✓
8.2.l	The MIP's RGBs shall not be construed or implemented to prohibit the construction of a single family dwelling on any existing parcel where otherwise permitted by law.			✓
8.2.m	The County shall implement a zoning program to comprehensively redistrict and rezone lands within RGBs, and to implement community plan policies and map designations.			✓
8.2.n	At the time of zoning from agricultural to rural, Council will consider prohibiting restrictions on agricultural activity.			✓
Analysis:	**The goals and policies of this section are not applicable to the proposed project.**			
PROTECTED AREA POLICY				
8.3.a	The Protected Areas in Diagrams E-1, NW-1, N-1, NE-1, S-1, SE-1, and WC-1 should be concurrently reviewed with Table 8-2 and with any proposed land uses that may result in an adverse impact on a Protected Area. The County Council and the Administration should be notified if a Protected Area may be compromised by a development proposal.			✓
Analysis:	**The policy of this section does not apply to the proposed project.**			

E. KIHEI-MAKENA COMMUNITY PLAN

The subject property is located within the Kihei-Makena Community Plan region. A portion of Tax Map Key (TMK) (2)3-8-008:001 (Parcel 1) of the DLNR Industrial and Business Park is designated "Agriculture" with a small portion along the southern boundary designated "Project District 10 (Old Pu'unēnē Airport area)". See **Figure ~~23~~25**.



Source: County of Maui, Department of Planning, Kihei-Makena Community Plan, 1998

Figure ~~23~~25

DLNR Industrial and Business Park

Kihei-Makena Community Plan Map

NOT TO SCALE

Prepared for: State of Hawaiʻi, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\CPM.FEIS

Project District 10 (Old Pu'unēnē Airport area) consists of 561 acres. In the Kihei-Makena Community Plan the project district is described as follows:

> *. . . including an area of approximately 257 acres adjacent to Mokulele Highway that is not in sugar cane cultivation. This area has been utilized extensively for recreational activities. Approximately 125 acres, including and adjacent to the Hawaiian Cement site, should be utilized for heavy industrial use. The remaining 189 acres, between Mokulele Highway and Memahema Loop, are almost all in sugar cane cultivation and shall remain as such until sugar production no longer remains a viable commodity within the State.*
>
> (Note: In 2017, Mokulele Highway was renamed to Maui Veterans Highway)

The Kihei-Makena Community Plan further states the objective of the project district:

> *. . . to establish a master planned recreational and industrial expansion area to meet future recreational needs and to provide areas for industrial activities, including government facilities, whose locations are better suited away from urban areas. Site planning shall seek to maximize the range of potential user groups while minimizing potential incompatibilities between recreational, government, and industrial activities.*

The Kihei-Makena Community plan includes the following Urban Design Standards:

> *Building Form*
>
> *Establish a maximum of thirty-five (35) feet in building height for new commercial facilities.*
>
> *Limit the height of industrial buildings to thirty-five (35) feet. Within large industrial tracts, separate industrial design guidelines should be formulated to guide development. Such guidelines shall, among other issues, address landscaping and building design to achieve design continuity for the overall industrial development area.*

Moreover, the proposed project is also in conformance with the following goals, objectives, and policies of the Kihei-Makena Community Plan:

LAND USE

Goal: *A well-planned community with land use and development patterns designed to achieve the efficient and timely provision of infrastructural and community needs while preserving and enhancing the unique character of Ma'alaea, Kihei, Wailea and Makena as well as the region's natural environment, marine resources and traditional shoreline uses.*

Objectives and Policies

* * *

b. *Identify priority growth areas to focus public and private efforts on the provision of infrastructure and amenities to serve existing residents and to accommodate new growth.*

c. *Upon adoption of this plan, allow no further development unless infrastructure, public facilities, and services needed to service new development are available prior to or concurrent with the impacts of new development.*

* * *

e. *Establish a system of parks, utility easements, shoreline areas, drainageways and wetlands as an open space framework for the urban areas of the region, i.e. where structures exist or are planned to exist, and provide an integrated system of pedestrian and bicycle paths.*

* * *

k. *Provide for limited expansion of light industrial services in the area south of Ohukai and mauka of Pi'ilani Highway, as well as limited marine-based industrial services in areas next to Ma'alaea Harbor. Provide for moderate expansion of light industrial use in the Central Maui Baseyard, along Mokulele Highway. These areas should limit retail business or commercial activities to the extent that they are accessory or provide service to the predominate light industrial use. These actions will place industrial use near existing and proposed transportation arteries for the efficient movement of goods.*

Response: The DLNR Industrial and Business Park is located in close proximity to other industrial uses and to existing transportation corridor for the efficient movement of goods. Required infrastructural improvements (i.e., water, sewer, roadway, etc.) are planned to be developed concurrently with the project. As such, the project will provide existing and future businesses with serviced land to relocate or establish new business opportunities. The project will be developed inclusive of open space areas, a decentralized system of stormwater detention basins, and connections to the existing bicycle path along Maui Veterans Highway. Design guidelines will be established to guide development within the DLNR Industrial and Business Park.

ECONOMIC ACTIVITY

Goal: *A diversified and stable economic base which serves resident and visitor needs while providing long-term resident employment.*

Objective and Policy

a. *Establish a sustainable rate of economic development consistent with concurrent provision of needed transportation, utilities, and public facilities improvements.*

Response: The DLNR Industrial and Business Park will provide serviced land for existing and new business to grow which will help diversify and stabilize Maui's economic base. Required infrastructural improvements (i.e., water, sewer, roadway, etc.) are planned to be developed concurrently with the project.

HOUSING AND URBAN DESIGN

Goal: *A variety of attractive, sanitary, safe and affordable homes for Kihei's residents, especially for families earning less than the median income for families within the County. Also, a built environment which provides complementary and aesthetically pleasing physical and visual linkages with the natural environment.*

Objectives and Policies

* * *

d. *Provide for integration of natural physical features with future development of the region. New development shall incorporate features such as gulches and wetlands into open space and pedestrian pathway and bikeway systems.*

e. *Implement landscaped setbacks for future multi-family and commercial areas. Developments shall provide space for landscaped pedestrian ways and bikeways.*

f. *Incorporate the principles of xeriscaping in all future landscaping.*

g. *Encourage the use of native plants in landscaping in the spirit of Act 73, Session Laws of Hawaii, 1992.*

Response: The project will be developed inclusive of open space areas, a decentralized system of stormwater detention basins, pedestrian paths, and connections to the existing bicycle path along Maui Veterans Highway. In addition, the project will be heavily landscaped to screen buildings from the view of motorists passing along Maui Veterans Highway, as well as to provide shade for pedestrians. The landscaping palette will utilize drought-tolerant and/or native plants where feasible.

PHYSICAL AND SOCIAL INFRASTRUCTURE

Goal: *Provision of facility systems, public services and capital improvement projects in an efficient, reliable, cost effective, and*

environmentally sensitive manner which accommodates the needs of the Kihei-Makena community, and fully support present and planned land uses, especially in the case of project district implementation. Allow no development for which infrastructure may not be available concurrent with the development's impacts.

Water Distribution

Objectives and Policies

a. *Provide for appropriate water source and transmission improvements concurrent with planned growth of the Kihei-Makena region.*

* * *

d. *Encourage the use of non-potable water for irrigation purposes and water features. Prohibit the use of potable water in large water features or require substantial mitigation fees.*

e. *Encourage the use of plants which have a relatively low need for water.*

Response: The proposed project will be developed inclusive of all infrastructural system needs. As previously discussed, several different alternatives have been identified and analyzed for water and wastewater systems. Should the project develop its own onsite wastewater ~~treatment~~reclamation facility, recycled R-1 will be utilized for irrigation of common landscaped areas.

Liquid and Solid Waste

Objectives and Policies

a. *Coordinate improvements to sewer transmission lines and wastewater reclamation facilities to meet the needs of future population growth. Require that the Wailea Resort Company and the Wailea Makena Alliance work toward a solution that would enable the Wailea sewerage system to be dedicated to the County.*

b. *Provide efficient, safe and environmentally sound systems for the reuse, recycling, and disposal of liquid and solid wastes.*

Response: The proposed project will be developed inclusive of all infrastructural system needs. As previously discussed, several different alternatives have been identified and analyzed for the proposed project to ensure that adequate wastewater infrastructure is provided for the development.

Drainage

Objectives and Policies

a. *Design drainage systems that protect coastal water quality by incorporating best management practices to remove pollutants from runoff. Construct and maintain, as needed, sediment retention basins and other best management practices to remove sediments and other pollutants from runoff.*

b. *Construct necessary drainage improvements in flood prone areas. Where replacement drainage are required for flood protection, these systems shall be designed, constructed, and maintained using structural controls and best management practices to preserve the functions of the natural system that are beneficial to water quality. These functions include infiltration, moderation of flow velocity, reduced erosion, uptake of nutrients and pollutants by plants, filtering, and settlement of sediment particles. The use of landscaped swales and unlined channels shall be urged.*

Response: As previously discussed, the drainage system for the project will consist of many open detention basins spread throughout the proposed development and integrated into open space areas. The basins will work together in parallel or in series to achieve the net reduction in runoff. Other Low Impact Development (LID) practices may be incorporated including: uncurbed roadways with dry swales, pervious pavement, and bioretention basins. The costs and benefits of implementing LID practices will be evaluated further in the detailed design phase. In addition, BMPs will be implemented during construction to protect downstream water resources.

Recreation

Objective and Policy

a. *Provide high-quality recreational facilities to meet the present and future needs of residents of all ages and physical ability.*

Response: The proposed project will include open space areas as well as an extension of the existing bicycle path along Maui Veterans Highway into the project near a proposed park site.

GOVERNMENT

Goal: *Efficient, effective and responsive government services in the Kihei-Makena region.*

Objective and Policy

a. *Improve the delivery of services by government agencies to the Kihei-Makena region.*

Response: The proposed project will provide opportunities for the development of public/quasi-public uses. As previously discussed, an approximately 20-acre site within the proposed project is reserved for the relocation of the DLNR's Division of Forestry and Wilflide baseyard.

To establish the proposed industrial, commercial, and public/quasi-public uses for DLNR Industrial and Business Park, a Community Plan Amendment (CPA) to the Kihei-Makena Community Plan (KMCP) will be required. There are two (2) options for amendment. The first option is to re-designate the project site to incorporate it into Project District No. 10 consistent with the adjacent parcel under Executive Order No. 4024 or to identify a separate Project District 11. In either land use category, the text in the KMCP for Project Districts will need to be revised to include the proposed purpose, intent, and uses for the project site.

The ~~other~~second and preferred option is to request light industrial use that would permit the proposed mix of light industrial, limited commercial, and public/quasi-public uses. This option will require an amendment to the subject property from "Agriculture" and "Project District 10" to the "Light Industrial" land use designation. The latter option would not require amendment to the text of the KMCP. In this regard, the DLNR proposes to seek a CPA to "Light Industrial" for the proposed project.

It is also noted that the County of Maui intends to undertake the KMCP update process in the next couple of years. The DLNR will coordinate with the Maui County Council during this process to include the proposed redesignation of the project site. Should the redesignation be approved and the KMCP update process be completed within a reasonable timeframe, an application for a CPA to the KMCP may not be necessary.

F. MAUI COUNTY ZONING

The project site is zoned "Agricultural" by the County of Maui. Pursuant to Chapter 19.30A, Maui County Code (MCC), permitted uses in the "Agricultural" District are limited to agricultural production and related accessory and special uses. The proposed mixed uses of industrial, limited commercial, and public/quasi-public uses envisioned for DLNR Industrial and Business Park are not permitted uses within the County "Agricultural" District. To implement the project, a Change of Zoning (COZ) will be required from the "Agricultural" district to a more appropriate land use zone(s). To implement the goals for DLNR the appropriate zoning district to be requested is the "M-1 Light Industrial" District which permits industrial and commercial uses as well as government-owned buildings.

Once zoning is granted, development of the project area would be subject to the County's subdivision and building permit requirements.

MCC, Section 19.510.040 outlines the criteria which a project must meet in order to be granted a COZ by the Maui County Council. The proposed project was evaluated with respect to these criteria as discussed below:

1. **The proposed request meets the intent of the general plan and the objectives and policies of the community plans of the county.**

   As previously discussed, the proposed project is located within the UGB for the area as designated within the MIP. The Pulehunui Growth Area, as referred to in the MIP, consists of just over 639 acres, including the area of the proposed project. Furthermore, the MIP states on page 8-33, in reference to the Pulehunui Growth Area, that "the planned growth area represents a logical expansion of industrial land use in the area." The MIP goes on to state "the area's location, midway between Kīhei and Kahului, makes it an ideal site to serve the island's long-term heavy industrial land use needs." In this context, the proposed project is consistent with the growth and type of development that is envisioned for the area.

   In addition to the proposed COZ, an amendment to the Kihei-Makena Community Plan is being proposed to support the development of the proposed project. The preferred amendment would be to change the designation of the project area from "Project District 10" and "Agriculture" to "Light Industrial" to be consistent with the proposed COZ request. With the land use changes noted above, the proposed project will be consistent with the objectives and policies of the Kihei-Makena Community Plan.

2. **The proposed request is consistent with the applicable community plan land use map of the county.**

   As previously discussed, to be consistent with the MIP, an amendment to the Kihei-Makena Community Plan is being proposed to support the development of the proposed project. The preferred amendment would be to change the designation of the project area from "Project District 10" and "Agriculture" to "Light Industrial". A "Light Industrial" land use designation would be in alignment with the "M-1, Light Industrial" zoning designation proposed for the project.

3. **The proposed request meets the intent and purpose of the district being requested.**

   The proposed DLNR Industrial and Business Park is anticipated to include primarily light industrial uses, with limited commercial uses as is permissible by the Maui County Zoning Ordinance's "M-1, Light Industrial" zoning designation, which

will be sought for the project site. It is also noted that the desired composition of the uses within the DLNR Industrial and Business Park is a ratio of 70 percent light industrial and 30 percent commercial. Government uses such as baseyards or offices may also be developed. Specific uses will be driven by market demand for the available lots within the project. In this regard, the proposed development meets the intent and purpose to the requested "M-1, Light Industrial" zoning district.

4. **The application, if granted, would not adversely affect or interfere with public or private schools, parks, playgrounds, water systems, sewage and solid waste disposal, drainage, roadway and transportation systems, or other public requirements, conveniences and improvements.**

The application, if granted, will not adversely affect or interfere with public or private schools, parks, playgrounds as the proposed development is not considered a direct population generator, and will not necessitate an expansion of existing services or provision of new social services.

However, with regards to infrastructure, the proposed DLNR Industrial and Business Park project will be developed to include all required infrastructural systems needed to support the project. A Preliminary Engineering and Drainage Report (PEDR) was prepared for the project, which assesses existing infrastructure, projected project demand and needs, and proposed infrastructure systems to support the proposed project to ensure the proposed development's infrastructural needs are appropriately addressed. Refer to **Appendix "C"**.

5. **The application, if granted, would not adversely impact the social, cultural, economic, environmental, and ecological character and quality of the surrounding area.**

As previously discussed, the proposed project is located within the UGB for the area as designated within the MIP. The Pulehunui Growth Area, as referred to in the MIP, consists of just over 639 acres, including the area of the proposed project, and was included within the UGB of the MIP. Furthermore, the MIP states on page 8-33, in reference to the Pulehunui Growth Area, that the planned growth area represents a logical expansion of industrial land use in the area. The surrounding area includes other similar industrial developments including the Central Maui Baseyard, Pulehunui Industrial Park, which is currently under development, and the Hawaiian Cement Quarry. As such, the granting of the request for a COZ for the project would be compatible socially, culturally, economically, and ecologically with surrounding uses.

6. **<u>If the application change in zoning involves the establishment of an agricultural district with a minimum lot size of two acres, an agricultural feasibility study shall be required and reviewed by the department of agriculture and the United States Soil and Conservation Service.</u>**

The COZ does not involve the establishment of an agricultural district. The request is for a change in zoning to "M-1, Light Industrial".

During the COZ process, it is understood that the County Council may establish conditions of zoning which are recorded in a unilateral agreement against the property. Conditions of zoning may require preparation of a compliance report addressing compliance and fulfillment of the conditions.

Additionally, MCC, Section 19.30A.020 outlines criteria applied to agricultural lands for determining whether those lands should be retained in the agricultural district. If two (2) of the following three (3) criteria are met, the lands are given high priority for retention:

A. Agricultural Lands of Importance to the State of Hawai'i (ALISH);

B. Lands not classified by the ALISH system whose agricultural land suitability, based on soil, topographic, and climatic conditions, supports the production of agricultural commodities, including but not limited to coffee, taro, watercress, ginger, orchard and flower crops and nonirrigated pineapple. In addition, these lands shall include lands used for intensive animal husbandry, and lands in agricultural cultivation in five of the ten years immediately preceding the date of approval of this chapter; and

C. Lands which have seventy-five percent or more of their boundaries contiguous to lands within the agricultural district.

Although the lands underlying the proposed project meet both Criteria A and C, there are several reasons supporting the proposed rezoning of the lands from "Agricultural" to "M-1, Light Industrial".

1. **<u>Important Agricultural Lands</u>**

As previously mentioned, the lands underlying the proposed project site are not designated as IAL although there are IAL lands in the vicinity of the proposed project.

2. **<u>Agriculture Functional Plan</u>**

As previously mentioned, the Agriculture Functional Plan supports a system of standards, criteria, and procedures "to redesignate parcels of 'important agricultural lands' to 'urban' or 'other use' upon a demonstrated change of economic or social conditions, where the requested resedignation will provide greater benefits to the public than its retention in the IAL district" (State of Hawai'i,

Department of Agriculture, 1991). Although the project site is not designated IAL, economic and social conditions have evolved over the past few years, with plantation agriculture declining in Hawai'i, and the recent termination of sugar cane operations on Maui by HC&S. Furthermore, the proposed use of the lands for the DLNR Industrial and Business Park project would provide lease revenue to support DLNR's mission to protect natural resources, coastal, and native ecosystems. These uses would provide long-term public benefit. As such, the proposed rezoning of land from "Agricultural" to "M-1, Light Industrial" is anticipated to provide greater benefits to the public than retaining the land in an underutilized agricultural designation.

3. Maui Island Plan

As discussed previously, the MIP identifies Pulehunui as a logical expansion for industrial uses, with its location midway between Kīhei and Kahului. The UGB, as designated by the MIP, covers just over 639 acres east of Maui Veterans Highway, including the project site. The MIP notes that the planned growth area will be used for heavy industrial, public/quasi-public, and recreational purposes, adding that commercial uses should be limited. The DLNR Industrial and Business Park will be planned in accordance with the framework outlined in the MIP. In this regard, the proposed rezoning is supported by the MIP.

4. Agriculture Impact Assessment

An Agricultural Impact Assessment report was prepared for the proposed project to address the potential impacts to existing agricultural enterprises as a result of the proposed project. Refer to **Appendix "E"**. In regards to onsite agriculture, because the project site is no longer in agricultural operations, except for an approximately 5.450 acre Department of Agriculture quarantine site, which will be relocated, the report summarizes that the proposed project will not present any adverse impacts. In addition, although the lands underlying the project site have favorable soil conditions for agricultural use, the report states that the loss of 280 acres of high quality farmland is minimal in comparison to the total acreage still available on Maui and statewide. As such, the proposed redesignation of these lands for industrial uses is not anticipated to create adverse impacts on farming capabilities on Maui or Statewide. The report also states that the loss of these 280 acres will be offset by the following project benefits:

- **Construction Activity**
    - Construction jobs and income associated with project development.

- Indirect jobs and income generated by purchases of goods and services by construction companies and families of construction workers.

- State tax revenues (excise taxes, personal income taxes, corporate income taxes, etc.) paid by construction companies and workers, and by companies and families that are supported by construction activity.

- **Operations, Full Development**

  - Use of some project lots by DLNR and other government agencies.

  - Rents from lessees, which DLNR will use to support a broad range of its programs and divisions.

  - Goods and services provided by tenants of the project.

  - Employment and income generated by onsite commercial and industrial activity.

  - Offsite employment and income activity generated by the purchases of goods and services by tenants and the families of employees.

  - Tax revenues derived from County property taxes and State taxes (excise, personal income, and corporate income).

It is noted that the Department of Planning has conducted an audit of Title 19 of the MCC and anticipates a revision of the County's zoning ordinance. The DLNR understands that the current zoning code may not be in effect at the time the project seeks a Change of Zoning (COZ). In particular, the Department of Planning has indicated that it does not favor the stacking of uses currently allowed by the "M-1, Light Industrial" Zoning District. When Title 19, MCC is revised, the "M-1, Light Industrial" Zoning District may be limited to more traditional light industrial uses. The DLNR will monitor the proposed revisions to Title 19, MCC and will coordinate with the Department of Planning prior to seeking a COZ.

G. HAWAI'I COASTAL ZONE MANAGEMENT PROGRAM – OBJECTIVES AND ENFORCEABLE POLICIES

The project area is not within the County of Maui's Special Management Area (SMA). Nevertheless, an assessment of the development plan pursuant to the Hawai'i Coastal Zone Management Program (HCZMP) is provided as follows.

1. Recreational Resources

Objective:

Provide coastal recreational opportunities accessible to the public.

Policies:

a. *Improve coordination and funding of coastal recreational planning and management; and*

b. *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*

   i. *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*

   ii. *Requiring replacement of coastal resources having significant recreational value including, but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;*

   iii. *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*

   iv. *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*

   v. *Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;*

   vi. *Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;*

   vii. *Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and*

   viii. *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of section 46-6.*

Response: The subject property is located on the Central Maui isthmus inland of the ocean and is not anticipated to affect existing coastal recreational resources. Access to the shoreline areas will remain unaffected by the proposed project.

2. Historic Resources

Objective:

Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

a. *Identify and analyze significant archaeological resources;*

b. *Maximize information retention through preservation of remains and artifacts or salvage operations; and*

c. *Support state goals for protection, restoration, interpretation, and display of historic resources.*

Response: An Archaeological Inventory Survey (AIS) was prepared for the project area in 2017. Refer to **Appendix "G"**. The AIS fieldwork for the proposed project led to the identification of a single site. Site 50-50-04-8481 consists of a Historic-period irrigation ditch associated with sugar cane cultivation. Mechanical excavation of 148 trenches did not yield any significant historic properties. Site 50-50-04-8481 was assessed as significant under Criterion D, meaning that the site must have yielded or may be likely to yield, information important in prehistory or history. This Historic-era water transport channel was the only historic property identified by the AIS on the subject parcel. As was noted, it is likely that any traditional/early historic sites that may have existed would have been severely impacted by the production of sugar cane. In addition, given the large number of trenches excavated across the project site, and the lack of any cultural findings, the AIS notes that it would be highly unlikely that there would be an inadvertent discovery of any significant historic properties during project construction. As such, no further work was recommended for the project by the AIS. Refer to **Appendix "G"**.

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:

a. *Identify valued scenic resources in the coastal zone management area;*

b. *Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;*

c. *Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and*

d. *Encourage those developments that are not coastal dependent to locate in inland areas.*

Response: The project is being proposed with careful consideration given to community input, particularly with regards to views along Maui Veterans Highway. Design Guidelines have been formulated to ensure that the improvements upon each of the individual lots, when developed by the respective lessees, are consistent with the overall design intent and vision for the project. Refer to **Appendix "K"**. As previously discussed, the design guidelines establish site design parameters relative to setbacks, parking, and landscaping, as well as architectural parameters, such as facades, finishes, doors and windows, signage, and color palettes, with the intent that the project, although developed by individual lessees, will support a cohesive, unified, and aesthetically pleasing design.

In addition, the project will provide open space relief and landscaping in an attempt to break up the mass of buildings within the project. All buildings will comply with the 35-foot maximum height threshold for the light Industrial uses as set forth by the Kihei-Makena Community Plan.

The project site is located in Maui's central valley with scenic views of Haleakalā and the West Maui Mountains. In addition to the design guidelines, a View Analysis has been prepared to evaluate the project in the context of the surrounding area and from Maui Veterans Highway. Refer to **Appendix "L"**. The analysis provides renderings of the proposed development as envisioned for the project site.

4. Coastal Ecosystems

Objective:

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

Policies:

a. *Exercise an overall conservation ethic, and practice stewardship in the*

protection, use, and development of marine and coastal resources;

b. *Improve the technical basis for natural resource management;*

c. *Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;*

d. *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*

e. *Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.*

Response: As an inland action, the proposed project is not anticipated to adversely impact coastal ecosystems. The project includes drainage improvements to avoid significant adverse impacts to surrounding properties including new detention basins spread throughout the proposed development and integrated into open space areas which will work in parallel or in series to achieve the net reduction in runoff. Piped storm drain systems with periodic grated inlets or catch basins will also be installed in the proposed streets to collect runoff and route it to one of the proposed detention basins. Drainline stubs may be provided to each lot in order to reduce the lot's surface runoff contribution directly to the street. In addition, since there is a significant amount of offsite contributing drainage area mauka of the project site, diversions and thru conveyance systems need to be provided including interceptor ditches to collect and convey runoff from offsite drainage areas. Refer to **Appendix "C"**. Best Management Practices (BMPs) to mitigate urban runoff set forth in the Hawai'i Watershed Guidance will be reviewed and, as appropriate, included in the implementation of the project. Furthermore, as will be required by the Department of Health (DOH), Clean Water Branch (CWB) due to the amount of grading anticipated, a National Pollutant Discharge Elimination System (NPDES) Permit will be obtained to ensure that the earth moving activities will not result in adverse impacts to downstream properties or waters of the United States (U.S.).

5. Economic Uses

Objective:

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

Policies:

a. *Concentrate coastal dependent development in appropriate areas;*

b. *Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry 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*

c. *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:*

   i. *Use of presently designated locations is not feasible;*

   ii. *Adverse environmental effects are minimized; and*

   iii. *The development is important to the State's economy.*

Response: The implementation of the project will support short-term construction and construction-related jobs while in the long term DLNR Industrial and Business Park will provide economic development opportunities for government and businesses. The proposed action is not deemed to be coastal-dependent and is in consonance with the MIPs growth boundaries. The project is considered important to the State's economy and is located in an area considered appropriate by the County General Plan.

6. Coastal Hazards

Objective:

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

Policies:

a. *Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;*

b. *Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;*

c. *Ensure that developments comply with requirements of the Federal Flood Insurance Program; and*

d. *Prevent coastal flooding from inland projects.*

Response: According to the Flood Insurance Rate Maps, the project lands are located within Zone "X" (unshaded), which is defined as areas determined to be outside the 0.2 percent annual chance floodplain of minimal flooding. The project site is also located outside the tsunami evacuation zone.

As previously noted, the project site is located downstream of Reservoir 90, which poses a potential risk if the dam's earthen embankment were to overtop or fail. HC&S, who owns the dam, is responsible for addressing the current deficiencies cited. As appropriate, the DLNR will coordinate with HC&S to ensure that the project development timetable is in alignment with the repairs to be made to Reservoir 90.

7. Managing Development

Objective:

Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies:

a. *Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;*

b. *Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and*

c. *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.*

Response: The proposed project shall be reviewed and processed pursuant to Chapter 343, HRS, and through the DBA, CPA, and COZ permitting processes. Public review will be coordinated through this process. The DLNR has also met with various stakeholders, including neighboring landowners, community organizations, native Hawaiian organizations, elected officials, and State and County agencies, to discuss the scope of the proposed project.

8. Public Participation

Objective:

Stimulate public awareness, education, and participation in coastal management.

Policies:

a. *Promote public involvement in coastal zone management processes;*

b. *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 issues, developments, and government activities; and*

c. *Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.*

Response: As noted above, opportunity for public awareness, education and participation pertaining to significant resource attributes of the coastal zone is provided through Chapter 343, HRS environmental review procedures, and the DBA, CPA, and COZ review processes which provide for public review of the project. The DLNR has met with various stakeholders, including neighboring landowners, community organizations, ~~n~~Native Hawaiian organizations, elected officials, and State and County agencies, to discuss the proposed project. In addition, the DLNR hosted a public meeting to obtain input on the project on August 16, 2017. A summary of the public meeting ~~is~~and other community outreach and interagency coordination efforts are provided in **Appendix "~~P~~Q"** and **Appendix "Q-1"**, respectively.

9. Beach Protection

Objective:

Protect beaches for public use and recreation.

Policies:

a. *Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;*

b. *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 do not interfere with existing recreational and waterline activities;*

c. *Minimize the construction of public erosion-protection structures seaward of the shoreline;*

d. *Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and*

e. *Prohibit private property owners from creating a public nuisance by*

allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.

Response: As an inland action, the implementation of the project will not impact shoreline activities and, as such, adverse impact to beach processes are not expected.

10. Marine Resources

Objective:

Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies:

a. *Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*

b. *Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;*

c. *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;*

d. *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and*

e. *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

Response: As an inland action, the implementation of the project is not anticipated to adversely impact marine resources.

In addition to the foregoing objectives and policies and pursuant to Act 224 (2005):

No special management area use permit or special management area minor permit shall be granted for structures that allow artificial light from floodlights, uplights, or spotlights used for decorative or aesthetic purposes when the light:

(1) Directly illuminates the shoreline and ocean waters; or

(2) Is directed to travel across property boundaries toward the shoreline and ocean waters.

Further, this prohibitation shall not apply to authorized users for government operations, security, public safety, or navigational needs; provided that a government agency or its authorized users shall make reasonable efforts to properly position or shield lights to minimize adverse impacts.

Response: The project area is located inland of the shoreline. The development of the improvements will be designed to ensure that light fixtures will be shielded to comply with the dark sky lighting requirements and not directed across property boundaries.

ALTERNATIVES TO THE PROPOSED ACTION

IV

IV. ALTERNATIVES TO THE PROPOSED ACTION

A. FORMULATION OF THE PREFERRED ALTERNATIVE

The preferred alternative described in Chapter I of this document was developed through an extensive review process intended to ensure that the Department of Land and Natural Resources (DLNR) Industrial and Business Park addressed the following fundamental planning principles:

- Provide a mix of industrial, commercial, and public/quasi-public land uses to meet future land demand and provide agency flexibility to meet tenant requirements
- Provide cost effective and timely infrastructure services to the project area
- Respect local culture and environment

The preferred alternative was also formulated through coordination and consultation with various stakeholders, including State and County agencies as well as community organizations. Input from these stakeholder groups resulted in increased landscaping along Maui Veterans Highway as well as the inclusion of a southern vehicular access via the Maui Raceway Park access road.

Through the planning process, the DLNR developed various iterations of the land plan, with the selected plan being deemed most appropriate in terms of the foregoing criteria and in terms of adaptability to the land zoning code proposed for the project area. The following alternatives were considered in the evolution of the refinement to DLNR Industrial and Business Park.

1. Land Use Plan Alternatives
2. Land Entitlement Program Alternatives
3. No Action and Deferral of Action Alternative
4. Water and Sewer Infrastructure Plan Alternatives

B. DLNR INDUSTRIAL AND BUSINESS PARK LAND USE PLAN ALTERNATIVES

The project land use allocation is being guided by the assessment of locational factors, land suitability attributes, market demand and the flexibility required by the DLNR to effectively lease the developed lots for a mix of industrial, limited commercial, and public/quasi-public uses. Land use design considerations were also evaluated with

respect to ingress and egress, internal vehicular circulation and lot access, infrastructure design requirements, and development efficiencies and cost considerations.

The preferred site plan, as discussed in Chapter I, represents the optimum use and disposition of land within the project area for the development of the DLNR Industrial and Business Park. The layout of the lots and variety in sizes provides the DLNR with the opportunity to cater to a variety of tenant needs. Furthermore, depending on the demand for industrial land and needs of individual businesses, lots within the project can be consolidated or further subdivided.

Related to this alternative is the scenario wherein the proposed DLNR Division of Forestry and Wildlife (DOFAW) baseyard, which is currently anticipated to encompass an approximately 20 acre site within the DLNR Industrial and Business Park, is not completed. A Finding of No Significant Impact (FONSI) was granted by the DLNR for a Final Environmental Assessment for the proposed DOFAW baseyard project in September 2016. The proposed baseyard would include office, warehouse, lab, parking and equipment storage, nursery, dryland forest restoration, training field, helicopter landing zone, and other ancillary uses for the DOFAW. However, shortly after the FONSI was published by the Office of Environmental Quality Control, the DLNR determined that a more cautious approach to the DOFAW baseyard project would be appropriate while working towards securing funding from the State Legislature. Should the DLNR decide to not proceed with the baseyard project, the reserved 20 acre site could be further divided into additional lots and be integrated into the industrial and business park model or could be used for other government purposes.

C. LAND ENTITLEMENT ALTERNATIVES

The project area is zoned "Agricultural" by the County of Maui. Pursuant to Chapter 19.31A, Maui County Code (MCC), permitted uses in the "Agricultural" district are limited to agricultural production and related accessory and special uses. The proposed industrial, limited commercial, and public/quasi-public uses for the project site are not permitted uses within the County "Agricultural" district. To implement the project, two (2) land use entitlements alternatives were considered.

1. The preferred land entitlement alternative is to pursue a County Change of Zoning (COZ) of the project area to the "M-1 Light Industrial" zoning district. This alternative would result in zoning each lot within the DLNR Industrial and Business Park to "M-1, Light Industrial". The "M-1 Light Industrial" district will allow industrial, commercial, and government owned facilities. Once zoning is granted, development of the project site would be subject to the County's subdivision and building permit requirements. This alternative would offer the DLNR the most expeditious leasing and permitting process to meet tenant requirements.

The Maui County Council, during the COZ process, may establish conditions of zoning which are recorded in a unilateral agreement against the property. Conditions of zoning may require preparation of a compliance report addressing compliance and fulfillment of the conditions.

2. A second land entitlement alternative is to pursue a COZ of the project area to Project District No. 10 to incorporate it into the existing 561-acre Project District 10 (Old Pu'unēnē Airport area) or to create a new Project District No. 11. This alternative will also require an amendment to the language in the Kihei-Makena Community Plan to include the description of the project in Project District 10 or the new Project District No. 11.

   Project District zoning is a three (3) phase approval process which is intended to allow flexibility in development of the project site.

   Phase I of the Project District process involves the creation of a customized zoning ordinance for the project in accordance with the general description of the Project District in the Kihei-Makena Community Plan. Concurrent with the Phase I Project District application would be the filing of a COZ application requesting a zoning change from the "Agricultural" District to either "Project District No. 10" or "Project District No. 11". The Project District Ordinance establishes zoning performance standards specifically applicable to the project site, such as land use acreage allocations, permitted uses, and development standards (i.e., minimum lot sizes, setbacks, height limits, etc.). The Maui Planning Commission (MPC) holds the public hearings on the Project District Phase I and COZ applications in the affected community plan district and makes a recommendation to the Council. Project District Phase I Approval and the COZ application are adopted by ordinance through the Maui County Council.

   The Phase II application of the Project District process is approved by the MPC. The MPC holds a public hearing in the affected community plan district and reviews the land use plan which identifies the specific land use districts in the development as described in the Project District Phase I ordinance. Unlike the COZ, which establishes the boundaries of the Project District by metes and bounds, the land uses identified in Phase II are defined by a conceptual site plan. This allows the flexibility in the zoning district boundaries to accommodate modifications as development occurs within the project site, provided the development follows the overall conceptual site plan presented to the MPC.

   Phase III Project District processing is an administrative review of the construction plans by the County of Maui Department of Planning prior to subdivision or building permit approval to ensure the site specific development is in compliance with the Project District Phase II approval.

Examples of the Project District process are found at the Maui Lani and Kehalani Master Planned communities.

Because the "M-1, Light Industrial" zoning district allows for the proposed uses contemplated for the DLNR Industrial and Business Park and there is not a need to request a COZ to multiple zoning districts (such as "P, Public/Quasi-Public" or "B-3, Commercial District"), the option to request a COZ which is limited to the "M-1, Light Industrial" only was deemed the preferred land use entitlement alternative. The Project District zoning's flexibility of creating unique zoning standards for various land uses, permitted uses, and development standards is not necessary for the proposed project. In addition, the three-phase process of the Project District zoning alternative would create additional regulatory processes for DLNR and its future tenants.

It is noted that the foregoing discussion of zoning alternatives is based on the current zoning ordinance established by Title 19, Maui County Code. As discussed in **Chapter III**, the Department of Planning anticipates a revision of the County's zoning ordinance. The DLNR will monitor the proposed revisions and will coordinate with the Department of Planning prior to seeking a COZ.

D. NO-ACTION ALTERNATIVE AND DEFERRAL OF ACTION ALTERNATIVE

The no-action and deferred action alternatives would leave the subject property in its current vacant agricultural use. With the cessation of sugar cultivation operations, HC&S has terminated its revocable permit for the project site and returned the lands to the State. The no-action and deferral of action alternatives would involve neither a commitment of resources, nor short- and long-term environmental effects related to the implementation of the project. The context for the no-action and deferred action alternatives, however, must be viewed in terms of broader needs of Maui's businesses and the State use of lands to generate lease revenues. Specifically, the no action alternative will eliminate potential income from the land to fund various DLNR programs. The need to consider land use alternatives to accommodate future urban growth is essential to sustaining the economy over the planning horizon set forth by the County's proposed Countywide Policy Plan and proposed Maui Island Plan. In the context of the needs cited above, both the no-action and deferred action alternatives are not deemed appropriate.

E. WATER AND WASTEWATER INFRASTRUCTURE PLAN ALTERNATIVES

The Preliminary Engineering and Drainage Report (PEDR) prepared for the project assesses various alternatives for water and wastewater infrastructure provision. For both water and wastewater, connection to the County system is identified as a potential option for continued coordination and assessment. However, there are issues that must be

resolved that are beyond the control of the DLNR, which may place the DLNR Industrial and Business Park project at risk if it were to rely on connection to the County water and wastewater systems. As such, alternative private water and wastewater infrastructure solutions have been identified to ensure the project's infrastructure needs will be met.

1. Water Infrastructure

The PEDR assessed three (3) alternatives for water supply. Water Alternative 1 is based on the assumption that water for the project would be provided by the County of Maui, Department of Water Supply (DWS). The other alternatives involve the development of new private water systems utilizing new brackish wells and reverse osmosis treatment (Water Alternative 2) or surface water from irrigation ditches and a new surface water treatment facility (Water Alternative 3).

While Water Alternative 1, connecting to the County water system, is considered the most cost effective alternative, it is also the alternative having the greatest uncertainty with respect to implementation timeframes as it relates to offsite storage tank and new source development requirements. Thus, while Water Alternative 1 is considered operationally viable, reliance on this option is not considered prudent given the uncertainty of land acquisition and source requirements. Although the costs of Water Alternative 2 and Water Alternative 3 are about ~~2~~1.5 to ~~2.5~~2 times higher than Water Alternative 1, with an accompanying operational and maintenance cost component, these alternatives will place control of the provision of water with the DLNR. These alternatives also open the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the DHHL and the PSD. Such collaborative effort will help to bring economies of scale to the development of an onsite water system for the DLNR and other agencies (State and County) to utilize lands at Pulehunui in optimum fashion. Refer to **Appendix "C"**.

2. Wastewater Disposal Infrastructure

The PEDR assessed four (4) alternatives for wastewater management. Wastewater Alternative 1 suggests conveying the wastewater to the existing Wailuku-Kahului Wastewater Reclamation Facility (W-K WWRF) for treatment. Wastewater Alternative 2 suggests conveying the wastewater to the existing Kīhei Wastewater Reclamation Facility (KWWRF). Wastewater Alternative 3 discusses treating the wastewater at an onsite ~~Wastewater Treatment Facility (WTF)~~WWRF. Wastewater Alternative 4 involves connection to ~~an offsite WTF~~the Proposed Central Maui WWRF.

Connection to the W-K WWRF (Wastewater Alternative 1) ~~was~~and KWWRF (Wastewater Alternative 2) were not deemed feasible due to the uncertainty of the capacity of the facility and the cost of conveying the wastewater to the

~~facility~~facilities. ~~While Wastewater Alternative 2, connecting to the Kīhei WWRF, presents a more cost effective option in terms of initial capital investment than Wastewater Alternate 3 or Wastewater Alternative 4, there is a reliance on the County completing upgrades to the South Kīhei transmission system. Such reliance would place the proposed DLNR Industrial and Business Park project at risk as there is no guarantee the improvements will be completed within a timeframe aligned with the Pulehunui project development schedule.~~ In addition, the County of Maui Wastewater Reclamation Division (WWRD) has commented that the project is currently outside of the W-K WWRF and KWWRF sewage service areas and the existing wastewater infrastructure does not have capacity to provide service for the project.

The Proposed Central Maui WWRF (Wastewater Alternative 4) is not expected to be completed within a timeframe aligned with the project development schedule. This will require construction of a temporary WWRF and pump station which would be the most expensive alternative if it were constructed as a stand-alone system without any cost sharing.

Based on the foregoing, selecting Wastewater Alternative 3, constructing an onsite WWTF facility is considered to be the prudent measure which would provide the needed assurance for timely project implementation. ~~Although the initial cost for the onsite system is higher than the Alternative to connect to the Kīhei WWRF, there are opportunities for future facility development collaboration with the DHHL and PSD (Alternative 4, Offsite WWTF).~~

It is noted that in addition to the Alternatives discussed herein, the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates improvements to serve DHHL's projects in the vicinity (Pulehunui North and Pulehunui South), the proposed Maui Regional Public Safety Complex, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a stand-alone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development. Refer to **Appendix "C"**.

3. Regional Infrastructure Planning

As previously noted, in addition to the DLNR Industrial and Business Park, other State agencies envision projects in the Pulehunui area. The State Department of Public Safety (PSD) and Department of Accounting and General Services (DAGS) are proposing the Maui Regional Public Safety Complex (MRPSC) at Pulehunui, adjacent to the DLNR Industrial and Business Park. Additionally, the Department of Hawaiian Home Lands (DHHL) owns lands in the Pulehunui region, including approximately 184 acres of land across of Maui Veterans Highway from the DLNR project that hold potential for urbanization, as well as approximately 646 acres, south of the project (DHHL Pulehunui North and South, respectively). These projects are separate and distinct from each other. They are physically and functionally separate projects that are owned and managed by different State agencies. However, the agencies have been and are continuing discussions to assess the feasibility of coordinated infrastructure to take advantage of the proximity of the various projects.

The DHHL is leading a regional infrastructure planning effort for the aforementioned State-owned lands at Pulehunui. ~~This~~The Draft EIS for this regional infrastructure planning effort and the DHHL Pulehunui North and South projects was published on November 8, 2018 and contains more information on potential infrastructure systems. Specifically, regional infrastructure planning effort ~~will~~ assesses the following water and wastewater alternatives to service the various State agencies at Pulehunui:

a. Water Alternatives:

(1) **County ~~Ground~~ Water System** – Water would be supplied by the County DWS system.

(2) **Brackish Ground Water** – A private water treatment plant would utilize RO technology to treat brackish groundwater from new brackish wells.

(3) **Surface Water** – A private water treatment plant would treat surface water that was historically conveyed to the region for agricultural purposes.

b. Wastewater Alternatives:

(1) **Existing W-K WWRF** – Wastewater would be conveyed to the County W-K WWRF.

(2) **Kīhei ~~WWTP~~WWRF** – Wastewater would be conveyed to the County-operated Kīhei ~~WWTP~~WWRF.

(3) **New ~~Regional WWTP~~Private WWRF** – Wastewater would be conveyed to and treated at a new ~~WWTP~~WWRF located on DHHL or other DLNR lands (outside of the proposed DLNR Industrial and Business Park) in Pulehunui. ~~This new regional or sub-regional WWTP would be developed and dedicated to the County for operation.~~

(4) **Proposed Central Maui WWRF** – Wastewater would be conveyed to a proposed new WWRF off of Kūihelani Highway on County-owned land.

The regional infrastructure planning effort led by DHHL will evaluate the feasibility of the aforementioned alternatives utilizing a variety of criteria. Following the evaluation of alternatives, a separate Environmental Impact Statement (EIS) for regional infrastructure will be prepared.

Because the DLNR Industrial and Business Park is further along in its planning process, this EIS has assessed infrastructure to service the project as a stand-alone project. To the extent that there may be opportunities to connect to regional infrastructure systems developed in conjunction with neighboring projects, such opportunities will be further evaluated as the planning for the DLNR Industrial and Business Park and for regional infrastructure progresses. However, the DLNR Industrial and Business Park will not be dependent on such infrastructure connections.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

V

V. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Implementation of the proposed project is expected to result in the irreversible and irretrievable commitment categories of land and fiscal resources. Other resource commitment categories relate to energy, labor, and material resources. This commitment, however, is considered appropriate in the context of the project's long-range land use goal of providing appropriate and suitable lands to accommodate industrial, commercial, and public/quasi-public uses and future urban growth, as well as providing a source of lease revenue to support the programs of the Department of Land and Natural Resources.

Related to the foregoing, lands formerly used for sugar cane cultivation by HC&S will be committed to urban uses. This conversion, however, is not anticipated to adversely affect overall productivity parameters for the Island of Maui or the State of Hawai'i. The loss of 280 acres is a comparatively small share of the approximately 72,100 acres of high-quality farmland on Maui. Ample farmland will remain available to accommodate future diversified crop farming, food self sufficiency, and food security. Refer to **Appendix "E"**.

SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

VI

VI. SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

The development of the project may result in certain unavoidable construction-related impacts as outlined in Chapter II.

Potential effects include short-term noise, air and water quality impacts occurring during site preparation and construction phases of the project. These impacts will arise as a direct result of construction activities, such as the generation of noise from construction equipment, the generation of dust and other airborne pollutants, and erosion from wind and stormwater runoff during grading and other construction activity. Appropriate Best Management Practices (BMPs), such as use of sound attenuating construction equipment, will be used, where practicable, to mitigate noise impacts caused by construction. Additionally, installation of dust fences and watering of exposed areas to mitigate air quality impacts, and utilization of stormwater runoff BMPs to address water quality impacts associated with construction will be employed.

An additional unavoidable impact relates to construction traffic effects upon roadways in the vicinity of work undertaken. For example, during construction heavy equipment and trucks will be traveling along the existing roadways.

Where construction impacts may affect the traveling public along the Maui Veterans Highway or Kama'āina Road, traffic control plans will be prepared to ensure safe passage of passenger and commercial vehicles, bicycles and pedestrians. Mitigation measures which may be considered include use of traffic control signage, temporary vehicle diversion barriers, flag persons or use of off-duty police officers.

The foregoing unavoidable effects are temporary in nature and associated with project construction. Mitigation measures may include, among others, the BMPs cited above, which are anticipated to provide the necessary environmental protections, and appropriately address public safety and welfare considerations to ensure implementation with the least amount of inconvenience, nuisance and detriment.

As noted previously, the proposed DLNR Industrial and Business Park, will, in the long run, serve as a source of revenue for the DLNR, supporting programs which are covered as part of the Department's mandate. Moreover, inasmuch as the project falls within the County's Urban Growth Boundary, the proposed action is deemed consistent with the General Plan, offering industrial and related growth opportunities in an area envisioned for such uses.

It is noteworthy that similar unavoidable effects will be present for other master plan, land use entitlements and infrastructure options described in Chapter IV, "Alternatives to the Proposed Action". It is only under the No-Action Alternative and the Deferral of Action Alternative that the

unavoidable impacts would be eliminated. Both of the latter alternatives are not considered appropriate in the context of the project's goals and objectives.

RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

VII

VII. RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This chapter discusses the relationship between the short-term uses of environmental resources and the long-term productivity of these resources. With respect to the proposed action, environmental parameters and resources which may be temporarily affected during construction, and which may hold implications for the maintenance and enhancement of long-term environmental productivity, including land use, air and noise quality, drainage and traffic. An assessment of these resources is summarized in **Table 12**.

Table 12. Assessment of the Relationship Between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity

Environmental Resource Parameter	Relationship Assessment
Land Use	The proposed action involves the urbanization of former cultivated agricultural lands to accommodate industrial, commercial, and public/quasi-public uses and future growth. The conversion of agricultural lands to urban uses at the project site will not adversely affect the island's long-term agricultural productivity potential.
Air and Noise Quality	The construction of the proposed project may result in the temporary construction–related nuisances to air quality and noise conditions. Best Management Practices (BMPs), such as dust fences, water sprinklers, and equipment maintenance, will be used to ensure that impacts associated with construction are mitigated to the maximum extent practicable. In addition, as warranted, the contractor(s) shall obtain a noise permit in accordance with the Department of Health's Title 11, Administrative Rules, Department of Health (DOH), Chapter 46, Community Noise Control. The proposed improvements of the lessees within the DLNR Industrial and Business Park will be subject to the DOH regulations regulating noise and air pollution. As such, in the long term the proposed improvements are not anticipated to be sources of adverse air and noise pollution.
Drainage	Construction may create temporary drainage impacts from stormwater runoff. Erosion control BMPs in accordance with the County's "Rules for Stormwater Treatment Best Management Practices" will be implemented to minimize the temporary construction-related drainage impacts. A decentralized system of detention basins will be constructed to retain project-generated runoff and low-impact development measures will be considered for implementation.
Traffic	Construction traffic may create temporary delays on Maui Veterans Highway and connecting regional roadways. Mitigation measures, such as the use of public notification, signage and traffic management personnel (e.g., police officer or flag persons), will be implemented by the contractor(s) to ensure that public safety and convenience along Maui Veterans Highway and connecting regional roadways are maintained. Projected traffic increases from the project and other developments impacting Maui Veterans Highway and the adjoining roadways between Nakii Road and the North Kīhei Road/Pi'ilani Highway/Monsanto Driveway intersection will be mitigated as appropriate, by the recommended roadway improvements, as coordinated with the State Department of Transportation and County Department of Public Works.

UNRESOLVED ISSUES

VIII

VIII. UNRESOLVED ISSUES

The following section summarizes the issues that remained unresolved at the time of writing the ~~Draft~~Final Environmental Impact Statement (EIS) for the DLNR Industrial and Business Park.

A. LAND USE ENTITLEMENTS

Upon completion of the EIS process, appropriate land entitlements will be required from the State of Hawai'i Land Use Commission and County of Maui in order to effectuate the DLNR Industrial and Business Park. A District Boundary Amendment from the State Land Use Commission will be required along with a County Community Plan Amendment and Change of Zoning from the Maui County Council. Conditions of approval for these land use applications will be determined in conjunction with the respective process deliberations.

B. WATER INFRASTRUCTURE

Three (3) water infrastructure alternatives are proposed for the DLNR Industrial and Business Park. Water Alternative 1 proposes to connect to the Department of Water Supply (DWS) system. Water Alternative 2 is to develop an onsite brackish water source and treatment facility. Water Alternative 3 is to utilize offsite surface water from the East Maui Irrigation system and develop a water treatment facility. While Water Alternative 1, connecting to the County water system, is considered the most cost effective alternative, it is also the alternative having the greatest uncertainty with respect to implementation timeframes as it relates to offsite storage tank and new source development requirements. The DLNR will continue its coordination with the DWS to further define storage and source requirements for the proposed project. However, in parallel, the DLNR will further assess the development of a new private water system utilizing brackish wells (Water Alternative 2) or surface water (Water Alternative 3) to identify which of the two (2) is more operationally and financially desirable. This will include assessment of the ongoing operational maintenance costs of a private water system. Alternatives 2 and 3 also provide opportunity for joint infrastructure development partnerships with the Department of Hawaiian Home Lands (DHHL) and the Department of Public Safety (PSD). The development of new brackish wells would require approval of well construction permits for new wells in the Kahului Basal Aquifer from the Commission on Water Resources Management (CWRM). ~~The availability of surface water from nearby irrigation ditches may be affected by a pending Petition to Amend the Interim Instream Flow Standards (IIFS) for 27 East Maui Streams, which will determine the amount of water that could potentially be diverted.~~With respect to the use of surface water, at this time, the quality and quantity of the water in the Ha'ikū Ditch is unknown. However, the indication from recent discussions with HC&S is that the flows in the Ha'ikū Ditch will probably not be at a consistent or high enough flow to sustain a reliable water treatment facility. It is noted

that all three (3) water alternatives have the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the State Department of Hawaiian Home Lands and the State Department of Accounting and General Services/Department of Public Safety (PSD). Such collaborative efforts would help to bring economies of scale to the development of a water system for the DLNR and agencies (State and County) to utilize lands at Pulehunui in optimum fashion.

C. WASTEWATER INFRASTRUCTURE

Although four (4) alternatives were considered for wastewater infrastructure, Wastewater Alternatives ~~2,~~ 3~~,~~ and 4 remain under consideration. ~~Wastewater Alternative 2 is to connect to the KīHei Wastewater Reclamation Facility and Wastewater Alternative 3 is to construct an onsite private wastewater treatment facility for the project and Wastewater Alternative 4 is to connect to the Proposed Central Maui WWRF. Wastewater Alternative 3, constructing an onsite WWTF facility is considered to be the prudent measure which would provide the needed assurance for timely project implementation. Although the initial cost for the onsite system is high, there are opportunities for future facility development collaboration with the DHHL and PSD (Alternative 4, Proposed Central Maui WWRF). While the DLNR project is assumed to be a stand-alone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.~~

Wastewater Alternative 3 involves construction of an onsite wastewater reclamation facility (WWRF) while Wastewater Alternative 4 involves connection to the County's proposed Central Maui WWRF. The primary advantage of Alternative 4 is that DLNR would not have to privately operate and maintain a WWRF. However, the Central Maui WWRF is not expected to be operational until three (3) or more years from the start of the construction of the project.

It is also noted that the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates infrastructure improvements to serve DHHL's projects in the vicinity, the State Department of Accounting and General Services/Department of Public Safety project, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a standalone project, separate from DHHL and PSD projects at Pulehunui, DLNR will continue coordinating with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.

D. TRANSPORTATION

The State of Hawai'i, Department of Transportation's (DOT) *Federal Aid Highways 2035 Transportation Plan for the District of Maui* (Plan) dated July 2014 estimated that by the year 2035 the traffic volumes on Maui Veterans Highway will increase by 80 percent and have a Level of Service (LOS) F or worse. The 2035 Plan recommended construction of two (2) additional travel lanes on Maui Veterans Highway from Kahului to Pi'ilani Highway to increase the highway capacity in order to accommodate the estimated increase in traffic. The base year for the DLNR Industrial and Business Park project is 2038 after the 2035 estimated need for the additional travel lanes. Further, the additional lanes in both the north and south direction are not currently on the list of projects on the Statewide Transportation Improvement Program (STIP) for the current Federal Fiscal Year 2015 through 2018. Due to the uncertainty of when the additional travel lanes may be constructed, the DLNR will coordinate the proposed project with the STIP and with the DOT to address the need for additional regional capacity for the Maui Veterans Highway. DLNR will also coordinate with DHHL regarding the proposed new intersection on Maui Veterans Highway that will provide access to both projects to ensure the proposed access roads to each project align and are acceptable to DOT.

E. NOISE

Although the project is subject to the State of Hawai'i Department of Health Regulations on noise, until the project is leased it is unclear what type of uses will be in the DLNR Industrial and Business Park and whether the noise levels from these potential uses would generate continuous mechanical noise for industrial uses that exceed the permitted level of 70 decibels. Prior to leasing the individual lots, noise mitigation measures will need to be developed and implemented for those uses that have the potential to exceed the permitted level.

F. AIR QUALITY

At this time, sufficient detail describing future land uses within the DLNR Industrial and Business Park is unavailable to perform any quantitative air quality impact assessments. However, the current uses allowed under the County of Maui's light industrial zoning that is under consideration do not emit significant air pollution. Further, before any air pollution sources can be built, an application must be filed with the State of Hawai'i, Department of Health (DOH) with detailed information on such sources. If deemed appropriate, the DOH may require the applicant to assess the air quality impact of the proposed emissions. A permit from the DOH will be required for new air pollution sources.

G. EXECUTIVE ORDER NO. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kamaʻāina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order 3944 to be rescinded and return the subject site to DLNR management.

H. CHAPTER 2.96, MAUI COUNTY CODE

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

LIST OF PERMITS AND APPROVALS

IX

IX. LIST OF PERMITS AND APPROVALS

The following is a preliminary list of State and County permits and approvals that may be required for project implementation.

Federal:

1. National Pollutant Discharge Elimination System (NPDES) Permit

State of Hawai'i:

1. Chapter 343, Hawai'i Revised Statutes Compliance
2. State Land Use District Boundary Amendment
3. Department of Health, Community Noise Permit, as applicable
4. Work on State Highway Approval

County of Maui:

1. Kihei-Makena Community Plan Amendment
2. Change of Zoning
3. Subdivision Approval
4. Building Permits
5. Other Construction Permits (i.e. grading, electrical, plumbing)

As discussed in **Chapter I**, the DLNR Industrial and Business Park includes a 20.3-acre site for a Division of Forestry and Wildlife (DOFAW) Baseyard. Because planning efforts for the DOFAW Baseyard were well ahead of the overall planning for the DLNR Industrial and Business Park and because the project could be developed as a stand-alone project with limited infrastructure needs, applications for a State Special Use Permit and County Conditional Permit were filed in February 2016 for the Proposed DOFAW Baseyard at Pulehunui. By letter dated October 25, 2016, DLNR requested the suspension of the processing of the State Special Use Permit and County Conditional Permit until funding could be sought and appropriated by the legislature. If the State District Boundary Amendment and County Community Plan Amendment and Change of Zoning are approved for the DLNR Industrial and Business Park, the State Special Use Permit and County Conditional Permit would no longer be required for the DOFAW Baseyard.

PARTIES CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

X

X. PARTIES CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

The following agencies, organizations, and individuals received a copy of the project's Environmental Impact Statement Preparation Notice (EISPN) for review and comment. Agency, organization, and individual comments and responses to substantive comments are included herein.

	List of Agencies	Date of Comment Letter
FEDERAL AGENCIES		
1.	Ranae Ganske-Cerizo, Soil Conservationist **Natural Resources Conservation Service** U.S. Department of Agriculture 77 Hookele Street, Suite 202 Kahului, Hawai'i 96732	No Comment
2.	Tunis W. McElwain, Acting Chief, Regulatory Branch **U.S. Department of the Army** U.S. Army Engineer District, Honolulu Regulatory Branch, Building 230 Fort Shafter, Hawai'i 96858-5440	No Comment
3.	Michelle Bogardus, Island Team Leader **U. S. Fish and Wildlife Service** 300 Ala Moana Blvd., Rm. 3-122 Honolulu, Hawai'i 96850	No Comment
4.	Carl Motoyama, Supervisory Environmental Protection Specialist Hawaii Army National Guard 91-1211 Enterprise Avenue, Bldg. 1903 Kapolei, Hawai'i 96707	5/16/17
STATE AGENCIES		
5.	Governor David Ige State of Hawai'i Executive Chambers, State Capitol Honolulu, Hawai'i 96813	No Comment
6.	Lieutenant Governor Shan Tsutsui State of Hawai'i Executive Chambers, State Capitol Honolulu, Hawai'i 96813	No Comment
7.	Douglas G. Murdock, Comptroller State of Hawai'i **Department of Accounting and General Services** 1151 Punchbowl Street, #426 Honolulu, Hawai'i 96813	4/10/17
8.	Scott Enright, Chair State of Hawai'i **Department of Agriculture** 1428 South King Street Honolulu, Hawai'i 96814-2512	4/7/17

	List of Agencies	Date of Comment Letter
9.	Luis P. Salaveria, Director State of Hawai'i **Department of Business, Economic Development & Tourism** DBEDT-Energy P.O. Box 2359 Honolulu, Hawai'i 96804	No Comment
10.	Kathryn Matayoshi, Superintendent State of Hawai'i **Department of Education** P.O. Box 2360 Honolulu, Hawaii 96804	No Comment
11.	Heidi Meeker State of Hawai'i **Office of Business Services** **Department of Education** c/o Kalani High School 4680 Kalanianaole Highway, #T-B1A Honolulu, Hawai'i 96821	No Comment
12.	Virginia "Ginny" Pressler, MD, MBA, FACS, Director State of Hawai'i **Department of Health** 919 Ala Moana Blvd., Room 300 Honolulu, Hawai'i 96814	No Comment
13.	Lene Ichinotsubo State of Hawai'i **Department of Health** 919 Ala Moana Blvd., Room 212 Honolulu, Hawai'i 96814	No Comment
14.	Alec Wong, P.E., Chief State of Hawai'i **Department of Health** **Clean Water Branch** 919 Ala Moana Blvd., Room 300 Honolulu, Hawai'i 96814	3/22/17

	List of Agencies	Date of Comment Letter
15.	Patti Kitkowski State of Hawai'i **Department of Health** **Maui Sanitation Branch** 54 South High Street, Room 300 Wailuku, Hawai'i 96793	4/7/17
16.	Laura McIntyre, AICP State of Hawai'i **Environmental Planning Office** **Department of Health** 919 Ala Moana Blvd., Suite 312 Honolulu, Hawai'i 96814	3/14/17
17.	Rachael Wong, Dr., Director State of Hawai'i **Department of Human Services** P.O. Box 339 Honolulu, Hawai'i 96809	3/15/17
18.	Linda Chu Takayama, Director State of Hawai'i **Department of Labor and Industrial Relations** 830 Punchbowl Street #321 Honolulu, Hawai'i 96813	No Comment
19.	Suzanne Case, Chairperson State of Hawai'i **Department of Land and Natural Resources** P. O. Box 621 Honolulu, Hawai'i 96809	3/10/17
20.	Alan Downer, Administrator State of Hawai'i **Department of Land and Natural Resources** **State Historic Preservation Division** 601 Kamokila Blvd., Room 555 Kapolei, Hawai'i 96707	No Comment
21.	Jennie Pickett State of Hawai'i **Department of Land and Natural Resources** **State Historic Preservation Division** 101 Maalaea Boat Harbor Road Wailuku, Hawai'i 96793	No Comment

	List of Agencies	Date of Comment Letter
22.	Nolan Espinda, Director State of Hawai'i **Department of Public Safety** 919 Ala Moana Boulevard, 4th Floor Honolulu, Hawai'i 96814	4/18/17
23.	Ford Fuchigami, Director State of Hawai'i **Department of Transportation** 869 Punchbowl Street Honolulu, Hawai'i 96813	5/26/17
24.	Craig Hirai, Executive Director State of Hawai'i **Hawai'i Housing Finance and Development Corporation** 677 Queen Street Honolulu, Hawai'I 96813	No Comment
25.	Brigadier General Arthur "Joe" Logan, Adjutant General **Hawai'i State Civil Defense** 3949 Diamond Head Road Honolulu, Hawai'i 96813-4495	No Comment
26.	Jobie Masagatani, Chair **Hawaiian Home Lands Commission** P.O. Box 1879 Honolulu, Hawai'i 96805	3/28/17
27.	Scott Glenn, Interim Director **Office of Environmental Quality Control** 235 S. Beretania Street, Suite 702 Honolulu, Hawai'i 96813	No Comment
28.	Dr. Kamana'opono Crabbe, Chief Executive Officer **Office of Hawaiian Affairs** 560 N. Nimitz Highway, Suite 200 Honolulu, Hawai'i 96817	No Comment
29.	Leo R. Asuncion, Jr., AICP, Director State of Hawai'i **Office of Planning** P. O. Box 2359 Honolulu, Hawai'i 96804	4/3/17

	List of Agencies	Date of Comment Letter
30.	Dan Orodenker, Executive Officer State of Hawai'i **State Land Use Commission** P.O. Box 2359 Honolulu, Hawai'i 96804	No Comment
31.	University of Hawai'i at Manoa **Environmental Center** 2500 Dole Street, Krauss Annex 19 Honolulu, Hawai'i 96822	No Comment
32.	Senator Gil Keith-Agaran **Hawai'i State Senate** Hawai'i State Capitol, Room 221 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
33.	Representative Kaniela Ing **House of Representatives** Hawai'i State Capitol, Room 311 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
34.	Representative Kyle T. Yamashita **House of Representatives** Hawai'i State Capitol, Room 422 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
35.	Senator Rosalyn Baker **Hawai'i State Senate** Hawai'i State Capitol, Room 230 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
36.	Senator J. Kalani English **Hawai'i State Senate** Hawai'i State Capitol, Room 205 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
37.	Representative Joseph Souki **House of Representatives** Hawai'i State Capitol, Room 431 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment

	List of Agencies	Date of Comment Letter
38.	Representative Justin Woodson **House of Representatives** Hawai'i State Capitol, Room 304 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
39.	Representative Angus McKelvey **House of Representatives** Hawai'i State Capitol, Room 320 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
40.	Representative Lynn DeCoite **House of Representatives** Hawai'i State Capitol, Room 405 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
COUNTY AGENCIES		
41.	Mayor Alan Arakawa **County of Maui** 200 South High Street Wailuku, Hawai'i 96793	No Comment
42.	Stewart Stant, Director County of Maui **Department of Environmental Management** 2050 Main Street, Suite 2B Wailuku, Hawai'i 96793	4/5/17
43.	Jeffrey A. Murray, Chief County of Maui **Department of Fire and Public Safety** 200 Dairy Road Kahului, Hawai'i 96732	No Comment
44.	Carol Reimann, Director County of Maui **Department of Housing and Human Concerns** One Main Plaza 2200 Main Street, Suite 546 Wailuku, Hawai'i 96793	3/15/17

	List of Agencies	Date of Comment Letter
45.	Ka'ala Buenconsejo, Director County of Maui **Department of Parks and Recreation** 700 Halia Nakoa Street, Unit 2F Wailuku, Hawai'i 96793	3/10/17 11/13/17
46.	William Spence, Director County of Maui **Department of Planning** 2200 Main Street, Suite 315 Wailuku, Hawai'i 96793	5/18/17
47.	Tivoli Faaumu, Chief County of Maui **Police Department** 55 Mahalani Street Wailuku, Hawai'i 96793	3/22/17
48.	David Goode, Director County of Maui **Department of Public Works** 200 South High Street Wailuku, Hawai'i 96793	3/28/17
49.	Don Medeiros, Director County of Maui **Department of Transportation** 200 South High Street Wailuku, Hawai'i 96793	3/9/17
50.	David Taylor, Director County of Maui **Department of Water Supply** 200 South High Street Wailuku, Hawai'i 96793	3/28/17
51.	Anna Foust County of Maui **Maui Civil Defense Agency** 200 South High Street Wailuku, Hawai'i 96793	No Comment
52.	Honorable Kelly King, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment

	List of Agencies	Date of Comment Letter
53.	Honorable Michael White, Council Chair **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
54.	Honorable Elle Cochran, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
55.	Honorable Bob Carroll, Council Vice Chair **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
56.	Honorable Stacy Crivello, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
57.	Honorable Don Guzman, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
58.	Honorable G. Riki Hokama, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	3/17/17
59.	Honorable Alika Atay, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
60.	Honorable Yuki Lei Sugimura, Councilmember **Maui County Council** 200 South High Street Wailuku, Hawai'i 96793	No Comment
OTHERS		
61.	Michael Grider, Interim Manager, Engineering **Maui Electric Company, Ltd.** P.O. Box 398 Kahului, Hawai'i 96733	No Comment
62.	**Hawaiian Telcom** 60 South Church Street Wailuku, Hawai'i 96793	8/24/17

	List of Agencies	Date of Comment Letter
63.	**Kihei Community Association** P. O. Box 662 Kīhei, Hawai'i 96753	8/30/17
64.	Basil Oshiro **Kula Aha Moku Council** P. O. Box 543 Kahului, Hawai'i 96733	4/13/17
65.	**Kula Aha Moku Council** c/o Timothy Bailey 90 Alae Road Kula, Hawai'i 96790	No Comment
66.	**Wailuku Aha Moku Council** c/o Johanna Kamaunu 222 Waihee Valley Road Wailuku, Hawai'i 96793	No Comment
67.	Keaumoku Kapu **Aha Moku O Maui, Inc.** 562A Front Street Lāhainā, Hawai'i 96761	No Comment
68.	Pamela Tumpap, Executive Director **Maui Chamber of Commerce** 95 Mahalani Street, Suite 22A Wailuku, Hawai'I 96793	No Comment
69.	Lyn McNeff, Executive Director **Maui Economic Opportunity** 99 Mahalani Street Wailuku, Hawai'i 96793	No Comment
70.	Ekolu Lindsey **Maui Cultural Lands, Inc.** P.O. Box #122 Lahaina, Hawai'i 96767	No Comment
71.	**Maui County Cultural Resources Commission** 2200 Main Street, Suite 315 Wailuku, Hawai'i 96793	No Comment
72.	Albert Perez, Executive Director **Maui Tomorrow** 55 North Church Street, Suite A4 Wailuku, Hawai'i 96793	4/7/17

	List of Agencies	Date of Comment Letter
73.	Adriane Raff Corwin, Maui Group Coordinator **Sierra Club** P.O. Box 791180 Paia, Hawai'i 96779	No Comment
74.	Leslie Kuloloio 469 Maalo Street Kahului, Hawai'i 96732 c/o pokaiulia@yahoo.com	No Comment
STATE LIBRARIES		
75.	State of Hawai'i Department of Education Hawai'i State Library **Kahului Regional Library** 90 School Street Kahului, Hawai'i 96732	No Comment
76.	State of Hawai'i **Kihei Public Library** 35 Waimahaihai Street Kīhei, Hawai'i 96753	No Comment
77.	State of Hawai'i **Department of Education** **Hawai'i State Library** **Hawai'i Documents Center** 478 S. King Street Honolulu, Hawai'i 96813	No Comment
78.	University of Hawai'i **Kauai Community College** 3-1901 Kaumualii Highway Lihue, Hawai'i 96766	No Comment
79.	**University of Hawai'i** **Maui College** 310 W. Ka'ahumanu Avenue Kahului, Hawai'i 96732	No Comment
80.	University of Hawai'i at Hilo **Edwin H. Mookini Library** 200 W Kawili Street Hilo, Hawai'i 96720	No Comment
81.	**Municipal Library of Honolulu** 558 King Street Honolulu, Hawai'i 96813	No Comment

	List of Agencies	Date of Comment Letter
82.	**Legislative Reference Bureau Library** State Capitol 415 S. Beretania Street, Suite 005 Honolulu, Hawai'i 96813	No Comment
83.	University of Hawai'i at Mānoa **Thomas H. Hamilton Library** 2550 McCarthy Mall Honolulu, Hawai'i 96822	No Comment
MEDIA		
84.	**Honolulu Star Advertiser** Waterfront Plaza, Suite 210 500 Ala Moana Boulevard, #7-210 Honolulu, Hawai'i 96813	No Comment
85.	**Hawai'i Tribune Hearld** P.O. Box 767 Hilo, Hawai'i 96721	No Comment
86.	**The Garden Island** P.O. Box 231 Lihue, Hawai'i 96766	No Comment
87.	**Maui News** 100 Mahalani Street Wailuku, Hawai'i 96793	No Comment
88.	**Moloka'i Dispatch** P.O. Box 482219 Kaunakakai, Hawai'i 96748	No Comment

Subject: FW: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the proposed DLNR Business Park at TMK (2) 3-8-008:001 (por.), Pulehunui, Pu'unene, Maui, Hawai'i

-----Original Message-----
From: Motoyama, Karl K CIV (US) [mailto:karl.k.motoyama.civ@mail.mil]
Sent: Tuesday, May 16, 2017 1:37 PM
To: General eMail <planning@munekiyohiraga.com>
Cc: Wilson, Paul Kaleokalani COL USARMY NG HIANG (US) <paul.k.wilson1.mil@mail.mil>; Pukahi, Roger T COL USARMY NG HIARNG (US) <roger.t.pukahi.mil@mail.mil>; Montibon, Aaron B CPT USARMY NG HIARNG (US) <aaron.b.montibon.mil@mail.mil>
Subject: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the proposed DLNR Business Park at TMK (2) 3-8-008:001 (por.), Pulehunui, Pu'unene, Maui, Hawai'i

TO: Munekiyo Hiraga
ATTN: Ms. Tessa Munekiyo Ng

The following are comments from the Hawaii Army National Guard (HIARNG) on the subject Act 172-12 EISPN for the proposed Department of Land and Natural Resources (DLNR) Business Park at TMK 92) 3-8-008:001 (por.), Pulehunui, Pu'unene, Maui, Hawai'i:

1. HIARNG requests that the proposed project be designed to allow HIARNG to maintain a minimum 20-foot clearance along all HIARNG facility (i.e., the Pu'unene Readiness Center/Armory) boundaries bordering the Project.

2. If possible, HIARNG requests that all Project-constructed structures be one (1)-story or less in height due to potential interference with HIARNG aviation approaches to its facility landing zone. In addition, HIARNG requests to be advised and consulted regarding any project construction designs and plans in order to assess and comment on any potential HIARNG Aviation impacts.

Thank you for your consideration of the above. Please don't hesitate to contact me if you have any questions.

V/R,

Karl K. Motoyama
Hawaii Army National Guard (HIARNG)
Supervisory Environmental Protection Specialist
91-1211 Enterprise Avenue, Bldg. 1903
Kapolei, Hawaii 96707
Phone: 808-672-1266
Cell: 808-206-2045

V/R,

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Karl K. Motoyama, Supervisory
Environmental Protection Specialist
Hawaii Army National Guard
91-1211 Enterprise Avenue, Bldg. 1903
Kapolei, Hawai'i 96707

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Motoyama:

Thank you for your email dated May 16, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

1. We acknowledge your request for a minimum 20-foot clearance along the Hawai'i Army National Guard (HIARNG) boundaries bordering the project site. There will be a vegetated open space buffer area between the southernmost lots of the proposed project and the HIARNG Facility. The vegetated open space buffer ranges from approximately 50 feet to 600 feet in width.

2. The proposed DLNR Industrial and Business Park is planned to be developed with a majority of light industrial uses. The underlying zoning for the project will be "M-1, Light Industrial", which has a maximum building height limit of 60 feet. However, the structures within the project will be required to conform to the height threshold of 35 feet, for new commercial/industrial buildings, as specified in the Kihei-Makena Community Plan. As previously stated, there will be a vegetated open space buffer between the southernmost lots of the proposed project, and the HIARNG. In the vicinity of the HIARNG's helistop facilities, the buffer is approximately 600 feet in width. In addition, as requested, the HIARNG will be consulted regarding project construction designs in order to assess any potential HIARNG aviation impacts. It is noted that preliminary design guidelines have been prepared for the project which will guide the design and form for all

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www.munekiyohiraga.com

buildings within the site, a copy of which has been included in the Draft Environmental Impact Statement (EIS) prepared for the project.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your office for review and comment.

Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:la
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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APR 1 0 2017

DAVID Y. IGE
GOVERNOR

RODERICK K. BECKER
Comptroller

AUDREY HIDANO
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)1122.7

Ms. Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Ng:

Subject: Act 172-12 Environmental Impact Statement Prepartion Notice (EISPN) for Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii
TMK: (2) 3-8-008: 001 (por)

Thank you for the opportunity to comment on the subject project document. The proposed Maui Regional Public Safety Complex is adjacent to the proposed subject project area. As noted in the EISPN, various State agencies, including the Department of Accounting and General Services and Department of Public Safety are discussing the coordination of the regional infrastructure development.

Please keep us informed during the different phases of the project development so we may be able to submit comments as the project progresses.

If you have any questions, your staff may contact Ms. Gayle Takasaki of the Public Works Division at (808) 586-0584.

Sincerely,

RODERICK K. BECKER
Comptroller

c: Mr. Russell Tsujii, DLNR Land Division Administrator
Mr. Wade Shimabukuro, DAGS MDO

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PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Roderick K. Becker, Comptroller
State of Hawai'i
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawai'i 96810-0119

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Becker:

Thank you for your letter received April 10, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the site of the proposed Maui Regional Public Safety Complex is located adjacent to the subject project site, and that various agencies are discussing the coordination of regional infrastructure development. As stated in the EISPN, although the proposed project will be developed inclusive of the infrastructure necessary to support it, the Draft Environmental Impact Statement (EIS) will assess, as an alternative, opportunities for the project to connect to the proposed regional infrastructure system.

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www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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APR 12 2017

DAVID Y. IGE
Governor

SHAN S. TSUTSUI
Lt. Governor

SCOTT E. ENRIGHT
Chairperson, Board of Agriculture

PHYLLIS SHIMABUKURO-GEISER
Deputy to the Chairperson

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 South King Street
Honolulu, Hawaii 96814-2512
Phone: (808) 973-9600 FAX: (808) 973-9613

April 7, 2017

Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Attention: Ms. Tessa Munekiyo Ng

Subject: Environmental Impact Statement Preparation Notice for
Department of Land and Natural Resources
Business Park at Pulehunui, Mauii
TMK: (2) 2-8-08: por. 1

Dear Ms. Munekiyo Ng:

Thank you for the opportunity to provide comment on the subject document.

The Department of Agriculture, Animal Industry Division, does use the site described on page 11 (second paragraph) of the EISPN for livestock inspections and staging purposes. We and the Department of Land and Natural Resources have yet to identify another site that meets our needs, particularly with respect to sufficient area to accommodate our operations, waste management, and compatibility with surrounding land uses.

Should you have any comments, please contact Dr. Raquel Wong at 483-7100, or by email at Raquel.L.Wong@hawaii.gov.

Sincerely,

Scott E. Enright, Chairperson
Board of Agriculture

c: Mr. Russell Tsuji, Administrator
DLNR-Land Division

DOA-Animal Industry Division

Island Fresh

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Scott Enright, Chairperson
Board of Agriculture
State of Hawai'i
Department of Agriculture
1428 South King Street
Honolulu, Hawai'i 96814-2512

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Enright:

Thank you for your letter dated April 7, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Agriculture (DOA) utilizes a portion of the project site for livestock inspections and staging purposes. We understand that the DLNR is continuing to work with the DOA to locate an alternative site for these uses which will meet the DOA's needs and which will be compatible with surrounding uses.

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Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 17 2017

DAVID Y. IGE
GOVERNOR

PANKAJ BHANOT
DIRECTOR

BRIDGET HOLTHUS
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
Benefit, Employment and Support Services Division
820 Mililani Street, Suite 606
Honolulu, Hawai'i 96813

March 15, 2017

Re: 17-0094

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

SUBJECT: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii (TMK (2)3-8-008:001(por.))

This is in response to your letter dated March 6, 2017 requesting the Department of Human Services (DHS) review and comment on the above-named project. The DHS has reviewed the EISPN of the proposed Department of Land and Natural Resources (DLNR) Business Park and at this time has no comment.

Please be advised that Rachael Wong resigned from her position as director. Mr. Pankaj Bhanot is the DHS director effective September 1, 2016.

If you should have any question regarding this matter, please contact Ms. Lisa Galino, Child Care Program Specialist at 586-5234.

Sincerely,

Scott Nakasone
Assistant Division Administrator

c: Russell Tsuji, DLNR Administrator
Pankaj Bhanot, Director

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Mark Alexander Roy
VICE PRESIDENT
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VICE PRESIDENT

May 3, 2018

Scott Nakasone, Assistant Division Administrator
State of Hawai'i
Department of Human Services
Benefit, Employment, and Support Services Division
820 Mililani Street, Suite 606
Honolulu, Hawai'i 96813

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (Re: 17-0094)

Dear Mr. Nakasone:

Thank you for your letter dated March 15, 2017 providing comments on the Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Human Services has no comments to offer at this time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 27 2017

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

03035PNN.17

March 22, 2017

Ms. Tessa Munekiyo Ng, AICP
Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

SUBJECT: Comments on the Environmental Impact Statement Preparation Notice for the Department of Land and Natural Resources Business Park at Pulehunui, Maui
TMK: (2) 3-8-008:001
Pulehunui, Island of Maui, Hawaii

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated March 6, 2017, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: http://health.hawaii.gov/epo/files/2013/05/Clean-Water-Branch-Std-Comments.pdf.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55).

   For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee ($1,000 for an individual NPDES permit or $500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermit/. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the appropriate form. Follow the instructions to complete and submit the form.

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.

   Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and HAR, Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.

5. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:

   a. Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked

is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.

b. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g., minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.

c. Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.

d. Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.

e. Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

If you have any questions, please visit our website at: http://health.hawaii.gov/cwb, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,

Alec Wong

ALEC WONG, P.E., CHIEF
Clean Water Branch

NN

c: Mr. Russell Tsuji, DLNR, Land Division
DOH-EPO #17-057 [via e-mail Noella.Narimatsu@doh.hawaii.gov only]

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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Alec Wong, P.E., Chief
State of Hawai'i
Department of Health
Clean Water Branch
P. O. Box 3378
Honolulu, Hawai'i 96801-3378

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (EMD/CWB)

Dear Mr. Wong:

Thank you for your letter dated March 22, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Firstly, we understand that review by the Clean Water Branch (CWB) is based solely on the information provided in the EISPN and its compliance with Hawai'i Administrative Rules (HAR) Chapters 11-54 and 11-55. Furthermore, we acknowledge that the DLNR may be responsible for fulfilling additional requirements related to the CWB program. The standard comments on the CWB website will be reviewed and applicable comments will be adhered to.

1. We understand that any project with potential impacts to State waters must meet the criteria under the anti-degradation policy (HAR, Section 11-54-1.1), designated uses (HAR, Section 11-54-3), and water quality criteria (HAR, Sections 11-54-4 through 11-54-8). It is noted that the proposed project is not anticipated to impact State waters.

2. Coordination will be undertaken with the CWB to pursue a National Pollutant Discharge Elimination System (NPDES) permit.

3. Coordination was undertaken with the United States Army Corps of Engineers (USACE) regarding permitting requirements, as applicable. It is not anticipated that the project will affect waters of the U.S., and therefore will not require a Department of the Army permit.

4. We acknowledge that all project construction or operation activity discharges must comply with the State's Water Quality Standards, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification are required. Furthermore, we understand that noncompliance may be subject to penalty.

5. We acknowledge the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. As such, we will review and take into consideration the CWB's project planning guidelines provided in your letter.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your offce for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
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APR 10 2017

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M.D., M.P.H.
DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, HAWAII 96793-3378

April 7, 2017

Ms. Tessa Munekiyo Ng, AICP
Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

Subject: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii [TMK: (2) 3-8-008:001 (por.)]

Thank you for the opportunity to review this project. We have the following comments to offer:

1. All lands formerly in the production of sugarcane should be characterized for arsenic contamination. If arsenic is detected above the US EPA Region preliminary remediation goal (PRG) for non-cancerous effects, then a removal and/or remedial plan must be submitted to the Hazard Evaluation and Emergency Response (HEER) Office of the State Department of Health for approval. Please contact them at 808 586-4249.

2. All requirements of Chapter 11-62, Wastewater Systems, must be complied with. No portable toilets are allowed. If you have any questions, please call Roland Tejano, Environmental Engineer, at 808 984-8232.

It is strongly recommended that the Standard Comments found at the Department's website: http://health.hawaii.gov/epo/home/landuse-planning-review-program/ be reviewed and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please contact me at 808 984-8230 or email me at patricia.kitkowski@doh.hawaii.gov.

Sincerely,

Patti Kitkowski

Patti Kitkowski
District Environmental Health Program Chief

c EPO
Russell Tsuji

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Patti Kitkowski, District Environmental Health
Program Chief
State of Hawai'i
Department of Health
Maui District Health Office
54 High Street
Wailuku, Hawai'i 96793-3378

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Ms. Kitkowski:

Thank you for your letter dated April 7, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

1. We acknowledge that all lands formerly in sugar cane production should be characterized for arsenic contamination, and if arsenic is detected above the U.S. Environmental Protection Agency's preliminary remediation goal for non-cancerous effects, a removal and/or remediation plan must be submitted to the State Department of Health's (DOH) Hazard Evaluation and Emergency Response Office for approval.

   We note that as part of the termination process of their revocable permit, Alexander & Baldwin prepared a Phase I Environmental Site Assessment (ESA) for the lands underlying the project site which were formerly in sugar cane cultivation. The ESA was extensive and included both soils testing for contaminants as well as research into the past military use of the area and known military ordinance disposal sites. The ESA did not detect soil contaminants or known military disposal sites in the vicinity of the proposed project. Results of the ESA will be included in the Draft EIS.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

2. We acknowledge that all requirements of Hawai'i Administrative Rules, Chapter 11-62, Wastewater Systems, must be complied with, and that no portable toilets are allowed.

Additionally, we will review the standard comments found on the DOH website. The project will adhere to standard comments, as applicable.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your office for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 15 2017

Subject: FW: 17-057 EISPN DLNR Business Park Response
Attachments: 17-057 EISPN DLNR Business Park Response.pdf

-----Original Message-----
From: Narimatsu, Noella [mailto:Noella.Narimatsu@doh.hawaii.gov]
Sent: Wednesday, March 15, 2017 2:00 PM
To: General eMail <planning@munekiyohiraga.com>
Cc: DLNR.LD.Land <dlnr.land@hawaii.gov>; Ige, David Y <David.Y.Ige@hawaii.gov>; DOH.EPO <DOH.epo@doh.hawaii.gov>; McIntyre, Laura <Laura.McIntyre@doh.hawaii.gov>
Subject: EPO: 17-057 EISPN DLNR Business Park Response

On behalf of Laura McIntyre, here are EPO's comments.
Noella

Noella Narimatsu
Secretary, Environmental Planning Office Hawaii State Department of Health
919 Ala Moana Blvd., Rm. 312
Honolulu, Hawaii 96814
Phone: (808) 586-4337
Email: noella.narimatsu@doh.hawaii.gov
Website: http://health.hawaii.gov/epo

MAR 15 2017

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File:

EPO 17-057

March 14, 2017

Ms. Tessa Munekiyo Ng, AICP
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793
Email: planning@munekiyohiraga.com

Dear Ms. Munekiyo Ng:

SUBJECT: Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources Business Park, Pulehunui, Puunene, Maui
TMK: (2) 3-8-008:001 (por.)

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your EISPN to our office via the OEQC link:
http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2017-03-08-MA-5B-EISPN-DLNR-Business-Park.pdf

We understand from the OEQC publication form project summary that "*The State Department of Land and Natural Resources (DLNR) proposes the DLNR Business Park, a light industrial/commercial and public/quasi-public use development, including the provision of required infrastructure (i.e. wastewater, water and drainage), on approximately 285 acres at Pulehunui, Maui. Key components of the project include lots ranging in size from small (0.5 to less than 1.0 acre), medium (1.0 acre to less than 3 acres) to large (3-acres to 5 acres) for light industrial, commercial, government and non-profit use to meet various needs of future lessees. The proposed project, which is located in the Urban Growth Boundary of the Maui Island Plan is intended to generate long-term lease revenues to support DLNR's various programs including conservation, forestry and wildlife programs, and State Parks, among others.*"

In the development and implementation of all projects, EPO strongly recommends regular review of State and Federal environmental health land use guidance. State standard comments and available strategies to support sustainable and healthy design are provided at: http://health.hawaii.gov/epo/landuse. Projects are required to adhere to all applicable standard comments.

EPO has recently updated the environmental Geographic Information System (GIS) website page. It now compiles various maps and viewers from our environmental health programs. The eGIS website page is continually updated so please visit it regularly at: http://health.hawaii.gov/epo/egis.

EPO also encourages you to examine and utilize the Hawaii Environmental Health Portal at: https://eha-cloud.doh.hawaii.gov. This site provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings.

We suggest you review the requirements of the Clean Water Branch (Hawaii Administrative Rules {HAR}, Chapter 11-54-1.1, -3, 4-8) and/or the National Pollutant Discharge Elimination System (NPDES) permit (HAR, Chapter 11-55) at:

http://health.hawaii.gov/cwb. If you have any questions, please contact the Clean Water Branch (CWB), Engineering Section at (808) 586-4309 or cleanwaterbranch@doh.hawaii.gov. If your project involves waters of the U.S., it is highly recommended that you contact the Army Corps of Engineers, Regulatory Branch at: (808) 835-4303.

Please note that all wastewater plans must conform to applicable provisions (HAR, Chapter 11-62, "Wastewater Systems"). We reserve the right to review the detailed wastewater plans for conformance to applicable rules. Should you have any questions, please review online guidance at: http://health.hawaii.gov/wastewater and contact the Planning and Design Section of the Wastewater Branch (WWB) at (808) 586-4294.

If noise created during the construction phase of the project may exceed the maximum allowable levels (HAR, Chapter 11-46, "Community Noise Control") then a noise permit may be required and needs to be obtained before the commencement of work. Relevant information is online at: http://health.hawaii.gov/irhb/noise EPO recommends you contact the Indoor and Radiological Health Branch (IRHB) at (808) 586-4700 with any specific questions.

If you wish to identify any Hazard Evaluation & Emergency Response (HEER) office records related to the property, visit http://eha-web.doh.hawaii.gov/eha-cma/Leaders/HEER/public-records. For information on site assessment and cleanup programs review: http://eha-web.doh.hawaii.gov/eha-cma/Leaders/HEER/site-assessment-and-cleanup-programs. Any specific questions should be directed to the HEER office at (808) 586-4249.

You may also wish to review the draft Office of Environmental Quality Control (OEQC) viewer at: http://eha-web.doh.hawaii.gov/oeqc-viewer. This viewer geographically shows where some previous Hawaii Environmental Policy Act (HEPA) {Hawaii Revised Statutes, Chapter 343} documents have been prepared.

We request that you utilize all this information on your proposed project to increase sustainable, innovative, inspirational, transparent and healthy design. Thank you for the opportunity to comment.

Mahalo nui loa,

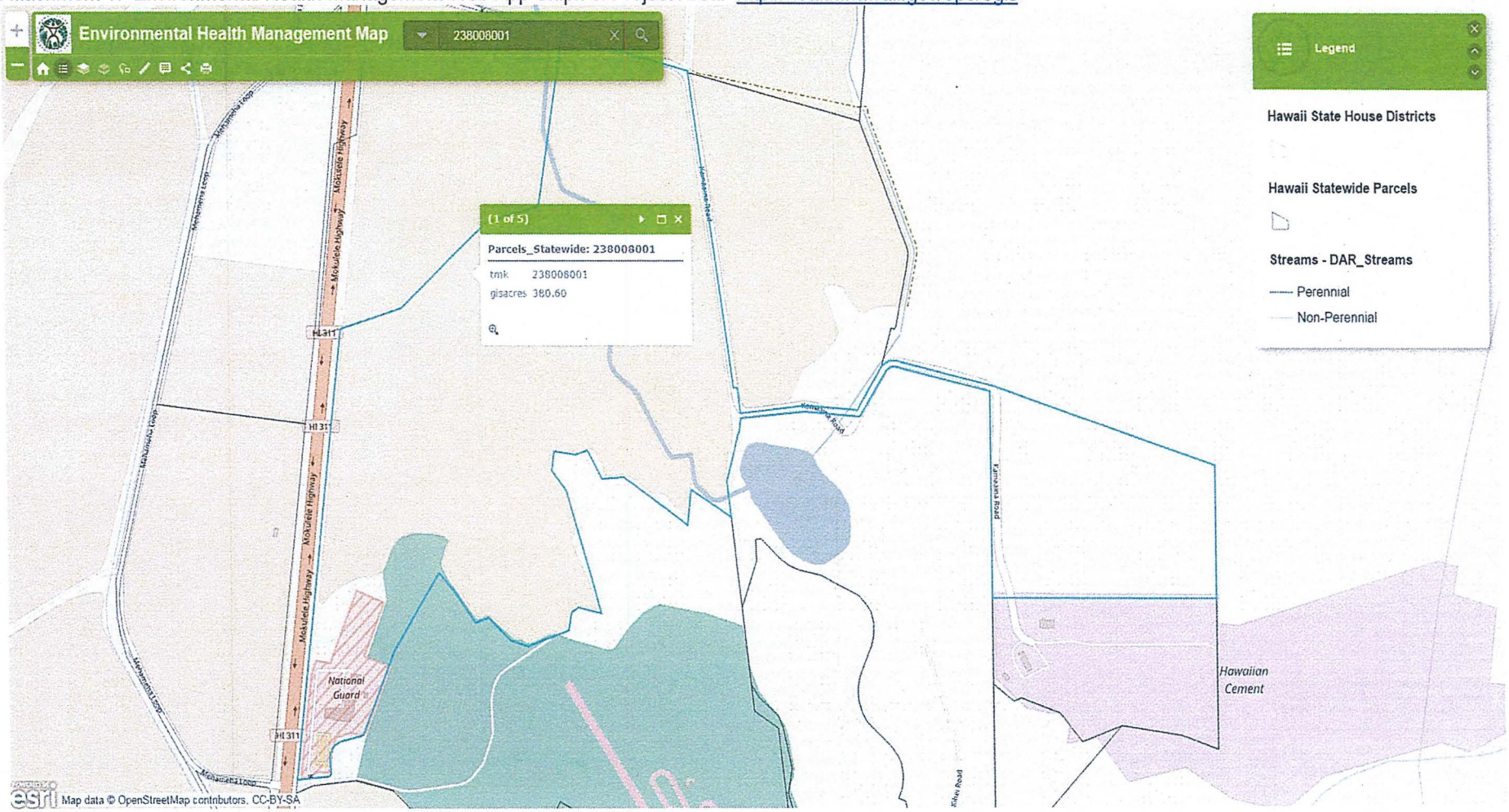
Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

LM:nn

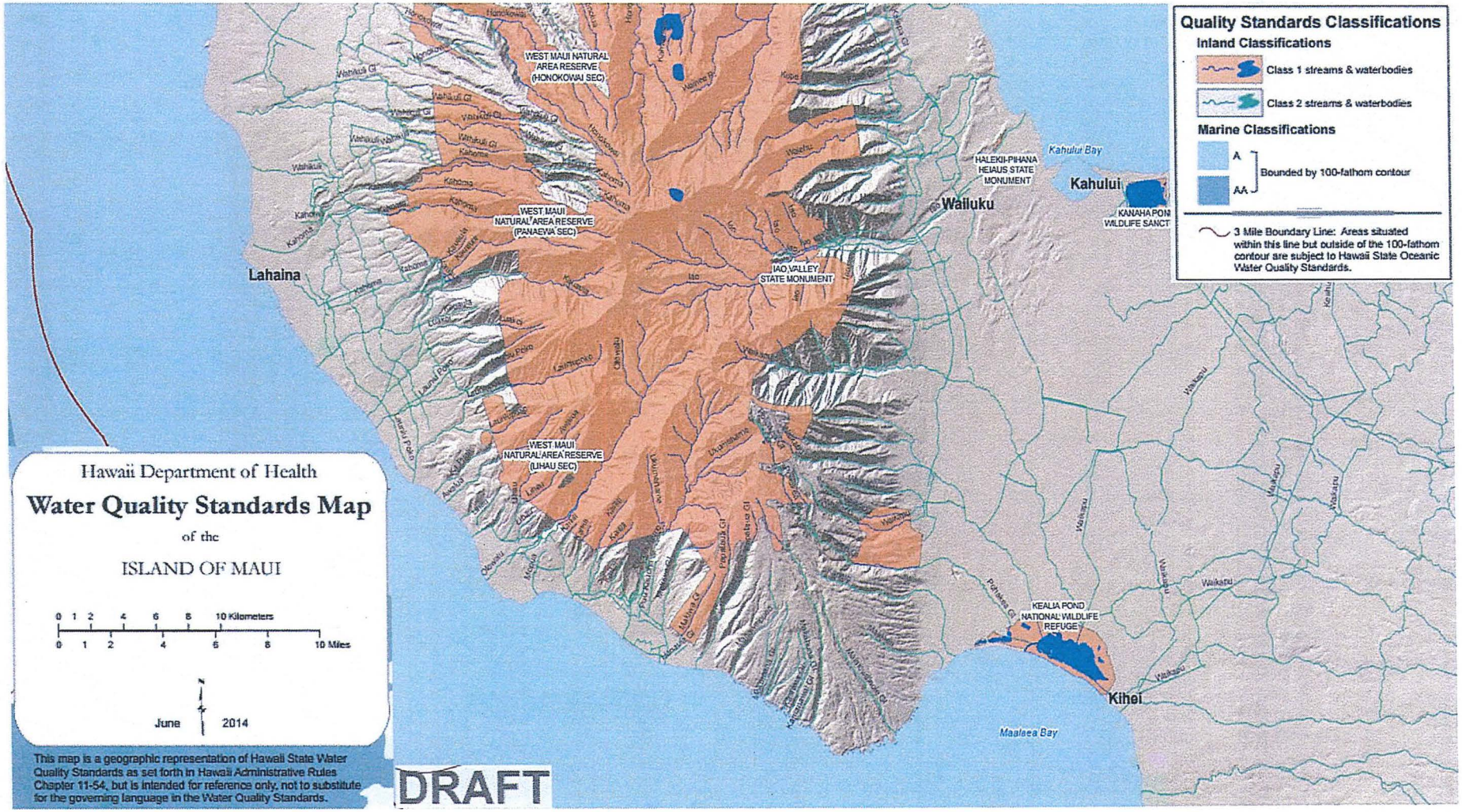
Attachment 1: Environmental Health Management Web App Snipit of Project Area: http://health.hawaii.gov/epo/egis
Attachment 2: Clean Water Branch: Water Quality Standards Map - Maui
Attachment 3: Historic Sugarcane Map of Project Area
Attachment 4: OEQC viewer (of past EA's, EIS's in area) – Maui

c: Russell Tsuji, DLNR (via email: dlnr.land@hawaii.gov)
David Ige, Governor (via email: http://governor.hawaii.gov/cotact-su/contact-the-governor)
DOH: DHO Maui, CWB, WWB, HEER, IRHB {via email only}

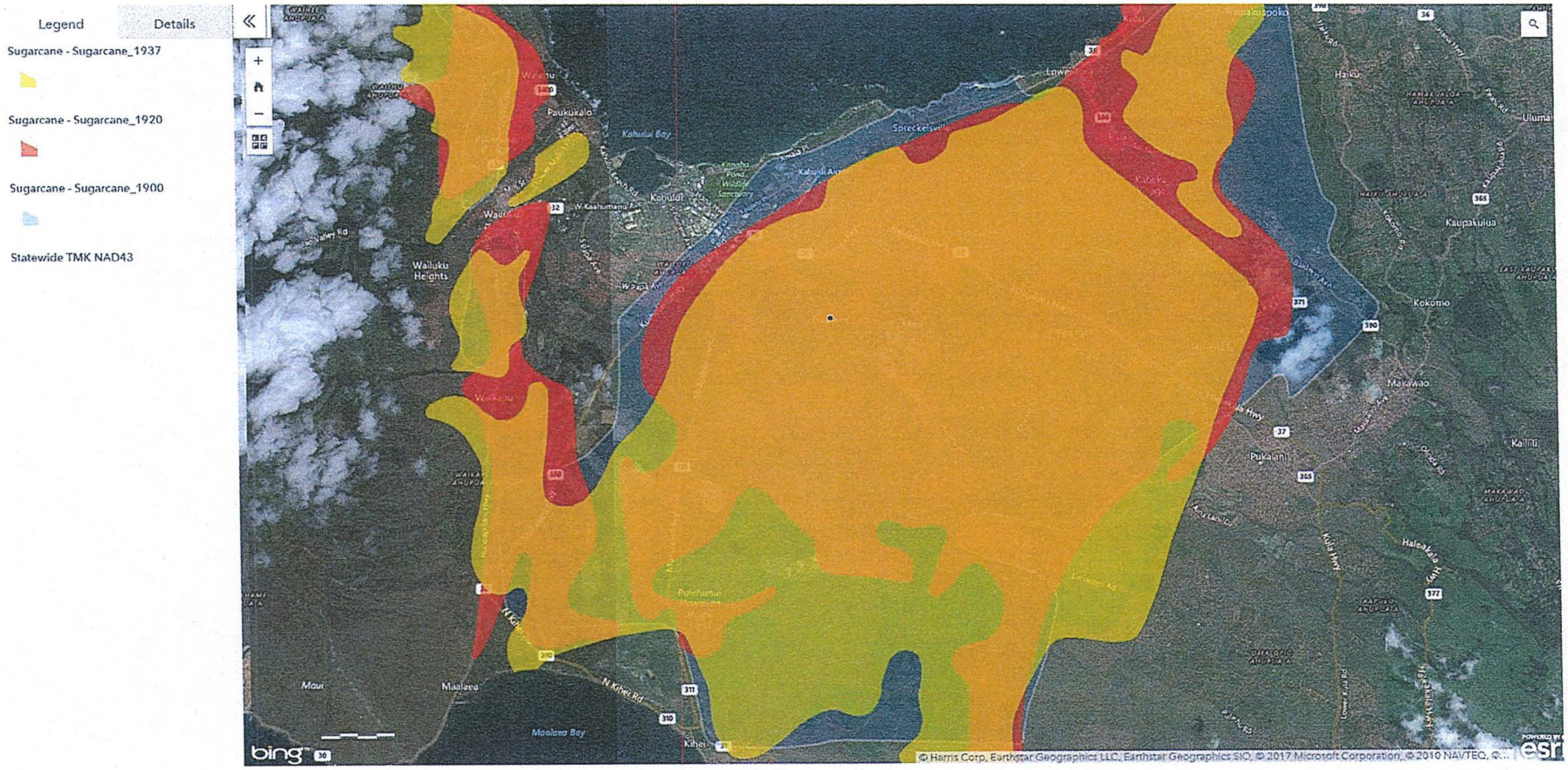
Attachment 1: Environmental Health Management Web App Snipit of Project Area: http://health.hawaii.gov/epo/egis



Attachment 2: Clean Water Branch: Water Quality Standards Map - Maui



Attachment 3: Historic Sugarcane Map of Project Area



Attachment 4: OEQC viewer (of past EA's, EIS's in area) – Maui

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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Laura Leialoha Phillips McIntyre, Program Manager
State of Hawai'i
Department of Health
Environmental Planning Office
P.O. Box 3378
Honolulu, Hawai'i 96801-3378

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (EPO 17-057)

Dear Ms. McIntyre:

Thank you for your letter dated March 14, 2017 providing comments on the Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

We will review the standard comments and available strategies to support sustainable and healthy design located on your website. The project will adhere to standard comments, as applicable.

In addition, we will review the recently updated environmental Geographic Information Systems webpage, which contains maps and viewers from the various environmental health programs.

Information and tools provided on the Hawaii Environmental Health Portal website will be reviewed and utilized, as applicable.

We will review the requirements for the National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Branch will be contacted for guidance in addressing applicable NPDES requirements. It is noted that the project will not involve waters of the U.S.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

We acknowledge that all wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems".

We understand that the Environmental Planning Office (EPO) reserves the right to review the detailed plans for conformity. The Planning and Design Section of the EPO's Wastewater Branch will be contacted for guidance, as needed.

We acknowledge that the noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawai'i Administrative Rules, Chapter 11-46 "Community Noise Control". As applicable, coordination with be undertaken with the Indoor & Radiologic Health Branch and a noise permit will be obtained prior to the commencement of work.

We acknowledge your comment that the Hazard Evaluation and Emergency Response Office be contacted for records related to the property or for information on site assessment and cleanup programs.

We acknowledge that the draft Office of Environmental Quality Control (OEQC) viewer is available and that it geographically shows where previous Hawai'i Environmental Policy Act, Hawai'i Revised Statutes, Chapter 343 documents have been prepared.

We will utilize the information and tools provided in your letter as applicable to increase sustainable, innovative, inspirational, transparent, and healthy design.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Adrienne Wong, Austin, Tsutsumi & Associates, Inc.
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APR 1 2 2017

DAVID Y. IGE
GOVERNOR OF HAWAII

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LAND DIVISION
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RECEIVED
LAND DIVISION
2017 MAR 20 AM 11:20

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

Department of Land and Natural Resources
State of Hawaii

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

DEPT OF LAND & NATURAL RESOURCES STATE OF HAWAII

DEPT OF LAND & NATURAL RESOURCES STATE OF HAWAII

'17 MAR 13 PM 12:31 ENGINEERING

March 10, 2017

3/20

From

MEMORANDUM

TO:

DLNR Agencies:
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
X Engineering Division
X Div. of Forestry & Wildlife
___Div. of State Parks
X Commission on Water Resource Management
___Office of Conservation & Coastal Lands
X Land Division – Maui District
X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Environmental Impact Statement Preparatory Notice for Proposed DLNR Business Park
LOCATION: Pulehunui, Maui; TMK: (2) 3-8-008:001 (por.)
APPLICANT: DLNR Land Division

The above referenced document can be accessed at the following link: http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2017-03-08-MA-5B-EISPN-DLNR-Business-Park.pdf

We would appreciate your comments on this project. Please submit any comments by March 31, 2017. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Ian Hirokawa at 587-0420. Thank you.

( ) We have no objections.
( ) We have no comments.
(X) Comments are attached.

Signed: _____

Print name: Carty S. Chang, Chief Engineer
Date: 3/14/17

cc: Central Files

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/Russell Y. Tsuji
Ref: Environmental Impact Statement Preparatory Notice for Proposed DLNR Business Park

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a designated Flood Hazard.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zone designations can be found using the Flood Insurance Rate Map (FIRM), which can be accessed through the Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiinfip.org/FHAT).

Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may take precedence over the NFIP standards as local designations prove to be more restrictive. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4846.

The applicant should include water demands and infrastructure required to meet project needs. Please note that the projects within State lands requiring water service from their local Department/Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.

The applicant is required to provide water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update projections.

Signed: _____
CARTY S. CHANG, CHIEF ENGINEER

Date: 3/4/17

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Karlynn K. Fukuda
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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Carty S. Chang, Chief Engineer
State of Hawai'i
Department of Land and Natural Resources
Engineering Division
P. O. Box 621
Honolulu, Hawai'i 96809

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Chang:

Thank you for your letter dated March 16, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

We acknowledge that the rules and regulations of the National Flood Insurance Program (NFIP) are in effect when a development falls within a designated Flood Hazard Area. We note that the project site is located inland, and not within a designated Flood Hazard Area.

A Preliminary Engineering and Drainage Report (PEDR) has been prepared to discuss the infrastructural needs and proposed systems for the project, and includes a discussion on the water demands and calculations for the project. The PEDR will be discussed in the Draft Environmental Impact Statement (EIS).

We also acknowledge that projects located on State-owned lands requiring water service from the local Department of Water Supply are required to pay resource development charges in addition to Water Facilities Charges for transmission and daily storage.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment.

Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
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APR 20 2017

DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF PUBLIC SAFETY
919 Ala Moana Boulevard, 4th Floor
Honolulu, Hawaii 96814

NOLAN P. ESPINDA
DIRECTOR

Cathy Ross
Deputy Director
Administration

Jodie F. Maesaka-Hirata
Deputy Director
Corrections

Renee R. Sonobe Hong
Deputy Director
Law Enforcement

No. 2017-662

April 18, 2017

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, HI 96793

Russell Y. Tsuji, Land Administrator
Land Division
Department of Land and Natural Resources
State of Hawaii
1151 Punchbowl Street, Suite 220
Honolulu, HI 96813

Re: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources (DLNR) Business Park at Pulehunui, Maui, Hawaii (TMK (2)3-8-008:001 (por.))

Dear Ms. Ng and Mr. Tsuji:

This is in response to the above referenced EISPN, received on March 8, 2017. Thank you for soliciting the input of the Department of Public Safety (PSD) in this matter.

As you have noted, the proposed Maui Regional Public Safety Complex (MRPSC), to be located adjacent to the proposed DLNR Business Park, was also included in the Maui Island Plan's (MIP) Urban Growth Boundary (UGB).

PSD would like to request the planners' consideration in developing the proposed "stand alone" infrastructure for the DLNR Business Park and related surrounding properties with the capability of integrating into a comprehensively planned infrastructure, such as that being planned and proposed by the Department of Hawaiian Home Lands (DHHL), including the MRPSC.

"An Equal Opportunity Employer/Agency"

It should be noted that planning for the proposed "stand alone" infrastructure to also accommodate a project like the proposed MRPSC may provide another potential source of the desired income stream described in the EISPN.

Additionally, PSD would like to request the planners' consideration in designing the proposed infrastructure with the adaptability to accommodate properties immediately adjacent to the proposed DLNR Business Park.

Finally, as a point of clarification, the October 28, 2015 meeting at Pulehunui was called by Lt. Governor Shan Tsutsui with the purpose of exploring and revitalizing the effort to build the MRPSC at Pulehunui. Each agency involved in the collaborative effort (including DLNR) was asked to provide the Lt. Governor with a report of the progress made to date.

Again, PSD appreciates the opportunity to provide comments.

Sincerely,

Nolan P. Espinda
Director

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PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Nolan P. Espinda, Director
State of Hawai'i
Department of Public Safety
919 Ala Moana Boulevard, 4th Floor
Honolulu, Hawai'i 96814

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (No. 2017-662)

Dear Mr. Espinda:

Thank you for your letter dated April 18, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

As discussed in the EISPN, the proposed DLNR Industrial and Business Park will be developed inclusive of the infrastructural systems needed to support the project. The Draft Environmental Impact Statement (EIS) assesses as one of its alternatives, the opportunity for the project to connect to the regional infrastructural system being planned and proposed by the Department of Hawaiian Home Lands.

We acknowledge your comment that the opportunity of allowing the proposed Maui Regional Public Safety Complex (MRPSC) to connect to the project's standalone infrastructural systems may provide another potential source of income sought by the DLNR and the request that infrastructure be designed with the adaptability to accommodate properties immediately adjacent to the project. While the EIS assesses infrastructure to service the project as a stand-alone project, opportunities to connect to coordinated infrastructure systems developed in conjunction with neighboring projects, as identified through the infrastructure master plan process, are discussed in the context of the alternatives analysis of the EIS.

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Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

The DLNR looks forward to ongoing collaboration with the agencies involved at Pulehunui.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment.

Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Adrienne Wong, Austin, Tsutsumi & Associates, Inc.
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JUN 01 2017

DAVID Y. IGE
GOVERNOR

FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

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

IN REPLY REFER TO:

STP 8.2131

May 26, 2017

Ms. Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo:

Subject: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui
Kahului, Maui, Hawaii
TMK: (2) 3-8-008:001(por.)

The 285 acres of land proposed for a business park owned by the State Department of Land and Natural Resources will be part of a Master Plan to include a 20-acre site for the Division of Forestry and Wildlife and leasing for light industrial, commercial, and government uses. The primary access will be off Kamaaina Road, with a secondary access proposed on the State Mokulele Highway at the Makai side of the site. In addition, the nearest portion of the site area to the proposed extension of Runway 2 at the Kahului International Airport is approximately 3.9 miles, and the site also underlies the precision instrument approach area established for the runway.

The Department of Transportation (DOT) has the following comments on the subject project:

A Traffic Impact Analysis Report (TIAR) should be prepared and included in the Environmental Impact Statement (EIS) for our review and acceptance. The TIAR should evaluate project impacts on State highway facilities, as well as any mitigation measures that may be required. The project area should include as far north (Kahului) of the project site at the Kuihelani Highway/Airport Road/Mokulele Highway intersection, and to the south (Kihei) of the project site at the North Kihei Road/Mokulele Highway intersection.

The Applicant will be responsible for improvements to roads under State jurisdiction to mitigate its own local traffic impacts at no cost to the State/DOT.

The EIS should reference the Business Park Master Plan including a completion schedule and identifying all project phases.

Generally, all future applicants and developers need to conform to the requirements of the State of Hawaii, Office of Planning Technical Advisory Memorandum (TAM) noted below to avoid incompatible airport land uses that may pose safety hazards to airport operations. Subsequent developers and operators need to be aware of the duties of the State and County agencies to implement the TAM related to this project and all projects within 5 miles of an airport: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports 08-01-2016.pdf.

The developer(s) should be aware that photovoltaic (PV) systems, located in or near the approach path of aircraft into an airport, can create a hazardous condition for a pilot due to possible glint and glare reflected from the PV array. The following website may assist with preparation of a glint and glare analysis: www.sandia.gov/glare. It is recommended that the highest rated non-glare material be used in the PV system installed to mitigate potential hazard to the greatest degree possible. If glint or glare from the PV array creates a hazardous condition for pilots, the owner of the photovoltaic system must be prepared to immediately mitigate the hazard, upon notification by the DOT, Airports Division (DOT-A) or the Federal Aviation Administration (FAA). In addition, PV installations have been known to emit signals that create radio frequency interference (RFI) and disrupt air-to-ground communications. Developers must insure the installation does not create an RFI hazard.

State law (Hawaii Revised Statutes, Chapter 262 – Airport Zoning Act) requires that the State and the DOT-A act to prevent hazards and not allow proposed non-conforming uses that are in conflict with the FAA Hazardous Wildlife Attractants requirements. While it may not be well understood by the general public that wildlife hazards near airports can lead to a catastrophic event causing loss of life and property, the State is working with all governing agencies and the public to minimize wildlife hazards around airports and coordinate the establishment of compatible land uses (reference the *September 8, 2016 Environmental Notice*, Office of Environmental Quality Control).

The proposed facilities should be designed and operated or otherwise conditioned or mitigated to meet the requirements of FAA *Advisory Circular Hazardous Wildlife Attractants on or Near Airports 150/5200-33B*. This circular recommends that any planned water detention ponds or basins, and any related open drainage swales that may be needed in the future design of the proposed subdivision for the subject business park be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. Additionally, any related landscaped areas should be planned and implemented to deter wildlife attraction.

Since specific uses and building footprints are unknown at this time, consideration for mitigating impacts related to wildlife attractants and installation of PV arrays can be built into the subdivision design and approval process. Future processing and development can also be conditioned to comply with the TAM.

If there are any questions, please contact Mr. Norren Kato of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7976.

Sincerely,

FORD N. FUCHIGAMI
Director of Transportation

c: Russell Tsuji, Department of Land and Natural Resources, Land Division

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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Jade Butay, Interim Director
State of Hawai'i
Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (STP 8.2131)

Dear Mr. Butay:

Thank you for your letter dated May 26, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

- A Traffic Impact Analysis Report (TIAR) has been prepared for the project which analyzed projected vehicular trips generated as a result of the project and discussed traffic mitigation recommendations as may be required to mitigate impacts on the State and County highway facilities. The TIAR also included in its analysis vehicular trip projections for other planned and known developments in the region. We note that the DLNR, together with its traffic consultant, Austin, Tsutsumi, and Associates, Inc., met with the State Department of Transportation (DOT) on June 5, 2017 regarding the proposed project. During the meeting and based on follow up conversations, it was agreed that five (5) intersections would be assessed in the TIAR. These include the intersections of Mokulele Highway with North Kīhei Road and Pi'ilani Highway, Mehameha Loop, Project middle access, Kama'āina Road, and Nakii Road.

- We understand that the DLNR will be responsible for any required improvements to roads under the State jurisdiction to mitigate impacts that may result from the proposed project.

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Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

- The Draft Environmental Impact Statement (EIS) includes information on a construction schedule for development of the proposed DLNR Industrial and Business Park.

- We will review the Technical Advisory Memorandum (TAM) noted in your letter to ensure that the proposed project is in compliance with directives included in the TAM.

- We note that although the DLNR will own the proposed DLNR Industrial and Business Park, the lots within the project will be leased to individual tenants who will be responsible for the construction of their improvements, including any future photovoltaic (PV) systems. Tenants will be encouraged to use the highest rated non-glare material for future PV system installations to mitigate potential hazards and will be required to comply with applicable Federal Aviation Administration (FAA) requirements pertaining to PV installations.

- We will review the Airport Zoning Act, found in Hawai'i Revised Statutes (HRS), Chapter 262, as noted in your letter to ensure that the proposed project is in compliance with directives included in this section of the HRS.

- We will review the Federal Aviation Administration Advisory Circular Hazardous Wildlife Attractants on or Near Airports 150/5200-33B, as noted in your letter to ensure that the proposed project is in compliance with directives included in this circular. Furthermore, your comment regarding the suggested use of steep-sided, rip-rap lined, narrow, linearly shaped detention basins to facilitate the control of hazardous wildlife was forwarded to the project's civil engineer for consideration. However, in order to best manage anticipated stormwater flows, and in consideration of Low Impact Development initiatives, the drainage system concept will be "decentralized" and will consist of many open, grassed detention basins spread throughout the development and integrated into open space areas. More information on the proposed drainage system will be discussed in the Draft EIS prepared for the project.

- The DLNR will consider including mitigation requirements for impacts relating to wildlife attractants and PV systems in the Design Guidelines prepared for the project.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment.

Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Tyler Fujiwara, Austin, Tsutsumi & Associates, Inc.
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
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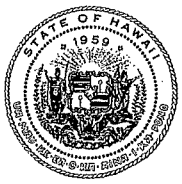
DAVID Y. IGE
GOVERNOR
STATE OF HAWAII

SHAN S. TSUTSUI
LT. GOVERNOR
STATE OF HAWAII



JOBIE M. K. MASAGATANI
CHAIRMAN
HAWAIIAN HOMES COMMISSION

WILLIAM J. AILA, JR.
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS

P. O. BOX 1879
HONOLULU, HAWAII 96805

March 28, 2017

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawai'i 96793

Aloha Ms. Munekiyo Ng:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN) FOR THE DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK AT PŪLEHUNUI, MAUI, HAWAI'I (TMK (2) 3-8-008:001 (POR.))

The Department of Hawaiian Home Lands (DHHL) has reviewed the above referenced EISPN and offers the following information and comments that should be addressed in the Draft EIS.

DHHL owns four parcels of land in the vicinity of the DLNR Business Park. DHHL intends to facilitate the eventual development of three parcels for commercial and industrial use in an area totaling approximately 184 acres, consistent with our Maui Island Plan. The DLNR Business Park is located east of the DHHL property, across Mokulele Highway.

DHHL additionally owns a 646-acre property south of the DLNR Business Park. The majority of this property is intended to continue to accommodate agricultural or agricultural co-op uses and possibly limited agricultural homesteads. Consistent with our DHHL Maui Island Plan, an approximately 100-acre portion of the parcel is being considered for eventual industrial use and/or supporting regional infrastructure use, pending a regional planning effort by DHHL. The regional planning effort will be carried out in a manner consistent with the 2014 Memorandum of Understanding (MOU) between DHHL, DLNR, the Department of Public Safety (PSD), and the Department of Accounting and General Services (DAGS), wherein these parties agreed to "make their best efforts to work in a collaborative manner". The MOU was intended to allow the parties to benefit from economies of scale, joint infrastructure financing, planning and development, and provide significant economic benefits to the Maui community.

We recommend that the EIS address potential impacts to operations on DHHL's Pūlehunui projects, particularly in the following capacities:

Infrastructure - traffic

We recommend that the EIS identify ways in which the DLNR Business Park may address on- and off-site impacts to traffic and roadway infrastructure. In particular, the EIS should consider DLNR's proposed roadway improvements and use of shared access points along Mokulele Highway. As illustrated in the attached DHHL Pūlehunui Conceptual Plan (Concept Plan 1), improved access from Mokulele Highway will be needed to serve the DLNR and DHHL lands. To support the buildout of both projects, we have proposed an additional intersection mid-way between the two existing intersections to serve both projects. The traffic analysis should address the full buildout of the region and identify phased traffic mitigation strategies that may mitigate adverse impacts to existing and future operations on surrounding properties, including those of DHHL.

Infrastructure – water sourcing and wastewater treatment

We recommend that the EIS identify ways in which the DLNR Business Park may address on- and off-site water infrastructure needs, and the impacts of those strategies. The EIS should consider, inter alia, the potential advantages and disadvantages of individual, as opposed to regional, water sourcing (potable and non-potable) and transport, wastewater treatment, and associated infrastructure.

Concurrent with the planning for the DLNR Business Park, DHHL is undertaking a regional infrastructure master plan to assess the feasible alternatives to serve this planned industrial/commercial growth area. As our consultant team progresses, we will keep you informed and consult with you to gain further insight on how this region can be most efficiently and cost-effectively served with supporting infrastructure.

Market demand and absorption

The eventual commercial and industrial uses of DHHL's 184-acre property would generate revenue critical to supporting statewide DHHL programs and homestead projects. Consistent with the DHHL Pūlehunui Conceptual Plan, land use acreages are anticipated to range as follows:

Range of Land Uses

Land Use	**Area (Acres)**	**Median Land Use Area (Acres)**
Sandwich Isles utility, existing	1.0	1
Open Space	31-38	34.5
Commercial	24-85	54.5
Light Industrial/Ag. Processing	58-116	87
Roadway	2-12	7
Historic Structures, existing	0.4	0.4
Total	**184**	**184**

DHHL recommends that the EIS address potential impacts of DLNR Business Park operations on market demand and absorption in the region. Conceptually, the 184-acre property could be available for development by 2019-2020.

Coordination with regional stakeholders

We recommend the EIS address coordination with regional stakeholders and landowners, particularly coordination between DLNR and the other government agencies that were party to the 2014 MOU: DHHL, PSD, and DAGS.

We highly encourage all agencies to consult with Hawaiian Homestead community associations and other (N)native Hawaiian organizations when preparing environmental assessments in order to better assess potential impacts to cultural and natural resources, access and other rights of Native Hawaiians.

Conclusion

As noted above, DHHL is proceeding with the regional infrastructure analysis and we look forward to continuing our coordination with DLNR regarding planning and land use entitlement efforts for this region.

We appreciate the opportunity to comment on this EISPN. DHHL looks forward to continued coordination with the DLNR regarding the planning and development of State-owned lands in the Pūlehunui region.

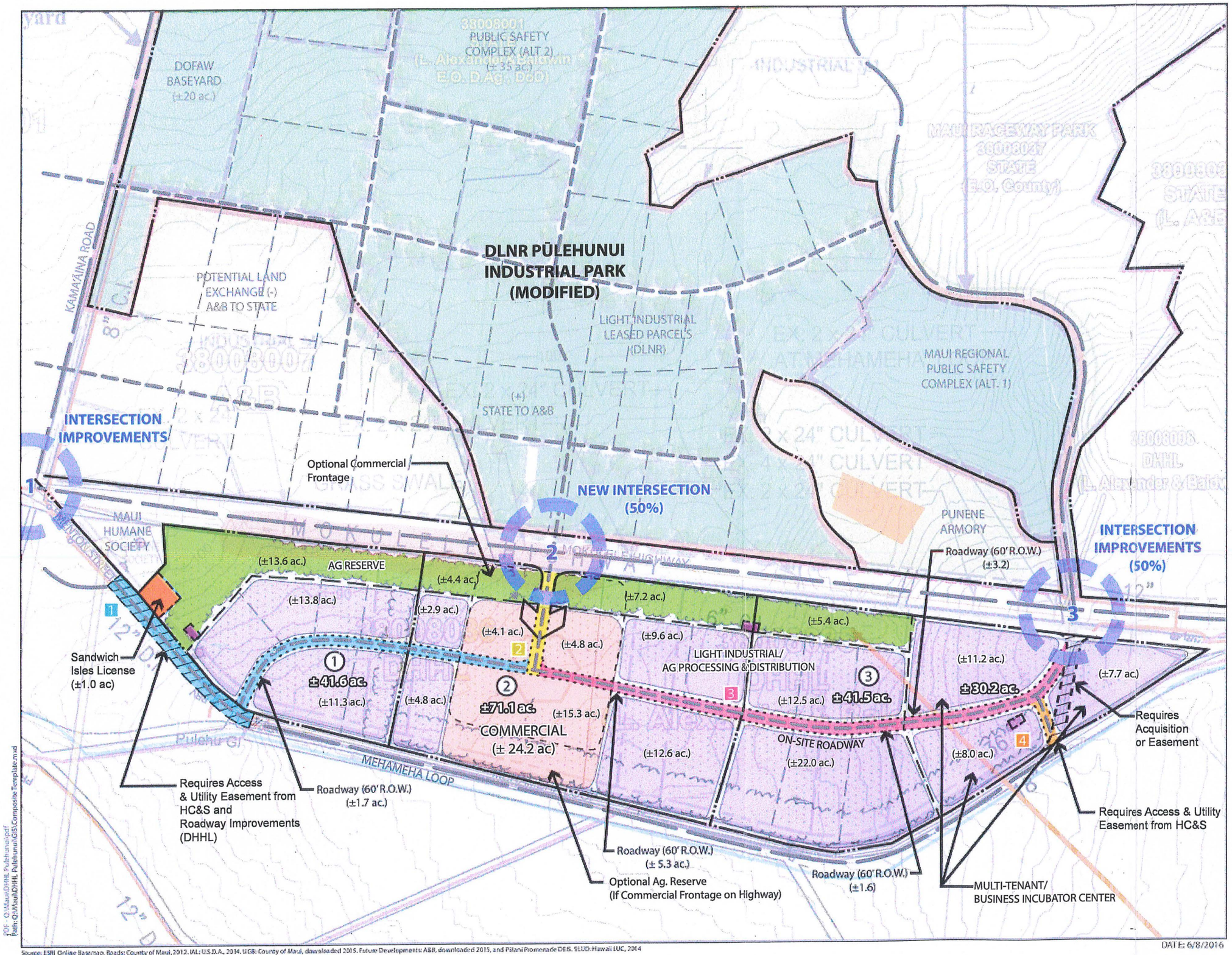
Should you have any questions on the above or need more detailed information, please contact Kaleo Manuel, Acting Planning Program Manager by phone (808) 620-9481 or via email at Kaleo.L.Manuel@hawaii.gov.

Aloha,

Jobie M. K. Masagatani, Chairman
Hawaiian Homes Commission

Enclosure: DHHL Pūlehunui Conceptual Plan (Concept Plan 1)

cc: Department of Land and Natural Resources Land Division
Department of Public Safety
Department of Accounting and General Services



Source: ESRI Online Basemap. Roads: County of Maui, 2012. IAL: U.S.D.A., 2014. UGB: County of Maui, downloaded 2015. Future Developments: A&B, downloaded 2015, and Pilani Promenade DEIS. SLUD: Hawaii LUC, 2014

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

LEGEND

② Project Development Parcels

Land Use Summary (Acres)

Sandwich Isles (Existing)	1.0 ac.
Open Space	30.6 ac.
Commercial	24.2 ac
Light Industrial/ Ag Processing	116.4 ac.
Roadways (60' ROW)	11.8 ac.
Existing Historic Structures	0.4 ac.

Total: ±184.4 ac.

Figure 13
Concept Plan 1
DHHL PULEHUNUI CONCEPTUAL PLAN

Department of Hawaiian Home Lands — Island of Maui
North — Linear Scale (feet): 0 150 300 600
PBR HAWAII & ASSOCIATES, INC.

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Jobie M.K. Masagatani, Chairperson
Hawaiian Homes Commission
State of Hawai'i
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, Hawai'i 96805

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Ms. Masagatani:

Thank you for your letter dated March 28, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

We acknowledge that the Department of Hawaiian Home Lands (DHHL) owns four (4) parcels in the vicinity of the DLNR Industrial and Business Park and an additional 646-acre property south of the DLNR Industrial and Business Park. The DLNR looks forward to collaborating with DHHL, the Department of Public Safety (PSD), and the Department of Accounting and General Services (DAGS) with respect to regional planning for the Pulehunui area.

Response to Comments Regarding Infrastructure – Traffic

The Draft Environmental Impact Statement (EIS) prepared for the proposed DLNR Industrial and Business Park project includes a traffic study which analyzes vehicular trip generation as a result of the proposed project. The traffic study evaluates ingress and egress points for the proposed project, including the proposed intersection midway between the two (2) existing intersections, which would support both the DLNR and DHHL projects as mentioned in your letter. The traffic study also analyzes the project in the context of the overall region, and anticipates the full build-out of other known and planned developments.

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Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Response to Comments Regarding Infrastructure – Water Sourcing and Wastewater Management

The Draft EIS also includes a Preliminary Engineering and Drainage Report (PEDR) which assesses existing infrastructure, projected project demand and needs, and proposed infrastructure systems to support the proposed project, including those for water and wastewater. With regards to infrastructure, the proposed DLNR Industrial and Business Park will be developed inclusive of the infrastructural systems needed to support the project. As was mentioned in the EISPN, the Draft EIS evaluates as one of its alternatives, the opportunity for the project to connect to the regional infrastructural system as described above should it become available at a later date. The DLNR looks forward to continued inter-agency collaboration on the proposed regional infrastructure system.

Response to Comments Regarding Market Absorption

Thank you for the information regarding DHHL's plans for proposed commercial and industrial uses at the 184-acre property. This information has been provided to the market consultant for the DLNR Industrial and Business Park.

The Draft EIS prepared for the proposed DLNR Industrial and Business Park includes a Market Study which addresses the potential impacts the operations of the proposed project may have on market demand and absorption in the overall region.

Response to Comments Regarding Coordination with Regional Stakeholders

The Applicant has initiated, and will continue, a program of community and stakeholder outreach, which has included meetings with regional stakeholders and landowners, inter-agency coordination with those agencies party to the 2014 Memorandum of Understanding (MOU), local and state elected officials, and Native Hawaiian organizations. Details of this outreach program will be included in the Draft EIS.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Tyler Fujiwara, Austin, Tsutsumi & Associates, Inc.
Shane Fukuda, Fukuda Valuation & Consulting
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APR 06 2017

OFFICE OF PLANNING
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
DIRECTOR
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: http://planning.hawaii.gov/

Ref. No. P-15549

April 3, 2017

To: Suzanne Case, Chairperson
Department of Land and Natural Resources

From: Leo R. Asuncion, Director

Attention: Russell Tsuji, Administrator
Land Division

Subject: Environmental Impact Statement Preparation Notice (EISPN) – Business Park at Pulehunui, Maui; TMK: (2) 3-8-008:001 (por)

Thank you for the opportunity to provide comments on the EISPN for the proposed Department of Land and Natural Resources (DLNR) Business Park at Pulehunui, Maui. The EISPN review material was transmitted to our office by letter dated March 6, 2017.

It is our understanding that the DLNR proposes the development of a Business Park to be used as a light-industrial/commercial use development for Central Maui. The project calls for the installation of the required infrastructure (wastewater, water, and drainage), and the development of small, medium, and large sized lots for light industrial, commercial, government, and nonprofit use. Furthermore, the project will require a State Land Use Boundary Amendment from the Agricultural District to the Urban District by the State Land Use Commission.

The Office of Planning (OP) has reviewed the transmitted material and has the following comments to offer:

1. The EISPN provides information on the project's proposed plans and activities that affect programs and policies that fall under the jurisdiction of our Coastal Zone Management (CZM) program.

   a. Section II, A, 8, (Streams, Reservoirs, and Water Quality) page 24 of the EISPN states that a preliminary Engineering and Drainage Report will be prepared to address hydrological conditions affecting the natural drainage patterns as part of the environmental review process.

      Section II, A, 9 (Nearshore Waters), page 25 of the EISPN states that the project is not near the shoreline and there are no natural drainageways traversing the project area.

Section II, C, 4 (Drainage), page 37 of the EISPN examines the existing drainage infrastructure in the area. It states that the irrigation ditch through the project area is relatively small and does not have significant reserve capacity for intercepting stormwater runoff. Although this project is located well inland of the coastline from Kihei, the irrigation ditches and drainage infrastructure ultimately connect runoff form upslope areas to down range coastal and marine resources.

Therefore, the Draft Environmental Impact Statement (DEIS) should examine the cumulative impact on coastal resources from land-based polluted runoff. It should take into account the area adjacent to the project site. It should evaluate the area's land features, open spaces, down-sloping topography, soil absorption rates, and hardened non-permeable surfaces. All of these factors have a cumulative effect on the volume and speed of storm runoff.

OP has a number of resources available to assist in the project's stormwater runoff management strategies that should aide in the protection of the nearshore environment from land based pollutants. Please consider these guidance documents and stormwater evaluative tools when developing strategies to address polluted runoff. They offer useful techniques to keep land-based pollutants and sediment in place and prevent contaminating nearshore waters, while considering the practices best suited for this project. The evaluative tools that should be used during the design process include:

- Hawaii Watershed Guidance provides direction on mitigation strategies for urban development activities that will safeguard fragile watersheds and implement watershed plans http://files.hawaii.gov/dbedt/op/czm/initiative/nonpoint/HI Watershed Guidance Final.pdf

- Stormwater Impact Assessments can be used to identify and evaluate information on hydrology, stressors, sensitivity of aquatic and riparian resources, and management measures to control runoff, as well as consider secondary and cumulative impacts to the area http://files.hawaii.gov/dbedt/op/czm/initiative/stomwater_imapct/final_stormwater_impact_assessments_guidance.pdf

- Low Impact Development (LID), A Practitioners Guide covers a range of structural best management practices for stormwater control management, onsite infiltration techniques, water reuse methods, and building layout

designs that minimize negative environmental impacts
http://files.hawaii.gov/dbedt/op/czm/initiative/lid/lid_guide_2006.pdf

b. Section III, A, pages 40-42 of the EISPN provides an initial examination of the Hawaii Revised Statutes (HRS) Chapter 226, The Hawaii State Planning Act. It lists the following themes from the Hawaii State Planning Act that are applicable to this project:

- HRS § 226-5 – Objectives and policies for population;
- HRS § 226-6 – Objectives and policies for the economy – in general;
- HRS § 226-14 – Objectives and policies for facility systems – in general; and,
- HRS § 226-27 – Objectives and policies for the Socio-cultural advancement – government.

Section III, B, page 43 of the EISPN examines the project's consistency with the Agriculture State Functional Plan (1991). It states the re-designation from agriculture to urban may have greater benefits to the public than retaining it in underutilized agriculture.

The information listed above should be included in the DEIS. Furthermore, the analysis on the Hawaii State Planning Act should include a discussion on the project's ability to meet all of the goals, objectives, policies, and priority guidelines and not be limited to those cited in the EISPN. If any of these themes are not applicable to the project, the DEIS should affirmatively state such determination followed by discussion paragraphs.

c. Section III, G, page 55 of the EISPN provides an initial examination of the objectives and policies of the Hawaii CZM program. The DEIS should include an assessment as to how the proposed action conforms to the objectives and enforceable policies of the Hawaii CZM program as listed in HRS § 205A-2. HRS Chapter 205A-5(b) requires all state and county agencies to enforce the CZM objectives and policies. Compliance with HRS § 205A-2 is an important component for satisfying the requirements of HRS Chapter 343.

2. This project also proposes plans and activities that that affect programs and policies that fall under the jurisdiction of our Land Use Division.

Section III, C, pages 43-47 of the EISPN examines the State Land Use District criteria

and the need of the project to re-designate the parcel's State Land Use District classification from Agricultural to Urban. The standards that characterize the Urban District must be satisfactorily addressed per the Hawaii Administrative Rules (HAR), Chapter 15-15, Land Use Commission Rules.

The EISPN provides responses to these Urban Designation Land Use Commission Rules per Chapter 15-15, HAR. These responses should be included in the DEIS, and will serve as support material in the DLNR's petition to the State Land Use Commission. Our Land Use Division is required to appear before the State Land Use Commission to represent the state's interests in matters related to District Boundary Amendments.

We have no further comments at this time. If you have any questions regarding this comment letter, please contact Joshua Hekekia of our office at (808) 587-2845.

c: Ms. Tessa Munekiyo Ng, Munekiyo Hiraga

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Leo R. Asuncion, Director
State of Hawai'i
Office of Planning
P.O. Box 2359
Honolulu, Hawai'i 96804

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.) (Ref No. P-15549)

Dear Mr. Asuncion:

Thank you for your letter dated April 3, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

1a. We acknowledge that although the project is well inland of the coastline, the irrigation ditches located in the vicinity of the project and existing drainage infrastructure ultimately connect runoff from upslope areas to downrange coastal and marine resource areas.

The Draft Environmental Impact Statement (EIS) prepared for the proposed project examines the cumulative impact on coastal resources from land-based polluted runoff. The Draft EIS includes a Preliminary Engineering and Drainage Report (PEDR), which assesses the area's land features, open spaces, topography, soil characteristics, and non-permeable surfaces. The PEDR discusses the proposed drainage Best Management Practices (BMPs) and Low Impact Development (LID) measures that will be incorporated into the project to mitigate any potential adverse impacts to downrange properties and coastal and marine resource areas.

We understand that the Office of Planning (OP) has a number of resources available to assist in the project's stormwater runoff management strategies to aide in the protection of the nearshore environment from land-based pollutants.

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Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

The resources listed and described in your letter will be forwarded to the project's design team for review and consideration for implementation in the project.

1b. Information regarding the project's compliance with the Hawai'i State Planning Act and the Agricultural State Function Plan has been included in the Draft EIS. Furthermore, the analysis on the Hawai'i State Planning Act includes a discussion on the project's ability to meet its goals, objectives, policies, and priority guidelines. Similarly, any themes that will not be able to be met by the project have been identified and discussed.

1c. The Draft EIS also includes an analysis of how the project conforms to the objectives and enforceable policies of the Hawai'i Coastal Zone Management Program as listed in Hawai'i Revised Statutes (HRS) §205A-2, as compliance with this section of HRS is an important component for satisfying the environmental review requirements of HRS, Chapter 343.

2. We understand that the project's proposed plans and activities affect programs and policies under the jurisdiction of OP's Land Use Division.

As such, the Draft EIS contains a discussion of the project's proposed redesignation from the State Land Use Commission's (SLUC) Agricultural District to the Urban District, including how the standards of the Urban District will be satisfactorily addressed as per Hawai'i Administrative Rules, Chapter 15-15, Land Use Commission Rules. We understand that this information will serve as support material in the DLNR's District Boundary Amendment petition to the SLUC. We also understand that the OP's Land Use Division is required to appear before the SLUC to represent the State's interests in matters relating to District Boundary Amendments.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your office for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
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APR 1 0 2017

ALAN M. ARAKAWA
Mayor

STEWART STANT
Director

MICHAEL M. MIYAMOTO
Deputy Director

MICHAEL RATTE
Solid Waste Division

ERIC NAKAGAWA, P.E.
Wastewater Reclamation Division

COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT
2050 MAIN STREET, SUITE 2B
WAILUKU, MAUI, HAWAII 96793

April 5, 2017

Ms. Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

SUBJECT: DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE TMK (2) 3-8-008:001 (POR.), PULEHUNUI

We reviewed the subject application and have the following comments:

1. Solid Waste Division comments:

   a. None.

2. Wastewater Reclamation Division (WWRD) comments:

   a. The County does not have, nor will construct, a wastewater system in the area of the subject project.

If you have any questions regarding this letter, please contact Michael Miyamoto at 270-8230.

Sincerely,

MICHAEL M. MIYAMOTO
Deputy Director of Environmental Management

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Michael Miyamoto, Deputy Director
County of Maui
Department of Environmental Management
2050 Main Street, Suite 2B
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Miyamoto:

Thank you for your letter dated April 5, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Environmental Management's (DEM) Solid Waste Division has no comments to offer at this time and that per the DEM's Wastewater Reclamation Division, the County does not have, and is not currently planning to construct, a wastewater system in the area of the proposed project. As discussed in the EISPN, the project will be developed inclusive of all necessary infrastructure systems, including wastewater. These systems will be further discussed in the Draft Environmental Impact Statement (EIS) prepared for the project.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 20 2017

DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
HOUSING DIVISION
COUNTY OF MAUI

ALAN M. ARAKAWA
Mayor
CAROL K. REIMANN
Director
JAN SHISHIDO
Deputy Director

35 LUNALILO STREET, SUITE 102 • WAILUKU, HAWAII 96793 • PHONE (808) 270-7351 • FAX (808) 270-6284

March 15, 2017

Ms. Tessa Munekiyo Ng, AICP
Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Tessa Munekiyo Ng:

Subject: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii TMK (2) 3-8-008:001 (por)

The Department has reviewed the Act 172-12 Environmental Impact Statement Preparation Notice for the above subject project. Based on our review, we have determined that the subject project is not subject to Chapter 2.96, Maui County Code. At the present time, the Department has no additional comments to offer.

Please call Mr. Veranio Tongson Jr. of our Housing Division at (808) 270-1741 if you have any questions.

Sincerely,

BUDDY A. ALMEIDA
Housing Administrator

cc: Director of Housing and Human Concerns
Department of Land and Natural Resources

MUNEKIYO HIRAGA
Planning. Project Management. Sustainable Solutions.

Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Buddy Almeida, Housing Administrator
County of Maui
Department of Housing and Human Concerns
35 Lunalilo Street, Suite 102
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Almeida:

Thank you for your letter dated March 15, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the proposed project is not subject to Chapter 2.96, Maui County Code, and that the Department of Housing and Human Concerns has no additional comments to offer at this time.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 20 2017

ALAN M. ARAKAWA
Mayor

KA'ALA BUENCONSEJO
Director

BRIANNE L. SAVAGE
Deputy Director

(808) 270-7230
FAX (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

March 10, 2017

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

SUBJECT: ACT 172-12 ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN) FOR THE DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK AT PULEHUNUI, MAUI, HAWAI'I (TMK (2)3-8-008:001 (por.))

Thank you for the opportunity to review the EISPN for the Department of Land and Natural Resources Business Park. This Department has no objection to this project and would like to have discussions with the applicant concerning water and wastewater resources for the Maui Motor Sports Park's needs.

We look forward to reviewing the project as it proceeds. Feel free to contact me or Robert Halvorson, Chief of Planning and Development, at 270-7931, should you have any questions.

Sincerely,

KA`ALA BUENCONSEJO
Director of Parks and Recreation

c. Robert Halvorson, Chief of Planning
Russell Tsuji, Administrator Department of Land and Natural Resources

KB:RH:jk

ALAN M. ARAKAWA
Mayor

KA'ALA BUENCONSEJO
Director

BRIANNE L. SAVAGE
Deputy Director

(808) 270-7230
FAX (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

November 13, 2017

Mr. Russell Y. Tsuji, Administrator
State of Hawaii
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, HI 96809

Dear Mr. Tsuji:

SUBJECT: REQUEST FOR AUTHORIZATION TO CONNECT THE PROPOSED DLNR INDUSTRIAL AND BUSINESS PARK TO THE MOKULELE HIGHWAY/MEHAMEHA LOOP INTERSECTION VIA THE COUNTY OF MAUI'S RACEWAY PARK ACCESS ROAD

Thank you for meeting with the Department this past June and for your subsequent letter dated July 25, 2017, regarding the Department of Land and Natural Resources' (DLNR) Industrial and Business Park.

This is to confirm our support of the proposed concept of connecting the DLNR Industrial and Business Park, adjacent to the Maui Motor Sports Park, through the intersection of Maui Veterans Highway (fka Mokulele Highway) and Mehameha Loop.

We look forward to reviewing plans for the development as they proceed. Please feel free to contact me, or Robert Halvorson, Chief of Planning & Development, at (808) 270-7387 or robert.halvorson@mauicounty.gov should you need additional information.

Sincerely,

KA`ALA BUENCONSEJO
Director

c: Colleen Suyama, Munekiyo Hiraga

KB:RH:do

MUNEKIYO HIRAGA
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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Ka'ala Buenconsejo, Director
County of Maui
Department of Parks and Recreation
700 Hali'a Nakoa Street, Unit 2
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Buenconsejo:

Thank you for your letters dated March 10, 2017 and November 13, 2017 providing comments on the Environmental Impact Statement Preparation Notice and access to the Raceway Park Access Road for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Parks & Recreation (DPR) has no objections to this project and supports the connection to the Raceway Park Access Road. We note that the DPR would like to discuss water and wastewater resources for the Maui Motor Sports Park's needs with the DLNR. The DLNR will coordinate this matter with the DPR.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Adrienne Wong, Austin, Tsutsumi & Associates, Inc.
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ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director

MAY 22 2017

COUNTY OF MAUI
DEPARTMENT OF PLANNING

May 18, 2017

Tessa Munekiyo Ng
Munekiyo & Hiraga
305 High Street
Wailuku, Hawaii 96793

Russell Tsuji, Administrator
Department of Land and Natural Resources
1151 Punchbowl Street, Suite 220
Honolulu, Hawaii 96813

Dear Ms. Munekiyo Ng and Mr. Tsuji:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE FOR THE DEPARTMENT OF LAND AND NATURAL RESOURCES (DLNR) BUSINESS PARK AT PULEHUNUI, MAUI, HAWAII ON TMK (2) 3-8-008:001 (POR.) (RFC 2017/0033)

Thank you for the above-cited Notice providing information about the drafting of an EIS for the proposed 285-acre DLNR business park on Maui. The DLNR is seeking to obtain land use entitlements for the development of 76 lots ranging in size from 0.5 to five (5) acres for commercial, non-profit, government, and light industrial use and one 20-acre site proposed for the Division of Forest and Wildlife administrative facilities. It is stated that lots within the proposed park will be leased to tenants to generate revenue for DLNR programs. The proposed project is required to prepare an Environmental Impact Statement (EIS), and obtain a State and Use Commission District Boundary Amendment (DBA), a Community Plan Amendment (CPA), and a County Change in Zoning (CIZ). After a review of the proposed uses, the project is also required to obtain a Maui Island Plan Amendment.

Please address the attached relevant General and Community Plan policies in the EIS and DBA, CPA, CIZ, and the MIP Amendment applications. In addition, please address the following specific comments:

1. This project has always been represented to this administration as predominantly light industrial with some baseyards for various state agencies. Any commercial uses would be very limited. It was also presented to the County Council during the Maui Island Plan deliberations the same way, and was adopted into the plan as such.

ONE MAIN PLAZA BUILDING / 2200 MAIN STREET, SUITE 315 / WAILUKU, MAUI, HAWAII 96793
MAIN LINE (808) 270-7735 / FACSIMILE (808) 270-7634
CURRENT DIVISION (808) 270-8205 / LONG RANGE DIVISION (808) 270-7214 / ZONING DIVISION (808) 270-7253

The concept of a "business park" with commercial and non-profit uses is new. As proposed, the project is inconsistent with the Maui Island Plan. Such a large deviation from the description of the project will require an amendment to the Maui Island Plan.

2. Whereas the Maui Island Plan policies reflect current planning trends, including "Smart Growth" principals, in support of mixed-use developments and locating jobs near population centers and existing infrastructure, the Department of Planning (Department) is concerned about the development as it exhibits none of these characteristics. Rather, this project as a limited-use business park located a considerable distance away from existing population and business centers. Please address the multiple sections of the Maui Island Plan

3. It is our understanding that a market study is being prepared for this project. Our observations around the island of our light industrial and commercially zoned land is that much has yet to be developed, and that the vacancy rate for already developed land is fairly high. Please account for these vacant instances when projecting the demand for your project. Moreover, recent market studies have shown the demand for commercial space has significantly declined on Maui. Business parks designed only for commercial and light industrial uses have faced limited demand on the mainland and the trend has been to create mixed use communities.

4. Related to the above, we are concerned that this project will not be financially feasible given an abundance of commercial and industrial space elsewhere, the inconvenient location, and the very large public expenditure required to develop this project. Please include a financial feasibility analysis as to the estimated cost of the necessary infrastructure, the cost of financing (assumed to be general obligation bonds), details on the proposed lease agreements, anticipated incomes, a schedule to repay the bonds, and the leftover income streams to fund DLNR programs.

5. There are other industrial uses proposed for the surrounding area which will require roadway, water, wastewater and other infrastructure. Please address the sizing of proposed infrastructure and the coordination with other land owners to properly size the infrastructure for the entire area.

6. Please be aware that in the past, the M-1 Light Industrial zoning district has been used as a "catch-all" district allowing any amount of commercial uses as well as apartments. There is a significant growing trend across the administration and County Council toward more purely industrial areas and greatly restricting commercial uses in this district. At the time of zoning there will likely be significant conditions applied that will either restrict or disallow commercial and apartment uses.

7. The project is proposing to provide lands for government uses. Please provide some detail on these proposed uses, if they are limited to the aforementioned baseyards, or if

offices are to be removed from the civic center area of Wailuku. Please be aware that this office and administration is very concerned with maintaining Wailuku as the center of State and County government on Maui. We will not support moving government functions in any degree that would diminish Wailuku as the center of government.

8. We are concerned with the inaccurate description of the area's climate. The name *Pulehunui,* with the word *pulehu* meaning "to broil" or "to roast on embers," depending on the dictionary used. This name is much more an accurate depiction of the area's climate. This is one of the harsher climates on Maui as it can be very hot, windy, and downwind of thousands of acres of agricultural land. On its face this may seem a trivial comment, but as a practical matter, such an environment will have an effect on what uses choose to locate in the area. Such a climate may be fine for industrial uses and construction equipment baseyards, but it would be an unpleasant location for office, retail, and other commercial uses.

9. The EIS should include a visual impacts analysis and include the project's design guidelines, with roadway setbacks and a detailed description of the landscaping buffering plans along Mokulele Highway. The intent of the landscaping should be to adequately buffer the visual impacts of the project. Mokulele Highway is the main transportation corridor for residents and visitors traveling to and from Kihei and the resort areas of Wailea and Makena. This corridor should be visually appealing and avoid any extra traffic signals and strip mall architecture that could degrade the experience of traveling along one of Maui's major transportation corridors.

10. Previous plans for the project included a lot reserved as an alternative site for the proposed Public Safety Complex. The County of Maui has stated its objections to the currently proposed site along Mokulele Highway, and that places the jail next to the armory. The Department is concerned that elimination of the County's preferred jail site could limit other alternative site options and make it difficult to develop the facility. If possible, please provide other potential alternative sites under the jurisdiction of the DLNR that could be used for the jail facility.

11. As related to the above, please remove any and all reference to the proposed location for the Public Safety Complex along Mokulele Highway. For years now, the Mayor and the Department have consistently objected to this reference as the County does not support this location for such a facility. The concern is that once it is shown on a map, it remains a representation or concept that does not go away. During our last discussions, DLNR's representatives claimed that the proposed site is not part of this project. Since it is not part of this project, DLNR is free to remove any reference to it.

12. Maui County strongly encourages sustainability and energy efficiency. Please provide information on the use of renewable energy and efforts to save water, energy and other resources.

13. The Department notes two other permit applications for this property:

- CP 2012/0001 and SUP1 2012/0001 for the Maui Regional Public Safety Complex.
- CP 2016/0002 and SUP1 2016/0001 for the Division of Forestry and Wildlife Baseyard.

Please advise us on the status of these applications. We note that the Department has asked for information regarding CP 2012/0001 and SUP1 2012/0001 permit applications and may close the application due to the lapse in time since requesting the additional information.

Thank you for the opportunity to comment. Should you require clarification please contact Staff Planner Gina Flammer at gina.flammer@mauicounty.gov or at (808) 270-5780.

Sincerely,

WILLIAM SPENCE
Planning Director

Attachment
xc: John S. Rapacz, Planning Program Administrator (PDF)
Gina Flammer, Staff Planner
Project File
General File
WRS:CIY:GMF:atw
K:\WP_DOCS\PLANNING\RFC\2017\0033_DLNRBusinessParkatPulehunui\EISPN Response051817.docx

Countywide Policy Plan

The County of Maui 2030 General Plan Countywide Policy Plan, adopted by the Maui County Council on March 19, 2010, is the first component of the decennial General Plan update. The Countywide Policy Plan replaces the General Plan as adopted in 1990 and amended in 2002. The Countywide Policy Plan acts as an over-arching values statement and umbrella policy document for the Maui Island Plan and the nine Community Plans that provides broad goals, objectives, policies, and implementing actions that portray the desired direction of the County's future.

The plan includes:

1. A vision statement and core values for the County to the year 2030
2. An explanation of the plan-making process
3. A description and background information regarding Maui County today
4. Identification of guiding principles
5. A list of countywide goals, objectives, policies, and implementing actions related to the following core themes:
   A. Protect the Natural Environment
   B. Preserve Local Cultures and Traditions
   C. Improve Education
   D. Strengthen Social and Healthcare Services
   E. Expand Housing Opportunities for Residents
   F. Strengthen the Local Economy
   G. Improve Parks and Public Facilities
   H. Diversify Transportation Options
   I. Improve Physical Infrastructure
   J. Promote Sustainable Land Use and Growth Management
   K. Strive for Good Governance

The following are the relevant goals, objectives, and policies which should be addresses in the EIS for the proposed DLNR Business Park at Pulehunui:

Theme G: **Improve Parks and Public Facilities**
Goal: A full range of island-appropriate public facilities and recreational opportunities will be provided to improve the quality of life for residents and visitors.

Objective 1: Expand access to recreational opportunities and community facilities to meet the present and future needs of residents of all ages and physical abilities.

Policies:

c. Assist communities in developing recreational facilities that promote physical fitness.
e. Expand affordable access to recreational opportunities that support the local lifestyle.

Theme H: **Diversify Transportation Options**
Goal: Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.

Objective 5: Improve and expand the planning and management of transportation systems.

Policies:

a. Encourage progressive community design and development that will reduce transportation trips.
b. Require new developments to contribute their *pro rata* share of local and regional infrastructure costs.
h. Accommodate the planting of street trees and other appropriate landscaping in all public rights-of-way.

Theme I: **Improve Physical Infrastructure**

Goal: Maui County's physical infrastructure will be maintained in optimum condition and will provide for and effectively serve the needs of the County through clean and sustainable technologies.

Objective 1: Improve water systems to assure access to sustainable, clean, reliable, and affordable sources of water.

Policies:

a. Ensure that adequate supplies of water are available prior to approval of subdivision or construction documents.

Objective 2: Improve waste-disposal practices and systems to be efficient, safe, and as environmentally sound as possible.

Policies:

a. Provide sustainable waste-disposal systems and comprehensive, convenient recycling programs to reduce the flow of waste into landfills.

Objective 3: Significantly increase the use of renewable and green technologies to promote energy efficiency and energy self-sufficiency.

Policies:

i. Promote the retrofitting of existing buildings and new development to incorporate energy-saving design concepts and devices.
j. Encourage green footprint practices.

Objective 4: Direct growth in a way that makes efficient use of existing infrastructure and to areas where there is available infrastructure capacity.

Policies:

a. Capitalize on existing infrastructure capacity as a priority over infrastructure expansion.
b. Planning for new towns should only be considered if a region's growth is too large to be directed into infill and adjacent growth areas.
c. Utilize appropriate infrastructure technologies in the appropriate locations.
d. Promote land use patterns that can be provided with infrastructure and public facilities in a cost-effective manner.

Objective 5: Improve the planning and management of infrastructure systems.

Policies:

c. Improve coordination among infrastructure providers and planning agencies to minimize construction impacts.
j. Promote the undergrounding of utility and other distribution lines for health, safety, and aesthetic reasons.

Theme J. **Promote Sustainable Land Use and Growth Management**
Goal: Community character, lifestyles, economies, and natural assets will be preserved by managing growth and using land in a sustainable manner.

Objective 1: Improve land use management and implement a directed-growth strategy.

Policies:

b. Direct urban and rural growth to designated areas.
h. Direct new development in and around communities with existing infrastructure and service capacity, and protect natural, scenic, shoreline, and cultural resources.

Objective 3: Design all developments to be in harmony with the environment and to protect each community's sense of place.

Policies:

a. Support and provide incentives for green building practices.
b. Encourage the incorporation of green building practices and technologies into all government facilities to the extent practicable.
e. Ensure business districts are distinctive, attractive, and pedestrian-friendly destinations.
f. Use trees and other forms of landscaping along rights-of-way and within parking lots to provide shade, beauty, urban-heat reduction, and separation of pedestrians from automobile traffic in accordance with community desires.
g. Where appropriate, integrate public-transit, equestrian, pedestrian, and bicycle facilities, and public rights-of-way as design elements in new and existing communities.
h. Ensure better connectivity and linkages between land uses.

Objective 4: Improve and increase efficiency in land use planning and management.

Policies:

a. Assess the cumulative impact of developments on natural ecosystems, natural resources, wildlife habitat, and surrounding uses.
b. Ensure that new development projects requiring discretionary permits demonstrate a community need, show consistency with the General Plan, and provide an analysis of impacts.
e. Coordinate with Federal, State, and County officials in order to ensure that land use decisions are consistent with County plans and the vision local populations have for their communities.

Maui Island Plan

The Maui Island Plan (MIP) was adopted by the County Council on December 28, 2012. The Plan provides direction for future growth, the economy, and social and environmental decisions through the year 2030. The Plan looks comprehensively at many factors that influence the physical, social and economic development of the island. In addition to establishing a directed growth strategy to identify areas appropriate for future urbanization and revitalization, the Plan also identifies and addresses key environmental, housing, and economic development issues relevant to Maui's current and future generations. The Plan is intended by the County Council, Planning Department, and Maui Planning Commission as a policy foundation for day to day decisions and is specifically intended to be used to assist in reviewing discretionary permits.

The subject parcel is in the MIP Urban Growth Boundary (UGB). The following are relevant plan policies for the proposed DLNR Business Park at Pulehunui:

Chapter 4: Economic Development

Goal 4.1: Maui will have a balanced economy composed of a variety of industries that offer employment opportunities and well-paying jobs and a business environment that is sensitive to resident needs and the island's unique natural and cultural resources.

Objective 4.1.2: Increase activities that support principles of sustainability.

Policies:

4.1.2.e: Encourage all businesses to save energy, water, and other resources.

Implementing Actions:

4.1.2-Action 1: Regularly study market trends with the intent to attract new industries that are environmentally/culturally appropriate for Maui.

Chapter 6: Infrastructure and Pubic Facilities

Goal 6.2: Maui will have a wastewater systems that comply with or exceed State and Federal regulations; meet levels-of-service needs; provide adequate capacity to accommodate projected demand; ensure efficient, effective, and environmentally sensitive operation; and maximize wastewater reuse where feasible.

Objectives:

6.2.1: A wastewater planning program capable of efficiently providing timely and adequate capacity to service projected demand where economically feasible and practicable.

Policies:

6.2.1.a: Encourage the use of renewable energy in support of wastewater treatment facilities.

Objectives

6.2.2 Adequate levels of wastewater service with minimal environmental impacts.

Policies:

6.2.2.a. Meet or exceed all State and Federal standards regulating wastewater disposal or reuse.

Implementing Actions:

Action 1 (3): Require private treatment facilities or public-private funded facilities to provide financial assurance, including bonds, for the following:

a. Repair, removal, or replacement of any system components reaching the end of intended service life; and
b. Enforcement of other needed corrective action(s) or guaranteeing uninterrupted operation in case of bankruptcy, abandonment, or any other default on financial obligation.

Objectives:

6.2.3 Increase the reuse of wastewater.

Goal 6.4: An interconnected, efficient, and well-maintained, multimodal transportation system.

Objective 6.4.2: Safe, interconnected transit, roadway, bicycle, equestrian, and pedestrian network.

Policies:

6.4.2c: Require new development, where appropriate, to integrate sidewalks, pathways, bikeways, and transit infrastructure into new commercial and residential projects while enhancing community character.

Objective 6.4.3: An island-wide, multimodal transportation system that respects and enhances the natural environment, scenic views, and each community's character.

Policies:

6.4.3.a: Ensure that the roadway and transit alignments respect the natural environment and scenic views.

Goal 6.7: Maui will have adequate public facilities that meet the diverse needs of residents.

Objective 6.7.1. More effective planning for public facilities.

Policies:

6.7.1.d.: Recognize Wailuku Town as Maui's Civic Center and support the revitalization of the civic center district by consolidating government office spaces, enhancing landscape beautification, and providing adequate public parking.

6.7.1h: Focus future expenditures for additional government space, parking and related facilities in Wailuku's Civic Center District.

Goal 6.10: Maui will meet its energy needs through local sources of clean, renewable energy, and through conservation.

Objective 6.10: Reduce fossil fuel consumption.

Policies:

6.10.1.a: Support energy efficient systems, processes, and methods in public and private operations buildings, and facilities.

6.10.2.b: Encourage the installation of renewable energy systems, where appropriate.

Chapter 7: Land Use

Goal 7.3: Maui will have livable human-scale urban communities, an efficient and sustainable land use pattern, and sufficient housing and services for Maui residents.

Objective 7.3.1: Facilitate and support a more compact, efficient, human scale urban development pattern.

Policy 7.3.1.a: Ensure higher density compact urban communities, infill, and redevelopment of underutilized urban lots within Urban Growth Boundaries.

Policy 7.3.1.g: Discourage future pyramid zoning within industrial zoning districts, while allowing accessory commercial uses and grandfathering existing uses.

Objective 7.3.2: Facilitate more self-sufficient and sustainable communities.

Policies:

7.3.2.a: When developing new communities, provide sufficient lands for commercial, appropriate industrial, educational, spiritual, and non-profit uses to serve the daily needs of community residents.

7.3.2.d: Ensure, where appropriate, that affordable employee housing and multi-modal transportation opportunities are located near major employment centers.

Objective 7.3.3: Strengthen the island's sense of place.

Policies:

7.3.3.a; Protect and enhance the unique architectural and landscape characteristics of each community.

7.3.3.b: Encourage Hawaiian architecture and tropical building designs.

7.3.3.f: Require design enhancement, landscaping, and integration of park and rides, bicycle parking areas, and mass-transit infrastructure to mitigate the effect of parking lots and structured parking on the urban landscape.

7.3.3.g: Ensure that safe and attractive public spaces (e.g. plazas, parks, town/village squares) are provided throughout the island's urban areas.

Chapter 8: Directed Growth Plan

Goal 8.1: Maui will have well-serviced, complete, and vibrant urban communities and traditional small towns through sound planning and clearly defined development expectations.

Policies:

8.1.a New development shall be consistent with the UGBs, STBs, and all other applicable policies of the MIP. New urban-density development shall not be allowed outside of a UGB or STB.

8.1.b The County, as a condition of development approval, shall require developers of privately owned infrastructure systems to provide financial insurance (bonding, etc.) for the operation and maintenance of these systems.

Kihei-Makena Community Plan

The Kihei-Makena Community Plan was adopted in 1998 and provides specific recommendations to address the goals, objectives, and policies contained in the General Plan, while recognizing the values and unique attributes of the Kihei-Makena area in order to enhance the region's overall living environment. Below are the relevant goals, objectives, and policies which should be addresses in the EIS for the proposed DLNR Business Park at Pulehunui:

Land Use

Goal : A well-planned community with land use and development patterns designed to achieve the efficient and timely provision of infrastructural and community needs while preserving and enhancing the unique character of Ma`alaea, Kihei, Wailea and Makena as well as the region's natural environment, marine resources and traditional shoreline uses.

Objective and Policies:

e. Establish a system of parks, utility easements, shoreline areas, drainage ways and wetlands as an open space framework for the urban areas of the region, i.e. where structures exist or are planned to exist, and provide an integrated system of pedestrian and bicycle paths.

f. Establish a distribution of land uses which provides housing, jobs, shopping, open space, and recreation areas in close proximity to each other in order to enhance Kihei's neighborhoods and to minimize dependence on automobiles.

k. Provide for limited expansion of light industrial services in the area south of Ohukai and *mauka* of Pi`ilani Highway, as well as limited marine-based industrial services in areas next to Ma`alaea Harbor. Provide for moderate expansion of light industrial use in the Central Maui Baseyard, along Mokulele Highway. These areas should limit retail business or commercial activities to the extent that they are accessory or provide service to the predominate light industrial use. These actions will place industrial use near existing and proposed transportation arteries for the efficient movement of goods.

Economic Activity

Goal: A diversified and stable economic base which serves resident and visitor needs while providing long-term resident employment.

Objectives and Policies

a. Establish a sustainable rate of economic development consistent with concurrent provision of needed transportation, utilities, and public facilities improvements.

c. Encourage research, development, and use of alternate energy sources.

f. Increase the availability and variety of commercial services to provide for regional needs and strategically establish small scale commercial uses within, or in close proximity to, residential areas.

Housing and Urban Design

Goal: A variety of attractive, sanitary, safe and affordable homes for Kihei's residents, especially for families earning less than the median income for families within the County. Also, a built environment which provides complementary and aesthetically pleasing physical and visual linkages with the natural environment.

Objectives and Policies

d. Provide for integration of natural physical features with future development of the region. New development shall incorporate features such as gulches and wetlands into open space and pedestrian pathway and bikeway systems.

e. Implement landscaped setbacks for future multi-family and commercial areas. Developments shall provide space for landscaped pedestrian ways and bikeways.

f. Incorporate the principles of xeriscaping in all future landscaping.

g. Encourage the use of native plants in landscaping in the spirit of Act 73, Session Laws of Hawaii, 1992.

Physical and Social Infrastructure

Goal: Provision of facility systems, public services and capital improvement projects in an efficient, reliable, cost effective, and environmentally sensitive manner which accommodates the needs of the Kihei-Makena community, and fully support present and planned land uses, especially in the case of project district implementation. Allow no development for which infrastructure may not be available concurrent with the development's impacts.

Liquid and Solid Waste

Objectives and Policies

b. Provide efficient, safe and environmentally sound systems for the reuse, recycling, and disposal of liquid and solid wastes.

c. Reduce the reliance on injection wells for wastewater disposal. Require the use of reclaimed effluent--a procedure which is safe, economical and environmentally sound--for irrigation of golf courses, parks and landscaped areas.

Energy and Public Utilities

Objectives and Policies

a. Promote energy efficiency as the energy resource of first choice, and increase energy efficiency in all sectors of the community.

b. Locate goods, services, and employment in close proximity to residential centers to minimize energy expenditures for transportation. Support the development of communication infrastructure and promote telecommuting to minimize travel.

MUNEKIYO HIRAGA
Planning. Project Management. Sustainable Solutions.

Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

William Spence, Director
County of Maui
Department of Planning
One Main Plaza Building
2200 Main Street, Suite 315
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Spence:

Thank you for your letter dated May 18, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

COMMENT NO. 1

This project has always been represented to this administration as predominantly light industrial with some baseyards for various state agencies. Any commercial uses would be very limited. It was also presented to the County Council during the Maui Island Plan deliberations the same way, and was adopted into the plan as such.

The concept of a "business park" with commercial and non-profit uses is new. As proposed, the project is inconsistent with the Maui Island Plan. Such a large deviation from the description of the project will require an amendment to the Maui Island Plan.

Response: The proposed DLNR Industrial and Business Park is anticipated to consist of primarily light industrial uses, with limited commercial uses as is permissible by the Maui County Zoning Ordinance's "M-1, Light-Industrial"

zoning designation, which will be sought for the project site. The commercial uses are anticipated to be a secondary/ancillary use within the project. It is noted that while specific uses will be driven by market demand for the available lots within the project, it is anticipated that the majority of the lots will be for light industrial uses, with up to approximately 30 percent of the project for commercial uses.

The Maui Island Plan (MIP) designated the Pulehunui Growth Area, which consists of just over 639 acres, including the area of the proposed project, and included it within the Urban Growth Boundary (UGB) of the MIP. The MIP states on page 8-33, in reference to the Pulehunui Growth Area, that "*the planned growth area represents a logical expansion of industrial land use in the area. The area's location, midway between Kīhei and Kahului, makes it an ideal site to serve the island's long-term heavy industrial land use needs.*" The MIP also acknowledges that limited commercial uses may be included. As such, we believe that the proposed project is appropriately sited, and meets the intentions of the MIP and UGB. Inasmuch as the proposed project will be predominantly light industrial with limited commercial uses, it is not anticipated that an amendment to the Maui Island Plan is required for the proposed project. The DLNR would like to discuss consistency with the MIP with the Department further.

COMMENT NO. 2

Whereas the Maui Island Plan policies reflect current planning trends, including "Smart Growth" principals, in support of mixed-use developments and locating jobs near population centers and existing infrastructure, the Department of Planning (Department) is concerned about the development as it exhibits none of these characteristics. Rather, this project as a limited-use business park located a considerable distance away from existing population and business centers. Please address the multiple sections of the Maui Island Plan.

Response: While the proposed project is located approximately five (5) miles in either direction to the nearest population centers at Kahului and Kīhei, the proposed project will incorporate the Smart Growth principles of mixed land uses, walkability, preservation of open space, and support for bicycle mobility both within the project and through the project's connection to the existing bicycle path along Maui Veterans Highway. Although, the project is located a distance from existing population centers, light industrial uses are often not desired to be located adjacent to residential uses, and as

such, the siting of the project adjacent to other similar uses in the region is considered to be ideal.

COMMENT NO. 3

It is our understanding that a market study is being prepared for this project. Our observations around the island of our light industrial and commercially zoned land is that much has yet to be developed, and that the vacancy rate for already developed land is fairly high. Please account for these vacant instances when projecting the demand for your project. Moreover, recent market studies have shown the demand for commercial space has significantly declined on Maui. Business parks designed only for commercial and light industrial uses have faced limited demand on the mainland and the trend has been to create mixed use communities.

Response: The Draft Environmental Impact Statement (EIS) includes a Market Study which addresses the potential impacts the operations of the proposed project may have on market demand and absorption in the overall region. The Market Study includes consideration of existing lands on Maui and proposed industrial projects within the anticipated build-out of the proposed project.

COMMENT NO. 4

Related to the above, we are concerned that this project will not be financially feasible given an abundance of commercial and industrial space elsewhere, the inconvenient location, and the very large public expenditure required to develop this project. Please include a financial feasibility analysis as to the estimated cost of the necessary infrastructure, the cost of financing (assumed to be general obligation bonds), details on the proposed lease agreements, anticipated incomes, a schedule to repay the bonds, and the leftover income streams to fund DLNR programs.

Response: The DLNR has commissioned a Feasibility Study for the project which assesses the cost of the estimated infrastructure and anticipated revenues generated by lease rents. Findings from the Feasibility Study will be further discussed in the Draft EIS.

COMMENT NO. 5

There are other industrial uses proposed for the surrounding area which will require roadway, water, wastewater and other infrastructure. Please address the sizing of proposed infrastructure and the coordination with other land owners to properly size the infrastructure for the entire area.

Response: A Preliminary Engineering and Drainage Report (PEDR) will be included in the Draft EIS prepared for the project. The PEDR assesses existing infrastructure, projected project demand and needs, and proposed infrastructure systems to support the proposed project. The results of the PEDR will be reported in the Draft EIS to ensure the proposed development's infrastructure needs are appropriately addressed.

The proposed DLNR Industrial and Business Park will be developed with its own infrastructural systems to support the project. However, as was mentioned in the EISPN, the Draft EIS will evaluate as one of its alternatives, the opportunity for the project to connect to the regional infrastructural system as described above should it become available at a later date.

COMMENT NO. 6

Please be aware that in the past, the M-1 Light Industrial zoning district has been used as a "catch-all" district allowing any amount of commercial uses as well as apartments. There is a significant growing trend across the administration and County Council toward more purely industrial areas and greatly restricting commercial uses in this district. At the time of zoning there will likely be significant conditions applied that will either restrict or disallow commercial and apartment uses.

Response: We understand that at the time of zoning, there may be conditions applied to the proposed project that could either restrict or disallow certain uses permissible by the "M-1, Light Industrial" zoning designation being sought for the project. It is noted that the "M-1, Light Industrial" zoning designation is being pursued to be consistent with the intent of the Pulehunui Growth Area of the MIP and to provide flexibility in the uses that may occur within the project in order to adapt to changing market trends and demands. As stated above, the proposed DLNR Industrial and Business Park is anticipated to consist of primarily light industrial uses with limited commercial uses.

COMMENT NO. 7

The project is proposing to provide lands for government uses. Please provide some detail on these proposed uses, if they are limited to the aforementioned baseyards, or if offices are to be removed from the civic center area of Wailuku. Please be aware that this office and administration is very concerned with maintaining Wailuku as the center of State and County government on Maui. We will not support moving government functions in any degree that would diminish Wailuku as the center of government.

Response: As noted in the EISPN, the proposed project includes an approximately 20 acre site for the relocation of the DLNR's Division of Forestry and Wildlife (DOFAW) Baseyard. While other government agencies may choose to locate at the DLNR Industrial and Business Park, there are currently no specific plans for other government uses. It is not anticipated that any existing civic offices will be relocated to the proposed DLNR Industrial and Business Park from their current locations in Wailuku.

COMMENT NO. 8

We are concerned with the inaccurate description of the area's climate. The name Pulehunui, with the word pulehu meaning "to broil" or "to roast on embers," depending on the dictionary used. This name is much more an accurate depiction of the area's climate. This is one of the harsher climates on Maui as it can be very hot, windy, and downwind of thousands of acres of agricultural land. On its face this may seem a trivial comment, but as a practical matter, such an environment will have an effect on what uses choose to locate in the area. Such a climate may be fine for industrial uses and construction equipment baseyards, but it would be an unpleasant location for office, retail, and other commercial uses.

Response: The discussion of the region's climate has been reviewed during the preparation of the Draft EIS. In addition, it is noted that a landscape plan has been prepared for the proposed DLNR Industrial and Business Park, including landscape measures to provide shade relief and open space areas and buffer zones.

COMMENT NO. 9

The EIS should include a visual impacts analysis and include the project's design guidelines, with roadway setbacks and a detailed description of the landscaping buffering plans along Mokulele Highway. The intent of the landscaping should be to adequately buffer the visual impacts of the project. Mokulele Highway is the main transportation corridor for residents and visitors traveling to and from Kihei and the resort areas of Wailea and Makena. This corridor should be visually appealing and avoid any extra traffic signals and strip mall architecture that could degrade the experience of traveling along one of Maui's major transportation corridors.

Response: A landscaping plan has been prepared for the project which calls for the extensive use of shrubs and trees to provide shade within the project, as well as the creation and preservation of open space areas and buffer zones. The vegetated buffer zones will setback buildings from the highway and will shield the project from the view of motorists passing by on Maui Veterans Highway as we understand that the mitigation of any potential visual impacts to be of importance for the proposed project.

In addition, Design Guidelines have been prepared for the proposed DLNR Industrial and Business Park to guide the development of the project such that the development is implemented in an orderly and aesthetically appropriate fashion. A View Impact Analysis has also been prepared which provides perspectives of the proposed project from public vantage points located along adjacent roadways, including Maui Veterans Highway. The Design Guidelines and View Analysis will be further discussed in the Draft EIS.

COMMENT NO. 10

Previous plans for the project included a lot reserved as an alternative site for the proposed Public Safety Complex. The County of Maui has stated its objections to the currently proposed site along Mokulele Highway, and that places the jail next to the armory. The Department is concerned that elimination of the County's preferred jail site could limit other alternative site options and make it difficult to develop the facility. If possible, please provide other potential alternative sites under the jurisdiction of the DLNR that could be used for the jail facility.

Response: Thank you for your comment regarding the proposed Maui Regional Public Safety Complex (MRPSC). The DLNR understands the County's concern regarding the proposed location of the MRPSC, which is located mauka of the Army National Guard Armory facility. It is noted that while the DLNR had contemplated an alternative site for the MRPSC within the 280-acre DLNR Industrial and Business Park in the past, the Department of Public Safety (PSD) and Department of Accounting and General Services (DAGS) has not expressed interest in the alternative site. While the PSD and DAGS are the lead agencies with respect to the proposed MRPSC, the DLNR will continue to coordinate with all State agencies proposing projects within the Pulehunui region.

COMMENT NO. 11

As related to the above, please remove any and all reference to the proposed location for the Public Safety Complex along Mokulele Highway. For years now, the Mayor and the Department have consistently objected to this reference as the County does not support this location for such a facility. The concern is that once it is shown on a map, it remains a representation or concept that does not go away. During our last discussions, DLNR's representatives claimed that the proposed site is not part of this project. Since it is not part of this project, DLNR is free to remove any reference to it.

Response: We acknowledge your comment. As part of the EIS, an analysis of the proposed DLNR Industrial and Business Park project in the context of other existing or known planned future developments in the vicinity will be provided. The DLNR will coordinate with the PSD and DAGS and include the most current information with respect to the MRPSC at the time the Draft EIS is prepared.

COMMENT NO. 12

Maui County strongly encourages sustainability and energy efficiency. Please provide information on the use of renewable energy and efforts to save water, energy and other resources.

Response: A Sustainability Report has been prepared for the proposed project which discusses opportunities for incorporating sustainable development and operating practices into the proposed project. The Sustainability Report will be further discussed in the Draft EIS prepared for the project.

COMMENT NO. 13

The Department notes two other permit applications for this property:

- *CP 2012/0001 and SUP1 2012/0001 for the Maui Regional Public Safety Complex.*
- *CP 2016/0002 and SUP1 2016/0001 for the Division of Forestry and Wildlife Baseyard.*

Response: Regarding the applications for a Conditional Permit and State Land Use Commission Special Permit (CP 2016/0002 and SUP1 2016/0001) for the proposed DOFAW Baseyard, on behalf of the DLNR, Munekiyo Hiraga submitted a letter to the Department on October 25, 2016 requesting a suspension of the processing of the applications until funding can be sought and appropriated by the State legislature for construction of the project. To date, this project is still considered to be on hold.

Regarding the applications for a Conditional Permit and State Land Use Commission Special Permit (CP 2012/0001 and SUP1 2012/0001) for the proposed MRPSC, these applications are being processed for the PSD and, as such, the DLNR does not have information on the status. We further note that CP 2012/0001 and SUP1 2012/0001 have been filed for TMK (2)3-8-008:037, which is a separate TMK parcel from the subject project.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment.

Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Shane Fukuda, Fukuda Valuation & Consulting, LLC
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Hae-Dong Lee, Bowers + Kubota
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ALAN M. ARAKAWA
MAYOR

OUR REFERENCE

YOUR REFERENCE

POLICE DEPARTMENT

COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

March 22, 2017

MAR 27 2017

TIVOLI S. FAAUMU
CHIEF OF POLICE

DEAN M. RICKARD
DEPUTY CHIEF OF POLICE

Ms. Tessie Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Mr. Russell Tsuji, Administrator
Department of Land and Natural Resources
Land Division
1151 Punchbowl Street, Suite 220
Honolulu, Hawaii 96813

Re: **Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii, TMK (2)3-8-008:011 (por.)**

Dear Ms. Ng and Mr. Tsuji:

Further to Officer Taylor Kamakawiwo'ole's report regarding the development of the existing 285 acres of land located between Kamaaina Road and the Hawaii National Guard baseyard facility on Mokulele Highway, the proposed two entry/exit ways into this development should not affect traffic in any way. It is understood that this Mokulele Highway ingress and egress will be only a right turn in and a right turn out of the business park.

Please refer to Officer Kamakawiwo'ole's report which is attached.

Sincerely,

TIVOLI S. FAAUMU
Chief of Police

Enclosure

FORWARD RESPONSE.

A1 3/22/17

3/21/17

TO : **TIVOLI FAAUMU, CHIEF OF POLICE, COUNTY OF MAUI**

VIA : **CHANNELS** — NOTED. A4 3/21/17

FROM : **TAYLOR KAMAKAWIWOOLE, POLICE OFFICER, COMMUNITY POLICING-KIHEI**

SUBJECT : **REVIEW AND RESPONSE TO THE DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK AT PULEHUNUI, MAUI, HI (TMK (2) 3-8-008;001)**

This communication is submitted as a response to a request for comment regarding the Environmental Impact Statement Notice (EISPN) which was submitted on behalf of the Department of Land and Natural Resources by Tessa Munekiyo Ng of Munekiyo Hiraga. This notification was submitted in regards to the Department of Land and Natural Resources Business Park at Pulehunui.

PROJECT	:	**Department of Land and Natural Resources Business Park**
LOCATION	:	**Pulehunui, Maui, Hi (TMK (2) 3-8-008:001)**
APPLICANT	:	**Tessa Munekiyo Ng**
Phone Number	:	**(808) 244-2015**

ENGINEER CONTACTED:

On 03/13/17 , at approximately 1530 hours, I spoke to Colleen SUYAMA of Munekiyo Hiraga in regards to this project. The scope of this project is develop the existing 285 acres of land located in between Kamaaina Road and the Hawaii National Guard baseyard facility on Mokulele Highway. This project is going to provide opportunities for small, light industrial businesses, and non-profits space to utilize. As well as allowing the Department Land and Natural Resources to generate income from the unencumbered lands.

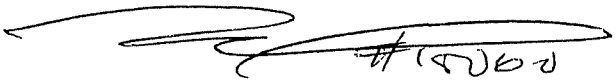
There are two proposed entry ways into this development. One off of Kamaaina Road and the other proposed ingress and egress will located on Mokulele Highway. This Mokulele Highway ingress/egress will be only a right turn in and right turn out of business park, and should not affect traffic in any way.

SUYAMA indicated that the start of this project will not begin until 2022, which is the expected time it would take for them to secure the proper permits. There are going to be traffic studies as well that will be conducted to ensure that there is no major traffic concerns.

CONCLUSION:

There are no concerns at the time of this writing.

Respectfully Submitted,



Ofc. Taylor KAMAKAWIWOOLE, E#15060
Police Officer III, Community Policing-Kihei
3/13/17 @ 1540 Hours

SUGGEST APPROVAL BASED ON OFFICER KAMAKAWIWOOLE'S RESEARCH.

A/LT [illegible] 12558
3-15-17 @ 2105 HRS.

RECOMMEND APPROVAL.

K/CAPT. [illegible] 0529
08/20/17 @ 1400 HRS

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Tivoli S. Faaumu, Chief of Police
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Chief Faaumu:

Thank you for your letter dated March 22, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge your and Officer Kamakawiwo'ole's assessments that the two (2) proposed ingress and egress points for the proposed project will not affect traffic in any way.

Since the preparation of the EISPN, a traffic analysis for the project has been conducted, which determined that a fully signalized intersection at Maui Veterans Highway is needed to accommodate the proposed DLNR Industrial and Business Park project, as well as proposed development across of Maui Veterans Highway on lands owned by the Department of Hawaiian Home Lands. A Traffic Impact Analysis Report (TIAR) has been prepared for the proposed project, which assessed the intersection as a fully signalized intersection. The findings of the analysis, including the projected vehicular trips generated and recommended traffic mitigation measures will be included in the Draft Environmental Impact Statement (EIS) for the project.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Tyler Fujiwara, Austin, Tsutsumi, & Associates, Inc.
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APR 0 3 2017

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

LESLI L. OTANI, P.E., L.S.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

March 28, 2017

Ms. Tessa Munekiyo Ng
MUNEKIYO HIRAGA
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

SUBJECT: ACT 172-12 ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE FOR THE DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK; TMK: (2) 3-8-008:001 (POR.)

We reviewed the subject application and have no comments at this time.

If you have any questions regarding this memorandum, please call Rowena Dagdag-Andaya at 270-7845.

Sincerely,

for DAVID C. GOODE
Director of Public Works

DCG:RMDA:da
xc: Engineering Division
Russell Tsuji-DLNR Administrator
S:\DSA\Engr\CZM\Draft Comments\38008001_DLNR_business_prk_act_172-12.rtf

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

David Goode, Director
County of Maui
Department of Public Works
200 South High Street, Room 434
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Goode:

Thank you for your letter dated March 28, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Public Works has no comments to offer at this time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

MAR 16 2017

ALAN M. ARAKAWA
Mayor

DON MEDEIROS
Director

MARC I. TAKAMORI
Deputy Director

(808) 270-7511

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
2145 Kaohu Street, Suite 102
Wailuku, Hawaii, USA 96793

March 9, 2017

Ms. Tessa Munekiyo
Munekiyo & Hiraga, Inc.
305 High Street
Suite 104
Wailuku, Hawaii 96793

Subject: Department of Land and Natural Resources Business Park at Pulehunui

Ms. Munekiyo,

Thank you for the opportunity to comment on this project. We have no comments to make regarding this project at this time.

Please feel free to contact me if you have any questions.

Sincerely,

Don Medeiros
Director

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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Don Medeiros, Director
County of Maui
Department of Transportation
2145 Kaohu Street, Suite 102
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Medeiros:

Thank you for your letter dated March 9, 2017 providing comments on the Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that the Department of Transportation has no comments to offer at this time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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MAR 3 1 2017

Subject: FW: Maui DLNR Business Park Project, attn. Tessa Munekiyo
Attachments: Dack, Audrey.vcf; DLNR business park EISPN.pdf; VCard.vcf

From: Audrey Dack [mailto:Audrey.Dack@co.maui.hi.us]
Sent: Friday, March 31, 2017 8:58 AM
To: General eMail <planning@munekiyohiraga.com>
Subject: Fwd: Maui DLNR Business Park Project, attn. Tessa Munekiyo

>>> Audrey Dack 3/31/2017 8:49 AM >>>
Aloha Mr. Tsuji,
Thank you for the opportunity to comment on the EISPN for the proposed business park. Attached is County of Maui Department of Water Supply signed comment letter. Should you have questions or need a hard copy, please contact me.
Audrey

Audrey Dack, Planner
Department of Water Supply
Water Resources and Planning
2200 Main Street, Ste. 102
Wailuku, Hi 96793
Ph. (808) 463-3109
audrey.dack@co.maui.hi.us

ALAN M. ARAKAWA
Mayor

DAVID TAYLOR, P.E.
Director

GLADYS C.BAISA
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

March 28, 2017

Russell Tsuji, Administrator
Department of Land and Natural Resources
Land Division
1151 Punchbowl Street, Suite 220
Honolulu, Hawaii 96793

Subject:Environmental Impact Statement Preparation Notice (EISPN)
The Department of Land and Natural Resources (DLNR) Business Park at Pulehunui, Maui, Hawaii
TMK: (2) 3-8-008:001 (por.)

Dear Mr. Tsuji,

Thank you for the opportunity to comment on the EISPN for the DLNR Business Park on Maui.

Infrastructure, Consumption and Source
The Department of Water Supply (DWS) has a 6-inch water line adjacent to the project on Mokulele Hwy and an 8-inch line adjacent on Kama'aina Rd.

DWS demand calculations are 1.71 million gallons per day (MGD) based on the Hawaii State Water System Standards, 2002 Table 100-18 for light industry and commercial. Due to the large quantity demand, DWS recommends that DLNR corroborate with DHHL on source development.

The proposed project overlies the Kahului aquifer with a sustainable yield of one MGD. DWS notes that DLNR is continuing its discussion with the DWS to determine whether future water source development will be available to accommodate the DLNR Business Park. If available, DLNR will develop its own infrastructure and connect to DWS water service. DWS recommends the DLNR infrastructure be built to Hawaii State Water System Standards, 2002. DWS notes an alternative proposal to use ground water for potable water has been suggested. Please note additional use of ground water in the Kahului aquifer may not be available due to anticipated decrease in irrigation recharge to the aquifer. (Pumpage is already exceeding sustainable yield.) Irrigation Ditches and a reservoir traverse the property. DWS notes the possible alternative use of surface water from an irrigation ditch.

Construction Best Management Practices
In order to protect ground and surface water resources as well as our coastal areas, we recommend that in addition to any required Best Management Practices (BMPs) the following measures designed to minimize infiltration and runoff be incorporated into the EIS and implemented during construction:

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the

ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.

- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed off-site.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales.
- Disturb the smallest area possible.
- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods of low rainfall to minimize chemical run-off.
- Keep run-off on site.

Outdoor Conservation Best Management Practices

DWS recommends the following outdoor conservation measures be implemented:

- Use Smart Approved WaterMark irrigation products. Examples include evapotranspiration irrigation controllers, drip irrigation, and water saving spray heads.
- After plants are established, avoid fertilizing and pruning to stimulate excessive growth. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.
- Use native climate-adapted plants for landscaping. Native plants adapted to the area conserve water and protect the watershed from degradation due to invasive alien species.
- Dust control: Reclaimed water for dust control is available from the Kihei and Kahului Wastewater Treatment plants at a reasonable cost. If feasible, it should be considered as an alternative source of water for dust control during construction.

Should you have questions contact Staff Planner Audrey Dack at (808) 463-3109 or Audrey.dack@mauicounty.gov.

Sincerely,

David S. Taylor, P.E.
Director

apd
cc: Munekiyo Hiraga
Engineering Division

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Michael T. Munekiyo
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Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

David Taylor, P. E. Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawai'i 96793-2155

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Taylor:

Thank you for your letter dated March 28, 2017 providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Response to Comments Regarding Infrastructure, Consumption, and Source

- We acknowledge that the Department of Water Supply (DWS) has a 6-inch waterline adjacent to the project site on Maui Veterans Highway, and an 8-inch waterline on Kama'āina Road.

- We also acknowledge DWS' demand calculations provided based on the Hawai'i State Water System Standards, 2002 for light industrial and commercial uses. As was stated in the EISPN for the project, the DLNR intends to provide infrastructure to support the proposed development as a stand alone project. Infrastructure demands and source alternatives for the project have been assessed in a Preliminary Engineering and Drainage Report prepared for the project which will be included in the Draft Environmental Impact Statement (EIS) prepared for the project. However, the Draft EIS will also assess, as an alternative, opportunities to connect to infrastructure systems developed in conjunction with neighboring projects as identified in the infrastructure master plan process being led by the Department of Hawaiian Home Lands.

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- We acknowledge that the proposed project overlies the Kahului aquifer, which has a sustainable yield of one (1) million gallons per day, and that the DLNR will develop its own infrastructure to be connected to the DWS' water system should it be determined through further coordination with the DWS that the Kahului aquifer has sufficient capacity to support the proposed project. We understand that the infrastructure, should it be developed, is recommended to be built according to Hawaii State Water System Standards, 2002. Furthermore, we acknowledge that the use of ground water for the proposed project's potable water source, as presented as an alternative in the EISPN, may not be viable due to anticipated decrease in irrigation water recharge to the aquifer.

Responses to Comments Regarding Construction Best Management Practices

- The construction Best Management Practices (BMPs) provided in your letter, which were designed to minimize infiltration and runoff, will be incorporated into the Draft EIS for the project, and will be considered for implementation during construction.

Responses to Comments Regarding Outdoor Conservation Best Management Practices

- The outdoor conservation BMPs provided in your letter will be incorporated into the Draft EIS for the project, and will be considered for implementation in the proposed project.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Adrienne Wong, Austin, Tsutsumi & Associates, Inc.
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MAR 23 2017

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COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.MauiCounty.us

March 17, 2017

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mrs. Munekiyo Ng:

SUBJECT: Comments on DLNR Pulehunui EISPN

Regarding the Department of Land and Natural Resources proposed DLNR Business Park development at Pulehunui, I am open to the relocation of Maui's correctional facility. Maui Community Correctional Center is currently outdated and overcrowded. I am in support of relocating MCCC to a more appropriate facility. However, I do not support any other aspect of the proposed project.

Sincerely,

RIKI HOKAMA
Councilmember

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VICE PRESIDENT

May 3, 2018

Honorable Riki Hokama
County Council
County of Maui
200 South High Street
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Councilmember Hokama:

Thank you for your letter dated March 17, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that you are in support of relocating the Maui Community Correctional Center (MCCC) to a more appropriate area to improve the outdated and overcrowded conditions of the existing facility. It is noted that while the Department of Public Safety (PSD) has proposed the Maui Regional Public Safety Complex (MRPSC) to be located within Pulehunui, the new facility is not located within the proposed DLNR Industrial and Business Park. The DLNR has been and continues to coordinate with other State agencies proposing projects in the Pulehunui region, including PSD and the Department of Hawaiian Home Lands. However, the agencies' projects are physically and functionally separate projects that are defined by different missions and timeframes and are owned and managed by different State agencies.

We also acknowledge that you are not in support of the proposed project. While we note that the provision of industrial uses in Pulehunui was contemplated by the Maui County Council during the formulation of the Maui Island Plan (MIP), we respect your point of view and look forward to continuing discussions with your office to discuss specific concerns you may have.

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Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to you for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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SEP 05 2017

Hawaiian Telcom

August 24, 2017

Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, HI 96793

Department of Land and Natural Resources
Land Division
1151 Punchbowl Street, Suite 220
Honolulu, HI 96813

ATTN: Tessa Munekiyo Ng

ATTN: Russell Tsuji, Administrator

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN) FOR THE DEPARTMENT OF LAND AND NATURAL RESOURCES BUSINESS PARK AT PULEHUNUI, MAUI, HAWAII
TMK: (2) 3-8-008:001(por)
State of Hawaii, Department of Land and Natural Resources(applicant)

Dear Ms. Munekiyo Ng & Mrs. Tsuji:

Thank you for providing Hawaiian Telcom Incorporated, the opportunity to comment on the Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulelunui on the Island of Maui.

Hawaiian Telcom will need to add facilities to the area in order to service this new business subdivision. Please submit a construction schedule as soon as one is available and please keep in mind that some of our materials have a ninety (90) day lead time.

If there are any questions, please call Sheri Tihada at (808) 242-5258.

Sincerely,

Cassandra Yamamoto
Network Development, Strategic Planning Sr. Manager

C: File (3030 1703-020)
S. Tihada

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Michael T. Munekiyo
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VICE PRESIDENT

May 3, 2018

Cassandra Yamamoto, Network Development
Strategic Planning Senior Manager
Hawaiian Telcom
P. O. Box 2200
Honolulu, Hawai'i 96841

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Ms. Yamamoto:

Thank you for your letter dated August 24, 2017 providing comments on the Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we acknowledge that Hawaiian Telcom will need to add facilities to the area of the proposed project in order to service the proposed development. As soon as a construction schedule is available for the proposed project, it will be submitted to Hawaiian Telcom for your information.

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www.munekiyohiraga.com

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft Environmental Impact Statement (EIS) for the project. A copy of the Draft EIS will be submitted to your Department for review and comment. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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SEP 11 2017

KCA

Kihei Community Association

"E mālama pono"...dedicated to protecting,
sustaining and enhancing our 'āina, kai and 'ohana

August 30, 2017

Gwen Hiraga and Colleen Suyama
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Aloha Gwen and Colleen,

Thank you for presenting the proposed DLNR Business Park project to our Design Review Committee. We appreciate that you have come to the KCA for input. It's very helpful to see a project in the planning stage.

The Design Review Committee discussed most of our comments with you at the meeting and I will try to review them clearly below.

Our comments:

1. We support the need for DLNR to have a means to increase funding for their very critical programs.

2. We recognize that the scope of the project is very large and that it would have a huge impact visually and environmentally. Given that a portion of the land is designated Agricultural use in our KWM Community Plan and the entire parcel is Agricultural use in County and State zoning, we inquire as to whether there is an alternative site that is already designated Light Industrial that could be used instead. In any case, we recommend that the visual and environmental impacts be minimized as much as possible. The plan indicates a 100' buffer from the highway. This area should be densely foliated to obscure the industrial buildings and may need to be increased in size. There should be height limitations on the buildings to maintain the current views of Haleakala.

3. We request that the project contain a limit on the commercial component, therefore we ask for a 25% maximum on the commercial tenants and that they be support for the light industrial. We do not want commercial attractions such as shopping malls that are independent of the light industrial services. It is helpful if the commercial needs of the tenants can be met on site in order to reduce trips required off site for basic services such as banking, food services etc. The commercial portion should be designed to help create a sense of community within the project so it is a clear central area where people can also get to know others in the light industrial community.

4. We appreciate the multiple entrances to allow for diverse traffic flow. We request that the single direct highway entrance be deemphasized, and that it be "right turn in" and "right turn out".

P.O. Box 662 · Kihei, Maui, Hawaii 96753 · Phone: 508.499.9996 www.GoKihei.org kca@gokihei.org

5. We appreciate that the early plan shows tree lined roads and extensive bike paths. We request a connection from the Mokulele Highway bike path into the project to encourage bike transport by tenants and recreational bikers who may want to use commercial services. We request sidewalks throughout the site.

6. It is very important to the Kihei Community that Low Impact Design (LID) be followed for the drainage design of the project. Our concern is that groundwater not be polluted by development of the land or activities in the proposed project. It is equally important that air quality standards be required for tenant activities. LID includes features such as "Green Streets" design components.

Please let us know your response to our recommendations. We thank you for coming to us and we look forward to working with you in the future.

Mahalo,

Randy Wagner

Randy Wagner, AIA, LEED AP
KCA Design Review Committee Chair

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VICE PRESIDENT

May 3, 2018

Randy Wagner, AIA, LEED AP, Chair
Kihei Community Association
Design Review Committee
P.O. Box 662
Kihei, Hawai'i 96753

SUBJECT: Proposed Department of Land and Natural Resources Industrial and Business Park at Pulehunui, Maui

Dear Ms. Wagner:

Thank you for your letter dated August 30, 2017, providing comments on the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park resulting from the meeting had between our office and the Kihei Community Association (KCA) Design Review Committee on the proposed project. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

1. We thank you for your support of the proposed project and the DLNR's efforts to develop additional revenue generating projects to help support DLNR's important programs.

2. We acknowledge your comment. The proposed project site represents a portion of the DLNR's total land holdings in the Pulehunui area. The Maui Island Plan (MIP) designated the Pulehunui Growth Area, which consists of just over 639 acres of land, including the proposed project site, and included it in the Urban Growth Boundary (UGB). Furthermore, the MIP stated on Page 8-33 in reference to the Pulehunui Growth Area, that "*the planned growth area represents a logical expansion of industrial land use in the area. The area's location, midway between Kīhei and Kahului, makes it an ideal site to serve the island's long-term heavy industrial land use needs.*" In addition, the proposed project is located amongst other existing industrial and public/quasi-public uses including the adjacent Pulehunui Industrial Park, currently under development by Pac Rim and the Hawaii Army National Guard Armory, as well as the Central Maui Baseyard located approximately one (1) mile north of the project site. Furthermore, since the cessation of sugarcane cultivation by HC&S in December 2016, no agricultural activity has occurred on the lands comprising the project site. In light

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of the forgoing, we believe that the project is appropriately sited, and meets the intentions of the MIP and UGB.

In terms of mitigating potential visual impacts, Design Guidelines have been developed to guide the development of the project such that the structures are uniformed, aesthetically pleasing, and blend into the surrounding environment. In addition, a landscape plan, which calls for a large, densely vegetated buffer between Maui Veterans Highway and the development will offer masking of the buildings from passing motorists. At this time, the buffer is designed to be 100 feet in width. In addition, the structures will conform to the 35-foot height limitation for new industrial and commercial buildings as designated by the Kihei-Makena Community Plan.

3. Thank you for your comment regarding the commercial component of the proposed project. As will be discussed in the Draft Environmental Impact Statement (EIS), the mix of commercial and industrial uses will not exceed 30 percent commercial uses and 70 percent industrial uses. This breakdown is based on the composition of other typical light industrial parks on Maui. It is envisioned that the commercial uses will be those ancillary to the industrial uses, and those to cater specifically to the industrial and business park tenants such that there will be a sense of community amongst the tenants and within the industrial and business park.

4. The Traffic Imapact Analysis Report (TIAR), which will be included in the Draft EIS, contains an analysis of project traffic generation as a result of the proposed project, as well as traffic mitigation measures. The TIAR also takes in to account planned and proposed projects in the vicinity of the DLNR Industrial and Business Park project which would also add to regional traffic generation. This includes the Department of Hawaiian Home Lands' (DHHL) proposed development of their approximately 180 acre site directly across Maui Veterans Highway from the subject project site. The TIAR recommended that the central entrance onto Maui Veterans Highway not be right turn in/right turn out, and instead be signalized in order to accommodate anticipated traffic being generated from both the DHHL and DLNR projects. The results and recommendations of the TIAR will be further discussed in the Draft EIS.

5. The site plan that has been developed for the proposed project includes linkages to the existing bicycle path along Maui Veterans Highway. The project will include open spaces which will be accessible by this path. In addition, street trees and sidewalks are planned to be included to encourage pedestrian mobility throughout the project.

6. The drainage plan for the proposed project, which will be further discussed in the Draft EIS, calls for a decentralized system of open detention basins across the project site and integrated into open space areas to achieve a net reduction in post-development runoff. In addition, Low Impact Development (LID) measures are being considered for implementation in the project. Because the development of the individual lots within the industrial and business park will be undertaken by the respective lessees, the lessees will be encouraged to implement lot-specific LID and other sustainability measures as may be feasible. Examples of these are discussed in the Sustainability Report prepared for the proposed project, which will be included in the Draft EIS.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
CC: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
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Subject: FW: Pulehu Nui

From: Basil Oshiro
Sent: Thursday, April 13, 2017 1:32:09 PM (UTC-10:00) Hawaii
To: Colleen Suyama
Subject: Pulehu Nui

Aloha, Coleen:

I am still having a hard time getting together with our experts and lineals at this time. I took a look at the area, but could not find anything looking form the highway without accessing the area to the South West.

Looking at the reports, finding of FONSI was reported. Trying to look for / find how the Military used the area is not really mentioned. Growing up in the mid and late forties and early fifties; I can remember flying out of the old Pu'unene airport. Piston engine, propeller air craft (DC7?), Aloha and Hawaiian, at the time. I can remember at times that the Air strip would get flooded with rains in the area, and till this day, the drag strip gets flooded. I can also remember the old Mokulele Highway would flood also and we used the Mehameha loop, known as the by-pass road to at the time. I can also remember the military two story barracks in the area also, between the Mokulele Highway and the Mehameha loop. Yes, Military housing / barracks in the area, before it got plowed under for sugar cane. My dad used the red wood sidings, from the barracks to build his church (Rin Zai Mission) in Paia, next to the Paia Baldwin Park.

I have tried looking for old Photos of the area, but have been unsuccessful at this time. I hope to find these photos and send them out if I can acquire them.

I would like to mention that: The report I have in hand is very Highly Sugar Coated to make it seem like a great idea for DLNR to proceed with this project.

Air Quality: It has Always been a Problem for the Residents of the kula Makai Moku, because of the wind direction, can get very strong at times, Creating actual Dust Storms and Dust devils occur in the open fields and housing areas. (just a though; Monsanto is doing major farming in the area.)

Water: How Many Millions of Gallons of Water Per-Day will be needed to supply this development? Seeing that the water supplying this project will be coming from the Central District, Mokuhau, Iao, and Waiehu. Find The Water. Looking at the plans, Water for Maintenance usage will be one of the main uses of water.

Do we have Enough Water to supply all the developments that is happening on Maui. About 35 to 40 years ago, (estimated), the county engineer mentioned that Mokuhau well was starting to draw salt. Remember asking what was the problem? He said, we are drawing too much water from the well and has reached below the fresh water table from the well. (estimated 500 feet deep) So what is the fix? Steal from Iao, then what? steal from Waiehu, and is exactly what is happening at this time. (today) The search for Water going on at this time, with the two ladies having informational and consulting meeting with the Aha Moku People.

Hazardous Material / Waste: Possibility of unexploded ordinance buried in the area. Was / has there been any studies or search done to insure that there are No such ordinance in the development area? The Military was known to bury unwanted / dangerous or discarded ordinance or equipment.

Economy: Who will benefit from this project? Will it be outside of Maui or Hawaii?, Mainland outfits, or will it be affordable for the average local business owner? Rumors are: that the cost is too high for a local business to afford.? (buy or rent)

Solid waste: Will the Land fill be able to accommodate the Solid Waste or Hazardous Waste from the development, when in full operation, in the near future.? Not 10 or 20 years from Now, a 100 or more years in the future?, will produce.? Maybe include operations to handle or companies to maintain these waste products. Any plans to make sure these waste products, or hazardous waste don't contaminate our Aina in the future.

Warming of the area: Color of the project area, to cut down on heat going into the ground. Lighter colors to reflect heat back into space, instead of being absorbed into the ground. Can there / is there a solution, using dry land local plants (need less water) and lighter colors?

I will be sending more information and comments in hopes that other moku people will be responding.

Mahalo.

Malama Pono.

bko (Kula Makai)
Aha Moku O Maui Inc.

MUNEKIYO HIRAGA
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Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Via e-mail to: soshiro17@hawaii.rr.com

Basil Oshiro
Aha Moku O Maui, Inc.

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Oshiro:

Thank you for your e-mail dated April 13, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Response to Comments Regarding Finding of No Significant Impact

We note your comment regarding a Finding of No Significant Impact (FONSI) determination. We would like to clarify that this determination was issued for the DLNR's Division of Forestry and Wildlife (DOFAW) Baseyard project, which although is planned to be located within the DLNR Industrial and Business Park, was assessed as part of a separate environmental review process because it was anticipated to move forward ahead of the rest of the DLNR Industrial and Business Park. The DOFAW Baseyard will also be assessed in the Draft EIS for the DLNR Industrial and Business Park.

Response to Comments Regarding Past Uses of the Project Area

Thank you for the information on the old Pu'unēnē Airport and former military uses in the Pulehunui area. We also acknowledge your accounts of flooding occurring in the area of the airport and highway.

Response to Comments Regarding Air Quality

We note your comment that residents of the Kula Makai Moku have experienced dust storms and dust devils in open fields and near housing areas due to strong winds in the area.

An air quality study has been carried out as part of the environmental review process. Results of the air quality study will be reported in the Draft Environmental Impact Statement (EIS) being prepared for the project.

In addition, we acknowledge your comment regarding agriculture in the area. An Agricultural Impact Analysis has been prepared for the project and will address compatibility with adjacent agricultural uses.

Response to Comments Regarding Water

A Preliminary Engineering and Drainage Report (PEDR) will also be included in the Draft EIS. The PEDR assesses existing infrastructure, projected project demand and needs, and proposed infrastructure systems to support the proposed project. The PEDR will address water source, demand, and distribution for the project. The results of the PEDR will be reported in the Draft EIS to ensure the proposed development's water needs are appropriately addressed.

Response to Comments Regarding Hazardous Materials and Waste

Thank you for your comment regarding hazardous materials. As part of the termination process of their revocable permit, Alexander & Baldwin prepared a Phase I Environmental Site Assessment (ESA) for the lands underlying the project site which were formerly in sugar cane cultivation. The ESA was extensive and included both soils testing for contaminants, as well as research into the past military use of the area and known military ordinance disposal sites. The ESA identified the former Maui Airport Landfill site to the south of the project site, beyond the Army National Guard Armory as a recognized environmental contaminant (REC). No RECs were identified within the proposed project site.

Response to Comments Regarding the Economy

The proposed project presents an opportunity to optimize the use of these State-owned lands to generate economic development and job opportunities for Maui residents. Lots within the proposed project will be leased to varying tenants and the revenue generated will support a multitude of DLNR's programs which provide benefits to the people of

Hawai'i. It is noted that the leasehold structure of the lots may present opportunities to businesses who may not be able to afford purchasing fee simple lots. An Economic and Fiscal Impact Analysis, as well as a Market Study have been prepared and will be included in the Draft EIS.

Response to Comments Regarding Solid Waste

The Department of Environmental Management estimated that the Central Maui Landfill has adequate capacity to accommodate residential and commercial waste needs through the year 2030.

Solid waste that may be generated during construction will be disposed of at the Central Maui Landfill. When the project is operational, solid waste will be collected by a private collection company for disposal at the Central Maui Landfill. In addition, the DLNR proposes to implement a waste management plan, waste reduction, and recycling measures to ensure that further undue strain is not placed upon our existing resources.

Response to Comments Regarding Heat Island Effect

We note your comment regarding Heat Island Effect. Design Guidelines have been prepared to guide the aesthetic development of the buildings within the proposed project. The Design Guidelines include suggestions of using light and natural colored building materials. This should aide in the reduction of heat absorption at the project site. Furthermore, the landscaping plan prepared for the project includes open space greenways throughout the project site that will incorporate low impact development measures for drainage and the extensive use of shrubs and trees which will contribute to shading the project, thus lowering the overall heat absorption.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project.

Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Hae-Dong Lee, Bowers + Kubota
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APR 07 2017

Subject: FW: EISPN for Proposed DLNR Business Park
Attachments: EISPN_DLNR_BusinessPark.pdf

From: Albert Perez [mailto:director.mauitomorrow@gmail.com]
Sent: Friday, April 07, 2017 4:59 AM
To: DLNR.LD.Land
Cc: planning@munekiyohiraga.com
Subject: EISPN for Proposed DLNR Business Park

Aloha,

Attached please find our comments on the subject project.

Mahalo,

Albert Perez
Executive Director
Maui Tomorrow Foundation, Inc.

TO: Dept. of Land & Natural Resources
Russell Tsuji, Administrator
Land Division
P.O. Box 621
Honolulu, HI 96809
dlnr.land@hawaii.gov

Munekiyo Hiraga
Tessa Munekiyo Ng, AICP
305 High Street, Suite 104
Wailuku, HI 96793
planning@munekiyohiraga.com

FROM: Albert Perez, Executive Director
Maui Tomorrow Foundation, Inc.
55 N Church St, Suite A-4
Wailuku, HI 96793
director.mauitomorrow@gmail.com

DATE: April 7, 2017

RE: PROPOSED DLNR BUSINESS PARK AT TMK (2) 3-8-008:001 (por.), PULEHUNUI, PU'UNENE, MAUI, HAWAI'I

We appreciate the opportunity to comment on the "Proposed DLNR Business Park EISPN" at Pulelehua, Maui. We look forward to reviewing the EIS for this project. We request that you include in the environmental document substantive responses to the following issues/questions:

1. **PROJECT TITLE** Why is this project entitled "DLNR Business Park" when it is applying for "Light Industrial" county zoning? It would seem that "DLNR Industrial Park" would be more accurate, since Maui County Code's zoning requirements explicitly state that light industrial zoning means **MOSTLY** light industrial. Some commercial and business activities can take place in a light industrial zoned area. See: **Maui County Code 19.24.010 - Purpose and intent.**

> *The M-1 light industrial district is designed to contain **mostly** warehousing and distribution types of activity, and permits most compounding, assembly, or treatment of articles or materials with the exception of heavy manufacturing and processing of raw materials. Residential uses are excluded except for dwelling units located above or below the first floor and apartments.*

https://www.municode.com/library/hi/county_of_maui/codes/code_of_ordinances?nodeId=TIT19ZO_ARTIICOZOPR_CH19.24LIINDI_19.24.010PUIN

2. **WATER** Where is the water coming from? Will water come from East Maui irrigation ditches? From wells on the property? Or from County water originating in Na Wai Eha? What are the needed quantities, and how will the use of the water in the "Business" Park affect other actual and potential water consumers and activities, including stream flow, instream uses, diversified crops being proposed on former HC&S lands, housing, etc.?

3. **HAWAIIAN HOMELANDS NEIGHBOR** Is there a conflict between the desire of DLNR to construct the proposed project and the plans of Hawaiian Homelands to also construct an Industrial Park immediately south and/or west of the DLNR lands? The EIS should provide a statement from the State's Hawaiian Homelands Department describing the implications and impacts of this DLNR proposal on their plans for the neighboring lands.

4. **MARKET NEED FOR THIS PROJECT** Is there really a need for this project given the large amount of commercial and industrial land that is already vacant, designated in the community plans, and/or already zoned? The EIS should provide a complete list of the already partially or completely entitled land that has been designated for industrial use in both South Maui and Central Maui. Some examples:

- the Maui Research & Technology Park in South Maui;
- the large amount of industrial land around the no longer operating Puunene Sugar Mill;
- the light industrial land mauka of Piilani Hwy in Kihei, often referred to as the Piilani Promenade, or "Mega-Mall";
- the lands along Waiko Road between Honoapiilani Hwy and Kuihelani Hwy in Waikapu;
- A&B's 179 acre Maui Business Park zoned "light Industrial, where Target and Walmart are now located, and where there remains much vacant land on both sides of Hana Highway; and
- the Kahului Airport lands which are being master planned by the State DOT for industrial use.

In addition, the EIS should examine the already high vacancy rates in retail and office properties throughout Maui.

The EIS should justify the need for this project and examine its socio-economic impact, given all of the available commercial and industrial land.

5. **SPECIFIC USES AND OWNERSHIP** Indicate clearly the types of activities that are expected to be developed on this land. What percentage of the uses of the project will be for State agencies (prison, base yards, offices, etc.)? County agencies? Private businesses? Will there be any residential uses?

6. **TRAFFIC FLOW** To what degree will the proposed project interfere with smooth traffic flow along Mokulele Highway, especially when much of this new traffic will be making left turns into and out of this DLNR industrial park, as well as from the new heavy industrial park, just mauka? A complete TIAR traffic study is required with the assumption of maximum build out of the project, not just the first 10-15 years.

7. **ECONOMIC VIABILITY** The EIS should provide an economic analysis of the cost to construct the project's environmental and feasibility documents, infrastructure, development costs, marketing costs, and annual operating costs. This amount should be compared with the expected and potential revenue and rent that DLNR hopes to earn annually. In other words, a comprehensive "business plan" should be prepared to assess the viability of the project.

8. **COMPETITION WITH EXISTING COMMERCIAL RETAIL AND WHOLESALE PROPERTIES** Since retail and commercial activities are being proposed for this project, the EIS should examine impact of this project on other available vacant retail/commercial lands on Maui. Will a government-subsidized project be competing with private developers?

9. **PROPERTY TAXES** Maui County earns revenue from private lands. What will be the taxation on this government (Hawaii State) land? Will there be any reduction in County revenues (as compared to a comparable private property development) because of the County's inability to collect property taxes from the State?

10. **SOLID WASTE** According to the EISPN (page 31) there is only a 13-year reserve of capacity at the Central Maui Landfill. The EIS must describe the location, responsibility, and expense involved in increasing the Landfill capacity to handle the long-term solid waste from this large industrial park, which will only begin reaching its full operating capacity at the end of this 13-year period.

11. **REGIONAL INFRASTRUCTURE** There are numerous references to DHHL's regional Infrastructure Master Plan. The Draft-EIS should append that plan to the EIS, and indicate the impacts of that plan on the DLNR Business Park, and conversely the impacts of the DLNR Business Park on the DHHL Infrastructure Master Plan. There may be secondary impacts that will need to be minimized and/or mitigated.

12. **100% CLEAN ENERGY** With the State requirement to be 100% clean energy, it will be necessary to indicate how this large industrial park will both support that goal and not make it more difficult to achieve.

13. **SCENIC RESOURCES** Mokulele Highway is largely undeveloped between Kihei and Kahului. The EIS should evaluate the impact of the proposed project on scenic resources and views from this highway, as well as from the Upcountry (Kula, Keokea, etc.) area.

14. **MULTIPLE OR PHASED APPLICANT OR AGENCY ACTIONS** A considerable portion of the EISPN is devoted to a discussion of why the applicant does not believe that this project is part of a multiple or phased agency action. However, the fact that DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region indicates that there is some level of coordination that is occurring. In any case, HAR 11-200-5 requires that the agency assess the significance of potential impacts of its actions, including the overall, cumulative impact in light of related actions in the region and further actions contemplated.

Mahalo for the opportunity to comment.

MUNEKIYO HIRAGA
Planning. Project Management. Sustainable Solutions.

Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

May 3, 2018

Albert Perez, Executive Director
Maui Tomorrow Foundation, Inc.
55 North Church Street, Suite A-4
Wailuku, Hawai'i 96793

SUBJECT: Environmental Impact Statement Preparation Notice for the Proposed Department of Land and Natural Resources Industrial and Business Park; Pulehunui, Maui, Hawai'i; TMK (2)3-8-008:001 (por.)

Dear Mr. Perez:

Thank you for your letter dated April 7, 2017, providing comments on the Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Response to Comments Regarding Project Title

The name "DLNR Industrial and Business Park" has been chosen as an temporary name for the project for two (2) reasons. Firstly, to differentiate it from the neighboring Pulehunui Industrial Park development. Secondly, to provide the project with a temporary name until such time that an appropriate, traditional Hawaiian name is selected.

In an effort to perpetuate the Hawaiian culture and to integrate it in the proposed project, the DLNR intends to select a Hawaiian name for the project. The DLNR has engaged with members of Maui's Aha Moku Councils, and has asked them to advance name suggestions that are appropriate and place-based. Once a name has been selected, the proposed project will no longer be referred to as "DLNR Industrial and Business Park".

We would also like to confirm that the intent of the project is to be primarily light industrial in nature, with some limited commercial uses. As will be discussed in the Draft Environmental Impact Statement (EIS), it is assumed that approximately 70 percent of the uses in the project would be light industrial, with up to 30 percent as

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

commercial. The term "Industrial and Business Park" was intended to capture both industrial and commercial uses at the project.

Response to Comments Regarding Water

A Preliminary Engineering and Drainage Report (PEDR) will be included in the Draft EIS prepared for the project. The PEDR assesses existing infrastructure, projected project demand and needs, and proposed infrastructure systems to support the proposed project, including those for water. The results of the PEDR will be reported in the Draft EIS to ensure the proposed development's water needs are appropriately addressed.

Response to Comments Regarding the Department of Hawaiian Home Lands

The DLNR has been and will continue to collaborate with the Department of Hawaiian Home Lands (DHHL) on their plans for development of land in the Pulehunui area. Both agencies have shared their conceptual plans with each other and are working together, along with the Department of Public Safety (PSD) and Department of Accounting and General Services (DAGS). These agencies will be consulted during the EIS process for the proposed project. It is also noted that a Market Study has been prepared for the project and addresses market demand and absorption in the region. DHHL's proposed development will be factored into the Market Study.

Response to Comments Regarding Market Need

As previously noted, the Draft EIS will include a Market Study which addresses the potential impacts, the operations of the proposed project may have on market demand and absorption in the overall region. The Market Study includes consideration of existing industrial lands on Maui and proposed industrial projects within the anticipated build-out of the proposed project.

Response to Comments Regarding Specific Uses and Ownership

The proposed project will request "M-1, Light Industrial" zoning. It is anticipated that approximately 70 percent of the uses would be light industrial uses and 30 percent would be commercial uses. Government uses such as a baseyard for the Division of Forestry and Wildlife may be included in the project. However, it is noted that the proposed Maui Regional Public Safety Complex (MRPSC) is not within DLNR's proposed project. The land will be owned by the DLNR, who will lease lots to individual businesses for light industrial and commercial uses.

Response to Comments Regarding Traffic

A Traffic Impact Analysis Report (TIAR) has been prepared for the project which analyzes projected vehicular trips generated as a result of the project and any traffic mitigation recommendations. The TIAR also includes in its analysis vehicular trips generated from other planned and known developments in the region. The results of the TIAR will be included in the Draft EIS for the project. It is noted that there are four (4) proposed ingress and egress points for the proposed project, one access point will be on Kamaʻāina Road, the second access point will be located on Maui Veterans Highway, and the third access from S. Firebreak Road, and the fourth access will also be on Maui Veterans Highway via the existing Maui Raceway Park access road.

Response to Comments Regarding Economic Viability

The DLNR has commissioned a Feasibility Study for the project to assess the cost of the estimated infrastructure and anticipated revenues generated by lease rents. Findings from the Feasibility Study will be presented in the Draft EIS.

Response to Comments Regarding Existing Commercial Retail and Wholesale Properties

As previously noted, the Draft EIS will include a Market Study which addresses the potential impacts, the operations of the proposed project may have on market demand and absorption in the overall region. The Market Study has been prepared to include consideration of existing industrial lands on Maui.

Response to Comments Regarding Property Taxes

An Economic and Fiscal Impact Analysis Report has been prepared for the proposed project, and includes a discussion on property tax revenue generated by the project. Although owned by the State, property tax will be collected because the lots will be leased out for industrial and commercial use. The results of this study will be discussed in the Draft EIS.

Response to Comments Regarding Solid Waste

The Draft EIS will include a discussion on solid waste capacity and impacts related to the proposed project.

Response to Comments Regarding Regional Infrastructure

Because the proposed project is further along in the planning process than other State efforts in the region, the EIS will assess infrastructure to service the DLNR Industrial and Business Park project as a stand-alone project. To the extent that there are opportunities to connect to infrastructure systems developed in conjunction with neighboring projects, those opportunities will be assessed in the context of the alternatives analysis of the Draft EIS for the DLNR Industrial and Business Park. Available information on coordinated infrastructure opportunities will be discussed in the Draft EIS. However, the project will not be dependent on such infrastructure connections.

Response to Comments Regarding Clean Energy

As previously noted, although the DLNR will own the proposed project, the lots within the DLNR Industrial and Business Park will be leased to and developed by individual tenants. Design Guidelines and a Sustainability Report have been prepared for the proposed project which advance recommendations for the tenants in regards to being less environmentally impactful and resource-consumptive. Both the Design Guidelines and Sustainability Report will be included in the Draft EIS for the project.

Response to Comments Regarding Scenic Resources

View analysis renderings have been prepared to demonstrate the proposed project's potential impacts on scenic resources, particularly views to the mauka (upland) areas, as well as views from Maui Veterans Highway. The view analysis renderings will be included in the Draft EIS.

Response to Comments Regarding Multiple of Phased Actions

As previously discussed, the proposed DLNR Industrial and Business Park will be developed with its own infrastructural systems to support the project. As was mentioned in the EISPN, the EIS will evaluate as one of its alternatives, the opportunity for the project to connect to the regional infrastructural system as described above, should it become available at a later date. However, it is noted that development of the proposed DLNR Industrial and Business Park will not rely on this regional infrastructural system, nor is the project a phase or increment of a larger total undertaking, a necessary precedent for a larger project, or a commitment to some larger project. The proposed DLNR Industrial and Business Park will stand as an individual undertaking and is not reliant upon or a trigger for any other development within the Pulehunui region or elsewhere.

As required, the Draft EIS will include an assessment of cumulative and secondary impacts related to the development of the project, as well as an assessment of any significant or potential impacts of the proposed action.

Thank you again for your input. A copy of your comment letter and this response will be included in the Draft EIS for the project. A copy of the Draft EIS will be submitted to your office for review and comment.

Should you have any questions or require additional information, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Cc: Russell Tsuji, Department of Land and Natural Resources
Benjamin Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i Attorney General's Office
Ivan Nakatsuka, Austin, Tsutsumi & Associates, Inc.
Lisa Applegate, Austin, Tsutsumi & Associates, Inc.
Tyler Fujiwara, Tsutsumi & Associates, Inc.
Shane Fukuda, Fukuda Valuation & Consulting
Hae-Dong Lee, Bowers + Kubota
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PARTIES CONSULTED DURING THE 45-DAY COMMENT PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

XI

XI. PARTIES CONSULTED DURING THE 45-DAY COMMENT PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

The following agencies, organizations, and individuals received a copy of the project's Draft Environmental Impact Statement (EIS) for review and comment. Agency, organization, and individual comments and responses to substantive comments are included herein.

	List of Agencies	Date of Comment Letter
FEDERAL AGENCIES		
1	Soil Conservationist **U.S. Department of Agriculture** Natural Resources Conservation Service 77 Hookele Street, Suite 202 Kahului, Hawai'i 96732	No Comment
2	Tunis W. McElwain, Acting Chief Regulatory Branch **U.S. Department of the Army** U.S. Army Engineer District, Honolulu Regulatory Branch, Building 230 Fort Shafter, Hawai'i 96858-5440	No Comment
3	Michelle Bogardus, Island Team Leader **U. S. Fish and Wildlife Service** 300 Ala Moana Blvd., Room 3-122 Honolulu, Hawai'i 96850	No Comment
4	**U. S. Department of the Interior** **Geological Survey** Pacific Islands Water Science Center 677 Ala Moana Boulevard, Suite 415 Honolulu, Hawai'i 96813	No Comment
5	**U.S. Department of the Interior** U.S. Geological Survey Pacific Islands Water Science Center 1845 Wasp Boulevard, Building 176 Honolulu, Hawai'i 96818	7/9/18
6	**U.S. Department of Commerce** National Marine Fisheries Service Pacific Islands Regional Office 1611 Kapi'olani Boulevard, Suite 1110 Honolulu, Hawai'i 96814	No Comment
7	**U. S. Department of the Interior** National Parks Service Pacific Islands Support Office 300 Ala Moana Boulevard, Room 6-226 Honolulu, Hawai'i 96850	No Comment

	List of Agencies	Date of Comment Letter
8	U. S. Department of Agriculture **National Resources Conservation Service** Pacific Islands Area Office P. O. Box 50004 Honolulu, Hawai'i 96850	No Comment
9	Department of Transportation **Federal Aviation Administration** 300 Ala Moana Boulevard, Room 7-128 Honolulu, Hawai'i 96850	No Comment
10	Department of Transportation **Federal Transit Administration** San Francisco Federal Building 90 7th Street, Suite 15-300 San Francisco, California 94103	No Comment
11	**Department of Homeland Security** Coast Guard Commander, 14th Coast Guard District 300 Ala Moana Boulevard, Room 9-204 Honolulu, Hawai'i 96850	No Comment
12	**The Honorable Mazie K. Hirono** U. S. Senate 300 Ala Moana Blvd., Rm. 3-106 Honolulu, Hawai'i 96850	No Comment
13	**The Honorable Brian E. Schatz** U. S. Senate 300 Ala Moana Blvd., Rm. 7-212 Honolulu, Hawai'i 96850	No Comment
14	**The Honorable Tulsi Gabbard** U. S. House of Representatives 300 Ala Moana Blvd., Rm. 5-104 Honolulu, Hawai'i 96850	No Comment
STATE AGENCIES		
15	**Governor David Ige** State of Hawai'i Executive Chambers, State Capitol Honolulu, Hawai'i 96813	No Comment
16	**Lieutenant Governor Doug Chin** State of Hawai'i Executive Chambers, State Capitol Honolulu, Hawai'il 96813	No Comment

	List of Agencies	Date of Comment Letter
17	Roderick K. Becker, Comptroller State of Hawai'i **Department of Accounting and General Services** 1151 Punchbowl Street, #426 Honolulu, Hawai'i 96813	No Comment
18	Scott Enright, Chair State of Hawai'i **Department of Agriculture** 1428 South King Street Honolulu, Hawai'i 96814-2512	7/5/18
19	Luis P. Salaveria, Director State of Hawai'i **Department of Business, Economic Development & Tourism** DBEDT P.O. Box 2359 Honolulu, Hawai'i 96804	No Comment
20	State of Hawai'i Department of Business, Economic Development and Tourism, Research Division Library No. 1 Capitol District Building 250 S. Hotel Street, Ste. 435 Honolulu, Hawai'i 96813	No Comment
21	State of Hawai'i Department of Business, Economic Development and Tourism, **Strategic Industries Division** 235 S. Beretania Street, 5th Floor Honolulu, Hawai'i 96813	No Comment
22	Christina Kishimoto, Superintendent State of Hawai'i **Department of Education** P.O. Box 2360 Honolulu, Hawai'i 96804	7/3/18
23	Heidi Meeker **Office of Business Services** Department of Education c/o Kalani High School 4680 Kalanianaole Highway, #T-B1A Honolulu, Hawai'i 96821	No Comment

	List of Agencies	Date of Comment Letter
24	Kenneth G. Masden II Public Works Manager State of Hawai'i **Office of School Facilities and Support Services** Department of Education P.O. Box 2360 Honolulu, Hawai'i 96804	7/3/18
25	Virginia "Ginny" Pressler, MD, MBA, FACS, Director State of Hawai'i **Department of Health** 919 Ala Moana Blvd., Room 300 Honolulu, Hawai'i 96814	No Comment
26	Lene Ichinotsubo State of Hawai'i **Department of Health** 919 Ala Moana Blvd., Room 212 Honolulu, Hawai'i 96814	No Comment
27	Alec Wong, P.E., Chief State of Hawai'i Department of Health **Clean Water Branch** Hale Ola, Room 225 2827 Waimano Home Road Pearl City, Hawai'i 96782	No Comment
28	Laura McIntyre, AICP State of Hawai'i **Environmental Planning Office** Department of Health 919 Ala Moana Blvd., Suite 312 Honolulu, Hawai'i 96814	No Comment
29	Patti Kitkowski State of Hawai'i Department of Health **Maui Sanitation Branch** 54 South High Street, Room 300 Wailuku, Hawai'i 96793	6/15/18

	List of Agencies	Date of Comment Letter
30	Pankaj Bhanot, Director State of Hawai'i **Department of Human Services** P.O. Box 339 Honolulu, Hawai'i 96809	6/15/18
31	Linda Chu Takayama, Director State of Hawai'i **Department of Labor and Industrial Relations** 830 Punchbowl St #321 Honolulu, Hawai'i 96813	No Comment
32	Suzanne Case, Chairperson State of Hawai'i **Department of Land and Natural Resources** P. O. Box 621 Honolulu, Hawai'i 96808	7/6/18 (Land Division)
33	Alan Downer, Administrator State of Hawai'i Department of Land and Natural Resources **State Historic Preservation Division** 601 Kamokila Blvd., Room 555 Kapolei, Hawai'i 96707	No Comment
34	Barker Farris State of Hawai'i Department of Land and Natural Resources **State Historic Preservation Division** 101 Maalaea Boat Harbor Road Wailuku, Hawai'i 96793	No Comment
35	Nolan Espinda, Director State of Hawai'i **Department of Public Safety** 919 Ala Moana Boulevard, 4th Floor Honolulu, Hawai'i 96814	No Comment
36	Jade Butay, Director State of Hawai'i **Department of Transportation** 869 Punchbowl Street Honolulu, Hawai'i 96813	7/16/18

	List of Agencies	Date of Comment Letter
37	Craig Hirai, Executive Director State of Hawai'i **Hawai'i Housing Finance and Development Corporation** 677 Queen Street Honolulu, Hawai'i 96813	No Comment
38	Brigadier General Arthur "Joe" Logan, Adjutant General State of Hawai'i **Hawai'i State Civil Defense** 3949 Diamond Head Road Honolulu, Hawai'i 96813-4495	No Comment
39	Jobie Masagatani, Chair State of Hawai'i **Hawaiian Home Lands Commission** P.O. Box 1879 Honolulu, Hawai'i 96805	7/2/18
40	Scott Glenn, Director State of Hawai'i **Office of Environmental Quality Control** 235 S. Beretania Street, Suite 702 Honolulu, Hawai'i 96813	No Comment
41	Dr. Kamana'opono Crabbe, Chief Executive Officer State of Hawai'i **Office of Hawaiian Affairs** 560 N. Nimitz Highway, Suite 200 Honolulu, Hawai'i 96817	No Comment
42	Leo R. Asuncion, Jr., AICP, Director State of Hawai'i **Office of Planning** P. O. Box 2359 Honolulu, Hawai'i 96804	7/6/18
43	Dan Orodenker, Executive Officer State of Hawai'i **State Land Use Commission** P.O. Box 2359 Honolulu, Hawai'i 96804	No Comment

	List of Agencies	Date of Comment Letter
44	**Senator Gil Keith-Agaran** Hawai'i State Senate Hawai'i State Capitol, Room 221 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
45	**Senator Rosalyn H. Baker** Hawai'i State Senate Hawai'i State Capitol, Room 230 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
46	**Senator J. Kalani English** Hawai'i State Senate Hawai'i State Capitol, Room 205 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
47	**Representative Kaniela Ing** House of Representatives Hawai'i State Capitol, Room 427 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
48	**Representative Kyle T. Yamashita** House of Representatives Hawai'i State Capitol, Room 422 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
49	**Representative Troy Hashimoto** House of Representatives Hawai'i State Capitol, Room 434 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
50	**Representative Justin Woodson** House of Representatives Hawai'i State Capitol, Room 304 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
51	**Representative Angus L.K. McKelvey** House of Representatives Hawai'i State Capitol, Room 320 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment

	List of Agencies	Date of Comment Letter
52	**Representative Lynn DeCoite** House of Representatives Hawai'i State Capitol, Room 405 415 S. Beretania Street Honolulu, Hawai'i 96813	No Comment
53	State of Hawai'i Department of Education **Hawaii State Library** Hawai'i Documents Center 478 S. King Street Honolulu, Hawai'i 96813	No Comment
54	University of Hawai'i **Water Resources Research Center** 2540 Dole Street, Room 283 Honolulu, Hawai'i 96822	No Comment
55	University of Hawai'i **Environmental Center** 2500 Dole Street, Krauss Annex 19 Honolulu, Hawai'i 96822	No Comment
56	Karl K. Motoyama Supervisory Environmental Protection Specialist Hawaii Army National Guard (HIARNG) HIARNG Environmental Office (NGHI-ENV) 91-1227 Enterprise Avenue, Building 1903 Kapolei, Hawai'i 96707	2/4/19
COUNTY AGENCIES		
57	**Mayor Alan Arakawa** County of Maui 200 South High Street Wailuku, Hawai'i 96793	No Comment
58	Stewart Stant County of Maui **Department of Environmental Management** 2050 Main Street, Suite 2B Wailuku, Hawai'i 96793	7/6/18
59	Jeffrey A. Murray, Chief County of Maui **Department of Fire and Public Safety** 200 Dairy Road Kahului, Hawai'i 96732	No Comment

	List of Agencies	Date of Comment Letter
60	Carol Reimann, Director County of Maui **Department of Housing and Human Concerns** One Main Plaza 2200 Main Street, Suite 546 Wailuku, Hawai'i 96793	6/21/18
61	Ka'ala Buenconsejo, Director County of Maui **Department of Parks and Recreation** 700 Halia Nakoa Street, Unit 2F Wailuku, Hawai'i 96793	No Comment
62	William Spence, Director County of Maui **Department of Planning** 2200 Main Street, Suite 315 Wailuku, Hawai'i 96793	7/9/18
63	Tivoli Faaumu, Chief County of Maui **Police Department** 55 Mahalani Street Wailuku, Hawai'i 96793	6/8/18
64	David Goode, Director County of Maui **Department of Public Works** 200 South High Street Wailuku, Hawai'i 96793	7/13/18
65	Don Medeiros, Director County of Maui **Department of Transportation** 200 South High Street Wailuku, Hawai'i 96793	7/2/18
66	Gladys Baisa, Deputy Director County of Maui **Department of Water Supply** 200 South High Street Wailuku, Hawai'i 96793	7/6/18
67	Herman Andaya, Administrator County of Maui **Maui Civil Defense Agency** 200 South High Street Wailuku, Hawai'i 96793	7/9/18

	List of Agencies	Date of Comment Letter
68	**Honorable Kelly King** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
69	**Honorable Michael White, Council Chair** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
70	**Honorable Elle Cochran** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
71	**Honorable Robert Carroll** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
72	**Honorable Stacy Crivello** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
73	Honorable Don Guzman Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
74	**Honorable G. Riki Hokama** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
75	**Honorable Alika Atay** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
76	**Honorable Yuki Lei Sugimura** Maui County Council 200 South High Street Wailuku, Hawai'i 96793	No Comment
77	Lauren Armstrong, Executive Director **Maui Metropolitan Planning Organization** 200 South High Street Wailuku, Hawai'i 96793	No Comment

	List of Agencies	Date of Comment Letter
OTHER AGENCIES AND INDIVIDUALS		
78	**Kristine DeGuzman** 1970 Liko Place Wailuku, Hawai'i 96793	6/25/18
79	**Hawaiian Telcom** 60 South Church Street Wailuku, Hawai'i 96793	No Comment
80	Michael Grider, Manager Engineering **Maui Electric Company, Ltd.** P.O. Box 398 Kahului, Hawai'i 96732	6/13/18
81	Vernon Kalanikau 426A Kenolio Road Kīhei, Hawai'i 96753	No Comment
82	Alice Lee **Go Maui** 44 Emoloa Place Wailuku, Hawai'i 96793	No Comment
83	Mike Moran **Kihei Community Association** P. O. Box 662 Kīhei, Hawai'i 96753	No Comment
84	Basil Oshiro **Kula Aha Moku Council** P. O. Box 543 Kahului, Hawai'i 96732	No Comment
85	**Kula Aha Moku Council** c/o Timothy Bailey paulokaleioku@hawaiiantel.net	
86	Pamela Tumpap, Executive Director **Maui Chamber of Commerce** 95 Mahalani Street, Suite 22A Wailuku, Hawai'i 96793	No Comment
87	Debbie Cabebe, Chief Executive Officer **Maui Economic Opportunity** 99 Mahalani Street Wailuku, Hawai'i 96793	5/29/18
88	Ekolu Lindsey **Maui Cultural Lands, Inc.** P. O. Box #122 Lāhainā Hawai'i 96767	No Comment

	List of Agencies	Date of Comment Letter
89	**Maui County Cultural Resources Commission** 2200 Main Street, Suite 315 Wailuku, Hawai'i 96793	No Comment
90	Albert Perez, Executive Director **Maui Tomorrow** 55 North Chuch Street, Suite A4 Wailuku, Hawai'i 96793	No Comment
91	Adriance Raff Corwin, Maui Group Coordinator **Sierra Club** P.O. Box 791180 Pā'ia, Hawai'i 96779	No Comment
92	Rob Stoner **S&F Land Co.** P. O. Box 806 Kahului, Hawai'i 96732	No Comment
93	Janet Spreiter Email; spreiter@mauigateway.com	6/10/18
LIBRARIES		
94	**Kahului Regional Library** 90 School Street Kahului, Hawai'i 96732	No Comment
95	**Kihei Public Library** 35 Waimahaihai St Kīhei, Hawai'i 96753	No Comment
96	**Kauai Community College Library** 3-1901 Kaumuali'i Highway Lihue, Hawai'i 96766	No Comment
97	**University of Hawai'i Maui College** 310 W. Kaahumanu Avenue Kahului, Hawai'i 96732	No Comment
98	**University of Hawai'i Hilo College** Edwin H. Mookini Library 200 W Kawili Street Hilo, Hawai'i 96720	No Comment
99	**Municipal Library of Honolulu** 558 King Street Honolulu, Hawai'i 96813	No Comment
100	Legislative Reference Bureau Library State Captiol 415 S. Beretania Street, Suite 005 Honolulu, Hawai'i 96813	No Comment

	List of Agencies	Date of Comment Letter
101	**Hawai'i State Library** 478 S. King Street Honolulu, Hawai'i 96813	No Comment
102	**University of Hawai'i at Manoa** Hamilton Library 2550 McCarthy Mall Honolulu, Hawai'i 96822	No Comment
NEWSPAPER		
103	**Honolulu Star Advertiser** Waterfront Plaza 500 Ala Moana Blvd, #7-210 Honolulu, Hawai'i 96813	No Comment
104	**Hawaii Tribune Herald** 335 Kinoole Street Hilo, Hawai'i 96720	No Comment
105	**The Garden Island** 3-3137 Kuhio Highway Lihue, Hawai'i 96766	No Comment
106	**Maui News** 100 Mahanlani Street Wailuku, Hawai'i 96793	No Comment
107	**Molokai Dispatch** 2 Kamoi St #4 Kaunakakai, Hawai'i 96748	No Comment
108	**West Hawai'i Today** P. O. Box 789 Kailua-Kona, Hawai'i 96745	No Comment

JUL 13 2018

United States Department of the Interior

U.S. GEOLOGICAL SURVEY
Pacific Islands Water Science Center
1845 Wasp Boulevard, Building 176
Honolulu, Hawaii 96818

Phone: (808) 690-9600/Fax: (808) 690-9599

July 9, 2018

Mr. Ian Hirokawa
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawai'i 96809

Ms. Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawai'i 96793

Dear Mr. Hirokawa and Ms. Munekiyo Ng:

Subject: Draft Environmental Impact Statement (EIS) for the Proposed DLNR Industrial and Business Park at Tax Map Key (2) 3-8-008:001 (por.), Pu'unēnē, Pulehunui, Maui, Hawai'i

Thank you for forwarding the subject EISPN for review and comment by staff of the U.S. Geological Survey Pacific Islands Water Science Center. We regret however, that due to prior commitments and lack of available staff, we are unable to review this document.

We appreciate the opportunity to participate in the review process.

Sincerely,

Stephen S. Anthony
Center Director

MUNEKIYO HIRAGA
Planning / Project Management / Services

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Stephen S. Anthony, Center Director
U.S. Department of Interior
U.S. Geological Survey
Pacific Islands Water Science Center
1845 Wasp Boulevard, Building 176
Honolulu, Hawai'i 96818

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i

Dear Mr. Anthony:

Thank you for your letter of July 9, 2018 indicating your Department is unable to review and comment on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:tn
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
K:\DATA\SOH DLNR\Pulehunui MP EIS 1882\Application\Draft EIS\Draft EIS Response\USGS.ltr.doc

Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

JUL 30 2018

DAVID Y. IGE
Governor

DOUGLAS S. CHIN
Lt. Governor

SCOTT E. ENRIGHT
Chairperson, Board of Agriculture

PHYLLIS SHIMABUKURO-GEISER
Deputy to the Chairperson

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 South King Street
Honolulu, Hawaii 96814-2512
Phone: (808) 973-9600 FAX: (808) 973-9613

RECEIVED
LAND DIVISION
2018 JUL 13 AM 10:51
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

July 5, 2018

RECEIVED
2018 JUL -5 PM 1:29
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

Ms. Suzanne D. Case
Chairperson
Board of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Ms. Case:

Subject: Draft Environmental Impact Statement (DEIS)
Proposed DLNR Industrial and Business Park
TMK: 3-8-08: por. 1
Puunene, Pulehunui, Maui
Area: approximately 280 acres

The Department of Agriculture (DOA) has reviewed the subject document and offers the following comments and recommendations.

Background information:
The Department of Land and Natural Resources (DLNR) is proposing to develop a 280-acre light industrial, government, and commercial use park along Maui Veterans Highway between Kahului and Kihei. The project site is within the approximately 600-acre area identified as "Urban Growth Boundary" in the Maui Island Plan (Directed Growth Map C-4).

The project site was formerly used by Hawaiian Commercial and Sugar under Revocable Permit No. S-7368 to cultivate sugarcane until termination of the company in December 2016. The Permit was subsequently terminated and the property returned to DLNR.

The east side of the property abuts agricultural lands owned by Alexander and Baldwin, Inc. that have been designated as Important Agricultural Lands (IAL) and are in active cultivation or may be so in the future. None of the subject property is designated as IAL. (Figure 10)

Comments and recommendations:

1. We recommend that the existing references in the DEIS to the DOA's Maui Livestock Quarantine and Staging Facility be amended as follows:

Existing reference:
(note that while the language varies somewhat with each iteration, the proposed actions remain the same):
"A portion of the subject lands along Kama'aina Road, totaling 5.450 acres more or less, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The Department of Land and Natural Resources (DLNR) is currently working with the DOA to find an alternative location for the facility. Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management."

(References to the Maui Livestock Quarantine and Staging Facility are found on pages xi, 1-4, 16, 31, and 265 in Volume I; pages ES-1 and ES-4 of Appendix E, "Agricultural Impact Assessment" in Volume 2; and references on other pages we may have missed)

Recommended revised reference:
"Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management."

The DOA will not shut down the existing facility without having another facility ready for occupation and use on Maui. There is considerable risk of introducing livestock-specific diseases and parasites to Maui if we allow direct livestock importation to Maui ranches without undertaking inspections and testing at a DOA quarantine facility. Alternatively, Maui livestock ranchers may incur considerable cost to import livestock through Honolulu or Hawaii Island quarantine and inspection facilities.

Furthermore, an alternative site satisfactory to DOA has not been determined as of the date of this letter. DOA stands firm on our requirement that the alternative site be distant from non-agricultural uses to minimize the potential for incompatibility with non-agricultural neighboring uses.

2. We recommend that the following statement found on page 33 of Vol. I of the DEIS be amended as follows (deleted text is stricken, new text is underscored).

"Portions of the DLNR Industrial and Business Park will abut and be downwind of fields planned for mechanically harvested row crops. Some farm workers and customers who are close to and

downwind from farmers operations may object to occasional noise, dust, odors, chemical spraying, etc. ~~In turn, farmers may have to change their operations in order to address these issues~~ All tenants and occupants of the DLNR Industrial and Business Park should be informed that the Hawaii Right-to-Farm Act, Hawaii Revised Statutes, Chapter 165 limits the circumstances under which farming operations may be deemed to be a nuisance."

The proposed project will encroach upon agricultural lands owned by Alexander and Baldwin, Inc. that are also designated as Important Agricultural Lands. Both existing and future farming operations and practices on these agricultural lands are protected under the Hawaii Right-to-Farm Act. The intent and purpose of the Hawaii Right-to-Farm Act is to reduce the loss of agricultural resources to the State by protecting farming operations that are conducted in a manner consistent with generally accepted agricultural and management practices from the application of limits or restraints based on a perceived "nuisance" of the farming operations by adjacent non-farming operations. In short, the Hawaii Right-to-Farm Act limits the circumstances under which farming operations may be deemed to be a nuisance.

Should you have any questions, please contact Earl Yamamoto at 973-9466, or email at earl.j.yamamoto@hawaii.gov.

Sincerely,

Scott E. Enright
Chairperson, Board of Agriculture

c: Animal Industry Division
Agricultural Resource Management Division
Ms. Dawn Apuna, Deputy Attorney General

DLNR Pulehunui industrial and business park – 280 acres, Maui June 2018 - final

MUNEKIYO HIRAGA
Planning Project Management Sustainable Solutions

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Phyllis Shimabukaro-Geiser, Acting Chairperson
Board of Agriculture
Department of Agriculture
1428 South King Street
Honolulu, Hawai'i 96814-2512

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i

Dear Ms. Shimabukaro-Geiser:

Thank you for your department's letter of July 5, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

1. *We recommend that the existing references in the DEIS to the DOA's Maui Livestock Quarantine and Staging Facility be amended as follows:*

   Existing reference:
   (note that while the language varies somewhat with each iteration, the proposed actions remain the same):

   > *"A portion of the subject lands along Kama'aina Road, totaling 5.450 acres more or less, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The Department of Land and Natural Resources (DLNR) is currently working with the DOA to find an alternative location for the facility. Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management."*

(References to the Maui Livestock Quarantine and Staging Facility are found on pages xi, 1-4, 16, 31, and 265 in Volume I; pages ES-1 and ES-4 of Appendix E, "Agricultural Impact Assessment'1 in Volume 2; and references on other pages we may have missed)

Recommended revised reference:

> *"Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management."*

The DOA will not shut down the existing facility without having another facility ready for occupation and use on Maui. There is considerable risk of introducing livestock-specific diseases and parasites to Maui if we allow direct livestock importation to Maui ranches without undertaking inspections and testing at a DOA quarantine facility. Alternatively, Maui livestock ranchers may incur considerable cost to import livestock through Honolulu or Hawaii Island quarantine and inspection facilities.

Furthermore, an alternative site satisfactory to DOA has not been determined as of the date of this letter. DOA stands firm on our requirement that the alternative site be distant from nonagricultural uses to minimize the potential for incompatibility with non-agricultural neighboring uses.

Response: Thank you for your comment. As recommended, the description of the Department of Agriculture's (DOA) Maui Livestock Quarantine and Staging Facility was amended in the appropriate sections of the Final EIS. See **Exhibit "1"**. We understand that the DOA is exploring opportunities for a replacement site and will not shut down the existing facility without having a replacement facility that is ready for occupation and use on Maui.

2. *We recommend that the following statement found on page 33 of Vol. 1 of the DEIS be amended as follows (deleted text is stricken, new text is underscored).*

> *Portions of the DLNR Industrial and Business Park will abut and be downwind of fields planned for mechanically harvested row crops.*

Some farm workers and customers who are close to and downwind from farmers operations may object to occasional noise, dust, odors, chemical spraying, etc. ~~In turn, farmers may have to change their operations in order to address these issues~~ All tenants and occupants of the DLNR Industrial and Business Park should be informed that the Hawaii Right-to-Farm Act, Hawaii Revised Statutes, Chapter 165 limits the circumstances under which farming operations may be deemed to be a nuisance.

Response: As requested, the Final EIS includes the recommended statement relating to the Hawai'i Right-to Farm Act. See **Exhibit "2"**.

3. *The proposed project will encroach upon agricultural lands owned by Alexander and Baldwin, Inc. that are also designated as Important Agricultural Lands. Both existing and future farming operations and practices on these agricultural lands are protected under the Hawaii Right-to-Farm Act. The intent and purpose of the Hawaii Right-to-Farm Act is to reduce the loss of agricultural resources to the State by protecting farming operations that are conducted in a manner consistent with generally accepted agricultural and management practices from the application of limits or restraints based on a perceived "nuisance" of the farming operations by adjacent non-farming operations. In short, the Hawaii Right-to-Farm Act limits the circumstances under which farming operations may be deemed to be a nuisance.*

Response: We acknowledge your comments regarding Important Agricultural Lands (IAL) owned by Alexander and Baldwin, Inc. (A&B). We note that the proposed project will not encroach on any lands owned by A&B or lands designated as IAL. Nevertheless, we understand that the adjacent IAL lands are protected under the Hawai'i Right-to-Farm Act and the intent and purpose of the Act is to reduce the loss of agricultural resources to the State by protecting farming operations that are conducted in a manner consistent with generally accepted agricultural and management practices from the application of limits or restraints based on a perceived "nuisance" of the farming operations by adjacent non-farming operations. As noted above, information on the Right-to-Farm Act is included in the Final EIS.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:tn
Enclosures
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosures)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosures)
Ben Kudo, Ashford & Wriston (w/out enclosures)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosures)
K:\DATA\SOH DLNR\Pulehunui MP EIS 1882\Application\Draft EIS\Draft EIS Response\Agriculture.ltr.doc

EXHIBIT 1.

appropriate, the DOH may require the applicant to assess the air quality impact of the proposed emissions.

7. Executive Order No. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kama'aina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order (EO) 3944 to be rescinded and return the subject site to DLNR management.

8. Chapter 2.96 Maui County Code

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

LAND USE PLANS AND POLICIES

The DLNR Industrial and Business Park is located within the Urban Growth Boundary of the Maui Island Plan (MIP). The project site is designated "Agricultural" by the State Land Use Commission (LUC). A District Boundary Amendment (DBA) from "Agricultural" to "Urban" will be required from the LUC. The Kihei-Makena Community Plan designates the underlying lands as "Agriculture", with a small portion along the southern boundary designated as "Project District 10 (Old Pu'unēnē Airport area)". A Community Plan amendment to "Light Industrial" will be required. The project site is zoned "Agricultural" District by the County of Maui and a Change of Zoning to "M-1, Light Industrial" District will be requested for the project.

The proposed project has been evaluated in accordance with the State Land Use Commission's standards for Urban lands, the Hawai'i State Plan, and State Functional Plans. The project has also been evaluated with respect to the Maui County General Plan, including the Countywide Policy Plan and MIP, the Kihei-Makena Community Plan, and Maui County Code.

LIST OF PERMITS AND APPROVALS

A summary of the required permits and approvals are provided below.

Federal:

1. National Pollutant Discharge Elimination System (NPDES) Permit

find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management.

B. PROPOSED ACTION

The DLNR proposes light industrial, commercial, and public/quasi-public uses at the DLNR Industrial and Business Park, including the provision of required infrastructure systems. Key components of the plan include development of small, medium, and large lots for light industrial, commercial, government, and nonprofit uses to meet varying needs of future lessees. Lots within the proposed project will be leased to tenants to generate revenue to support DLNR's programs. While market demand and tenant interest will dictate the actual uses, it is anticipated that the majority of the lands will be utilized for light industrial use, with limited commercial use. For the purposes of the analysis conducted for this Environmental Impact Statement (EIS), it is assumed that up to 30 percent of the leasable land will be utilized for commercial use, with the remaining land utilized for light industrial use and/or government use.

The DLNR Industrial and Business Park covers an area of approximately 280 acres. Small lots of less than 1.0 acre front Kamaʻāina Road and the interior roadway from Kamaʻāina Road. Mid-sized lots between one (1) acre and less than three (3) acres and larger lots between three (3) acres and up to five (5) acres are proposed within the interior portions of the plan area. The site plan encompasses an approximate 20-acre site for the proposed Division of Forestry and Wildlife (DOFAW) administrative facilities and baseyard in the northeastern portion of the DLNR Industrial and Business Park plan area. The 20-acre site would allow DOFAW to relocate its operations from its existing 3.0-acre baseyard facility in Kahului, which has limited potential for expansion. Although the conceptual plan proposes an interior subdivision of the lands, the plan would also allow larger or smaller lots to be provided to potential lessees in order to meet their specific land requirements. This conceptual layout will provide DLNR some flexibility to meet the lot size requirements specified by future lessees. See **Figure 3**.

Internal roadway networks, as well as bicycle, open space and drainage networks, will be developed as part of the DLNR Industrial and Business Park. The project area will be accessed via a proposed signalized intersection off of Maui Veterans Highway, the existing Kamaʻāina Road, South Firebreak Road, and the County of Maui's Raceway Park access road, which connects to Maui Veterans Highway at its intersection with Mehameha

cultivated within the project site, was harvested in December 2016. Revocable Permit No. S-7368 has been terminated and HC&S is no longer utilizing the project site.

~~As previously noted, a~~ portion of a the subject lands, totaling 5.450 acres more or less, is set aside to the DOA via Governor's EO 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request EO 3944 to be rescinded and return the subject site to DLNR management.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project will repurpose approximately 280 acres of agricultural lands. This change in use represents a small portion of the State Land Use designated "Agricultural" lands on Maui. It is noted that the project site is not designated as IAL pursuant to Chapter 205-42, HRS.

As previously mentioned, HC&S recently ended its sugar cane operations on Maui and anticipates transitioning to a diversified agricultural model. The proposed project will not adversely impact HC&S' agricultural lands in the vicinity. The proposed project is also not anticipated to impact future diversified agriculture activities that may occur on lands owned by A&B to the north. There are access roads that lead to the adjacent agricultural fields (e.g., Kama'āina Road and South Firebreak Road). Development of the DLNR lands would not isolate these areas.

An Agricultural Impact Assessment report was prepared for the proposed project to address the potential impacts to existing agricultural enterprises and as a result of the proposed project. See **Appendix "E"**. In regards to onsite agriculture, because the project site is no longer in agricultural operations, except for the DOA quarantine site which will be relocated, the report concludes that the proposed project will not present any adverse impacts. In addition, although the lands underlying the project site have favorable soil conditions for agricultural uses as described above, the report states that the loss of 280 acres of high quality farmland is minimal

G. EXECUTIVE ORDER NO. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kama'āina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order 3944 to be rescinded and return the subject site to DLNR management.

H. CHAPTER 2.96, MAUI COUNTY CODE

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

EXHIBIT 2.

in comparison to the total acreage still available on Maui and statewide. There is a large supply of high quality farmland on Maui and Statewide due to the loss of nearby all plantations in Hawai'i. Even with the loss of land to other developments on Maui, ample farmland will remain available to accommodate future diversified crop farming, food self sufficiency, and food security. As such, the proposed redesignation of these lands for industrial uses is not anticipated to create adverse impacts on farming capabilities on Maui or statewide. The report also states that the loss of these 280 acres will be offset by economic and fiscal benefits during the construction period and at full development.

Portions of the DLNR Industrial and Business Park will abut and be downwind of fields planned for mechanically harvested row crops. ~~Nuisances arising from nearby farming operations can become an issue for businesses as well as farm operators.~~ Some farm workers and customers who are close to and downwind from farmers operations may object to occasional noise, dust, odors, chemical spraying, etc. ~~In turn, farmers may have to change their operations in order to address these issues. However, nuisance issues for industrial users are much less of an issue than is the case for residential or commercial areas.~~All tenants and occupants of the DLNR Industrial and Business Park will be informed that the Hawai'i Right-to-Farm Act, Hawai'i Revised Statutes, Chapter 165 limits the circumstances under which farming operations may be deemed to be a nuisance. Refer to **Appendix "E"**.

It is noted that other urban uses in the vicinity, such as the Maui Humane Society, Army National Guard Armory, and Central Maui Baseyard, have coexisted with surrounding agricultural uses. Future lessees within the DLNR Industrial and Business Park will be made aware of the surrounding agricultural uses and will be encouraged to provide perimeter walls, landscaping, and site design measures to mitigate potential nuisance issues.

7. Flora and Fauna

a. Existing Conditions

The property has been in sugar cane cultivation for many years. During World War II, most of this area was developed with infrastructure for the NAS Pu'unēnē. After the war, the land was returned to sugar cane cultivation.

A Biological Resources Survey of the project site was conducted in January 2017. See **Appendix "F"**. The objectives of the survey were to:

JUL 0 9 2018

DAVID Y. IGE
GOVERNOR

DR. CHRISTINA M. KISHIMOTO
SUPERINTENDENT

STATE OF HAWAI'I
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAI'I 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

July 3, 2018

TO: Russell Y. Tsuji
Administrator, Land Division
Department of Land and Natural Resources

ATTENTION: Ian Hirokawa

FROM: Kenneth G. Masden II
Public Works Manager, Planning Section, Facilities Development Branch

SUBJECT: **Draft Environmental Impact Statement for the Department of Land and Natural Resources (DLNR) Industrial and Business Park, Puunene, Pulehunui, Maui, Hawaii, TMK: (2)3-8-008: por. 001**

The Hawaii State Department of Education (HIDOE) has the following comments for the Draft Environmental Impact Statement (DEIS) for the proposed DLNR Industrial and Business Park (Project). According to the DEIS, the proposed Project is to develop lots to lease for light industrial, commercial, and public/quasi-public uses on approximately 280 acres of land located at Puunene, Pulehunui, Island of Maui, Hawaii TMK: (2) 3-8-008: por. 001. The Project will generate a long-term source of lease revenues to support DLNR programs.

The proposed Project will impact Puunene School (School), a ten acre property, located approximately 2.5 miles north of the Project. The HIDOE uses the School for administrative offices and as an educational resource center. Space has also been provided to two Maui based non-profit organizations, Maui Friends of the Library and Malama Maui Nui.

A 5.450 acre portion of the Project is currently set aside to the Department of Agricultural (DOA) for livestock quarantine and staging facility by Governor's Executive Order (EO) 3944. The DLNR will rescind EO 3944 once an alternative location for the DOA facility is identified. The DLNR has identified a three acre portion of the School to house the DOA facility. The HIDOE opposes the relocation of the DOA facility to the School as it is not compatible with the existing uses. Thank you for the opportunity to comment.

Should you have any questions, please contact Robyn Loudermilk of the Planning Section of the Facilities Development Branch at 784-5093.

KGM:rll

c: Lindsay Ball, Complex Area Superintendent, Hana-Lahania-Lanai-Molokai Complexes
✓Tessa Munekiyo Ng, Munekiyo Hiraga
Office of Environmental Quality Control

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Kenneth G. Masden II, Public Works Manager
State of Hawai'i
Department of Education
Planning Section
Facilities Development Branch
P.O. Box 2360
Honolulu, Hawai'i 96804

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Masden II:

Thank you for your memorandum dated July 3, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments noted in your letter.

Comment:

The proposed Project will impact Puunene School (School), a ten acre property, located approximately 2.5 miles north of the Project. The HIDOE uses the School for administrative offices and as an educational resource center. Space has also been provided to two Maui based non-profit organizations, Maui Friends of the Library and Malama Maui Nui.

A 5.450 acre portion of the Project is currently set aside to the Department of Agricultural (DOA) for livestock quarantine and staging facility by Governor's Executive Order (EO) 3944. The DLNR will rescind EO 3944 once an alternative location for the DOA facility is identified. The DLNR has identified a three acre portion of the School to house the DOA facility. The HIDOE opposes the relocation of the DOA facility to the School as it is not compatible with the existing uses.

Oahu 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

Response: Thank you for the information on Pu'unēnē School. As noted in your letter, the DLNR and Department of Agriculture (DOA) are working together to find an alternate location for the livestock quarantine and staging facility that is currently located on a portion of the proposed DLNR Industrial and Business Park. One of the potential sites that was under consideration is a three-acre portion of the Pu'unēnē School facility. We note your concern that a proposed DOA facility near the Department of Education's facility in Pu'unēnē would not be compatible with existing uses. This information has been incorporated into the Final EIS. See **Exhibit "1".** The DOA has not made a decision on the proposed facility and is continuing its search for a suitable site. We will keep you informed of DOA's progress.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosure)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosure)
Daniel Ornellas, Department of Land and Natural Resources, Land Division, Maui District (w/enclosure)
Ben Kudo, Ashford & Wriston (w/enclosure)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosure)
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EXHIBIT 1.

Table 5. Educational Facilities

Elementary Schools (Grades K through 5)	
School	**Location**
Kahului	Kahului
Kamali'i	Kīhei
Kīhei	Kīhei
Lihikai	Kahului
Pomaikai	Kahului
Intermediate Schools (Grades 6 through 8)	
Lokelani	Kīhei
Maui Waena	Kahului
High School (Grades 9 through 12)	
Maui High	Kahului
Charter Schools (Grades K through 12)	
Kihei PC High School	Kīhei
Source: State of Hawai'i, Department of Education	

In January 2016, the DOE conducted groundbreaking ceremonies for the new Kihei High School (KHS) which will be situated in North Kīhei, mauka of Pi'ilani Highway. Ground work for new wells and an access road was completed in 2016. ~~The next phase of site construction is anticipated to begin by the end of 2017 or early 2018 (Friends of Kihei High School, 2017).~~Construction of the first phase of the campus began in 2018 and the school is slated to open in the 2021 to 2022 school year (Tanji, 2018).

The University of Hawai'i-Maui College is the primary higher education institution serving the County with its main campus located in Kahului.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not expected to be a direct population generator. As such, it is not anticipated to place additional demand upon educational facilities in the Kahului and Kīhei regions.

It is noted that the DOE stated in its comment letter on the Draft EIS, that the proposed project would impact Pu'unēnē School, a 10-acre property 2.5 miles from the project site that is used for administrative offices and a resource center. The DOE's comment was related to a portion of the Pu'unēnē School property, which is owned by DLNR, being considered as a potential site for relocating the existing DOA livestock and quarantine

facility too. In response to the DOE's comments the DOA and DLNR are exploring alternate locations to relocate the DOA facility.

4. Recreational Facilities

a. Existing Conditions

The County of Maui obtained management and control of 222 acres of State-owned land south of the project site containing the former Pu'unēnē airport runway through an Executive Order. The land is used for recreational purposes, such as the Maui Raceway Park and motor bike racing, and is located inland to the east of Maui Veterans Highway in proximity to the project area.

In addition to the Maui Raceway Park, diverse recreational opportunities are available in the Kahului and Kīhei-Mākena regions. Shoreline activities, such as fishing, surfing, jogging, camping, picnicking, snorkeling, swimming, and windsurfing, are available in the Kahului and Kīhei regions.

There are several public park facilities in the Wailuku-Kahului and Kīhei regions. The Wailuku-Kahului region includes Ke'ōpūolani Park, Kanahā Beach Park, and the War Memorial Complex, as well as smaller parks. The Kīhei region includes several beach parks, such as Kalama and Kama'ole I/II/III Beach Parks, located to the southeast along the Kīhei coastline. Additional recreational resources available in Kīhei include the Kīhei Community Center, South Maui Park, and various world-class golf courses and tennis centers.

The State also developed a regional recreational park in Central Maui approximately five (5) miles to the northwest, near Kūihelani Highway that opened in 2016.

b. Potential Impacts and Proposed Mitigation Measures

As the proposed development is for non-residential type uses, significant adverse impacts on the recreational facilities in the Wailuku-Kahului and Kīhei regions are not anticipated. The proposed project is not anticipated to conflict with the Maui Raceway Park. Races at the Maui Raceway Park are primarily held on weekends and in the evenings.

It is noted that the DLNR Industrial and Business Park will include a small open space park off of Maui Veterans Highway and an internal bikepath that will connect to the existing bikepath along Maui Veterans Highway.

JUN 18 2018

DAVID Y. IGE
GOVERNOR OF HAWAII

BRUCE S. ANDERSON, Ph.D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M.D., M.P.H.
DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, HAWAII 96793-3378

June 15, 2018

Mr. Ian Hirokawa
Department of Land & Natural Resources
Land Division
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Hirokawa:

Subject: Draft Environmental Impact Statement for the Proposed DLNR Industrial & Business Park, Puunene, Pulehunui, Maui, Hawaii
TMK: (2) 3-8-008:001 (por.)

Thank you for the opportunity to review this project. We have the following comments to offer:

1. The total development shall not exceed 50 lots and must have a Private Wastewater Treatment Plant. If you have any questions, please call Roland Tejano, Environmental Engineer, at 808 984-8232.

2. If County water cannot be supplied to this project and wells (Alternative 2 and 3) will be utilized, please contact the Safe Drinking Water Branch at 808 586-4258.

It is strongly recommended that the Standard Comments found at the Department's website: http://health.hawaii.gov/epo/home/landuse-planning-review-program/ be reviewed and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please contact me at 808 984-8230 or email me at patricia.kitkowski@doh.hawaii.gov.

Sincerely,

Patti Kitkowski

Patti Kitkowski
District Environmental Health Program Chief

c Tessa Munekiyo Ng

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Patti Kitkowski, District Environmental
Health Program Chief
State of Hawai'i
Department of Health
Maui District Health Office
54 High Street
Wailuku, Hawai'i 96793-3378

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. Kitkowski:

Thank you for your letter dated June 15, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Comment No. 1

The total development shall not exceed 50 lots and must have a Private Wastewater Treatment Plant. If you have any questions, please call Roland Tejano, Environmental Engineer, at 808 984-8232.

Response: Since the proposed project will result in the development of more than 50 lots, individual wastewater systems for the lots are not proposed. Alternatives for the treatment of wastewater generated at the project include conveying the wastewater to a private, wastewater treatment plant or a new Central Maui wastewater reclamation facility. Discussion of these alternatives is included in the Preliminary Engineering Report for the project.

Oahu 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

Comment No. 2

If County water cannot be supplied to this project and wells (Alternative 2 and 3) will be utilized, please contact the Safe Drinking Water Branch at 808 586-4258.

Response: If either of the private water system alternatives (Alternatives 2 and 3) is pursued, the approval of the proposed water system will be obtained from the Safe Drinking Water Branch prior to development of the system.

Comment No. 3

It is strongly recommended that the Standard Comments found at the Department's website: http://health.hawaii.gov/epo/home/landuse-planning-review-program/ be reviewed and any comments specifically applicable to this project should be adhered to.

Response: As recommended, the Department's Standard Comments will be reviewed and comments specifically applicable to the project will be adhered to.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you wish to receive a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
Adrienne Wong, Austin Tsutumi & Associates, Inc.
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JUN 21 2018

DAVID Y. IGE
GOVERNOR

PANKAJ BHANOT
DIRECTOR

CATHY BETTS
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
Benefit, Employment and Support Services Division
1010 Richards Street, Suite 512
Honolulu, Hawai'i 96813

June 15, 2018

Re: 18-0284

Tessa Munekiyo Ng
305 High St., Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng:

SUBJECT: Proposed DLNR Industrial and Business Park at Pu'unene, Pulehunui, Maui

This is in response to your letter dated May 21, 2018 regarding the proposal of the DLNR Industrial Business Park.

The Department of Human Service (DHS) has reviewed the documents on the DVD and has no comment at this time.

If you should have any question regarding this matter, please contact Ms. Dayna Luka, Child Care Program Specialist at (808) 586-7058.

Sincerely,

Scott Nakasone
Assistant Division Administrator

c: Pankaj Bhanot, Director

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Scott Nakasone, Assistant Division Administrator
State of Hawai'i
Department of Human Services
Benefit, Employment, and Support Services Division
1010 Richards Street, Suite 512
Honolulu, Hawai'i 96813

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Nakasone:

Thank you for your letter dated June 15, 2018 on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we appreciate your letter of confirmation that there are no comments on the subject project at the present time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729

JUL 09 2018

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

July 6, 2018

Munekiyo & Hiraga, Inc.
Attention: Ms. Tessa Munekiyo Ng, AICP
305 High Street, Suite 104
Wailuku, Hawaii 96793

via email: planning@munekiyohiraga.com

Dear Ms. Munekiyo:

SUBJECT: Draft Environmental Impact Statement for **DLNR Pulehunui Industrial and Business Park** located at Pulehunui & Waikapu, Wailuku, Island of Maui; TMK: (2) 3-8-008:Por. 001

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the Engineering Division on the subject matter. Should you have any questions, please feel free to call Darlene Nakamura at (808) 587-0417. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

18 MAY 25 AM 10:51 ENGINEERING

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 25, 2018

MEMORANDUM

2018 MAY 31 AM 10:55
DEPT. OF LAND & NATURAL RESOURCES STATE OF HAWAII
RECEIVED LAND DIVISION

TO: FROM

DLNR Agencies:
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
X Engineering Division
X Div. of Forestry & Wildlife
___Div. of State Parks
X Commission on Water Resource Management
___Office of Conservation & Coastal Lands
X Land Division – Maui District
X Historic Preservation

TO FROM:
FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Impact Statement for **DLNR Pulehunui Industrial and Business Park**
LOCATION: Pulehunui & Waikapu, Wailuku, Island of Maui; TMK: (2) 3-8-008:Por. 001
APPLICANT: Munekiyo Hiraga on behalf of DLNR

Transmitted for your review and comment is information on the above-referenced subject matter. We would appreciate your comments by **July 5, 2018.**

The Draft EIS can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on The Environmental Notice in the middle of the page.)

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Darlene Nakamura at 587-0417. Thank you.

Attachments

( ) We have no objections.
(✓) We have no additional comments.
( ) Comments are attached.

Signed: [signature]

Print Name: Carty S. Chang, Chief Engineer

Date: 5/30/18

cc: Central Files

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Russell Y. Tsuji, Land Administrator
State of Hawai'i
Department of Land Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawai'i 96809

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pu'unene, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Tsuji:

Thank you for your letter dated July 6, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we appreciate your letter of confirmation that the DLNR Engineering Division has no additional comments on the subject project at the present time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you wish to receive a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

JUL 12 2018

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

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

IN REPLY REFER TO:
DIR 0625
STP 8.2468

July 16, 2018

TO: THE HONORABLE SUZANNE D. CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES (DLNR)

ATTN: IAN HIROKAWA
LAND DIVISION

FROM: JADE T. BUTAY
DIRECTOR OF TRANSPORTATION

SUBJECT: DLNR INDUSTRIAL AND BUSINESS PARK
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUUNENE, PULEHUNUI, MAUI, HAWAII
TMK: (2) 3-8-008:001 (POR.)

The Department of Transportation (DOT) understands, the DLNR proposes a mix of light industrial, commercial, and public/quasi-public uses at Pulehunui, Maui (also refered to as Pu'unene). The proposed action encompasses approximately 280 acres, including a 20.3 acre site for the proposed Division of Forestry and Wildlife administrative facilities and baseyard in the northeast portion of the project area. Infrastructure to service the proposed project, including drainage improvements, water, and wastewater infrastructure will also be developed. Internal roadway networks will be developed as part of DLNR Industrial and Business Park which will be accessed via a proposed signalized intersection off of Maui Veterans Highway (formerly Mokulele Highway), as well as from Kama'aina Road, South Firebreak Road, and the Maui Raceway Park Access Road.

DOT's comments on the subject project are as follows:

Airports Division

1. The DLNR Industrial and Business Park is located approximately 4.24 miles from the end of Runway 2 of the Kahului Airport. The applicant needs to be aware of the duties of state and county agencies to implement the State of Hawaii, Office of Planning, Technical Assistance Memorandum related to this project and all projects within five miles of an airport: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf.

2. Features of the proposed business park (open swales, storm drains, retention and detention basins, wastewater treatment facilities or associated settling ponds) have the potential to attract hazardous wildlife. The Federal Aviation Administration (FAA) discourages projects that attract wildlife near airports.

   In order to mitigate potential wildlife hazards, the applicant shall prepare a plan to control the presence of any hazardous wildlife at the business park. FAA Advisory Circular 150/5200-33B Hazardous Wildlife Attractants, provides guidance regarding wildlife management on or near airports.

   The Airports Division, recommends no standing water in the open swales, storm drains, or detention/retention basins within 48 hours after storm event. Furthermore, all efforts should be taken to discourage wildlife from taking up habitat or refuge on the proposed project site.

Highways Division

A pre-consultation meeting was held on June 5, 2017 between DOT, DLNR and Department of Hawaiian Home Lands (DHHL) and their consultants to discuss the subject project. Three access points on Maui Veterans Highway was presented and agreed upon, and the study area include the Maui Veterans Highway intersections from Nakii Road to Kihei Road. A new signalized intersection is proposed along the Maui Veterans Highway, between Kamaaina Road and Mehameha Loop/Maui Raceway Park Access Road as a shared access intersection for the future DHHL's Pulehunui North project. We appreciate these items mentioned have been reflected in the subject Traffic Impact Analysis Report (TIAR), which are generally consistent with the meeting discussions.

DOT's comments on the TIAR are as follows:

1. The TIAR shall be revised because it should be based on the existing road network without any projected improvements by others, unless their commitments are verifiable. The TIAR also inferred future improvements will be done by DOT, which are not programmed. Therefore, the revised TIAR should delete these assumptions.

2. The TIAR provides the proposed project generated trips; however, based on the preliminary meeting discussions, the actual variety of land uses have not been set, and inherently the TIAR's traffic distribution as proposed may be uncertain. Therefore, the proposed improvements will likely be revisited during our review of subsequent revised TIARs with updated improvements to be completed and accepted by the DOT.

3. The DOT agrees the three proposed accesses on Maui Veterans Highway for the project be full-intersections and to be shared by the proposed DHHL Pulehunui North development accesses. We recommend the intersections be designed and constructed for the build-out for both the subject project and the DHHL project.

4. The Applicant is responsible for its fair share of transportation improvements due to the subject project that includes the three full-intersections and impacts to the Maui Veterans Highway.

5. The DHHL Pulehunui South is identified as the future development that will be completed prior to the build-out year 2038. Although it was consolidated in the background traffic of the TIAR and its intersections, this intersection was omitted or missing from the Tables or Figures.

If there are any questions, please contact Mr. Blayne Nikaido of the DOT Statewide Transportation Planning Office at (808) 831-7979 or by email at blayne.h.nikaido@hawaii.gov.

c: Tessa Munekiyo Ng, Munekiyo Hiraga

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Jade T. Butay, Director
Department of Transportation
State of Hawai'i
869 Punchbowl Street
Honolulu, Hawai'i 96813-6097

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.)) (DIR 0625, STP 8.2468)

Dear Mr. Butay:

Thank you for your memorandum dated July 16, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of DLNR, we offer the following information in response to the comments in your letter.

Airports Division

Comment No. 1

The DLNR Industrial and Business Park is located approximately 4.24 miles from the end of Runway 2 of the Kahului Airport. The applicant needs to be aware of the duties of state and county agencies to implement the State of Hawaii, Office of Planning, Technical Assistance Memorandum related to this project and all projects within five miles of an airport: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf.

Response: Thank you for the information regarding the State of Hawai'i, Office of Planning, Technical Assistance Memorandum. The DLNR will implement applicable provisions of the Memorandum as the project falls within five (5) miles of the Kahului Airport.

Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

Comment No. 2

Features of the proposed business park (open swales, storm drains, retention and detention basins, wastewater treatment facilities or associated settling ponds) have the potential to attract hazardous wildlife. The Federal Aviation Administration (FAA) discourages projects that attract wildlife near airports.

In order to mitigate potential wildlife hazards, the applicant shall prepare a plan to control the presence of any hazardous wildlife at the business park. FAA Advisory Circular 150/5200-33B Hazardous Wildlife Attractants, provides guidance regarding wildlife management on or near airports.

The Airports Division, recommends no standing water in the open swales, storm drains, or detention/retention basins within 48 hours after storm event. Furthermore, all efforts should be taken to discourage wildlife from taking up habitat or refuge on the proposed project site.

Response: We acknowledge that drainage features and settling ponds for wastewater facilities have the potential to attract hazardous wildlife to airport operations. Due to the existing dry climate condition of the area and soils on the project site, it is not anticipated that there will be standing water in open swales, storm drains, and detention/retention basins after 48 hours of a storm event. As recommended by the State of Hawai'i, Department of Transportation (HDOT) Airports Division, every effort will be taken to discourage wildlife from taking up habitat or refuge on the proposed site.

Highways Division

Traffic Impact Analysis Report (TIAR):

Comment No. 1

The TIAR shall be revised because it should be based on the existing road network without any projected improvements by others, unless their commitments are verifiable. The TIAR also inferred future improvements will be done by DOT, which are not programmed. Therefore, the revised TIAR should delete these assumptions.

Response: We acknowledge and appreciate the HDOT's comment on the TIAR and updated it to clarify that the proposed project does not assume the HDOT widening will occur. We have enclosed a copy of the revised TIAR on CD for your information and use. We agree that there is uncertainty on the build-out of the Maui Veterans Highway widening to six (6) lanes and that it may not be constructed by the HDOT by Year 2035. The TIAR states on page 12 that the proposed widening of Maui Veterans Highway to six (6) lanes, as identified in the '*HDOT 2035 Transportation Plan*' is *"...currently not identified on the latest STIP"*. However, since the DLNR build-out is forecast for Year 2038, we believe that it was important to note that HDOT identified a potential need for widening Maui Veterans Highway to six (6) lanes based on anticipated growth by Year 2035.

As previously mentioned, the intersection improvements and widening recommendations for Year 2038 with or without the proposed project does not assume the HDOT widening will occur. These improvements are just the required widening for each intersection to operate with adequate capacity based on the anticipated growth in traffic. Since there are many projects in the area that are planned to be developed by the Year 2038, the TIAR recommends working with HDOT to agree on a fair-share of widening improvements along Maui Veterans Highway. Between 2022 and 2038, as individual parcels within the DLNR project site are developed HDOT may require additional analysis or updated TIARs to determine impacts to the Maui Veterans Highway corridor and timing of widening improvements.

Comment No. 2

The TIAR provides the proposed project generated trips; however, based on the preliminary meeting discussions, the actual variety of land uses have not been set, and inherently the TIAR's traffic distribution as proposed may be uncertain. Therefore, the proposed improvements will likely be revisited during our review of subsequent revised TIARs with updated improvements to be completed and accepted by the DOT.

Response: Thank you for the HDOT's comment on the proposed project generated trips. The TIAR was updated to include the revised number of project-generated trips based on current land-use assumptions for both the DLNR and Department of Hawaiian Home Lands (DHHL) parcels. The enclosed updated TIAR is also included in the Final EIS.

Comment No. 3

The DOT agrees the three proposed accesses on Maui Veterans Highway for the project be full-intersections and to be shared by the proposed DHHL Pulehunui North development accesses. We recommend the intersections be designed and constructed for the build-out for both the subject project and the DHHL project.

Response: We acknowledge the HDOT's comment agreeing that the three (3) proposed accesses on Maui Veterans Highway for the project should be full-intersections to be shared with the proposed DHHL Pulehunui North development accesses. Furthermore, the DLNR plans to continue coordination with DHHL to design and construct the build-out of these accesses for both the subject project and the DHHL project.

Comment No. 4

The Applicant is responsible for its fair share of transportation improvements due to the subject project that includes the three full-intersections and impacts to the Maui Veterans Highway.

Response: We acknowledge that the DLNR is responsible for its fair share of transportation improvements.

Comment No. 5

The DHHL Pulehunui South is identified as the future development that will be completed prior to the build-out year 2038. Although it was consolidated in the background traffic of the TIAR and its intersections, this intersection was omitted or missing from the Tables or Figures.

Response: We acknowledge the HDOT's comment regarding the DHHL Pulehunui South project and the TIAR has been updated to include an analysis of the intersection to the DHHL Pulehunui South parcel. The updated TIAR is included in the Final EIS. Refer to enclosed CD.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you wish to receive a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosure)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosure)
Ben Kudo, Ashford & Wriston (w/enclosure)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosure)
Tyler Fujiwara, Austin, Tsutsumi & Associates, Inc. (w/enclosure)
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CD of Traffic Impact Analysis Report Included In Response Letter to State Department of Transportation

SEE APPENDIX O

JUL 1 2 2018

DAVID Y. IGE
GOVERNOR
STATE OF HAWAII

DOUGLAS S. CHIN
LT. GOVERNOR
STATE OF HAWAII

JOBIE M. K. MASAGATANI
CHAIRMAN
HAWAIIAN HOMES COMMISSION

WILLIAM J. AILA, JR.
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

July 2, 2018

Tessa Munekiyo Ng, Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawai`i 96793

Dear Ms. Ng:

Subject: Draft Environmental Impact Statement for the Proposed Department of Land and Natural Resources Industrial and Business Park; Maui, Hawai'i; TMK (2)3-8-008:001 (Por.)

The Department of Hawaiian Home Lands (DHHL) has reviewed the Draft Environmental Impact Statement (EIS) for the above-mentioned project. Upon our review, we anticipate impacts to Hawaiian Home Lands resulting from the project due to its proximity to our lands at Pūlehunui. The DHHL owns five (5) parcels of land in the vicinity of the proposed project, and it is the DHHL's intention to facilitate development of these parcels for commercial, industrial, and agricultural uses consistent with our 2004 Maui Island Plan.

We note that the DHHL highly encourages all agencies to consult with Hawaiian Homestead community associations and other (N)native Hawaiian organizations when preparing environmental review documents in order to better assess the potential for impacts to cultural and natural resources, access, and other rights of Native Hawaiians. We appreciate your effort in this regard.

We would also like to note that the Draft EIS addresses many of our comments provided on the EIS Preparation Notice via letter dated March 28, 2017. However, some of our comments remain unaddressed, and we respectfully request further consideration. As such, we offer the following information and comments that should be further addressed in the Final EIS to be prepared for the project.

Infrastructure – Water and Wastewater

Regarding water, the Draft EIS discusses three (3) alternatives for water source to service the proposed project as presented in the Preliminary Engineering and Drainage Report. The DHHL is undertaking a regional infrastructure planning effort for the Pūlehunui region which would benefit the Department of Land and Natural Resources (DLNR), Department of Public Safety (PSD), and Department of Accounting and General Services (DAGS) in addition to DHHL. We understand that the Draft EIS discusses a possible connection to the regional infrastructure system should it become available in the Alternatives chapter. This analysis should be expanded in the Final EIS to discuss the regional infrastructure alternatives that will be presented in the regional infrastructure Draft EIS that DHHL anticipates to publish in the fall of 2018.

We would also like to note that although the regional infrastructure system would benefit other State agencies in the vicinity, the DHHL has certain rights to "adequate reserves of water for current and foreseeable development and use of Hawaiian home lands as set forth in section 221 of the Hawaiian Homes Commission Act", as codified in the State Water Code, Hawai'i Revised Statutes, Section 174C-101. As such, any development of a new water source would require further analysis that said source would not interfere with the DHHL's inherent rights to water.

Regarding wastewater, the Draft EIS similarly discusses a number of alternatives for the conveyance and treatment of wastewater, including an offsite treatment facility that may be constructed by the DHHL as part of the regional infrastructure master planning effort discussed above. We again request that the analysis contained in the Alternatives chapter of the Final EIS be expanded to discuss the regional infrastructure alternatives that will be presented in DHHL's regional infrastructure Draft EIS.

Cumulative and Secondary Impacts

The Draft EIS contains an analysis of cumulative and secondary impacts on the environment which may result from the development of the proposed project and other past, present, and reasonably foreseeable future actions in the region. The analysis takes into account the DHHL's planned commercial and industrial development on the approximately 184-acre tract in the vicinity of the Maui Humane Society in Pūlehunui. However, the cumulative and secondary impacts analysis contained in the Draft EIS does not take into account the planned development of DHHL's 646-acre Pūlehunui tract for industrial and agriculture use as designated in our Maui Island Plan. Master planning efforts for these two (2) tracts is underway, and conceptually, these tracts could be made available in the reasonably foreseeable future.

Unresolved Issues - Transportation

We acknowledge the Draft EIS statement that "DLNR will also coordinate with DHHL regarding the proposed new intersection on Maui Veterans Highway that will provide access to both projects to ensure the proposed access roads to each project align and are acceptable to DOT." The DHHL looks forward to coordinating with DLNR on regional infrastructure alternatives.

Technical Studies

Thank you for the well-documented studies offered in your DEIS. As you know, DHHL is preparing an EIS for a regional infrastructure plan to address a number of State land holdings in the Pūlehunui area, including the 280-acre site that underlies the proposed DLNR Industrial and Business Park. Accordingly, our economic and other consultants look forward to coordinating with you to ensure that the project assumptions employed in both EIS documents are appropriate.

We provide the following questions on the Economic and Fiscal Impact Analysis (EFIA) Report and Market Study for your consideration:

- How do the on-site jobs noted in the EFIA compare to full-time equivalent positions? We note that recent Hawaii Workforce Info net data for the Kahului-Wailuku-Lahaina Metropolitan Statistical Area (available at: https://www.hiwi.org/gsipub/index.asp?docid=419) suggests that the average nonfarm private sector employee worked about 31 to 33 hours per week in recent years.

- How many of the jobs shown for the DLNR Division of Forestry and Wildlife Baseyard proposed to be located within the DLNR Industrial and Business Park already exist on Maui at the existing facility in Kahului?

- Likewise, how many of the jobs at industrial and commercial facilities would be "net new" to the island or County, versus jobs that may relocate from competitive facilities?

- How does .40 FAR compare to those ratios at targeted "pure industrial" type facilities on Maui?

- Would the project compete with the Maui Research & Technology Park?

Coordination with Regional Stakeholders

The DHHL strongly believes that an important component in the preparation of major land use plans is coordination with affected stakeholders. As development of the Pūlehunui region will involve multiple State agencies party to a 2014 Memorandum of Understanding wherein these agencies agreed to "make their best efforts to work in a collaborative manner", it is important that all agencies continue to maintain a good working relationship moving forward. As such, the Final EIS should discuss all intergovernmental agency coordination that has occurred throughout the planning process in addition to outreach efforts with the community.

DHHL continues to look forward to continued coordination with the DLNR, PSD, and DAGS regarding the planning and development of State-owned lands in the Pūlehunui region.

Mahalo for the opportunity to provide comments. If you have any questions, please call Bryan Esmeralda, Maui Planner for the DHHL Planning Office at 760-5125 or contact via email at bryan.k.esmeralda@hawaii.gov.

Mahalo,

Jobie M.K. Masagatani
Chairman
Hawaiian Homes Commission

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Jobie M.K. Masagatani, Chairman
State of Hawai'i
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, Hawai'i 96805

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. Masagatani:

Thank you for your letter dated July 2, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments noted in your letter.

Infrastructure – Water

Comment No. 1

Regarding water, the Draft EIS discusses three (3) alternatives for water source to service the proposed project as presented in the Preliminary Engineering and Drainage Report. The DHHL is undertaking a regional infrastructure planning effort for the Pūlehunui region which would benefit the Department of Land and Natural Resources (DLNR), Department of Public Safety (PSD), and Department of Accounting and General Services (DAGS) in addition to DHHL. We understand that the Draft EIS discusses a possible connection to the regional infrastructure system should it become available in the Alternatives chapter. This analysis should be expanded in the Final EIS to discuss the regional infrastructure alternatives that will be presented in the regional infrastructure Draft EIS that DHHL anticipates to publish in the fall of 2018.

Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729

Response: The Draft EIS discussed alternatives for water sources as well as conveyance for the subject project. These alternatives include possible connections to a regional infrastructure system as part of the planning effort led by the Department of Hawaiian Home Lands (DHHL). As requested, the Final EIS included expanded discussions about the proposed regional infrastructure alternatives. See **Exhibit "1"**.

Comment No. 2

We would also like to note that although the regional infrastructure system would benefit other State agencies in the vicinity, the DHHL has certain rights to "adequate reserves of water for current and foreseeable development and use of Hawaiian home lands as set forth in section 221 of the Hawaiian Homes Commission Act", as codified in the State Water Code, Hawai'i Revised Statutes, Section 174C-101. As such, any development of a new water source would require further analysis that said source would not interfere with the DHHL's inherent rights to water.

Response: We acknowledge DHHL's inherent rights to adequate reserves of water for their developments. The Preliminary Engineering Report (PER) for the project and Final EIS have been revised to include a discussion that any development of new water source by DLNR will undergo further analysis to confirm that the new source would not interfere with DHHL's rights to water. Refer to **Exhibit "1"**.

Infrastructure – Wastewater

Comment

Regarding wastewater, the Draft EIS similarly discusses a number of alternatives for the conveyance and treatment of wastewater, including an offsite treatment facility that may be constructed by the DHHL as part of the regional infrastructure master planning effort discussed above. We again request that the analysis contained in the Alternatives chapter of the Final EIS be expanded to discuss the regional infrastructure alternatives that will be presented in DHHL's regional infrastructure Draft EIS.

Response: The Draft EIS discussed alternatives for wastewater treatment for the subject project. These alternatives include possible connections to the regional infrastructure system as part of the planning effort led by the DHHL. As requested, the Final EIS included expanded discussions about

the regional infrastructure alternatives. See **Exhibit "2"**.

Cumulative and Secondary Impacts

Comment

The Draft EIS contains an analysis of cumulative and secondary impacts on the environment which may result from the development of the proposed project and other past, present, and reasonably foreseeable future actions in the region. The analysis takes into account the DHHL's planned commercial and industrial development on the approximately 184-acre tract in the vicinity of the Maui Humane Society in Pūlehunui. However, the cumulative and secondary impacts analysis contained in the Draft EIS does not take into account the planned development of DHHL's 646-acre Pūlehunui tract for industrial and agriculture use as designated in our Maui Island Plan. Master planning efforts for these two (2) tracts is underway, and conceptually, these tracts could be made available in the reasonably foreseeable future.

Response: Thank you for the information on DHHL's 646-acre Pūlehunui tract. These lands has been incorporated into the cumulative and secondary impact analysis in the Final EIS. See **Exhibit "3"**.

Transportation

Comment

We acknowledge the Draft EIS statement that "DLNR will also coordinate with DHHL regarding the proposed new intersection on Maui Veterans Highway that will provide access to both projects to ensure the proposed access roads to each project align and are acceptable to DOT." The DHHL looks forward to coordinating with DLNR on regional infrastructure alternatives.

Response: We thank you for coordinating with DLNR regarding the location of the proposed new intersection on Maui Veterans Highway providing access to the DLNR Industrial and Business Park project and DHHL's lands across the highway.

Technical Studies

Economic Fiscal Study

Comment No. 1

We provide the following questions on the Economic and Fiscal Impact Analysis (EFIA) Report and Market Study for your consideration:

- *How do the on-site jobs noted in the EFIA compare to full-time equivalent positions? We note that recent Hawaii Workforce Info net data for the Kahului-Wailuku-Lahaina Metropolitan Statistical Area (available at https://www.hiwi.org/gsipub/index.asp?docid=419) suggests that the average nonfarm private sector employee worked about 31 to 33 hours per week in recent years.*

Response: Thank you for the information regarding full time equivalent (FTE) employment. The Economic and Fiscal Impact Analysis has been reviewed to provide employment estimates in FTEs. See **Exhibit "4"**.

Comment No. 2

- *How many of the jobs shown for the DLNR Division of Forestry and Wildlife Baseyard proposed to be located within the DLNR Industrial and Business Park already exist on Maui at the existing facility in Kahului?*

- *Likewise, how many of the jobs at industrial and commercial facilities would be "net new" to the island or County, versus jobs that may relocate from competitive facilities?*

Response: The Division of Forestry and Wildlife report has approximately 80 FTEs at its existing Kahului baseyard. The Economic and Fiscal Impact Analysis has been updated to include the information and to provide information on "net new" employment resulting from the proposed project. Refer to **Exhibit "4"**.

Market Study

Comment

- *How does .40 FAR compare to those ratios at targeted "pure industrial" type facilities on Maui?*

Response: The project's Market Study consultant notes that the typical Floor Area Ratio (FAR) range for pure industrial properties is between 0.3 and 0.5. Uses that require baseyard or significant circulation areas are typically on the lower end of the range, while facilities with second floor industrial office area often constitute the upper end.

Comment

- *Would the project compete with the Maui Research & Technology Park?*

Response: The Market Study consultant notes that the proposed project is not anticipated to compete with the Maui Research and Technology Park (MRTP). The amended MRTP Master Plan calls for a significant amount of residential development and expansion of the existing technology-based office and professional uses. Most of the targeted buyers in the MRTP are not anticipated to be industrial-based users.

Coordination with Regional Stakeholders

Comment

The DHHL strongly believes that an important component in the preparation of major land use plans is coordination with affected stakeholders. As development of the Pūlehunui region will involve multiple State agencies party to a 2014 Memorandum of Understanding wherein these agencies agreed to "make their best efforts to work in a collaborative manner", it is important that all agencies continue to maintain a good working relationship moving forward. As such, the Final EIS should discuss all intergovernmental agency coordination that has occurred throughout the planning process in addition to outreach efforts with the community.

Response: Thank you for your comment. A discussion of the intergovernmental agency coordination has been incorporated into the Final EIS and a listing of intergovernmental meetings as well as meetings with other community and government stakeholders has been incorporated as Appendix Q-1. See **Exhibit "5".**

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosures
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosures)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosures)
Adrienne Wong, Austin, Tsutsumi & Associates, Inc. (w/enclosures)
Tyler Fujiwara, Austin, Tsutsumi & Associates, Inc. (w/enclosures)
Ben Kudo, Ashford & Wriston (w/enclosures)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosures)
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EXHIBIT 1.

In parallel to addressing storage requirements, source adequacy and technical requirements will need to be defined with the DWS. At this time, the DWS' new administrative rules, effective January 29, 2018, indicates that source may be a limitation with respect to servicing the entire project area (i.e., source may be available for only a portion of the total project). The DLNR will continue its coordination with the DWS to further define source requirements for the proposed project. Nonetheless, source uncertainty creates a degree of risk which may not be favorable for the project.

Thus, while Alternative 1 is considered operationally viable, reliance on this option ~~is~~may not be considered prudent given the uncertainty of land acquisition and source requirements.

While the costs of Alternative 2 and Alternative 3 are about ~~2~~1.5 to 2~~.5~~ times higher than Alternative 1, with an accompanying operational and maintenance cost component, these alternatives will place control of the provision of water with the DLNR. ~~These alternatives also open the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the DHHL and the PSD. Such collaborative effort will help to bring economies of scale to the development of an onsite water system for the DLNR and other agencies (State and County) to utilize lands at Pulehunui in optimum fashion.~~

As mentioned previously, the indication from recent discussions with HC&S is that the flows in the Ha'ikū Ditch will probably not be at a consistent or high enough flow to sustain a reliable WTF. Therefore, the proposed surface water system (Alternative 3) may be less desirable than the proposed brackish water system (Alternative 2).

At this time, the water system alternatives are intended to provide water only to DLNR's project, although all three (3) alternatives have the potential for future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely the DHHL and the State Department of Accounting and General Services/Department of Public Safety (DAGS/PSD). Such collaborative efforts would help to bring economies of scale to the development of a water system for the DLNR and other agencies (State and County) to utilize lands at Pulehunui in optimum fashion.

The draft regional infrastructure plan prepared by DHHL evaluates infrastructure improvements to serve these State projects in Pulehunui. The Draft EIS for this regional infrastructure plan and the DHHL Pulehunui North and South projects was published on November 8, 2018 and contains more information on opportunities for collaboration on water infrastructure. Alternatives assessed are similar to those assessed for the DLNR Industrial and Business Park, discussed above, and include connection to the County DWS system or construction of a private water system using either brackish water (wells) or surface water to serve the various State interests in the region (PBR, 2018).

It is noted that DHHL has certain rights to adequate reserves of water for their developments. Development of a new water source by DLNR will require further analysis to confirm that the new source would not interfere with DHHL's inherent rights to the water.

v. Water Resources-Related Sustainability Measures

To further mitigate the impacts of the project on water resources, water efficiency strategies have been identified. Refer to **Appendix "B"**.

- Design buildings and landscaped areas to reduce overall water demand as much as possible
- Use the most appropriate water quality for the projected need (balance potable and non-potable uses)

From a project-wide standpoint, it is noted that should the project develop a wastewater treatment plant (instead of connecting to the County system), R-1 recycled water would be used to irrigate common areas.

Specific water conservation measures for individual lessees' consideration include the following:

- Low flow fixtures
- Dual flush toilets
- Leak detection sensors and alarms
- Minimizing landscaped areas requiring extensive irrigation
- Use of landscaping materials with low water needs

EXHIBIT 2.

there is no guarantee the WWRD's improvements will be completed within a timeframe aligned with the ~~Pulehunui~~ project development schedule. In addition, WWRD has commented that the project is currently outside of the Kīhei WWRF sewage service area, and the existing wastewater infrastructure does not have the capacity to provide service for the project.

The primary advantage of Alternative 4 connecting to the proposed Central Maui WWRF, is that DLNR would not have to privately operate and maintain a WWRF. WWRD would operate and maintain this wastewater treatment facility and WWRD is open to the idea of treating wastewater flows from the DLNR Industrial and Business Park project. However, the Central Maui WWRF is not expected to be operational until three (3) or more years from the start of construction of the project. Alternative 4 would most likely not be completed within a timeframe aligned with the project development schedule. In addition, Alternative 4 is the most costly alternative.

~~Instead~~Therefore, selecting Alternative 3, constructing an onsite WWTF facility, is considered to be the prudent measure which would provide the needed assurance for timely project implementation. ~~Although the initial cost for the onsite system is higher than the Alternative to connect to the Kīhei WWRF, there are opportunities for future facility development collaboration with the DHHL and PSD (Alternative 4, Offsite WWTF).~~

It is noted that in addition to the Alternatives discussed herein, the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates improvements to serve DHHL's projects in the vicinity (Pulehunui North and Pulehunui South), the proposed Maui Regional Public Safety Complex, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a stand-alone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.

EXHIBIT 3.

E. CUMULATIVE AND SECONDARY IMPACTS

1. Context for Cumulative Impact Analysis

Pursuant to Section 11-200-2 of the HAR, Chapter 200, entitled Environmental Impact Statement Rules, a cumulative impact means:

> *The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.*

A key element in understanding the requirement for assessing cumulative impacts, therefore, is the need to recognize what constitutes "reasonably foreseeable actions." Projects having relevance in this regard are the projects or actions, which are identified in the Kihei-Makena Community Plan and Wailuku-Kahului Community Plan, due to their proximity to the project area, and projects and future growth areas identified in the Maui Island Plan (MIP), which is the long range planning document for the County. Due to the projected timeframe of 2038 to complete the buildout for the DLNR Industrial and Business Park, the MIP timeframe 2030 and the projections included in this EIS establish the context for "reasonable foreseeable actions". The specific projects in proximity to the project included in the cumulative analysis address both ambient growth impacts such as forecasted in the TIAR for background traffic growth, and future projects identified in planning documents and the Urban Growth Boundary (UGB) of the MIP. The projects identified in the background projections include Maui Business Park Phase II, Kihei Residential project, Kaiwahine Village, Kenolio Apartments, Maui Research & Technology Park, Kraus Downtown Kihei project, Liloa Village, South Maui Community Park, and Alahele Subdivision. Identified foreseeable developments include: ~~DHHL development of 188.4 acres for business and commercial uses anticipated to be completed before 2038~~DHHL's Pulehunui North and Pulehunui South projects, which are anticipated to be completed by 2035; Pulehunui Industrial Park (formerly Pulehunui Heavy Industrial Subdivision) anticipated to be completed by 2025; Piilani Promanade, a mixed use development anticipated to be completed by 2038; Maui Bay Villas, a 388-unit residential project anticipated to be completed by 2020; and Kihei High School, to be developed in two (2) phases with Phase I projected with an enrollment of 800 students anticipated to be completed by 2020 and Phase II projected with an enrollment of 1,650 students anticipated to be completed by 2025.

EXHIBIT 4.

Table 2. Economic Impacts of Development Activities
(Values in 2018 dollars)

Item	Source or Multiplier	Amount	Units
2.a. DEVELOPMENT PERIOD			
First Year of Construction		2022	
Last Year of Construction		2038	
Duration of Construction		**16**	**years**
2.b. CONSTRUCTION EXPENDITURES			
Expenditures Over Development Period			
Infrastructure (State DLNR)			
Water	Engineering Report	$ 18,100,000	
Wastewater	Engineering Report	$ 24,000,000	
Grading and Drainage	Engineering Report	$ 13,000,000	
BMPs	Engineering Report	$ 4,000,000	
Roadways	Engineering Report	$ 10,100,000	
Contingency	15%	$ 10,400,000	
Total for Infrastructure		$ 79,600,000	
Industrial and Business Park (Buildings - Tenants)			
DOFAW Baseyard	DOFAW BY Final EA	$ 41,200,000	
Light Industrial Uses	$ 200 per sq. ft.	$ 472,600,000	
Commercial Uses	$ 250 per sq. ft.	$ 289,000,000	
Total Industrial and Business Park (Buildings)		$ 802,800,000	
Total Construction Expenditures		**$ 882,400,000**	
Annual Construction Expenditures (average)			
Infrastructure		$ 4,975,000	per year
Maui	55%	$ 2,736,250	per year
Imports	45%	$ 2,238,750	per year
Industrial/Business Park (Buildings)		$ 50,175,000	per year
Maui	55%	$ 27,596,250	per year
Imports	45%	$ 22,578,750	per year
Total Annual Construction Expenditures		**$ 55,150,000**	**per year**
Maui	55%	$ 30,332,500	per year
Imports	45%	$ 24,817,500	per year
2.c. INDIRECT SALES GENERATED BY CONSTRUCTION ACTIVITY			
Infrastructure	111% of Maui exp.	$ 3,037,238	per year
Industrial/Business Park (Buildings)	82% of Maui exp.	$ 22,628,925	per year
Total Indirect Sales		**$ 25,666,163**	**per year**
Maui	65%	$ 16,683,000	per year
Oahu	35%	$ 8,983,163	per year
2.d. OTHER DEVELOPMENT COSTS			
Indirect Dev. Costs (i.e., design, planning, permitting, etc.)			
Infrastructure	Feasibility Study	$ 6,900,000	
Industrial/Business Park (Buildings)	25% of const. exp.	$ 200,700,000	
Financing			
Infrastructure	5% 10 year bond	$ 43,250,000	
Industrial/Business Park (Buildings)		Not Estimated (n.e.)	see text
2.e. PROPERTY VALUES			
Land Value			
DOFAW Baseyard	$ 30.00 per sq. ft.	$ 26,136,000	
Light Industrial Uses	$ 30.00 per sq. ft.	$ 181,645,200	
Commercial Uses	$ 40.00 per sq. ft.	$ 118,483,200	
Total Land Value		**$ 326,264,400**	
Improvement Value			
DOFAW Baseyard	Section 2.b	$ 41,200,000	
Light Industrial Uses	Section 2.b	$ 472,600,000	
Commercial Uses	Section 2.b	$ 289,000,000	
Total Improvement Value		**$ 802,800,000**	
Total Property Value		**$ 1,129,064,400**	

Table 2. Economic Impacts of Development Activities
(Values in 2018 dollars)
(continued)

Item	Source or Multiplier	Amount	Units
2.f. SUMMARY OF EXPENDITURES & SALES			
Final Sales (taxed at 4%)			
Construction Expenditures	Section 2.b	$ 55,150,000	per year
Consumption	55% of payroll	$ 9,828,500	per year
Total Sales at 4%		**$ 64,978,500**	**per year**
Intermediate Sales (taxed at 0.5%)			
Indirect Sales Related to Construction	Section 2.c	$ 25,666,163	per year
Less Consumption	above	$ (9,828,500)	per year
Total Sales at 0.5%		**$ 15,837,663**	**per year**
Total Sales		**$ 80,816,163**	**per year**
2.g. PROFITS			
Profits on Total Expenditures & Sales	10.0%	$ 8,081,616	per year
Risk Premium for Construction	5.0%	$ 2,757,500	per year
Total Profit from Construction & Related Activity		**$ 10,839,116**	**per year**
2.h. EMPLOYMENT (on-site & off-site)			
Maui			
Construction Jobs(a)	4.48 x sales/$1 mil	122	FTE/year
Indirect Jobs Generated by Construction	1.41 x direct jobs x	112	FTE/year
	65%		
Total Maui Employment		**234**	**FTE/year**
Oahu			
Indirect Jobs Generated by Construction	1.41 x direct jobs x	60	FTE/year
	35%		
Total Employment		**294**	**FTE/year**
2.i. PAYROLL			
Maui			
Construction Payroll	$ 81,000 per FTE	$ 9,882,000	per year
Payroll for Indirect Employment	$ 44,000 per FTE	$ 4,928,000	per year
Total Maui Payroll		**$ 14,810,000**	**per year**
Oahu, Payroll for Indirect Employment	$ 51,000 per FTE	$ 3,060,000	per year
Total Payroll		**$ 17,870,000**	**per year**

Note: (a) FTE defined as 40 hours per week or 2,080 hours per week. Pursuant to Hawaii Workforce Info net data, average weekly hours worked per week in the construction industry was 36 hours. As such, a 0.9 adjustment was made to convert jobs to

Table 3. Economic Impacts of Operations at Full Development
(Values in 2018 dollars)

Item	Source or Multiplier	Amount	Units
3.a. ON-SITE ECONOMIC ACTIVITIES			
Revenues			
Industrial and Business Park Businesses			
Light Industrial	$ 150 per sq. ft.	$ 354,450,000	per year
Commercial	$ 300 per sq. ft.	$ 346,800,000	per year
Total Revenues (on-site)		$ 701,250,000	per year
Profit	10% onsite revenues	**$ 70,125,000**	**per year**
Employment, Onsite			
DOFAW Baseyard	DOFAW	100	FTE jobs
Light Industrial	800 sf per FTE	2,950	FTE jobs
Commercial	500 sf per FTE	2,310	FTE jobs
Total Employment		**5,360**	**FTE jobs**
Employment, Net New			
DOFAW Baseyard	DOFAW	20	FTE jobs
Light Industrial	60% new jobs	1,770	FTE jobs
Commercial	60% new jobs	1,390	FTE jobs
Total Employment		**3,180**	**FTE jobs**
Payroll, Onsite			
DOFAW Baseyard	$ 44,000 per job	$ 4,400,000	per year
Light Industrial	$ 44,000 per job	$ 129,800,000	per year
Commercial	$ 57,000 per job	$ 131,670,000	per year
Total Payroll		**$ 265,870,000**	**per year**
Payroll, Net New			
DOFAW Baseyard	$ 44,000 per job	$ 880,000	per year
Light Industrial	$ 44,000 per job	$ 77,880,000	per year
Commercial	$ 57,000 per job	$ 79,230,000	per year
Total Payroll		**$ 157,990,000**	**per year**
Lease Revenue (paid to DLNR Special Land Development Fund)			
Sublessor Scenario OR	Feasibility Study	$ 13,900,000	per year
Direct Lease Scenario	Feasibility Study	$ 18,600,000	per year

EXHIBIT 5.

CONSULTATION
WITH AGENCIES AND COMMUNITY GROUPS

AGENCIES/STAKEHOLDER GROUPS	DATES
COUNTY OF MAUI	
Department of Environmental Management	January 31, 2017
Department of Fire and Public Safety	January 31, 2017
Department of Housing and Human Concerns	January 31, 2017, February 27, 2017, March 13, 2017, June 7, 2017
Department of Parks and Recreation	January 31, 2017, June 29, 2017
Department of Planning	September 29, 2016, January 31, 2017, August 16, 2017, June 25, 2018
Department of Public Works	September 29, 2016, January 31, 2017, June 29, 2017
Department of Water Supply	January 31, 2017, December 20, 2017, February 16, 2018
Mayor Alan Arakawa	January 31, 2017
Councilmember Alika Atay	February 7, 2017
Councilmember Robert Carroll	September 29, 2016
Councilmember Kelly King	January 31, 2017, June 25, 2018
Councilmember Yuki-Lei Sugimura	January 24, 2017
STATE OF HAWAI'I	
Department of Accounting and General Services	February 15, 2017
Department of Hawaiian Home Lands	June 23, 2016, November 29, 2016, February 15, 2017, June 5, 2017, December 6, 2017, January 18, 2018, May 1, 2018, October 1, 2018, October 18, 2018, November 28, 2018
Department of Public Safety	February 15, 2017, May 1, 2018
Department of Transportation	June 5, 2017, October 18, 2018
Office of Environmental Quality Control	November 29, 2016
Office of Hawaiian Affairs	December 12, 2016
Office of Planning	November 28, 2016
State Land Use Commission	November 28, 2016
Lt. Governor Shan Tsutsui	February 15, 2017
Representative Kaniela Ing	August 24, 2017
Representative Angus McKelvey	August 24, 2017
Representative Kyle Yamashita	November 28, 2016, August 24, 2017
Senator Roz Baker	June 7, 2017
OTHERS	
Aha Moku O Kula Makai	June 25, 2018, October 16, 2018
Central Maui Baseyard	May 9, 2018
Go Maui	June 25, 2018
Hawaii Construction Alliance	August 16, 2017
Hawaiian Cement	August 16, 2017
HC&S/A&B	August 16, 2017, July 16, 2018
Kihei Community Association	August 15, 2017
Maui Tomorrow	January 31, 2017
Pacific Rim Land	August 16, 2017
Sierra Club	January 31, 2017
Wailuku Aha Moku	February 7, 2017, May 16, 2017, October 16, 2018

JUL 0 9 2018

OFFICE OF PLANNING
STATE OF HAWAII

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DTS201807060710BE

July 6, 2018

To: Mr. Ian Hirokawa
Land Division, Department of Land and Natural Resources

From: Leo R. Asuncion
Director, Office of Planning

Subject: DLNR Industrial and Business Park, Draft Environmental Impact Statement
Puunene, Pulehunui, Maui, Hawaii, Tax Map Key: (2) 3-8-008: 001 (por.)

Thank you for the opportunity to review the subject Draft Environmental Impact Statement (DEIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park and the 20.3-acre Division of Forestry and Wildlife (DOFAW) administration and baseyard facility. The site is approximately 280 acres, including the 20.3-acre DOFAW baseyard in the northeast corner of the site. The DLNR Industrial and Business Park conceptual plan indicates about 83 lots on 260 acres of land, ranging from 0.5 acres to less than 5 acre lots. DLNR proposes a mix of uses, such as light industrial, commercial, government, and nonprofit use. The plan would allow for some flexibility for the various sized lots to be leased, and the lessees would then determine their specific land requirements. DLNR would provide infrastructure such as drainage improvements, water and wastewater, and the interior roadways within the Industrial and Business Park.

The major access points would be from a signalized intersection off of the Maui Veterans Highway (formerly Mokulele Highway), the existing Kamaaina Road, South Firebreak Road, and the Maui Raceway Park access road.

The DLNR is proposing the project in order to generate a long term revenue stream to support DLNR's programs.

Page xii and Page 14 list the permits and approvals for the proposed project which includes the following:

1. State Land Use District Boundary Amendment from the Land Use Commission for a reclassification from the State Agricultural Land Use District to the Urban District.
2. National Pollutant Discharge Elimination System (NPDES) Permit.
3. Noise Permit, as applicable.
4. Work on State Highway Approval.

The Office of Planning (OP) has reviewed the Draft EIS and offers the following comments:

1. Previous Comments. In response to OP's EIS Preparation Notice (EISPN) comments of April 3, 2017, the Draft EIS includes the following:

   a. Examines the cumulative impacts on coastal resources from land-based polluted runoff. The Draft EIS provides an acceptable level of analysis on the project's impact on streams, reservoirs, and water quality; Section II.A., 9, pages 39-40.

   b. Provides analysis on the project's impact to nearshore waters, Section II.A.,10, page 41.

   c. Includes a discussion on the use of low impact development, Section I.E.4, page 13 and Section III.D.4, pages 105-108.

   d. Addresses all three parts of the Hawaii State Planning Act, HRS Chapter 226; Part I (Section III.A, pages 125 to 154); Part II (Table 11, pages 154-157); and Part III (145-152) in a tabular format.

   e. Addresses the project's consistency and adherence to the Hawaii CZM Program's Objectives and Policies, listed in HRS § 205A-2; (Section III.G, pages 243-251)

   f. Includes a discussion on the project's consistency with the principles of sustainability, Section I.E, pages 10-13 address sustainable design.

2. List of permits and approvals, as noted above. This section should contain a discussion of the State Special Permit that was applied for the DOFAW facility.

3. General comment. Throughout the DEIS, there is a focus on providing information on the proposal and impacts for the 260-acre DLNR Industrial and Business Park. However, there is relatively little information on the 20.3-acre DOFAW administration and baseyard facility. We note in Section D, Project Development Context, Page 10, last paragraph, that the DEIS indicates that the DOFAW baseyard planning efforts were actually further along than the Industrial and Business Park, and thus a separate Final Environmental Assessment and Finding of No Significant Impact (FONSI) was prepared for the baseyard, dated October 2016. The planning consultant also indicated that a State Special Permit was initially submitted on behalf of DLNR in 2016 for the baseyard, however, the permit process was subsequently halted by DLNR due to budget constraints.

   Since the State Special Permit process for the proposed DOFAW administration and baseyard facility was suspended in favor of reclassifying the entire 280-acre site, including the 20.3-acre DOFAW site, all relevant detailed information on the facility, including the proposal and any impacts should be excerpted from the FONSI and inserted into the Final EIS.

   We also recommend that the Final EIS contain complete information and impacts for the entire 280-acre project area, specifically including the 20.3-acre DOFAW facility, for all infrastructure,

including water, wastewater, drainage, and roads. We note that maps for water, wastewater and drainage appear to include the DOFAW facility, however, Appendix O, Traffic Impact Analysis Report (TIAR) contains a map Figure 1.1 that does not include the DOFAW facility site. This discrepancy should be corrected. The TIAR should include data and analysis for the DOFAW facility.

4. Section I.E, pages 10-13 address sustainable design. We note that the Draft EIS includes a discussion on the project's consistency with the principles of sustainability.

5. Section 5. Airports. The DEIS indicates that the 280-acre Petition Area is about four (4) miles from Kahului Airport, and that the proposed project will comply with the Technical Advisory Memorandum for development within five (5) miles of an airport.

6. Appendix O, TIAR. The study indicates that the Maui Veteran Highway should be widened to accommodate the traffic projected through the year 2038, as well as other improvements to traffic in this immediate vicinity. However, we note that the concept plan for the Petition Area does not indicate any allowance for the additional lanes of highway within the site. The DEIS only indicates a buffer zone that may address impacts for noise and scenic impacts along the highway.

7. Page 43-47 Cultural Assessment. The DEIS includes a Cultural Impact Assessment (CIA Appendix H), which includes a Ka Paakai analysis. Since, as indicated by the CIA, this analysis is an important finding that is required of the Land Use Commission in determining whether to approve lands to be reclassified, this Ka Paakai discussion should be included in the main body of the DEIS.

8. Civil Defense. The availability of any civil defense warning systems in the project vicinity should be identified.

We have no further comments on the Draft EIS at this time. If you have any questions, please contact Joshua Hekekia of our CZM program at (808) 587-2845 or Lorene Maki of our Land Use Division at (808) 587-2888.

c: Daniel Orodenker, Executive Officer, State Land Use Commission, DBEDT
Tessa Munekiyo Ng, Munekiyo Hiraga

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Leo R. Asuncion, Director
State of Hawai'i
Office of Planning
P.O. Box 2359
Honolulu, Hawai'i 96804

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))) (DTS201807060710BE)

Dear Mr. Asuncion:

Thank you for your letter dated July 6, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments noted in your letter.

Comment No. 1

Previous Comments. In response to OP's EIS Preparation Notice (EISPN) comments of April 3, 2017, the Draft EIS includes the following:

a. *Examines the cumulative impacts on coastal resources from land-based polluted runoff. The Draft EIS provides an acceptable level of analysis on the project's impact on streams, reservoirs, and water quality; Section II.A., 9, pages 39-40.*

b. *Provides analysis on the project's impact to nearshore waters, Section II.A.,10, page 41.*

c. *Includes a discussion on the use of low impact development, Section I.E.4, page 13 and Section III.D.4, pages 105-108.*

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d. *Addresses all three parts of the Hawaii State Planning Act, HRS Chapter 226; Part I (Section III.A, pages 125 to 154); Part II (Table 11, pages 154-157); and Part III (145-152) in a tabular format.*

e. *Addresses the project's consistency and adherence to the Hawaii CZM Program's Objectives and Policies, listed in HRS§ 205A-2; (Section III.G, pages 243-251)*

f. *Includes a discussion on the project's consistency with the principles of sustainability, Section LE, pages 10-13 address sustainable design.*

Response: We acknowledge that comments dated April 3, 2017 from the Office of Planning (OP) were addressed in the Draft EIS.

Comment No. 2

List of permits and approvals, as noted above. This section should contain a discussion of the State Special Permit that was applied for the DOFAW facility.

Response: The Final EIS includes information on the State Special Permit that was applied for the proposed Division of Forestry and Wildlife (DOFAW) Baseyard project. Applications for a Special Permit and County Conditional Permit were filed in February 2016 for the DOFAW Baseyard. A Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) determination was published on October 8, 2016. By letter dated October 25, 2016, DLNR requested the suspension of the processing of these permits until funding can be sought and appropriated by the legislature. See **Exhibit "1"**.

Comment No. 3

General Comment. Throughout the DEIS, there is a focus on providing information on the proposal and impacts for the 260-acre DLNR Industrial and Business Park. However, there is relatively little information on the 20.3-acre DOFAW administration and baseyard facility. We note in Section D, Project Development Context, Page 10, last paragraph, that the DEIS indicates that the DOFAW baseyard planning efforts were actually further along than the Industrial and Business Park, and thus a separate Final

Environmental Assessment and Finding of No Significant Impact (FONSI) was prepared for the baseyard, dated October 2016. The planning consultant also indicated that a State Special Permit was initially submitted on behalf of DLNR in 2016 for the baseyard, however, the permit process was subsequently halted by DLNR due to budget constraints.

Since the State Special Permit process for the proposed DOFAW administration and baseyard facility was suspended in favor of reclassifying the entire 280-acre site, including the 20.3-acre DOFAW site, all relevant detailed information on the facility, including the proposal and any impacts should be excerpted from the FONSI and inserted into the Final EIS.

We also recommend that the Final EIS contain complete information and impacts for the entire 280-acre project area, specifically including the 20.3-acre DOFAW facility, for all infrastructure, including water, wastewater, drainage, and roads. We note that maps for water, wastewater and drainage appear to include the DOFAW facility, however, Appendix O, Traffic Impact Analysis Report (TIAR) contains a map Figure 1.1 that does not include the DOFAW facility site. This discrepancy should be corrected. The TIAR should include data and analysis for the DOFAW facility.

Response: Thank you for your comments regarding the DOFAW Baseyard Facility. The EIS and all supporting technical studies assessed the impacts of the full 280-acre project, including the DOFAW Baseyard. The Traffic Impact Analysis Report (TIAR) in the Final EIS assumes the previous DOFAW site as part of the entire DLNR Industrial and Business Park site. As such, values included in the TIAR represent information and impacts for the entire 280-acre project area. Per your recommendation, Figure 1 in Appendix O in the TIAR has been corrected to show inclusion of the DOFAW site. See **Exhibit "2"**.

Comment No. 4

We note that the Draft EIS includes a discussion on the project's consistency with the principles of sustainability.

Response: Thank you for the confirmation that the EIS includes a discussion of consistency with principles of sustainability.

Comment No. 5

The DEIS indicates that the 280-acre Petition Area is about four (4) miles from Kahului Airport, and that the proposed project will comply with the Technical Advisory Memorandum for development within five (5) miles of an airport.

Response: We acknowledge that the proposed project will comply with the Technical Advisory Memorandum for development within five (5) miles of an airport.

Comment No. 6

The study indicates that the Maui Veteran Highway should be widened to accommodate the traffic projected through the year 2038, as well as other improvements to traffic in this immediate vicinity. However, we note that the concept plan for the Petition Area does not indicate any allowance for the additional lanes of highway within the site. The DEIS only indicates a buffer zone that may address impacts for noise and scenic impacts along the highway.

Response: Based on a preliminary schematic layout of the intersection between Maui Veterans Highway and access roads to both the proposed DLNR Industrial and Business Park project and the Department of Hawaiian Home Lands (DHHL) project(s), all proposed widening improvements through Year 2038 along Maui Veterans Highway fronting the DLNR Industrial and Business Park site can occur within the State's right-of-way.

Comment No. 7

The DEIS includes a Cultural Impact Assessment (CIA Appendix H), which includes a Ka Paakai analysis. Since, as indicated by the CIA, this analysis is an important finding that is required of the Land Use Commission in determining whether to approve lands to be reclassified, this Ka Paakai discussion should be included in the main body of the DEIS.

Response: As recommended, the Ka Paakai discussion from the Cultural Impact Assessment (CIA) has been included in the main body of the Final EIS. See **Exhibit "3"**.

Comment No. 8

The availability of any civil defense warning systems in the project vicinity should be identified.

Response: There are no civil defense warning systems in the immediate area of the project. As recommended by the County of Maui, Emergency Management Agency, Hawai`i Public Safety Outdoor Warning Sirens will be coordinated with the State Department of Defense. See **Exhibit "4"**.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosures
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosures)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosures)
Ben Kudo, Ashford & Wriston (w/enclosures)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosures)
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EXHIBIT 1.

from DLNR's project and the development of the DLNR Industrial and Business Park does not commit PSD/DAGS to move forward with the MRPSC or DHHL to move forward with its project.

4. **The actions in question are essentially identical and a single statement will adequately address the impacts of each individual action and those of the group of actions as a whole**

The DLNR Industrial and Business Park is functionally and physically separate from the proposed MRPSC and DHHL projects and the ~~three (3)~~ projects are defined by different missions and timeframes and are owned and managed by different State agencies. The DLNR Industrial and Business Park is not identical to other actions proposed in the Pulehunui region.

As noted previously, the DLNR Industrial and Business Park includes a 20.3-acre site for a DOFAW Baseyard. Because planning efforts for the DOFAW Baseyard were well ahead of the overall planning for DLNR Industrial and Business Park and because the project ~~can~~could be developed as a stand-alone project with limited infrastructure needs, a separate Environmental Assessment (EA) was prepared for the DOFAW Baseyard at Pulehunui. The Final EA and Finding of No Significant Impact (FONSI) for the DOFAW Baseyard was published in the Office of Environmental Quality Control's (OEQC) Environmental Notice on October 8, 2016. Although the DOFAW Baseyard was assessed in its own EA, it will be further addressed herein as part of the DLNR Industrial and Business Park. It is also noted that applications for a State Special Use Permit and County Conditional Permit were filed in February 2016. By letter dated October 25, 2016, DLNR requested the suspension of the processing of the State Special Use Permit and County Conditional Use Permit until funding could be sought and appropriated by the legislature.

E. PROJECT SUSTAINABLE DESIGN

Hawai'i faces many critical issues hindering development including the steady deterioration of public infrastructure, the lack of affordable housing, a continued reliance on a service-based economy, the vulnerability of Hawai'i in a volatile global energy market, possible interruptions in travel and to critical food supplies, threats to fragile island ecosystems, ever-increasing numbers of residents, and an increasing number of visitors over the long term. In order to address these concerns, legislation has been adopted at the Federal, State, and County levels which establish policy frameworks and guidelines to ensure a long-range vision for sustainability is met. The basic approach to sustainability is to be less resource-consumptive, fulfill and advance Federal, State, and County policies and best practices associated with sustainable development, and utilize new techniques and technologies that are both market relevant and fiscally responsible.

IX. LIST OF PERMITS AND APPROVALS

The following is a preliminary list of State and County permits and approvals that may be required for project implementation.

Federal:

1. National Pollutant Discharge Elimination System (NPDES) Permit

State of Hawai'i:

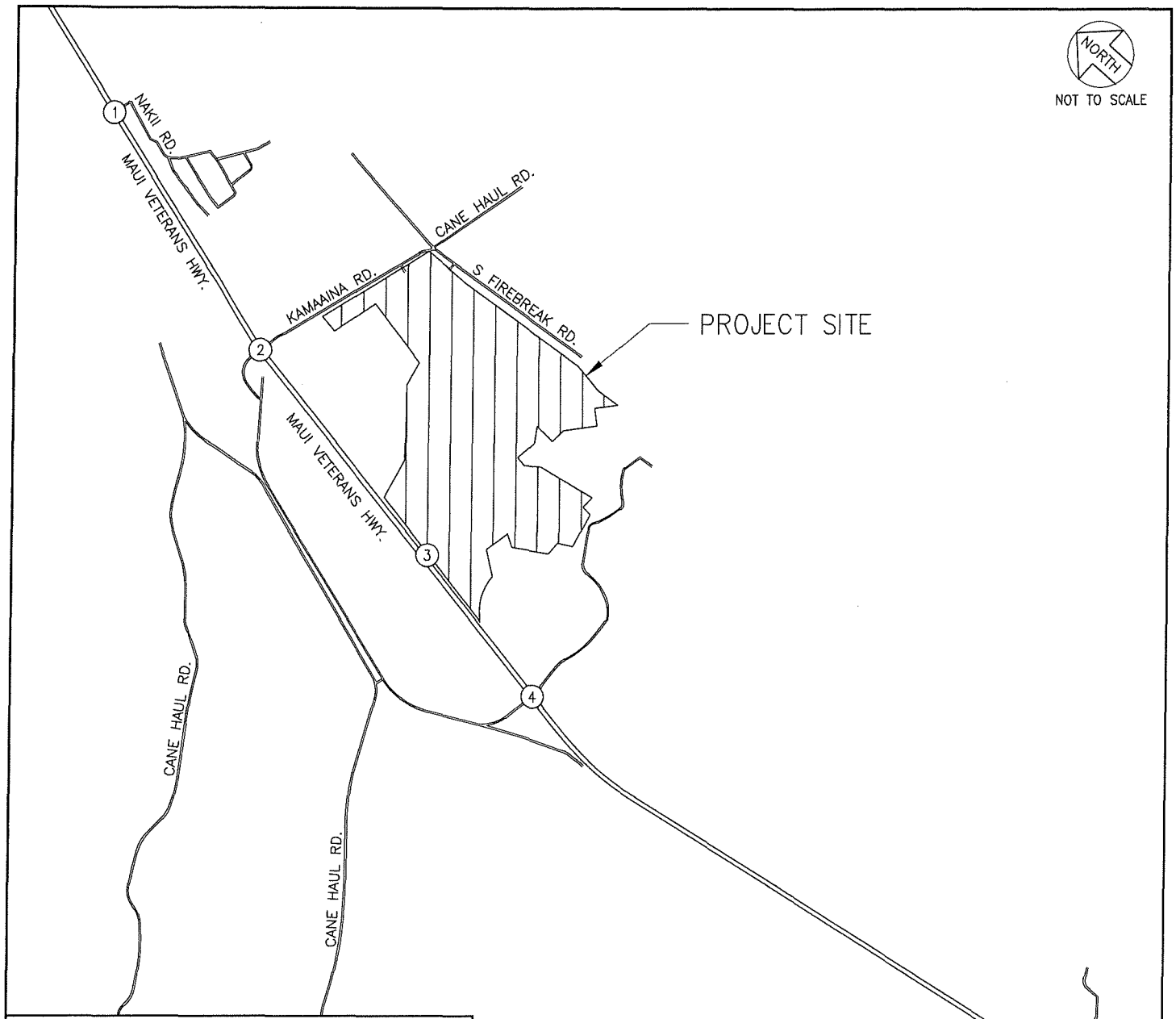
1. Chapter 343, Hawai'i Revised Statutes Compliance
2. State Land Use District Boundary Amendment
3. Department of Health, Community Noise Permit, as applicable
4. Work on State Highway Approval

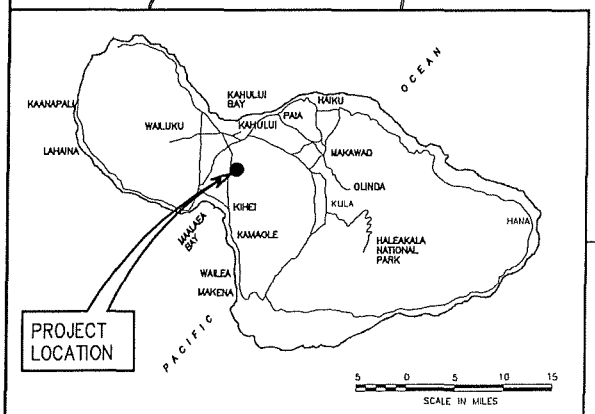
County of Maui:

1. Kihei-Makena Community Plan Amendment
2. Change of Zoning
3. Subdivision Approval
4. Building Permits
5. Other Construction Permits (i.e. grading, electrical, plumbing)

As discussed in **Chapter I**, the DLNR Industrial and Business Park includes a 20.3-acre site for a Division of Forestry and Wildlife (DOFAW) Baseyard. Because planning efforts for the DOFAW Baseyard were well ahead of the overall planning for the DLNR Industrial and Business Park and because the project could be developed as a stand-alone project with limited infrastructure needs, applications for a State Special Use Permit and County Conditional Permit were filed in February 2016 for the Proposed DOFAW Baseyard at Pulehunui. By letter dated October 25, 2016, DLNR requested the suspension of the processing of the State Special Use Permit and County Conditional Permit until funding could be sought and appropriated by the legislature. If the State District Boundary Amendment and County Community Plan Amendment and Change of Zoning are approved for the DLNR Industrial and Business Park, the State Special Use Permit and County Conditional Permit would no longer be required for the DOFAW Baseyard.

EXHIBIT 2.





ISLAND OF MAUI

NOT TO SCALE

STUDY INTERSECTIONS

1. MOKULELE HWY. & NAKII RD.
2. MOKULELE HWY. & MEHAMEHA LOOP (NORTH)/ KAMAAINA RD.
3. MOKULELE HWY. & DHHL ACCESS & DLNR ACCESS
4. MOKULELE HWY. & MEHAMEHA LOOP (SOUTH)
5. MOKULELE HWY./ PIILANI HWY. & N KIHEI RD./ MONSANTO DRWY.

DLNR INDUSTRIAL AND BUSINESS PARK TIAR

AUSTIN, TSUTSUMI & ASSOCIATES, INC.
ENGINEERS, SURVEYORS • HONOLULU, HAWAII

LOCATION MAP

FIGURE 1.1

504

EXHIBIT 3.

information, including the ahupua'a, district, island, TMK number, and where to respond with pertinent information. Based on the responses, an assessment of the potential effects on cultural resources in the project area and recommendations for mitigation of these effects can be proposed. The consultation process resulted in the receipt of seven (7) written responses. Concerns noted in the written responses include: potential presence of human burials and cultural sites, air quality, water demand and availability, presence of hazardous materials, economic benefits, solid waste management, and heat island effect. Refer to **Appendix "H"**.

The CIA states that the Land Use Commission (LUC) is required to apply the analytical framework set forth by the Hawai'i Supreme Court in *Ka Pa'akai O K 'Aina v. Land Use Commission, State of Hawai'i*, 94 Hawai'i 31, 7 P.3d 1068 (2000) (herein referred to as "Ka Pa'akai") in an effort to effectuate the State's obligation to protect native Hawaiian customary and traditional practices while reasonably accommodating competing private interests. In order to fulfill its duty to preserve and protect customary and traditional native Hawaiian rights to the extent feasible, the LUC must—at minimum—make specific findings and conclusions as to the following:

(1) the identity and scope of "value cultural, historical, or natural resources" in the petition area, including the extent to which traditional and customary native Hawaiian rights are exercised in the petition area;

(2) the extent to which those resources—including traditional customary native Hawaiian rights—will be affected or impaired by the proposed action; and

(3) the feasible action, if any, to be taken by the LUC to reasonably protect native Hawaiian rights if they are found to exist

~~The~~Under both the Ka Pa'akai framework and OEQC guidelines, the CIA reviewed historical research and suggestions from the community and organizations, and analyzed the potential effect of the project on cultural resources, practices or beliefs, it's potential to isolate cultural resources, practices or beliefs from their setting, and the potential of the project to introduce elements which may alter the setting in which cultural practices take place. Based on the research performed, consultation, and analysis as described above, no traditional cultural practices are currently known to be practiced within the proposed project area. However, information provided by the community and presented in the CIA, suggests the proposed undertaking may have an impact on existing traditional Native -

EXHIBIT 4.

An Electrical Demand Analysis was prepared for the project by ECM. Inc. See **Appendix "P"**. Based on light industrial/commercial use and each lot ranging from 0.5 acre to four (4) acres, the estimated electrical demand for the entire proposed project is a little over three (3) mega-watts (MW). However, the actual demand could vary due to the variety of acceptable usage possible throughout the light industrial/commercial properties.

Eventually, MECO will need to install a new substation in the vicinity of the project site on an approximately one (1) acre parcel with perpetual easements, provided that land can be obtained and secured. The preferred location of the substation would be near existing transmission lines along Mehameha Loop or at the Maui Veterans Highway and the Kama'āina Road intersection. MECO will need to consider both the DLNR project and other future developments in determining when they will need to have the new substation online. MECO would be responsible for installing all of the underground distribution systems consisting of lines and pad-mounted transformers. DLNR will be responsible to install underground infrastructure (conduits handhelds, equipment pads, etc). It will be the responsibility of the individual lot owner and/or its contractors to submit their own service requests to MECO. Easements will be required to cover any and all new poles, overhead, and underground facilities located on private property and include required vehicular access. Refer to **Appendix "P"**.

Coordination with MECO, Hawaiian Telcom, and Spectrum will be undertaken during the engineering plans preparation phase of work to ensure that all electrical, telephone, and cable television service requirements for the proposed development are adequately addressed.

6. Civil Defense Systems

a. Existing Conditions

There are no existing civil defense warning systems in the immediate area of the project site, as the subject property is currently undeveloped.

b. Potential Impacts and Proposed Mitigation Measures

As recommended by the County of Maui, Emergency Management Agency, the DLNR will continue consultation with the State Department of Defense and follow their recommendations regarding the installation of Hawai'i Public Safety Outdoor Warning Sirens. Furthermore, in order to address hurricane and tropical storm threats, lessees will be encouraged to develop their buildings to withstand category three (3) hurricane winds.

FEB 04 2019

-----Original Message-----
From: Motoyama, Karl K CIV (USA) [mailto:karl.k.motoyama.civ@mail.mil]
Sent: Monday, February 4, 2019 5:11 PM
To: Tessa Munekiyo Ng <tessa@munekiyohiraga.com>
Cc: Colleen Suyama <Colleen@munekiyohiraga.com>; Malia Molina <Malia@munekiyohiraga.com>; Logan, Stephen F COL USARMY NG HIARNG (USA) <stephen.f.logan3.mil@mail.mil>; Pukahi, Roger Tadao COL USARMY NG HIARNG (USA) <roger.t.pukahi.mil@mail.mil>; Weisberg, David A COL USARMY NG HIARNG (USA) <david.a.weisberg.mil@mail.mil>; Tomasa, Stuart J COL USARMY NG HIARNG (US) <stuart.j.tomasa.mil@mail.mil>; Tolentino, Joseph O LTC USARMY (US) <joseph.o.tolentino.mil@mail.mil>; Lyman, Jessica Remi MAJ USARMY NG HIARNG (USA) <jessica.r.lyman2.mil@mail.mil>; Barker, Kristine P NFG NG HIARNG (US) <kristine.p.barker.nfg@mail.mil>; Blaisdell, Craig P NFG NG (USA) <craig.p.blaisdell.nfg@mail.mil>; Nakamoto, Lynne Y NFG NG HIARNG (USA) <lynne.y.nakamoto.nfg@mail.mil>; Harada, Debbie S <debbie.s.harada@hawaii.gov>
Subject: RE: [Non-DoD Source] DLNR Industrial and Business Park - Draft EIS for Review

Hi, Ms. Munekiyo Ng:

Please find attached, email comments from HIARNG Aviation, which are generally favorable toward the current project design proposal. HIARNG Aviation is pleased that their comments for helicopter operations transiting in and out of the HIARNG Kahoohanohano Armory, Maui, have considered.

Please continue to inform of any subsequent developments/proposed changes to the project design and plan as in order for HIARNG to assess and comment on an potential aviation or other impacts.

Thank you.

Karl K. Motoyama
Supervisory Environmental Protection Specialist Hawaii Army National Guard (HIARNG) HIARNG Environmental Office (NGHI-ENV)
Phone: 808-672-1266
Mobile: 808-2062045
Email: karl.k.motoyama.civ@mail.mil

Karl,

Aloha! We've reviewed the EISPN for the proposed DLNR Business park in Maui and are pleased that they've considered our comments for helicopter operations transiting in and out of our Kahoohanohano Armory, Maui.

The 50 to 600 feet buffer clearance from any part of the HIARNG fence line to any projected structure will help mitigate damage to property and injuries to personnel from potential helicopter downwash. Currently, the EISPN identifies that there will be an approximate 600 foot buffer in the area of our helicopter designated landing area.

Furthermore, we see no significant impacts with the 35 feet height threshold for all structure development. This will allow our aircraft no visual restrictions when make landing approaches from the southeast or from the northeast due to unforeseen environmental conditions. This SE/NE approach will be rare. Our current approaches, will predominantly come from the southwest or northwest depending on environmental conditions to avoid any infrastructures. Not sure if this includes future cell phone or other communication towers that maybe erected and are not part of the height structure limitations. Can we verify?

Lastly, it would be great to develop a working relationship and to be advised and or consulted regarding new designs and plans in order to assess and comment on an potential Aviation impacts.

Thank you.

JOSEPH O. TOLENTINO
LTC, AV, HIARNG
AASF #1 Commander
103d TRP CMD, S3
OFFICE: (808) 672-1564
CELL: (808) 780-1912

MUNEKIYO HIRAGA
Planning, Project Management, Sustainable Solutions

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Karl K. Motoyama
Supervisory Environmental Protection Specialist
Hawaii Army National Guard (HIARNG)
HIARNG Environmental Office (NGHI-ENV)
91-1227 Enterprise Avenue, Building 1903
Kapolei, Hawai'i 96707

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Motoyama:

Thank you for your email of February 4, 2019 providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to comments noted in your letter.

Comments from Hawai'i Army National Guard Aviation:

1. *The 50 to 600 feet buffer clearance from any part of the HIARNG fence line to any projected structure will help mitigate damage to property and injuries to personnel from potential helicopter downwash. Currently, the EISPN identifies that there will be an approximate 600 foot buffer in the area of our helicopter designated landing area.*

   Furthermore, we see no significant impacts with the 35 feet height threshold for all structure development. This will allow our aircraft no visual restrictions when make landing approaches from the southeast or from the northeast due to unforeseen environmental conditions. This SE/NE approach will be rare. Our current approaches, will predominantly come from the southwest or northwest depending on environmental conditions to avoid any infrastructures. Not sure if this includes future cell phone or other communication towers that maybe erected and are not part of the height structure limitations. Can we verify?

Response: We confirm that there will be a 50-foot to 600-foot buffer between the DLNR Industrial and Business Park and the HIARNG fence line and a 35-foot height limit will be established for buildings within the project. There are currently no plans for cell phone or other communication towers within the project site.

2. *Lastly, it would be great to develop a working relationship and to be advised and or consulted regarding new designs and plans in order to assess and comment on an potential Aviation impacts.*

Response: The DLNR looks forward to developing a working relationship with the HIARNG and will continue to engage with HIARNG representatives as the project progresses in the planning process.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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JUL 12 2018

ALAN M. ARAKAWA
Mayor

STEWART STANT
Director

MICHAEL M. MIYAMOTO
Deputy Director

MICHAEL RATTE
Solid Waste Division

ERIC NAKAGAWA, P.E.
Wastewater Reclamation Division

TAMARA FARNSWORTH
Environmental Protection &
Sustainability Division

COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT
2050 MAIN STREET, SUITE 2B
WAILUKU, MAUI, HAWAII 96793

July 6, 2018

Mr. Ian Hirokawa
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

SUBJECT: DLNR INDUSTRIAL AND BUSINESS PARK
DRAFT ENVIRONMENTAL ASSESSMENT
TMK (2) 3-8-008:001 (POR.)
PUUNENE, PULEHUNUI, MAUI, HAWAII

We reviewed the subject application and have the following comments:

1. Solid Waste Division comments:

   a. None.

2. Wastewater Reclamation Division (WWRD) comments:

   a. The subject project is currently outside of the Kihei and Wailuku/Kahului sewer service areas.
   b. The existing wastewater infrastructure does not have the capacity to provide service for the subject project.
   c. The WWRD agrees that an on-site treatment facility is the best option for the subject project.

If you have any questions regarding this letter, please contact Michael Miyamoto at 270-8230.

Sincerely,

MICHAEL M. MIYAMOTO
Deputy Director of Environmental Management

xc: Ms. Tessa Munekiyo Ng

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Michael M. Miyamoto, Director
County of Maui
Department of Environmental Management
2050 Main Street, Suite 2B
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Miyamoto:

Thank you for your letter dated July 6, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we appreciate the letter of confirmation from the Solid Waste Division that there are no comments on the subject project at the present time. In addition, we offer the following information in response to the comments noted by the Wastewater Reclamation Division (WWRD).

Wastewater Reclamation Division WWRD Comments:

a. *The subject project is currently outside of the Kihei and Wailuku/Kahului sewer service areas.*
b. *The existing wastewater infrastructure does not have the capacity to provide service for the subject project.*
c. *The WWRD agrees that an on-site treatment facility is the best option for the subject project.*

Response: Thank you for the WWRD's recommendation that an onsite treatment facility is the best option for the subject project. We understand that since the publication of the Draft EIS for the project, the civil engineering consultant has met with the Department and possibility of connecting to a new Central Maui Wastewater Treatment Plant was discussed. A revised Preliminary Engineering Report has been prepared which assesses this alternative as well as alternatives for private wastewater treatment plants. Expanded discussion of wastewater treatment facility alternatives is

Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

included in the Final EIS. See **Exhibit "1"**.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosure)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosure)
Ben Kudo, Ashford & Wriston (w/enclosure)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosure)
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EXHIBIT 1.

- Smart irrigation systems and moisture sensing feedback technology

- Use of drip irrigation as the predominant delivery system

Further, the DWS recommended the following Best Management Practices to protect groundwater resources:

- Prevent cement products, oil, fuel and other substances from falling or leaching into the ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.

- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed offsite.

- Properly install and maintain erosion control barriers such as silt fencing or straw bales.

- Disturb the smallest area possible.

- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods or low rainfall to minimize chemical runoff.

- Keep runoff onsite.

3. Wastewater Systems

a. Existing Conditions

There is currently no sewage collection infrastructure serving the Pulehunui area.

The project area is located below the Underground Injection Control line, below which leaching fields are generally allowed (Department of Health, 2016).

b. Potential Impacts and Proposed Mitigation Measures

The PEDR prepared for the project assessed ~~three (3)~~four (4) alternatives for wastewater management. Alternative 1 involves conveying the wastewater to the existing Wailuku-Kahului (W-K) Wastewater Reclamation Facility (WWRF) for treatment. Alternative 2 involves conveying the wastewater to the existing Kīhei WWRF. Alternative 3 discusses treating the wastewater at an onsite ~~Wastewater Treatment~~

~~Facility (WWTF)~~WWRF. Alternative 4 would be to ~~treat the wastewater at an offsite WWTF~~convey the wastewater to the County's Proposed Central Maui WWRF.

i. Alternative 1 – Connection to W-K WWRF

The W-K WWRF is approximately six (6) miles north of the project area. The design capacity of this WWRF is 7.9 mgd. The County of Maui Wastewater Reclamation Division (WWRD) previously stated that the W-K WWRF is near capacity, and that treatment capacity is allocated on a first come first served basis with multiple requests already in place for capacity allocation. Further, due to issues associated with the location of the W-K WWRF adjacent to the shoreline, WWRD does not plan to expand the capacity of the W-K WWRF.

Conveying the wastewater generated by the DLNR Industrial and Business Park project to the W-K WWRF would require at least one (1) new wastewater pump station and three (3) to six (6) miles of new transmission lines. Therefore, due to the uncertainty of whether wastewater could be treated at the W-K WWRF, and the cost of conveying the wastewater to this WWRF, Alternative 1 is not recommended to be pursued further. Refer to **Appendix "C"**.

ii. Alternative 2 – Connection to Kīhei WWRF

The Kīhei WWRF, which produces R-1 water, is located approximately six (6) miles south of the project area in Kīhei. ~~The "Maui Infrastructure Assessment Update", dated May 2003, noted that 5.937 mgd or 74 percent of the design capacity of the Kīhei WWRF has been allocated. For project planning purposes, the Kīhei WWRF is assumed to have enough capacity to treat the flows from the project area.~~The design capacity of the Kīhei WWRF is 8.0 mgd. WWRD indicated that the average dry weather wastewater flow to the Kīhei WWRF was 4.9 mgd. However, WWRD indicated 7.0 mgd, or 87 percent, of the design capacity has already been allocated. This facility may not be able to accommodate the wastewater flows from the proposed project. Available wastewater capacity will depend upon the number of permitted projects to be developed prior to the completion of the DLNR's project.

The Kīhei District wastewater collection system consists of ten (10) wastewater pump stations (WWPS). Five (5) of these WWPSs are used to pump, in series, wastewater generated north of the Kīhei

WWRF to the facility. Therefore, if the wastewater from the DLNR Industrial and Business Park project was to be pumped to the closest existing Kīhei WWPS to the project, which is the first WWPS in the series, then the other four (4) downstream WWPSs would also be affected by the project flows.

The WWRD has commissioned a study to review alternative alignments for a transmission system to convey wastewater from north Kīhei to the Kīhei WWRF. ~~Alternatives include a new transmission system along Piʻilani Highway, along the north-south corridor road, a mauka route above Piʻilani Highway, or increasing the capacity of the existing system in South Kīhei Road. The study does not anticipate flows from the project area. As such, consultation with the WWRD is ongoing so that they might include the project's estimated flows in the study.~~

~~The wastewater may be able to flow by gravity from the project site towards Kīhei to a low point. From the low point, a new wastewater pump station would likely be required to pump the wastewater up towards WRD's system. The other option may be to construct the WWPS at the DLNR project site, and install a force main from the project site to Ohukai Road.~~

~~While further analysis of the wastewater transmission system will be undertaken as part of the detailed engineering design process for the project, it is noted that the installation of the new transmission line connecting to the Kīhei WWRF collection system is anticipated to fall within the existing rights-of-way (e.g., Maui Veterans Highway and Piʻilani Highway). See **Figure 17** and refer to **Appendix "C"**.~~ Two (2) of the WWRD's preferred options under consideration are:

Option A - Upgrading the collection system along South Kīhei Road - This option consists of replacing/upsizing approximately 11,000 lineal feet of gravity sewer/force main lines along with upsizing four (4) existing pump stations.

Option B - Adding a new collection system on Liloa Drive – This option consists of adding gravity sewer/force main lines and two (2) pump stations through Liloa Drive. This new line would intercept and transport flows generated from mauka areas directly to the

Kīhei WWRF. This would help to alleviate the overtaxed wastewater system on South Kīhei Road.

Construction is tentatively scheduled for 2021, however, the start date may be a few years later, depending on actual flows in the system and the selected alignment. The DLNR Industrial and Business Park is expected to start construction in 2022.

If WWRD constructs a new transmission system, or upgrades the existing system, then the flows from the project area could possibly be conveyed from the project site to the north end of Kīhei to connect with WWRD's new system. Alternative 2A would be in conjunction with WWRD's Option A and would involve connecting to the existing Kīhei No. 2 Pump Station. Alternative 2B would be in conjunction with WWRD's Option B, and would involve connecting to a manhole near the intersection of Ohukai Road and Pi'ilani Highway. See **Figure ~~17~~18** and refer to **Appendix "C"**.

A new WWPS within the project site and a new force main would be installed to convey the wastewater all the way to the proposed alternative connection locations. The force main distance for Alternative 2A is approximately 15,800 feet from the project site to the Kīhei No. 2 Pump Station. The force main distance for Alternative 2B is approximately 19,800 feet from the project site to the intersection of Ohukai Road and Pi'ilani Highway. Refer to **Figure ~~17~~18** and **Appendix "C"**. Since the force main would most likely be within the right-of-way of Maui Veterans Highway, these alternatives would require involvement with the DOT. A "Use and Occupancy Agreement" would probably need to be obtained from DOT, which can be a long process.

Despite the foregoing, WWRD commented that the project is currently outside of the Kīhei and Wailuku-Kahului sewage service areas, and that their existing wastewater infrastructure does not have the capacity to provide service for the project. Based on these comments, this alternative may not be feasible.

iii. Alternative 3 – Onsite ~~WWTF~~WWRF

Alternative 3 would involve treating the wastewater generated by the project at an onsite ~~WWTF~~WWRF.

Source: Austin, Tsutsumi & Associates, Inc.

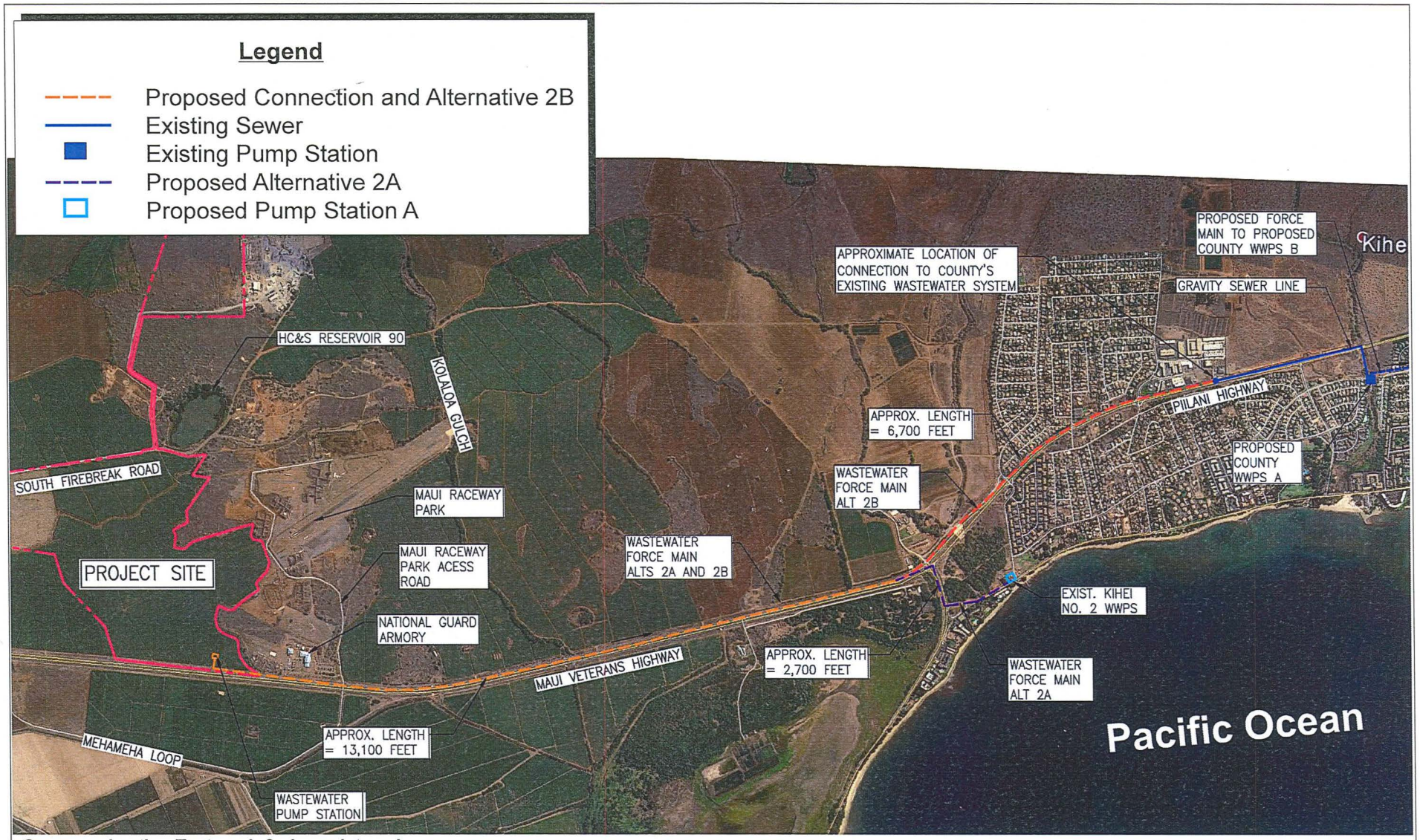
~~Figure 17 DLNR Industrial and Business Park~~
~~Proposed Wastewater System - Alternative 2~~

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\WWRF Connection8.5x11.FEISS



Source: Austin, Tsutsumi & Associates, Inc.

Figure 18 DLNR Industrial and Business Park
Proposed Wastewater System - Alternative 2

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\WWRF Connection8.5x11.FEIS

Preliminary wastewater contributions are determined based on WWRD's Wastewater Flow Standards. For industrial/commercial properties, the wastewater contribution is based on the type of use of the lot and the number of employees per square foot of floor area.

The following criteria were used to determine the estimated wastewater generated by the project site:

Light Industrial (70 Percent of development)

Industrial Shop Contribution:	25 gpd/employee
Storage/Industrial Employees:	1 per 500 square feet of floor area
Building Area (assumed):	~~21,000~~17,424 sf per acre

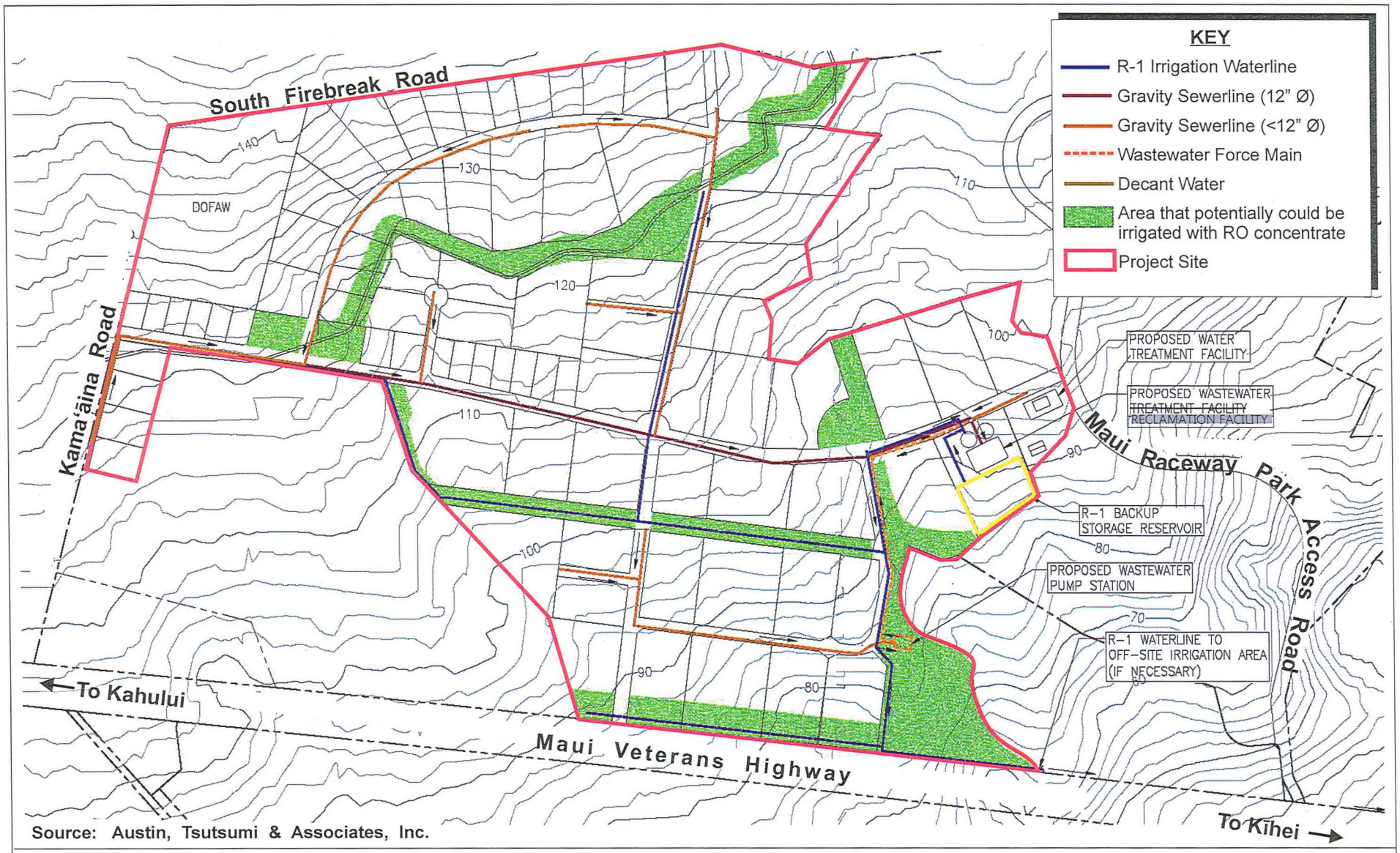
Commercial/Business (30 Percent of development)

Storage, w/offices Contribution:	15 gpd/employee
Retail Warehouse Employees:	1 per 350 square feet of floor area
Building Area (assumed):	~~21,000~~17,424 sf per acre

Based on the above, the design average flow is calculated to be approximately ~~280,000~~230,000 gpd.

The design capacity of the ~~WWTF~~WWRF was recommended, as discussed in the PEDR, to be 20 percent higher than the calculated average flow of ~~280,000~~230,000 gpd, or ~~335,000~~275,000 gpd, to allow for variations in land use development. The ~~WWTF~~WWRF would also be designed to produce R-1 Water for spray irrigation reuse with minimal restrictions. Approximately four (4) to five (5) acres of land is expected to be required for a ~~WWTF~~WWRF, which would include an R-1 Water storage tank and a separate onsite storage tank to store non- compliant water in the event that there is an upset in the treatment process. Noncompliant water would be drawn out of the tank and pumped into the reuse system.

An onsite sewer system consisting of PVC pipes would be installed to provide wastewater collection service to all proposed lots. The majority of the wastewater from the project areas can flow by gravity directly to the ~~WWTF~~WWRF. However, wastewater from properties with elevations below about 100 feet msl would be conveyed by gravity to a WWPS before being conveyed, via a force main to the ~~WWTF~~WWRF. See **Figure ~~18~~19** and refer to **Appendix "C"**.



Source: Austin, Tsutsumi & Associates, Inc.

Figure ~~18~~19 DLNR Industrial and Business Park

Proposed Wastewater System - Alternative 3

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\WWS.Alt3.8.5x11.FEIS

Based on the WWRF producing 275,000 gpd of effluent and an application rate of 0.50 inch per day, the required area for irrigation would be approximately 20 acres. The estimated irrigated area for the green space and parks is approximately 24 acres. All of the effluent produced by the WWRF could be used for irrigation onsite. However, consideration will be given to also looking at potential offsite areas that can utilize the effluent for irrigation, e.g., open spaces, pastures, and agricultural land.

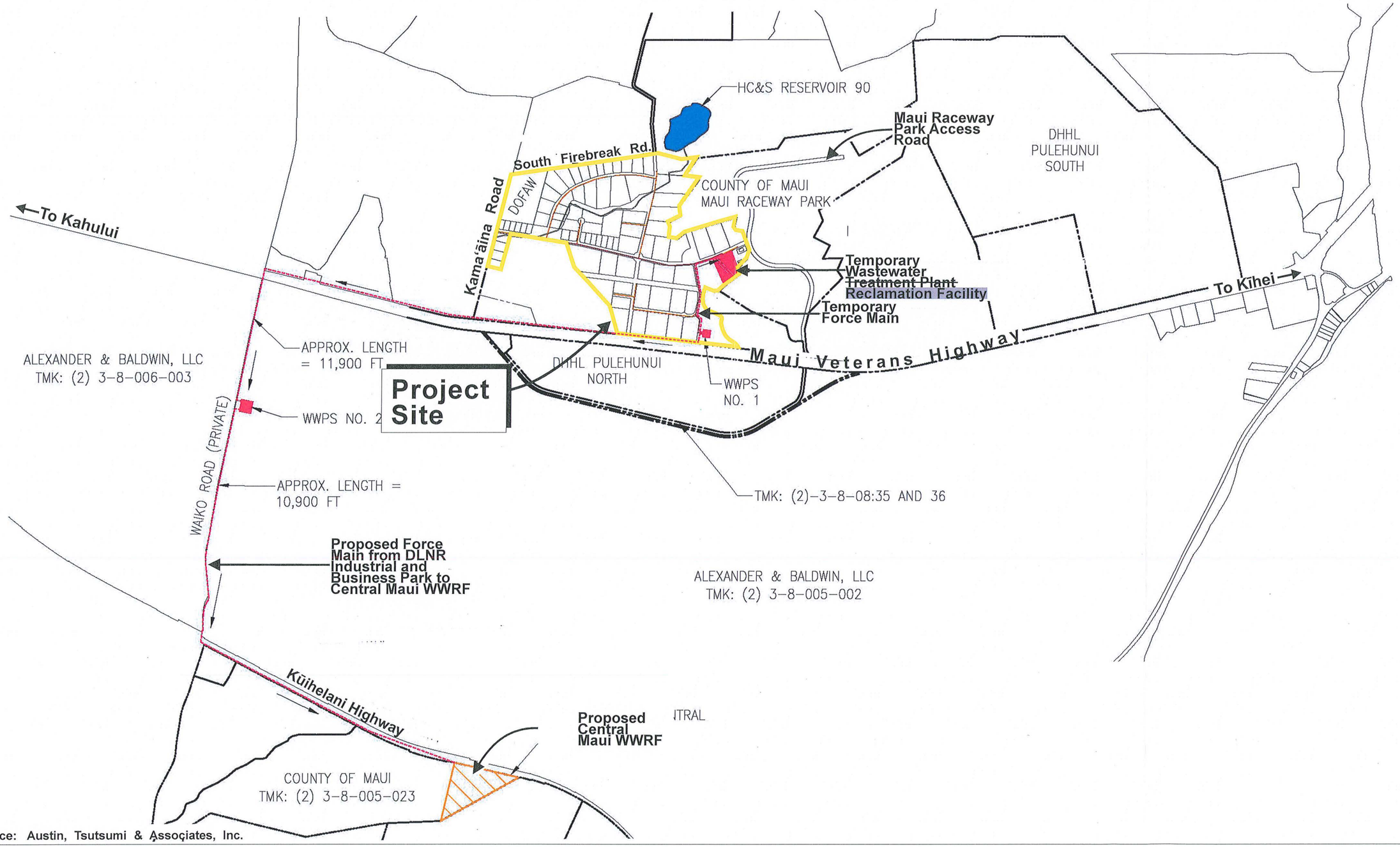
A backup system of effluent retention/disposal would be required to address periods of rainy weather when irrigation would not occur. The recommendation is to use a soil aquifer treatment system (SAT) to dispose of any excess R-1 water. The SAT would be sized based upon infiltration tests prior to design and would be a bermed, above ground single unit. It is estimated that 3 to 4 acres will be needed.

~~iv. Alternative 4 – Offsite WWTF~~

~~Alternative 4 would be similar to Alternative 3, except that the WWTF would be located offsite. The DHHL is in the process of preparing a regional infrastructure master plan to service State Lands in the Pu'unēnē/Pulehunui area. DHHL is exploring options for treatment of wastewater generated by State projects in the vicinity, including construction of a WWTF to be located on TMK (2)3-8-008:034. If DHHL decides to pursue construction of a WWTF, then the anticipation is that the WWTF would be designed to accommodate wastewater from the proposed DLNR Industrial and Business Park.~~

iv. Alternative 4 – Proposed Central Maui WWRF

Alternative 4 would involve conveying the wastewater from the project site to a proposed County WWRF located approximately two (2) miles west of the project along Kūihelani Highway referred to as the "Central Maui WWRF". Two (2) WWPSs would be required to pump the wastewater from the project to the County WWRF. WWPS No. 1 would pump the wastewater north along Maui Veterans Highway to the north end of TMK (2)3-8-005-002, and then west part way along Waiko Road. WWPS No. 2 would pump the wastewater to Kūihelani Highway, and then south along the highway to the WWRF. See **Figure 20** and refer to **Appendix "C"**. An easement would need to be obtained from Alexander & Baldwin,



Source: Austin, Tsutsumi & Associates, Inc.

Figure 20

DLNR Industrial and Business Park

Proposed Wastewater System - Alternative 4

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

MUNEKIYO HIRAGA

SOH DLNR\Pulehunui MP EIS 1882\Application\Figures\WWS.Alt4.FEIS

LLC for the force main along Waiko Road, which is privately owned between Kūihelani Highway and Maui Veterans Highway. WWRD proposes to commence obtaining funds and starting the entitlement/design process of this treatment facility. However, the status of the proposed Central Maui WWRF is still in its preliminary stages and construction of the facility is anticipated to be completed in 2025. This completion date is later than the DLNR Industrial and Business Park's expected start of construction in 2022 with 7 to 8 lots leased each year between 2024 and 2033.

An interim treatment system would be designed and constructed to treat initial flows from the project until the Central Maui WWRF is operational. An interim design would consist of a temporary WWRF and pump station to convey effluent to the temporary WWRF. Assuming that the Central Maui WWRF could be delayed by a couple of years, the temporary treatment plant would be sized to treat the wastewater from lots developed over the first three (3) to four (4) years. The expected design average wastewater flow would be between 50,000 gpd and 70,000 gpd.

v. Preferred Wastewater System Alternative

As noted above, Alternative 1, connecting to the Wailuku-Kahului WWRF, is not considered viable due to costs and uncertainty associated with the facility's future (i.e., related to the WWRF's location in the tsunami inundation zone and high probable costs). In addition, WWRD has commented that the project is currently outside of the Wailuku-Kahului WWRF sewage service area, and the existing wastewater infrastructure does not have the capacity to provide service for the project.

~~The three (3) remaining alternatives, Alternative 2, connecting to the Kīhei WWRF, Alternative 3, the onsite facility alternative, and Alternative 4, the offsite facility alternative, were evaluated with respect to criteria regarding certainty of implementation and future collaboration opportunities with other agencies having an interest in the Pulehunui region, namely, the DHHL and the PSD.~~

While Alternative 2, connecting to the Kīhei WWRF, presents a more cost effective option in terms of initial capital investment, there is a reliance on the County's WWRD completing upgrades to the South Kīhei transmission system. Such reliance would place the proposed DLNR Industrial and Business Park project at risk as

there is no guarantee the WWRD's improvements will be completed within a timeframe aligned with the ~~Pulehunui~~ project development schedule. In addition, WWRD has commented that the project is currently outside of the Kīhei WWRF sewage service area, and the existing wastewater infrastructure does not have the capacity to provide service for the project.

The primary advantage of Alternative 4 connecting to the proposed Central Maui WWRF, is that DLNR would not have to privately operate and maintain a WWRF. WWRD would operate and maintain this wastewater treatment facility and WWRD is open to the idea of treating wastewater flows from the DLNR Industrial and Business Park project. However, the Central Maui WWRF is not expected to be operational until three (3) or more years from the start of construction of the project. Alternative 4 would most likely not be completed within a timeframe aligned with the project development schedule. In addition, Alternative 4 is the most costly alternative.

~~Instead~~Therefore, selecting Alternative 3, constructing an onsite WWTF facility, is considered to be the prudent measure which would provide the needed assurance for timely project implementation. ~~Although the initial cost for the onsite system is higher than the Alternative to connect to the Kīhei WWRF, there are opportunities for future facility development collaboration with the DHHL and PSD (Alternative 4, Offsite WWTF).~~

It is noted that in addition to the Alternatives discussed herein, the DHHL has prepared a draft regional infrastructure plan for State Lands in the Pu'unēnē/Pulehunui area. DHHL's study evaluates improvements to serve DHHL's projects in the vicinity (Pulehunui North and Pulehunui South), the proposed Maui Regional Public Safety Complex, as well as this DLNR Industrial and Business Park project. DHHL is exploring options for treatment of the wastewater generated by these projects, including construction of a WWRF on state-owned land in the Pulehunui region. If DHHL decides to pursue construction of a regional WWRF, then the WWRF would be designed to accommodate wastewater from the DLNR project. While the DLNR project is assumed to be a stand-alone project, separate from the DHHL and PSD interests at Pulehunui, the DLNR will continue coordination with these agencies to consider future options for cooperation in identifying opportunities for joint facility development.

JUN 25 2018

ALAN M. ARAKAWA
Mayor

JAN SHISHIDO
Acting Director

DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
COUNTY OF MAUI

200 SOUTH HIGH STREET • WAILUKU, HAWAII 96793 • PHONE (808) 270-7805 • FAX 270-7165 • EMAIL director.hhc@mauicounty.gov

June 21, 2018

Ms. Tessa Munekiyo Ng
Munekiyo & Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Ng:

Subject: DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE PROPOSED DLNR INDUSTRIAL AND BUSINESS PARK AT TMK (2) 3-8-008:001(POR), PUUNENE, PULEHUNUI, MAUI, HAWAII

The Department has reviewed the Draft Environmental Impact Statement Report for the above subject project. Based on our review, we have determined that the subject project is subject to chapter 2.96, Maui County Code as it creates more than 10 new lots. A Residential Workforce Housing Agreement will need to executed and recorded prior to the Department's sign off for building permits and final subdivision approval. At the present time, the Department has no additional comments to offer.

Please call Mr. Buddy Almeida of our Housing Division at 270-7351 if you have any questions.

Sincerely,

C. BUDDY ALMEIDA
Housing Administrator

cc: Director of Housing and Human Concerns

MUNEKIYO HIRAGA
Planning. Project Management. Sustainable Solutions.

Michael T. Munekiyo
PRESIDENT
Karlynn K. Fukuda
EXECUTIVE VICE PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

July 13, 2018

C. Buddy Almeida, Housing Administrator
County of Maui
Department of Housing and Human Concerns
35 Lunalilo Street, Suite 102
Wailuku, Hawai'i 96793

SUBJECT: Comments on Draft Environmental Impact Statement for Proposed DLNR Industrial and Business Park, Pulehunui, Maui, Hawai'i, TMK (2)3-8-008:001(por.)

Dear Mr. Almeida:

Thank you for your letter, dated June 21, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park. On behalf of the DLNR, we note your comment that the subject project is subject to Chapter 2.96, Maui County Code (MCC) as it creates more than 10 new lots and that a Residential Workforce Housing Agreement will be required.

We are writing to seek clarification on the applicability of Chapter 2.96, MCC. On March 13, 2017, we along with our legal counsel, Benjamin Kudo, met with former Director Carol Reimann and Deputy Corporation Counsel, Jeff Ueoka to discuss the applicability of our project under Chapter 2.96, MCC. Soon thereafter, we received a letter dated March 15th that a determination had been made that our project was not subject to Chapter 2.96, MCC. See **Exhibit "A"**.

We would like to respectfully request confirmation from the Department as to whether the determination from the March 15, 2017 letter or the June 21, 2018 letter is correct. Based on your more recent letter, if the Department has now reversed its position we would like the opportunity to discuss this with you further. Please let us know when it might be convenient for you and your staff to meet on this matter.

Maui: 305 High Street, Suite 104 • Wailuku, Hawaii 96793 • Tel: 808.244.2015 • Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 • Honolulu, Hawaii 96813 • Tel: 808.983.1233
www.munekiyohiraga.com

Thank you very much for your review of the project. Should you have any questions, please feel free to contact me at (808) 983-1233.

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
HOUSING DIVISION
COUNTY OF MAUI

MAR 20 2017
ALAN M. ARAKAWA
Mayor
CAROL K. REIMANN
Director
JAN SHISHIDO
Deputy Director

35 LUNALILO STREET, SUITE 102 • WAILUKU, HAWAII 96793 • PHONE (808) 270-7351 • FAX (808) 270-6284

March 15, 2017

Ms. Tessa Munekiyo Ng, AICP
Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Tessa Munekiyo Ng:

Subject: Act 172-12 Environmental Impact Statement Preparation Notice (EISPN) for the Department of Land and Natural Resources Business Park at Pulehunui, Maui, Hawaii TMK (2) 3-8-008:001 (por)

The Department has reviewed the Act 172-12 Environmental Impact Statement Preparation Notice for the above subject project. Based on our review, we have determined that the subject project is not subject to Chapter 2.96, Maui County Code. At the present time, the Department has no additional comments to offer.

Please call Mr. Veranio Tongson Jr. of our Housing Division at (808) 270-1741 if you have any questions.

Sincerely,

BUDDY A. ALMEIDA
Housing Administrator

cc: Director of Housing and Human Concerns
Department of Land and Natural Resources

EXHIBIT A.

PRINTED ON RECYCLED PAPER

From: Buddy Almeida [mailto:Buddy.Almeida@co.maui.hi.us]
Sent: Tuesday, July 31, 2018 11:45 AM
To: Tessa Munekiyo Ng
Subject: RE: DLNR Industrial and Business Park - Draft EIS Response Letter to DHHC (March 2017 letter was incorrect)

Hi Tessa,

Sorry for the confusion, the March 15th, 2017 letter was prepared by former Housing Specialist Veranio Tongson - it is incorrect.
Based on the fact that the project will create more than 10 new lots, it is subject to Chapter 2.96, MCC.

Please call or email me if you have any questions.

Thank you,
Buddy.

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

C. Buddy Almeida, Housing Administrator
County of Maui
Department of Housing and Human Concerns
35 Lunalilo Street, Suite 102
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001 (por.))

Dear Mr. Almeida:

Thank you for your department's letter of June 21, 2018 and email correspondence of July 31, 2018, providing clarification of the work force housing requirements for the project received during review of the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information.

Comment

Based on our review, we have determined that the subject project is subject to Chapter 2.96, Maui County Code as it creates more than 10 new lots. A Residential Workforce Housing Agreement will need to executed and recorded prior to the Department's sign off for building permits and final subdivision approval.

Response: We acknowledge that the DLNR Industrial and Business Park is subject to the provisions of Chapter 2.96 Residential Work Force Housing Policy, Maui County Code. It is our understanding that pursuant to Section 2.96.030(B)(6) the DLNR will request an exemption from the applicability of the workforce housing requirement and will be following up with your Department. This information will be included in the Final EIS. See **Exhibit "1"**.

Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
www.munekiyohiraga.com

Thank you again for your input. A copy of your email correspondence and this response will be included in the Final EIS for the project. Should you wish to receive a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawaii 96793. (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosure)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosure)
Ben Kudo, Ashford & Wriston (w/enclosure)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosure)
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EXHIBIT 1.

appropriate, the DOH may require the applicant to assess the air quality impact of the proposed emissions.

7. Executive Order No. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kama'aina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order (EO) 3944 to be rescinded and return the subject site to DLNR management.

8. Chapter 2.96 Maui County Code

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

LAND USE PLANS AND POLICIES

The DLNR Industrial and Business Park is located within the Urban Growth Boundary of the Maui Island Plan (MIP). The project site is designated "Agricultural" by the State Land Use Commission (LUC). A District Boundary Amendment (DBA) from "Agricultural" to "Urban" will be required from the LUC. The Kihei-Makena Community Plan designates the underlying lands as "Agriculture", with a small portion along the southern boundary designated as "Project District 10 (Old Pu'unēnē Airport area)". A Community Plan amendment to "Light Industrial" will be required. The project site is zoned "Agricultural" District by the County of Maui and a Change of Zoning to "M-1, Light Industrial" District will be requested for the project.

The proposed project has been evaluated in accordance with the State Land Use Commission's standards for Urban lands, the Hawai'i State Plan, and State Functional Plans. The project has also been evaluated with respect to the Maui County General Plan, including the Countywide Policy Plan and MIP, the Kihei-Makena Community Plan, and Maui County Code.

LIST OF PERMITS AND APPROVALS

A summary of the required permits and approvals are provided below.

Federal:

1. National Pollutant Discharge Elimination System (NPDES) Permit

B. SOCIO-ECONOMIC ENVIRONMENT

1. Population and Housing

a. Existing Conditions

The County of Maui's population in 2010 was 154,834 residents, including 144,444 people who lived on the island of Maui. Approximately 27,200 residents lived within the Kihei-Makena Community Plan region in 2010, accounting for 19 percent of the island's residents (U.S. Census, 2010). The County's population grew to 164,726 residents in 2015, an increase of 7 percent since 2010 (County of Maui, Office of Economic Development, 2015). Maui County's population is expected to grow to 207,310 people by 2030 (State of Hawai'i, Department of Business, Economic Development, and Tourism, 2012).

b. Potential Impacts and Proposed Mitigation Measures

The proposed project does not include housing units and is expected to attract future employees from Maui's existing and future population base. Maui County's population is expected to grow by over 42,000 residents between 2015 and 2030. Employment at the DLNR Industrial and Business Park would draw from the natural projected population growth of the County. As such, the proposed development is not anticipated to have a significant adverse long-term impact on population. The County of Maui, Department of Housing and Human Concerns, in its letter dated ~~March 15, 2017~~June 13, 2018, has determined that the proposed project is ~~not~~ subject to the County of Maui's Workforce Housing requirements (Chapter 2.96, ~~Maui County Code~~MCC). See **Chapter XI**. However, it is noted that Section 2.960.030.B.6 of the MCC states that the chapter shall not apply to a *"development by a government entity or a community land trust, as approved by the Director"*. Inasmuch as the project is being developed by a government entity, the DLNR intends to seek an exemption pursuant to this provision.

2. Economy

a. Existing Conditions

The economy of Maui is heavily dependent upon the visitor industry, and the Kīhei-Mākena area presents an illustration of this characteristic. Maui's south coast has grown to be one of the most popular resort-residential destinations in the State. The Wailea and Mākena areas, located further south, again reaffirm the island's economic dependence on tourism, with

G. EXECUTIVE ORDER NO. 3944

A portion of the subject lands, totaling 5.450 acres more or less along Kama'āina Road, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. ~~Upon identifying State lands for a new site, DLNR intends to request EO 3944 to be rescinded in order to return the subject site to DLNR management.~~Upon identifying State lands that meet the DOA's requirements, followed by the acquisition and subsequent release of funds sufficient for capital improvements and completion of construction of a new Maui Livestock Staging and Quarantine Facility, DOA will abandon its existing facility and surrender the property to DLNR who intends to request Executive Order 3944 to be rescinded and return the subject site to DLNR management.

H. CHAPTER 2.96, MAUI COUNTY CODE

The Department of Housing and Human Concerns (DHHC) determined that the proposed project is subject to Chapter 2.96 of the Maui County Code (MCC). However, Section 2.960.030.B.6, MCC states that the chapter shall not apply to *"a development by a government entity or a community land trust, as approved by the director"*. As the subject project is being developed by a government entity, DLNR intends to seek an exemption pursuant to this provision.

ALAN M. ARAKAWA
Mayor

MICHELE CHOUTEAU MCLEAN
Director

JOSEPH W. ALUETA
Deputy Director

JUL 12 2018

COUNTY OF MAUI
DEPARTMENT OF PLANNING

July 9, 2018

Mr. Ian Horikawa
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawaii 96809

Ms. Tessa Munekiyo Ng, Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Horikawa and Ms. Munekiyo Ng:

SUBJECT: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT ASSESSMENT (EIS) FOR DLNR INDUSTRIAL AND BUSINESS PARK, KIHEI, ISLAND OF MAUI, HAWAII; TMK: (2) 3-8-008:001 (EAC 2018/0008)

The Department of Planning (Department) is in receipt of the above-referenced Draft EIS for the DLNR Industrial and Business Park. For preparation of the Final EIS, the Department provides the following comments:

1. As mentioned in the Department's letter on the Environmental Impact Statement Preparation Notice (EISPN), the Maui Island Plan discusses "Smart Growth" principles, locating jobs near population centers and existing infrastructure. The proposed project is in conflict with "Smart Growth" principles.

2. The location is not ideal. Pulehunui is miles from most population and business centers. Business owners would have to determine whether it makes sense to locate their operation out there when there are many commercial vacancies in Central Maui alone. In addition, given the climate conditions of the area, there will be an impact on what types of businesses are located within the area. Some commercial businesses may not want to operate there.

3. The market study really examines light industrial uses; but, it does not really include much discussion on commercial uses. For the Final EIS, please include demand and occupancy numbers for commercial space. In Kahului alone, there are many empty commercial spaces. Even though the Applicant envisions that the commercial businesses that will

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MAIN LINE (808) 270-7735 / FACSIMILE (808) 270-7634
CURRENT DIVISION (808) 270-8205 / LONG RANGE DIVISION (808) 270-7214 / ZONING DIVISION (808) 270-7253

occupy the Industrial and Business Park will complement the light industrial uses present in the park; there is no guarantee that it will be the case. Hence, we would like to see numbers to gauge the need. There appears to be great demand for light industrial, and perhaps the Applicant should consider limiting their proposal to that alone.

4. For the Final EIS, please include a statement that it is anticipated that the Maui County Code, Title 19 will likely undergo revision in the next few years. The Department does not favor stacking uses and M-1 Light Industrial zoning consists of many different types of uses. When Title 19 is revised, the permitted uses within the M-1 Light Industrial zoning may also be amended so that it is just light industrial.

5. The proposed bike path will not be located in Central Maui; however, we ask that you please develop it with consideration of the *Central Maui Pedestrian and Bicycle Master Plan for 2030.*

6. The proposed Industrial and Business Park is to abut the proposed Maui Regional Public Safety Complex, which is the site of the new prison, and is shown in some of your figures. The Department has been made aware that figures will continue to include the label. For the Final EIS, please include a disclaimer that the County of Maui objects to the correctional facility location. As previously noted, the concern is that once it is shown on a map, the concept will not be forgotten.

7. On page 59, the last sentence says that thirty percent (30%) of the annual lease revenue will be set aside for the Department of Hawaiian Home Lands (DHHL) and twenty percent (20%) will be set aside for the Office of Hawaiian Affairs (OHA). Throughout the Draft EIS, it is stated that DHHL is not a partner. Please clarify why monies are then being set aside for DHHL, as well as OHA.

8. The Draft EIS does not discuss the inclusion of bus stops into the proposed project. We note there was a 'no comment' letter from the Maui Department of Transportation. Please continue to coordinate with them on the possible creation of a bus stop(s) near the project site to serve area employees, as well as potential lessees and their customers.

9. The Traffic Impact Assessment Report includes discussion of three (3) new traffic signals to be located at; 1) Maui Veteran's Highway/DHHL access/DLNR area, 2) Maui Veteran's Highway/Mehameha Loop and 3) Maui Veteran's Highway/Mehameha Loop/Maui Raceway Park. This would make for many stops within this area, along a State Highway. Has this been discussed with the State Department of Transportation? We highly encourage the traffic engineer and the Applicant to consider other options, perhaps with less stop-and-go. We note that on page 18, it says

that roundabouts were not considered because it would create lengthy delays and capacity issues; however, we believe that a more thorough analysis is needed.

10. In your Traffic Impact Assessment Report, there are six (6) lanes incorporated into the analysis. We note that on page 12, it is noted that this was included because it was a recommendation included in the 'HDOT 2035 Transportation Plan.' Given the uncertainty on build-out, it says that DLNR will coordinate in a fair share contribution. With construction anticipated to begin in 2022, the fact that infrastructure is typically intact prior to lot construction and that the HDOT Transportation Plan is for 2035, the two (2) additional lanes should probably be factored out of the '"with project" traffic analyses. Please consult with the State Department of Transportation on this rationale for removal. If they agree, please revise the TIAR and include it in the Final EIS.

11. We note that in the Traffic Impact Analysis Report, Figure 4.1 shows the Maui Regional Public Safety Complex. Again, we note that this is a proposal that is unsupported by the County; hence, we encourage that 'Proposed' be added to the label. Given the project uncertainty, we wonder how beneficial it is to include this into the TIAR, which shows proposed regional developments.

12. We note that the Maui Metropolitan Planning Organization (MPO) was not consulted with regarding the long-term transportation plan for the region and we highly encourage that you consult with them prior to publication of the Final EIS.

13. In the Flora/Fauna Study, it said that there may be the endangered nene goose within the project area. It was recommended that occupants be made aware of nene onsite and that they be educated on how to handle them. We encourage the DLNR to inform and educate potential lessors.

Thank you for the opportunity to comment. Please include the Department on the distribution list for the new Final EIS. Should you require further clarification, please contact Staff Planner Tara Furukawa by email at tara.furukawa@mauicounty.gov or by phone at (808) 270-7520.

Sincerely,

MICHELE MCLEAN
Planning Director

xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
John S. Rapacz, Planning Program Administrator (PDF)
Pam Eaton, Planning Program Administrator (PDF)
Jennifer Maydan, Planning Supervisor (PDF)
Tara K. Furukawa, Staff Planner (PDF)
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Project File

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MUNEKIYO HIRAGA

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February 8, 2019

Michele McLean, Director
Department of Planning
One Main Plaza, Suite 315
2200 Main Street
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. McLean:

Thank you for your letter dated July 9, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of DLNR, we offer the following information in response to the comments in your letter.

Comment No. 1

As mentioned in the Department's letter on the Environmental Impact Statement Preparation Notice (EISPN), the Maui Island Plan discusses "Smart Growth" principles, locating jobs near population centers and existing infrastructure. The proposed project is in conflict with "Smart Growth" principles.

Response: We acknowledge that "Smart Growth" principles encourage infill development near population centers. Although the project is not located adjacent to existing population centers, it is noted that light industrial uses are often not desired to be located adjacent to residential uses, and as such, the siting of the project adjacent to other similar uses in the region is considered appropriate. It is further noted that other Smart Growth principles have been incorporated into the proposed project, including mixed land uses, walkability, preservation of open space, and support for bicycle mobility both within the project and through the project's connection to the existing bicycle path along Maui Veterans Highway.

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Comment No. 2

The location is not ideal. Pulehunui is miles from most population and business centers. Business owners would have to determine whether it makes sense to locate their operation out there when there are many commercial vacancies in Central Maui alone. In addition, given the climate conditions of the area, there will be an impact on what types of businesses are located within the area. Some commercial businesses may not want to operate there.

Response: As previously noted, while the proposed project is not located adjacent to existing population centers, light industrial uses are often not desired to be located adjacent to residential uses. The proposed project will be located adjacent to other industrial uses, including the Central Maui Baseyard and the recently completed Pulehunui Heavy Industrial Subdivision. The Maui Island Plan (MIP), which includes the project site in the Urban Growth Boundary (UGB), identified the Pulehunui area as an appropriate location for industrial uses sited midway between Kahului and Kīhei along Maui Veterans Highway a major thoroughfare.

Comment No. 3

The market study really examines light industrial uses; but, it does not really include much discussion on commercial uses. For the Final EIS, please include demand and occupancy numbers for commercial space. In Kahului alone, there are many empty commercial spaces. Even though the Applicant envisions that the commercial businesses that will occupy the Industrial and Business Park will complement the light industrial uses present in the park; there is no guarantee that it will be the case. Hence, we would like to see numbers to gauge the need. There appears to be great demand for light industrial, and perhaps the Applicant should consider limiting their proposal to that alone.

Response: The Market Study assessed the demand for light industrial uses that is anticipated to be the primary target market for the proposed project. As noted in the Market Study, location and visibility are primary market factors that establish the highest and best use of light industrial land. The quasi-retail demand witnessed in other light industrial subdivisions such as Maui Business Park II is not anticipated for the DLNR Industrial and Business Park due to locational differences. However, given the permitted

uses in "M-1, Light Industrial" District zoning, it is anticipated that some of the associated commercial businesses will be attracted to the proposed project. The Market Study notes that typical industrial parks on Maui have an industrial use to associated commercial use ratio of 70 to 30 percent.

Because commercial uses are not the primary target market for the project, expanding the Market Study to encompass retail demand and occupancy is not considered appropriate. That said, the Market Study consultant has noted that much of the vacancy in existing retail centers is not necesssarily a reflection of lacking commercial demand. Rather, it is attributed to financial decision-making driven by tax/corporate strategy. National investors that own shopping center portfolios often accept losses at certain retail complexes to offset highly profitable facilities. Local brokers have stated that ownership will also endure vacancy rather than lower-asking rents. Their reasoning is that it can trigger rent reduction requests by existing tenants and jeopardize long-term potential revenue.

We note the Department of Planning's (Department) comment that the Market Study demonstrates great demand for light industrial uses and that the Applicant may want to consider limiting their proposal to light industrial uses. While the Market Study exhibits sufficient demand for light industrial uses for the project, the DLNR believes that allowing the flexibility for a limited amount of commercial uses (up to 30 percent) in the DLNR Industrial and Business Park to support potential complimentary business relationships and to provide flexibility for future lessee businesses is desirable.

Comment No. 4

For the Final EIS, please include a statement that it is anticipated that the Maui County Code, Title 19 will likely undergo revision in the next few years. The Department does not favor stacking uses and M-1 Light Industrial zoning consists of many different types of uses. When Title 19 is revised, the permitted uses within the M-1 Light Industrial zoning may also be amended so that it is just light industrial.

Response: We acknowledge that the Maui County Code (MCC), Title 19 is anticipated to undergo revision and that the Department does not favor stacking uses in the "M-1, Light Industrial" zoning district. We understand that the

current zoning code in place today may not be in effect at the time the project seeks a change of zoning (CIZ) The DLNR will monitor the proposed revisions to MCC, Title 19 and will continue to coordinate with the Department, particularly prior to seeking a CIZ. As recommended, the Final EIS includes a statement about the anticipated Title 19 Revision. See **Exhibit "1"**.

Comment No. 5

The proposed bike path will not be located in Central Maui; however, we ask that you please develop it with consideration of the Central Maui Pedestrian and Bicycle Master Plan for 2030.

Response: Thank you for the information regarding the Central Maui Pedestrian and Bicycle Plan for 2030 (Plan). The Plan has been reviewed and the proposed project will be developed in consideration of the Plan.

Comment No. 6

The proposed Industrial and Business Park is to abut the proposed Maui Regional Public Safety Complex, which is the site of the new prison, and is shown in some of your figures. The Department has been made aware that figures will continue to include the label. For the Final EIS, please include a disclaimer that the County of Maui objects to the correctional facility location. As previously noted, the concern is that once it is shown on a map, the concept will not be forgotten.

Response: The Final EIS has been revised to note that the County of Maui objects to the location of the proposed Maui Regional Public Safety Complex. See **Exhibit "2"**. Figure 4.1 of the Traffic Impact Analysis (TIAR) has also been revised to add "Proposed" to the label.

Comment No. 7

On page 59, the last sentence says that thirty percent (30%) of the annual lease revenue will be set aside for the Department of Hawaiian Home Lands (DHHL) and twenty percent (20%) will be set aside for the Office of Hawaiian Affairs (OHA). Throughout the Draft EIS, it is stated that DHHL is not a partner. Please clarify why monies are then being set aside for DHHL, as well as OHA.

Response: DHHL owns lands in the Pulehunui region but is not involved in the development of the proposed 280-acre DLNR Industrial and Business Park. The Hawaiian Homes Commission Act (Article XII, Section I of the State Constitution) establishes that 30 percent of state receipts derived from leasing lands cultivated as sugar cane on the effective date of the Act (1978) shall be transferred to the DHHL. Based on this provision, it is anticipated that 30 percent of the annual lease revenue will be set aside for the DHHL. At the time of the effective date of the Act, the subject property was under lease to Alexander & Baldwin, Inc. for the purpose of sugar cane cultivation. Chapter 10-13.5, Hawai'i Revised Statutes (HRS) "Use of Public Lands" establishes that 20 percent of all funds derived from the public land trust shall be set aside for the Office of Hawaiian Affairs (OHA). The Draft EIS erroneously indicated that 20 percent of lease revenue will be set aside for OHA. Upon further research, the DLNR has determined that Chapter 10-13.5, HRS does not apply to the subject project because according to the DLNR's records, the subject property is not included within the public land trust as defined in Section 5(b) of the Admission Act. The Final EIS has been revised accordingly. See **Exhibit "3"**.

Comment No. 8

The Draft EIS does not discuss the inclusion of bus stops into the proposed project. We note there was a 'no comment' letter from the Maui Department of Transportation. Please continue to coordinate with them on the possible creation of a bus stop(s) near the project site to serve area employees, as well as potential lessees and their customers.

Response: We acknowledge the Department's recommendation and will coordinate with the County of Maui, Department of Transportation regarding the possible creation of a bus stop near the project site to serve the area's employees and potential lessees' customers.

Comment No. 9

The Traffic Impact Assessment Report includes discussion of three (3) new traffic signals to be located at; 1) Maui Veteran's Highway/DHHL access/DLNR area, 2) Maui Veteran's Highway/Mehameha Loop and 3) Maui Veteran's Highway/Mehameha Loop/Maui Raceway Park. This would make for many stops within this area, along a State Highway. Has this been discussed with the State Department of Transportation? We highly encourage

the traffic engineer and the Applicant to consider other options, perhaps with less stop-and-go. We note that on page 18, it says that roundabouts were not considered because it would create lengthy delays and capacity issues; however, we believe that a more thorough analysis is needed.

Response: Thank you for your comments on the proposed intersections on Maui Veterans Highway. In an agency comment letter from the State of Hawai'i, Department of Transportation (HDOT) received on July 16, 2018, the HDOT noted that it agrees that the three (3) intersections on Maui Veterans Highway be full intersections. Furthermore, the HDOT recommended that these intersections be designed and constructed for the build-out of both the currently proposed project, as well as the proposed DHHL Pulehunui North project. As such, the development of these three (3) full-intersections is the preferred option, as it considerd the traffic impacts of both the proposed project as well as future development of the area.

Regarding roundabouts, if a single-lane roundabout is implemented, Maui Veterans Highway will need to be reduced from its existing four-lane roadway to a two-lane roadway. Based on national guidance, the vehicular capacity for a single-lane roundabout is generally up to 25,000 vehicles/day. Maui Veterans Highway currently serves between 30,000 to 35,000 vehicles/day. Therefore, a single-lane roundabout would likely operate over-capacity and cause lengthy delays and congestion.

There are currently no double-lane or triple-lane roundabouts operational in the State of Hawai'i, so there will be a steep learning curve for these drivers in a relatively high-volume area upon implementation. Based on national guidance, the vehicular capacity for a double-lane roundabout is generally up to 45,000 vehicles/day. Based on a forecast traffic by 2038, average daily traffic may reach between 60,000 to 75,000 vehicles/day, likely making double-lane roundabouts infeasible.

This information has been included in the Final EIS. See **Exhibit "4"**.

Comment No. 10

In your Traffic Impact Assessment Report, there are six (6) lanes incorporated into the analysis. We note that on page 12, it is noted that this was included because it was a recommendation included in the 'HDOT 2035 Transportation Plan.' Given the uncertainty on build-out, it says that DLNR will coordinate in

a fair share contribution. With construction anticipated to begin in 2022, the fact that infrastructure is typically intact prior to lot construction and that the HDOT Transportation Plan is for 2035, the two (2) additional lanes should probably be factored out of the "with project" traffic analyses. Please consult with the State Department of Transportation on this rationale for removal. If they agree, please revise the TIAR and include it in the Final EIS.

Response: We acknowledge and appreciate the department's comment on the TIAR and have updated it to clarify that the proposed project does not assume the HDOT widening will occur. We agree that there is uncertainty on the build-out of the Maui Veterans Highway widening to six (6) lanes and that it may not be constructed by the HDOT by Year 2035. The TIAR states on page 12 that the proposed widening of Maui Veterans Highway to six (6) lanes, as identified in the '*HDOT 2035 Transportation Plan*' is *"...currently not a funded improvement and is not identified on the latest Statewide Transportation Improvement Program (STIP)"*. See **Exhibit "5"**. However, since the DLNR build-out is forecast for Year 2038, we believed that it was important to note that HDOT identified a potential need for widening Maui Veterans Highway to six (6) lanes based on anticipated growth by Year 2035.

As previously mentioned, the intersection improvements and widening recommendations for Year 2038 with or without the proposed project does not assume the HDOT widening will occur. These improvements are just the required widening for each intersection to operate with adequate capacity based on the anticipated growth in traffic. Since there are many projects in the area that are planned to be developed by the Year 2038, the TIAR recommends working with HDOT to agree on a fair-share of widening improvements along Maui Veterans Highway. Between 2022 and 2038, as individual parcels within the DLNR project site are developed HDOT may require additional analysis or updated TIARs to determine impacts to the Maui Veterans Highway corridor and timing of widening improvements.

Comment No. 11

We note that in the Traffic Impact Analysis Report, Figure 4.1 shows the Maui Regional Public Safety Complex. Again, we note that this is a proposal that is unsupported by the County; hence, we encourage that 'Proposed' be added to the label. Given the project uncertainty, we wonder how beneficial it is to include this into the TIAR, which shows proposed regional developments.

Response: As noted previously, the Final EIS has been revised to note that the County of Maui objects to the location of the proposed Maui Regional Public Safety Complex. Figure 4.1 of the TIAR has also been revised to add "Proposed" to the label. Refer to **Exhibit "2"**.

Comment No. 12

We note that the Maui Metropolitan Planning Organization (MPO) was not consulted with regarding the long-term transportation plan for the region and we highly encourage that you consult with them prior to publication of the Final EIS.

Response: We acknowledge the Department's comment regarding consultation with the Maui Metropolitan Planning Organization (MPO) and have submitted a copy of the Draft EIS for the MPO's review and comment on August 10, 2018. To date, we have not received any comments from the MPO.

Comment No. 13

In the Flora/Fauna Study, it said that there may be the endangered nene goose within the project area. It was recommended that occupants be made aware of nene onsite and that they be educated on how to handle them. We encourage the DLNR to inform and educate potential lessors.

Response: The DLNR intends to inform and educate potential lessees of the possibility of nēnē geese in the project area and how best to handle the animals.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you wish to receive a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosures
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosures)
Ian Hirokawa, Department of Land and Natural Resources (w/enclosures)
Shane Fukuda, Fukuda Valuation & Consulting, LLC (w/enclosures)
Ben Kudo, Ashford & Wriston (w/enclosures)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosures)
Tyler Fujiwara, Austin, Tsutsumi & Associates, Inc. (w/enclosures)
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EXHIBIT 1.

- Indirect jobs and income generated by purchases of goods and services by construction companies and families of construction workers.

- State tax revenues (excise taxes, personal income taxes, corporate income taxes, etc.) paid by construction companies and workers, and by companies and families that are supported by construction activity.

- **Operations, Full Development**

  - Use of some project lots by DLNR and other government agencies.

  - Rents from lessees, which DLNR will use to support a broad range of its programs and divisions.

  - Goods and services provided by tenants of the project.

  - Employment and income generated by onsite commercial and industrial activity.

  - Offsite employment and income activity generated by the purchases of goods and services by tenants and the families of employees.

  - Tax revenues derived from County property taxes and State taxes (excise, personal income, and corporate income).

It is noted that the Department of Planning has conducted an audit of Title 19 of the MCC and anticipates a revision of the County's zoning ordinance. The DLNR understands that the current zoning code may not be in effect at the time the project seeks a Change of Zoning (COZ). In particular, the Department of Planning has indicated that it does not favor the stacking of uses currently allowed by the "M-1, Light Industrial" Zoning District. When Title 19, MCC is revised, the "M-1, Light Industrial" Zoning District may be limited to more traditional light industrial uses. The DLNR will monitor the proposed revisions to Title 19, MCC and will coordinate with the Department of Planning prior to seeking a COZ.

G. HAWAI'I COASTAL ZONE MANAGEMENT PROGRAM – OBJECTIVES AND ENFORCEABLE POLICIES

The project area is not within the County of Maui's Special Management Area (SMA). Nevertheless, an assessment of the development plan pursuant to the Hawai'i Coastal Zone Management Program (HCZMP) is provided as follows.

EXHIBIT 2.

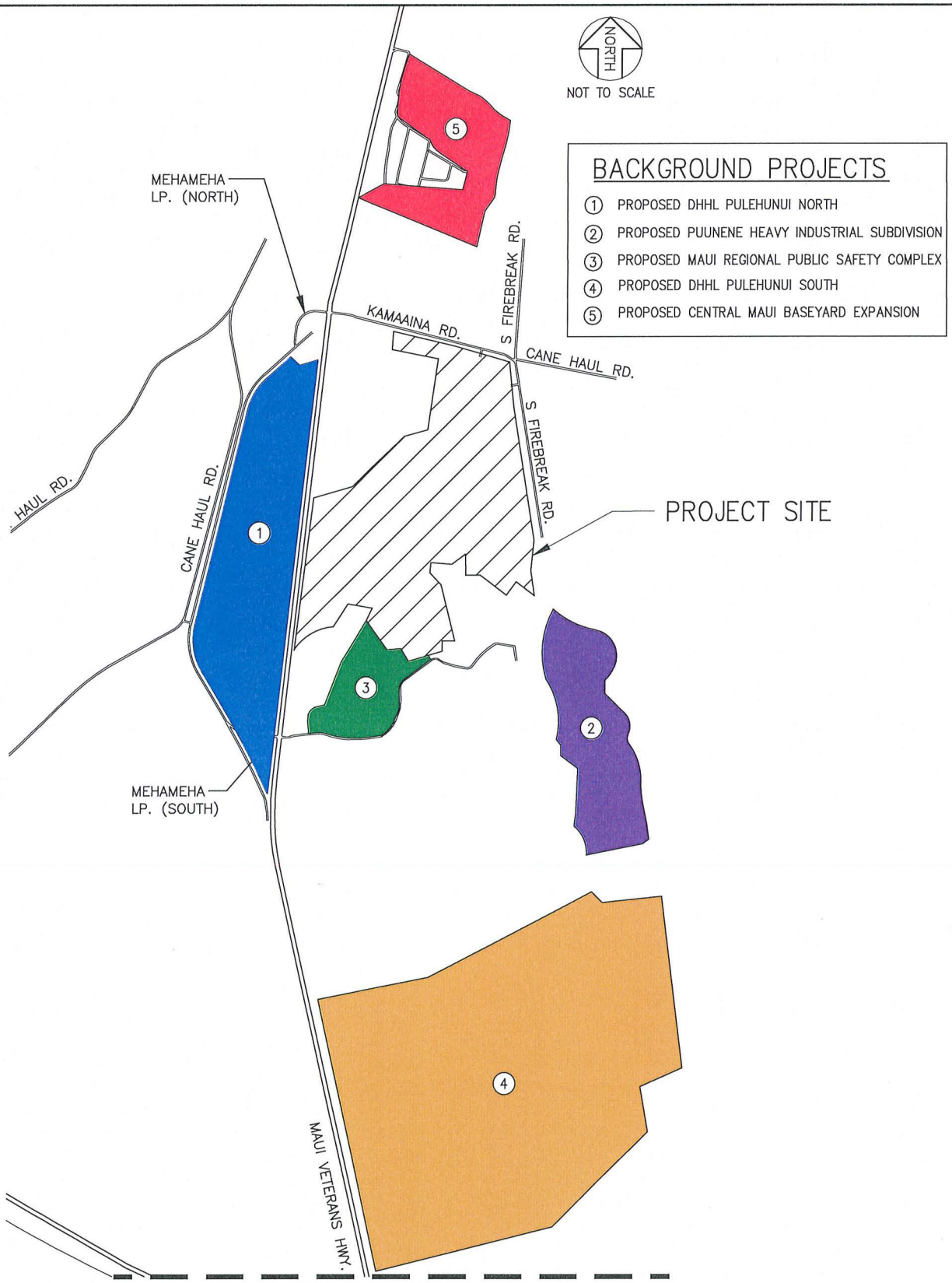
Department of Accounting and General Services (DAGS) are proposing the Maui Regional Public Safety Complex (MRPSC) at Pulehunui, adjacent to the DLNR Industrial and Business Park. ~~Additionally, the DHHL owns lands in the Pulehunui region, including approximately 184 acres of land across Maui Veterans Highway from the DLNR's project.~~ In its comment letter on the Draft EIS, dated July 9, 2018, the County of Maui, Department of Planning has requested that this Final EIS note that the County objects to the currently proposed location of the MRPSC. It is noted that an Application for a State Special Use Permit and County Conditional Permit had been filed for the proposed MRPSC on January 5, 2012. However, by letter dated November 2, 2018 from Wilson Okamoto Corporation, authorized agent for the DAGS, to the Department of Planning, the applications were withdrawn because the DAGS is not actively pursuing implementation of the proposed project at this time. It was noted that should the project be pursued in the future, a new permit application would be submitted.

The DHHL also owns two (2) large tracts of land in Pulehunui, referred to as "Pulehunui North" and "Pulehunui South". Pulehunui North encompasses 184 acres and is located across of Maui Veterans Highway from the proposed DLNR Industrial and Business Park. Pulehunui South is located on the east side of Maui Veterans Highway, south of the DLNR property and covers 646 acres. The land use programs on the DHHL properties are anticipated to involve commercial, light industrial, diversified agriculture, and subsistence agricultural use including agricultural homesteads for DHHL Beneficiaries.

It is noted that there has been past coordination amongst the State agencies with landholdings at Pulehunui, particularly during the County of Maui's General Plan Update process. DLNR, DHHL, PSD, and DAGS collaborated in their request to the Maui County Council to have the various agencies' lands/projects in the Pulehunui region included in the MIP's UGB. Since that time, the MIP was adopted with 280 acres of DLNR's 655 acres of landholding at Pulehunui included in the UGB. The proposed site for the MRPSC was also included in the UGB.

Although there has been coordination amongst the State agencies in the past, each project is a separate and distinct project from each other and does not represent a single large project. The DLNR Industrial and Business Park, proposed MRPSC, and proposed DHHL projects are physically and functionally separate projects that are defined by different missions and timeframes and are owned and managed by different State agencies.

The agencies are continuing to work with each other to assess the feasibility of coordinated infrastructure to take advantage of the proximity of the various projects. It is noted that the DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region. ~~When complete, a~~A separate Draft EIS ~~will be prepared~~ for the infrastructure master plan and DHHL's Pulehunui North and South projects was published on November 8, 2018 in the Environmental Notice.



DLNR INDUSTRIAL AND BUSINESS PARK TIAR

AUSTIN, TSUTSUMI & ASSOCIATES, INC.
ENGINEERS, SURVEYORS • HONOLULU, HAWAII

BACKGROUND DEVELOPMENTS PULEHUNUI

FIGURE 4.1

EXHIBIT 3.

~~Thirty (30) percent of the annual lease revenue will be set aside for the DHHL and 20 percent will be set aside for OHA.~~ Refer to **Appendix "N".**

It is noted that the Hawaiian Homes Commission Act (Article XII, Section I of the State Constitution) establishes that 30 percent of state receipts derived from leasing lands cultivated as sugar cane on the effective date of the Act (1978) shall be transferred to the DHHL. Based on this provision, it is anticipated that 30 percent of the annual lease revenue will be set aside for the DHHL. At the time of the effective date of the Act, the subject property was under lease to Alexander & Baldwin, Inc. for the purpose of sugar cane cultivation.

C. PUBLIC SERVICES

1. Solid Waste Collection and Disposal

a. Existing Conditions

Single-family residential solid waste collection service is provided by the County of Maui on a weekly basis. Residential solid waste collected by County crews is disposed of at the County's Central Maui Landfill facility, located 4.0 miles southeast of the Kahului Airport. In addition to County-collected refuse, the Central Maui Landfill also accepts waste from private collection companies that service certain residential areas and businesses. The Central Maui Landfill also accepts green waste and construction waste from demolition and construction activities.

Any solid waste generated by the commercial activities around the project area is collected and disposed of by construction and private collection companies.

b. Potential Impacts and Proposed Mitigation Measures

The Department of Environmental Management (DEM) estimated that the remaining capacity of the Central Maui Landfill is 928,000 cubic yards (c.y.). The existing landfill has adequate capacity to accommodate residential and commercial waste needs through the year 2020. The DEM has future expansion of the Central Maui Landfill planned. In 2018, the Phase V-B Extension cell will add approximately 485,454 c.y. In the future Phase VI will add approximately 2,992,138 c.y. and Phase III will add approximately 3,487,573 c.y. As of May 2017, with all cells constructed, the total remaining capacity will be 7,893,211 c.y. or 5,793,616 tons (at the

EXHIBIT 4.

forecast traffic, the Project will constitute approximately 18 percent of all traffic, based on its composite average increase for the AM, PM, and Saturday MD peak hours of traffic.

The signalization of the new Maui Veterans Highway/DHHL Access/DLNR Access and Maui Veterans Highway/Mehameha Loop (South) intersections are recommended as the most feasible alternative due to the high volumes projected to enter and exit the DHHL Pulehunui North project. A two-way stop control or right-in, right-out intersection were not considered because it is expected to create long delays. Similarly, a roundabout ~~would create lengthy delays and capacity issues for the high volume Maui Veterans Highway approaches~~was assessed and determined to be infeasible. If a single-lane roundabout is implemented, Maui Veterans Highway will need to be reduced from its existing four-lane roadway to a two-lane roadway. Based on national guidance, the vehicular capacity for a single-lane roundabout is generally up to 25,000 vehicles/day. Maui Veterans Highway currently services between 30,000 to 35,000 vehicles/day. Therefore, a single-lane roundabout would likely operate over-capacity and cause lengthy delays and congestion. There are currently no double-lane or triple-lane roundabouts operational in the State of Hawai'i, so there will be a steep learning curve for these drivers in a relatively high-volume area upon implementation. Based on national guidance, the vehicular capacity for a double-lane roundabout is generally up to 45,000 vehicles/day. Based on forecast traffic by 2038, average daily traffic may reach between 60,000 to 75,000 vehicles/day, likely making double-lane roundabouts infeasible.

With the recommended improvements at the study intersections, all intersections are forecasted to continue operating at LOS D or better. However, it is noted that although the majority of left-turn and minor street movements are expected to still operate at LOS E/F due to long cycle lengths favoring through movements on Maui Veterans Highway, all movements are anticipated to operate below capacity during all peak hours of traffic. Additionally, all mainline through movements along the highway are expected to operate at LOS D or better during all peak hours.

The DLNR Industrial and Business Park will provide pedestrian walkways through the project, as well as connectivity to the bikeway that currently exists along the Maui Veterans Highway corridor, further supporting goals of the Central Maui Pedestrian and Bicycle Master Plan for 2030 by creating a more viable community utilizing non-motorized transportation. Refer to **Figure 3**. The DLNR will also coordinate with the County of Maui, DOT regarding the possibility of creating a bus stop near the project site to

EXHIBIT 5.

- **Eastbound:** One (1) left-turn lane, one (1) shared left-turn/through lane and two (2) right-turn lanes
- **Westbound:** One (1) left-turn lane and one (1) shared through/right-turn lane

In addition to the above improvements, the coordination of traffic signals at Maui Veterans Highway/Mehameha Loop (North)/Kamaʻāina Road, Maui Veterans Highway/DHHL Access/DLNR Access and Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road should be considered where feasible, and the signal timing plans should be optimized to improve throughput progression along Maui Veterans Highway.

As noted previously, although the widening of Maui Veterans Highway in both the northbound and southbound directions in the TIAR is only at the select study intersections for base year 2038, the actual widening of the highway to three (3) through lanes in each direction is anticipated to extend the entire length of Maui Veterans Highway from its connection with Piʻilani Highway to the south, and to its connection with Puʻunēnē Avenue to the north, consistent with the long-range capacity solution for Maui Veterans Highway identified in the Department of Transportation's *Federal-Aid Highways 2035 Transportation Plan for the District of Maui.* Further, all proposed widening improvements through Year 2038 along Maui Veterans Highway fronting the DLNR Industrial and Business Park site can occur within the State's existing right-of-way. As noted in the July 2014 Transportation Plan the widening is anticipated to be necessary by 2035. However, it should be noted that this Maui Veterans Highway Widening improvement is currently not a DOT-funded or approved project and is only an identified roadway capacity solution for long range planning purposes.

With the above improvements, the study intersections are forecasted to operate at LOS D or better. However, it is noted that although the majority of left-turn and minor street movements are expected to still operate at LOS E/F due to the long cycle lengths favoring through movements on Maui Veterans Highway, all movements are anticipated to operate at below capacity during all peak hours of traffic. Additionally, all mainline through movements along the highway are expected to operate at LOS D or better during all peak hours.

Access to the proposed DLNR Industrial and Business Park will be provided by a proposed signalized intersection off of Maui Veterans Highway across DHHL's property access, the existing Kamaʻāina Road, South Firebreak Road, and the County of Maui's Raceway Park access

- **Eastbound:** *One (1) left-turn lane, one (1) through lane* and one (1) right-turn lane with an acceleration lane.

- **Westbound:** *One (1) left-turn lane, one (1) through lane* and one (1) right-turn lane.

(5) **Maui Veterans Highway/Pi'ilani Highway/North Kīhei Road/Monsanto Driveway**

- Widen Maui Veterans Highway to provide an additional northbound and southbound through lane, resulting in three through lanes northbound and four through lanes southbound along Maui Veterans Highway.

  - **Northbound:** Two (2) left-turn lanes, *three (3) through lanes* and one (1) right-turn lane.

  - **Southbound:** One (1) left-turn lane, *four (4) through lanes* and one (1) right-turn lane.

  - **Eastbound:** One (1) left-turn lane, one (1) shared left-turn/through lane and two (2) right-turn lanes.

  - **Westbound:** One (1) left-turn lane and one (1) shared through/right-turn lane.

(6) **Kama'āina Road, South Firebreak Road and Maui Raceway Park Access Road**

- *Upgrade roadway to Maui County standards.*

The TIAR notes that the signal timing plans at the Maui Veterans Highway/Mehameha Loop (North)/Kama'āina Road, Maui Veterans Highway/DHHL Access/DLNR Access, and Maui Veterans Highway/Mehameha Loop (South)/Maui Raceway Park Access Road intersections should be optimized to provide favorable throughput progression along Maui Veterans Highway.

As noted previously, although the widening of Maui Veterans Highway in both the northbound and southbound directions is only recommended at the select study intersections, the actual widening of the highway to three (3) through lanes in each direction is anticipated to extend the entire length of Maui Veterans Highway as identified in DOT's Federal-Aid Highways 2035 Transportation Plan for the District of Maui. These improvements will be necessary by 2035 prior to the full buildout year 2038. Due to the uncertainty of DOT's Maui Veterans Highway widenting improvement, DLNR will coordinate with DOT on its fair-share of improvements. Based on a comparison of the Project traffic increase to total Future Year 2038

forecast traffic, the Project will constitute approximately 18 percent of all traffic, based on its composite average increase for the AM, PM, and Saturday MD peak hours of traffic.

The signalization of the new Maui Veterans Highway/DHHL Access/DLNR Access and Maui Veterans Highway/Mehameha Loop (South) intersections are recommended as the most feasible alternative due to the high volumes projected to enter and exit the DHHL Pulehunui North project. A two-way stop control or right-in, right-out intersection were not considered because it is expected to create long delays. Similarly, a roundabout ~~would create lengthy delays and capacity issues for the high volume Maui Veterans Highway approaches~~was assessed and determined to be infeasible. If a single-lane roundabout is implemented, Maui Veterans Highway will need to be reduced from its existing four-lane roadway to a two-lane roadway. Based on national guidance, the vehicular capacity for a single-lane roundabout is generally up to 25,000 vehicles/day. Maui Veterans Highway currently services between 30,000 to 35,000 vehicles/day. Therefore, a single-lane roundabout would likely operate over-capacity and cause lengthy delays and congestion. There are currently no double-lane or triple-lane roundabouts operational in the State of Hawai'i, so there will be a steep learning curve for these drivers in a relatively high-volume area upon implementation. Based on national guidance, the vehicular capacity for a double-lane roundabout is generally up to 45,000 vehicles/day. Based on forecast traffic by 2038, average daily traffic may reach between 60,000 to 75,000 vehicles/day, likely making double-lane roundabouts infeasible.

With the recommended improvements at the study intersections, all intersections are forecasted to continue operating at LOS D or better. However, it is noted that although the majority of left-turn and minor street movements are expected to still operate at LOS E/F due to long cycle lengths favoring through movements on Maui Veterans Highway, all movements are anticipated to operate below capacity during all peak hours of traffic. Additionally, all mainline through movements along the highway are expected to operate at LOS D or better during all peak hours.

The DLNR Industrial and Business Park will provide pedestrian walkways through the project, as well as connectivity to the bikeway that currently exists along the Maui Veterans Highway corridor, further supporting goals of the Central Maui Pedestrian and Bicycle Master Plan for 2030 by creating a more viable community utilizing non-motorized transportation. Refer to **Figure 3**. The DLNR will also coordinate with the County of Maui, DOT regarding the possibility of creating a bus stop near the project site to

JUN 15 2018

POLICE DEPARTMENT

COUNTY OF MAUI

ALAN M. ARAKAWA
MAYOR

OUR REFERENCE

YOUR REFERENCE

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

TIVOLI S. FAAUMU
CHIEF OF POLICE

DEAN M. RICKARD
DEPUTY CHIEF OF POLICE

June 8, 2018

Ms. Tessa Munekiyo Ng, AICP
Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Subject: Draft Environmental Impact Statement (EIS) for the Proposed DLNR Industrial and Business Park at TMK: (2) 3-8-008:001 (por.), Puunene, Pulehunui, Maui, Hawaii

Dear Ms. Ng:

This is in response to your letter dated May 21, 2018 requesting comments to the Draft Environmental Impact Statement being submitted for the State of Hawaii Department of Land and Natural Resources proposed Industrial and Business Park.

In review of the submitted documents, if proper precautions should be taken to address the ingress and egress of any construction materials or equipment onto public roadways, as well as the dust and debris produced from this construction, we have no objections to the upcoming project.

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Assistant Chief John Jakubczak
for: TIVOLI S. FAAUMU
Chief of Police

c: Ian Hirokawa, DLNR Land Division

MUNEKIYO HIRAGA
Planning, Project Management, Sustainable Solutions

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Tivoli S. Faaumu, Chief of Police
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Chief Faaumu:

Thank you for your letter dated June 8, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comment noted in your letter.

Comment

In review of the submitted documents, if proper precautions should be taken to address the ingress and egress of any construction materials or equipment onto public roadways, as well as the dust and debris produced from this construction, we have no objections to the upcoming project.

Response: Proper precautions will be taken by DLNR and the project contractor regarding the ingress and egress of any construction materials or equipment onto public roadways, as well as for the dust and debris produced from construction. Appropriate compliance requirements will be incorporated in the construction contract documents for the project.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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JUL 17 2018

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

JOHN R. SMITH, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

July 13, 2018

Mr. Ian Hirokawa
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P. O. Box 621
Honolulu, Hawaii 96809

Ms. Tessa Munekiyo Ng
MUNEKIYO HIRAGA
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Dear Mr. Hirokawa and Ms. Ng:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED DLNR INDUSTRIAL AND BUSINESS PARK; TMK: (2) 3-8-008:001 (POR.)

We reviewed the subject application and have no comments at this time.

If you have any questions regarding this memorandum, please call Rowena Dagdag-Andaya at 270-7845.

Sincerely,

DAVID C. GOODE
Director of Public Works

DCG:RMDA:da
xc: Engineering Division
S:\DSA\Engr\CZM\Draft Comments\38008001_DLNR_industrial_&_business_park_eis.rtf

MUNEKIYO HIRAGA
Planning Project Management Environmental Engineering

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

David C. Goode, Director
County of Maui
Department of Public Works
200 South High Street, Room 434
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i

Dear Mr. Goode:

Thank you for your letter of July 13, 2018 indicating your Department does not have any comments at this time on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:tn
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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Maui: 305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729
Oahu: 735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
www.munekiyohiraga.com

ALAN M. ARAKAWA
Mayor

DON MEDEIROS
Director

JOHN L. BUCK III
Deputy Director

(808) 270-7511

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
2145 Kaohu Street, Suite 102
Wailuku, Hawaii, USA 96793

July 2, 2018

Ian Hirokawa
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, HI 96809

Tessa Munekiyo Ng
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, HI 96793

Subject: Proposed DLNR Industrial and Business Park at Pu'unene

Dear Mr. Hirokawa and Ms. Ng,

Thank you for the opportunity to comment on this project. We have no comments to make regarding this project at this time.

Please feel free to contact me if you have any questions.

Sincerely,

Don Medeiros
Director

MUNEKIYO HIRAGA

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Marc Takamori, Director
County of Maui
Department of Transportation
2145 Kaohu Street, Suite 102
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Takamori:

Thank you for your department's letter dated July 2, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we appreciate your letter of confirmation that there are no comments on the subject project at the present time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
K:\DATA\SOH DLNR\Pulehunui MP EIS 1882\Application\Draft EIS\Draft EIS Response\MDOT.ltr.doc

735 Bishop Street, Suite 321 Honolulu, Hawaii 96813 Tel: 808.983.1233
305 High Street, Suite 104 Wailuku, Hawaii 96793 Tel: 808.244.2015 Fax: 808.244.8729

JUL 06 2018

ALAN M. ARAKAWA
Mayor

DAVID TAYLOR, P.E.
Director

GLADYS C.BAISA
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

July 6, 2018

Ian Hirokawa
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawaii 96809

Subject: Draft Environmental Impact Statement (EIS)
The proposed Department of Land and Natural Resources (DLNR) Business Park at Pulehunui, Maui, Hawaii
TMK: (2) 3-8-008:001 (por.)

Dear Mr. Hirokawa,

Thank you for the opportunity to comment on the Draft EIS for the proposed DLNR Business Park on Maui.

Infrastructure, Consumption and Source
The Department of Water Supply (DWS) notes that DLNR is continuing its discussion with the Department to determine whether future water source will be available to accommodate the DLNR Business Park. The Department encourages DLNR to continue to coordinate water system requirements with our Engineering Division. DLNR would develop its own infrastructure and connect to DWS water service in alternative 1, the preferred alternative. Alternatives 2 and 3 would require ground water development in the Kahului aquifer, which has a sustainable yield of 1 million gallons per day (MGD), or surface water treatment from East Maui Irrigation ditches. Please note the additional use of ground water in the Kahului aquifer may not be available due to an anticipated decrease in irrigation recharge to the aquifer and the current condition of pumpage exceeding sustainable yield.

The DWS has a 6-inch water line adjacent to the project on Mokulele Hwy and an 8-inch line adjacent on Kama'aina Rd. Following alternative 1 in the document (hooking up to the DWS Central System) may require upgrading the 8-inch line on Kama'aina Rd. As noted in a previous letter dated August 22, 2016 (attached), the construction of a new tank of .1 MGD would be required as well.

DWS demand calculations are 1.71 million gallons per day (MGD) based on the Hawaii State Water System Standards, 2002 Table 100-18 for light industry and commercial. The project could be subject to the limitations set forth in Title 16, Chapter 201, of the County Administrative Rules, Rules Relating to

Water Service and Large Quantities of Water and could include source development. Due to the large quantity demand, DWS recommends that DLNR corroborate with DHHL on source development.

Additional comments can be reviewed in the attached signed DWS letter dated March 28, 2017. Should you have questions contact Staff Planner Audrey Dack at (808) 463-3109 or Audrey.dack@mauicounty.gov.

Sincerely,

Wendy Taomoto, Acting Deputy Director
apd
cc: Tessa Munekiyo Ng, Munekiyo Hiraga
DWS Engineering Division

ALAN M ARAKAWA
Mayor

DAVID TAYLOR, P.E.
Director

GLADYS C.BAISA
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

March 28, 2017

Russell Tsuji, Administrator
Department of Land and Natural Resources
Land Division
1151 Punchbowl Street, Suite 220
Honolulu, Hawaii 96793

Subject:Environmental Impact Statement Preparation Notice (EISPN)
The Department of Land and Natural Resources (DLNR) Business Park at Pulehunui, Maui, Hawaii
TMK: (2) 3-8-008:001 (por.)

Dear Mr. Tsuji,

Thank you for the opportunity to comment on the EISPN for the DLNR Business Park on Maui.

Infrastructure, Consumption and Source
The Department of Water Supply (DWS) has a 6-inch water line adjacent to the project on Mokulele Hwy and an 8-inch line adjacent on Kama'aina Rd.

DWS demand calculations are 1.71 million gallons per day (MGD) based on the Hawaii State Water System Standards, 2002 Table 100-18 for light industry and commercial. Due to the large quantity demand, DWS recommends that DLNR corroborate with DHHL on source development.

The proposed project overlies the Kahului aquifer with a sustainable yield of one MGD. DWS notes that DLNR is continuing its discussion with the DWS to determine whether future water source development will be available to accommodate the DLNR Business Park. If available, DLNR will develop its own infrastructure and connect to DWS water service. DWS recommends the DLNR infrastructure be built to Hawaii State Water System Standards, 2002. DWS notes an alternative proposal to use ground water for potable water has been suggested. Please note additional use of ground water in the Kahului aquifer may not be available due to anticipated decrease in irrigation recharge to the aquifer. (Pumpage is already exceeding sustainable yield.) Irrigation Ditches and a reservoir traverse the property. DWS notes the possible alternative use of surface water from an irrigation ditch.

Construction Best Management Practices
In order to protect ground and surface water resources as well as our coastal areas, we recommend that in addition to any required Best Management Practices (BMPs) the following measures designed to minimize infiltration and runoff be incorporated into the EIS and implemented during construction:

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the

"By Water All Things Find Life"

ground. Remove all construction debris and toxic substances daily to prevent entry into the ground.

- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed off-site.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales.
- Disturb the smallest area possible.
- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods of low rainfall to minimize chemical run-off.
- Keep run-off on site.

Outdoor Conservation Best Management Practices

DWS recommends the following outdoor conservation measures be implemented:

- Use Smart Approved WaterMark irrigation products. Examples include evapotranspiration irrigation controllers, drip irrigation, and water saving spray heads.
- After plants are established, avoid fertilizing and pruning to stimulate excessive growth. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.
- Use native climate-adapted plants for landscaping. Native plants adapted to the area conserve water and protect the watershed from degradation due to invasive alien species.
- Dust control: Reclaimed water for dust control is available from the Kihei and Kahului Wastewater Treatment plants at a reasonable cost. If feasible, it should be considered as an alternative source of water for dust control during construction.

Should you have questions contact Staff Planner Audrey Dack at (808) 463-3109 or Audrey.dack@mauicounty.gov.

Sincerely,

David S. Taylor, P.E.
Director

apd
cc: Munekiyo Hiraga
Engineering Division

ALAN M. ARAKAWA
Mayor

DAVID TAYLOR, P.E.
Director

PAUL J. MEYER
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

August 22, 2016

Mr. Gayson Ching
State of Hawaii
Department of Land and Natural Resources
Engineering Division
P.O. Box 373
Honolulu, HI 96809

Dear Mr. Ching:

Subject: Division of Forestry and Wildlife (DOFAW) Baseyard at Pulehunui
TMK (2) 3-8-008: por. of 001, Pulehunui, Maui, Hawaii

We received your letter dated August 11, 2016 requesting potable water service for the proposed DOFAW Baseyard project, which will cover approximately 20.29 acres of the 398.096-acre parcel and comprise mainly of an office building(s), warehouse and nursery. Also stated, the total project average day demand is estimated at 27,300 gallons. It is our understanding that although this proposed project is part of the overall DLNR Pulehunui Master Plan you are actively trying to move ahead of the master plan.

The nearest Department infrastructure is an existing 8-inch waterline along Kamaaina Road, which is connected to the existing 36-inch Central Maui Water Transmission System (CMWTS). The source water for the CMWTS are groundwater wells in the Iao Aquifer System that is stored in the existing 1.0-million gallon (MG) Waihee Tank. The Waihee Tank services portions of Waihee, Maalaea, Pulehunui, and South Maui.

Based on our calculations, the Waihee Tank is unable to support the existing services and the proposed DOFAW Baseyard for both domestic and fire protection purposes. Therefore, a storage tank to service the project's domestic and fire flow usage is required. The smallest storage tank acceptable to the Department is 0.1 MG. However, stagnation is of concern due to the size differential between the estimated DOFAW Baseyard average day demand of 27,300 gallons and the 0.1 MG tank requirement. Therefore, the Department is willing to provide water service for the project without the need to construct a storage tank. This postponement is only being provided to this "standalone" project and initiation of the next phase of the master plan will require construction of the storage tank.

Please be aware that during the building permit review, water demand calculations and plans in accordance with our standards, signed and stamped by a licensed engineer will need to be submitted for our review and approval. The Department of Fire and Public Safety will provide the fire flow requirements, which may require additional water system improvements, such as upsizing of the existing 8-inch waterline along Kamaaina Road.

If you have any questions, please do not hesitate to contact Tammy Yeh at (808) 270-7835 or via email at tammy.yeh@mauicounty.gov.

Sincerely,

DAVID TAYLOR, P.E.
Director

TY/mkm

cc: Tessa Munekiyo Ng, AICP (Munekiyo Hiraga)
Ivan Nakatsuka (Austin, Tsutsumi and Associates, Inc.)

MUNEKIYO HIRAGA
Planning Project Management Sustainable Solutions

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Jeff Pearson, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawai'i 96793-2155

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Pearson:

Thank you for your department's letter dated July 6, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments noted in your letter.

Infrastructure, Consumption and Source

Comment

The Department of Water Supply (DWS) notes that DLNR is continuing its discussion with the Department to determine whether future water source will be available to accommodate the DLNR Business Park. The Department encourages DLNR to continue to coordinate water system requirements with our Engineering Division. DLNR would develop its own Infrastructure and connect to DWS water service in alternative 1, the preferred alternative. Alternatives 2 and 3 would require ground water development in the Kahului aquifer, which has a sustainable yield of 1 million gallons per day (MGD), or surface water treatment from East Maul Irrigation ditches. Please note the additional use of ground water in the Kahului aquifer may not be available due to an anticipated decrease in irrigation recharge to the aquifer and the current condition of pumpage exceeding sustainable yield.

Response: As referenced in your letter, three (3) alternatives are being assessed for water service to the project: (1) connecting to the Department of Water Supply (DWS) system, (2) developing new groundwater wells, or (3) utilizing surface water. We note the Department's comment that the additional use of groundwater may not be available from the Kahului Aquifer due to the anticipated decrease in irrigation recharge and the current condition of pumpage exceeding the sustainable yield of 1 million gallons per day (MGD). It is noted that a hydrogeological analysis was conducted by Tom Nance Water Resource Engineering (TNWRE) and is included as an Appendix of The Preliminary Engineering and Drainage Report. TNWRE noted that the Commission on Water Resources Management established the sustainable yield of the Kahului Aquifer solely based on rainfall recharge. There are other sources of recharge including surface runoff and groundwater underflow as well as agricultural and landscape irrigation, among other factors. TNWRE also noted that the CWRM has issued well construction permits for new wells in the aquifer despite ongoing pumpage of more than 25 times the regulatory sustainable yield, which is seen as a tacit acknowledgement that the sustainable yield exceeds 1.0 MGD. The DLNR understands that CWRM approval will be required prior to construction of new wells for the project.

Comment

The DWS has a 6-inch water line adjacent to the project on Mokulele Hwy and an 8-inch line adjacent on Kama'aina Rd. Following alternative 1 in the document (hooking up to the DWS Central System) may require upgrading the 8-Inch line on Kama'aina Rd. As noted in a previous letter dated August 22, 2016 (attached), the construction of a new tank of .1 MGD would be required as well.

Response: We note that should the project connect to the DWS system, the 8-inch water line within Kama'aina Road may need to be upgraded and a new 0.1 MGD storage tank would be required.

Comment

DWS demand calculations are 1.71 million gallons per day (MGD) based on the Hawaii State Water System Standards, 2002 Table

100-18 for light industry and commercial. The project could be subject to the limitations set forth in Title 16, Chapter 201, of the County Administrative Rules, Rules Relating to Water Service and Large Quantities of Water and could include source development. Due to the large quantity demand, DWS recommends that DLNR corroborate with DHHL on source development.

Response: We acknowledge the DWS demand calculations for the project is 1.71 MGD. The calculations provided in the Preliminary Engineering Report by Austin Tsutsumi & Associates, Inc. (ATA) was based on the following:

1. The project area encompasses 280.4 acres, not 285 acres.

2. Of the 280.4 acre project area, 22.8 acres and 30.6 acres, respectively, have been allocated for roadways and green area. This leaves 227 acres of developable area for light industrial/commercial use.

3. A 0.4 floor area ratio (FAR) was applied to the 227 acres of light industrial/commercial developable land to determine the building area.

4. Pursuant to the "Hawai'i State Water System Standards, 2002" for "Commercial/ Industrial Mix" use, 140 gallons per day (gpd) for each 1,000 sq. ft. of building area was utilized to determine the project's water demand. The maximum daily demand calculation for the project is 895,000 gpd. Attached is a breakdown showing ATA's water demand calculations. See **Attachment "A"**.

Based upon ATA's email inquiry on September 25, 2016 with your staff, it is our understanding that the DWS computes their water demand based upon the entire zoned project area. We further understand that during building permit review the DWS will compute the water demand based upon building area. Our computed demand is based on the anticipated building area for the project.

We acknowledge that additional water source may be required for this project and will collaborate with the Department of Hawaiian

Home Lands (DHHL) on water source development. The DLNR has been coordinating and will continue to work with the DHHL regarding potential regional water system improvements and source development.

Comment

Additional comments can be reviewed in the attached signed DWS letter dated March 28, 2017. Should you have questions contact Staff Planner Audrey Dack at (808) 463-3109 or Audrey.dack@mauicounty.gov.

Response: Thank you for referencing the comments from your March 28, 2017 letter. These comments were helpful in preparing the Draft EIS.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Attachment
cc: Russell Tsuji, Department of Land and Natural Resources (w/attachment)
Ian Hirokawa, Department of Land and Natural Resources (w/attachment)
Ben Kudo, Ashford & Wriston (w/attachment)
Cindy Young, State of Hawai'i, Attorney General's Office (w/attachment)
Adrienne Wong, Austin, Tsutsumi & Associates, Inc. (w/attachment)
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APPENDIX B
DLNR Industrial and Business Park
Water Calculations

Project Area:	280.4 acres		
Lot Area:	227.0 acres		
Road Area:	22.8 acres		
Remaining Area (Green Area):	30.6 acres		
Building Floor Area Ratio (FAR):	0.4 =	17,424	sf/acre

DEMAND 1 - DWS WSS 140 GPD/1,000 SF - FAR = 0.40						
LOT WATER DEMAND						
	Area (Acres)	Area (sf)	Building Area Based on FAR of 0.40 (sf)	Total Average Water Demand (gpd)	**Maximum Day Water Demand (gpd)**	Peak Hour Potable Water Demand (gpm)
Lot Demand[1]	210.00	9,150,000	3,659,040	512,300	768,450	1,067
DOFAW	17.04			27,300	40,950	57
Sub-Total Lots	**227.04**			**539,600**	**809,400**	1,124
Sub-Total Lots (Rounded)				**540,000**	**809,000**	

OTHER IRRIGATION DEMANDS - DWS Standards			
Road Areas		22.8	Acres
Irrigated Road Area	40%	9.1	Acres
Irrigation Unit Demand[2]		1,700	gpd/acre
Sub-Total Road Irrigation Demand		15,500	gpd
Green Area		30.6	Acres
Irrigated Green Area	80%	24.4	Acres
Irrigation Unit Demand[2]		1,700	gpd/acre
Sub-Total Green Area Irrigation Demand		41,600	gpd
Sub-Total Average Day Irrigation Demand (rounded)		**57,000**	**gpd**
Sub-Total Maximum Day Irrigation Demand (rounded)		**86,000**	**gpd**
TOTAL AVERAGE DAY DEMAND (Rounded)		**597,000**	**GPD**
TOTAL MAXIMUM DAY DEMAND (Rounded)		**895,000**	**GPD**

[1]Lot Demand does not include DOFAW Area.

[2] WSS Average Daily Demand for "Schools, Parks".

ATTACHMENT A.

APPENDIX B
DLNR Industrial and Business Park
Water Calculations

Demand 1 - 140 gpd/1000 sf					
Lot No.	Area (Acres)	Area (sf)	Building Area Based on 17,424 sf/acre (sf)	**Total Average Water Demand (gpd)**	**Maximum Potable Water Demand (gpd)**
1	1.12	48983.4	19,593.4	2,743	4,115
2	1.12	48983.4	19,593.4	2,743	4,115
3	1.12	48983.4	19,593.4	2,743	4,115
4	1.12	48983.4	19,593.4	2,743	4,115
5	0.57	24790.7	9,916.3	1,388	2,082
6	0.57	24790.7	9,916.3	1,388	2,082
7	0.57	24790.7	9,916.3	1,388	2,082
8	0.57	24790.7	9,916.3	1,388	2,082
9	0.57	24790.7	9,916.3	1,388	2,082
10	0.57	24790.7	9,916.3	1,388	2,082
11	See Below				
12	1.79	77987.5	31,195.0	4,367	6,551
13	2.03	88293.4	35,317.4	4,944	7,417
14	2.18	95117.1	38,046.8	5,327	7,990
15	3.08	134284.3	53,713.7	7,520	11,280
16	2.27	98715.1	39,486.0	5,528	8,292
17	1.49	65044.7	26,017.9	3,643	5,464
18	1.33	57916.6	23,166.6	3,243	4,865
19	1.10	47911.3	19,164.5	2,683	4,025
20	0.88	38200.4	15,280.2	2,139	3,209
21	1.10	47774.1	19,109.6	2,675	4,013
22	1.05	45943.0	18,377.2	2,573	3,859
23	1.46	63589.2	25,435.7	3,561	5,341
24	1.78	77642.8	31,057.1	4,348	6,522
25	2.18	94982.0	37,992.8	5,319	7,978
26	5.90	256917.8	102,767.1	14,387	21,581
27	4.90	213511.5	85,404.6	11,957	17,935
28	5.18	225428.5	90,171.4	12,624	18,936
29	4.11	179066.5	71,626.6	10,028	15,042
30	2.97	129412.0	51,764.8	7,247	10,871
31	1.80	78614.0	31,445.6	4,402	6,604
32	1.33	57768.0	23,107.2	3,235	4,853
33	1.12	48723.0	19,489.2	2,728	4,093
34	0.87	37782.0	15,112.8	2,116	3,174
35	0.95	41560.0	16,624.0	2,327	3,491
36	1.64	71497.7	28,599.1	4,004	6,006
37	1.84	79943.1	31,977.2	4,477	6,715
38	1.94	84700.9	33,880.4	4,743	7,115
39	2.04	88663.2	35,465.3	4,965	7,448

APPENDIX B
DLNR Industrial and Business Park
Water Calculations

Demand 1 - 140 gpd/1000 sf					
Lot No.	Area (Acres)	Area (sf)	Building Area Based on 17,424 sf/acre (sf)	**Total Average Water Demand (gpd)**	**Maximum Potable Water Demand (gpd)**
40	0.77	33463.0	13,385.2	1,874	2,811
41	0.78	34154.0	13,661.6	1,913	2,869
42	0.49	21559.7	8,623.9	1,207	1,811
43	0.59	25792.7	10,317.1	1,444	2,167
44	0.59	25826.0	10,330.4	1,446	2,169
45	0.60	25993.0	10,397.2	1,456	2,183
46	0.68	29747.9	11,899.2	1,666	2,499
47	0.72	31245.6	12,498.2	1,750	2,625
48	0.72	31499.6	12,599.8	1,764	2,646
49	3.35	145750.2	58,300.1	8,162	12,243
50	2.62	113979.2	45,591.7	6,383	9,574
51	2.80	121887.8	48,755.1	6,826	10,239
52	6.78	295181.7	118,072.7	16,530	24,795
53	4.16	181118.0	72,447.2	10,143	15,214
54	4.03	175480.7	70,192.3	9,827	14,740
55	3.52	153446.0	61,378.4	8,593	12,889
56	2.49	108613.0	43,445.2	6,082	9,123
57	3.70	161256.7	64,502.7	9,030	13,546
58	4.15	180815.0	72,326.0	10,126	15,188
59	4.46	194206.0	77,682.4	10,876	16,313
60	4.43	192756.0	77,102.4	10,794	16,192
61	3.82	166378.0	66,551.2	9,317	13,976
62	2.37	103414.0	41,365.6	5,791	8,687
63	5.18	225777.4	90,311.0	12,644	18,965
64	6.15	267879.2	107,151.7	15,001	22,502
65	3.92	170961.0	68,384.4	9,574	14,361
66	3.57	155597.9	62,239.2	8,713	13,070
67	2.61	113787.0	45,514.8	6,372	9,558
68	3.74	162982.4	65,193.0	9,127	13,691
69	3.61	157409.3	62,963.7	8,815	13,222
70	7.04	306473.7	122,589.5	17,163	25,744
71	2.24	97409.0	38,963.6	5,455	8,182
72	2.06	89546.0	35,818.4	5,015	7,522
73	3.31	144032.0	57,612.8	8,066	12,099
74	4.86	211896.9	84,758.8	11,866	17,799
75	3.50	152470.0	60,988.0	8,538	12,807
76	2.39	104170.0	41,668.0	5,834	8,750
77	3.79	165202.0	66,080.8	9,251	13,877
78	3.69	160660.0	64,264.0	8,997	13,495

APPENDIX B
DLNR Industrial and Business Park
Water Calculations

Demand 1 - 140 gpd/1000 sf					
Lot No.	Area (Acres)	Area (sf)	Building Area Based on 17,424 sf/acre (sf)	**Total Average Water Demand (gpd)**	**Maximum Potable Water Demand (gpd)**
79	5.28	229812.6	91,925.0	12,870	19,304
80	3.66	159233.0	63,693.2	8,917	13,376
81	3.68	160094.5	64,037.8	8,965	13,448
82	4.36	189759.8	75,903.9	10,627	15,940
83	4.53	197213.8	78,885.5	11,044	16,566
Sub-Total	**210.00**	9,147,598.80	3,659,040	**512,266**	**768,398**
11 (See Note)	17.04	742217.6		**27,300**	**40,950**
TOTAL LOTS	**227.04**	**9,889,816**	**3,686,340**	**539,566**	**809,348**

ALAN M. ARAKAWA
MAYOR

HERMAN ANDAYA
EMERGENCY
MANAGEMENT
ADMINISTRATOR

JUL 16 2018

COUNTY OF MAUI
MAUI EMERGENCY MANAGEMENT AGENCY
200 South High Street
Wailuku, Maui, Hawaii 96793-2155
email: emergency.management@mauicounty.gov

Phone (808) 270-7285
FAX (808) 270-7275

July 9, 2018

Munekiyo Hiraga
Attn: Tessa Munekiyo Ng
305 High Street, Suite 104
Wailuku, Hawaii, 96793

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE PROPOSED DLNR INDUSTRIAL AND BUSINESS PARK AT TAX MAP KEY (2)3-8-008:001 (POR.), PUUNENE, PULEHUNUI, MAUI, HAWAII

Dear Ms. Ng,

Thank you for the opportunity to comment on this project. Maui Emergency Management Agency (MEMA) has reviewed the Draft Environmental Impact Statement for the proposed project. Our comments are listed below.

1. MEMA recommends the installation of a Hawaii Public Safety Outdoor Warning Siren to provide public warning for hazards.
    a. It is the responsibility of a Construction Developer per guidance by the State of Hawaii Department of Defense (DoD) "Hawaii Emergency Management Agency (HI-EMA) to provide adequate emergency outdoor warning notification by means of a Public Safety Outdoor Warning Siren(s) to a new development area where there is no current coverage.
    b. Please coordinate installation with the State of Hawaii Department of Defense.

2. MEMA recommends future development to consider building structures to withstand category three (111-130 mph) winds. Technical guidance:
    a. Hwang, Dennis J, and Darren K Okimoto. *Homeowner's Handbook to Prepare for Natural Hazards*. 3rd ed., vol. 3.2, University of Hawaii, Sea Grant College Program, 2018.

Sincerely,

Herman Andaya
Emergency Management Administrator

xc: Keanu Lau Hee, MEMA Hazard Mitigation Specialist

MUNEKIYO HIRAGA
Planning Project Management Sustainable Solutions

Michael T. Munekiyo
CHAIRMAN
Karlynn K. Fukuda
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Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Herman Andaya
Emergency Management Administrator
County of Maui
Maui Emergency Management Agency
200 South High Street
Wailuku, Hawai'i 96793-2155

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i

Dear Mr. Andaya:

Thank you for your letter providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Comment No. 1

MEMA recommends the installation of a Hawaii Public Safety Outdoor Warning Siren to provide public warning for hazards.

a. It is the responsibility of a Construction Developer per guidance by the State of Hawaii Department of Defense (DoD) "Hawaii Emergency Management Agency (HI-EMA) to provide adequate emergency outdoor warning notification by means of a Public Safety Outdoor Warning Siren(s) to a new development area where there is no current coverage.

b. Please coordinate installation with the State of Hawaii Department of Defense.

Response: We acknowledge Maui Emergency Management Agency's (MEMA) comment regarding the installation of a Hawai'i Public Safety Outdoor Warning Siren. As appropriate, the DLNR will coordinate with the State of Hawai'i, Department of Defense regarding the installation of a warning siren in the project area.

Comment No. 2

MEMA recommends future development to consider building structures to withstand category three (111-130 mph) winds. Technical guidance:

a. Hwang, Dennis J, and Darren K. Okimoto. Homeowner's Handbook to Prepare for Natural Hazards. 3rd ed., vol. 3.2, University of Hawaii, Sea Grant College Program, 2018.

Response: Thank you for the technical guidance related to designing building structures to withstand category three (3) hurricane winds. Lessees will be encouraged to develop their buildings to withstand category three (3) hurricane winds.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:tn

cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Major General Arthur "Joe" Logan, Department of Defense, State Civil Defense
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office

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JUN 25 2018

To whomever is reading this,

My (long) comment on what the land should be used for is agricultures such as organic food crops to strengthen Maui's food's sustainability and better access to food.

I do personally argue I don't want any Monsanto farming or heavily used pesticides farming on Maui or anywhere in Hawaii. No more tourism businesses like condos and hotel. And please no more housing regardless if their luxurious or not.

I find access to water already a struggle, so I'm already greatly worrying if Maui would have the natural resources such as water to support housing in this area. I rather have it go into agricultures. I was taught about how kalo farming don't have access to water and it's still an ongoing battle even today. I grew up hearing people say they don't want Maui to become like Oahu, a concrete jungle with fear, sadness and dishearten in their voices and we still do. If anything, I want Maui to stay bountiful in the green open nature life rather than an industrial city-life concrete & asphalt life.

I do have another suggestion along with the food crops. A compost-making site/business like a green waste recycling program. With the thriving businesses of lawn maintenance who already hauls tons of green waste to landfill. The green waste would become into compost which would benefit agriculture all over Maui and save money rather then spending it on imported compost. Also, carbon farming might be a good investment with the topic of agricultures.

So long story, short: I want the land to be used for agricultures purposes only such as food crops and compost-making.

PO 1970 Liko Place
Wailuku, 96793

Thank you for reading my comment.

Sincerely,
Kristine Sebwzmeh
– A lifetime Maui resident

P.S.: Hope you enjoy the random sticker! :)

JUN 25 2018

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Michael T. Munekiyo
CHAIRMAN
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PRESIDENT
Mark Alexander Roy
VICE PRESIDENT
Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Kristine DeGuzman
1970 Liko Place
Wailuku, Hawai'i 96793

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. DeGuzman:

Thank you for your letter providing comments on the Draft Environmental Impact Statement (EIS) for the proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Comment

My (long) comment on what the land should be used for is agricultures such as organic food crops to strengthen Maui's food's sustainability and better access to food.

I do personally argue I don't want any Monsanto farming or heavily used pesticides farming on Maui or anywhere in Hawaii. No more tourism businesses like condos and hotel. And please no more housing regardless if their luxurious or not.

I find access to water already a struggle, so I'm already greatly worrying if Maui would have the natural resources such as water to support housing in this area. I rather have it go into agricultures. I was taught about how kalo farming don't have access to water and it's still an ongoing battle even today. I grew up hearing people say they don't want Maui to become like Oahu, a concrete jungle with fear, sadness and dishearten in their voices and we still do. If anything, I want Maui to stay bountiful in the green open nature life rather than an industrial city-life concrete & asphalt life.

I do have another suggestion along with the food crops. A compost-making site/business like a green waste recycling program. With the thriving businesses of lawn maintenance who already hauls tons of green waste to landfill. The green waste would become into compost which would benefit agriculture all over Maui and save money rather then spending it on imported compost. Also, carbon farming might be a good investment with the topic of agricultures.

Response: We acknowledge your comment that the land should be used for agricultural purposes such as food crops and compost-making. An Agricultural Impact Assessment report was prepared for the proposed DLNR Industrial and Business Park to assess the potential impacts to existing agricultural enterprises. The study found that there is a large supply of high quality farmland on Maui and statewide due to the loss of nearly all plantations in Hawai`i. Even with the loss of land to other developments on Maui, ample farmland will remain available to accommodate future diversified crop farming, food self-sufficiency and food security. As such, the proposed redesignation of the project site for industrial uses is not anticipated to create adverse impacts on farming capabilities on Maui or statewide.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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JUN 18 2018

June 13, 2018

Ms. Tessa Munekiyo Ng, Vice President
Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Munekiyo Ng,

Subject: Department of Land & Natural Resources (DLNR) Industrial and Business Park Environmental Impact Statement (EIS)
Puunene, Maui, Hawaii
Tax Map Key: (2) 3-8-008:001 (por.)

Thank you for allowing us to comment on the subject project.

In reviewing our records and the information received, Maui Electric Company, Limited has no objection to the project at this time. We highly encourage the customer's electrical consultant to submit the electrical demand requirements and project time schedule as soon as practical. In addition to a line extension, we would anticipate system upgrades and possibly a substation development to accommodate the multitude of Industrial Use Occupancy.

Should you have any questions or concerns, please feel free to call me at 871-2340.

Sincerely,

Ray Okazaki
Engineer II, Engineering

c: Mr. Ian Hirokawa – Dept. of Land and Natural Resources

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VICE PRESIDENT

February 8, 2019

Ray Okazaki, Engineer II
Engineering
Maui Electric Company, Ltd.
P.O. Box 398
Kahului, Hawai'i 96733

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Mr. Okazaki:

Thank you for your letter dated June 13, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Comment

In reviewing our records and the information received, Maui Electric Company, Limited has no objection to the project at this time. We highly encourage the customer's electrical consultant to submit the electrical demand requirements and project time schedule as soon as practical. In addition to a line extension, we would anticipate system upgrades and possibly a substation development to accommodate the multitude of Industrial Use Occupancy.

Response: The project's electrical engineer has consulted with Maui Electric Company and prepared an electrical demand analysis. The electrical analysis is included in the Final EIS. See **Exhibit "1"**.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
Enclosure
cc: Russell Tsuji, Department of Land and Natural Resources (w/enclosure)
Ben Kudo, Ashford & Wriston (w/enclosure)
Cindy Young, State of Hawai'i, Attorney General's Office (w/enclosure)
Adrienne Wong, Austin Tsutumi & Associates, Inc. (w/enclosure)
Mark Rickard, ECM, Inc. (w/enclosure)
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EXHIBIT 1.

- Properly install and maintain erosion control barriers such as silt fencing or straw bales.

- Disturb the smallest area possible.

- Retain ground cover until the last possible date. Stabilize denuded areas by sodding or planting as soon as possible. Use high seeding rates to ensure rapid stand establishment. Apply biocides only during dry periods of low rainfall to minimize chemical run-off.

- Keep run-off onsite.

As will be required by the DOH, CWB, due to the amount of grading anticipated, a NPDES permit will be obtained to ensure that earthmoving activities will not result in adverse impacts to downstream properties or waters.

Construction of drainage improvements and implementation of the foregoing BMPs will reduce the amount of stormwater runoff from the project and improve the water quality of the runoff that may occur. These BMPs will minimize adverse impacts to surrounding and downstream properties.

5. Electrical, Telephone, and Cable Television

a. Existing Conditions

Currently, the Maui Electric Company, Ltd. (MECO) Mā'alaea Power Plant has transmission circuits to Lahaina, Kahului, Pukalani, Kula, and the Kīhei area. Existing utility poles and overhead lines run along Kama'āina Road and South Firebreak Road within an electrical easement. Overhead lines along the western side of Maui Veterans Highway to the west of the project area are available to provide electrical power to the area~~ by Maui Electric Company, Ltd. (MECO)~~. There are currently no structures or electrical facilities within the project area.

~~-~~Pulehunui is within the telephone service area of Hawaiian Telcom and the telephone and cable television (CATV) service area of Spectrum.

b. Potential Impacts and Proposed Mitigation Measures

The ~~project area~~proposed project and future development will require electrical, telephone, and CATV services.

An Electrical Demand Analysis was prepared for the project by ECM. Inc. See **Appendix "P"**. Based on light industrial/commercial use and each lot ranging from 0.5 acre to four (4) acres, the estimated electrical demand for the entire proposed project is a little over three (3) mega-watts (MW). However, the actual demand could vary due to the variety of acceptable usage possible throughout the light industrial/commercial properties.

Eventually, MECO will need to install a new substation in the vicinity of the project site on an approximately one (1) acre parcel with perpetual easements, provided that land can be obtained and secured. The preferred location of the substation would be near existing transmission lines along Mehameha Loop or at the Maui Veterans Highway and the Kama'āina Road intersection. MECO will need to consider both the DLNR project and other future developments in determining when they will need to have the new substation online. MECO would be responsible for installing all of the underground distribution systems consisting of lines and pad-mounted transformers. DLNR will be responsible to install underground infrastructure (conduits handhelds, equipment pads, etc). It will be the responsibility of the individual lot owner and/or its contractors to submit their own service requests to MECO. Easements will be required to cover any and all new poles, overhead, and underground facilities located on private property and include required vehicular access. Refer to **Appendix "P"**.

Coordination with MECO, Hawaiian Telcom, and Spectrum will be undertaken during the engineering plans preparation phase of work to ensure that all electrical, telephone, and cable television service requirements for the proposed development are adequately addressed.

6. Civil Defense Systems

a. Existing Conditions

There are no existing civil defense warning systems in the immediate area of the project site, as the subject property is currently undeveloped.

b. Potential Impacts and Proposed Mitigation Measures

As recommended by the County of Maui, Emergency Management Agency, the DLNR will continue consultation with the State Department of Defense and follow their recommendations regarding the installation of Hawai'i Public Safety Outdoor Warning Sirens. Furthermore, in order to address hurricane and tropical storm threats, lessees will be encouraged to develop their buildings to withstand category three (3) hurricane winds.

MAY 31 2018

Maui Economic Opportunity, Inc.

P.O. Box 2122
Kahului, HI 96733
808-249-2990
Fax: 808-249-2991
www.meoinc.org

May 29, 2018

Tessa Munekiyo Ng
Muneyiko Hiraga
305 High Street, Suite 104
Wailuku, HI 96793

Dear Ms. Munekiyo Ng,

We do not have any comment on the Draft Environmental Assessment for the Proposed DLNR Industrial and Business Park at Tax Map Key (2)3-8-008:001.

Please note that Lyn McNeff is retired and is no longer CEO of Maui Economic Opportunity, Inc. You can direct further correspondence to me.

Thank you for seeking community comments.

Mahalo nui loa,

Debbie Cabebe, SPHR
Chief Executive Officer

Cc: Ian Hirokawa
Department of Land and Natural Resources
Land Division
PO Box 621
Honolulu, HI 96809

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Tessa Munekiyo Ng
VICE PRESIDENT

February 8, 2019

Debbie Cabebe, SPHR, Chief Executive Officer
Maui Economic Opportunity, Inc.
P.O. Box 2122
Kahului, Hawai'i 96733

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. Cabebe:

Thank you for your agency's letter dated May 29, 2018 on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we appreciate your letter of confirmation that there are no comments on the subject project at the present time.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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JUN 10 2018

Subject: FW: Pulehunui proposed industrial park by DLNR

From: Janet Spreiter <spreiter@mauigateway.com>
Date: June 10, 2018 at 5:19:16 AM HST
To: <Ian.C.Hirokawa@hawaii.gov>
Subject: Pulehunui proposed industrial park by DLNR

Aloha

Why is DLNR using their office to claim state lands for development?

DLNR needs to protect our resources, not develop them for profit! This is a direct conflict of interest.

DLNR has plenty on their plate that they fail to perform to protect natural resources. Kindly hold their feet to the fire and have them perform their assigned duties rather than play real estate developer.

I look forward to your reply as to why this is allowed, because it sure appears to be all about the money.

Mahalo,

Janet Spreiter

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VICE PRESIDENT

February 8, 2019

Via e-mail spreiter@mauigateway.com

Janet Spreiter

SUBJECT: Department of Land and Natural Resources (DLNR) Industrial and Business Park Draft Environmental Impact Statement (EIS), Pulehunui, Pu'unēnē, Maui, Hawai'i (TMK (2)3-8-008:001(por.))

Dear Ms. Spreiter:

Thank you for your email dated June 10, 2018, providing comments on the Draft Environmental Impact Statement (EIS) for the Proposed Department of Land and Natural Resources (DLNR) Industrial and Business Park at Pulehunui on the island of Maui. On behalf of the DLNR, we offer the following information in response to the comments in your letter.

Comment

Why is DLNR using their office to claim state lands for development?

DLNR needs to protect our resources, not develop them for profit! This is a direct conflict of interest.

DLNR has plenty on their plate that they fail to perform to protect natural resources. Kindly hold their feet to the fire and have them perform their assigned duties rather than play real estate developer.

I look forward to your reply as to why this is allowed, because it sure appears to be all about the money.

Response: We understand your concern that DLNR protect resources and not develop land for profit. The DLNR assists the Board of Land and Natural Resources in overseeing the management of over 1.3 million acres of State lands, the majority of which are for natural, cultural, or recreational resource protection. The DLNR's responsibilities include managing and

maintaining the State's coastal lands and waters, water resources, conservation and forestry lands, historic sites, small boat harbors, parks and recreational facilities. DLNR also performs public safety duties, issues and manages leases of public lands (agricultural, pasture, commercial, industrial, and resort leases), maintains unencumbered public lands, and enforces Department rules and regulations.

The DLNR has a limited amount of commercial, revenue-generating lands, primarily on O'ahu and Hawai'i island. The proposed DLNR Industrial and Business Park will provide ongoing lease revenues to support operations and management of public lands and programs. Specifically, lease revenues support various divisions within the DLNR, including the Commission on Water Resource Management, Division of Forestry and Wildlife, State Parks, Office of Conservation and Coastal Lands, Engineering Division, and Land Division.

The proposed DLNR Industrial and Business Park is an opportunity to optimize the use of vacant State lands to support DLNR programs and generate economic development and job opportunities for Maui residents. The project site is located within an area identified for future growth by the Maui Island Plan.

Thank you again for your input. A copy of your comment letter and this response will be included in the Final EIS for the project. Should you desire a copy of the Final EIS document or portions thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawai'i 96793 (Attention: Tessa Munekiyo Ng).

Very truly yours,

Tessa Ng

Tessa Munekiyo Ng, AICP
Vice President

TMN:yp
cc: Russell Tsuji, Department of Land and Natural Resources
Ian Hirokawa, Department of Land and Natural Resources
Ben Kudo, Ashford & Wriston
Cindy Young, State of Hawai'i, Attorney General's Office
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