

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
OFFICE OF CONSERVATION AND COASTAL LANDS
HONOLULU, HAWAI'I

March 8, 2013

180-Day Deadline: April 24, 2013

**BOARD OF LAND AND
NATURAL RESOURCES
STATE OF HAWAII
HONOLULU, HAWAII**

REGARDING: Conservation District Use Application (**CDUA**) **MA-3648** for the Temporary Lay-Down Area for the Kahekili Highway Repair Project

APPLICANT: Annette Matsuda, County of Maui, Department of Public Works

AGENT: Mark Alexander Roy, Munekiyo & Hiraga, Inc.

LOCATION: Kahekili Highway, Wailuku District, Island of Maui

TMK: (2) 3-1-002:016

AREA OF PARCEL: 0.65 acres

AREA OF USE: 0.40 acres

SUBZONE: General

DESCRIPTION OF AREA AND CURRENT USE:

The project site is located northwest of Kahakuloa Village and north of the proposed Kahekili Highway project repair area (**Exhibit 1a, 1b**) all within the Conservation District General Subzone (**Exhibit 2**). The site is situated *mauka* of the Kahekili Highway on a parcel owned by the State of Hawaii for which no current uses are on-going or documented. Portions of the project area appear to have been previously impacted by typical road construction activities, as well as some possible land clearing. The proposed Kahekili Highway Construction Laydown Area (CLA) project site consists entirely of undeveloped and/or vacant land which is predominately overgrown with invasive bushes, grasses and small trees (**Exhibit 3**). The proposed project site slopes gently towards a nearby gully and consists of soils that are either rocky land (rRK) or alluvium deposits (rSM).

During the pre-contact period this region was thinly populated by Hawaiians with villages being located near the larger valleys that contained perennial streams (e.g., Kahakuloa Stream) or were scattered along the coast in smaller family units. During the past century a large portion of this region was used for sugar cane and macadamia nut agriculture as well as extensive cattle grazing purposes.

Resource and Environment

A floral and faunal survey was conducted in February 2012 by Robert W. Hodby to observe and document the natural resources of the site. The report concluded that the vegetation of the project site consists primarily of non-native grasses, shrubs and trees. It was determined that the only pre-existing use of the property was for agricultural and cattle grazing purposes which resulted in the elimination of many of the native plant species and the eventual replacement by more hardy, non-native plant species that can tolerate grazing impacts. Species such as: Guinea Grass, Sourgrass, common Ironwood and the native scrambling shrub, *ulei*, dominate the project site. Some native species were discovered along the low ridges that separate the gulch area and along the banks of the gulch; although these species were few and scattered. The botanical survey concluded that no endangered or threatened plant species were found during the survey of the project site, nor were any candidates for endangered status observed. It was also found that no special native plant habitats were located in or around the project site. While there were no rare native plants observed on the project site, it is nonetheless recommended that the banks that line the gully which contain the few native species in this area be left untouched and un-cleared as much as possible.

Consistent with the altered condition of the project area (i.e., past grazing practices) the few faunal species observed at the project site and in the vicinity were all determined to be non-native or invasive. No mammals were seen within the project site, however, several species that may be observed include the feral cat and dog, rats, mongoose and mice. A special effort was made to determine the presence of the endangered Hawaiian Hoary Bat although no direct evidence was detected during the survey which included both electronic and visual techniques. A survey of the avifaunal species in the vicinity of the project area revealed sparse populations, with only four (4) non-native species observed during the survey (i.e., Japanese white-eye and common northern Cardinal).

While not seen, this habitat may be periodically utilized by the *pueo* or Hawaiian owl which is considered fairly common in West Maui. Studies show that these species of owl prefer areas distant from population centers. While a few native bird species may utilize this area, the habitat is not suitable for the majority of west Maui's native bird populations who prefer forested areas at higher elevations with abundant native vegetation. No native insects were observed at the project site and no host plants of endangered insects were discovered. None of the insect species that were observed at the project site are of any environmental interest or concern.

Architecture and Archeology

Xamanek Researchers, LLC conducted an Archeological Assessment Survey (AAS) of a one (1) acre area, which included the 0.4 acre CLA project site, during March of 2012. The AAS utilized a 100% pedestrian survey of the project site and surrounding area along with minor subsurface testing of a discovered rock pile encountered during the survey. Excavated soils from the rock pile area were sifted for the presence of fragmented archeological material. Recovered material contained only modern bottle glass, metal fragments and food waste, indicating that the overlying rock pile is a recent feature, and not likely historically significant. Given the current level of disturbance of the project area, no significant material cultural remains were identified on or at the project site. As the proposed project does not include ground disturbance activities other than mowing and general vegetative clearing, no further archeological work is recommended. In the

event that it is subsequently determined that ground disturbance activities are planned, the State Historic Preservation Division (SHPD) will be immediately consulted regarding the appropriate mitigation efforts and/or potential on-site monitoring.

Culture, Hawaiian Native Uses and Rights

From the mid-1800's the region surrounding the project area was utilized for the production of sugar cane, in the 1920's the site also contained a dairy farm for the production of meat and milk for the sugar cane workers. Sugarcane production continued well into the 1980's when much of the lands were transferred from sugarcane to the commercial production of macadamia nuts. In 2002 the current owner, C. Brewer and Company, announced it was placing much of the land for sale, thus ending the approximately 140 year history of commercial agriculture in this region. In addition to sugar cane production and pineapple cultivation, ranching activities were conducted in this region. It was determined that some ranching activities still operate in certain areas in the region surrounding of the proposed project site.

As discussed previously, no surface archeological features, midden sites or other material cultural remains or signs of subsurface features were noted during the survey. This observation indicates that it is unlikely that the project site would have been a significant gathering place for cultural practices. The Mahele land records indicate that much of the lands in the vicinity of the project site consisted of Crown lands and a number of small awards were granted in the Kahakuloa Village region located southeast of the project area; many of these awards were granted for the cultivation of *lo'i*. At present there is no known or recorded native gathering or cultural practices occurring near or on the project site. While some named and storied places are located in the region, this proposal should have no impact or affect any current native gathering or cultural practices.

PROPOSED USE:

The County of Maui, Department of Public Works (DPW) is currently developing plans to conduct roadway repairs to a 1,150-foot section of the Kahekili Highway, in Kahakuloa, Maui. The roadway repair segment is in need of immediate attention in order to maintain the roadway for safe public transit between Kahakuloa and Kapalua. Given the remote location of the roadway repair project, the DPW requires a short-term (e.g., 6-12 months) construction "lay-down area" to support the equipment and supplies for the roadway repair project. Once the roadway repairs have been completed the CLA will be shut down and the project site will be returned to a natural condition.

The proposed project (**Exhibit 4**) includes twenty (20) foot wide areas to be used for the temporary storage of construction equipment and a minimum of twelve (12) foot wide lanes to access these equipment storage areas. Minimal site work will be required for the implementation of this project and no grading is being proposed at this time. The contractor and DPW will be required to conduct minor clearing of existing grasses and shrubs to accommodate the lay-down areas and access drives. No trees will be removed during this action. A temporary detention basin for the collection of storm water and runoff will be constructed at the entrance of the project site. The detention basin will be constructed using approximately two (2) foot high gravel berms which will mitigate the minor increase in runoff that may occur as a result of this proposed

project. As the highway repair project is predicted to last only 6-12 months, all disturbed areas will be restored to a natural condition following the completion; restorative action and mitigation for the exposed areas will include the use of hydro-mulching and bio-matting to prevent soil erosion and promote the re-growth of the existing vegetation.

The proposed construction lay-down area is necessary for the Kahekili Highway repair project as it will allow the affected section of roadway to be reopened at the end of each work day and on weekends to prevent a 24/7 road closure for area residents. Without the proposed lay-down area the segment of Kahekili Highway proposed for repair would necessitate a permanent closure of the road to thru-traffic for up to five (5) months.

SUMMARY OF COMMENTS:

The Office of Conservation and Coastal Lands (OCCL) referred the application to state and local agencies for review and comment. Additional copies of the application were sent to the Kahakuloa Community Association and to the Kahului Public Library for review and comments. No comments were received from the public. Comments received from the following agencies have been summarized by staff as follows:

DLNR – Division of Forestry and Wildlife

No comments on the proposed project.

DLNR – Division of Engineering

This office would like to confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone X. The National Flood Insurance Program does not have any regulations for developments within Zone X.

Applicant response:

It is noted that the project site is located in the Flood Zone X and that the National Flood Insurance Program (NFIP) has no regulations for developments within this flood zone.

DLNR – Maui District Land Office (MDLO)

MDLO will work with the Maui DOFAW office to issue a Right-of-entry (ROE) to the County of Maui. Note: A large area of trash and debris has been observed seaward (makai) of the project site, across Kahekili Highway. The MDLO is requiring that the County of Maui will remove and dispose of all trash and debris as a condition of the Conservation District Use Permit (CDUP) and the ROE approval.

Applicant response: We would like to thank you for your office's coordination with the Maui Division of Forestry and Wildlife to issue a Right of Entry (ROE) to the DPW for the Highway construction laydown area. We note your comment that there is a large area of trash and debris along the seaward (makai) side of Kahekili Highway in the vicinity of the proposed project site. The County of Maui and/or its contractor will remove and dispose of this debris in coordination with the MDLO.

State of Hawaii – Department of Transportation

No comments on the proposed project.

County of Maui – Department of Planning

According to our records, the Special Management Area (SMA) boundary limit is located northeast (makai) of Kahekili Highway. Therefore the proposed project is not located within the SMA and is not subject to Coastal Zone Management Laws.

Applicant response: We appreciate your review of the proposed project site and note that the project area is not located within the SMA and is therefore does not require SMA approval.

ANALYSIS:

Following review and acceptance for processing, the Applicant's Agent was notified, by letter dated November 1, 2012 that:

- 1) The construction of a temporary "lay-down" area for the Kahekili Highway Repair Project is an identified land use in the Conservation District General Subzone pursuant to Hawaii Administrative Rules (HAR) §13-5-22 (P-6) **PUBLIC PURPOSE USES**, (D-1) *Not for profit land uses undertaken in support of a public service by an agency of the county, state or federal government, or by an independent non-governmental entity;*
- 2) This action will require the filing of a Conservation District Use Application (**CDUA**) and all required documents for a **Board Permit**;
- 3) In conformance with §343, Hawaii Revised Statutes (HRS), as amended, and HAR, §11-200-8 (4) *Minor alterations in the conditions of land, water or vegetation*; this project is exempt from the filing of an Environmental Assessment (EA); and
- 4) Pursuant to HAR §13-5-40 *Hearings*, a public hearing will not be required.

Notice of Conservation District Use Application (CDUA) was published in the November 8, 2012 edition of the Office of Environmental Quality Control's *Environmental Notice*.

§13-5-30 CRITERIA:

The following discussion evaluates the merits of the proposed land use by applying the criteria established in HAR §13-5-30.

- 1) *The proposed use is consistent with the purpose of the Conservation District.*

The objective of the Conservation District is *to conserve, protect and preserve the important natural resources of the State through appropriate management and use to promote their long-term sustainability and the public health, safety and welfare.*

The proposed temporary construction laydown area will be utilized during the repair of the Kahekili Highway section shown in **Exhibit 1b**, which is expected to take approximately six (6) months to complete. It is anticipated that the use of the laydown area will be terminated within twelve (12) months of initiation of the highway repair project. The project involves only minor clearing of the project site, with no grading, grubbing or tree

removal being proposed. A small detention basin designed to collect storm water will be constructed on site to mitigate the minor increase of runoff from the proposed project. Following the completion of highway repair project the CLA, cleared areas and detention basin will be returned to its previous natural condition.

The project has been designed to reduce the necessary closure time of the Kahekili Highway as the repairs to the roadway are completed. As the AAS discovered no apparent historic and cultural resources and the biological survey did not observe significant flora or faunal resources, impacts to these resources appear minimal to non-existent. Staff is of the opinion that the proposed land use, therefore, is consistent with the purpose of the Conservation District and the proposed action will not negatively impact the natural resources of the area

- 2) *The proposed land use is consistent with the objectives of the Subzone of the land on which the use will occur.*

The objective of the General Subzone is to designate open space where specific conservation uses may not be defined, but where urban use would be premature.

The proposed use under Hawaii Administrative Rules (HAR) §13-5, PUBLIC PURPOSE USES, is an identified land use in the Conservation District General Subzone for projects that serve to fulfill a mandated governmental function, or service for public benefit.

As the project area being impacted is 0.4 acres of the 0.65 acre parcel staff believes that the proposed laydown area does not represent a use that is contrary with the purpose of the General Subzone or public purpose uses. The project involves the use of the land as a construction laydown area which involves only minor clearing to establish the site and the storage of construction equipment and materials during the roadway repair project. Following the completion of the project, all disturbed areas will be returned to a natural state, and therefore will once again serve as “open space”.

It is important to note that the Kahekili Highway repair project is not intended to increase the size of the roadway (i.e., widening) and all repair work will be conducted within the existing County of Maui Right-of-Way (ROW). The project will in no way expand any use or facilitate the addition of new development in this area.

- 3) *The proposed land use complies with the provisions and guidelines contained in Chapter 205A, HRS entitled "Coastal Zone Management", where applicable.*

While the project site is located away from coastal areas, and outside the Special Management Area (SMA), potential impacts to coastal resources are always present. Listed below is the applicants Coastal Zone Management information:

Recreational Resources:

The proposed construction laydown area, located 300-feet from the shoreline and outside of the SMA, will have little to no effect on coastal recreational opportunities. The location

of the project (mauka of the Kahekili Highway) should illicit little to no effect on shoreline access or any shoreline recreation. No existing pathways or current access to the shoreline will be altered or closed during the proposed project.

Historical Resources:

An Archeological Assessment Survey (AAS) of a one (1) acre site surrounding, and including, the project area was conducted in spring of 2012. The pedestrian and subsurface AAS did not discover or observe any significant historical or cultural resources at the project site and therefore recommend that no further archeological work be conducted on site. If it is determined that grading or land disturbance is necessary, the applicant will contact this office and the State Historic Preservation Division for appropriate monitoring procedures.

Scenic and Open Space Resources:

As the project is located a significant distance from the shoreline this office believes that the view planes to and from the shoreline will not be impacted. Additionally, the proposed project site will be returned to a natural state at the completion of the project, therefore no changes to existing uses or view planes will occur.

Coastal Ecosystems/Beach Protection/Marine Resources:

Mitigation measures for soil erosion control will be implemented during construction even though the proposed project is located a minimum of 300-feet from the shoreline. A sediment basin will be constructed to contain any excess runoff and storm water from the project site. The site design will utilize the natural topography and sediment basin to mitigate storm water runoff and to ensure that downstream and adjoining areas will not be adversely affected during construction and operation of the proposed CLA. Additional Best Management Practices (BMP) and erosion control methods such as silt fencing, stabilized entrances, and truck wash-down areas will be utilized to further minimize impacts to the coastal zone. It should be noted that the Kahekili Highway in the vicinity of the proposed project does not have any existing street lighting. The use of the construction laydown area will be limited to daylight hours to the extent practicable; no fixed artificial lighting is being proposed for this project at this time.

- 4) *The proposed land use will not cause substantial adverse impact to existing natural resources within the surrounding area, community or region.*

The proposed land use is limited to the development of a 0.4 acre CLA with no long term or permanent disturbance to the any of the 0.65 acre parcel. Related construction includes the installation of a sediment basin and stabilized construction entrances. Some metal security fencing may be utilized, but that use has not been determined. At the conclusion of the project the laydown area will be returned to a natural condition and will retain its open space characteristics. As the floral and faunal survey observed no endangered or native species, the previously disturbed site contains an abundance of invasive species and

a number of BMP will be implemented during the life of the project, staff believes this proposal will have little to no effect on the surrounding natural resources.

- 5) *The proposed land use, including buildings, structures and facilities, shall be compatible with the locality and surrounding areas, appropriate to the physical conditions and capabilities of the specific parcel or parcels.*

As the proposed CLA will be utilized on a short term basis (i.e., 6-12 months) and the site will be returned to a natural state after the highway repair project is completed, staff believes that the proposed project is compatible with the surrounding uses and natural conditions and therefore does not include excessive impacts to the natural resources of the parcel.

- 6) *The existing physical and environmental aspects of the land, such as natural beauty and open space characteristics, will be preserved or improved upon, whichever is applicable.*

The area surrounding the project site is currently characterized by undeveloped lands vegetated with woody non-native trees, shrubs, and non-native grasses. The specific project site is undeveloped and after construction will be returned to a natural state. The current open space characteristics, environmental aspects of the land and “natural beauty” will be retained after completion of the highway repair project. No permanent disturbance, structures or land uses will remain after the project has been completed. Therefore staff believes that the proposed CLA will not create any long-term impacts and will not conflict with any State or County policies for the preservation of scenic and natural resources.

- 7) *Subdivision of land will not be utilized to increase the intensity of land uses in the Conservation District.*

Not applicable. The proposed project does not involve the subdivision of Conservation District land.

- 8) *The proposed land use will not be materially detrimental to the public health, safety and welfare.*

The proposed CLA will involve the short-term storage of construction equipment and material on an existing undeveloped and unmaintained parcel mauka of Kahekili Highway. The project site is located a significant distance from any urban or community development and therefore should not be seen or heard by local residents. For security purposes a chain link fence enclosing the entire project area may be required for safety and security once the project has begun. The proposed project will be located completely outside the ROW of Kahekili Highway and will not impact or affect travelers using the roadway. The proposed project will support a necessary highway repair project that is being completed to address roadway stability issues. This project will, when completed, promote the safety and welfare of the local residents and visitors by providing a stable and safe roadway for public access between Kahakuloa and Kapalua. Staff therefore believes that the proposed project will not be detrimental to the public health, safety and welfare.

DISCUSSION:

The proposed construction laydown area is a necessary, short term project to support the repair of a nearby section of the Kahekili Highway. The construction laydown area will utilize an undeveloped, 0.65 acre parcel which will provide adequate space for the storage of equipment and materials for the highway repair project.

The proposed construction laydown area will be in operation for approximately six (6) to twelve (12) months, or the time necessary to complete the required repairs of Kahekili Highway. The CLA will require some minor clearing of the existing vegetation (e.g., grasses and small shrubs) to allow for access to the storage areas, but will require no grading, tree cutting or landscaping other than what will be necessary to mitigate areas of exposed soil after project completion. While there will be a short-term, minor increase in impervious surfaces and runoff, the applicant has designed an adequate storm water/sediment basin to address any increases. The sediment basin has been engineered to contain the expected runoff amounts based on the size and morphology of the CLA project area.

The applicant conducted an Archeological Assessment Survey (AAS) of the project area and determined that no historical, cultural or archeological sites were present. A small rock formation was observed but subsurface investigation discovered recent “material” (i.e., glass bottles, etc.) and therefore determined it was not of historical significance.

Daily use of the CLA will allow the applicant to monitor site conditions and maintain the proposed BMPs until project completion. Similarly, if site conditions or needs of the CLA change the applicant will immediately contact the Office of Conservation and Coastal Lands to determine if additional authorization may be required. Once the highway repair project is completed the site will be returned to a natural state and all equipment, materials and sediment basin will be removed. The CLA will not alter the current use or look of the land after project completion.

Staff believes that proposed project will comply with applicable federal, State and County regulations and standards, and employ BMPs to minimize construction related impacts such as increased runoff and that the project is an acceptable conditional use of Conservation District lands. Potential noise and air quality impacts will be mitigated through compliance with the Department of Health regulations and through the mitigation policies outlined in the CDUA.

RECOMMENDATION:

Based on the preceding analysis, Staff recommends that the Board of Land and Natural Resources APPROVE this application for the Kahekili Highway Repair Project Construction Laydown Area located in Kahakuloa, Wailuku District, Island of Maui, on TMK: (2) 3-1-002:016, subject to the following conditions:

1. The permittee shall comply with all applicable statutes, ordinances, rules, and regulations of the federal, state, and county governments, and applicable parts of this chapter;
2. The permittee, its successors and assigns, shall indemnify and hold the State of Hawaii harmless from and against any loss, liability, claim, or demand for property damage,

personal injury, and death arising out of any act or omission of the applicant, its successors, assigns, officers, employees, contractors, and agents under this permit or relating to or connected with the granting of this permit;

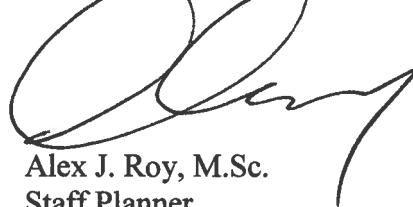
3. The permittee shall obtain appropriate authorization from the department for the occupancy of state lands, if applicable;
4. The permittee shall comply with all applicable department of health administrative rules;
5. The permittee shall provide documentation (e.g., book and page or document number) that the permit approval has been placed in recordable form as a part of the deed instrument, prior to submission for approval of subsequent construction plans;
6. Before proceeding with any work authorized by the department or the board, the permittee shall submit four (4) copies of the construction plans and specifications to the chairperson or an authorized representative for approval for consistency with the conditions of the permit and the declarations set forth in the permit application. Three (3) of the copies will be returned to the permittee. Plan approval by the chairperson does not constitute approval required from other agencies;
7. Unless otherwise authorized, any work or construction to be done on the land shall be initiated within one (1) year of the approval of such use, in accordance with construction plans that have been signed by the chairperson, and shall be completed within three (3) years of the approval of such use. The permittee shall notify the department in writing when construction activity is initiated and when it is completed;
8. All representations relative to mitigation set forth in the accepted conservation district use application, environmental assessment or impact statement for the proposed use are incorporated as conditions of the permit;
9. The permittee understands and agrees that the permit does not convey any vested right(s) or exclusive privilege;
10. In issuing the permit, the department and board have relied on the information and data that the permittee has provided in connection with the permit application. If, subsequent to the issuance of the permit such information and data prove to be false, incomplete, or inaccurate, this permit may be modified, suspended, or revoked, in whole or in part, and the department may, in addition, institute appropriate legal proceedings;
11. When provided or required, potable water supply and sanitation facilities shall have the approval of the department of health and the county department of water supply;
12. Provisions for access, parking, drainage, fire protection, safety, signs, lighting, and changes on the landscape shall be provided;

13. Where any interference, nuisance, or harm may be caused, or hazard established by the use, the permittee shall be required to take measures to minimize or eliminate the interference, nuisance, harm, or hazard;
14. Obstruction of public roads, trails, lateral shoreline access, and pathways shall be avoided or minimized. If obstruction is unavoidable, the permittee shall provide alternative roads, trails, lateral beach access, or pathways acceptable to the department;
15. Except in case of public highways, access roads shall be limited to a maximum of two lanes;
16. During construction, appropriate mitigation measures shall be implemented to minimize impacts to off-site roadways, utilities, and public facilities;
17. Cleared areas shall be revegetated, in accordance with landscaping guidelines provided in this chapter, within thirty days unless otherwise provided for in a plan on file with and approved by the department;
18. Use of the area shall conform to the program of appropriate soil and water conservation district or plan approved by and on file with the department, where applicable;
19. At the completion of the Kahekili Highway repair project the construction laydown area all equipment, materials and accessory structures (i.e., fencing, sediment basin) shall be removed and the site will be returned to a natural state as outlined in the accepted conservation district use application;
20. The permittee shall obtain a county building or grading permit or both for the use prior to final construction plan approval by the department;
21. For all landscaped areas, landscaping and irrigation shall be contained and maintained within the property, and shall under no circumstances extend seaward of the shoreline as defined in section 205A-1, HRS;
22. Artificial light from exterior lighting fixtures, including but not limited to floodlights, uplights, or spotlights used for decorative or aesthetic purposes, shall be prohibited if the light directly illuminates or is directed to project across property boundaries toward the shoreline and ocean waters, except as may be permitted pursuant to section 205A-71, HRS. All exterior lighting shall be shielded to protect the night sky;
23. Where applicable, provisions for protection of beaches and the primary coastal dune shall be established by the permittee, to the satisfaction of the department, including but not limited to avoidance, relocation, or other best management practices;
24. The permittee acknowledges that the approved work shall not hamper, impede, or otherwise limit the exercise of traditional, customary, or religious practices of native Hawaiians in the immediate area, to the extent the practices are provided for by the Constitution of the State of Hawaii, and by Hawaii statutory and case law; and

25. Other terms and conditions as prescribed by the chairperson.

Failure to comply with any of these conditions shall render a permit void under the chapter, as determined by the chairperson or board.

Respectfully submitted,



Alex J. Roy, M.Sc.

Staff Planner

Office of Conservation and Coastal Lands

Approved for submittal:



William J. Aila, Jr., Chairperson
Board of Land and Natural Resources

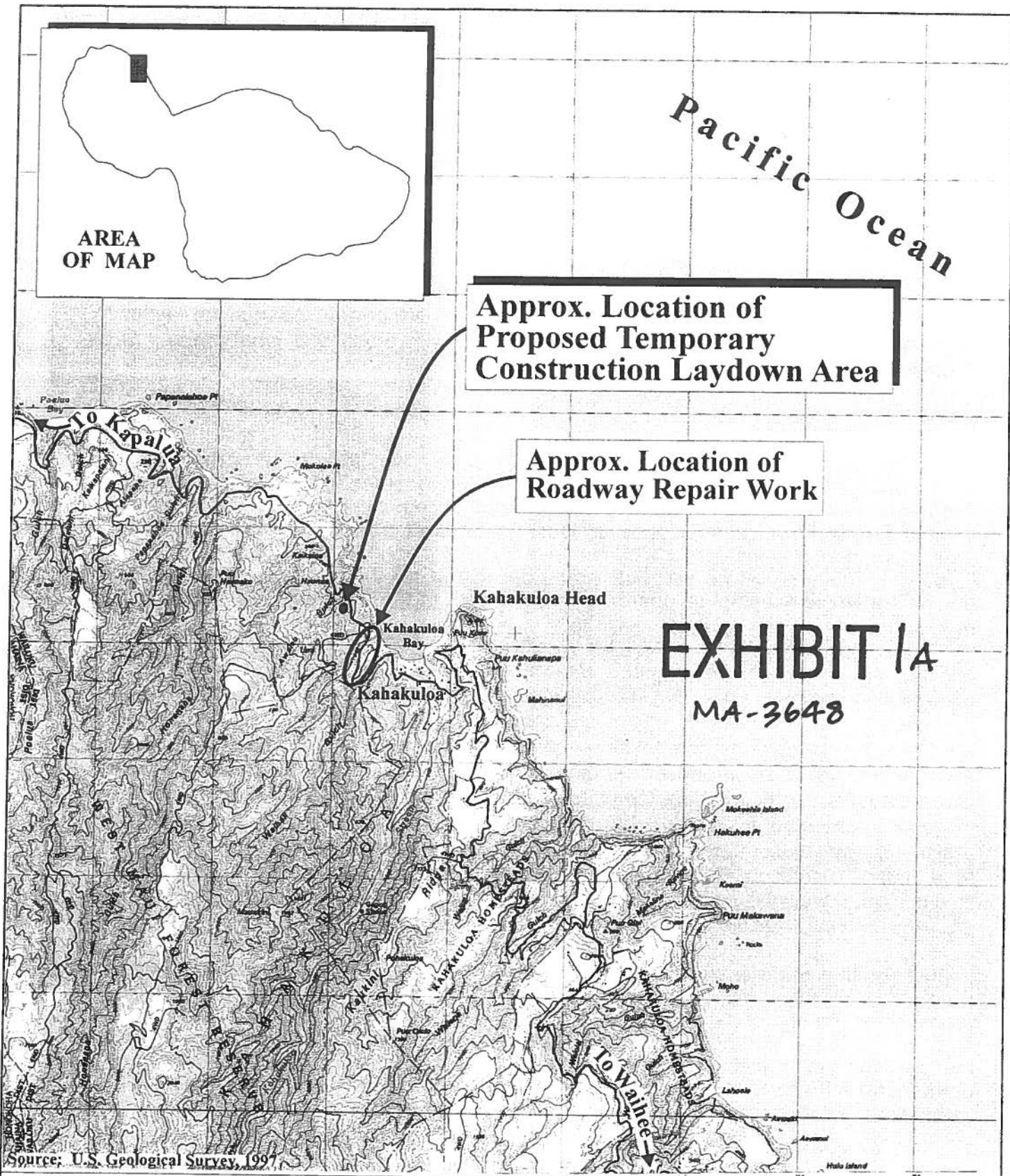


Figure 1

**Proposed Temporary
Construction Laydown Area
Regional Location Map**



Pacific Ocean

KEY

— Limits of
Roadway
Repair Work

EXHIBIT 1B
MA-3648

**Proposed
Temporary
Construction
Laydown Area**

TMK (2) 3-1-002:016

TMK (2) 3-1-002:004

Kahakuloa
Bay

To Waihee

Kahakuloa
Village

Kahakuloa
Stream

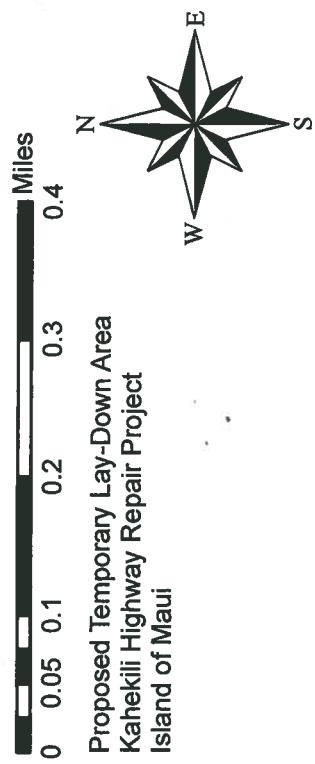
Sources: County of Maui, Planning Department, 2010;
and State of Hawaii, U. S. Geological Survey, 2005



Figure 2

**Proposed Temporary
Construction Laydown Area
Site Location Map**





Proposed Temporary Lay-Down Area
Kahekili Highway Repair Project
Island of Maui

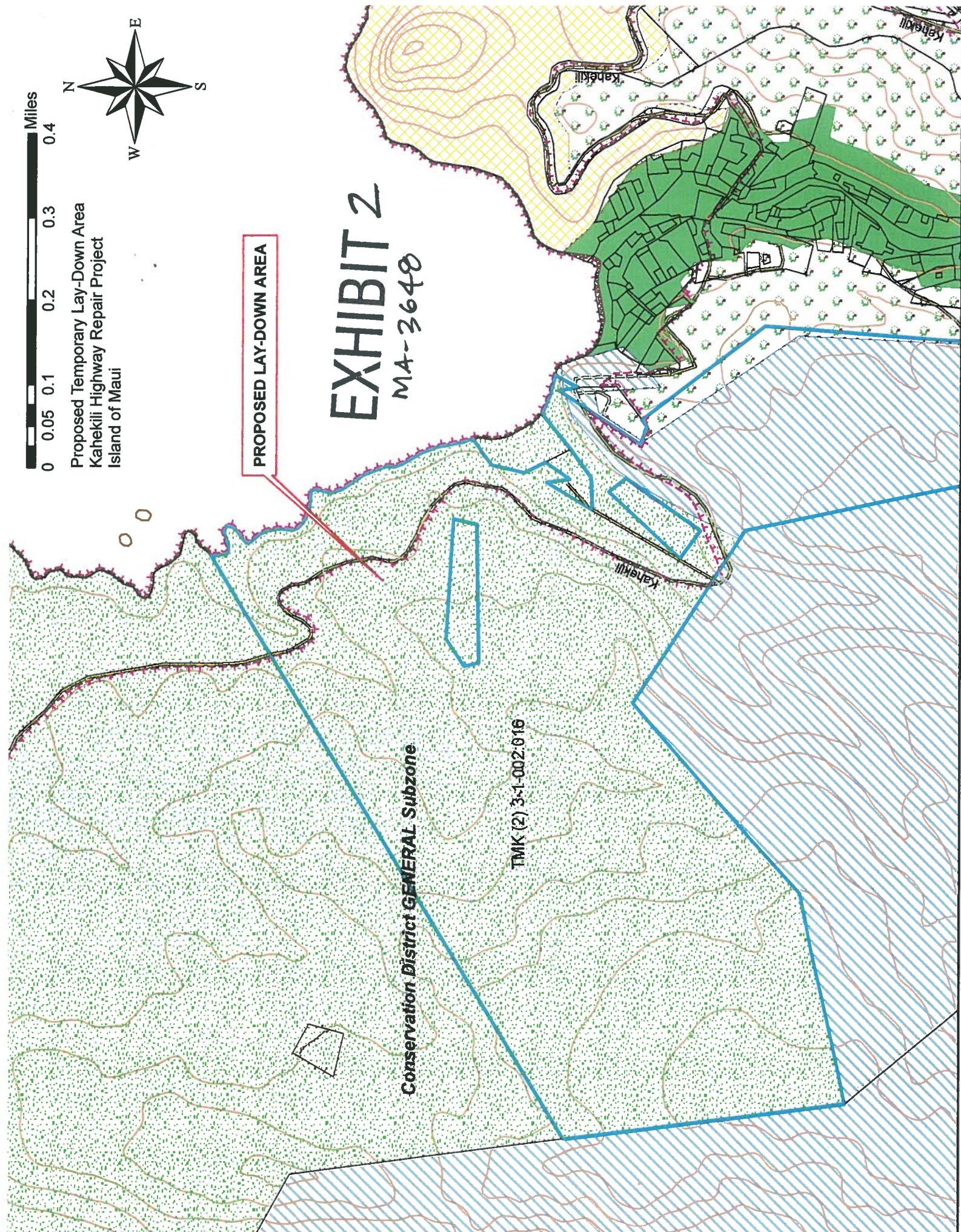
PROPOSED LAY-DOWN AREA

EXHIBIT 2

MA-3648

Conservation District GENERAL Subzone

TMK (2) 341-002:016





Source: Austin, Tsutsumi & Associates, Inc.

Figure 3 Proposed Temporary Construction Laydown Area
Photo of Proposed Temporary Construction Laydown Area

EXHIBIT 3

NOT TO SCALE

Prepared for: County of Maui, Department of Public Works

MA-3648



MUNEKIYO & HIRAGA, INC.
ATAWAhekiinCDUATempConstructionLaydownArea

Temporary Construction Laydown Area

- NOTES:**
1. NO GRADING OF THE SITE WILL BE PERMITTED.
 2. NO TREES SHALL BE REMOVED.
 3. CONTRACTOR TO RESTORE SITE TO NATURAL CONDITION.

12' Min. Access Aisle

Temporary Berm

Top Berm = 223.0
Bottom Berm = 221.0

To Waihee

Temporary Detention Basin

Kāhekili Highway

Right-of-way



Source: Austin, Tsutsumi & Associates, Inc.

Figure 4 Proposed Temporary Construction Laydown Area
Preliminary Site Plan

EXHIBIT 4



Prepared for: County of Maui, Department of Public Works

M4-3648