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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO

STP 00965.25
STP 8.4016

January 7, 2026

VIA EMAIL: emurai@pdg-hawaii.com
dbedt.luc.web@hawaii.gov

Ms. Emily Murai
Pioneer Design Group – Hawaii LLC
711 Kapiolani Boulevard, Suite 1450
Honolulu, Hawaii 96813

Dear Ms. Murai:

Subject: Environmental Impact Statement (EIS) Preparation Notice
Hoonani Village Mixed-Use Development
Kahului, Maui, Hawaii
Tax Map Keys: (2) 3-8-006: 004

Thank you for the letter, dated December 5, 2025, requesting the Hawaii Department of Transportation's (HDOT) review and comments on the subject project. The HDOT understands Hoonani Development LLC is proposing to build a mixed-use development located in the Puunene area near the Kahului Airport (OGG).

The HDOT has the following comments:

1. The proposed project is approximately 0.15 miles from the property boundary of OGG and under an existing flight path for arrivals on Runway 2. All projects within 5 miles of Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf

2. As the airport sponsor and the recipient of Federal Aviation Administration (FAA) Grants, the HDOT must comply with the FAA Grant Assurances, which include ensuring compatible land use for the safe landing and take-off of aircraft near the airport. The project site is located within the 55-75 Day-Night Average Sound Level (DNL) noise contours of the attached Base Year 1993 OGG Noise Exposure Map (NEM). The HDOT recommends relocating noise-sensitive land uses in the proposed project to avoid noise-sensitive areas defined by the noise contours of the Base Year 1993 OGG NEM. Specifically, all housing should be relocated outside of the 65 DNL or greater contours. In addition, Noise Level Reduction measures such as air conditioning, dual-pane windows, and concrete masonry walls should be incorporated throughout the project's design for housing and buildings where the public is received to achieve interior levels of 45 DNL or less. Please refer to the attached noise compatibility land use chart

from the 1995 OGG Noise Compatibility Program for more guidance on recommended land uses within noise contours.

3. Due to the nature of the development, the HDOT requests that the property owner grant a noise and avigation easement to the HDOT.

4. Due to the proximity to OGG, the applicant, future residents, and users should be aware of potential single-event noise from aircraft operations. There is also potential for fumes, smoke, vibrations, odors, etc., resulting from occasional aircraft flight operations over or near the project location. These impacts may increase or decrease over time and are dependent on airport operations.

5. The project site is approximately 5,016 feet from the end of Runway 2 at OGG. The FAA regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction or Alteration pursuant to the Code of Federal Regulations, Title 14, Part 77.9, if the construction or alteration is within 20,000 feet of a public use or military airport, which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, shall be included in the submittal. The form and submission criteria can be found at the following website: https://oeaaa.faa.gov/oeaaa/external/portal.jsp. Please provide a copy of the FAA response to the Part 77 analysis to the HDOT Airport Planning Section.

6. The HDOT requires that the proposed development project shall not provide landscape and vegetation that will create a wildlife attractant, which can potentially become a hazard to aircraft operations. Standing water also has the potential to become a wildlife attractant. Please review the FAA Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants On Or Near Airports, for guidance. If the development creates a wildlife attractant, the developer shall immediately mitigate the hazard upon notification by the HDOT and/or the FAA.

7. If a solar energy photovoltaic (PV) system is going to be installed, be aware that PV systems located in or near the approach path of aircraft can create a hazardous condition for pilots due to possible glint and glare reflected from the PV panel array. If glint or glare from the PV array creates a hazardous condition for pilots, the owner of the PV system shall be prepared to immediately mitigate the hazard upon notification by the HDOT and/or the FAA.

   The FAA requires a glint-and-glare analysis for all solar energy PV systems near airports. A separate FAA Form 7460-1 will be necessary for the solar energy PV system. After the FAA determination of the Form 7460-1 glint and glare analysis, a copy shall be provided to the HDOT Airport Planning Section by the owner of the solar energy PV system.

   Solar energy PV systems have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, thereby disrupting the reliability of air-to-ground communications. Again, the owner of the solar energy PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT and/or the FAA.

8. Multiple access points will be provided from Pulehu Road, Hansen Road, and Pakaula Street, all of which are within County jurisdiction. Three of the primary access driveways are proposed on Pulehu Road, Hansen Road (eastside), and Hansen Road (westside).

   The following project intersections connecting to our state highways may be impacted in the near future:

   a. Hansen Road (westside) via the Maui Veterans Highway, Route 311 (formerly Mokulele Road).

   b. Pulehu Road and Hansen Road (eastside) with Hana Highway.

9. Based on the large-scale development proposed in proximity to the state-owned Maui Veterans Highway, Kuihelani Highway, and Hana Highway, the HDOT anticipates a potential direct or regional adverse impact on the State highway facilities. Therefore, the Draft Environmental Impact Statement should include a Traffic Impact Analysis Report (TIAR) prepared and stamped by a licensed engineer and shall include the following:

   a. An analysis should be provided in the TIAR to identify potential local and regional impacts to State highway facilities. The study should also include a Conclusion and Recommendation section listing recommended mitigation measures to be implemented by the project at no cost to the State.

   b. The study should also include an analysis of the intersections stated below:

      i. Puunene Avenue/Maui Veterans Highway and Hookele Street.

      ii. Puunene Avenue/Kuihelani Highway/Mayor Cravalho Way.

      iii. Mayor Cravalho Way/Pakaula Street

   c. Since the project construction is phased over multiple years, interim horizon years should be analyzed for the completion of each phase.

   d. A discussion of multimodal transportation strategies should be included in the TIAR The study should provide detailed plans for bicycle and pedestrian paths within the proposed site and connectivity to the rest of the area.

10. Describe strategies to reduce carbon emissions from the project, if any. Suggestions include:

    a. Incorporate elements that encourage and enhance the use of multiple types of transportation to reduce carbon emissions.

    b. Implement energy-efficient technologies and practices, such as light-emitting diode lighting.

c. Use sustainable, recycled, or low-emission materials in construction and manufacturing.

Please submit any subsequent land use entitlement-related requests for review or correspondence to the HDOT Land Use Intake email address at DOT.LandUse@hawaii.gov.

If there are any questions, please contact Mr. Blayne Nikaido, Planner, Land Use Section of the HDOT Statewide Transportation Planning Office at (808) 831-7979 or via email at blayne.h.nikaido@hawaii.gov.

Sincerely,

EDWIN H. SNIFFEN
Director of Transportation

Attachments