

JAMES "KIMO" APANA
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director



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

Wastewater Reclamation Division

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

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

March 24, 1999

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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

Mr. Gary Gill
Acting Director
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

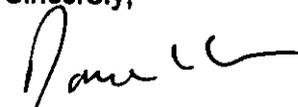
SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT FOR
PAIA MUNICIPAL PARKING LOT
TMK 2-5-5:POR.18, 2-6-3:27
PAIA, MAUI, HAWAII

Dear Mr. Gill:

The County of Maui, Department of Public Works and Waste Management has reviewed the comments received during the 30-day public comment period which began on February 8, 1999. The agency has determined that the project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the next edition of the OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the draft EA. Since the text of the project summary published for the public comment period has not changed, no diskette or e-mail is enclosed. Please call Charlene Shibuya of the Engineering Division at 243-7745 if you have any questions.

Sincerely,


Charles Jencks
Director of Public Works
and Waste Management

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Attachments

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FILE COPY

Final Environmental Assessment

*** PAIA MUNICIPAL PARKING LOT ***

Prepared for

County of Maui,
Department of Public
Works and Waste Management

April 1999



***Final Environmental
Assessment***

**PAIA MUNICIPAL
PARKING LOT**

Prepared for

County of Maui,
Department of Public
Works and Waste Management

April 1999



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Preface

The County of Maui, Department of Public Works and Waste Management (DPWWM) proposes the development of the Paia Municipal Parking Lot in Paia, Maui, Hawaii on property identified by TMKs 2-5-05: por. 18 and 2-6-03: 27. To establish appropriate land use entitlements for the proposed improvements, the DPWWM has filed applications for a State Land Use District Boundary Amendment, a Community Plan Amendment, and a Change in Zoning, as well as applications for a Land Use Commission Special Use Permit and a Special Management Area Use Permit.

Since the proposed project involves the use of County lands and funds, as well as an amendment to the Community Plan independent of the County's ten (10) year Community Plan update process, this Environmental Assessment (EA) has been prepared pursuant to Chapter 343, Hawaii Revised Statutes. The EA will be used as the principal supporting technical document for the above-referenced applications.

Chapter 1

Project Overview

I. PROJECT OVERVIEW

A. PROPERTY LOCATION, EXISTING USE, AND LAND OWNERSHIP

The County of Maui, Department of Public Works and Waste Management (DPWWM) proposes the development of the Paia Municipal Parking Lot. The project site is located mauka (south) of Hana Highway along the western extent of Paia Town. Identified by TMKs 2-5-05: por. 18 and 2-6-03: 27, the subject property encompasses approximately 0.7 acre or 31,463 square feet. See Figure 1 and Figure 2.

Hana Highway abuts the project site to the north, while single family residences adjoin the site to the east. Sugar cane fields border the property to the west and south.

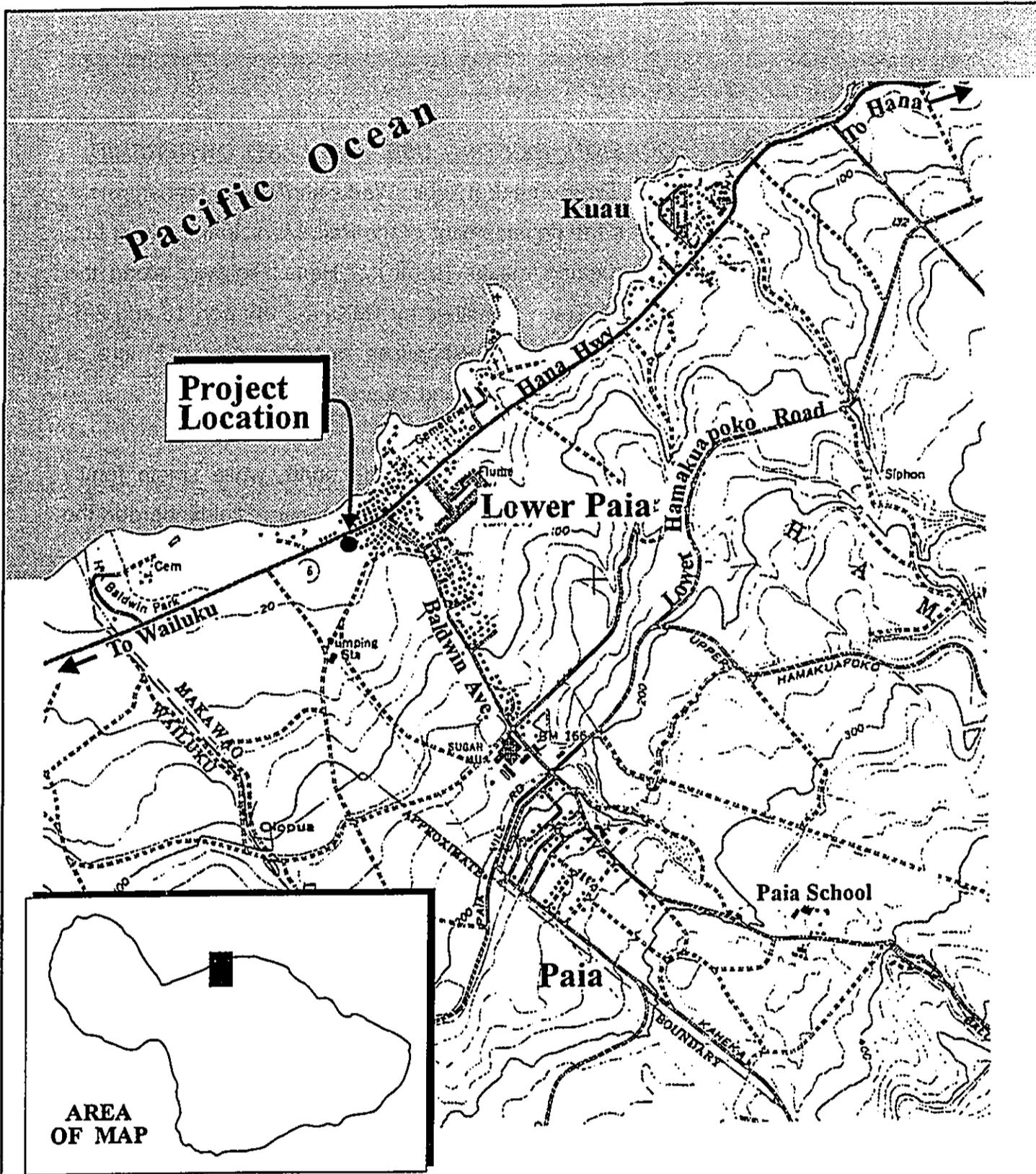
The project site is undeveloped and overgrown with introduced weeds and grasses. A stand of milo trees is also located on the site. A sugar cane field road extends diagonally across the property.

Access to the parking lot will be via a driveway from Hana Highway.

The land underlying the subject property is owned in fee simple by the County of Maui. A single parcel has been created from TMKs 2-5-5:por.18 and 2-6-3:27. Final subdivision approval has been granted but a new tax map parcel number has not yet been assigned.

B. PROJECT NEED AND PROPOSED ACTION

Paia Town is characterized as a small country town which historically developed to support the local sugar plantation. In this context, the town's character is typified by design standards which were in place prior to the full commercial introduction of automobiles. Thus, while the town continues to be a viable economic center for the residents and visitors,

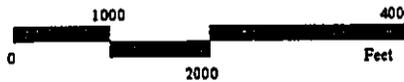


Source: U.S. Geological Survey

Figure 1 Paia Municipal Parking Lot
Regional Location Map



Prepared for: County of Maui, Dept. of Public
Works and Waste Management



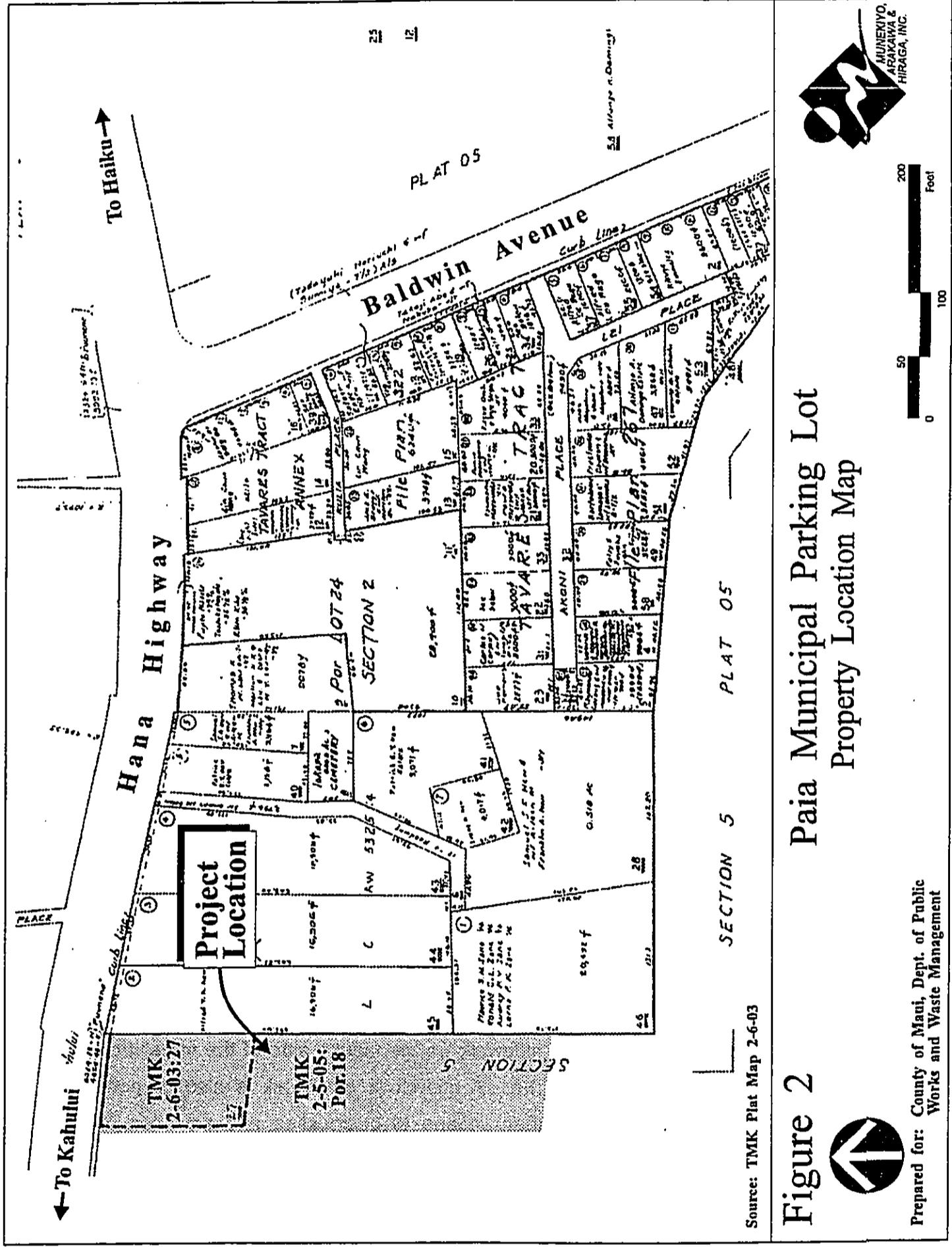


Figure 2

Paia Municipal Parking Lot
Property Location Map



Prepared for: County of Maui, Dept. of Public
Works and Waste Management



Source: TMK Plat Map 2-6-03

there is an absence of adequate parking to meet current needs of the town's businesses.

Accordingly, the Paia Municipal Parking Lot project was conceived to address this specific issue. The proposed parking lot will provide approximately 82 standard, compact, and handicapped paved stalls. The lot is proposed for implementation to help relieve parking needs for merchants in Paia Town. See Figure 3. Related improvements will include parking lot landscaping, irrigation and lighting.

In terms of physical construction, the proposed action would include the clearing and grubbing of onsite vegetation. Site grading will be required to establish design grades to accommodate operational and drainage requirements. Accordingly, the existing berm located within the property limits will be removed.

Access improvements to Hana Highway include a two-way, left-turn lane. This would allow Kahului-bound left-turn movements into the parking lot and the abutting residential property (TMK 2-6-3:45). It would also allow Hana-bound left-turn movements to lots on the makai side of Hana Highway and into Ae Lane.

A five feet wide sidewalk is proposed on the subject property and the frontage of the abutting residential property (TMK 2-6-3:45). Redevelopment of the next abutting parcel (TMK 2-6-3:44) is part of a separate project. A five feet wide concrete sidewalk is being constructed as part of that development. With the foregoing improvements, this would result in a continuous sidewalk on the mauka side of the street from the parking lot to Paia Town. A mid-block crosswalk is also proposed to provide a safe pedestrian linkage to businesses and activities on the

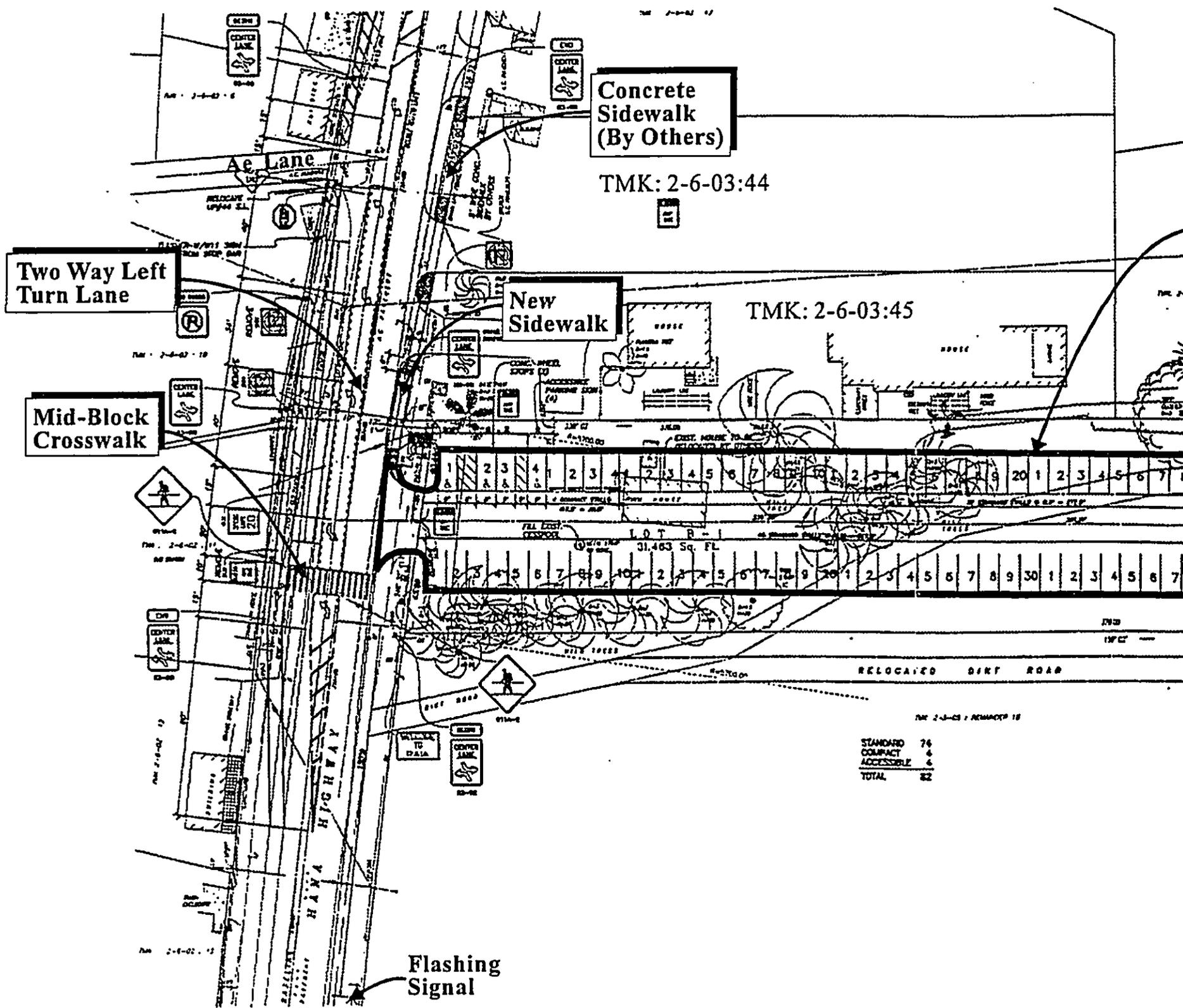
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Source: Ronald M. Fukumoto Engineering, Inc.

Figure 3

Paia Municipal Parking Lot
Site Plan



Prepared for: County of Maui, Dept. of Public Works and Waste Management

Proposed Parking Lot

FIG. 2-6-63-00

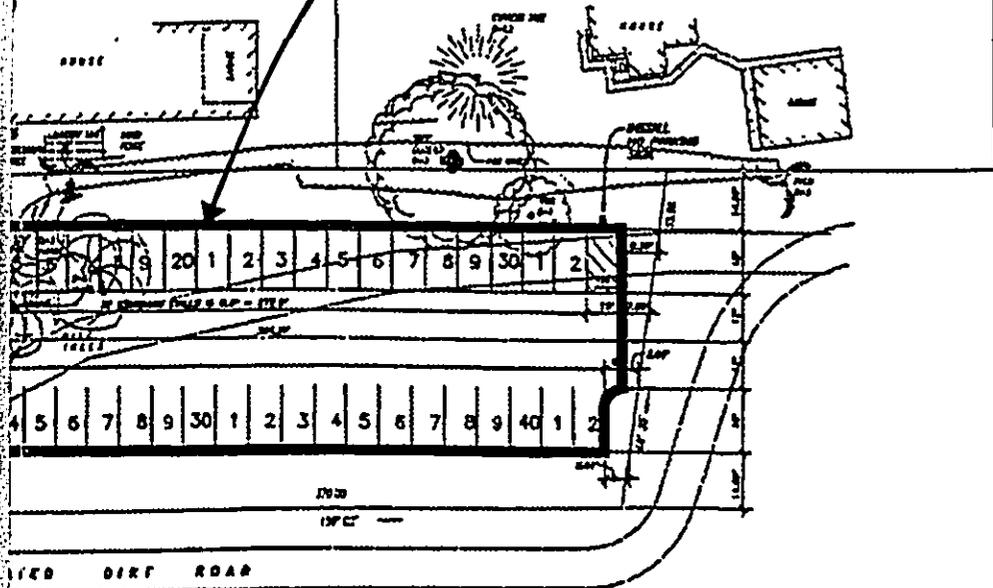


FIG. 2-6-63-01 / REMAINING IS

75
4
82

lot



NOT TO SCALE

makai side of Hana Highway. Flashing signals will also be installed approximately 150 feet from the Kahului and Hana approaches to the crosswalk to warn motorists of the pedestrian crossing.

The estimated construction cost for the proposed lot is \$250,000.00. Assuming all applicable approvals are obtained, construction is anticipated to begin in mid-1999. The project should be completed in approximately 3 months.

Chapter II

***Description of the
Existing Environment***

II. DESCRIPTION OF THE EXISTING ENVIRONMENT

A. PHYSICAL ENVIRONMENT

1. Surrounding Land Uses

The Paia Municipal Parking Lot is proposed mauka of Hana Highway, along the western extent of Paia Town. As previously noted, land uses bordering the project site include Hana Highway to the north, single family residences to the east, and sugar cane fields to the south and west.

Situated beyond Hana Highway to the north is a Maui Electric Company (MECO) substation. To the west of the substation lie an art gallery as well as several single family residences.

Beyond the single family residence which borders the site on its eastern side, is Paia Town. Town businesses along Hana Highway include retail shops, restaurants, and real estate offices. Paia Town retains plantation-era architecture and small town ambience. The business/commercial areas of Paia consists of roughly contiguous strips flanking either side of Hana Highway and Baldwin Avenue in the vicinity of the intersection of these roadways. Interspersed between business/commercial uses are some existing residential uses, vacant lots, and public uses, such as the MECO substation.

2. Climate

Like most of the State of Hawaii, Maui experiences a relatively uniform year-round climate with mild temperatures, moderate humidity and consistent northeasterly tradewinds. However, local terrain can greatly influence the climate in different areas. The region experiences a relatively even climate with little seasonal and

day-night temperature variation. Cool tradewinds from the northeast help keep the warm summer months pleasant.

Temperatures in Paia range from 54 to 94 degrees, with the lowest temperatures typically occurring between December and February, and the highest temperatures in August and September. Situated at the base of Haleakala, Paia is located directly in the path of the northeast tradewinds. The tradewinds usually range from 15 to 25 miles per hour (mph) and increase in strength during the day from March to September. Winds generally become light and variable during the absence of the tradewinds. The diurnal heating and cooling of the island creates onshore sea breezes during the day and offshore land breezes at night.

Paia receives about 25 inches of rainfall annually. Following the wet winter/dry summer pattern typical for most of Hawaii, the Paia-Haiku region usually receives two (2) to three (3) times of its average monthly rainfall in the winter months compared to the summer months. While storms that move in from the Pacific Ocean contribute to occasional torrential downpours at any time of the year, winters are known for more extended periods of precipitation.

3. **Topography and Soil Characteristics**

The topography of Paia Town slopes gently upward from sea level to an elevation of about 340 feet above mean sea level (a.m.s.l.) near Paia School. Paia is located on a lower sloping plain, with development clustered around Hana Highway and Baldwin Avenue. The project site abuts Hana Highway and is generally flat with a 0.5 percent slope.

The soils underlying the project site are affiliated with the Pulehu-Ewa-Jaucas association. See Figure 4. These deep, nearly level to moderately sloping, well to excessively drained soils occur on alluvial fans and basins. The subsoil is moderately fine to coarse textured. These soils are the dominant soils of Maui and are used for sugar cane, truck crops, pasture, wildlife habitat and homesites.

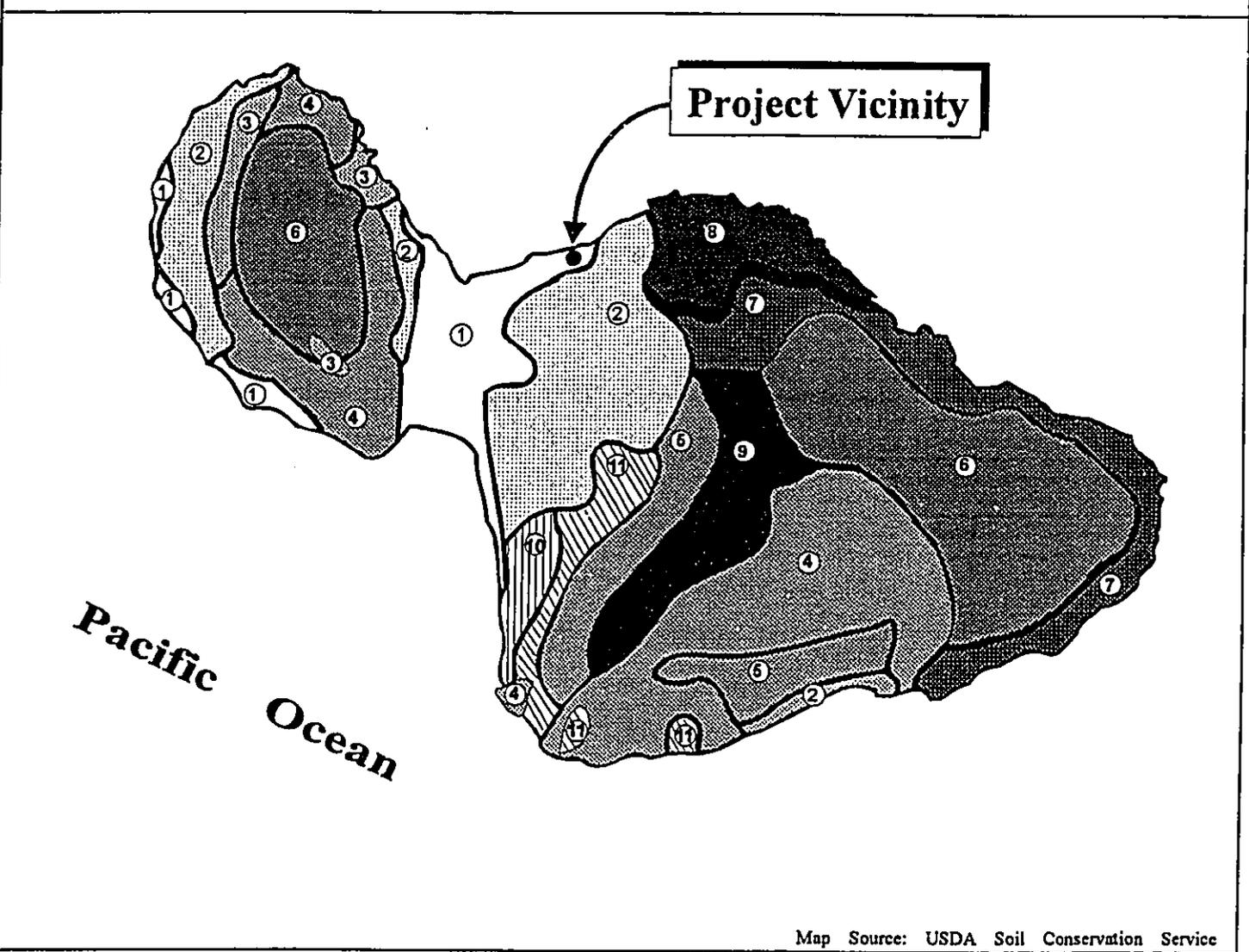
The specific soil types underlying the project site are Pulehu silt loam, 0 to 3 percent slopes (PpA), Pulehu silt loam, 3 to 7 percent slopes (PpB), and Ewa silty clay loam, 0 to 3 percent slopes (EaA). See Figure 5.

For the PpA and PpB soils, runoff is slow and the erosion hazard is slight. On the EaA soil, runoff is very slow and the erosion hazard is considered no more than slight.

The State Department of Agriculture has established three (3) categories of Agricultural Lands of Importance to the State of Hawaii (ALISH). The ALISH system classifies lands into "Prime", "Unique" and "Other Important Agricultural Land". The remaining lands are "Unclassified". Utilizing modern farming methods, "Prime" agricultural lands have the soil quality, growing season, and moisture supply needed to produce sustained crop yields economically, while "Unique" agricultural lands possess a combination of soil quality, location, growing season, and moisture supply currently used to produce sustained high yields of a specific crop. "Other Important Agricultural Land" includes those which have not been rated as "Prime" or "Unique". As indicated by the ALISH map, the land encompassing the proposed project site falls within the "Prime" category. See Figure 6.

LEGEND

- | | |
|--|---|
|  Pulehu-Ewa-Jaucas association |  Hana-Makaalae-Kailua association |
|  Waiakoa-Keahua-Molokai association |  Pauwela-Haiku association |
|  Honolua-Olelo association |  Laumaia-Kaipoi-Olinda association |
|  Rock land-Rough mountainous land association |  Keawakapu-Makena association |
|  Puu Pa-Kula-Pane association |  Kamaole-Oanapuka association |
|  Hydrandepts-Tropaquods association | |



Map Source: USDA Soil Conservation Service

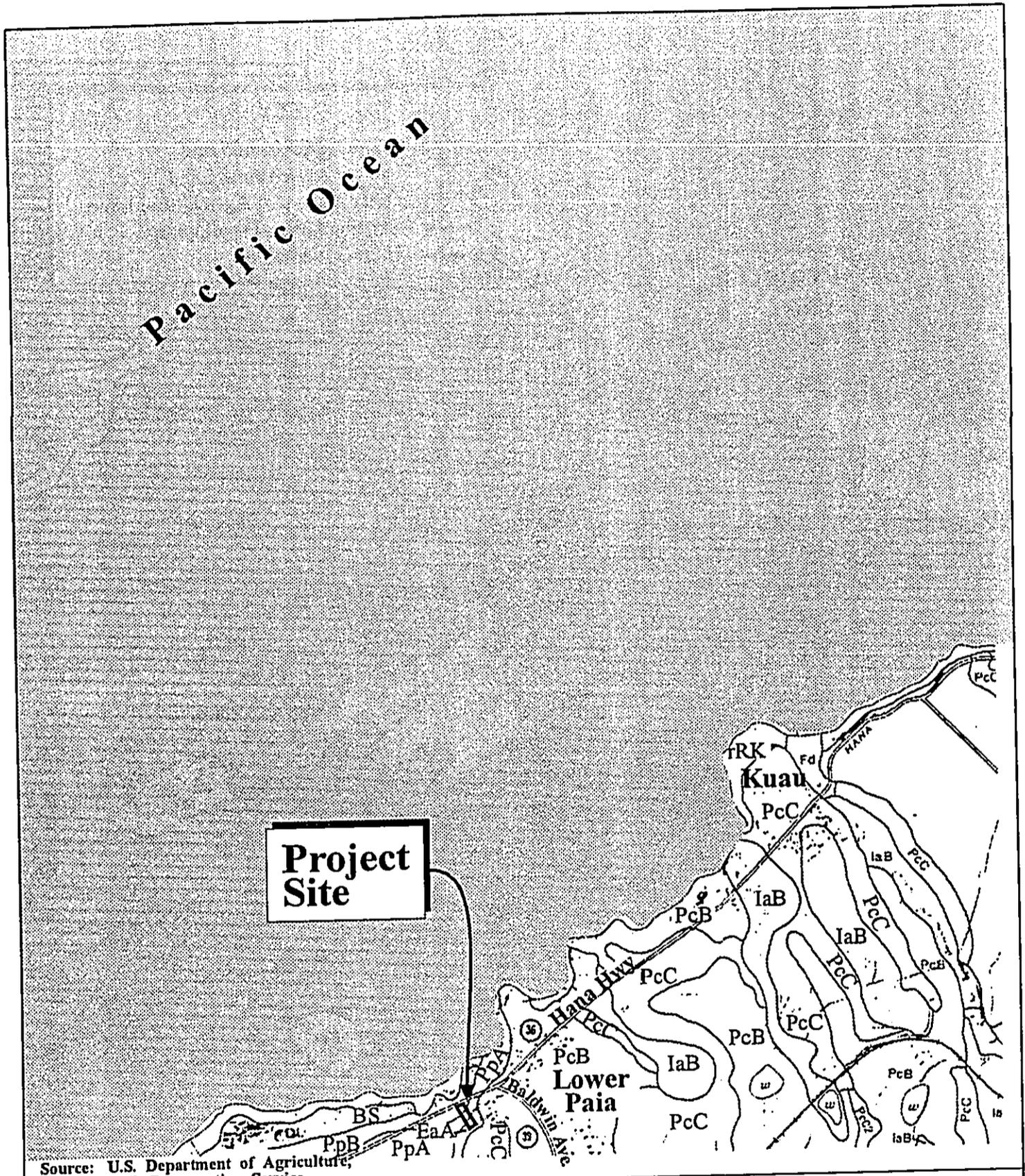
Figure 4

Paia Municipal Parking Lot
Soil Association Map



Prepared for: County of Maui, Dept. of Public Works and Waste Management





Source: U.S. Department of Agriculture,
Soil Conservation Service

Figure 5 Paia Municipal Parking Lot
Soil Classification Map



Prepared for: County of Maui, Dept. of Public
Works and Waste Management



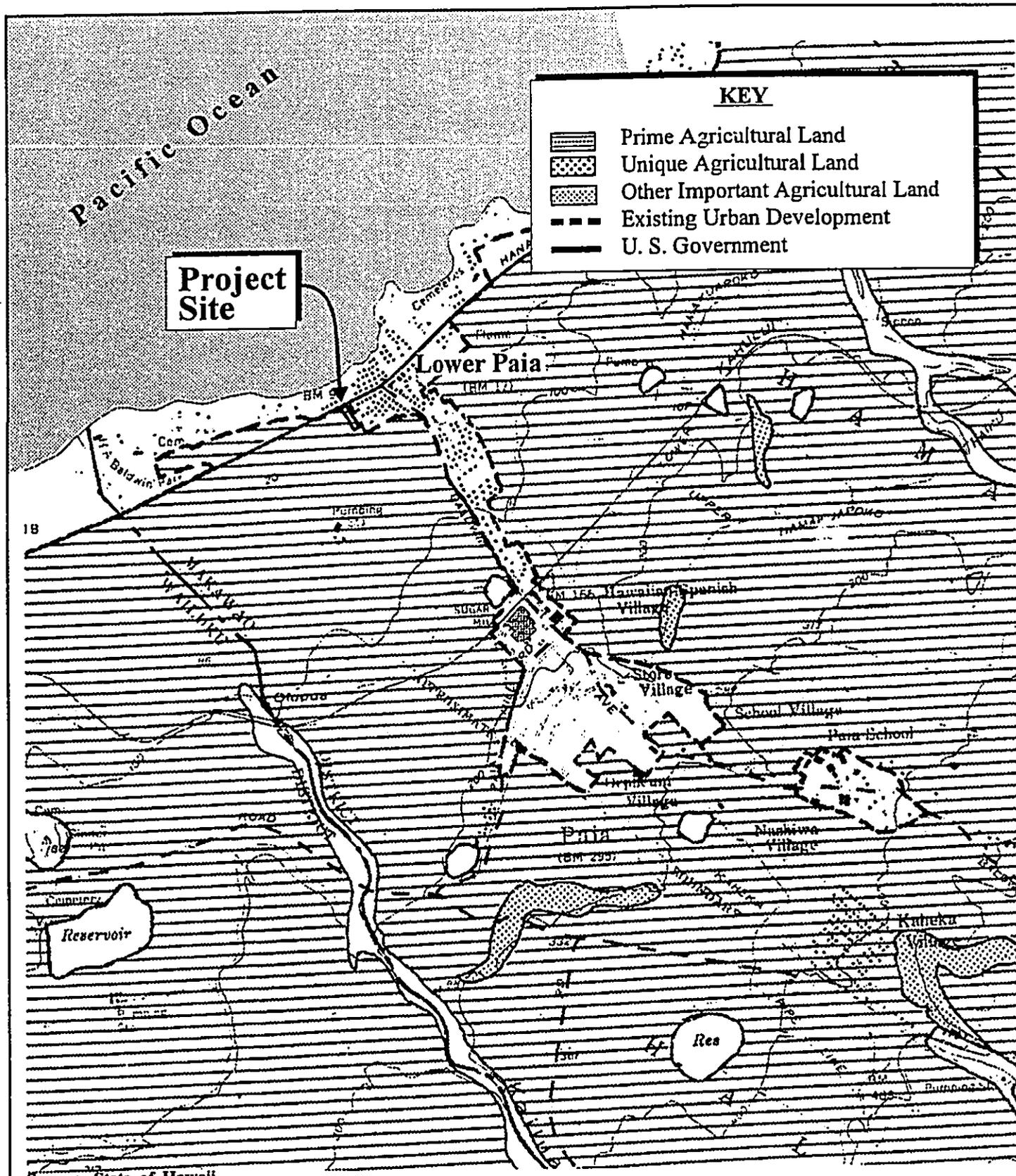


Figure 6

Paia Municipal Parking Lot
ALISH Classification



Prepared for: County of Maui, Dept. of Public Works and Waste Management



The Land Study Bureau's Detailed Land Classification rates the agricultural suitability of soils. A five (5) class productivity rating is applied using the letters A, B, C, D, and E, with "A" representing lands of the highest productivity, or very good, and "E" the lowest, or very poorly suited for agricultural production. The Land Study Bureau identifies the land within the project site as "A".

4. **Flood and Tsunami Hazard**

According to the Flood Insurance Rate Map for the region, the subject property is designated Zone A, an area subject to 100-year flooding. The Flood Boundary and Floodway Map also designates the site in the 100-year floodway.

5. **Flora and Fauna**

Mauka portions of the project site are cultivated in sugar cane. An existing linear stand of milo trees (*Thespesia populnea*) are located diagonally across the site. Other vegetation include buffelgrass (*Cenchrus ciliaris*), koa haole (*Acacia leucifera*), kiawe (*Prosopis pallida*), coconut palm (*Cocos nucifera*), date palm tree (*Phoenix dactylifer*) and other grasses and annual weeds.

There are no wetland species or other wetland characteristics within the project site.

Terrestrial fauna in the region include introduced species, such as cats, mice, rats, and mongoose. Some of the avifauna introduced to the area include the Mynah, Spotted Dove, Barred Dove, Japanese White-eye, and House Sparrow.

6. **Archaeological Resources**

The southern part of the project site has been in sugar production for probably over 100 years. However, the grassed portion of the project site closest to Hana Highway has had several uses. A Maui Agricultural Company map, dated 1914 and updated in 1938, shows that a church was located there. Records in the archives of A&B Properties show that on November 29, 1932, the small wooden building which is currently on the property, was leased to the Seventh Day Adventist Mission. On August 1, 1955, the Boy Scouts of America leased the building from HC&S for meeting space. The building was utilized by the Boy Scouts until the 1980's. See Appendix A.

7. **Air Quality**

There are no point sources of airborne emissions within close proximity of the project site. Air quality in the vicinity of the project site may be affected by a variety of sources, including smoke and dust from sugar cane harvesting and cultivation operations which are adjacent to Paia Town. Although minimal, airborne pollutants are largely attributable to vehicular exhaust from traffic along the region's roadways. However, sources are intermittent and prevailing winds quickly disperse the particulates generated by these temporary sources.

8. **Noise**

Vehicular noise from traffic travelling along Hana Highway are the primary sources of noise at the project site. Other ambient noise conditions are generally attributable to natural conditions such as wind and rain.

9. *Scenic and Open Space Resources*

To the southeast, there are views of the Paia Mill, Upcountry, and Mount Haleakala. The West Maui Mountains are visible toward the west. Hana Highway borders the northern boundary of the site. Further north is the Pacific Ocean.

B. *SOCIO-ECONOMIC ENVIRONMENT*

1. *Land Use and Community Character*

The Paia-Haiku Community Plan region is largely agricultural and rural in character. Although Paia is a primary urban center within the region, it retains a "small town" scale and character. The Paia commercial town core is situated around the intersection of Hana Highway and Baldwin Avenue. Existing residential development is generally concentrated around the commercial core, between Paia Town and Kuau, and along Baldwin Avenue to Skill Village, above the Paia Mill.

The primary agricultural activity in the Paia region is sugar cane. The HC&S Paia Sugar Mill is established as the major industrial use in the region. Over the past ten (10) years, windsurfing has grown into a major sport.

2. *Population*

The population of the County of Maui has exhibited relatively strong growth over the past decade with the 1990 population estimated to be 100,504, a 41.6 percent increase over the 1980 population of 70,991 (County of Maui, Office of Economic Development, July 1997). Growth in the County is expected to continue, with resident population projections to the years 2000 and 2010 estimated to be 112,349 and 133,459, respectively (Community Resources, Inc.,

January 1994).

The Paia-Haiku region follows the County-wide pattern of population growth, with the region's 1990 population of 7,788 projected to rise to 9,127 by the year 2000 and to 10,473 by the year 2010 (Community Resources, Inc., January 1994).

C. PUBLIC SERVICES

1. Police and Fire Protection

Police protection for the Paia-Haiku region is provided by the County Police Department headquartered at the Wailuku Station. The region is served by the Department's Central Maui patrol which includes approximately 110 full-time personnel (telephone conversation with County of Maui, Department of Police employee Maru Hernandez, October 1997).

Fire prevention, suppression and protection services for the Paia-Haiku region is provided by the County Department of Fire Control's Paia Station, located along Hana Highway in Paia Town. The Paia Station is staffed by 15 full-time personnel (telephone conversation with County of Maui, Department of Fire Control employee Roxanne Medeiros, October 1997).

2. Medical Facilities

Maui Memorial Hospital, the only major medical facility on the Island, services the Paia-Haiku region. Acute, general and emergency care services are provided by the hospital. Private medical and dental clinics and practices which are located predominantly in the Wailuku-Kahului area also serve residents of Paia-Haiku.

3. **Schools**

The State Department of Education operates one (1) school in the Paia area. Paia Elementary School covers grades K to 5. Public school students from the Paia area would then be serviced by Samuel Kalama Intermediate School in Makawao which covers grades 6 to 8. King Kekaulike High School serves as the region's high school, for grades 9 through 12.

The Doris Todd Memorial Christian School is a private educational facility located in Paia covering grades K to 6.

4. **Solid Waste**

Single-family residential solid waste collection service is provided by the County of Maui on a once-a-week basis. Residential solid waste collected by County crews are disposed of at the County's 55-acre Central Maui Landfill, located four (4) miles southeast of the Kahului Airport. In addition to County-collected refuse, the Central Maui Landfill accepts commercial waste from private collection companies.

D. INFRASTRUCTURE

1. **Roadways**

The major route serving the Paia region is the Hana Highway, which extends from Kahului to the Hana region. In the vicinity of the property, Hana Highway is a two-way, two-lane arterial. The project site abuts Hana Highway.

2. **Water**

The project site is served by the Department of Water Supply's

domestic water system. Groundwater sources in the vicinity of Iao, Waiehu and Waihee supply the Central Maui Water System. The system services the communities of Central Maui and South Maui as well as Spreckelsville and Paia-Kuau.

Existing wells in Iao, Kepaniwai, Mokuhanu, Waiehu Heights, Waihee and North Waihee provide the sources of water for the Central Maui Water System. An 8-inch and 12-inch waterline are located within the Hana Highway right-of-way adjacent to the project site.

3. **Wastewater**

An 18-inch sewerline is located adjacent to the project site within the Hana Highway right-of-way. Wastewater is transported to the Wailuku-Kahului Wastewater Reclamation Facility via a series of sewerlines, force mains and pump stations along the coast.

The design capacity of the facility is 7.9 million gallons per day. Excluding groundwater and stormwater infiltration, current sewage flow volume treated at the facility is approximately 6.6 mgd.

4. **Drainage**

The existing ground within the site slopes from an elevation of approximately 10 feet above mean sea level near the rear of the parcel to an elevation of approximately 8 feet along Hana Highway. The average ground slope is nearly flat at approximately 0.5 percent. The slope across the property is also flat with ponding occurring in the project site and adjoining properties. See Appendix B.

5. **Electricity and Telephone Systems**

Electrical and telephone services in the Paia-Haiku region are provided by Maui Electric Company and GTE Hawaiian Telephone, respectively.

Chapter III

Potential Impacts and Mitigation Measures

III. POTENTIAL IMPACTS AND MITIGATION MEASURES

A. IMPACTS TO THE PHYSICAL ENVIRONMENT

1. Surrounding Land Uses

The project site is located near the westerly boundary of Paia Town along Hana Highway. To the north and east of the project site are existing portions of Paia Town. The general land use pattern within Paia entails commercial and retail uses along Hana Highway and Baldwin Avenue, with residential uses to the interior areas and adjacent to the shoreline.

Typical commercial establishments are one (1) story in height with occasional two (2) story buildings adding interest and variety to the streetscape. Building frontages are typically located at or near the front property line. A prevalent onsite parking pattern consists of commercial uses along main roadway frontage with onsite parking to the rear of the lot, often accessed by an alleyway or adjacent interior street.

The site is adjacent to commercial establishments along Hana Highway. The public parking lot provides additional parking for commercial and retail establishments. The use is consistent with adjacent and surrounding land uses and is not anticipated to create any adverse impacts.

2. Topography and Landform

The proposed project is not anticipated to result in significant earthmoving activities. To the extent practicable, finished contours will follow existing grades to minimize earthwork costs and maintain drainage patterns.

3. **Flood and Tsunami Hazard**

The proposed improvements will not significantly alter existing grades or drainage patterns, and will not adversely impact the flood zone or adjoining properties. The site is located outside of the coastal high hazard area.

4. **Flora and Fauna**

Existing milo and coconut palm trees located on the site are considered of Polynesian introduction. Remaining vegetation are considered exotic. There are no known significant habitats or rare, endangered, or threatened species of flora or fauna located on the project site. In addition, the proposed improvements are not anticipated to impact wetland areas and wildlife habitats.

As such, the removal of vegetation and displacement of wildlife from the project site is not considered an adverse impact to these components of the natural environment.

5. **Archaeological Resources**

The project site has been subject to previous ground disturbing activities related to agricultural activities and past urban development.

In the event that human remains or artifacts are encountered during construction, work will be halted in the area of the find and the State Historic Preservation Division will be notified. Applicable procedures to ensure compliance with Chapter 6E, Hawaii Revised Statutes (HRS), will be implemented.

6. **Air Quality**

Emissions from construction equipment and other vehicles involved in construction activities may temporarily affect the ambient air quality within the immediate vicinity. However, these effects can be minimized by properly maintaining construction equipment and vehicles.

In addition, dust generated during construction, especially during earth moving operations such as excavating, trenching and filling, may also result in a temporary decrease in ambient air quality. Mitigation measures include utilizing dust barriers, waterwagons, and/or sprinklers to control dust, and watering graded areas upon the completion of daily construction activities and/or weekends and holidays to the extent practicable.

On a long-term basis, a public parking lot in this location is not anticipated to generate adverse air quality impacts.

7. **Noise**

Ambient noise conditions may be temporarily affected by construction activities. Heavy construction machinery, such as backhoes, dump trucks, front-end loaders, paving equipment, and material transport vehicles, are anticipated to be the dominant noise-generating sources during the construction period.

Proper equipment and vehicle maintenance are anticipated to reduce noise levels. Equipment mufflers or other noise attenuating equipment may also be employed as required. All construction activities will be limited to daylight working hours.

Once completed, a public parking lot is not anticipated to generate adverse noise conditions.

8. **Scenic and Open Space Resources**

The project site is contiguous to Paia Town. The planting of milo trees along the west side of the property is considered a major landscape feature in the County of Maui's Country Town Design Guidelines for Paia-Haiku. The milo trees closest to Hana Highway form the western boundary of the site, and a row of existing trees are located diagonally across the site. These trees are proposed to be replanted along the east and west boundary lines of the project site, or additional milo trees will be planted as needed. This would provide a buffer along the entire project site's east and west property lines. The project would thus preserve and enhance the landscape buffer along the vehicular approach to the town from Kahului.

The creation of a public parking lot for Paia Town also relieves the pressure to develop onsite parking for individual business parcels. This would help to preserve existing small lot sizes and retain the existing architectural and scenic character of Paia Town.

B. **IMPACTS TO THE SOCIO-ECONOMIC ENVIRONMENT**

1. **Economy**

By providing additional parking for Paia's businesses, the proposed project will enhance opportunities for economic development within the town. This creates positive short- and long-term benefits for the island's economy. Moreover, the proposed parking lot encourages the preservation of Paia's unique architectural character.

On a short-term basis, the project will provide construction employment.

2. **Agriculture**

While the proposed development will result in the urbanization of 0.7 acre of land in the State Agricultural District, the amount of these lands relative to Maui's total agricultural land resources is not significant. Approximately 246,370 acres of land are classified by the State Land Use Commission as Agricultural on the island of Maui. This designation encompasses 53 percent of the total land area of the island of Maui. The subject property consists of 0.7 acre or approximately .0003 percent of Maui's lands within State Agricultural District boundaries. The acreage proposed to be converted to urban use will not significantly impact the agricultural resources of Maui.

3. **Police, Fire and Medical Services**

The proposed project is not anticipated to affect service capabilities of police, fire and emergency medical operations. The project will not extend existing service area limits for emergency services.

4. **Recreational and Educational Resources**

The proposed project is not expected to generate a need for recreational facilities. The proposed project is expected to provide supplemental parking for beach or park users. In addition, there are no anticipated impacts to existing educational facilities or resources. The project should have no negative impacts upon recreational or educational parameters.

5. **Solid Waste**

A solid waste management plan will be developed in coordination with the Department of Public Works and Waste Management (DPWWM) Solid Waste Division for the disposal of clearing and grubbing material from the project site during construction.

C. **IMPACTS TO INFRASTRUCTURE**

1. **Roadways**

Access to the proposed public parking lot is from Hana Highway, which is a two-lane, two-way State arterial. The project is not expected to generate additional vehicular traffic although the parking is intended to support existing businesses as well as beach and park users. Vehicles may turn right into the parking lot from Hana Highway. A two-way, left-turn lane allows turning movements to the project site, the adjacent residential parcel (TMK 2-6-3:45), as well as properties on the makai side of Hana Highway and Ae Lane. This minimizes impacts upon through traffic in both the Kahului and Hana directions.

A mid-block crosswalk on Hana Highway is also proposed. This would afford pedestrians a safe crossing between the parking lot and businesses on the makai side of the street. Park and beach goers may also utilize the parking lot and crosswalk. The closest alternative crosswalk is located at the Baldwin Avenue-Hana Highway intersection which is approximately 500 feet away. It is noted that the speed limit in the vicinity is reduced to 20 miles per hour. Flashing signals are being proposed on both the Kahului-bound and the Hana-bound approaches to the crosswalk. This would provide an additional precautionary measure to warn motorists of the mid-block pedestrian crossing.

The project will also help to create a continuous sidewalk from the parking lot to businesses on the mauka side of Hana Highway. The property which abuts the parking lot site (TMK 2-6-3:45) presently protrudes into the Hana Highway right-of-way. However, the travel lanes of the highway will be shifted slightly makai in order to provide space for a five feet wide sidewalk along the frontage of the abutting parcel. A sidewalk is already planned on the immediately adjacent parcel (TMK 2-6-3:44) as part of that development. When the subject project and the development on TMK 2-6-3:44 are completed, a continuous sidewalk should be created.

2. **Water**

Water from the County system will be utilized for the project's landscaping. Usage would not exceed 20 gallons per minute.

3. **Wastewater**

No restroom facilities are proposed as part of the subject project. Thus, there is no additional wastewater generation resulting from the project and no impact upon the County wastewater system.

4. **Drainage and Erosion Control**

The parking lot development will not alter the natural drainage patterns of the site. All grading work and improvements are planned to minimize ponding on adjoining properties by maintaining a low profile. The landscaped areas of the site will be depressed to create sumps which are designed to retain low intensity rainfall. However, larger quantities of runoff will continue to flow into the adjoining cane fields pursuant to the existing condition.

Due to the small acreage of the development, the project will not result in any significant increase in peak flow rates and runoff volumes.

Normal erosion control measures are proposed to be implemented. These include limiting the area of clearing and grubbing, sprinkling for dust control, installing and maintaining dust screens, minimizing the construction period, and constructing or installing permanent erosion control measures as soon as possible. See Appendix B.

5. **Electrical and Communication Services**

Electrical power will be needed for the project's lighting and irrigation needs. Other telephone and communication services will not be affected by the project.

Chapter IV

***Relationship to Governmental
Plans, Policies and Controls***

IV. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES AND CONTROLS

A. STATE LAND USE DISTRICTS

Pursuant to Chapter 205, Hawaii Revised Statutes, all lands in the State have been placed into one (1) of four (4) land use districts by the State Land Use Commission. These land use districts have been designated "Urban", "Rural", "Agricultural" and "Conservation". The project site is designated "Agricultural". See Figure 7. The proposed action involves reclassification to the "Urban" district and the establishment of a public parking lot which is compatible with the "Urban" designation.

B. LAND USE COMMISSION RULES, CHAPTER 15-15, HAWAII ADMINISTRATIVE RULES

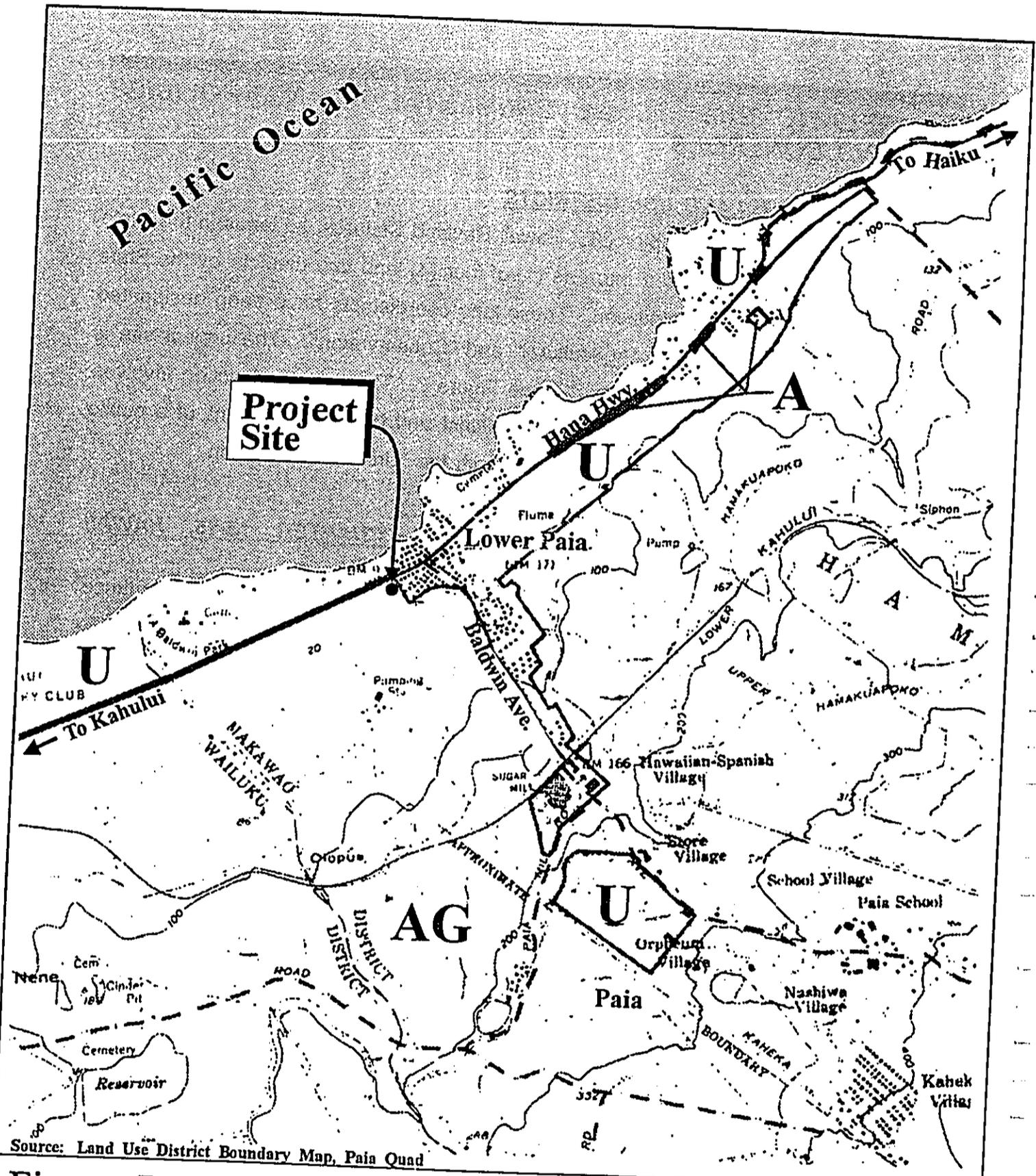
The proposed reclassification of the subject property is in conformance with the following standards of the Urban district set forth in Chapter 15-15-18, Hawaii Administrative Rules:

Chapter 15-15-18

- (1) It shall include lands characterized by "city-like" concentrations of people, structures, streets, urban level of services and other related land uses

Comment: The subject property abuts Paia Town. Existing developed portions of the town are located to the east. Hana Highway, a State arterial highway, is located to the north. Additional developed portions of Paia Town are located across Hana Highway.

- (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



Source: Land Use District Boundary Map, Paia Quad

Figure 7

Paia Municipal Parking Lot
State Land Use District Boundaries



Prepared for: County of Maui, Dept. of Public
Works and Waste Management



Comment: The subject property is located adjacent to Paia Town which is a center of trading and employment within the County of Maui. The proposed parking lot is intended to provide additional parking spaces for existing businesses within Paia Town.

- 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

Comment: Basic infrastructural services such as transportation systems, water, wastewater systems, and public utilities are available in close proximity to the project. Drainage improvements will comply with applicable County of Maui standards. Schools and parks are available in close proximity. There are police, fire control and solid waste disposal services which are available within Paia Town.

- C. Sufficient reserve areas for foreseeable urban growth

Comment: The area of the proposed reclassification is intended to be developed for a public parking lot. Development of the approximately 0.722 acre area should address parking needs for existing businesses in Paia without significantly affecting reserve areas for urban growth.

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

Comment: The site is relatively flat. Drainage improvements will

be implemented so that there will be no adverse effect upon downstream and adjacent properties. The property is located in an area of the 100-year flood. However, no habitable structures are proposed and the intent is to comply with all applicable flood hazard provisions. The project site is not subject to tsunami inundation and unstable soil conditions.

- (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 and county general plans

Comment: The subject property is contiguous with existing urban areas of Paia Town. The Paia-Haiku Community Plan designates makai portions of the property as Business/Commercial with the remainder being designated Open Space. A community plan amendment to Public/Quasi-Public is also being requested.

- (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

Comment: The subject property is an appropriate area for a new Urban District classification. The area abuts lands already within the Urban District.

- (6) It may include lands which do not conform to the standards in paragraphs (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

Comment: The subject property conforms to the standards of

paragraphs (1) to (5). It is adjacent to existing urban development. The reclassification of 0.722 acre represents a minor portion of lands surrounding Paia Town currently in the Agricultural District.

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

Comment: The proposed reclassification does not contribute to scattered spot urban development. It is adjacent to Paia Town and will not necessitate unreasonable public investment in infrastructural facilities or public services.

- (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 interests in the aesthetic quality of the landscape.

Comment: The area of the proposed reclassification contains a slope significantly less than 20 percent.

C. STATE SPECIAL USE PERMIT

Although a State land use district boundary amendment (DBA) from the Agricultural District to the Urban District is being requested, a State Special Use Permit (SUP) application is also being requested. A DBA application involves a public hearing and recommendation by the Maui Planning Commission followed by review and decision by the Maui County Council. Processing of a State SUP is a shorter process involving a public hearing and decision by the Maui Planning Commission. Should the SUP be granted prior to the DBA, this may expedite the construction start for the project.

Pursuant to Section 15-15-95, Hawaii Land Use Commission Rules, certain "unusual and reasonable" uses may be permitted within the State Agricultural District. A public parking lot is consistent with the guidelines for determining an "unusual and reasonable" use as follows:

Guideline: The use shall not be contrary to the objectives sought to be accomplished by Chapters 205 and 205A, HRS, and the rules of the Commission.

Response: The general intent of the State land use law is "to preserve, protect, and encourage the development of land in the State for those uses to which they are best suited in the interest of the public health and welfare of the State of Hawaii". The use of the subject property as a public parking lot complements existing business and recreational uses in Paia Town which are currently in the Urban District.

Guideline: The desired use would not adversely affect surrounding property.

Response: The proposed parking lot is intended to provide offsite parking for adjacent businesses in Paia Town and should benefit these properties. The parking lot should not affect other sides of the property which are in sugar cane cultivation.

Guideline: The use would not unreasonably burden public agencies to provide roads and streets, sewers, drainage, and school improvements, and police and fire protection

Response: The proposed parking lot will not require significant improvements to roadway, sewer, water or drainage systems. In addition, the parking lot will not adversely affect educational or recreational facilities nor will it impact police and fire protection, or emergency medical services.

Guideline: Unusual conditions, trends, and needs have arisen since the district boundaries were established.

Response: The proposed parking lot serves a need within Paia Town. Many of the existing businesses do not have adequate onsite or offsite parking to serve their purposes. As Maui's population has grown, the need for public parking has also grown more acute.

Guideline: The land upon which the proposed use is sought is unsuited for the uses permitted in the district.

Response: The project site is intended for public parking purposes. While public parking is not a specifically identified permitted use in the State Agricultural District, it is considered a reasonable and suitable special use in the context of the immediate surrounding environs. It is noted that the proposed 0.722 acre parking lot site is a relatively minor portion of the total agricultural land resources on the island of Maui. Approximately 246,370 acres of land are classified by the State Land Use Commission as Agricultural on the island of Maui. The subject property consists of approximately .0003 percent of Maui's lands within the Agricultural District. The acreage proposed to be utilized for urban use is negligible compared to the total agricultural land resources on the island.

D. GENERAL PLAN OF THE COUNTY OF MAUI

The General Plan of the County of Maui provides long term goals, objectives and policies directed toward the betterment of living conditions in the County. Addressed are social, environmental and economic issues which influence both the quantity and quality of growth in Maui County. The following General Plan objective and policy are addressed by the proposed project.

LAND USE

Objective:

To preserve for present and future generations existing geographic and

traditional lifestyles by limiting and managing growth through environmentally sensitive and effective use of land in accordance with the individual character of the various communities and regions of the County.

Policy:

Provide and maintain a range of land use districts sufficient to meet the physical, environmental, and economic needs of the community.

PUBLIC UTILITIES AND FACILITIES

Objective:

To improve the quality and availability of public facilities throughout Maui County.

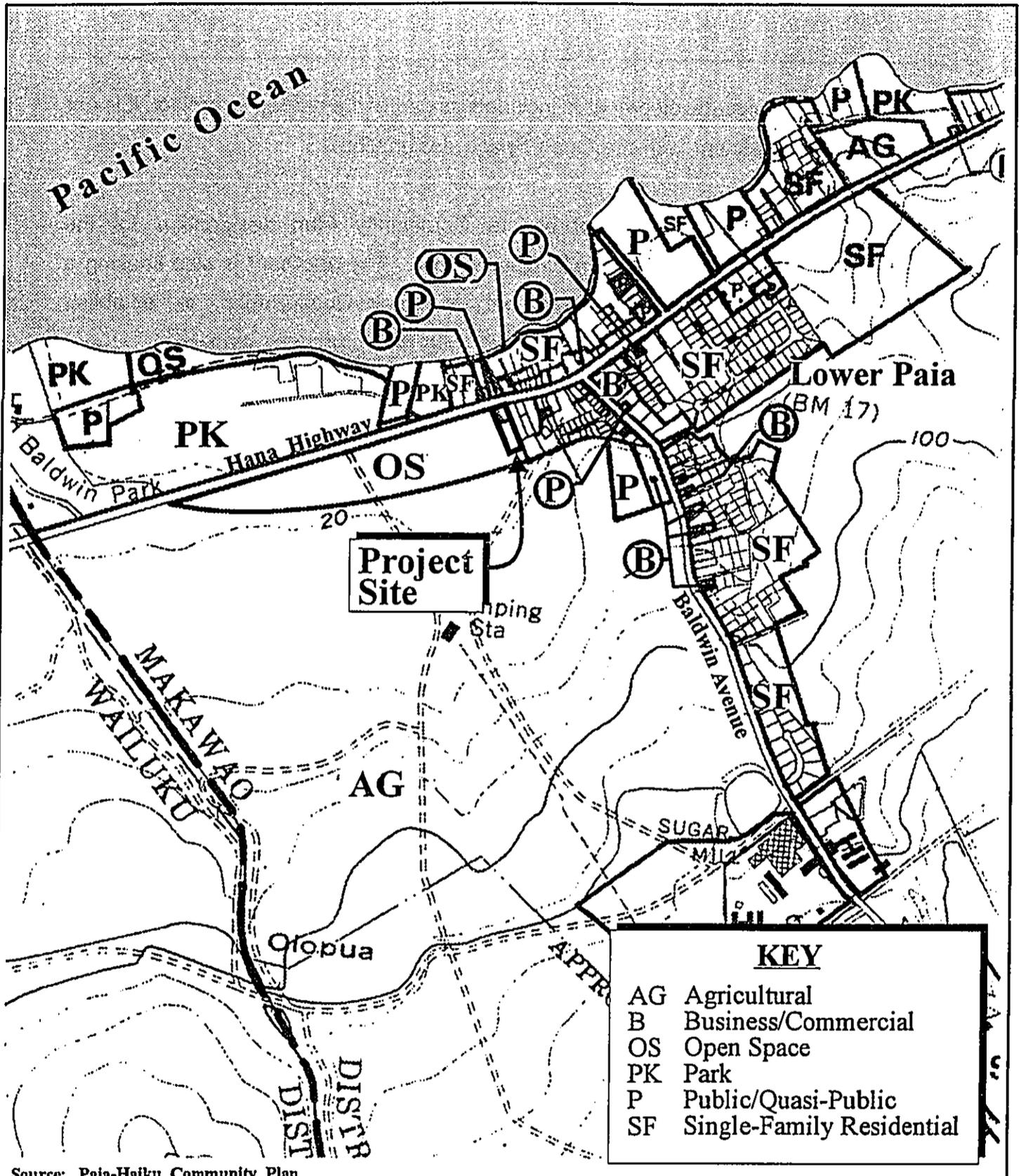
Policy:

Encourage the development of public facilities which will be architecturally and ecologically compatible with their surroundings and foster community development.

E. PAIA-HAIKU COMMUNITY PLAN

The project site is located in the Paia-Haiku Community Plan region which is one (1) of nine (9) Community Plan regions established in the County of Maui. Planning for each region is guided by the respective Community Plans, which are designed to implement the Maui County General Plan. Each Community Plan contains recommendations and standards which guide the sequencing, patterns, and characteristics of future development in the region.

Land use guidelines are set forth in the Paia-Haiku Community Plan Land Use Map. The project site is designated "Business/Commercial" and "Open Space" by the Community Plan. See Figure 8. The proposed parking lot conforms to the Business/Commercial designation. Since no



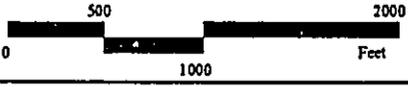
Source: Paia-Haiku Community Plan

Figure 8

Paia Municipal Parking Lot
Community Plan Land Use Map



Prepared for: County of Maui, Dept. of Public Works and Waste Management



intensive development is included as part of the proposed project, it is not inconsistent with the Open Space designation.

However, a more appropriate Community Plan designation for the proposed project is Public/Quasi-Public. The applicant is also seeking a Community Plan amendment to Public/Quasi-Public to establish appropriate long-term conformity with the community plan.

The proposed project, however, is in keeping with the following implementing action within the Transportation section of the Paia-Haiku Community Plan:

"Acquire sites for public parking within Paia Town."

F. PAIA-HAIKU COUNTRY TOWN DESIGN GUIDELINES

The purpose and intent of the Country Town Business District Ordinance establish the need to document the unique urban design character of remote business districts throughout Maui County and preserve them as an important feature of these rural communities. The Paia-Haiku Design Guidelines address design issues set forth in the Country Town Business District Zoning Ordinance including site planning, parking lot design, architectural design, materials selection, building massing, drainage, roadway standards, color selection, landscape planting, signage, and lighting.

The proposed project addresses the following policy recommendation of the Paia-Haiku Design Guidelines:

Creation of a public off-site parking area(s) in Paia to relieve the pressure to develop onsite parking for individual business parcels... The elimination of onsite parking

requirements for business/commercial uses would encourage development that is sympathetic to existing buildings and would help to preserve existing small lot sizes which are critical in determining architectural character.

The recommended Urban Design Plan for Paia (contained in the Paia-Haiku Design Guidelines) notes that an area for potential business uses in Paia, including public offsite parking, is the area along Hana Highway that is occupied by sugar cane fields and is adjacent to existing business/commercial uses.

G. ZONING

The zoning for the project site is Interim. Although a public parking lot is considered a permissible use within the Interim District, a change in zoning to Public/Quasi-Public is being sought in order to include the subject property under County comprehensive zoning provisions.

H. COASTAL ZONE MANAGEMENT OBJECTIVES AND POLICIES

Pursuant to Chapter 205A, Hawaii Revised Statutes, projects are evaluated with respect to Coastal Zone Management (CZM) objectives, policies and guidelines. This section addresses the project's relationship to applicable coastal zone management considerations, as set forth in Chapter 205A.

(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 use 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 non-point 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, county planning commissions; and crediting such dedication against the requirements of Section 46-6, HRS.

Response: The proposed project will not affect coastal zone recreational opportunities. Accessibility to shoreline areas will not be impacted by the proposed action.

(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 archeological 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: The project site has already been extensively altered through previous agricultural and urban activities. The proposed project is not anticipated to adversely affect significant historic or archaeological resources.

(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 which are not coastal dependent to locate in inland areas.

Response: The proposed project will not adversely impact scenic or open space resources. The proposed project will not involve significant alteration to the existing topographic character of the site and will retain and enhance major landscape features of the site.

(4) **Coastal ecosystems**

Objective:

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

Policies:

- (A) Improve the technical basis for natural resource management;
- (B) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;
- (C) 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
- (D) Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.

Response: Appropriate erosion control measures will be implemented during the construction of the project to prevent significant impacts upon coastal water ecosystems. In the long term, the project will not result in any significant increase in peak flow rates and runoff volumes. The completion of the proposed project will not significantly disrupt or impact coastal ecosystems.

(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 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 proposed project would support existing businesses in Paia Town. No adverse economic impacts will be generated as a result of the project.

(6) **Coastal hazards**

Objectives:

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 pollution hazards;
 - (C) Ensure that developments comply with requirements of the Federal Flood Insurance Program;
 - (D) Prevent coastal flooding from inland projects; and
 - (E) Develop a coastal point and nonpoint source pollution control program.

Response: The project will not adversely impact the flood zone or adjoining properties. Tsunami inundation parameters do not apply to the subject project.

(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 of 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: Early consultation is provided through the process of preparing the Environmental Assessment. Government agency and public comments are also afforded during the review period of

the Draft Environmental Assessment. The County development review process will also allow participation at public hearings and meetings.

Applicable State and County requirements will be adhered to in the design and construction of the project.

(8) **Public participation**

Objective:

Stimulate public awareness, education, and participation in coastal management.

Policies:

- (A) Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;
- (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-related issues, developments, and government activities; and
- (C) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Response: As previously noted, opportunities for agency and public review of the proposed action are provided through notification, review and comment processes of the Environmental Assessment, as well as the County development review process.

(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 and to 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; and
- (C) Minimize the construction of public erosion-protection structures seaward of the shoreline.

Response: The proposed project does not involve any construction work seaward of the shoreline setback and will have no significant effect on beaches in the region.

(10) Marine Resources

Objective:

Implement the State's ocean resources management plan.

Policies:

- (A) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;
- (B) Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;
- (C) Coordinate the management of marine and coastal resources and activities management to improve effectiveness and efficiency;
- (D) 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;
- (E) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and
- (F) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and

coastal resources.

Response: The proposed project is not anticipated to have adverse effects upon marine and coastal resources in the vicinity. The project will not result in any significant increase in peak flow rates and runoff volumes.

Chapter V

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

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

A. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The proposed project will result in some construction-related impacts as described in Chapter III, Potential Impacts and Mitigation Measures.

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

B. ALTERNATIVES TO THE PROPOSED ACTION

1. No Action Alternative

The no action alternative would result in the continuation of limited parking availability for patrons of Paia's businesses. This affects businesses negatively since patrons can opt to go elsewhere and may have an effect on the economic viability of Paia's businesses.

Moreover, the continuation of the existing condition encourages consolidation and redevelopment of existing smaller lots to address parking issues. This may lead to a significant change in Paia's country town ambience.

2. Proposed Action

The proposed action would provide 82 offsite parking stalls within walking distance of many of Paia's businesses along Hana Highway. Many of the existing businesses are located in structures which are older and historic in nature. Lot sizes in the vicinity of

the project are generally small with structures built up to the front property line. The project encourages preservation of the existing built environment.

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

The construction of the proposed improvements would involve the commitment of land, labor, funding and material resources for the proposed action.

There are no other significant irreversible and irretrievable commitments of resources which have been identified in connection with the proposed action.

Chapter VI

Findings and Conclusions

VI. FINDINGS AND CONCLUSIONS

The "Significance Criteria", Section 12 of the Administrative Rules, Title 11, Chapter 200, "Environmental Impact Statement Rules", were reviewed and analyzed to determine whether the proposed project will have significant impacts to the environment. The following analysis is provided:

1. **No Irrevocable Commitment to Loss or Destruction of any Natural or Cultural Resources Would Occur as a Result of the Proposed Project**

The project will not result in any adverse environmental impacts. There are no known rare, endangered or threatened species of flora, fauna or avifauna located within the project site.

Should any cultural materials be identified during construction, work will stop in the immediate vicinity and the State Historic Preservation Division will be consulted to establish an appropriate mitigation strategy.

2. **The Proposed Action Would Not Curtail the Range of Beneficial Uses of the Environment**

The proposed project and the commitment of land resources would not curtail the range of beneficial uses of the environment.

3. **The Proposed Action Does Not Conflict with the State's Long-Term Environmental Policies or Goals or Guidelines as Expressed in Chapter 344, Hawaii Revised Statutes**

The State's Environmental Policy and Guidelines are set forth in Chapter 344, HRS, and were reviewed in connection with the proposed project. The proposed action is in consonance with the State's long-term environmental policies and goals of Chapter 344, HRS.

4. **The Economic or Social Welfare of the Community or State Would Not Be Substantially Affected**

The project provides additional offsite parking which enhances the economic viability of existing businesses in Paia Town. The social welfare of the community should not be affected by the proposed project.

5. **The Proposed Action Does Not Affect Public Health**

No impacts to the public's health and welfare are anticipated as a result of the proposed project.

6. **No Substantial Secondary Impacts, Such as Population Changes or Effects on Public Facilities are Anticipated**

The construction of the proposed project should have a negligible effect upon the island's population base. The proposed project is not anticipated to have a significant effect upon the area's roadways. The project also will not have a significant effect upon the County's water and wastewater systems. The proposed project will not alter the natural drainage patterns of the site and will not result in significant increases in peak flow rates and runoff volumes. The project is not expected to adversely impact public services such as police, fire, and medical services. Impacts upon recreational, educational and solid waste parameters are also negligible.

7. **No Substantial Degradation of Environmental Quality is Anticipated**

During the construction phase of the project, there will be short-term air quality and noise impacts as a result of the project. In the long term, effects upon air quality and noise parameters should be minimal. The project is not anticipated to significantly affect the open space and scenic character of the area.

No substantial degradation of environmental quality resulting from the project is anticipated.

8. **The Proposed Project Does Not Involve a Commitment to Larger Actions, Nor Would Cumulative Impacts Result in Considerable Effects on the Environment**

The proposed project does not involve a commitment to larger actions.

9. **No Rare, Threatened or Endangered Species or Their Habitats Would Be Adversely Affected by the Proposed Action**

There are no rare, threatened or endangered species of flora or fauna or their habitats on the subject property.

10. **Air Quality, Water Quality or Ambient Noise Levels Would Not Be Detrimentially Affected by the Proposed Project**

Construction activities will result in short-term air quality and noise impacts. Dust control measures, such as regular watering and sprinkling, will be implemented to minimize wind-blown emissions. Noise impacts will occur primarily from construction-related activities. It is anticipated that construction will be limited to daylight working hours.

In the long term, the project is not anticipated to have a significant impact on air quality or noise parameters.

11. **The Proposed Project Would Not Affect Environmentally Sensitive Areas, Such as Flood Plains, Tsunami Zones, Erosion-prone Areas, Geologically Hazardous Lands, Estuaries, Fresh Waters or Coastal Waters**

The proposed project would not adversely affect environmentally sensitive areas. The proposed improvements will not adversely affect the flood zone or adjoining properties. The project site is not subject to tsunami

inundation. Soils of the project site are not erosion-prone. There are no geologically hazardous lands or estuaries within or adjacent to the project site. The shoreline is approximately 400 feet away from the project site. The project will have no adverse effect on coastal waters.

12. The Proposed Action Would Not Substantially Affect Scenic Views and Viewplanes Identified in County Plans or Studies

The existing milo trees on the site are identified as a major landscape feature in the Paia-Haiku Country Town Guidelines. This landscape feature is being retained along the west boundary of the parking lot. The project would not substantially affect scenic views and viewplanes.

13. The Proposed Action Would Not Require Substantial Energy Consumption

The proposed project is not anticipated to require substantial energy consumption.

Based on the foregoing findings, it is concluded that the proposed action will not result in any significant impacts.

Chapter VII

***Agencies/Organizations
Contacted During
the Preparation of the
Environmental Assessment***

VII. AGENCIES/ORGANIZATIONS CONTACTED DURING THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

1. Neal Fujiwara, Soil Conservationist
Natural Resources Conservation Service
U.S. Department of Agriculture
210 Ima Kala Street, Suite 209
Wailuku, Hawaii 96793-2100
2. Lolly Silva
Department of the Army
U.S. Army Engineer District, Hnl.
Attn: Operations Division
Bldg. T-1, Room 105
Fort Shafter, Hawaii 96858-5440
3. Brooks Harper
U. S. Fish and Wildlife Service
P.O. Box 50167
Honolulu, Hawaii 96850
4. Rick Egged, Director
State of Hawaii
Office of Planning
Department of Business, Economic,
Development and Tourism
P.O. Box 2359
Honolulu, Hawaii 96804
5. Herbert Matsubayashi
District Environmental Health
Program Chief
State of Hawaii
Department of Health
54 High Street
Wailuku, Hawaii 96793
6. Michael Wilson, Director
State of Hawaii
Department of Land and Natural
Resources
P. O. Box 621
Honolulu, Hawaii 96809
7. Don Hibbard
State of Hawaii
Department of Land and Natural
Resources
State Historic Preservation Division
33 South King Street, 6th Floor
Honolulu, Hawaii 96813
8. Kazu Hayashida, Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
9. Robert Siarot, Maui District Engineer
State of Hawaii
Department of Transportation
Highways Division
650 Palapala Drive
Kahului, Hawaii 96732
10. Ronald Davis, Chief
County of Maui
Department of Fire Control
200 Dairy Road
Kahului, Hawaii 96732
11. Henry Oliva, Director
County of Maui
Department of Parks and
Recreation
1580 C. Kaahumanu Ave.
Wailuku, Hawaii 96793
12. Lisa Nuyen, Director
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawaii 96793
13. Thomas Phillips, Chief
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawaii 96793
14. David Craddick, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawaii 96793

15. Jocelyn Perreira, Executive Director
Tri-Isle Main Street Coordinator
Wailuku Main Street Association
2062 Main Street
Wailuku, Hawaii 96793

16. Mark Nagata, Chair
Paia Main Street Association
P.O. Box 86
Paia, Hawaii 96779

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793

July 29, 1998

JUL 30 1998

LAWRENCE MIKE
DIRECTOR OF HEALTH

ALFRED M. ARENSDORF, M.D.
District Health Officer

Glenn Tadaki
Munekiyo, Arakawa,
Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

Subject: Paia Municipal Parking Lot
TMK:(2) 2-5-05: por. 18 and 2-6-03: 27

Thank you for the opportunity to provide early comments on the proposed Paia Municipal Parking Lot. It is anticipated that we will not have any adverse comments on the draft Environmental Assessment.

Should you have any questions, please call me at 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Matsubayashi".

HERBERT S. MATSUBAYASHI
District Environmental Health Program Chief

AUG 04 1998



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

July 31, 1998

Operations Branch

Mr. Glenn Tadaki
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

This letter is written in regards to your request for agency comments regarding the proposed Paia Municipal Parking Lot, TMK 2-5-05:por 18 and 2-6-03:27 located in Paia, Maui, Hawaii.

Based on the information submitted and reference materials in our office, it appears that there are no waters of the U.S. within the area that will be impacted. Therefore, a Department of the Army permit will not be required.

Thank you for the opportunity to review the project. File number 980000276 is assigned to this project. Should you need additional information, you may call Ms. Lolly Silva of my staff at (808) 438-9258, extension 17.

Sincerely,

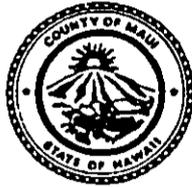
A handwritten signature in cursive script, appearing to read "George P. Young".

George P. Young, P.E.
Chief, Operations Branch

LINDA LINGLE
Mayor

DAVID W. BLANE
Director

LISA M. NUYEN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

August 3, 1998

AUG 06 1998

CLAYTON I. YOSHIDA
Planning Division

AARON H. SHINMOTO
Zoning Administration and
Enforcement Division

Mr. Glenn Tadaki, Project Manager
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

RE: Paia Municipal Parking Lot
TMK: 2-5-005:Portion of 18 and 2-6-003:27

The Maui Planning Department (Department) has reviewed the above-referenced project and has the following comments:

1. The subject properties are located within the Paia-Haiku Community Plan (Plan) region. Tax Map Key (TMK) 2-5-005:Portion of 18 is community planned as Open Space, while TMK: 2-6-003:27 is community planned as Business/Commercial.

The Plan definitions of the land use area are as follows:

Open Space (OS) -- This use is intended to limit development on certain urban and non-urban designated lands which may be inappropriate for intensive development due to environmental, physical, or scenic constraints; this category would include, but not be limited to, shoreline buffer areas, landscape buffers, drainage ways, view planes, flood plains, anti-tsunami areas. Other appropriate urban and non-urban uses may be allowed on a permit basis.

The subject site was placed in open space to protect views as you enter Paia Town. At present, the County of Maui has not enacted an Open Space Zoning District and there are no permit procedures that would allow urban and non-urban uses in open space areas as recommended by the Plan. The Environmental Assessment (EA) should address this issue.

250 SOUTH HIGH STREET, WAILUKU, MAUI, HAWAII 96793
PLANNING DIVISION (808) 243-7735; ZONING DIVISION (808) 243-7253; FACSIMILE (808) 243-7634

Mr. Glenn Tadaki, Project Manager
August 3, 1998
Page 2

Business/Commercial (B) -- This includes retail stores, offices, entertainment enterprises and related accessory uses.

The Plan further identifies a site near Baldwin Avenue as Public which is the site originally proposed for off-street parking. The EA should address the relationship of the proposed site to the adopted Community Plan and the previous proposals for parking. Further, clarification should be obtained as to whether the proposed site is in compliance to the Paia-Haiku Community Plan or whether a Community Plan Amendment is necessary.

The Plan also identified traffic as one of the major problems experienced in the region. Specifically the Plan states:

"During peak hours, traffic is heavily congested in Paia Town, notably around Hana Highway and Baldwin Avenue intersection. This condition is aggravated by the lack of adequate off-street parking in the town and lack of an alternate roadway to divert traffic along Hana Highway and Baldwin Avenue."

In response to the traffic problems, the Plan recommends as an implementing action, that the Department *"acquire sites for public parking within Paia Town."* The EA should address the traffic problems in Paia Town and how the proposed parking lot will alleviate the impacts. Further, relative to traffic, a traffic analysis should be included in the assessment, addressing such issues as impacts on intersections, primarily the Hana Highway/Baldwin Avenue signalized intersection, impacts on side streets, roadway widths, egress and ingress from the site, sight distances, etc.

2. TMK: 2-5-005:portion of 18 and 2-6-003:27 are currently zoned Interim. The Interim District allows "publicly owned buildings" and "public utility uses." A determination should be obtained as to whether public parking lots are permitted uses within the Interim District or whether a Change in Zoning or additional permits will be required.

What implications will the proposed parking lot have should the property be zoned as Open Space in accordance with the Plan?

Mr. Glenn Tadaki, Project Manager
August 3, 1998
Page 3

3. The Country Town Design Guidelines for Paia-Haiku includes related planning recommendations. In part, the guidelines state that "creation of a public offsite parking area(s) in Paia to relieve the pressure to develop onsite parking for individual business parcels." The enclosed conceptual Urban Design Plan was included as part of the guidelines. When the plan was adopted in January, 1989, it recommended that the parking would be part of a "Transient Accommodation Parking District" located adjacent to the subject properties. The subject properties were to remain as Open Space in order to maintain the existing views. The EA should address the land use policies of the design guidelines and the impacts the parking will have, especially the visual impacts to the entry to Paia Town.
4. The subject properties are also located within the Special Management Area of the Island of Maui and will be subject to the permit procedures of the Special Management Area Rules of the Maui Planning Commission. The EA should address the goals, objectives and policies of Chapter 205A, Hawaii Revised Statutes, Coastal Zone Management.
5. A determination should be obtained from the State Land Use Commission as to the State Land Use District the project is located in and the appropriate permits or amendments that may be required.
6. Preliminary comments should be included from the Paia Town organizations, such as, Paia Main Street Association and other community associations. Further, the nearby residential and business community should also be contacted regarding the proposed project and public input obtained. Potential impacts from increased traffic in the area, noise, fumes, lighting, and the potential for increased crime within public parking lots, should be addressed in the EA.

Mr. Glenn Tadaki, Project Manager
August 3, 1998
Page 4

Thank you for your cooperation. If additional clarification is required, please contact Ms. Colleen Suyama, Staff Planner, of this office at 243-7735.

Sincerely,


LISA M. NUYEN
Director of Planning

LMN:CMS:osy

c: Clayton Yoshida, A.I.C.P., Planning Program Administrator
Aaron Shinmoto, P.E., Planning Program Administrator
Colleen Suyama, Staff Planner
General File
(S:\\CMS\paiapark)



August 28, 1998

Lisa Nuyen, Director
Planning Department
County of Maui
250 S. High Street
Wailuku, Hawaii 96793

SUBJECT: Paia Municipal Parking Lot
TMKs 2-2-05: por. 18 and 2-6-03: 27

Dear Ms. Nuyen:

Thank you for your letter of August 3, 1998 concerning the proposed project. In response to your comments we would like to note the following.

Land Use

The proposed project addresses the need for a public off-site parking area in Paia to relieve the existing demand for parking. The Environmental Assessment (EA) will examine the relationship of the project to governmental plans, policies, and controls. Please note that applications for all appropriate land use permits and approvals including, but not limited to, Land Use Commission District Boundary Amendment, Community Plan Amendment, Change in Zoning, Land Use Commission Special Use Permit and Special Management Area Use Permit will be filed for the development of the project.

Potential Impacts

Existing infrastructure, public services and the physical and socio-economic environment will be described in the EA, as well as potential impacts and appropriate mitigative measures.

Country Town Design Guidelines

The proposed project will be designed in accordance with applicable regulatory requirements relating to off-street parking and landscaping. The parking lot will be screened from adjacent residential and commercial uses by appropriate landscape

Lisa Nuyen, Director
August 28, 1998
Page 2

screening and/or fencing and is not anticipated to impact scenic vistas or viewplanes.

Public Involvement

Input from community organizations such as the Paia Main Street Association and the Tri-Isle Main Street Resource Center has been solicited in connection with the early consultation process for the preparation of the EA.

Thank you again for providing us with your comments.

Very truly yours,



Glenn Tadaki, Planner

GT:tav

cc: Charlene Shibuya, Department of Public Works Waste Management
Eric Yamashige, Ronald M. Fukumoto Engineering, Inc.
Ted Kawahigashi, Austin, Tsutsumi & Associates

rfe/pala/pkn/nuyen.002



DEPARTMENT OF
PARKS AND RECREATION
COUNTY OF MAUI

1580-C KAAHUMANU AVENUE WAILUKU, HAWAII 96793

AUG 07 1998 LINDA LINGLE
Mayor

HENRY OLIVA
Director

ALLEN SHISHIDO
Deputy Director

(808) 243-7230
FAX (808) 243-7934

August 5, 1998

Mr. Glenn Tadaki, Planner
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

SUBJECT: PAIA MUNICIPAL PARKING LOT
TMK: 2-5-05: por. 18 and 2-6-03: 27

We have reviewed the above-referenced project and are in support of the proposed action.

Thank you for the opportunity to review and comment. Please feel free to contact me or Mr. Patrick Matsui, Chief of Parks Planning and Development, at 243-7387 should you have any other questions.

Sincerely,

HENRY OLIVA
Director

c: Patrick Matsui, Chief of Planning and Development

s:\planning\ptm\paiapkg.wpd



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

OFFICE OF PLANNING

235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

AUG 13 1998

BENJAMIN J. CAYETA
GOVERNOR
SEJIF. NA...
DIRECTOR
BRADLEY J. MOSSMAN
DEPUTY DIRECTOR
RICK EGGER
DIRECTOR, OFFICE OF PLANNING

Tel.: (808) 587-2845
Fax: (808) 587-2811

Ref. No. P-7628

August 5, 1998

Mr. Glenn Tadaki
Planner
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

Subject: Pre-Assessment Consultation for the Paia Municipal Parking Lot, Maui

This project involves the construction of a parking lot in the Special Management Area. The draft environmental assessment (EA) should address the potential for polluted runoff from the paved parking area and the measures needed to mitigate any adverse impacts. In addition, the draft EA should provide an assessment of the project's consistency and compliance with the Coastal Zone Management (CZM) objectives and policies, Chapter 205A, Hawaii Revised Statutes, as required by the administrative rules of the Office of Environmental Quality Control.

If there are any questions, please contact Charles Carole of our CZM Program at 587-2804.

Sincerely,

Rick Egger
Director
Office of Planning



August 28, 1998

Rick Egged, Director
Office of Planning
Dept. of Business, Economic
Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804

SUBJECT: Paia Municipal Parking Lot
TMK 2-5-05: por. 18 and 2-6-03: 27

Dear Mr. Egged:

Thank you for your letter of August 5, 1998 concerning the proposed project. In response to your comments we would like to note the following.

The Environmental Assessment (EA) will include development plans and a Preliminary Drainage and Soil Erosion Control Report. The EA will examine pre- and post-development drainage conditions, as well as drainage improvements, potential impacts, and mitigative measures, such as landscaped depressions along the perimeter of the parking lot.

The EA will also address the project's consistency and compliance with the Coastal Zone Management (CZM) objectives and polices.

Thank you again for providing us with your comments.

Very truly yours,

Glenn Tadaki, Planner

GT:tav

cc: Charlene Shibuya, Department of Public Works and Waste Management
Eric Yamashige, Ronald M. Fukumoto Engineering, Inc.

rfa/paia/pkg/egged.tr



LINDA LINGLE
MAYOR

OUR REFERENCE
at
YOUR REFERENCE

POLICE DEPARTMENT
COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

AUG 13 1998



THOMAS PHILLIPS
CHIEF OF POLICE

August 11, 1998

Mr. Glenn Tadaki, Planner
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

Subject: Paia Municipal Parking Lot
TMK:2-5-05:por. 18 and 2-6-03:27

We have received your letter of July 27, 1998 and have reviewed the summary provided for the proposed project.

We have no comments or recommendations at this time. Thank you for the opportunity to make comments on the project summary.

Very truly yours,

Assistant Chief Richie Nakashima
for: THOMAS M. PHILLIPS
Chief of Police

C & P International

P.O. Box 727 • Pa'ia, Maui, Hawaii 96779-0727 • (808) 579-9373 Office (M-F 7-5) / (808) 572-8210
Home • Fax: (808) 573-2206

August 16, 1998

*Mr. Glenn Tadaki
Planner*

*Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, HI 96793*

Dear Mr. Tadaki:

Thank you for the opportunity to comment on the proposed construction of a new municipal parking lot in Pa'ia, Maui, Hawaii that TMK 2-5-05 identifies: por. 18 and 2-6-03: 27.

For years we have worked with the County of Maui, Department of Public Works and Waste Management for a much needed municipal parking lot in Pa'ia. We are pleased that they are making progress. The following comments reflect possible situations that may come up during the implementation of this project:

-Property is in a tsunamis/flood plane zone and drainage is of some concern:
a. Recommend run off be directed toward Kahului and the cane field.
b. Consideration not to raise the property level to the height of Hana Highway. Property located immediately East (TMK 2-6-03: 045) of the proposed parking lot may suffer possible flooding and property damage if lot is raised.

-The sidewalk should connect to existing side walks, approximately 120 ft.

-Cross-Walk across Hana Highway should be considered to allow commuters to reach businesses, public park and public restrooms in the area.

-Lighting should be limited to rural area specifications.

-Persons with disabilities should have appropriately marked stalls, presently there are NO Handy-Cap stalls available in Pa'ia Town.

C & P International
Page 2
August 16, 1998

-State Department of Transportation in a letter to Mr. David Blane dated April 15, 1998 (copy enclosed) stated that they plan to widen Hana Highway from two to four lanes to Baldwin Avenue. These plans need to be considered when they are planning development.

If there are any questions concerning our comment's feel free to contact me.

Sincerely,


Clifford W. Green
Manager

Enclosure

BENJAMIN J. CAYETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAHI
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
809 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
APR 15 1998
RECEIVED

'98 APR 16 P2:11

IN REPLY REFER TO:
HWY-PS
2.8842

Mr. David W. Blane
Director
Planning Department
County of Maui
250 South High Street
Wailuku, Hawaii 96793

Dear Mr. Blane:

Subject: Special Management Area (SMA) Permit (SM1 980008),
Paia Texaco Gas Station, Paia, Maui
TMK: 2-6-3: 44

Thank you for requesting our review of the SMA permit application for the Paia Texaco Gas Station.

The County of Maui Long Range Land Transportation Plan recommends, for the period 2006-2020, widening of Hana Highway from two to four lanes from Haleakala Highway to Baldwin Avenue. We recommend that a sufficient roadway setback be set aside to allow for this future highway improvement. Plans for work done within Hana Highway must be submitted to our Maui Highway District Engineer's office.

If there are any questions concerning our comments, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation



August 28, 1998

Clifford W. Green, Paia Representative
Tri-Isle Main Street Resource Center
c/o: C&P International
P.O. Box 727
Paia, Hawaii 96779

SUBJECT: Paia Municipal Parking Lot
TMK 2-5-05: por. 18 and 2-6-03: 27

Dear Mr. Green:

Thank you for your letter of August 16, 1998 concerning the proposed project. In response, we would like to note that your comments regarding drainage runoff, sidewalk connections, and cross-walk, handicapped parking, and lighting improvements as well as coordination with the State Department of Transportation, will be examined in the development of the project.

Thank you again for providing us with your comments.

Very truly yours,

A handwritten signature in cursive script that reads "Glenn Tadaki".

Glenn Tadaki, Planner

GT:tav

cc: Charlene Shibuya, Department of Public Works and Waste Management
Eric Yamashige, Ronald M. Fukumoto Engineering, Inc.
Ted Kawahigashi, Austin, Tsutsumi & Associates

ri/epalparking/green.001

AUG 20 1998



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 621
HONOLULU, HAWAII 96809

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

August 18, 1998

LD-NAV
Ref.: MAUIPAIA.RCM

Mr. Glenn Tadaki, Planner
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Tadaki:

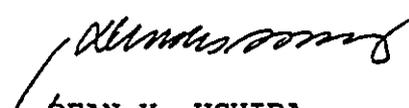
SUBJECT: Review : Project Summary
Applicant : County of Maui, Department of Public
Works and Wastewater Management
Project : Paia Municipal Parking Lot
Location : Paia, Maui, Hawaii
TMK : 2nd/ 2-5-005: Portion 18 & 2-6-3: 27

Thank you for the opportunity to review and comment on the subject matter.

The Department of Land and Natural Resources has no comment to offer on the proposed project at this time.

Should you have any questions, please feel free to contact Nick Vaccaro of the Land Division Support Services Branch at 1-808-587-0438.

Very truly yours,


DEAN Y. UCHIDA
Administrator

c: Maui Land Board Member
At Large Land Board Member
Maui District Land Office

PĀĪA



AUG 24 1998
PAIA MAIN STREET
ASSOCIATION

August 20, 1998

Mr. Glenn Tadaki, Planner
Munekiyo, Arakawa & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Dear Mr. Tadaki,

Re: Paia Municipal Parking Lot
TMK: 2-5-05: por. 18 and 2-6-03:27

Thank you for the opportunity to comment on the proposed construction of a new municipal parking lot to be located in Paia, Maui, Hawaii.

A meeting of the Board of Directors of the Paia Main Street Association was conducted on August 19, 1998 at which time the following concerns were noted as they relate to the proposed construction of the new municipal parking lot:

Sidewalks

The construction and maintenance of a sidewalk fronting Hana Highway should be included for this project. Also, consideration should be given to coordinate with the developers of TMK: 2-6-3:44 who are currently planning to develop a gas station for their property. This would help ensure the continuity of the sidewalks in relation to existing sidewalks and pedestrian traffic flow along Hana Highway.

Lighting

Proper lighting is necessary for the safety of lot users as well as to prevent criminal activities from occurring on this property.

Accessibility

For the safety of pedestrians crossing the highway, consideration of a crosswalk over Hana Highway should be addressed.

Landscape

Proper landscaping should be included in the project design to ensure proper aesthetics and maintenance of the small town feel. The reuse of shrubs and trees currently located on the property in the landscaping plans should be a priority.

PĀ'IA



MAIN STREET
ASSOCIATION

Page 2 of 2

Drainage

Attention should be given to ensure that a drainage system will be constructed to adequately accommodate seasonal flooding and water accumulation that is known to occur on this property.

In conclusion, PMSA is very interested in the development of this project and look forward to its completion. Should there be anything we can do to assist you or if you require any further information, please feel free write us at the address noted below.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Nagata'.

Mark Nagata
Chairperson
Paia Main Street Association

MN:trn

cc: Jocelyn Perreira, Tri-Isle Main Street Project Coordinator
Clifford Green, Tri-Isle Main Street Paia Representative

08-20-98 Paia Parking Lot letter to Engineers



August 31, 1998

Mark Nagata, Chairperson
Paia Main Street Association
P.O. Box 995
Paia, Hawaii 96779

SUBJECT: Paia Municipal Parking Lot
TMK 2-5-05: por. 18 and 2-6-03: 27

Dear Mr. Nagata:

Thank you for your letter of August 20, 1998 concerning the proposed project. In response, we would like to note that your comments regarding drainage runoff, sidewalk connections, and cross-walk, handicapped parking, and lighting improvements will be examined in the planning process for the project.

Thank you again for providing us with your comments.

Very truly yours,

Glenn Tadaki, Planner

GT:to

cc: Charlene Shibuya, Department of Public Works and Waste Management
Eric Yamashige, Ronald Fukumoto Engineering
Ted Kawahigashi, Austin, Tsutsumi & Associates, Inc.

rf/palpark/magsta/r.001

AUG 25 1998



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Ecoregion
300 Ala Moana Boulevard, Room 3-122
Box 50088
Honolulu, Hawaii 96850

AUG 24 1998

In Reply Refer To: LLLW

Mr. Milton Arakawa
Project Manager
Munekiyo, Arakawa, & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96817

Re: Paia Municipal Parking Lot

Dear Mr. Arakawa:

The U.S. Fish and Wildlife Service (Service) has reviewed your July 27, 1998, letter seeking comments relative to the preparation of an Environmental Assessment (EA) for the construction of a municipal parking lot in Paia, Maui, Hawai'i. The project sponsor is the County of Maui, Department of Public Works and Waste Management. The project involves the construction of a parking lot with approximately 80 stalls. The lot is estimated to be 0.7 acre and includes landscaping, irrigation, lighting, fencing, off-site road improvements along Hana Highway, and other related work. The Service offers the following comments for your consideration.

To the best of our knowledge no endangered, threatened, or candidate species, significant wetlands, or other Federal trust resources occur in the immediate project area. However, the Service recommends that the EA addresses potential impacts of the lighting for the parking lot on the dark rumped petrel (*Pterodroma phaeopygia sandwichensis*) which is listed as endangered and the wedge-tailed shearwater (*Puffinus pacificus*) which is covered under the Migratory Bird Treaty Act. Although the birds do not inhabit the immediate project area, birds either flying in from the sea to nesting areas, or heading back out to the sea, can become disoriented by the lights and collide with man-made structures which kill or injure them. Therefore, new lighting associated with this parking lot could create an attractive nuisance for these seabirds. Injured seabirds that "fall-out" from collisions are highly vulnerable to predation by dogs, cats, and mongooses.

We recommend the following measures be undertaken to minimize impacts to dark rumped petrels or wedge-tailed shearwaters:

1. Light poles should be limited to a height of 25 feet. Lights situated on higher poles are more likely to cause seabird fall-out than are lights on lower poles.
2. All lights used in this project should be directed downward, be shaded to prevent light from escaping horizontally, and be as low wattage as possible. It would also be helpful if the lighting is of muted colors instead of a bright white.
3. We also recommend contacting Mr. Fern Duvall at the Division of Forestry and Wildlife's Maui office at the Department of Land and Natural Resources, Division of Forestry and Wildlife, 54 South High St., Room 101, Wailuku, Hawaii, 96793, for other possible recommendations.

The Service appreciates the opportunity to comment and if you have questions regarding these comments, please contact Fish and Wildlife Biologist Lorena Wada at 808/541-3441.

Sincerely,



Robert P. Smith
Pacific Islands Manager

cc: Michael Wilson, DLNR, Honolulu
Fern Duvall, DOFAW, Maui



November 10, 1998

Robert P. Smith
Pacific Islands Manager
United States Department of the Interior
Fish and Wildlife Service
Pacific Islands Ecoregion
300 Ala Moana Boulevard, Room 3-122
Box 50088
Honolulu, Hawaii 96850

SUBJECT: Paia Municipal Parking Lot

Dear Mr. Smith:

Thank you for your letter of August 24, 1998 in response to our request for early consultation comments relative to the preparation of a Draft Environmental Assessment for the subject project. Your concerns related to potential impacts of parking lot lighting upon the dark rumped petrel or wedge-tailed shearwater.

We note that light poles for the proposed parking lot are anticipated to be approximately 10 feet in height. All lighting will be directed downward toward the parking lot surface, not skyward or upon neighboring properties. Wattage shall be as low and muted as possible consistent with the safety and welfare of potential users of the parking lot.

If you have any questions, please feel free to call me.

Very truly yours,

Milton Arakawa
Project Manager

MA:tav

cc: Charlene Shibuya, Department of Public Works and Waste Management
Eric Yamashige, Ronald M. Fukumoto Engineering, Inc.

re/palaping/usfws.ltr

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

SEP 28 1998

MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

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GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
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RESOURCES ENFORCEMENT
CONVEYANCES

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION

DIVISION

LAND DIVISION

STATE PARKS

WATER AND LAND DEVELOPMENT

September 24, 1998

Glen Tadaki
Munekiyo and Arakawa, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

LOG NO: 22289 ✓
DOC NO: 9809CD10

Dear Mr. Tadaki,

**SUBJECT: 6E-8 Historic Preservation Review of the Pa'ia Municipal Parking Lot
Hamakuapoko Ahupua'a, Makawao District, Island of Maui
TMK: 2-5-05: por 18 and 2-6-03:027**

Thank you for the opportunity to review the Pa'ia Municipal Parking Lot. We reviewed this project previously. Our earlier comments are attached (LOG #22083).

If you have any questions please contact Cathleen Dagher at 587-0002.

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard".

Don Hibbard, Administrator
State Historic Preservation Division

CD:jen

BENJAMIN J. CAYetano
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
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ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

August 25, 1998

MEMORANDUM

LOG NO: 22083 ✓
DOC NO: 9808BD03

TO: Dean Uchida, Administrator
Land Division

FROM: Don Hibbard, Administrator
State Historic Preservation Division 

SUBJECT: Chapter 6E-8 Historic Preservation Review of Proposed Construction of the
Paia Municipal Parking Lot
Hamakuapoko Ahupua'a, Makawao District, Island of Maui
TMK 2-5-05: Por. 18 and 2-6-03: 27

This letter is a Historic Preservation review of proposed construction of the Paia Municipal Parking Lot located in Hamakuapoko Ahupua'a. Our review is based on reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field check was conducted of the subject property.

The subject property appears likely to have been the location of pre-Contact farming and perhaps habitation. Twentieth century agriculture and construction has since altered the landscape, making it unlikely that any significant historic sites remain. We therefore find the proposed undertaking to have "no effect" on historic sites.

In the event that historic remains (i.e. subsurface firepits, artifacts, or human skeletal remains) are inadvertently uncovered during construction, all work should cease in the vicinity and the contractor or archaeologist should immediately contact the State Historic Preservation Division office.

If you have any questions please contact Dr. Sara Collins at 587-0013.

BD:jcn

cc. Lisa Nuyen, Maui County Planning Department (fax: 243-7634)
Ralph Nagamine, Maui County Department of Public Works (fax: 243-7972)

AUG 25 1998

Chapter VIII

**Letters Received During
the Draft Environmental
Assessment Public Comment
Period and Responses to
Substantive Comments**

1-7

BENJAMIN J. CAYetano
GOVERNOR
STATE OF HAWAII



RAYNARD C. SOON
INTERIM CHAIRMAN
HAWAIIAN HOMES COMMISSION

JOSEPH M. K. YAMAGUCHI
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

'99 MAR -4 42:31

March 4, 1999

The Honorable John E. Min, Director
County of Maui, Department of Planning
250 South High Street
Wailuku, Maui, Hawaii 96793

Attn: Julie Higa

Dear Mr. Min:

Subject: Paia Municipal Parking Lot, DBA 99/0001, CIZ 99/0002,
SUP2 99/0003, SM1 99/0002, TMK 2-6-3:27, 2-5-5:18 Lot
B-1, Paia Maui, Dated January, 1999

Thank you for the opportunity to review the subject applications. The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas at 586-3836.

Aloha,

Raynard C. Soon
Raynard C. Soon, Interim Chairman
Hawaiian Homes Commission



'99 MAR 10 12:11

March 8, 1999

Mr. John Min
Planning Director
County of Maui
Maui Planning Department
250 So. High Street
Wailuku, HI 96793

Dear Mr. Min:

Subject: Paia Municipal Parking Lot
DBA 99/0001, CPA 99/0001, CIZ 99/0002, SUP 99/0003 and SM1 99/0002
(TMK: 2-6-003:027 and 2-5-005:018, Lot B-1, Paia, Maui)

Thank you for allowing us to comment on the subject project.

In reviewing the information transmitted and our records, Maui Electric Company (MECO) at this time has no objections to the proposed project.

MECO encourages that the project's consultant meet with us as soon as practical so that we may plan for the project's electrical requirements.

If you have any questions or concerns, please call Fred Oshiro at 872-3202.

Sincerely,

Edward Reinhardt
Manager, Engineering

ER/fo

BENJAMIN J. CAYETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

'99 MAR 10 12:11

IN REPLY REFER TO:

STP 8.9002

March 8, 1999

Mr. John E. Min
Director
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawaii 96793

Dear Mr. Min:

Subject: Paia Municipal Parking Lot
Applications for District Boundary Amendment, DBA 99/0001, Plan Amendment,
CPA 99/0001, Change in Zone, CIZ 99/0002, Land Use Commission Special Use
Permit, SUP2 99/0003 and Special Management Area Use Permit, SM1 99/0002
TMK: 2-6-003: 027 and 2-5-005: 018, Lot B-1

Thank you for your transmittal requesting our comments regarding the subject applications.

The Maui Long Range Plan includes widening Hana Highway from two to four lanes. The developer should coordinate with our Highways Division to reserve adequate right-of-way (ROW) for the future widening.

The developer will need to obtain a permit and approval from our Highways Division for any roadway access to Hana Highway. He should coordinate the access requirements with our Highway Division.

All plans for construction in the highway ROW must be submitted for our review and approval.

Thank you for the opportunity to provide comments.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kazu Hayashida".

KAZU HAYASHIDA
Director of Transportation

JAMES "KIMO" APANA
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

March 24, 1999

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

Wastewater Reclamation Division

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

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. Kazu Hayashida
Director
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

SUBJECT: PAIA MUNICIPAL PARKING LOT

Dear Mr. Hayashida:

We have received a copy of your March 8, 1999 letter to the County of Maui, Planning Department pertaining to the subject project and would like to provide a response.

With regard to the issue of widening Hana Highway from two (2) to four (4) lanes, we would like to note that the right-of-way width at the project frontage is 60 feet which is adequate for a widening to four (4) lanes. However, future widening of Hana Highway to four (4) lanes through other portions of Paia town would require displacement of existing on-street parking and create a need for additional right-of-way from a number of private owners.

Many of Paia's businesses are located in structures which are older and historic in nature. A number of the older one (1) to two (2) story structures have been constructed with little or no front yard setback. While widening may be beneficial from a regional transportation standpoint, Paia's historic storefronts and its businesses may be significantly impacted by a four (4) lane widening.

Mr. Kazu Hayashida
SUBJECT: PAIA MUNICIPAL PARKING LOT
March 24, 1999
Page 2

We would be happy to further discuss this issue with the Highways Division and intend to obtain all requisite permits and approvals from the State Department of Transportation. If you have any further questions, please feel free to call me.

Sincerely,


for Charles Jencks
Director of Public Works
and Waste Management

LL/CSS:c(ED99-327)
rfa\palapkg\hayashid.ctr

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793

BRUCE S. ANDERSON, Ph.D.
Director of Health

ALFRED M. ARENSDORF, M.D.
DISTRICT HEALTH OFFICER

'99 MAR 11 10:46

March 9, 1999

Mr. John E. Min
Director of Planning
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawai'i 96793

Dear Mr. Min:

Subject: Paia Municipal Parking Lot
TMK: (2) 2-6-003: 27 and 2-5-005:018, Lot B-1
DBA 99/0001, CPA 99/0001, CIZ 99/0002, SUP2 99/0003,
& SM1 99/0002

Comments from this office were transmitted to our Honolulu Office.
A coordinated response is forthcoming.

Thank you for the opportunity to comment on the land use
applications. Should you have any questions, please call me at
984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Matsubayashi".

HERBERT S. MATSUBAYASHI
District Environmental Health Program Chief

c: Art Bauckham



DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
COUNTY OF MAUI

JAMES "KIMO" APANA
Mayor

ALICE L. LEE
Director

PRISCILLA P. MIKELL
Deputy Director

2100 SOUTH HIGH STREET • WAILUKU, HAWAII 96793 • PHONE (808) 243-7165 • FAX (808) 243-7165

99 MAR - 3 11 50
March 2, 1999

TO: Mr. John Min
Director of Planning

FROM: Ms. Alice L. Lee *AL*
Director of Housing and Human Concerns

SUBJECT: Paia Municipal Parking Lot
Application For District Boundary Amendment
Application For Community Plan Amendment
Application For Change In Zoning
Application For Land Use Commission Special Use Permit
Application For Special Management Area Use Permit
I.D. No. DBA 99/0001, CPA 99/0001, CIZ 99/0002,
SUP2 99/0003, SM1 99/0002
TMK: 2-6-003:027 and 2-5-005:018, Lot B-1

We have reviewed the Department of Public Works and Waste Management's January 28, 1999 applications for a District Boundary Amendment, Community Plan Amendment, Change In Zoning, Land Use Commission Special Use Permit and Special Management Area Use Permit for the subject project, and wish to inform you that we have no comments to offer.

Please call Wayde Oshiro of our Housing Division at extension 7351 if you have any questions.

WTO:wo

xc: Housing Administrator

BENJAMIN J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

99 MAR -5 10:56

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION

P.O. Box 2359
Honolulu, HI 96804-2359
Telephone: 808-587-3822
Fax: 808-587-3827

March 4, 1999

Mr. John E. Min
Planning Director
County of Maui
250 South High Street
Wailuku, Hawaii 96793

Dear Mr. Min:

Subject: Applications for District Boundary Amendment (DBA 99/0001), Community Plan Amendment (CPA 99/0001), Change in Zoning (99/0002), Land Use Commission Special Use Permit (SUP2 99/0003) and Special Management Area Use Permit (SM1 99/0002) for Paia Municipal Parking Lot, Paia, Maui, TMK 2-6-03: 27 and 2-5-05: 18, Lot B-1

We have reviewed the applications for the subject project forwarded by your transmittal dated February 23, 1999, and have the following comments:

- 1) We confirm that the project site, as represented in Figure 7 of the Draft Environmental Assessment, is designated within the State Land Use Agricultural District.
- 2) We note that the project site is located to the east of the petition area subject of LUC Docket No. A98-725/A&B Properties, Inc., to reclassify approximately 212 acres of land from the Agricultural District to the Urban District for residential, 9-hole golf course, and park uses.
- 3) It is our understanding that a special permit for the project is simultaneously being processed with a district boundary amendment to expedite the construction start of the project. Because the special permit process is shorter than the boundary amendment process, the applicant anticipates that the special permit may be granted before the boundary amendment. Clarification should be provided regarding the disposition of the special permit in the event that both it and the boundary amendment are approved.

We have no further comments to offer at this time. We appreciate the opportunity to comment on the subject applications.

Should you have any questions, please feel free to call me or Bert Saruwatari of our office at 587-3822.

Sincerely,

A handwritten signature in cursive script, appearing to read "Esther Ueda".

ESTHER UEDA
Executive Officer

EU:th

JAMES "KIMO" APANA
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

March 30, 1999

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

Wastewater Reclamation Division

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

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Ms. Esther Ueda
Executive Officer
STATE OF HAWAII
LAND USE COMMISSION
P.O. Box 2359
Honolulu, Hawaii 96804-2359

SUBJECT: PAIA MUNICIPAL PARKING LOT
JOB NO. 97-20

Dear Ms. Ueda:

We have received your March 4, 1999 letter to John Min pertaining to the subject project and would like to provide a response.

As you know, the Maui Planning Commission is the decision making body for the Special Use Permit. Our request to the Commission will likely be to grant the Special Use Permit for a term such as one (1) year or until the district boundary amendment to the Urban District is granted. Should the subject property be classified to the Urban District, the Special Use Permit will then be rescinded.

If you have any questions, please feel free to call me.

Sincerely,

Charles Jencks
Director of Public Works and Waste Management

LL/CSS:c(ED99-328)
rfelpaiapkngjueda.ltr

References

References

- Community Resources, Inc., Maui County Community Plan Update Program Socio-Economic Forecast Report, January 1994.
- County of Maui, Country Town Design Guidelines - Paia-Haiku, April 1990.
- County of Maui, The General Plan of the County of Maui 1990 Update, 1990.
- County of Maui, Paia-Haiku Community Plan, May 1995.
- County of Maui, Office of Economic Development, Maui County Data Book 1996-97, July 1997.
- Telephone conversation with County of Maui, Department of Fire employee, Roxanne Medeiros, October 1997.
- Telephone conversation with County of Maui, Department of the Police employee, Maru Hernandez, October 1997.
- Land Study Bureau, Detailed Land Classification - Island of Maui, May 1967.
- Michael T. Munekiyo Consulting, Inc., Environmental Assessment - 'Aina O Ka Hale Pili Subdivision, May 1992.
- Pacific Planning & Engineering, Inc., Final Environmental Impact Statement, Kahului Airport Master Plan Update, Prepared for State of Hawaii, Department of Transportation, Airports Division, July 1992.
- University of Hawaii, Department of Geography, Atlas of Hawaii, Second Edition, 1983.
- U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, 1972.

Appendices

Appendix A

***Archaeological
Reconnaissance Survey***

*An Archaeological Reconnaissance survey
of the Proposed Paia Municipal Parking Lot
Located in Hamakuapoko Ahupua`a, Makawao
District, Island of Maui (TMK 2-5-05: por. 18)*

Prepared for:

Mr. Eric Yamashige, P.E.
Ronald M. Fukumoto Engineering, Inc.
Wailuku, Maui

Prepared by:

Xamanek Researches
Pukalani, Hawaii

*Erik M. Fredericksen
Demaris L. Fredericksen*

September 1, 1998

INTRODUCTION

An archaeological reconnaissance and evaluation of significant properties on the proposed County of Maui municipal parking lot, a 31,463 sq. ft. parcel located in Lower Paia, Makawao District (TMK: 2-5-05: por 18) was undertaken by Xamanek Researches, at the request of Ronald M. Fukumoto Engineering, Inc. On June 18, 1998 a notice-to-proceed on July 1, 1998, was issued by Mr. Lloyd D. Lee, Engineering Division Chief of the County of Maui Department of Public Works and Waste Management, to Mr. Eric Yamashige, P.E., V.P. of Fukumoto Engineering, Inc. We did our preliminary on-site inspection, and conducted the reconnaissance on July 17, 1998.

Study Parcel

The project area is located adjacent to and *mauka* (east) of Hana Highway and lies about 100 m. south of the ocean. This part of Paia receives about 36 inches of rain annually (Foote, et. al., 1972).

This level, elongated 0.7-acre parcel is c. 8 to 9 ft. AMSL, and is situated in a transitional coastal dry forest community. Observed alien vegetation on this parcel includes buffelgrass (*Cenchrus ciliaris*), other grasses, annual weeds, *koa haole* (*Acacia leucifera*), *kiawe* (*Prosopis oallida*), coconut palm (*Cocos nucifera*), and date palm trees (*Phoenix dactylifer*). In addition, several indigenous *milo* (*Thespesia populnea*) trees exist near the western boundary of the property (Photo 1). The northern half of the subject parcel was once landscaped and contains an abandoned wooden structure and shed (Photos 2 & 3).

Much of the southern portion of the property was apparently utilized for sugar cane production in the past. An HC&S Co. dirt access road crosses the southern portion of the parcel (Photo 4). Ground visibility on the project area ranges from fair to poor due in part to dense vegetative cover and debris apparently associated with the partial demolition of the wooden structure.

Background Historical Research

Land Tenure

This parcel was previously owned by Alexander and Baldwin, Inc., and managed by Hawaiian Commercial and Sugar Company. It is part of the *ahupua'a* of Hamakuapoko. The first recorded change of ownership was facilitated by a resolution made on December 23, 1853, by the Privy Council to the Board of Education. A

document in the A & B Properties archives, is a Haiku Sugar Company abstract that states:

"Resolved, that in accordance with Section first of the late School Act to provide for the better support and greater efficiency of the Public Schools, the following lands be and are hereby appropriated for the general purpose of Education, to be disposed of as provided in said Act. On the island of Maui, HAMAKUAPOKO, (Whole, with other lands)."

This document was signed by 14 members of the Privy Council and by Lorrin Andrews, Secretary (Privy Council records, Volume 4, page 141).

On January 30, 1860, the land was sold by the Board of Education to the Trustees of Oahu College for the sum of \$1.00. It is described as having 5.628 acres, more or less. Exempted from the sale were the native *kuleanas* within, as well as other lands to which people had legal claim. The Trustees turned around and sold the property to Haiku Sugar Company on May 1, 1861 for the sum of \$5,750.00—making a handy profit for Oahu College, which later became Punahou School.

Samuel T. Alexander and Henry P. Baldwin had purchased lands to the east of the Haiku Sugar lands in 1869. Nearly a decade later they acquired Paia Plantation, and in 1879 incorporated Haiku Sugar into their partnership. Alexander and Baldwin then set forth building of Hamakua Ditch, to bring water to their properties

The so-called Organic Act, limiting sugar production to a maximum of 1,000 acres, went into effect in 1900. On January 1, 1904, Maui Agricultural Company was formed. The co-partnership was divided into 35 shares, distributed in such a manner that none exceeded the 1,000 acre clause.¹ The Organic Act was repealed in July 1921, and within months the co-partnership divisions were dissolved, and Maui Agricultural Company, Ltd. came into existence in October 1921. The post-World War II modernization process prompted the long talked about merger of Maui Agricultural Company and H. C. & S. Company in April 1948 (Dean, pp. 209-211). H. C. & S. water, supplied by East Maui Irrigation Company, assured a year-round water supply to Maui Agricultural Company lands that previously had suffered from drought during the dry months.

Land Use

The southern part of the study parcel has been in sugar cane production for probably over 100 years. The grassed portion (c. 0.25 acre) of the property nearest the road has had several uses. A Maui Agricultural Company map, dated 1914, and updated in 1938, shows a church located there. Records in the archives of A & B Properties show

¹ Twelve shares belonged to Haiku Sugar; 18 to Paia Plantation, 1 to Kailua Plantation Company; 1 to Kalialinui Plantation Company; 1 to Kula Plantation Company; 1 to Makawao Plantation Company; and 1 to Pulehu Plantation Company (Dean, 1950, pp. 99-100).

that on November 29, 1932, the small wooden building which is undergoing demolition at the present time (Photos 2 & 3), was leased to the Seventh Day Adventist Mission. Whether the same building had been used for a church before that time is not known. On August 1, 1955, the Boy Scouts of America leased the building from H. C. & S. for a meeting space. The Boy Scouts used the small building until the 1980s.

An archaeological inventory survey was done by Xamanek Researches on a 14-acre parcel, which includes part of the present study area for A & B Properties, in 1988. No significant historic surface properties were located, with the exception of 2 spur lines of the Kahului Railroad main line which ran to Paia Mill.² One of the spurs ran to Well # 16, and is near the south side of the study parcel. Water for locomotives and the animals and workers in the fields was taken on there. The other spur line is farther south and connected the lime plant in lower Paia with the mill in upper Paia.

No subsurface testing was done during this archaeological inventory survey (Fredericksen, et. al., 1988).

The sand dunes which are *makai* of the study parcel are known to contain human burials (Baldwin Beach Burial Site). Also coastal dune sites to the east of Paia are known to have burials in them. The project area is far enough away from the coastline for the occurrence of human burials to be likely, however.

Reconnaissance Findings

While no subsurface testing was conducted on the parcel, it was possible to examine the soil underlying the existing surface in 2 instances. A pit c. 0.9 m. by 1.2 m. by up to 60 cm. in depth was found near the previously noted wooden structure. It is not known why this pit was dug. However, the pit does appear to have been excavated within the past 6 months. Examination of the profile indicates that the subsurface soil is composed of silty clay. This yellowish red (5 YR 5/6) soil appears to be no more than 15 cm. thick. It is underlain by reddish brown (10 YR 5/4) silty clay. Both soil layers did not appear to contain significant material culture remains.

As noted earlier, much of the southern half of the property appears to have been cultivated for sugarcane production in the past. It was possible to inspect exposed soil in this area. The yellowish brown (10 YR 5/6) silty clay soil was essentially the same as the soil that was found in the recent pit excavation mentioned above. In addition, PVC irrigation pipe fragments were noted on the surface of the exposed soil.

No significant material culture remains were observed during our walk-over survey of the subject parcel. In addition, no significant surface architectural remains were found.

² Paia Mill was built in 1905-1906.

Recommendations

Based on the location of the parcel, its past usage, and the findings of this archaeological reconnaissance survey, no further archaeological work is recommended for this property. The County of Maui proposes to fill much of the parcel and create a municipal parking lot. Should any significant material culture remains and/or human burials be found during site grubbing, work must stop immediately in the vicinity of the find. Xamanek Researches and/or the State Historic Preservation Division (SHPD) should then be notified in order to determine appropriate mitigation measures.

References

Best, Gerald M.

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Dean, Arthur L.

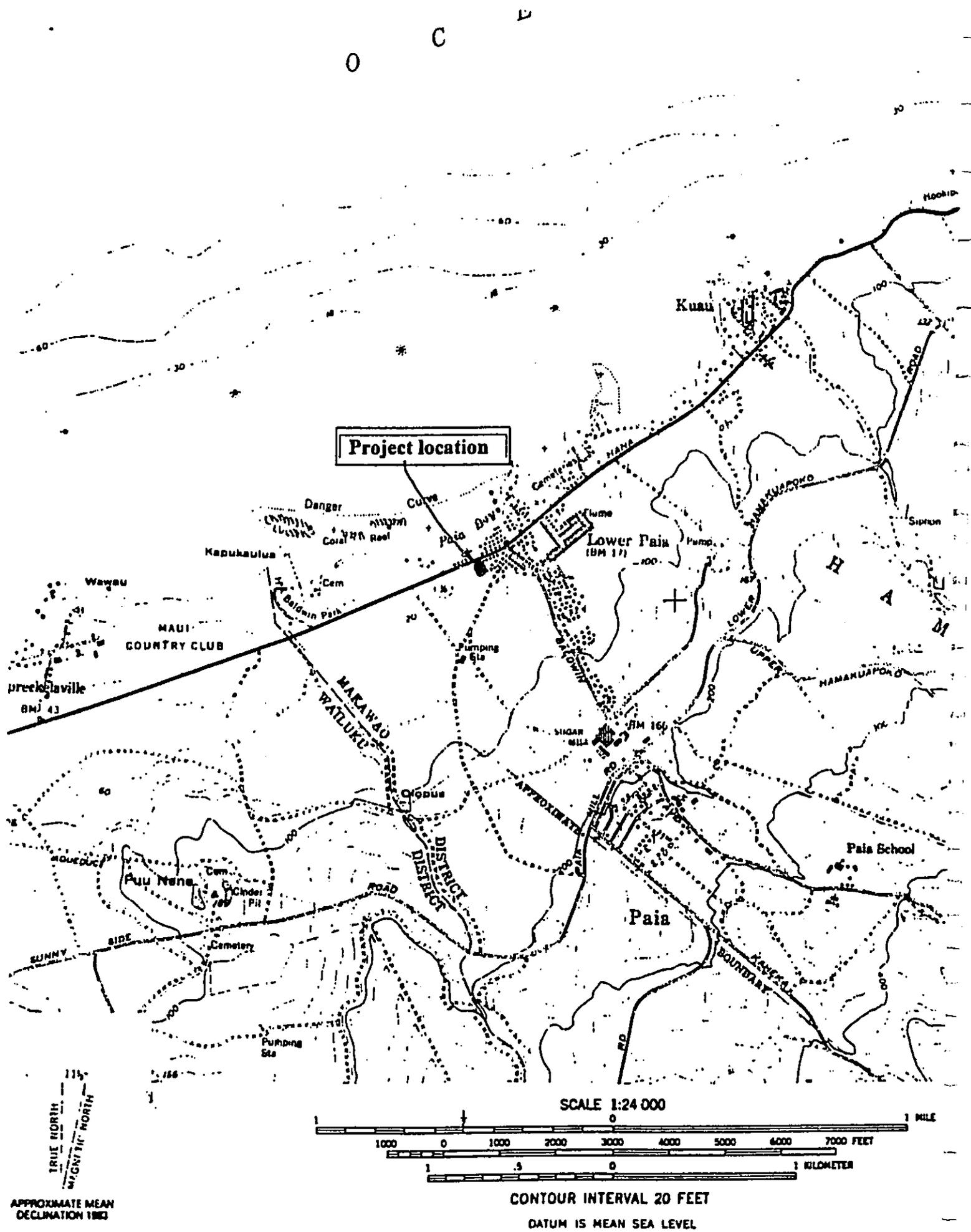
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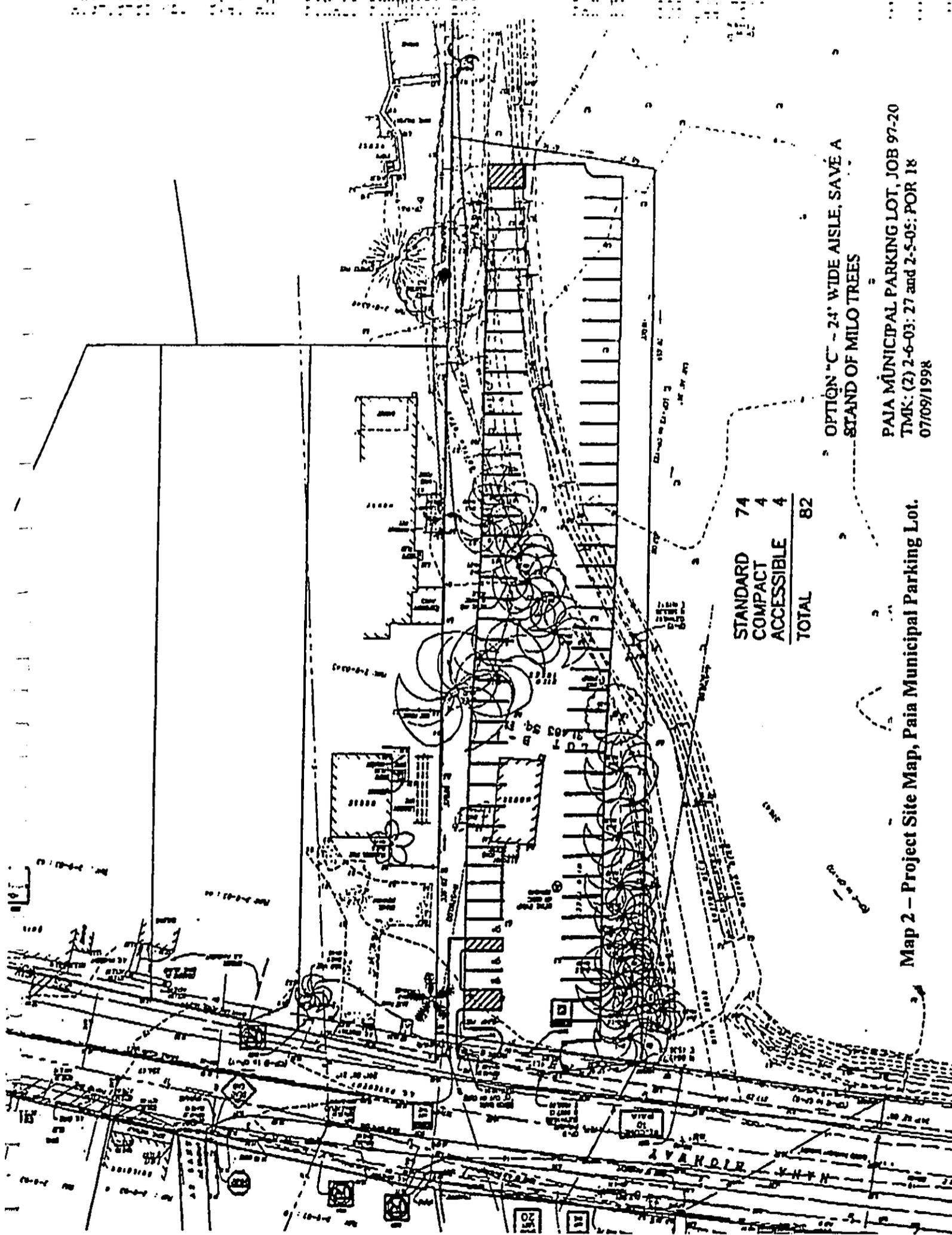
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Map 1 - U.S.G.S. Topographic Map, Paia Quadrangle, 1983.



STANDARD	74
COMPACT	4
ACCESSIBLE	4
TOTAL	82

OPTION "C" - 24' WIDE AISLE, SAVE A STAND OF MILO TREES

PAIA MUNICIPAL PARKING LOT, JOB 97-20
 TMK: (2) 2-6-03: 27 and 2-5-05: POR 18
 07/09/1998

Map 2 - Project Site Map, Paia Municipal Parking Lot.



Photo 1 – Stand of Milo trees on the west side of study parcel.

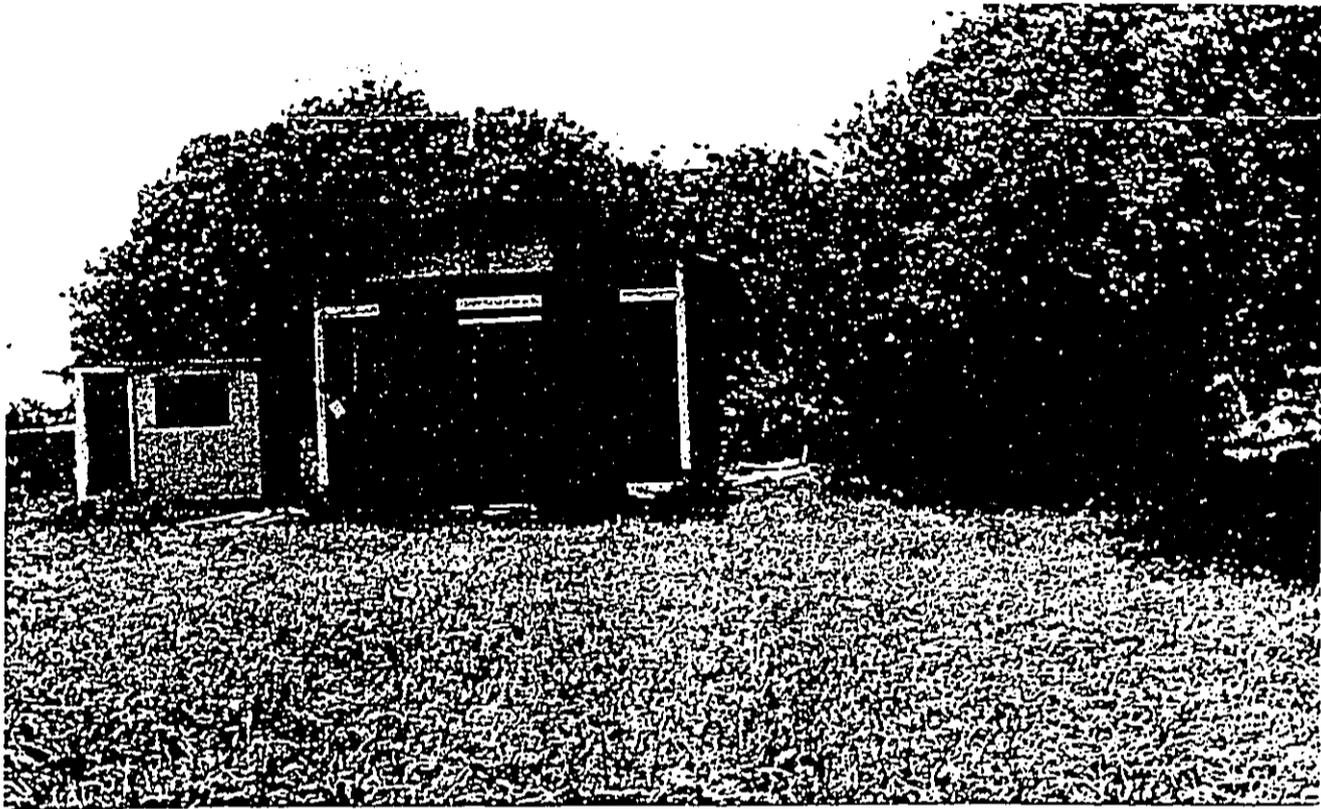


Photo 2 - Wooden structure that housed church and Boy Scouts.
View to the south.



Photo 3 - View to the east through Milo trees.



**Photo 4 – View toward Paia Mill and Haleakala, along west side of
study parcel.**

Appendix B

Preliminary Drainage and Erosion Control Report

Preliminary

**DRAINAGE AND SOIL EROSION CONTROL REPORT
FOR
PAIA MUNICIPAL PARKING LOT
TMK: (2) 2-6-03: 27 & 2-5-05: POR 18
LOWER PAIA, MAUI**

Prepared for:

**Department of Public Works
and Waste Management
County of Maui
200 S. High Street
Wailuku, Hawaii 96793**

January 1999

**Ronald M. Fukumoto Engineering, Inc.
1721 Wili Pa Loop, Suite 203
Wailuku, Hawaii 96793**

RFE

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I. PURPOSE

The purpose of this report is to present hydrologic and hydraulic design computations for the Paia Municipal Parking Lot development. This report will also review the potential movement of soil in accordance with Chapter 20.08, Soil Erosion and Sedimentation Control of the Maui County Code.

II. PROJECT DESCRIPTION & LOCATION

The Paia Municipal Parking Lot development is located on Lot B-1 of the Paia Municipal Parking Lot Consolidation, being TMK: (2) 2-6-03: parcel 27 and 2-5-05: portion of parcel 18 in Lower Paia, on the island of Maui. The development site is bound by Hana Highway on the north, residences on the east, and cane fields on the south and west. The project site is located on the mauka side at the Kahului entrance into Paia Town. (See Figure 1 - Location Map)

The parking lot parcel is 0.72 acres. The site will be developed into 82 paved parking stalls including 4 accessible stalls, area lighting, landscaping and an irrigation system. Offsite improvements include concrete sidewalks, a two-way left-turn lane, a pedestrian crosswalk, and pedestrian crossing warning flashers. Offsite improvements also include relocation of an existing access road to the cane fields.

III. EXISTING DRAINAGE CONDITIONS

The existing ground within the site slopes from an elevation of about 10 feet above mean sea level near the rear of the parcel to an elevation of about 8 feet along Hana Highway. The average ground slope is nearly flat at about 0.5-percent. The slope across the property is also flat with ponding occurring in the project site and adjoining properties.

According to the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii*, the on-site soil consists of Pulehu Silty Loam (PpA, PpB). The soil survey describes this soil as being well drained soils of alluvial fans of basic igneous rock. The soil's permeability is moderate, runoff is slow, and erosion hazard is slight.

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (panel no. 15003-0195 B) designates the proposed development area as Zone A. Zone A is an area subject to 100-year flooding. The proposed improvements will not significantly alter the existing grades or drainage patterns, and will not adversely impact the flood zone or adjoining properties. FEMA's Flood Boundary and Floodway Map (panel no. 15003-0195) also designates the site in the 100-year floodway. The site, however, is outside of the coastal high hazard area.

IV. DEVELOPED CONDITIONS

The parking lot development will not alter the natural drainage patterns of the site. All grading work and improvements are planned to minimize ponding on adjoining properties by maintaining a low profile. The landscape areas of the site will be depressed to create sumps. These sumps will retain low intensity rainfall, however, will allow larger runoff to continue into the adjoining cane fields in its present condition.

V. CONCLUSION

Due to the small acreage of the development, the project will not result in any significant increase in peak flow rates and runoff volumes. The runoff generated by the project site will increase as a result of the asphalt paving, however, will be allowed to flow into the onsite sumps and into the adjoining cane fields in its current condition. The depressions, or sumps created in the planting areas, will encourage infiltration and control runoff. In the larger drainage area, the parking lot site is negligible.

VI. SOIL EROSION CONTROL MEASURES

The parking lot land area consists of 0.72 acres. The project grading area, however, encompasses about 1.3 acres. The grading outside the project site is to relocate an existing access road affected by the development. This report evaluates the potential of soil loss based on the 1.3-acre grading area.

The following is a summary of the soil loss computations based on the Universal Soil Loss Equation. (See Appendix B - Soil Erosion Control Plan.)

Area:	1.3 acres
Uncontrolled Erosion Rate:	4.6 tons/acre/year
Allowable Erosion Rate:	3,846 tons/acre/year
Severity Number:	60
Allowable Severity Number:	50,000

Conclusion:

The figures above indicate that soil loss is within the allowable limits. The uncontrolled erosion rate (4.6 tons/acre/year) is lower than the allowable erosion rate (3,846 tons/acre/year) and the severity number (60) is lower than the allowable severity number (50,000).

Normal erosion control measures, including diversion ditches and silt screens, will therefore prevent excessive soil loss during construction.

Erosion control measures during construction shall also include limiting the area of clearing

and grubbing, sprinkling for dust control, installing and maintaining dust screens, minimizing the construction period, and constructing or installing permanent erosion control measures as soon as possible.

VII. REFERENCES

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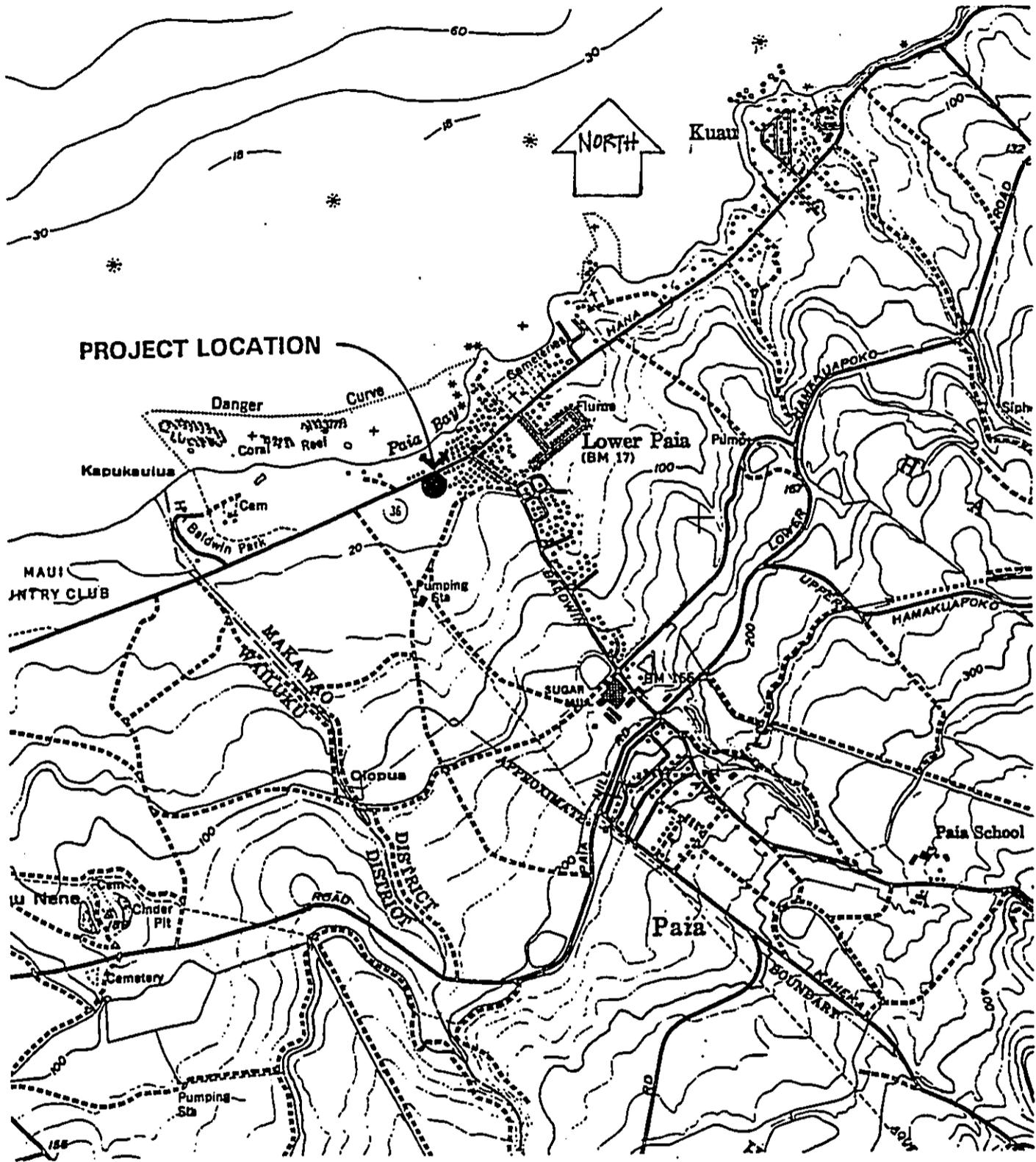


Figure 1
Location Map

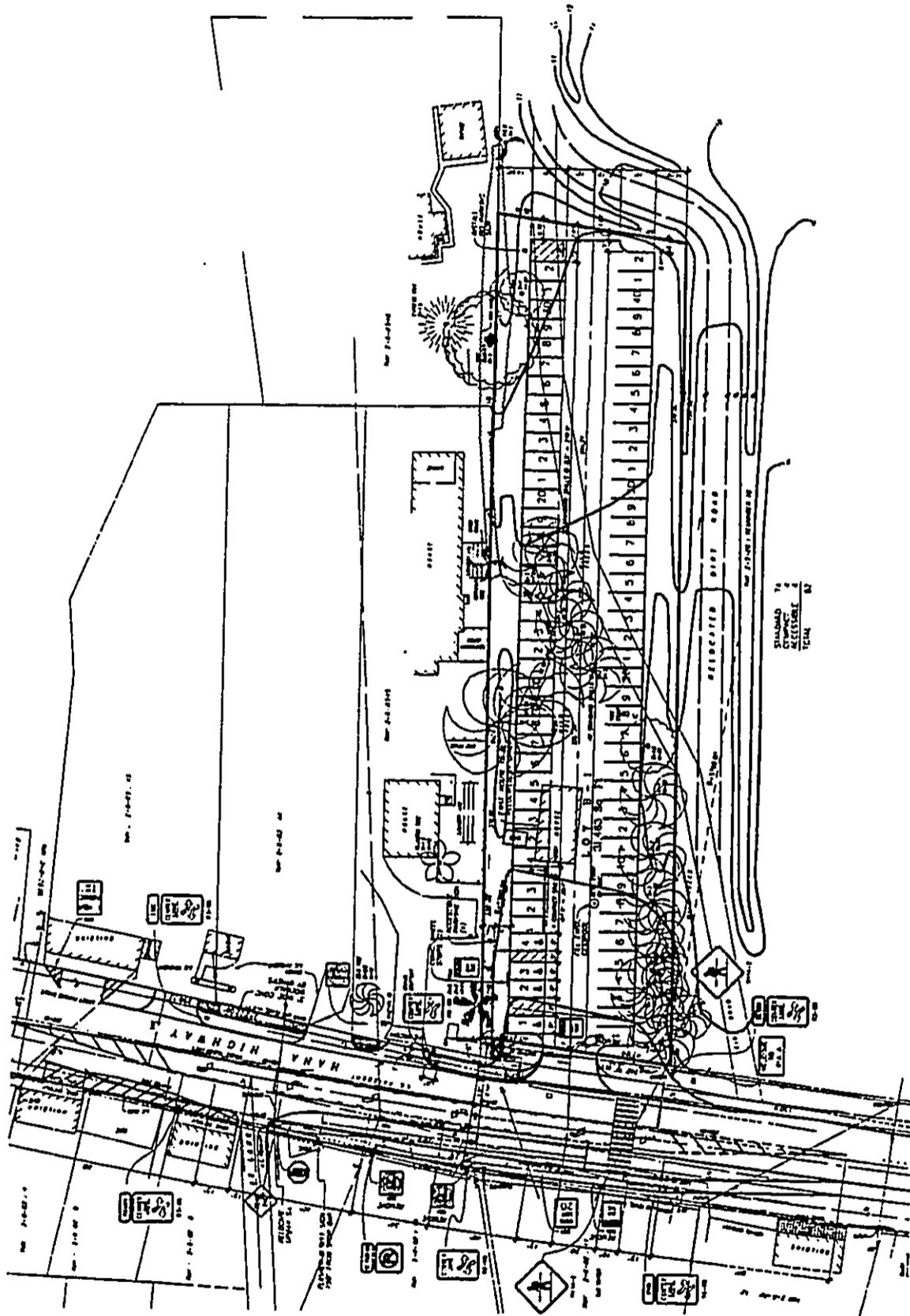


Figure 2
Preliminary Grading Plan

APPENDIX A

DRAINAGE COMPUTATIONS

PURPOSE: To calculate the surface runoff generated by the proposed Paia Municipal Parking Lot site before and after the proposed development.

I. EXISTING CONDITIONS

A. RUNOFF COEFFICIENT

From Table 1, Ref. 1:

Infiltration:	Medium	0.07
Relief:	Flat	0.00
Vegetal Cover:	High	0.00
Development Type:	Residential	<u>0.40</u>
		C = 0.47

B. EXISTING RUNOFF

Determine 10-year recurrence interval runoff for existing conditions.

Drainage Area (A) = 0.72 acres

Rainfall ($I_{10\text{ yr}-1\text{ hr}}$) = 1.7 inches

$\Delta H = 10 - 8 = 2$ feet, $L = 250$ feet, $S = 0.8\%$

Time of Concentration (T_c) = 22 minutes

Rainfall Intensity (i_{10}) = 2.7 inches/hour (from Plate 4, Ref 1)

$$Q_{10} = C_i A = 0.47 \times 2.7 \times 0.72 = 0.9 \text{ cfs}$$

II. DEVELOPED CONDITIONS

A. RUNOFF COEFFICIENT

From Table 1, Ref. 1:

Infiltration:	Medium	0.07
Relief:	Flat	0.00
Vegetal Cover:	Good	0.03
Development Type:	Industrial/Business	<u>0.55</u>
		C = 0.65

B. EXISTING RUNOFF

Determine 10-year recurrence interval runoff for existing conditions.

$$\Delta H = 10 - 8 = 2 \text{ feet, } L = 270 \text{ feet, } S = 0.7\%$$

$$\text{Time of Concentration (T)} = 23 \text{ minutes}$$

$$\text{Rainfall Intensity (i}_{10}) = 2.65 \text{ inches/hour (from Plate 4, Ref 1)}$$

$$Q_{10} = CiA = 0.65 \times 2.65 \times 0.72 = 1.2 \text{ cfs}$$

III. INCREASE DUE TO DEVELOPMENT

$$Q_{10\text{-after}} - Q_{10\text{-before}} = 1.2 \text{ cfs} - 0.9 \text{ cfs} = 0.3 \text{ cfs}$$

APPENDIX B

SOIL EROSION CONTROL PLAN

1. SITE CONDITIONS DURING CONSTRUCTION:

The anticipated project grading will encompass about 1.3 acres. This area may be cleared, grubbed, and graded in one increment. Exposed areas shall be grassed or paved immediately after grading is complete.

2. UNCONTROLLED EROSION RATE:

Erosion Rate as set forth by the Maui County Code:

$$E = R \times K \times LS \times C \times P$$

Where: E = Uncontrolled Erosion Rate (Soil Loss) in tons/acre/year

R = Rainfall factor = 180 tons/acre/year

K = Soil Erodibility Factor (Pulehu) = 0.17

L = Slope Length = 400 feet

S = Slope Gradient = 0.5 %

LS = Topographic Factor (Figure 6) = 0.15

C = Cover Factor (to be determined if necessary);
use bare soil factor = 1.0

P = Control Factor (to be determined if necessary);
use non-agricultural land = 1.0

$$E = 180 \text{ tons/acre/year} \times 0.17 \times 0.15 \times 1.0 \times 1.0$$

$$= 4.6 \text{ tons/acre/year}$$

3. ALLOWABLE EROSION RATE:

Coastal Water Hazard (D) = 2 (class A)

Downstream Hazard (F) = 4 (major)

Duration of Site Work (T) = 0.5 year (6 months)

Maximum Allowable construction Area x Erosion Rate (Table 1)
= 5,000 tons/year

Project Construction Area (A) = 1.3 acres

Allowable Erosion Rate: $\frac{5,000 \text{ tons/year}}{1.3 \text{ acres}} = 3,846 \text{ tons/acre/year}$

4. REDUCTION IN EROSION RATE:

Allowable Erosion Rate : $\frac{3,846 \text{ tons/acre/year}}{4.6 \text{ tons/acre/year}} = 836 > 1.0$
Uncontrolled Erosion Rate: 4.6 tons/acre/year

Therefore, normal efforts to reduce erosion should be adequate.

5. SEVERITY NUMBER (H):

$$H = (2FT + 3D)AE$$

Where: H = Severity Number

F = Downstream Hazard = 4 (major)

D = Coastal Water Hazard = 2 (class A)

T = Duration of Site Work (years) = 0.5

A = Project Construction Area (acres) = 1.3

E = Uncontrolled Erosion Rate (tons/acre/year) = 4.6

$$H = (2 \times 4 \times 0.5 + 3 \times 2) 1.3 \times 4.6 = 60 < 50,000$$

6. CONCLUSION:

Normal construction erosion control measures and best management practices are sufficient for this project with no excessive soil loss occurring.

END

CERTIFICATION

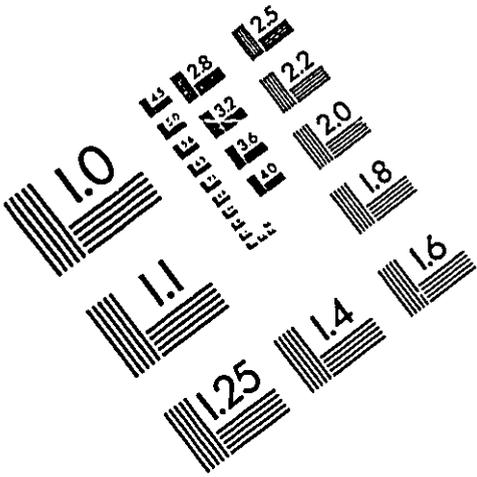
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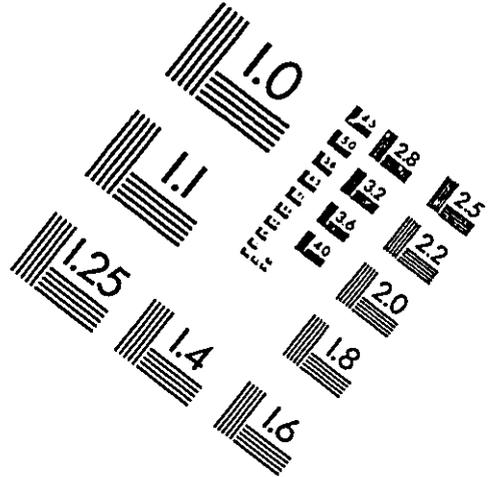
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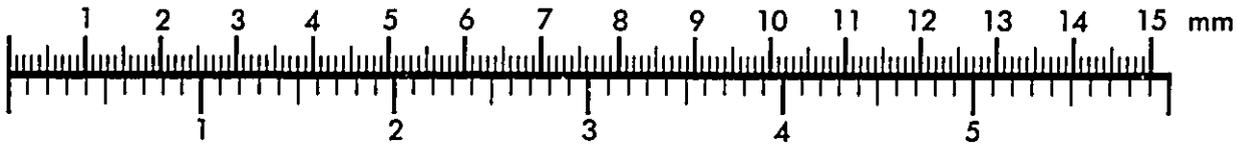
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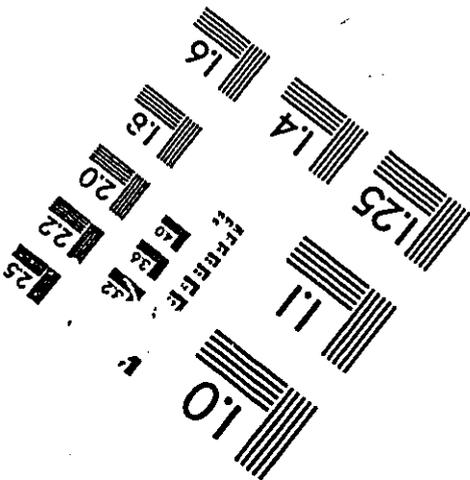
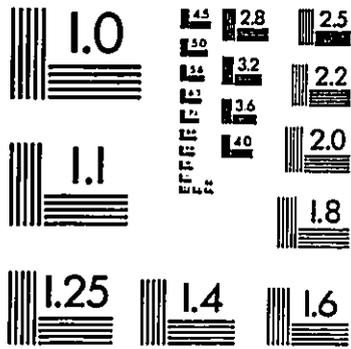
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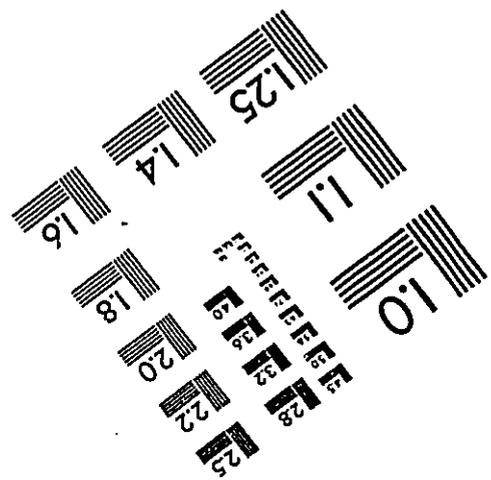
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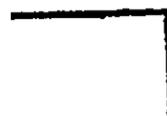
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