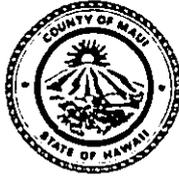


JAMES "KIMO" APANA  
Mayor

JOHN E. MIN  
Director

CLAYTON I. YOSHIDA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

December 19, 2000

'00 DEC 22 A11:59

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

Ms. Genevieve Salmonson, Director  
Office of Environmental Quality Control (OEQC)  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813-2437

Dear Ms. Salmonson:

RE: FINAL ENVIRONMENTAL ASSESSMENT (EA) FOR THE  
UPCOUNTRY NAPA PROJECT AT THE CORNER OF HEALANI  
PLACE AND HALEAKALA HIGHWAY, TMK: 2-3-025:015,  
PUKALANI, MAUI, HAWAII (EA 2000/0006)

The Maui Planning Department (Department), as the accepting authority, is transmitting for publication in the upcoming OEQC Bulletin, the Final Environmental Assessment for the Upcountry Napa Project, in which a Finding of No Significant Impact (FONSI) has been determined. The project is located at the corner of Healani Place and Haleakala Highway in Pukalani, Maui, Hawaii. The applicant for the project and owner of the property is Mr. Edwin K. Fujinaka. The applicant's contact person is Mr. Rory Frampton of Chris Hart & Partners. ✓

A description of the proposed action is attached to the OEQC Bulletin Publication Form and will also be sent by the applicant by electronic mail (e-mail) to OEQC in a WordPerfect format. In addition, the Department has enclosed four (4) copies of the Draft Environmental Assessment Report (prepared by the applicant).

Thank you for your cooperation. If additional clarification is required, please contact Ms. Ann Cua, Staff Planner, of this office at 270-7735.

Very truly yours,

A handwritten signature in black ink, appearing to read "John E. Min", is written over a large, stylized, handwritten "C" or similar mark.

JOHN E. MIN  
Planning Director

250 SOUTH HIGH STREET, WAILUKU, MAUI, HAWAII 96793  
PLANNING DIVISION (808) 270-7735; ZONING DIVISION (808) 270-7253; FACSIMILE (808) 270-7634

*Quality Seamless Service - Now and for the Future*

152

Ms. Genevieve Salmonson, Director  
December 19, 2000  
Page 2

JEM:ATC:cmp  
Enclosures

c: Christopher L. Hart, Chris Hart & Partners  
Clayton Yoshida, AICP, Deputy Director of Planning  
Ann Cua, Staff Planner  
Project File (w/Enclosures)  
General File S:\ALLIANN\napaupco.fea.wpd

153

Mr. Everett R. Dowling  
March 22, 1996  
Page 5

Major retail outlets in Kahului that could be most competitive to a neighborhood shopping facility in Upcountry Maui include:

- K-Mart and Costco
- Maui Mall (Star Market)
- Foodland, Safeway and Longs
- Kahului Shopping Center.

The recent introduction of K-Mart and Costco have provided Maui consumers a variety of products at extremely competitive prices. This has afforded residents significant savings and has reduced the profit margins for other retailers in Kahului. The proposed Maui Marketplace, an outlet mall to feature Eagle Hardware, Sports Authority, Border Books & Music, and Office Max, will continue to place pressures on retailers to lower margins or find newer market niches.

The Kulamalu commercial site is a major component of the proposed 300-acre master-planned community. The 20-acre site accounts for 77% of the undeveloped commercial land in Upcountry Maui. Alternative commercial sites suitable for large scale retail development are not available in the area. As a result, retail development at Kulamalu could have a significant competitive advantage to capture a significant share of the projected retail demand. The demand for retail facilities in Upcountry Maui would continue to exceed the available supply, even after the completion of the retail development at Kulamalu.

Kulamalu could benefit from the additional market support from visitors in the region. This segment could account for up to about 10% of the total demand at Kulamalu.

#### Groceries

Residents of Upcountry Maui are virtually limited to Foodland and Pukalani Superette for grocery items. Therefore, additional grocery stores in Upcountry Maui could capture a significant share of resident grocery expenditures. Considering its competitive position, the projected grocery expenditures could support a grocery store of about 45,000<sup>sq</sup> to 55,000<sup>sq</sup> at the Kulamalu commercial site.

#### Other Retail Goods

Between 45% and 60% of demand for all other retail goods is currently satisfied by existing retail facilities in Upcountry Maui. Based on its competitive advantages, the Kulamalu commercial site could capture about 25% of total demand for other retail goods. Based on the estimated market share, the Kulamalu commercial site could capture about 75,000<sup>sq</sup> to 95,000<sup>sq</sup> in 1995. The Kulamalu commercial site could capture an additional 15,000<sup>sq</sup> to 20,000<sup>sq</sup> every five years thereafter, as shown in Exhibit II-P.

Mr. Everett R. Dowling  
March 22, 1996  
Page 6

### Target Markets

The target market is projected to be the residents of Upcountry Maui, primarily dual income families with children. The 1995 median household income of the area is estimated to be about \$46,900, about 4% to 5% above the 1995 median household income of Maui County.

The residents of Upcountry Maui have discretionary purchasing power and are quality and cost conscious. A large number of the residents are estimated to have limited time available for shopping and are likely to make planned rather than spontaneous shopping trips. Therefore, residents would likely shop at one retail facility if it offered a variety of retail goods as well as services, including medical and professional services.

Visitors to the area would be a secondary target market for the site. After the planned park and amphitheatre are developed, the market share for the visitor market could increase.

### Tenant Profile

Based on the characteristics of the target markets and retail trends in the area, the shopping facility could be anchored by a full-service supermarket and drug/variety store. Other tenants could include:

- Entertainment, such as video, records or electronic/computer games
- Theatres
- Restaurants, including fast food
- Medical and dental offices
- Other personal services, such as hair styling or dry cleaning.

In addition, the center could probably support a gas station to service both residents and visitors.

Space requirements for the major tenants of the center are estimated as follows:

Type	Area (sq)	% of Total
Grocery	45,000 - 55,000	25 - 30
Drug/variety	20,000 - 30,000	15 - 20
Theatres	15,000 - 20,000	8 - 10
Entertainment	5,000 - 8,000	3 - 4
Gas station	12,000 - 15,000	[1]

[1] Land area required.

Mr. Everett R. Dowling  
March 22, 1996  
Page 7

In addition to retail space, the Kulamalu commercial site could support medical/dental and other office uses. A large health care provider, such as Kaiser Permanente or Straub Clinic, could have a local clinic in the facility as they have in other retail facilities on Oahu.

#### **Rents and Lease Characteristics**

Rents in Upcountry Maui generally range between about \$1.55/psf and \$2.00/psf for ground floor spaces that typically range from 500psf to 2,000psf in size. Second floor rents typically range from about \$1.25/psf to \$1.45/psf for similar size spaces. Common area maintenance charges typically range from about \$0.30/psf to \$0.45/psf. Percentage rents on retail space range from about 8% to 9%, although currently, many centers do not charge percentage rents.

Lease terms typically range from three to five years for smaller tenants. Lease terms for grocery stores, other anchor tenants and large restaurants could range from about 15 to 30 years.

#### **Projected Occupancy Rates**

The anchor tenants could occupy about 50% to 65% of the facility's gross leasable area; therefore, occupancy rates could be relatively high. Assuming prudent marketing and preleasing, the facility could be about 75% preleased at opening. Based on the estimated additional space requirements the retail facility the Kulamalu commercial site could be fully leased by 2000.

\* \* \* \* \*

Mr. Everett R. Dowling  
March 22, 1996  
Page 8

We appreciate having the opportunity to assist you on this interesting assignment. Please contact us if you have any questions.

Sincerely,

JOHN CHILD & COMPANY, INC.

*Paul D. Cool*

Paul D. Cool, MAI  
Vice President

*Cynthia C. Nakamura*

Cynthia C. Nakamura  
Appraiser

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-L

**Projected Total Retail Expenditures in Upcountry Maui  
1995 - 2010**

	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>
<b>Residents:</b>				
Groceries	\$97,600,000	\$117,800,000	\$137,400,000	\$157,300,000
Other retail	89,500,000	108,000,000	126,000,000	144,200,000
Subtotal - residents	<u>187,100,000</u>	<u>225,800,000</u>	<u>263,400,000</u>	<u>301,500,000</u>
<b>Visitors:</b>				
Groceries	3,200,000	3,900,000	4,500,000	5,100,000
Other retail	24,200,000	30,100,000	34,800,000	39,000,000
Subtotal - visitors	<u>27,400,000</u>	<u>34,000,000</u>	<u>39,300,000</u>	<u>44,100,000</u>
<b>Total:</b>				
Groceries	100,800,000	121,700,000	142,000,000	162,400,000
Other retail	113,700,000	138,200,000	160,800,000	183,300,000
<b>Total retail expenditures</b>	<u>\$214,500,000</u>	<u>\$259,900,000</u>	<u>\$302,800,000</u>	<u>\$345,700,000</u>

Source: John Child & Company.

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-M

**Retail Land Use Inventory in Upcountry Maui**

<u>Land use</u>	<u>Building area (sf)</u>	<u>% of Total</u>
Shopping center	47,149	18%
Grocery stores	44,323	17
General retail	89,736	35
Restaurants, including fast food	35,052	14
Auto service, including gas stations	6,631	3
Office, including banks	36,269	14
<b>Total</b>	<b><u>259,160</u></b>	<b><u>100%</u></b>

Source: John Child & Company based on online data from REsearch/TMK, MLS Hawaii, Inc.  
March 13, 1996.

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-N

**Projected Demand Satisfied and Unsatisfied by Retail Facilities in Upcountry Maui  
1995 - 2010**

	<u>Total</u>	<u>Satisfied Demand</u>		<u>Unsatisfied Demand</u>	
		<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
<b>Grocery:</b>					
1995	\$100,800,000	\$15,000,000	\$20,000,000	\$80,800,000	\$85,800,000
2000	121,700,000	15,000,000	20,000,000	101,700,000	106,700,000
2005	142,000,000	15,000,000	20,000,000	122,000,000	127,000,000
2010	162,400,000	15,000,000	20,000,000	142,400,000	147,400,000
<b>All other retail:</b>					
1995	113,700,000	51,000,000	69,000,000	44,700,000	62,700,000
2000	138,200,000	51,000,000	69,000,000	69,200,000	87,200,000
2005	160,800,000	51,000,000	69,000,000	91,800,000	109,800,000
2010	183,300,000	51,000,000	69,000,000	114,300,000	132,300,000
<b>Total:</b>					
1995	214,500,000	66,000,000	89,000,000	125,500,000	148,500,000
2000	259,900,000	66,000,000	89,000,000	170,900,000	193,900,000
2005	302,800,000	66,000,000	89,000,000	213,800,000	236,800,000
2010	345,700,000	66,000,000	89,000,000	256,700,000	279,700,000

Source: John Child & Company.

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-O

**Projected Additional Retail Space Requirements in Upcountry Maui****1995 - 2010****(In Square Feet)**

Time Period	Grocery		All Other Retail		Total	
	Low	High	Low	High	Low	High
1995	224,000	- 288,000	284,000	- 379,000	508,000	- 667,000
1995 - 2000	47,000	- 60,000	61,000	- 82,000	108,000	- 142,000
2000 - 2005	45,000	- 58,000	57,000	- 75,000	102,000	- 133,000
2005 - 2010	45,000	- 58,000	56,000	- 75,000	101,000	- 133,000
<b>Cumulative:</b>						
1995	224,000	- 288,000	284,000	- 379,000	508,000	- 667,000
2000	271,000	- 348,000	345,000	- 461,000	616,000	- 809,000
2005	316,000	- 406,000	402,000	- 536,000	718,000	- 942,000
2010	361,000	- 464,000	458,000	- 611,000	819,000	- 1,075,000

Source: John Child &amp; Company.

4. LIST OF OWNERS AND LESSEES  
WITHIN 500 FEET OF SUBJECT PROPERTY

<p>TMK 2-3-10-024            — Cravalho, Alfred S Etal            44 Kilakila St            Pukalani, HI 96788</p>	<p>TMK 2-3-10-025            Yamashita, Walter/Elizabeth            34 Kilakila St.            Pukalani, HI 96768</p>	<p>TMK 2-3-10-026            Abreu, Lawrence J/Irene            22 Kilakila Pl            Pukalani, HI 96768</p>
<p>TMK 2-3-10-027            — Arakaki, Isamu T Shizuko            24 Healani Pl            Pukalani, HI 96788</p>	<p>TMK 2-3-10-028            Decoite, Herman            P.O. Box 24            Pukalani, HI 96788</p>	<p>TMK 2-3-10-029            Moniz / Tr            Moniz, Clarence/Christine            53 Kilakila Pl            Pukalani, HI 96788</p>
<p>TMK 2-3-10-030            — Jeannette R Waiohu            71 Kilakila Pl            Pukalani, HI 96768</p>	<p>TMK 2-3-10-033            Revelle, Thomas/Michelle            15 Haaheo Pl            Pukalani, HI 96732</p>	<p>TMK 2-3-10-034            Tomita, Torao/Kiyoko            2 A Kilakila Pl            Pukalani, HI 96768</p>
<p>— TMK 2-3-10-037            Alakal, Clifford Barry Etal            — 45 Kilakila Pl            Pukalani, HI 96768</p>	<p>TMK 2-3-10-038            Kooy, Robert W Etal            52 Kilakila Pl            Pukalani, HI 96768</p>	<p>TMK 2-3-10-039            Palmer, William/Hillary            3276 Haleakala Hwy            Makawao, HI 96768</p>
<p>— TMK 2-3-10-040            — Tanaka, Manabu / Tr            Tanaka, Daisy L            98-392 Puakika Pl            Aiea, HI 96701</p>	<p>TMK 2-3-10-041            Stellway, Gordon/Barbara Tr            Maui Island Real Estate            P.O. Box 88026            Pukalani, HI 96788</p>	<p>TMK 2-3-10-046            Shishido, Winifred            55 Haaheo Pl            Pukalani, HI 96768</p>
<p>TMK 2-3-10-047            Duncan, Charles A/Francine K            43 Haaheo Pl            Makawao, HI 96768</p>	<p>TMK 2-3-10-048            Reyes, Stanely M/Josephine C            33 Haaheo Pl            Pukalani, HI 96768</p>	<p>TMK 2-3-10-072            McDonald's of Hawaii Develop. Co            McDonald's Corporation            P.O. Box 66207            Chicago, IL 60666-0207</p>
<p>TMK 2-3-10-076            Thiel, Daniel/Diane            111 CKulalani Dr            Kula, HI 96790</p>	<p>TMK 2-3-24-003            Kusuno, Jane A Etal            P.O. Box 27            Pukalani, HI 96788</p>	<p>TMK 2-3-24-003            Kusuno, Ivan/Shirley            423 One St.            Kahului, HI 96732</p>
<p>TMK 2-3-24-004            Saito, Tadashi / Tr Etal            1338 Hoolauna St            Pearl City, HI 96782</p>	<p>TMK 2-3-24-008            White, Evelyn A            P.O. Box 21766            Carson City, NV 89721</p>	<p>TMK 2-3-24-013            Knight, Stephen / Noella            3402 E Haleakala Hwy            Pukalani, HI 96768</p>
<p>TMK 2-3-24-014            AA, Ellsworth W            3475 Baldwin Avenue            Makawao, HI 96768</p>	<p>TMK 2-3-24-015            Kupau, Pauline KH / Tr            3934 Harding Avenue            Honolulu, HI 96816</p>	<p>TMK 2-3-24-016            Kaweluaole, Ranch Dev Inc.            Attn: Gary W Begley            P.O. Box 1020            Makawao, HI 96768</p>
<p>TMK 2-3-24-017            Belcher, Larry /Beth            3380 Haleakala Hwy            Makawao, HI 96768-0003</p>	<p>TMK 2-3-24-018            Barnette, Sherry /Sharon            115 Hanipala Pl            Kula, HI 96790</p>	<p>TMK 2-3-24-019            Aguiran, Emiliano C/ Leoncia            3406 Haleakala Hwy            Makawao, HI 96768</p>

TMK 2-3-24-12  
Makali, Ernest M/ Ruth Y  
P.O. Box 326  
Pukalani, HI 96788

TMK 2-3-25-003  
Suzuki, Satoshi/Kiyoko Etal  
P.O. Box 880254  
Pukalani, HI 96788

TMK 2-3-25-004  
Higuchi, Calvin S/Sharon K  
168 Hanalani Street  
Pukalani, HI 96768

TMK 2-3-25-005  
Nakai, Jean S Etal  
962 Ala Kapua St  
Honolulu, HI 96818

TMK 2-3-25-006  
Kaaihue, Louis  
103-A Healani Pl  
Pukalani, HI 96768

TMK 2-3-25-007  
Soberano, Sonny/Lorna  
101 Healani Pl  
Makawao, HI 96768

TMK 2-3-25-009  
Nikaido, Allan T/Mitsuko  
P.O. Box 880038  
Pukalani, HI 96788

TMK 2-3-25-010  
Miyahara, Wallace S/ Yasuko  
P.O. Box 880095  
Pukalani, HI 96788

TMK 2-3-25-011  
Nihei, Lloyd M/Tr Etal  
44 Healani Pl  
Pukalani, HI 96788

TMK 2-3-25-012  
Otsubi, Takeo/Masami  
P.O. Box 880096  
Pukalani, HI 96788

TMK 2-3-25-013  
Newman, Nancy Jane  
71-B Healani Pl  
Makawao, HI 96768

TMK 2-3-25-014  
Tempo, Yoshiko Etal  
3366 Haleakala Hwy  
Makawao, HI 96768

TMK 2-3-25-017  
Felipe, Michael K/Evangeline  
77 Healani Pl  
Makawao, HI 96768

TMK 2-3-25-019  
Sakamoto, Walter / Tr Etal  
83 Healani Pl  
Pukalani, HI 96768

TMK 2-3-25-020  
Takemoto, Pearl L Etal  
634 Kalakaua St  
Wailuku, HI 96793

TMK 2-3-25-021  
Wong, Wendell K Etal  
91 A Healani Pl  
Pukalani, HI 96768

TMK 2-3-25-023  
Nikaido, Masami/Yukie / Tr  
P.O. Box 880091  
Pukalani, HI 96788

TMK 2-3-25-024  
McDonald's of HI Dev Co Etal  
Suite 308  
1060 Young Street  
Honolulu, HI 96814

TMK 2-3-25-025  
Micheelsen, Martin Etal Yagi, Walter  
936 Lekeona Pl  
Wailuku, HI 96793

TMK 2-3-43-001  
Boteilho, Nelson A/Ann C  
3311 W Haleakala Hwy  
Pukalani, HI 96788

TMK 2-3-43-002  
Nascimento, Donna L Etal  
P.O. Box 823  
Makawao, HI 96768

TMK 2-3-43-002  
Lopes, Janie  
24 Kulu Lane  
Pukalani, HI 96768

TMK 2-3-43-003  
DeLima, Ernest / Kevin  
205 Niihau St  
Kahului, HI 96732

TMK 2-3-43-004  
Various Owners - RW  
Perreira, Harrison  
35 Haleakala Hwy  
Pukalani, HI 96768

TMK 2-3-43-005  
Perreira, Raphael L/ Tr  
35-A Kulu Lane  
Makawao, HI 96768

TMK 2-3-43-006  
Estrella, Sophie V  
25 Kulu Ln  
Pukalani, HI 96768

TMK 2-3-43-007  
Phillips, Albert/Kathleen / Tr  
3297 Haleakala Hwy  
Pukalani, HI 96768

TMK 2-3-43-008, 009  
Seki, Roy Masao / Jane Tr  
18 Nanaina St  
Pukalani, HI 96788

TMK 2-3-44-006  
Bareng, Rosalina Etal  
Bareng, Jose Genoveba  
3357 Haleakala Ave  
Makawao, HI 96768

TMK 2-3-44-007  
Augustin, Morado/Florencia / Tr  
P.O. Box 880244  
Pukalani, HI 96788

TMK 2-3-44-009  
Tavares, John H Jr/ Alice  
P.O. Box 296  
Makawao, HI 96768

TMK 2-3-44-010  
Fernandez, George / Tr  
3341 Haleakala Hwy  
Pukalani, HI 96768

TMK 2-3-44-011  
Fernandez, Isabell C  
3331 Haleakala Hwy  
Pukalani, HI 96768

TMK 2-3-44-012  
Fernandez, Laurie A  
P.O. Box 6  
Pukalani, HI 96788

TMK 2-3-44-058  
Andrade, Kidd Richard Sr/ Mildred  
105 Noho Pl  
Pukalani, HI 96788

TMK 2-3-44-060  
Fernandez, Richard A /Marilyn  
27 Aewa Pl  
Pukalani, HI 96768

TMK 2-3-44-061  
Omine, Edward T  
120 Kuula St  
Kahului, HI 96732

TMK 2-3-44-062, 63  
Fernandez, Jerome L/Rose M  
51 Aewa Pl  
Pukalani, HI 96768

TMK 2-3-44-064  
Fernandez, Allan J/Mary Ann C  
52 Aewa Pl  
Pukalani, HI 96768

TMK 2-3-44-065  
Matsukawa, Ernest M/Mary  
44 Aewa Pl  
Pukalani, HI 96768

TMK 2-3-44-066  
Ohta, Geri E  
370 Nenea St  
Wailuku, HI 96793

TMK 2-3-44-067  
Abreu, Michael W  
28 Aewa Pl  
Pukalani, HI 96768

TMK 2-3-44-068  
Leval, Carol  
2421 Belvedere Ave  
San Leandro, CA 94577-6510

TMK 2-3-44-069  
Amoral, Richard/Dorothy  
91-762 Ihipehu St  
Ewa Beach, HI 96706

TMK 2-3-44-127  
Souza, Michael D/Leena A  
41 Ha Aha A St  
Makawao, HI 96768

TMK 2-3-44-128  
Kanaele, Leighton /Yvette  
31 Ha Aha A St  
Pukalani, HI 96768

TMK 2-3-44-129, 130, 131  
Arisumi Borhters Inc.  
291 Dairy Road  
Kahului, HI 96732

TMK 2-3-44-133  
Teixeira, Alice E  
55 Ha Aha A St  
Makawao, HI 96768

TMK 2-3-44-138  
Fernandez, George / Tr  
3341 Haleakala Hwy  
Pukalani, HI 96768

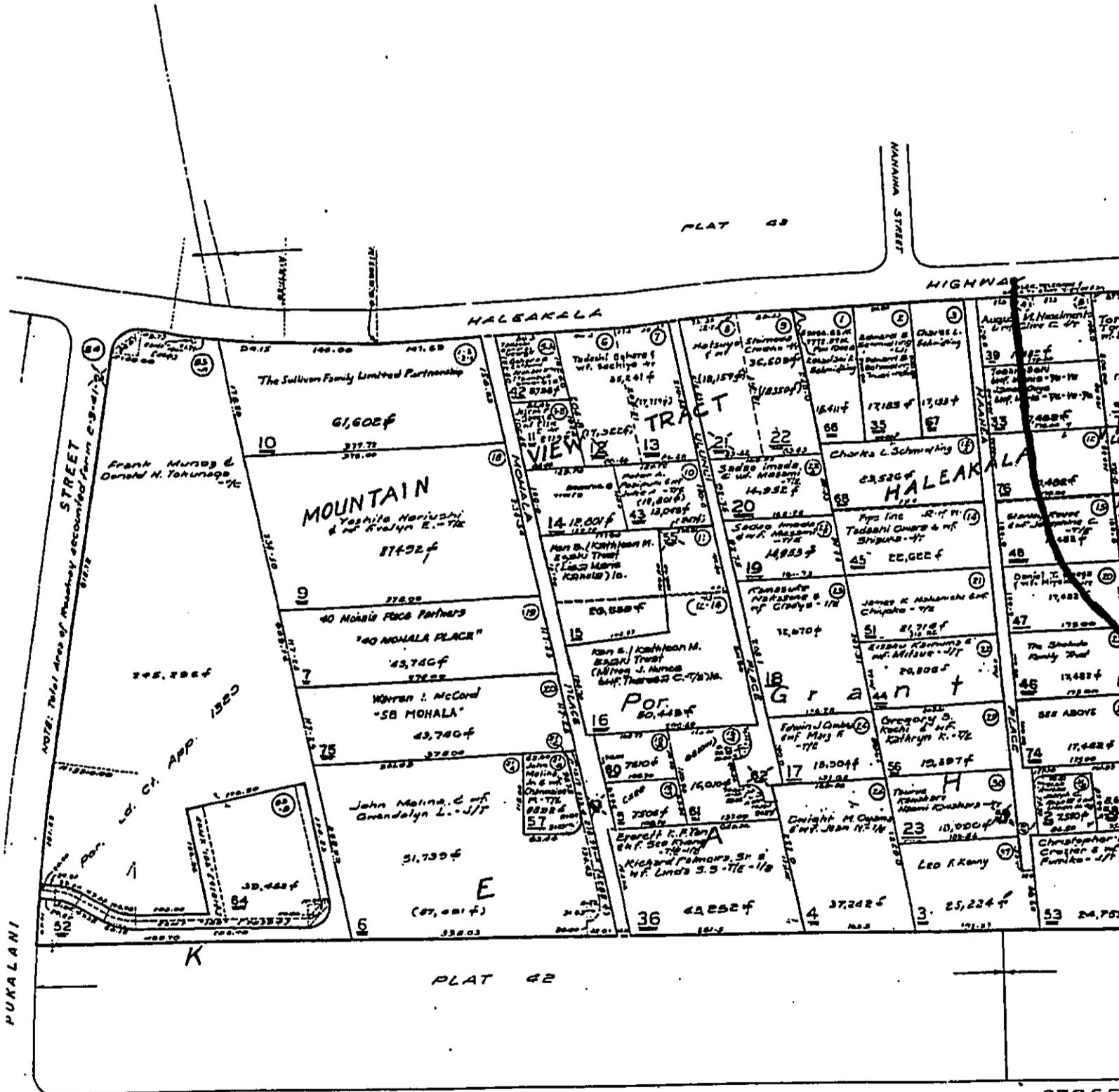
TMK 2-3-44-139  
Fernandez, George / Tr  
3341 Haleakala Hwy  
Pukalani, HI 96768

TMK 2-3-44-140  
Tavares, Alice Etal  
P.O. Box 296  
Makawao, HI 96768

TMK 2-3-44-16  
Duarte, Phyllis P  
P.O. Box 364  
Wailuku, HI 96793

TMK 2-3-44-17, 46  
Tuckerman, Richard J/Belle L  
820 Manchester Ct  
Claremont, CA 91711-2921

TMK 2-3-44-47  
Fernandez, Conrad R  
3309-B Lailima Lane  
Pukalani, HI 96768



PLAT 42

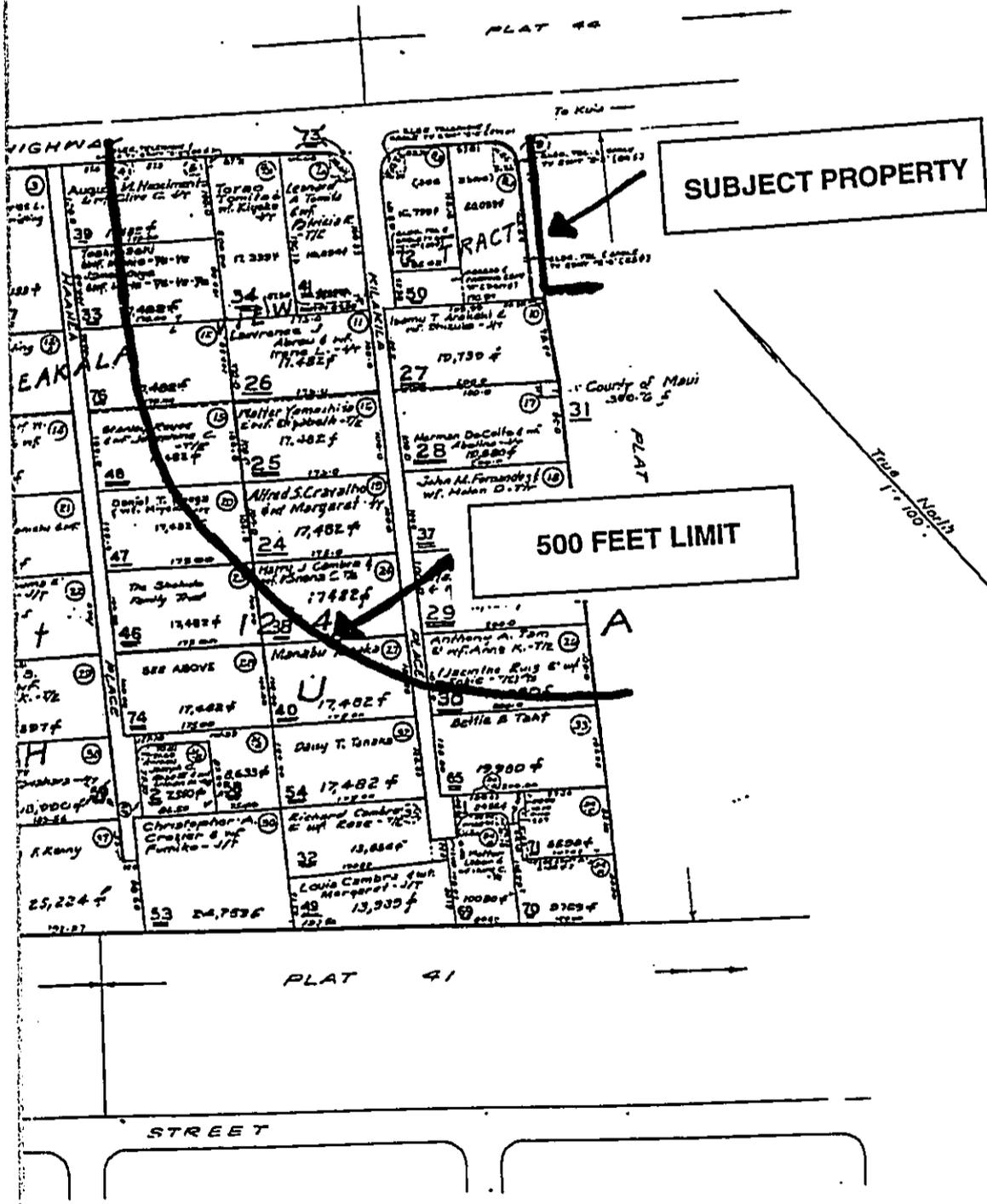
PLAT 42

NOTE: Parcels 5, 6, 9, 10, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

1" = 200'

50 Hugh W. Butler Living Trust 1/2  
 Shirley W. Butler Living Trust 1/2-77C  
 (Trust Stop of Pukalani Ltd. 1/2  
 McDonald's of Hawaii  
 Development Co. 78-79C) 1a

74 Ann Ann Shohada - 1/2  
 Aina Shohada of M. Shohada  
 Ann Ann Shohada - 1/2  
 Ann Ann Shohada - KDM-04



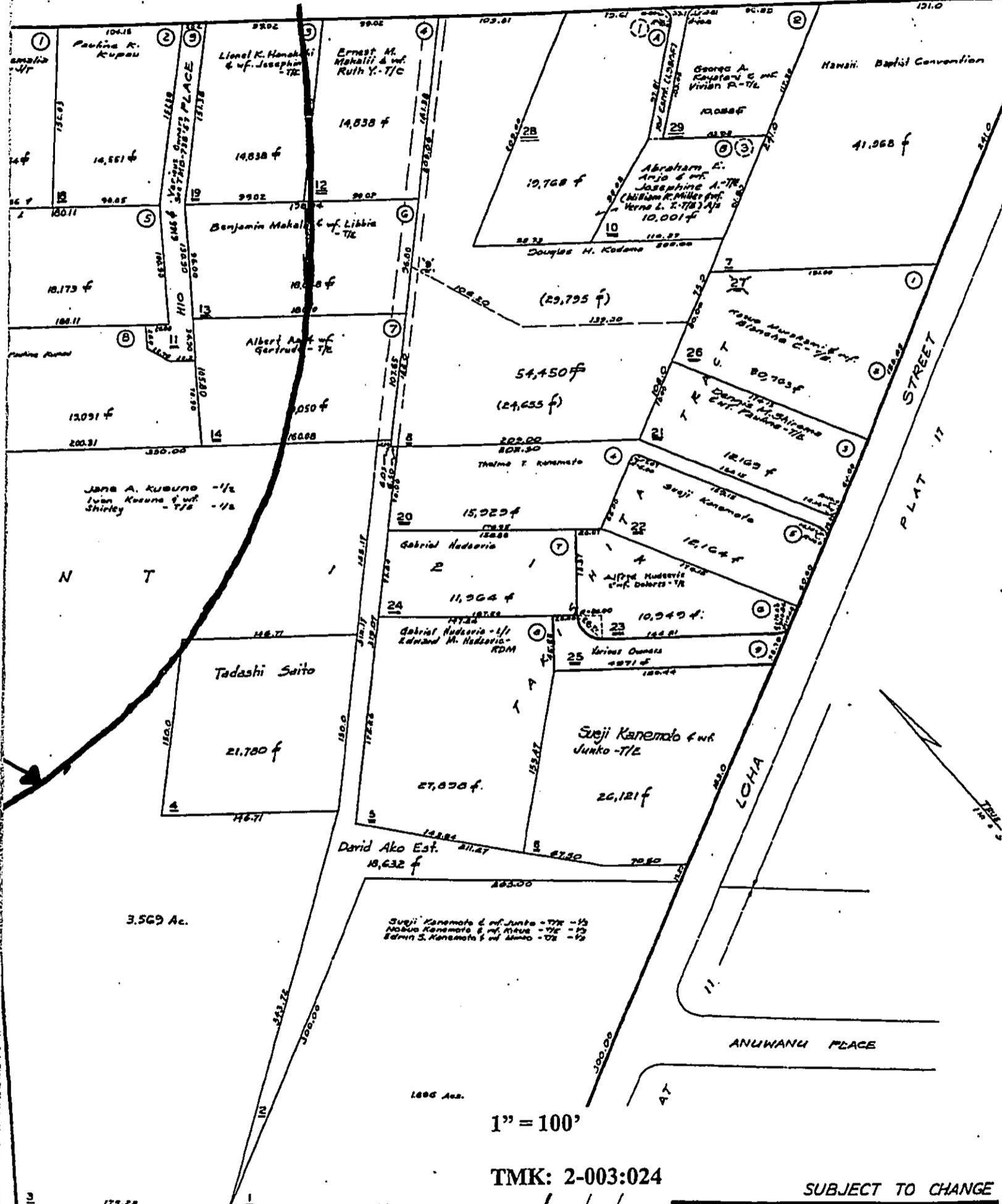
1" = 200'

SECOND DISTRICT		
ZONE	SEC.	PLAT
2	3	10



HIGHWAY

2 - 3 - 24



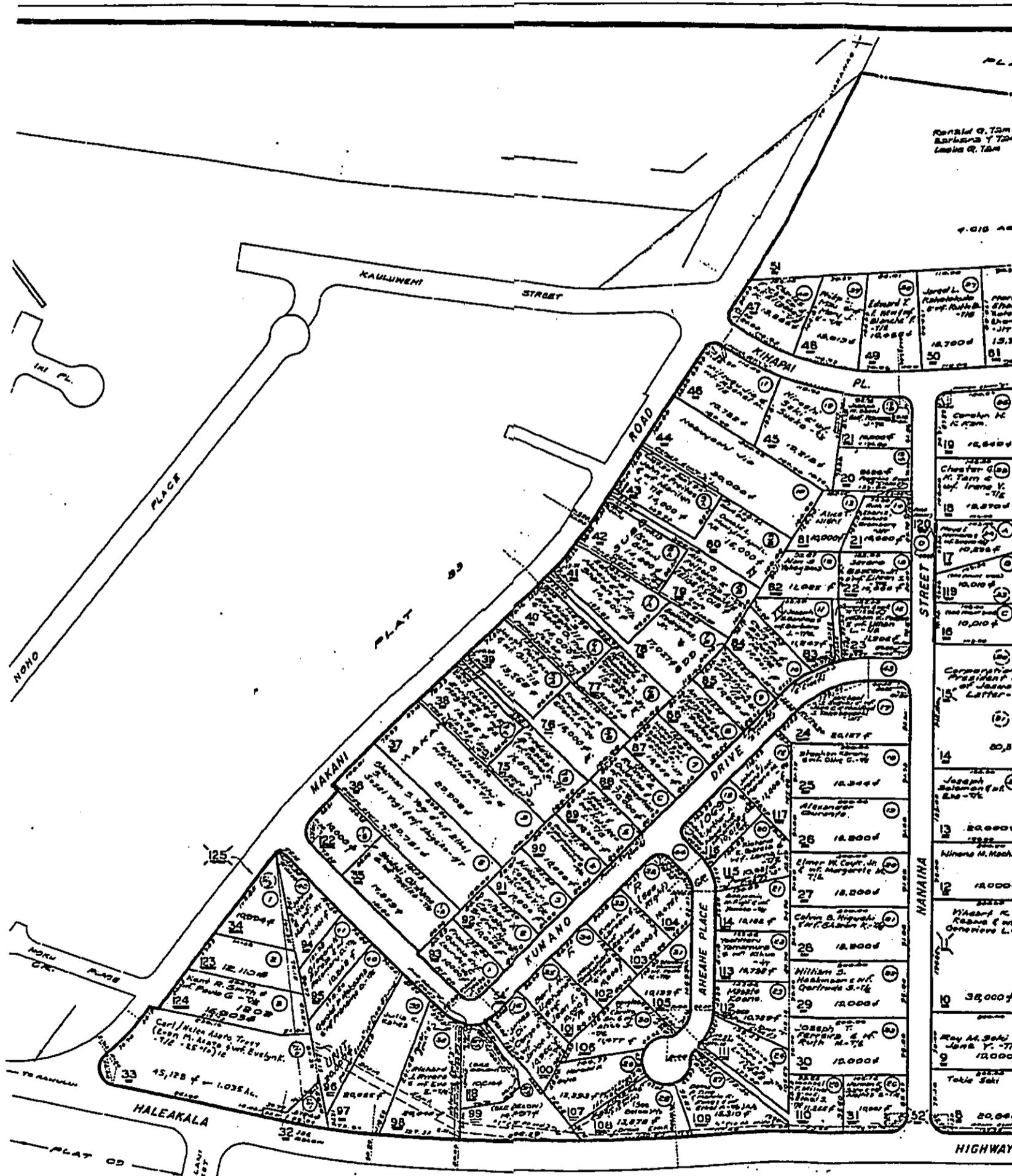
1" = 100'

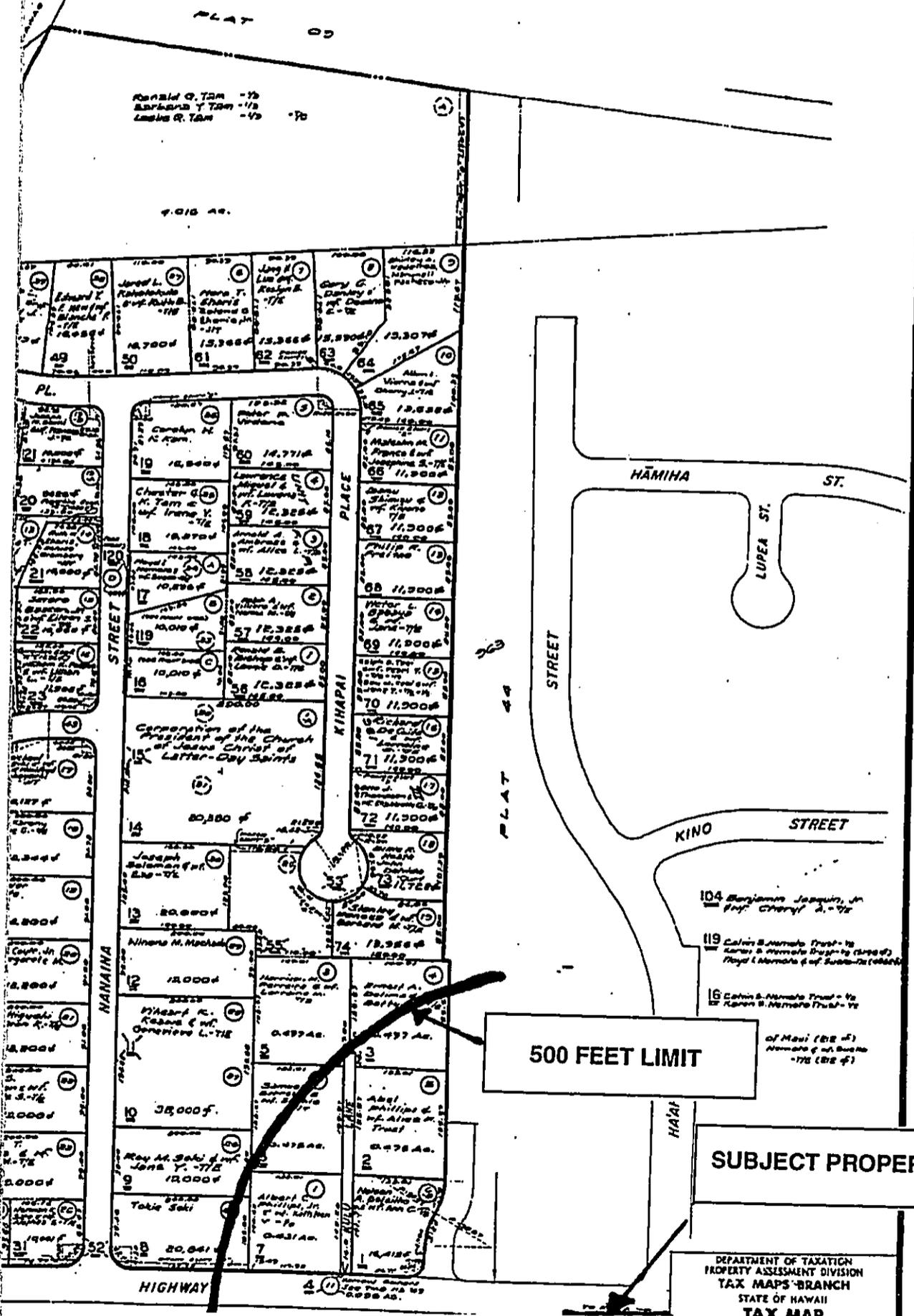
TMK: 2-003:024

SUBJECT TO CHANGE









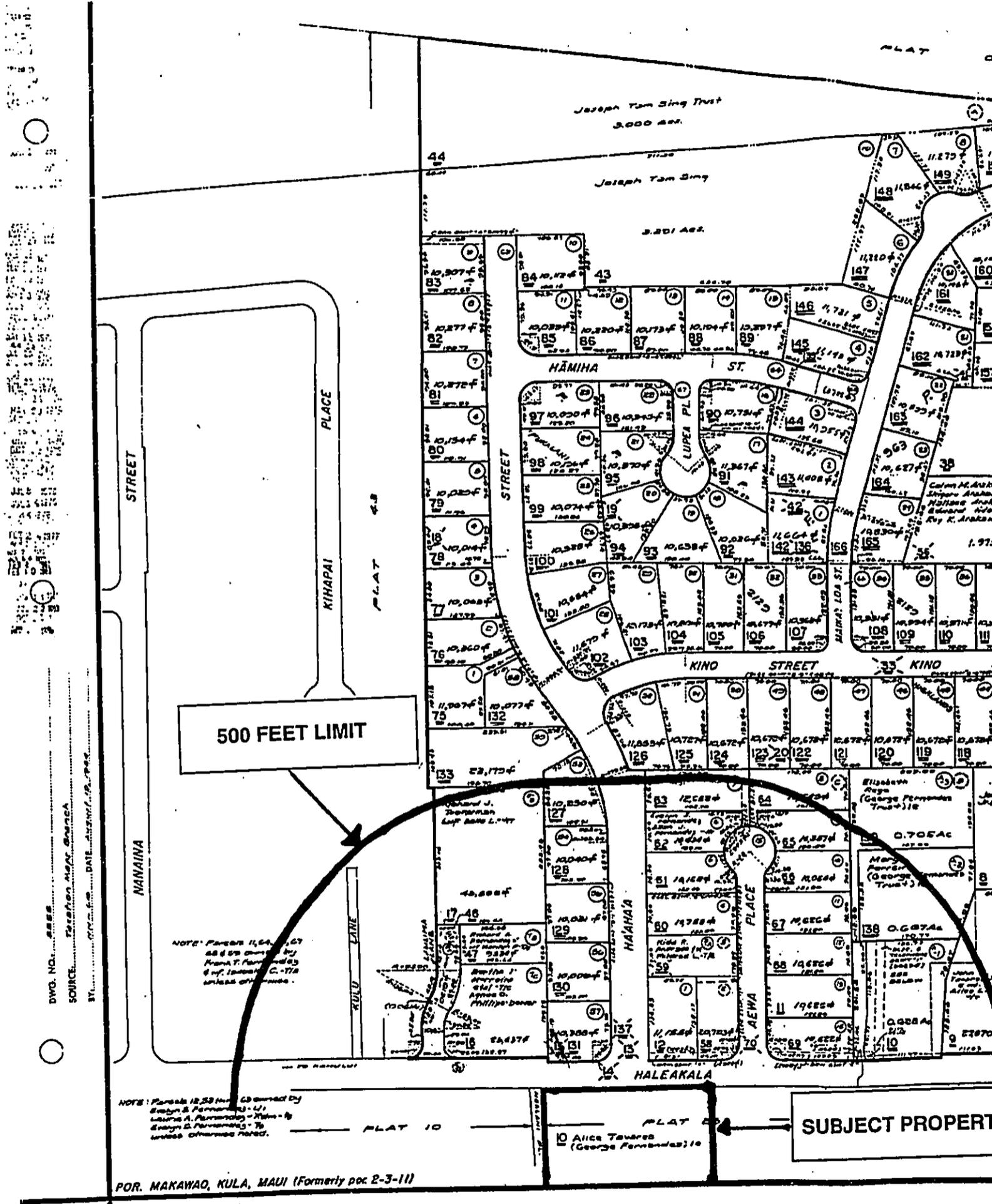
1" = 200'

TMK: 2-003:043

500 FEET LIMIT

SUBJECT PROPERTY

DEPARTMENT OF TAXATION  
 PROPERTY ASSESSMENT DIVISION  
 TAX MAPS BRANCH  
 STATE OF HAWAII  
 TAX MAP



DWG. NO. 2222  
 SOURCE: Terehan Map, 1924  
 BY: DATE: 12-19-24

500 FEET LIMIT

NOTE: Parcels 11, 54, 127  
 are owned by  
 Frank T. Fernandes  
 & of Island C-778  
 unless otherwise noted.

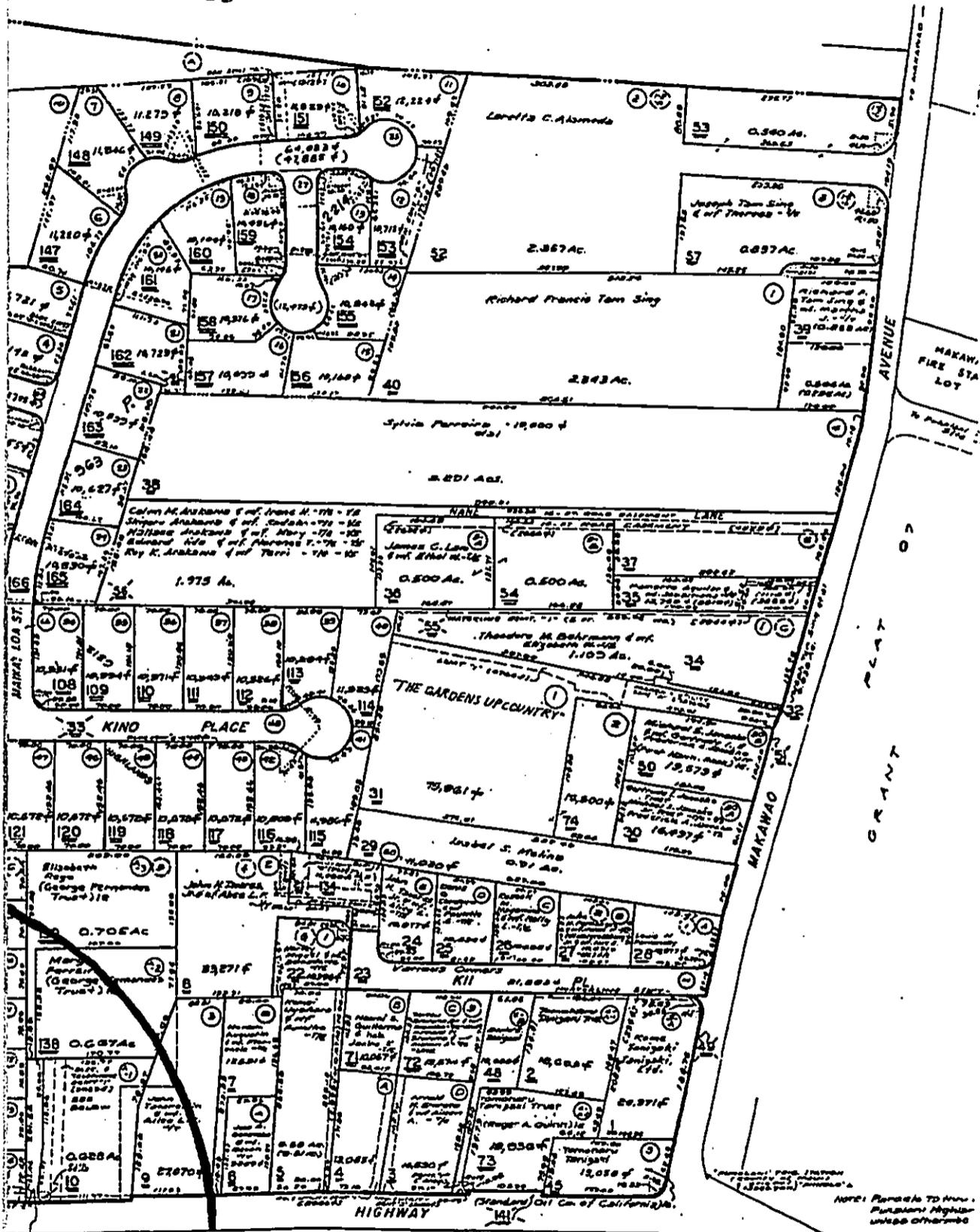
NOTE: Parcels 12, 33 thru 35 owned by  
 George A. Fernandes - 12 - U  
 George A. Fernandes - 33 - B  
 George A. Fernandes - 35 - B  
 unless otherwise noted.

ALICE TOWARES  
 (GEORGE FERNANDES) 10

SUBJECT PROPERTY

POR. MAKAWAO, KULA, MAUI (Formerly poc 2-3-11)

PLAT 05



SUBJECT PROPERTY

FOR REAL PROPERTY TAXATION PURPOSES SUBJECT TO CHANGE

1" = 200'

FILE COPY

JAN 8 2001

FINAL  
ENVIRONMENTAL ASSESSMENT  
FOR

REC'D

'00 DEC 22 11:59

2001-01-08-MA-FEA-

OFF. OF ENVIRONMENTAL  
QUALITY CONTROL

**(UPCOUNTRY NAPA)**

TMK: 2-3-025:015  
Pukalani, Maui, Hawai'i



December 2000

FINAL  
ENVIRONMENTAL ASSESSMENT  
FOR  
**UPCOUNTRY NAPA**

Prepared for  
United Auto Parts, Inc.  
P.O. Box 548  
Kahului, Maui, Hawaii 96733-7048

Prepared by  
Chris Hart & Partners  
1955 Main Street  
Wailuku, Maui, Hawaii 96793

TMK: 2-3-025:015  
Pukalani, Maui, Hawai'i



December 2000

## **PREFACE**

This Environmental Assessment has been prepared in support of an application for a Community Plan Amendment for the Proposed United Auto Parts, Inc., "Upcountry Napa" commercial development situated in Pukalani, Maui, Hawaii. The assessment was prepared in accordance with the following rules and regulations:

- 1) Chapter 343, Hawaii Revised Statutes, and the Environmental Impact Statement Rules, Chapter 200, Department of Health, Hawaii Administrative Rules.



## TABLE OF CONTENTS

- I. PROJECT INFORMATION..... 1**
  - A. PURPOSE OF THE REQUEST ..... 1
  - B. PROPERTY PROFILE..... 1
  - C. IDENTIFICATION OF THE APPLICANT ..... 1
  - D. CONSULTANT ..... 1
  - E. ACCEPTING AGENCY ..... 2
  - F. CONSULTED AGENCIES, COMMUNITY GROUPS, AND INDIVIDUALS ..... 2
- II. DESCRIPTION OF THE PROPERTY AND PROPOSED ACTION ..... 3**
  - A. PROPERTY LOCATION ..... 3
  - B. EXISTING LAND USE ..... 3
  - C. LAND USE DESIGNATIONS ..... 3
  - D. DESCRIPTION OF PROPOSED ACTION ..... 4
  - E. PURPOSE AND NEED ..... 5
  - F. ALTERNATIVES ..... 6
    - 1. *No action*..... 6
    - 2. *Residential buildout of property* ..... 7
    - 3. *Alternative styles, size, and configuration*..... 7
    - 4. *Alternative Site*..... 8
- III. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATIONS MEASURES..... 9**
  - A. PHYSICAL ENVIRONMENT..... 9
    - 1. *Land Use* ..... 9
    - 2. *Climate*..... 13
    - 3. *Topography and Soils* ..... 13
    - 4. *Terrestrial Biota (Flora and Fauna)* ..... 14
    - 5. *Flood and Tsunami Hazard* ..... 14
    - 6. *Air Quality* ..... 15
    - 7. *Noise Characteristics*..... 15
    - 8. *Archaeological/Historical Resources* ..... 16
    - 9. *Visual Resources*..... 16
  - B. SOCIO-ECONOMIC ENVIRONMENT..... 18
    - 1. *Population*..... 18
    - 2. *Economy*..... 18
  - C. PUBLIC SERVICES ..... 19
    - 1. *Recreational Facilities*..... 19
    - 2. *Police and Fire Protection*..... 19



3. <i>Schools</i> .....	20
4. <i>Medical Facilities</i> .....	20
5. <i>Solid Waste</i> .....	20
D. INFRASTRUCTURE .....	21
1. <i>Roadways and Traffic</i> .....	21
2. <i>Sewer</i> .....	25
3. <i>Water</i> .....	25
4. <i>Drainage</i> .....	26
5. <i>Electrical and Telephone</i> .....	27
<b>IV. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS</b>	<b>28</b>
A. STATE LAND USE .....	28
B. MAUI COUNTY ZONING .....	28
C. GENERAL PLAN OF THE COUNTY .....	30
D. MAKAWAO-PUKALANI-KULA COMMUNITY PLAN .....	31
E. ENVIRONMENTAL ASSESSMENT CRITERIA .....	35
<b>V. FINDINGS AND CONCLUSIONS</b> .....	<b>39</b>
<b>VI. REFERENCES</b> .....	<b>40</b>



## ATTACHMENTS

### FIGURES

Figure No. 1	Regional Location
Figure No. 2	Community Plan Map
Figure No. 3	Tax Map
Figure No. 4	Flood Insurance Rate Map
Figure No. 5	Pukalani Inventory and Analysis Map
Figure No. 6, A-C	Photographs of Site
Figure No. 7	Topographic Survey
Figure No. 8	Illustrative Site Plan
Figure No. 9	Architectural Elevation

### APPENDICES

Appendix A	Pre-Consultation Letters and Survey
Appendix B	Preliminary Engineering, Drainage, and Soil Erosion and Control Report
Appendix C	Traffic Impact Analysis Report
Appendix D	Four-way Stop Sign Warrant Analysis
Appendix E	Comment and Response Letters
Appendix F	Kulamalu Commercial Market Study



## I. PROJECT INFORMATION

### A. PURPOSE OF THE REQUEST

This environmental assessment has been prepared in support of an application for a Community Plan Amendment from Single-Family to Business/Commercial and Change in Zoning from R-2, Residential, to B-CT, Country Town Business, in order to allow for the establishment of a NAPA Auto Parts Store, retail, and office space at 15 Healan Place, Pukalani, Maui, Hawaii; TMK: (2) 2-3-025:015.

### B. PROPERTY PROFILE

Proposed Project:	Commercial Retail & Office Space
Existing Land Use:	Single-Family Residence
Lot Size:	60,580 square feet
Access:	Haleakala Highway & Healan Place

### C. IDENTIFICATION OF THE APPLICANT

Owner:	Mr. Edwin K. Fujinaka, President & CEO
Address:	United Auto Parts, Inc. P.O. Box 584 Kahului, Hawaii 96733-7048
Phone/Fax:	Phone: 808-871-6266; Fax: 808-877-6035

### D. CONSULTANT

Land Use Planners:	Chris Hart & Partners 1955 Main Street, Suite 200 Wailuku, Maui, Hawaii 96793-1706
Phone/Fax	Phone: 808-242-1955, Fax: 808-242-1956
Contact:	Mr. Rory Frampton



**E. ACCEPTING AGENCY**

Agency: Department of Planning  
County of Maui  
250 South High Street  
Wailuku, Maui, Hawaii 96793

Phone/Fax: Phone: 808-270-7735, Fax: 808-270-7634

**F. CONSULTED AGENCIES, COMMUNITY GROUPS, AND INDIVIDUALS**

**A. COUNTY OF MAUI (See Appendix A, Pre-consultation Letters)**

1. Department of Planning
2. Department of Public Works and Waste Management
3. Department of Water Supply

**B. STATE OF HAWAII (See Appendix A, Pre-consultation Letters)**

1. State of Hawaii Historic Preservation Division

**C. PRIVATE INTERESTS (See Appendix A, Pre-consultation Letters)**

1. Neighboring property owners along Healani Place
2. Pukalani Community Association



## II. DESCRIPTION OF THE PROPERTY AND PROPOSED ACTION

### A. PROPERTY LOCATION

The subject property is located approximately one-third mile west of the intersection of Old Haleakala Highway and Makawao Avenue at 15 Healani Place, Pukalani, Maui, Hawaii; TMK: (2) 2-3-025:015 (See Figures 1 and 2).

### B. EXISTING LAND USE

The subject property is currently developed with a single-family dwelling located on the southwest corner of the lot. The remainder of the property is undeveloped.

### C. LAND USE DESIGNATIONS

State Land Use Classification:	Urban
Makawao-Pukalani-Kula Community Plan:	Single-Family (See Figure No. 3, Community Plan Map)
County Zoning:	R-2, Residential
Flood Zone Designation:	C (See Figure 5, Flood Insurance Rate Map)
Special Designations	None



#### D. DESCRIPTION OF PROPOSED ACTION

The applicant is requesting a Community Plan Amendment from Single-Family to Business/Commercial and a Change in Zoning from R-2, Residential, to B-CT, Country Town Business, in order to construct a Napa Auto Parts store, retail and office space on approximately 60,580 square feet of land. It is anticipated that the proposed project will be developed in two phases. However, actual project phasing will depend on market conditions. Phase I will consist of an approximate 7,500 square feet Napa Auto Parts Store, 5,700 square feet of additional retail space, and 3,200 square feet of office space. The uses would be contained in three buildings. One building would contain the Napa Store. The other two buildings would be two-story structures with office space on the second floor and retail on the first. Phase II, which is not planned for development within the foreseeable future, may include 4,000 square feet of additional retail space and 2,600 square feet of office space.

Figure No. 7 shows the proposed conceptual site and landscape-planting plan for the subject development. The proposed site plan provides for a 25-foot front yard setback along Old Haleakala Highway. The primary vehicle access for the project will be off Old Haleakala Highway, with a secondary access off of Healan Place. The vehicle access includes a long driveway prior to reaching the parking lot. This will allow for queuing of vehicles on site and will avoid situations where entering cars stop at the driveway entrance in order to accommodate parking movements. A separate left turn storage lane will be provided along Old Haleakala Highway for traffic turning into the proposed project.

The proposed project has been designed in conformance with the Makawao-Pukalani-Kula Country Town Design Guidelines. For Pukalani, these guidelines are intended to retain a residential character on commercial sites. Structures have been designed as individual buildings with balanced facades. Parking has been placed towards the rear of buildings. Building design is compatible with older buildings found Upcountry and elsewhere on Maui. If the subject request for Community Plan Amendment and Change in Zoning is approved, the applicant will be required to submit detailed drawings to the Maui Planning Department and Urban Design Review Board, as part of the B-CT, Country Town Business review requirements.



## E. PURPOSE AND NEED

Pukalani is a rapidly growing suburban community that serves employment centers in Kahului, Wailuku, and Kihei. In July 1995 the resident population of the Makawao District reached 33,854, an increase of approximately 78% since April 1980 (Maui County Data Book, 1998). As the region's population has grown so has demand for greater levels of urban goods and services within Pukalani Town.

The majority of commercial space in Pukalani is located within the Pukalani Terrace Shopping Center. The remaining commercial space is located along Makawao Avenue and Haleakala Highway. The planned shopping center at Kulamalu is situated off of Kula Highway in the vicinity of Kula 200, approximately 1.5 miles from the proposed site. To assess existing and projected market conditions for commercial development in Pukalani, the Kulamalu Commercial Market Study was prepared in March 1996, by John Child & Company, on behalf of the Dowling Company, Inc. (See Appendix D "Letter Dated October 13, 2000, to the Director of Planning", and Appendix F "Kulamalu Commercial Market Study"). The report concludes that Upcountry is under-serviced in terms of neighborhood shopping facilities, as is illustrated by the estimation that current commercial retail facilities satisfy just 34% of current demand in 2000.<sup>1</sup> Under even the most conservative estimates, it is projected that upon full build-out of the Kulamalu site, an estimated 354,640 square feet of additional retail space will be required to satisfy unmet demand in Upcountry Maui.<sup>2</sup> This projected unfilled demand is the market for the proposed Upcountry Napa development project.

NAPA stores provide consumers with a diverse selection of automotive products at reasonable prices. The applicant is the second-generation owner of the Napa Auto Part Stores on Maui, which his family opened in 1947. The Pukalani store was opened in 1978, at the Pukalani Terrace Shopping Center. The proposed new store will be approximately 7,500 square feet and is more representative of current retail requirements and consumer demand. Additional retail and office space is proposed in order to support existing and emerging neighborhood business establishments.

The proposed site was selected because it offers unique attributes that make it highly desirable as a commercially zoned parcel. From a location/function perspective, these attributes include the property's ease of access to and from Haleakala Highway,

<sup>1</sup> Derived as follows: Satisfied Demand / Total Demand (89,000,000/259,900,000 is 34%).

<sup>2</sup> Derived as follows: 2000 unsatisfied demand – full build-out at Kulamalu (616,000-261,360 is 354,640).



proximity to compatible land uses, visibility from major roadways, and the existence of population densities that are cable of supporting the development. From a land suitability perspective, the subject property offers favorable form and size, topography, drainage, vegetation type, and soils, which makes it highly developable. From a land use planning perspective, establishment of commercial use on the subject parcel would strengthen the cohesiveness of the existing cluster of commercial uses in the immediate vicinity of the parcel. It would also allow for the provision of commercial uses in close proximity to established and planned residential areas, thereby, reducing the need for vehicular travel. From a regional perspective, the project would create opportunities for business and employment in the Upcountry area, establishing a more self-reliant community.

## **F. ALTERNATIVES**

### **1. No action**

*Analysis.* The subject property is largely undeveloped with just 12% of the property, or approximately 7,500 square feet, being used for residential purposes. The No Action alternative would result in the subject property being largely retained in its existing condition until such time that it is economically viable to develop single-family residences. In general, however, location choices of land users are based on twin contingencies: the opportunities a location offers to carry on a user's basic functional activities and the qualities of the accommodations at that location. As discussed in the purpose and need section of this report, the subject property offers unique attributes that make it highly desirable as a commercially zoned parcel. It can be concluded that the highest and best use of the subject property is commercial rather than residential, as is demonstrated by the applicant's desire to invest in the property for commercial use. Provided that potential negative impacts to the community are either minimal or mitigated, it is reasonable to allow the property owner to utilize the parcel at its highest and best use. Under the No Action alternative there would be no opportunity to provide for commercial space within close proximity to existing residences thereby exacerbating the community's reliance on vehicle travel. Therefore, the No Action alternative would result in the property not being utilized for its highest and best use at a cost to the applicant and surrounding community. The economic impact from the No Action alternative would be in the form of an opportunity cost, i.e. lost jobs, wages, and



tax revenues generated by the proposed development that would not be realized by leaving the property in residential use.

## **2. Residential buildout of property**

*Analysis.* The subject property is currently zoned R-2, Residential. The R-2, Residential District allows for single-family dwellings on lots with a minimum lot size of 7,500 square feet. Thus, if the subject property was subdivided, approximately 6 lots could be created.

However, as discussed above, the highest and best use of the property is for commercial rather than residential use. Assuming the proposed commercial uses do not migrate to an alternative site, the cost to the community of retaining the property in residential use is in the form of lost goods and services, jobs, wages, and tax revenues that would be generated by the proposed development at the subject location, which would otherwise not be available by subdividing the lot for single-family residences.

## **3. Alternative styles, size, and configuration**

*Analysis.* Various alternative configurations were considered in the design phase of the project. A summary of these is presented below:

**Smaller Project.** Reducing the size or number of buildings would produce a smaller project. However, decreasing the available square footage would require that certain fixed development costs, i.e. land acquisition, planning and design studies, and on- and off-site infrastructure improvements, be amortized over less commercial space thereby increasing the cost per square foot and resulting in a less profitable, or economically unviable, project.

Additionally, a smaller project would result in fewer jobs, wages, and tax revenues being generated from the development, and would result in a less diverse project providing fewer goods and services to Pukalani residents.

### *Alternative Styles.*

**Configuration.** The configuration, or scale and arrangement of the subject development's component parts contribute to its functioning as a desirable, aesthetically pleasing, workable area (See Figure 8). In general, all of the component parts of the



development are scaled, mixed, arranged, and connected to produce an aesthetically pleasing and efficient development that offers a safe and efficient circulation system for automobile and pedestrian traffic.

In comparison to what is proposed, the project could be designed as a standard, automobile oriented, commercial development with parking in front and along the sides of buildings, with the buildings physically separated by the parking lots from the street. However, placing the parking in front of the subject buildings would produce two negative impacts. First, from an urban design perspective, it would allow the thoroughfare to become visually dominated by large areas of parking rather than an attractive "street line" of facades. Second, from a traffic perspective, it would create an environment where pedestrians are forced to compete with automobile traffic in order to gain entry into the development, thereby, increasing the potential for an accident.

**Alternative Architectural Design.** The proposed project has been designed to be in conformance with the Makawao-Pukalani-Kula Country Town Design Guidelines. For Pukalani, these guidelines are intended to retain a residential character on commercial sites. In contrast, the buildings could be designed as large bulky masses with bland monotonous architecture and parking in front, which is characteristic of the conventional "strip" type commercial development that the Makawao-Pukalani-Kula Country Town Design Guidelines discourage.

#### **4. Alternative Site**

**Analysis.** There is very little undeveloped commercially zoned land within Pukalani that adequately serves the applicants needs, and which could serve as a substitute for the proposed site. The Pukalani Terrace Shopping Center has available commercial space, however the facilities at that location are not adequate to serve the owner's needs.

Vacant commercial land will soon be available at the planned shopping center at the new community of Kulamalu. However, Kulamalu is situated approximately 1.5 miles to the south and will require most vehicles to utilize Kula Highway in order to access the development, which makes that location less convenient to existing Pukalani residents. From a regional planning perspective, locating the proposed development at Kulamalu may produce the undesirable affect of exacerbating automobile dependence in the area, and would defeat the purpose of creating a neighborhood mixed-use retail/office project for Pukalani residents.

---

❖

### III. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATIONS MEASURES

#### A. PHYSICAL ENVIRONMENT

##### 1. Land Use

*Existing Conditions.* Pukalani is situated on the windward slopes of Haleakala, approximately 15 road miles southeast of Wailuku, and serves primarily as a bedroom community to employment centers in Wailuku, Kahului, and South Maui. The development pattern is generally low density single-family residential, with a relatively small amount of land developed for multi-family use.

The subject property is largely undeveloped, with the exception of a single-family residence located on the southwest corner of the property. The subject dwelling was built in 1930 and is approximately 1,080 square feet. The subject building, and associated landscaping, occupies approximately 7,500 square feet of land area. The remaining land area is undeveloped.

Adjacent properties support a mixture of commercial and residential uses. A McDonald's and Minit Stop service station are located directly across Healan Place, to the west. To the north, across Haleakala Highway, existing commercial uses include an office complex, restaurant, beauty salon, and a flower shop. Planned and existing single-family residences are situated to the north, south, and east of the subject property.

North:

Zoning: B-1, Neighborhood Business District; R-3, Residential District  
Community Plan: Business/ Commercial; Single-Family

*Existing uses.* The Kidd R. Andrade Commercial Complex is situated across Haleakala Highway to the northeast. Undeveloped property zoned for residential use is situated to the north, directly across Haleakala Highway. Commercial/retail

---

establishments to the northwest of the subject parcel include a hair salon, and flower shop.

South:

Zoning: R-2, Residential District  
Community Plan: Single-Family

Existing uses. Single-family dwellings are situated to the south of the subject property.

East:

Zoning: R-2, Residential District  
Community Plan: Single-Family

Existing uses. Single-family dwelling are situated to the east of the subject property.

West:

Zoning: B-1, Neighborhood Business District  
Community Plan: Business / Commercial

Existing uses. The Pukalani McDonald's and Minit Stop gas station are situated directly across Healani Place, to the west of the subject property. Further west is a real estate office.

*Potential Impacts and Mitigation Measures.* Commercial land uses within Pukalani are located in three primary areas: along Makawao Avenue near the Pukalani Superette, at the Pukalani Terrace Shopping Center, and in the vicinity of the subject parcel (See Figure 5). Historically, commercial uses were concentrated in the area of the subject parcel and near the intersection of Makawao Avenue and Old Haleakala Highway (Pukalani Superette). The existing McDonalds/Minit Stop site has had a variety of commercial uses over the years, the most continuous being the former Seki Store and Gas Station. The McDonalds/Minit Stop and Ann's House of Beauty sites were zoned for commercial use on the original Pukalani land zoning map which was adopted in 1964. Thus, the project is located in one of the two historical commercial nodes in Pukalani and it is therefore logical to concentrate commercial uses in this area in order to maintain established land use patterns and to strengthen the cohesiveness of the town. As previously discussed, Upcountry is under-serviced in terms of neighborhood shopping facilities and as a result consumer spending "leaks" or flows to businesses located in Kahului and elsewhere. As such, the proposed Upcountry Napa facility will



increase the volume of economic activity in the area, reduce the time and costs of commuting, and will generally be a positive addition in terms of new employment and the provision of a greater diversity of goods and services within close proximity to established and planned neighborhoods.

Neighboring land owners on Healani Place have been informed of the proposed project via an introductory letter which was hand delivered prior to application submittal (See Appendix A). Most neighbors provided positive feedback, indicating a desire for conveniently located commercial space to serve the neighborhood. Neighbors also felt that commercial use of the site made sense due to its location on Old Haleakala Highway and proximity to McDonalds and Minit Stop. Out of the twenty four households which were contacted, there were concerns expressed by five (one letter was received, one telephone call was received, and the other three comments were made in person.) Three neighbors to the immediate south indicated a desire to have a wall located along the southern property line. Another neighbor had questions about the potential impact to property taxes while another indicated a concern regarding impacts to site distance at the Healani/Old Haleakala Highway intersection.

In response to the comments provided by the neighbors, an eight-foot high barrier of eight-inch concrete hollow blocks will be placed along the entire southern property boundary. In response to the concern regarding land taxes, discussions with the real property tax division indicate that changing the land use designations for the subject property should have no effect on neighboring residential properties. The commercial property would be considered as a separate use classification and, therefore, it would not be used to determine the value of nearby single-family residential properties.

A survey was subsequently administered to these same households. The survey was hand delivered to occupied residences on September 19, 2000. Residents were given the option of providing their responses at the time of survey delivery or mailing their responses directly to the Planning Department. Of the 21 surveys which were delivered to residences, 15 responses were received. Of these 15 responses, 11 respondents indicated a positive (7) or neutral position (4). Of the four remaining responses, two respondents indicated conditional support, one respondent indicated no support, and one respondent indicated no support and/or indecision due to concerns regarding traffic. Of the concerns brought up by the neighbors traffic was most prominent. Specific concerns expressed by some of the neighboring property owners are summarized as follows:



- Impact of increased traffic along Old Haleakala Highway in the vicinity of the McDonalds;
- Safety concerns due to excessive vehicular speeds along the highway;
- Increased on-street parking along Healan Place near the intersection with Old Haleakala Highway; and
- Lack of safe pedestrian crossing across Old Haleakala Highway.

The following measures will be taken to address traffic related concerns:

- Appropriate site distance at the Healan Place/Old Haleakala Highway intersection will be provided. The twenty-five foot setback will ensure that buildings do not block the line of sight to the east.
- The Healan Place public right of way will be widened by dedicating a twelve-foot wide portion of the subject property to the County. The expanded right-of-way will be improved by the applicant to include a widened pavement width and curbs, gutters and sidewalk along the frontage of the property. The widened pavement will allow for separate left and right turn movements for vehicles that are exiting Healan Place.
- A left turn lane will be provided along Old Haleakala Highway so that vehicles traveling west (downhill) will have a separate turn lane to enter the project.
- Sidewalks will be provided along the portions of Healan Place and Old Haleakala Highway which abut the subject property.
- The project's primary driveway will be designed to allow space for separate left and right turn movements for vehicles egressing onto Old Haleakala Highway.
- The project has been designed with parking towards the rear of the property in order to allow cars to enter the project before having to negotiate parking or turning movements.
- No on-street parking will be allowed on Healan Street between the proposed project driveway and Old Haleakala Highway.

Finally, meetings were held with the Department of Public Works and Waste Management (DPWWM) to discuss the feasibility of installing an elevated crosswalk in the vicinity of the project area in order to reduce vehicular speeds and provide for a safe pedestrian crossing. The position of DPWWM is that installing an elevated crosswalk at the subject location is not desirable due to the volume of vehicular traffic along Old Haleakala Highway.



## 2. Climate

*Existing Conditions.* Pukalani is situated on the windward slopes of Haleakala at an elevation that varies from 1400 feet to 1800 feet above sea level. The weather is generally dry and comfortable with temperatures fluctuating between a low of 54 degrees F during the winter to the mid 80's during the summer. Northeasterly tradewinds vary from 10 to 15 mph and increase from March through September. Rainfall is generally lightest in summer and heaviest in winter and the area receives from 50 inches to 85 inches of rain annually.

*Potential Impacts and Mitigation Measures.* The most dominant climatic feature of the site is its exposure to the Northeast tradewinds. Building orientation is such that the parking lot will be partially buffered from tradewind exposure thereby reducing the potential of airborne particulate impacting neighboring land uses.

## 3. Topography and Soils

*Existing Conditions.* The ground slopes between 1% and 2% in an east to west direction. According to the "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August 1972)," prepared by the United States Department of Agriculture Soil Conservation Service, the soil within the project site is classified as Halimaile silty clay loam (HgB). Haliimaile silty clay loam is characterized as having moderately rapid permeability, slow runoff, and a slight erosion hazard and is not known to produce development problems.

*Potential Impacts and Mitigation measures.* Based on the County Erosion Control Standards and Guidelines, the allowable erosion rate is 6,250 tons/acre/year for a 6-month grading period and the maximum tolerable severity rating number (H) is 50,000. The proposed project will generate an erosion rate of 9 tons/acre/year and the severity rating number (H) is projected to be 100. Thus, the soil loss during the construction period is well within tolerable limits. The following measures will be taken to control erosion during the site development period, which is estimated to be approximately 6 months (See Appendix A, Soil Erosion and Control Report):

1. Minimize time of construction.
2. Retain existing ground cover until latest date to complete construction.
3. Implement early construction of drainage control features.
4. Utilize temporary area sprinklers in non-active construction areas when ground cover is removed.



5. Utilize temporary berms and cut-off ditches, where needed, for control of erosion.
6. Graded areas will be thoroughly watered after construction activity has ceased for the day and on weekends.
7. All cut and fill slopes will be sodded or planted immediately after grading work has been completed.

The project will be developed with adequate facilities for drainage control and storm water disposal (See Section III.D.1). This, together with ultimate ground cover, shall preclude any appreciable onsite erosion, after completion of on-site improvements.

#### **4. Terrestrial Biota (Flora and Fauna)**

*Existing Conditions.* A single-family residence, carport, and associated landscaping occupy approximately 7,500 square feet of the southwest corner of the property. The remainder of the site consists of grasses, bushes, and a few trees. There are no rare, threatened, or endangered species on the property.

*Potential Impacts and Mitigation Measures.* There are no known significant habitats of rare, endangered, or threatened species of flora and fauna located on the subject property. Thus, there will be no impact to rare, threatened, or endangered species as a result of the proposed action. Existing vegetation will be removed to accommodate the project. The landscape planting plan includes the provision of shade trees and attractive ground covers throughout the site in order to soften the effect of the commercial buildings.

#### **5. Flood and Tsunami Hazard**

*Existing Conditions.* The Flood Insurance Rate Map for the area (Panel Number 150003 0260) shows the subject property within Flood Zone C. Flood Zone C represents an area of minimal flooding.

*Potential Impacts and Mitigation Measures.* The proposed action will not involve any construction within a flood hazard area.



## 6. Air Quality

*Existing Conditions.* Air quality refers to the presence or absence of pollutants in the atmosphere. It is the combined result of the natural background and emissions from many pollution sources. The impact of land development activities on air quality in a proposed development's locale differs by project phase (site preparation, construction, occupancy) and project type. In general, air quality in the Pukalani region is considered good. There are no point sources of airborne emissions in the immediate vicinity of the project site. Non-point sources (e.g., automobiles) of emissions are not significant to generate a high concentration of pollutants. The relatively high quality of air can also be attributed to the region's constant exposure to wind, which quickly disperses concentrations of emissions. The Pukalani area is currently in attainment of all criteria pollutants established by the Clean Air Act, as well as the State of Hawaii Air Quality Standards.

*Potential Impacts and Mitigation Measures.* Air quality impacts attributed to the proposed action could include dust generated by the short-term construction related activities. Site work such as grading and building construction, for example, could generate airborne particulate. Standard dust control measures such as regular watering, sprinkling, and the installation of dust screens will be implemented to minimize the potential impact from wind-blown emissions. The small amount of traffic generated by the proposed action may result in a slight increase in the volume of traffic in the region, which would increase vehicular emissions such as carbon monoxide. However, this increase is not considered significant when compared to the overall number of vehicles in Pukalani and in consideration of existing ambient conditions. Thus, the proposed action is not anticipated to be detrimental to local air quality.

## 7. Noise Characteristics

*Existing Conditions.* The noise level is an important indicator of environmental quality. In an urban environment, noise is due primarily to vehicular traffic, air traffic, heavy machinery, and heating, ventilation, and air-conditioning equipment. Ramifications of various sound levels and types may impact health conditions and an area's aesthetic appeal. Noise levels in the vicinity of the project area are generally low. Vehicular traffic along Haleakala Highway is the predominant source of background noise in the vicinity of the subject property. McDonald's is located across Healan Place and is an additional source of noise at this location.



*Potential Impacts and Mitigation Measures.* In the short-term, the proposed project could generate some adverse impacts during construction. Noise from heavy construction equipment, such as bulldozers, front-end loaders, and material-carrying trucks and trailers would be the dominant source of noise during the construction period. To minimize construction related impacts to the surrounding neighbors, the developer will limit construction activities to normal daylight hours, and adhere to the State Department of Health's noise regulations for construction equipment. In the longer-term, the proposed project should not significantly impact existing noise conditions in the area due to the relatively small increase in traffic generated by the project and because the proposed retail/office uses typically do not significantly impact noise levels.

#### **8. Archaeological/Historical Resources**

*Existing Conditions.* The subject property contains an area of approximately 60,580 square feet. An existing 1,088 square feet single-family dwelling, built in 1930, is situated on the southwest corner of the property. This residence, and detached carport, will not be impacted by the first phase of the development. The remainder of the site is undeveloped.

*Potential Impacts and Mitigation Measures.* On October 6, 1999, a request was made to the Department of Land and Natural Resources (DLNR), Historic Preservation Division, to determine whether an archeological survey is required for the proposed action. On December 20, 1999, the State, Historic Preservation Division, replied that it is unlikely that archaeological resources will be found on the site, but that photographs of the existing structure and a Historic Resources Inventory Form should be submitted to DLNR (See Appendix A, Letter from Department of Land and Natural Resources, Historic Preservation Division). The subject Historic Resources Inventory Form, as well as, photos of the existing single-family dwelling was submitted to the State Historic Preservation Division (See Appendix E).

#### **9. Visual Resources**

*Existing Conditions.* The subject property is located at the corner of Haleakala Highway and Healani Place, and is adjacent to a mixture of commercial and residential land uses. The streetscape is reflective of a major State highway with 60-foot high utility poles and clustered commercial development intermixed with residential land uses adjoining the highway. Mauka views of Haleakala are available traveling east along the roadway as



are makai views of the Pacific Ocean traveling west. There are no unique scenic resources or views located on or across the property, or within the vicinity of the project that are identified on any State or County Plans.

*Potential Impacts and Mitigation Measures.* The proposed project is not anticipated to significantly impact mauka or makai view corridors since the subject property is located on the northern side of the highway where view corridors do not exist.

From an urban design perspective, the proposed project will further centralize commercial development along a section of Haleakala Highway where commercial development already exists. A real estate office, a Minit Stop, and Anne's House of Beauty bound this node of commercial activity to the west while the Andrade Commercial Complex bounds it to the east. The infill of additional commercial development between these two points is desirable in that it will provide for greater centralization and massing of commercial uses and will unify commercial architectural styles, thereby, creating a definable commercial node that creates a sense of place.

Any visual impacts to neighboring residences will be mitigated by utilizing residential setback standards and by providing landscaping within the setback area to visually soften the parking lot and structures. To mitigate "strip" type visual impacts along Old Haleakala Highway, the project will be designed in accordance with the Makawao-Pukalani-Kula Country Town Design Guidelines. Some of the proposed site design/architectural elements for this project include (See Figure 8 and 9):

- An orientation of buildings to adjacent streets;
- The provision of a 25-foot setback along Haleakala Highway;
- On-site parking placed towards the rear of buildings;
- Landscaping within the proposed setback and along the perimeter of side and rear property lines;
- Designing separate building forms with balanced facades in order to reduce scale and massing; and
- Roofs, facades, windows, and wall finishes designed in a manner that maintains the residential character of the area.

---



---

## B. SOCIO-ECONOMIC ENVIRONMENT

### 1. Population

*Existing Conditions.* Maui County experienced relatively strong population growth from 1980 to 1998 with the 1998 population expanding to 120,785, a 69% increase over the 1980 population of 71,600. Population growth is projected to continue with the year 2000's population projected to reach 124,562 and the year 2010 population growing to 140,060. Similarly, Makawao-Pukalani-Kula experienced high growth rates as is witnessed by a 53.7% increase in population from 1980 to 1990 and a 15.9% increase from 1990 to 1995, with the 1995 resident population reaching 33,854 (County of Maui, Department of Economic Development, 1999).

*Potential Impacts and Mitigation Measures.* The proposed project will not induce any significant change in the region's population.

### 2. Economy

*Existing Conditions.* Tourism and agriculture are the predominant components of Maui County's economy. Large-scale mono-crop agriculture, including sugar, pineapple, and cattle ranching, is the County's dominant agricultural land use and generates the majority of the County's agricultural revenues (County of Maui, Department of Business Economic Development and Tourism).

The Makawao-Pukalani-Kula region is rooted in these agricultural land uses, which continue to have a major impact on the region's physical and socio-cultural environment. The region is also celebrated as a major supplier of diversified crops with numerous small farms engaged in the growing and harvesting of "Kula" onions, cabbage, herbs, tomatoes, corn, carnation, protea, and other diversified crops. However, agriculture's importance as an employer of Upcountry residents has diminished significantly over the last several decades, and today Pukalani is largely a bedroom community serving employment centers in Wailuku, Kahului, and Kihei.

*Potential Impacts and Mitigation Measures.* The project will generate construction-phase economic impacts that are generally short-term effects. They include employment, income, and expenditure impacts that are created by on-site and off-site construction employment, on-site and off-site trade/transportation/service employment, and manufacturing employment in support of construction. The post-



construction, operational economic impacts are long-term consequences generated by the project. They encompass employment, income, and expenditure impacts created by the project's employees including professional, service, and, other support personal.

*Short-term construction related impacts.* Using the State of Hawaii, Department of Business Economic Development and Tourism's Input-Output Model (1998), the direct, indirect, and induced employment impact generated by the construction phase of the development is approximately 48 jobs. The direct employment impact is estimated to be approximately 21 jobs.

## **C. PUBLIC SERVICES**

### **1. Recreational Facilities**

*Existing Conditions.* Pukalani is serviced by several recreational facilities that provide indoor and outdoor activities for the area's residents. These facilities include the County's Eddie Tam Park/Gym, Pukalani Recreation Center, Keokea Park, Rice Park, Kula Gym, and the Kula Ball Park.

*Potential Impacts and Mitigation Measures.* The proposed project should not significantly increase demand for the region's recreational facilities.

### **2. Police and Fire Protection**

*Existing Conditions.* The County of Maui's Police Department is headquartered at its Wailuku Station, which provides service to Upcountry residents. The nearest police substation is located at the Eddie Tam Gymnasium in Makawao, approximately 2.5 miles away.

*Potential Impacts and Mitigation Measures.* Since it is anticipated that the proposed development will not result in an overall significant increase in population levels, the proposed project is not anticipated to have an adverse impact upon existing police and fire protection services.



### 3. Schools

*Existing Conditions.* The Makawao-Pukalani-Kula region is serviced by both private and public schools, which provide education from preschool through high school. Public schools in the region include the Makawao Elementary School, Kalama Intermediate School, Pukalani Elementary School, Kula Elementary School, and King Kekauliki High School.

*Potential Impacts and Mitigation Measures.* The proposed project will not produce a significant increase in the number of school age children residing in Upcountry Maui and will therefore not have an impact upon school facilities.

### 4. Medical Facilities

*Existing Conditions.* The Wailuku based Maui Memorial Medical Center provides centralized medical services for the Island. Medical and dental offices are located in Pukalani and Makawao to serve the Upcountry region's residents.

*Potential Impacts and Mitigation Measures.* As noted, since it is anticipated that the proposed project will not result in an overall significant increase in population levels, the proposed project is not anticipated to have an adverse impact upon existing medical facilities.

### 5. Solid Waste

*Existing Conditions.* Only two landfills are currently operating on Maui, the Central Maui Landfill in Puunene, and the Hana landfill. Solid waste generated in the Upcountry region is transported to the Central Maui Landfill in Puunene.

*Potential Impacts and Mitigation Measures.* Based upon national standards for solid waste production for commercial projects, the project will generate approximately 121 pounds/day solid waste (A primer on Industrial Environmental Impact, 1979). Since the volume of waste generated will be minimal it will not produce a significant impact upon the Central Maui landfill. The contractor will deposit any solid waste generated during construction into the Maalaea landfill as required by the County.



## **D. INFRASTRUCTURE**

A Preliminary Engineering Report was prepared by Otomo Engineering, Inc, which analyzes existing infrastructure systems accessible to the subject property and probable improvements to accommodate the proposed development. The report addresses roadways, sewer, water, drainage, and electrical and telephone systems (See Appendix B).

### **1. Roadways and Traffic**

A Traffic Impact Assessment Report was prepared by Phillip Rowell and Associates which describes the traffic characteristics of the proposed project and likely impacts to the adjacent roadway network. The report analyzed existing conditions in the area, projected cumulative traffic conditions, analyzed project-related traffic conditions, and discussed traffic impacts and mitigation measures (See Appendix C, Traffic Impact Assessment Report).

The proposed project is located along the south side of Old Haleakala Highway in Pukalani, Maui. The project is in the southeast quadrant of the intersection of Old Haleakala Highway at Healani Place.

The following is a summary of the major roadways in the study area:

#### **Old Haleakala Highway**

Old Haleakala Highway is a major State highway connecting Kahului and Pukalani. In the vicinity of the proposed project, the highway is a two-lane, two-way facility with separate left turn lanes into Ha`a Ha`a Street and Healani Place. The posted speed limit is 35 mph.

#### **Healani Place**

Healani Place is a two-way street providing access to Old Haleakala Highway from the residential area to the south. There is a driveway from the McDonald's Restaurant parking lot approximately 200 feet south of Old Haleakala Highway. The approximate pavement width of Healani Place is 18' to 20'. The intersection with Old Haleakala Highway is unsignalized. The posted speed limit is 20 mph.



Access to the site will be via two driveways. The main driveway for the project will be along the Haleakala Highway frontage and will be directly across from Ha'a Ha'a Street, the entrance to Pukalani Highlands residential development. The second driveway is located along Healani Place, approximately 120 feet south of Haleakala Highway.

The process of identifying the traffic-related impacts of the proposed project generally involves the determination of weekday peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and determination of the levels-of-service at affected intersections and driveways subsequent to implementation of the project. Future traffic volumes generated by a project are typically estimated using the procedure described in *Trip Generation* published by the Institute of Transportation Engineers. The project has three components that affect the amount of traffic that the project will generate and which will therefore impact the adjacent roadway network. The traffic study utilized the following assumptions based on full buildout of the project site:

- 7,000 square feet of an auto parts store,
- 5,800 square feet of office space, and
- 10,200 square feet of miscellaneous retail.

The calculated AM and PM peak hour trips are shown in the table below.

**Trip Generation Summary**

Time Period	Direction	Peak Hour Trips			Total
		Auto Parts	Office	Retail	
AM Peak Hour	Inbound	16	8	25	49
	Outbound	15	1	16	32
	<b>Total</b>	<b>31</b>	<b>9</b>	<b>41</b>	<b>81</b>
PM Peak Hour	Inbound	23	7	67	97
	Outbound	22	2	72	96
	<b>Total</b>	<b>45</b>	<b>9</b>	<b>139</b>	<b>193</b>



The project related trips were distributed along the anticipated approach routes to the project site based on the directional distribution of peak hour traffic along Old Haleakala Highway. The approach and departure distributions are:

- 60% along Old Haleakala Highway westbound, and
- 40% along Old Haleakala Highway eastbound.

Cumulative plus project traffic conditions are defined as 2005 background conditions plus project related traffic. The incremental difference between cumulative and cumulative plus project is the traffic impact of the project under study.

*Potential Impacts and Mitigation Measures.* The assumptions for the LOS analysis are:

1. The study intersections will be unsignalized.
2. A separate left turn storage lane will be provided along Old Haleakala Highway for traffic turning into the proposed project.
3. The driveways serving the project will be one lane in and one lane out.

The results of the LOS analysis are shown in the table below.

#### Level-of-Service Analysis for 2005 Peak Hour Conditions

Intersection and Movement	Cumulative			Cumulative Plus Project			Changes	
	V/C (2)	Delay (3)	LOS (4)	V/C	Delay	LOS	V/C	Delay
<b>AM PEAK HOUR</b>								
<i>Old Haleakala Highway at Healan Place</i>	(5)	0.4	A	(5)	0.5	A	0.000	0.1
Northbound Left and Right	(5)	9.9	B	(5)	11.6	C	0.000	1.7
Westbound Left	(5)	4.1	A	(5)	4.2	A	0.000	0.1
<i>Old Haleakala Highway at Ha'a Ha'a Street</i>	(5)	0.4	A	(5)	0.8	A	0.000	0.4
Northbound Left, Thru & Right	DOES NOT EXIST			(5)	12.9	C		
Southbound Left, Thru & Right	(5)	11.3	C	(5)	12.5	C	0.000	1.2
Eastbound Left	(5)	3.7	A	(5)	3.7	A	0.000	0.0
Westbound Left	DOES NOT EXIST			(5)	4.3	A		
<b>PM PEAK HOUR</b>								
<i>Old Haleakala Highway at Healan Place</i>	(5)	0.2	A	(5)	0.5	A	0.000	0.3
Northbound Left and Right	(5)	12.2	C	(5)	18.9	C	0.000	6.7
Westbound Left	(5)	3.9	A	(5)	4.2	A	0.000	0.3
<i>Old Haleakala Highway at Ha'a Ha'a Street</i>	(5)	0.2	A	(5)	1.8	A	0.000	1.6
Northbound Left, Thru & Right	DOES NOT EXIST			(5)	20.3	D		
Southbound Left, Thru & Right	(5)	10.2	C	(5)	13.2	C	0.000	3.0
Eastbound Left	(5)	4.2	A	(5)	4.2	A	0.000	0.0
Westbound Left	DOES NOT EXIST			(5)	4	A		

- NOTES:
1. Peak hour conditions analyzed are "worst-case" conditions, which is the sum of the peak hour of the adjacent street plus the peak hour of the generator.
  2. V/C denotes ratio of volume to capacity.
  3. Delay is in seconds per vehicle.
  4. LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. LOS is based on delay. See Tables 1 and 2 for definitions.
  5. Volume to capacity ratios are not calculated for unsignalized intersections.



A traffic signal warrant analysis was performed for the intersection of Old Haleakala Highway at Ha'a Ha'a Street and the project entrance. The conclusion of the warrant analysis is that traffic signals are not warranted for cumulative plus project conditions.

In addition, a four-way stop sign warrant analysis was performed for the intersection of the project entrance and Old Haleakala Highway, which concluded that a four-way stop sign is not warranted for cumulative, plus project conditions (See Appendix D).

The conclusions of the LOS analysis for 2005 conditions are:

1. There is no change in the LOS at the study intersections as a result of the proposed project.
2. To accommodate traffic exiting the proposed project, separate left and right turn lanes should be provided at the main driveway to Old Haleakala Highway.
3. A separate westbound left turn lane should be provided at the main driveway into the project.
4. Traffic signals are not warranted at the intersection of Old Haleakala Highway at the project entrance for cumulative plus project conditions.
5. A four-way stop sign is not warranted at the intersection of Old Haleakala Highway at the project entrance for cumulative plus project conditions.

#### **Proposed Roadway Improvements**

According to the Engineering Division of the Department of Public Works and Waste Management (DPWWM), an ultimate right-of-way width on Haleakala Highway should be 56 feet. Healani Place is a minor residential street and was improved to provide for an ultimate right-of-way width of 44 feet during the McDonald's-Minit Stop subdivision process in the mid 1980's.

As part of the project's improvements, road widening and concrete curbs, gutters and sidewalks will be constructed along the adjoining halves of Old Haleakala Highway and Healani Place fronting the project site. The improvements will be designed to provide for ultimate right-of-way widths of 56 feet for Old Haleakala Highway and 44 feet for Healani Place. The widened pavement will allow for separate left and right turn movements for vehicles that are exiting Healani Place. A left turn lane will be provided along Haleakala Highway so that vehicles traveling west (downhill) will have a separate turn lane to enter the project. The project's primary driveway will be designed to allow space for separate left and right turn movements for vehicles egressing onto Old



Haleakala Highway. In addition, the project has been designed with parking towards the rear of the property in order to allow cars to enter the project before having to negotiate parking or turning movements.

In consideration of the above, the proposed project should not significantly impact traffic operating conditions in the vicinity of the project.

## 2. Sewer

*Existing Conditions.* There is no public sewer system serving the Upcountry area. An individual wastewater system for the project will be designed to meet State Department of Health standards. The system will consist of an onsite septic tank and leach field.

*Potential Impacts and Mitigation Measures.* The proposed project will not produce an impact upon the County's sewer system.

## 3. Water

*Existing Conditions.* The Makawao-Haiku system is supplied by surface water runoff collected on the windward slopes of Haleakala. This water is collected and conveyed by the Waiola irrigation ditch system, owned by the East Maui Irrigation Company. The County of Maui, Department of Water Supply, has an agreement with EMI to draw up to 12 mgd at Kamole.

The subject property is serviced by a 12-inch waterline along Haleakala Highway and a 6-inch waterline along Healani Place, which delivers water to the property's 5/8-inch meter. The subject property is affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" and that there is no assurance of a water meter or building permit issuance at the time of application.

*Potential Impacts and Mitigation Measures.* The existing 5/8-inch water meter has a capacity of 20 gallons per minute (gpm). It is estimated that the proposed project will utilize approximately 1.5 gpm, which is well within the allowable limits. The existing 12-inch water line should be adequate to provide domestic water and fire protection for the proposed project. Low flow fixtures, draught tolerant plants, and efficient irrigation such as drip will be implemented in order to conserve water. It is envisioned that the project will be built in phases. If the shortage of water is still in effect at the time the project is ready to apply for building permits, the first phase will be designed within the



capacity of the existing water meter. The project will incorporate single pass cooling, low flow fixtures and devices, maintenance of leaks, climate adapted plants, efficient irrigation systems, and prevention of over watering in order to conserve water.

#### 4. Drainage

*Existing Conditions.* There is no existing drainage system in the vicinity of the project site. Presently, runoff from the project site sheet flows onto Healan Place, then down Haleakala Highway. In its present condition, it is estimated that the existing 50-year storm runoff from the project site is 3.0 cfs.

*Potential Impacts and Mitigation Measures.* After development of the proposed project, it is estimated that the 50-year storm runoff will be 6.2 cfs, a net increase of 3.2 cfs. Grated catch basins will collect runoff from the project site and divert it to an onsite subsurface drainage system. There will be no additional runoff sheet flowing from the project site onto Healan Place. Thus, the proposed development will not have an adverse impact on the adjoining properties downstream (See Appendix B, Soil Erosion and Control Report).

In addition, Best Management Practices will be utilized in order to minimize infiltration and runoff from all construction and vehicle operations. Some of these practices include:

- Minimize time of construction.
- Retain existing ground cover until latest date to complete construction.
- Implement early construction of drainage control features.
- Utilize temporary berms and cut-off ditches, where needed, for control of erosion.
- Graded areas will be thoroughly watered after construction activity has ceased for the day and on weekends.
- All cut and fill slopes will be sodded or planted immediately after grading work has been completed.

The project will be developed with adequate facilities for drainage control and storm water disposal. This, together with ultimate ground cover, shall preclude any appreciable on-site erosion, after completion of on-site improvements.



## 5. Electrical and Telephone

*Existing Conditions.* There are existing overhead electrical and telephone lines along Haleakala Highway and Healan Place. Service for the project will be from these existing facilities. Electrical and telephone facilities will be designed to meet the requirements of the utility companies.

*Potential Impacts and Mitigation Measures.* The proposed project is not anticipated to significantly impact electrical and telephone service in the area.

---



---

## IV. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

### A. STATE LAND USE

Chapter 205, Hawaii Revised Statutes, relating to the Land Use Commission, establishes four major land use districts into which all lands in the State are placed. These districts are designated Urban, Rural, Agricultural, and Conservation. The subject property is within the Urban District. The proposed improvements are permitted within the Urban District.

### B. MAUI COUNTY ZONING

The subject property is situated within the County of Maui's R-2, Residential District. The R-2 district allows for single-family residential dwellings on lots of 7,500 square feet, or more.

The proposed use will require a change in zoning to the B-CT, Country Town Business District, and a Community Plan Amendment to Business/Commercial. The B-CT District is intended to establish development standards for businesses within the rural communities.

A request for a "Change In Zoning" must meet the following criteria as found in MCC Section 19.510.040.4:

1. The proposed request meets the intent of the general plan and the objectives and policies of the community plans of the county;

*Analysis.* As described in Section III (C) and (D) of this report, the proposed action meets the intent of the General Plan and the objectives and policies established in the Makawao-Pukalani-Kula Community Plan.



2. **The proposed request is consistent with the applicable community plan land use map of the county;**

*Analysis.* The Makawao-Pukalani-Kula Community Plan, adopted July 1996 through Ordinance No. 2510, designated the subject parcel Single-Family. Therefore, a Community Plan Amendment from Single-Family to Business/Commercial is being filed as part of this change in zoning request.

3. **The proposed request meets the intent and purpose of the district being requested;**

*Analysis.* MCC Section 19.15.010.B, referring to the purpose and intent of the Country Town Business Districts, states that: "it is intended that the unique urban design character of the more remote business districts be preserved and maintained to promote the "country town" atmosphere of the various rural business communities in Maui County."

As discussed in this report, the proposed project will conform to the design guidelines for Pukalani, as articulated in the Country Town Design Guidelines for Makawao-Pukalani-Kula, and will therefore promote the "country town" atmosphere as it reflects the character of Pukalani. From a land use standpoint, the principal purpose of the project is to provide Pukalani residents with an increased level of goods and services within close proximity to their community. As mentioned, the proposed zoning will further centralize commercial activity along a section of Haleakala Highway that has historically supported commercial development.

4. **The application, if granted, would not adversely affect or interfere with public or private schools, parks, playgrounds, water systems, sewage and solid waste disposal, drainage, roadway and transportation systems, or other public requirements, conveniences and improvements;**

*Analysis.* As described in Section III (C) and (D) of this report, the proposed action will not produce a detrimental impact upon schools, parks, playgrounds, water, sewage, solid waste disposal, drainage, roadway and transportation systems, or other public requirements, conveniences and improvements. As for roadways, appropriate mitigation measures have been identified to minimize project related impacts to Haleakala Highway and to provide for safe ingress and

---

gress from the project site onto Haleakala Highway and Healan Place (See Section III.D.1 and 6.

5. The application, if granted would not adversely impact the social, cultural, economic, environmental, and ecological character and quality of the surrounding area;

*Analysis.* As described in Section III of this report, the proposed action will not adversely impact the social, cultural, economic, environmental, and ecological character and quality of the surrounding area.

6. If the application change in zoning involves the establishment of an agricultural district with a minimum lot size of two acres, an agricultural feasibility study shall be required and reviewed by the Department of Agriculture and the U.S. Soil Conservation Service.

*Analysis.* Not Applicable

### C. GENERAL PLAN OF THE COUNTY

The General Plan of the County of Maui (1990 update) provides long-term goals, objectives, and policies directed toward improving living conditions in the County. The following General Plan Objectives and Policies are applicable to the proposed project:

**Goal:** Economic Activity.

**Objective No. 1.:** To provide an economic climate which will encourage controlled expansion and diversification of the County's economic base.

*Policies:*

- (a) *Maintain a diversified economic environment compatible with acceptable and consistent employment.*

**Goal:** Land Use.

**Objective No. 1.:** To preserve for present and future generations existing geographic, cultural and traditional community 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.

*Policies:*

- (b) Provide and maintain a range of land use districts sufficient to meet the social, physical, environmental and economic needs of the community.*
- (d) Formulate a directed land use growth strategy which will encourage the redevelopment and infill of existing communities allowing for mixed land uses, where appropriate.*

**Goal:      Urban Design**

**Objective No. 1:**      To see that all developments are well designed and are in harmony with their surroundings.

*Policies:*

- (a) Require that appropriate principles of urban design be observed in the planning of all new developments.*

**D. MAKAWAO-PUKALANI-KULA COMMUNITY PLAN**

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

The subject property is located within the Makawao-Pukalani-Kula Community Plan region. The Community Plan was recently adopted by ordinance No. 2510 on July 23, 1996.

The following Makawao-Pukalani-Kula Community Plan goals, objectives, and policies are applicable to the proposed action:



**Goal:** Economic Activity. A stable and diverse economic environment which supports a level of community prosperity in order to provide social services and environmental amenities and which respects the region's rural and agricultural lifestyle, open space and natural resources.

*Objectives and Policies:*

8. *Support existing and new service and retail industry endeavors such as medical, law, accounting and architectural/engineering offices which will diversify the region's economic base without compromising its rural and agricultural integrity, and which will preserve the traditional scale and style of businesses in the Upcountry area.*
11. *Develop a stable and balanced employment base which will provide opportunities for increasing the standard of living for all of the region's residents.*

*Analysis.* As discussed, the proposed action will increase commercial land uses in the area by approximately 23,000 square feet. The retail component of the project includes an approximate 7,500 square feet Napa Auto Parts Store and 9,700 square feet of retail space. The office component includes approximately 5,800 square feet of office space. As discussed in Section III.B.2, the operation phase of the project will create direct, indirect, and induced jobs that will serve regional and neighborhood demand for goods and services. It is anticipated that Upcountry residents will hold the majority of jobs, thereby, bringing employment to within close proximity to existing residential areas.

Thus, the provision of additional commercial space in Pukalani is consistent with the goal of establishing diverse economic opportunities for Upcountry residents.

**Goal:** Land Use. The maintenance and enhancement of Upcountry's unique and diverse rural land use character with sensitivity to existing land use patterns, natural resource values, and economic and social needs of the region's residents.

*Objectives and Policies:*

14. *Discourage additional development of large scale retail outlets and encourage uses which support neighborhood retail stores.*



*Analysis.* The proposed Napa store is approximately 7,500 square feet as compared to the existing 3,500 square feet store at the Pukalani Terrace Shopping Center, and is more representative of current retail requirements and consumer demands. The approximate 9,700 square feet of additional retail space will support existing and emerging neighborhood retail establishments, and is anticipated to accommodate regional and/or neighborhood demand. The design concept is to utilize smaller stand-alone buildings in order to maintain a neighborhood commercial scale. It is not anticipated that large-scale retail outlets will be able to locate on the subject property given the limited size of the site and proposed buildings.

*Within Pukalani:*

- *Diverse business uses in centralized, consolidated locations.*
  17. *Support the centralization of business activities and avoid the expansion of strip commercial development.*
  23. *Recognize Pukalani as the geographic, public service and commercial hub of the region.*
  26. *Support land use spatial patterns which enhance the functional viability of pedestrian-oriented town and village centers.*

*Analysis.* The proposed project will further centralize commercial development along a section of Haleakala Highway where commercial development already exists. The infill of additional commercial development at the proposed location is desirable in that it will provide for greater centralization and massing of commercial activities in an area that is easily accessible to vehicular and pedestrian traffic. Generally, commercial areas that are more centralized, offer a diversity of goods and services, and are easily accessible to residential uses create land use spatial patterns that enhance the functional viability of pedestrian-oriented towns.

To mitigate "strip" type appearances, the project will be designed in accordance with the design guidelines established for Makawao-Pukalani-Kula. Some of the design elements proposed for the project include:

- An orientation of buildings to adjacent streets;
- Provision of a 25-foot yard setback along Haleakala Highway;
- The placement of on-site parking away from the highway frontage portion of the property;

- 
- 
- The provision of landscape planting along Haleakala Highway and along the perimeter of the side and rear property lines;
  - Designing separate building forms with balanced facades in order to reduce scale and massing; and
  - Roofs, facades, windows, and wall finishes designed in a manner that preserves the residential character of the area.

#### *Implementing Actions*

22. *New commercial development along Haleakala Highway in Pukalani should be discouraged out of concern over the impacts on traffic flow and the residential neighborhood. New commercial development along Makawao Avenue in Pukalani should be limited to professional services with minimal traffic and noise impacts.*

*Analysis.* Conventional commercial development along major thoroughfares, like Haleakala Highway, can cause "strip" type impacts that exacerbate traffic conditions and cause a loss of community character and identity.

However, for the following reasons the proposed project will produce fewer strip type impacts than a conventional commercial development. First, the project represents infill rather than outward development along the highway, and is therefore less likely to produce a scattered strip type appearance. Second, the proposed development is intended to provide a mixture of small-scale retail/office uses, which typically produce fewer visual, noise, and air quality impacts than other types of uses. Third, the conceptual site plan places the parking towards the rear of property and orientates the buildings to adjacent streets whereas standard commercial development does the opposite. Fourth, creative adaptation of traditional building forms has been utilized whereby buildings are separate structures and varied in terms of massing, thereby, creating a visually attractive streetscape rather than one that is characteristic of a conventional strip development.

As for traffic related impacts, the proposed project will increase traffic flow into and from the site. However, as is discussed in Section III.D.6, Traffic Impacts, there will be no change in the Level of Service (LOS) at affected intersections due to the proposed project. Also, unlike other projects in the area, the site plan incorporates a long driveway so that vehicles have room on-site to accommodate parking movements without queuing onto Old Haleakala Highway.



**Goal:** Urban Design. Recognition and preservation of the unique design characteristics of the Makawao, Pukalani and Kula communities in order to enhance Upcountry's man-made environment.

*Objectives and Policies:*

1. *Encourage urban design concepts which promote and produce pedestrian orientation, town centers, mixed land uses and energy conservation principles to enhance the identity and livability of new and existing communities.*
4. *Encourage commercial building scales which are compatible with the low-scale character of existing commercial structures.*
5. *Preserve the unique characteristics of all of the Upcountry towns by recognizing and respecting architectural styles as described in the Country Town Design Guidelines.*

**Analysis.** To preserve the residential character of the area and to be consistent with Pukalani's Upcountry ambiance, the project will be designed in accordance with the design guidelines established for Makawao-Pukalani-Kula. Some of the design elements proposed for the subject project include:

- An orientation of buildings to adjacent streets;
- Provision of a 25-foot yard setback along Haleakala Highway;
- Designing separate building forms with balanced facades in order to reduce scale and massing; and
- Roofs, facades, windows, and wall finishes designed in a manner that preserves the residential character of the area.

#### **E. ENVIRONMENTAL ASSESSMENT CRITERIA**

In accordance with Title 11, Department of Health, Chapter 200 and Subchapter 6, Section 11-200-12, Environmental Impact Statement Rules, and based on the detailed analyses contained within this document, the following conclusions are supported:

1. **The proposed action will *not* result in an irrevocable commitment to loss or destruction of natural or cultural resources.**



*Analysis.* It is proposed that a 60,580 square feet lot be rezoned from R-2, Residential, to B-CT, Country Town Business District. The subject property does not contain any unique or important natural or cultural resources that will be impacted by the proposed development. Thus, the proposed action will not result in an irrevocable commitment to or destruction of natural or cultural resources.

2. The proposed action will *not* curtail the range of beneficial uses of the environment.

*Analysis.* The subject property is zoned for urban development and there are no unique or important natural resources on the property. The proposed action will allow for the property to be utilized for its highest and best economic use. Thus, the proposed action will not curtail the range of beneficial uses of the environment.

3. The proposed action will *not* conflict with State or County long-term environmental policies and goals as expressed in Chapter 344, HRS.

*Analysis.* The purpose of the project is to provide for more commercial space within an urbanized area of Upcountry Maui. Prior to construction, the applicant will obtain all required permits and mitigation measures will be incorporated in order to minimize short-term construction impacts. The project will not conflict with State or County long-term goals as expressed in Chapter 344, HRS.

4. The proposed action will *not* substantially affect the economic or social welfare and activities of the community, county or state.

*Analysis.* The proposed project will expand the supply of commercially zoned land in Upcountry Maui; thereby, reducing the region's dependence upon similarly zoned lands in Kahului or at Kulamalu. It is anticipated that the provision of additional commercial space in Pukalani will facilitate increased diversification of economic opportunities for Pukalani residents. The proposed action will not negatively impact the economic or social welfare of the community, county, or state.

5. The proposed action will *not* substantially affect public health.

*Analysis.* The proposed project will be developed after all required permits have been obtained. It is not anticipated that the proposed project will negatively impact public health.



6. The proposed action will *not* result in substantial secondary impacts.

*Analysis.* The proposed action involves the development of retail and office space on an largely undeveloped parcel located along Haleakala Highway, within close proximity to other commercial land uses. The proposed action is not anticipated to produce growth-inducing effects, such as causing an increase in population, and will therefore not significantly change land use patterns in the area nor result in increased impacts to air, water, and noise quality and/or other natural systems.

7. The proposed action will *not* involve substantial degradation of environmental quality.

*Analysis.* As described in Section II of this report, the proposed action will not involve substantial degradation of environmental quality.

8. The proposed project will not produce cumulative impacts and does *not* have considerable effect upon the environment or involve a commitment for larger actions.

*Analysis.* The proposed project location is within an urbanized area which has been considerably built out over recent years. As discussed in this report, existing public infrastructure and services can accommodate the proposed development. As such there should be no required commitment for larger actions as a result of the project.

9. The proposed project will *not* affect a rare, threatened, or endangered species, or its habitat.

*Analysis.* As described in Section III.A.5 of this report, the proposed action will not affect rare, threatened, or endangered species, or habitat.

10. The proposed action will *not* substantially or adversely affect air and water quality or ambient noise levels.

*Analysis.* As noted in Section III of this report, the proposed action will not adversely affect air and water quality, or ambient noise levels.

11. The proposed action will *not* substantially affect or be subject to damage by being located in an environmentally sensitive area, such as flood plain, shoreline, tsunami

---

zone, erosion-prone areas, estuary, fresh waters, geologically hazardous land or coastal waters.

*Analysis.* As described in Section III.A.6 of this report, the proposed action will not be subject to damage by being located in an environmentally sensitive area, such as a flood plain, erosion-prone area, or geologically hazardous area.

12. The proposed action will *not* substantially affect scenic vistas or view planes identified in county or state plans or studies.

*Analysis.* As described in Section III.A.10 of this report, the proposed action will not substantially affect scenic vistas or view planes identified in county or state plans or studies.

13. The proposed action will *not* require substantial energy consumption.

*Analysis.* The proposed project will not substantially increase energy consumption.

---



---

## V. FINDINGS AND CONCLUSIONS

The applicant is requesting a Community Plan Amendment and Change in Zoning in order to develop a Napa Auto Parts Store, additional retail and office space on a residentially zoned, 60,520 square feet lot, situated on the corner of Haleakala Highway and Healan Place in Pukalani, Maui.

The proposed development is not anticipated to have any adverse impacts upon any existing environmental features such as flora and fauna, topography, soils, or air quality. The project is not anticipated to have an impact upon archaeological or historical features and is not anticipated to negatively impact existing socio-economic conditions or public services. The proposed use is expected to create jobs in Pukalani and will benefit the area's consumers.

The proposed site is highly suited for commercial development. The subject property is adjacent to an existing McDonalds restaurant and Minit Stop service station. Across Haleakala Highway, in the immediate vicinity of the project area, are several other commercial businesses including a beauty shop, flower shop, real estate office, commercial office building, and coffee shop.

The project will be developed in strict conformance with the design guidelines established for Makawao-Pukalani-Kula. The project will feature all on-site parking toward the rear of the lot and the orientation of the buildings will be towards Haleakala Highway with special design elements such as a 25-foot front yard setback to provide for a residential character at the site.

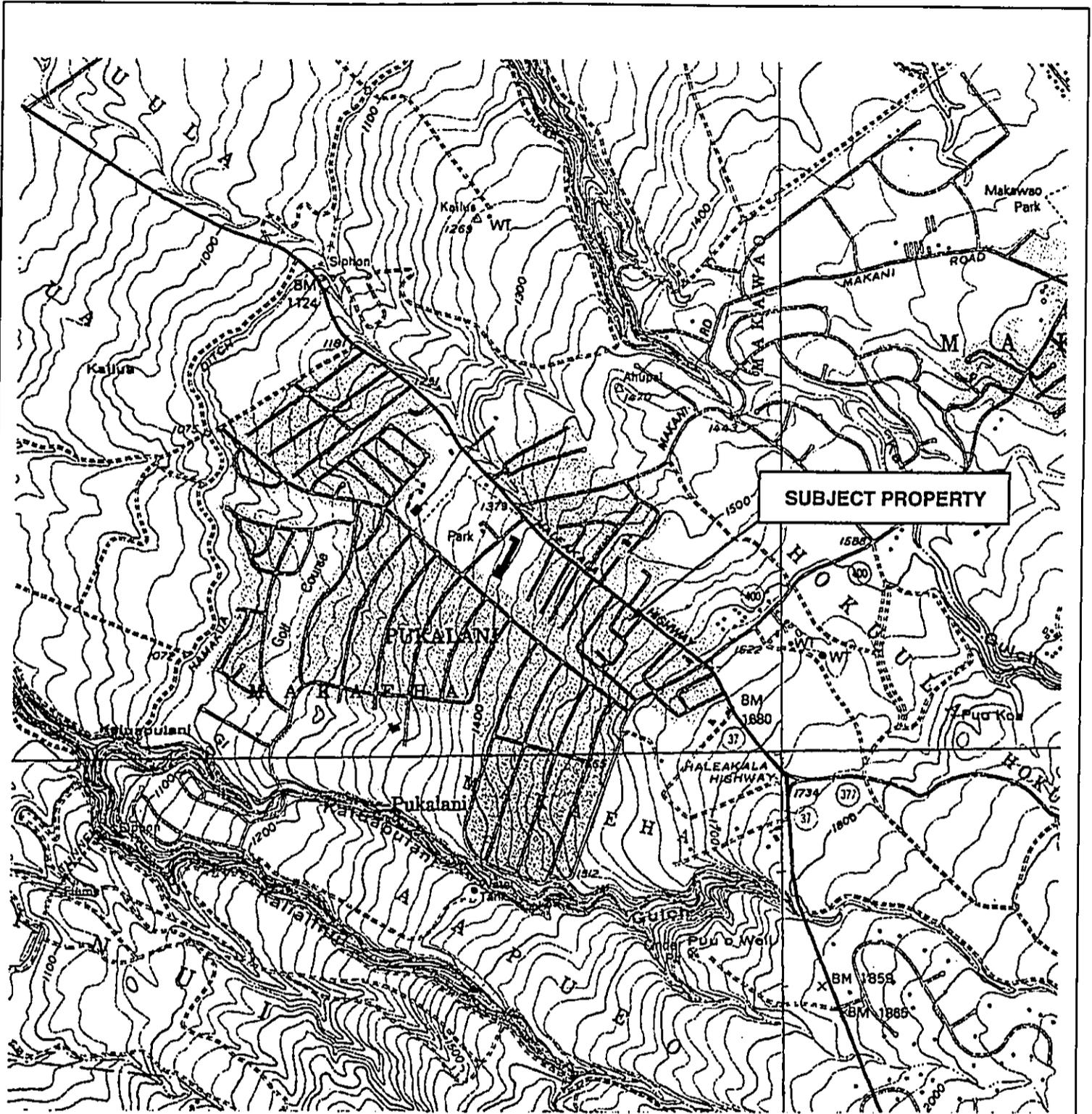
In light of the foregoing, it is hereby concluded that the proposed project will not result in significant impacts to the environment and a Finding of No Significant Impact (FONSI) is warranted.



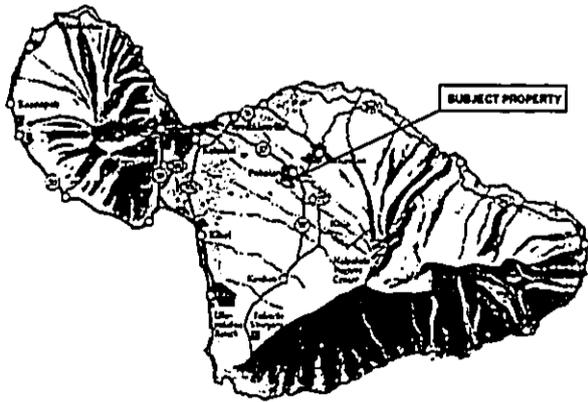
## VI. REFERENCES

- County of Maui, Department of Planning. 1991. *The General Plan of the County of Maui, 1990 Update*. Wailuku, Hawaii.
- County of Maui, Department of Planning. 1996. *Makawao-Pukalani-Kula Community Plan*. Wailuku, Hawaii.
- County of Maui, Department of Planning. 1992. *Country Town Design Guidelines Makawao-Pukalani-Kula*. Wailuku, Hawaii.
- County of Maui, Office of Economic Development. 1999. *Maui County Data Book*. Wailuku, Hawaii.
- Federal Emergency Management Agency. *Flood Insurance Rate Map*. Community Panel Map Number 150003 0260 B.
- Hawaii. Department of Business, Economic Development and Tourism. Research and Economic Analysis Division. *The Hawaii Input-Output Study: 1992 benchmark report*. Honolulu: 1998.
- M. Greenburg, *A Primer on Industrial Environmental Impact*. New Brunswick, NJ: Rutgers University Center for Urban Policy Research, 1979.
- University of Hawaii, Department of Geography. 1983. *Atlas of Hawaii*. Second Edition. Honolulu, Hawaii.
- University of Hawaii, Land Study Bureau. May 1967. *Detailed Land Classification – Island of Maui*. L.S.B. Bulletin No. 7. Honolulu, Hawaii.
- U.S. Bureau of the Census. March 20, 1997. *Estimate of the Population of Counties and Demographic Components of Population Change: Annual Time Series, July 1, 1990 to July 1, 1996*. Bulletin CO-96-8. Washington, D.C.
- U.S. Department of Agriculture, Soil Conservation Service in Cooperation with the University of Hawaii, Agricultural Experiment Station. 1972. *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. Washington, D.C.

FIGURES



**SUBJECT PROPERTY**



0' 2000'  
FEET

FIGURE 1  
6/2000



REGIONAL LOCATION  
NAPA AUTO PARTS

**CHRIS  
HART  
& PARTNERS**

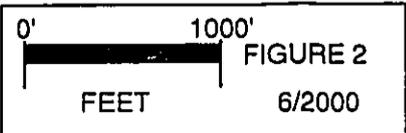
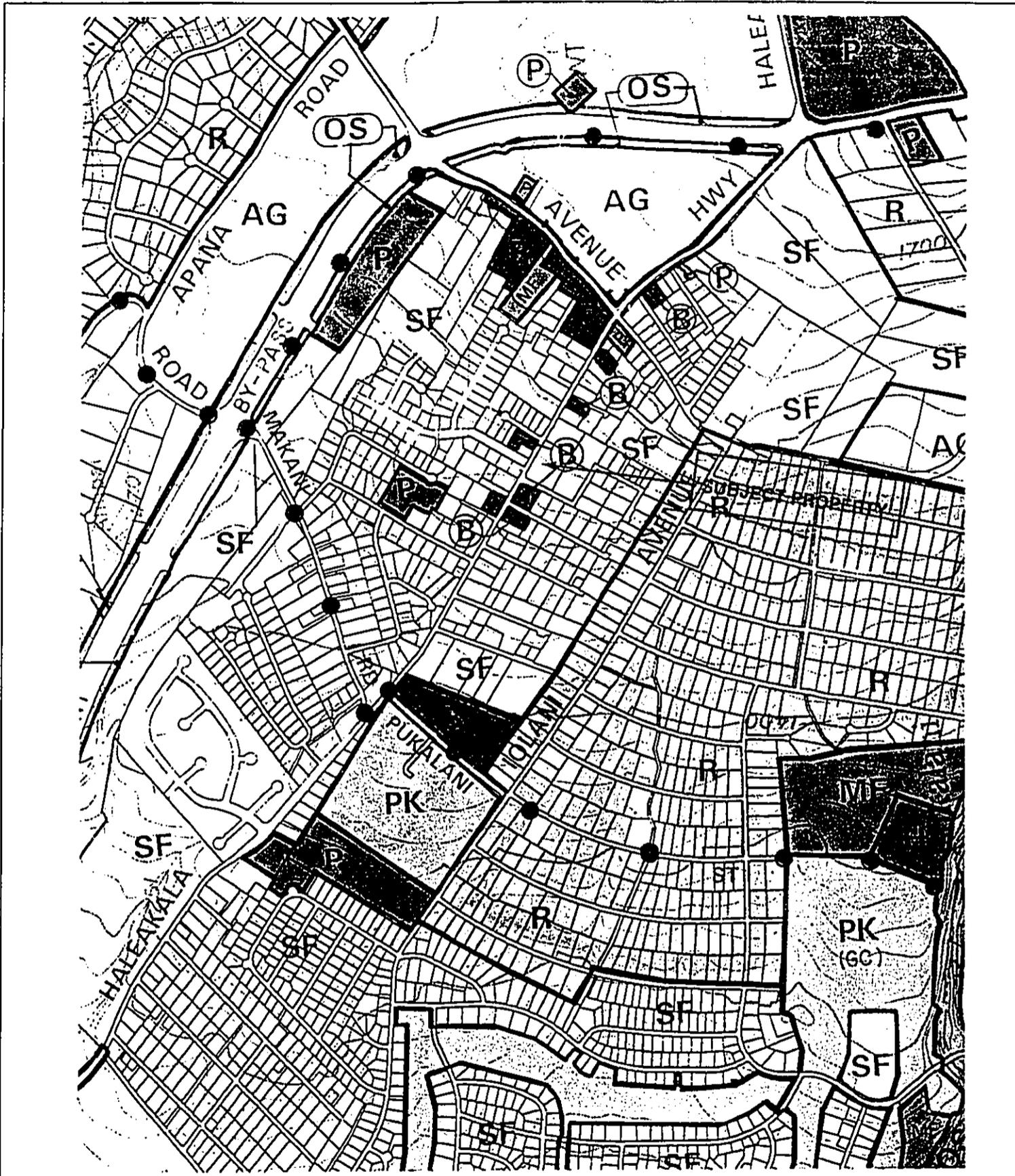


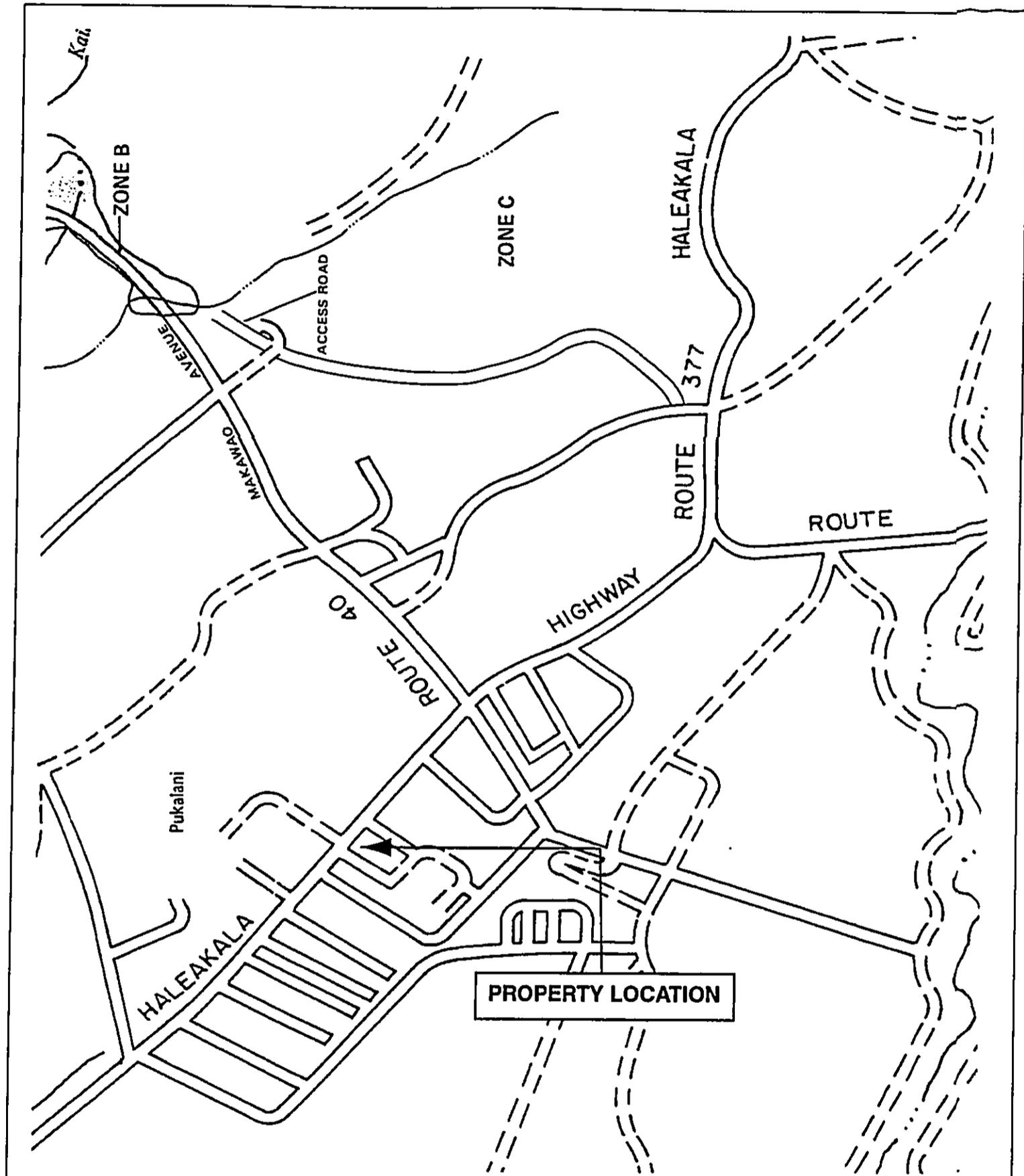
FIGURE 2  
6/2000



COMMUNITY PLAN MAP  
NAPA AUTO PARTS

CHRIS  
HART  
& PARTNERS





Not To Scale	FIGURE 4 6/2000		
FLOOD INSURANCE MAP NAPA AUTO PARTS		CHRIS HART & PARTNERS	

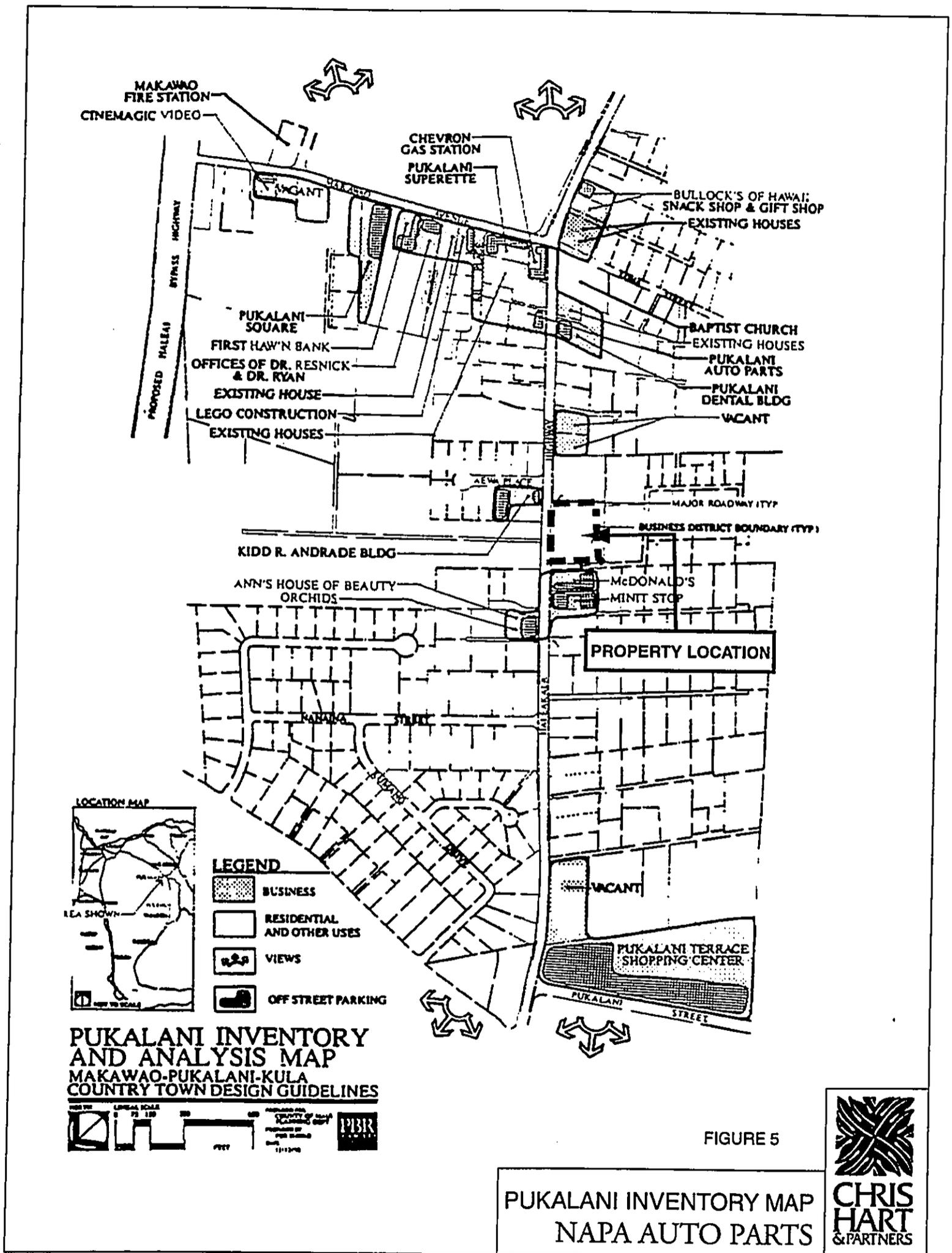
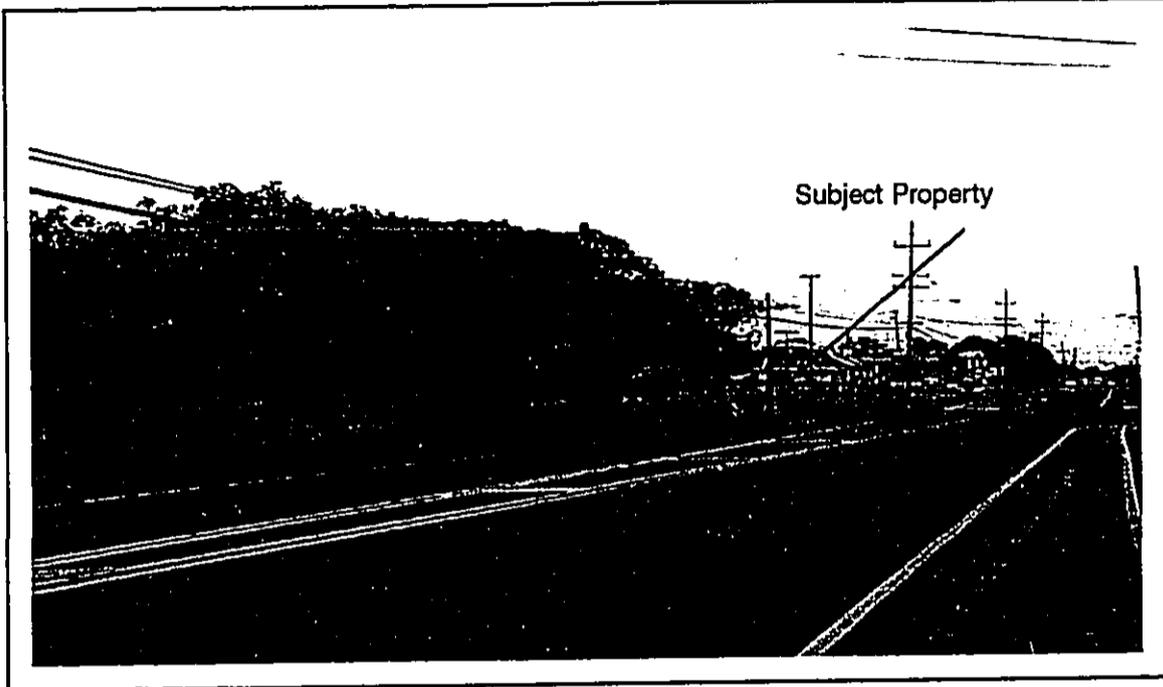


FIGURE 5

PUKALANI INVENTORY MAP  
NAPA AUTO PARTS





Looking west at the subject property with the McDonald's in the background.



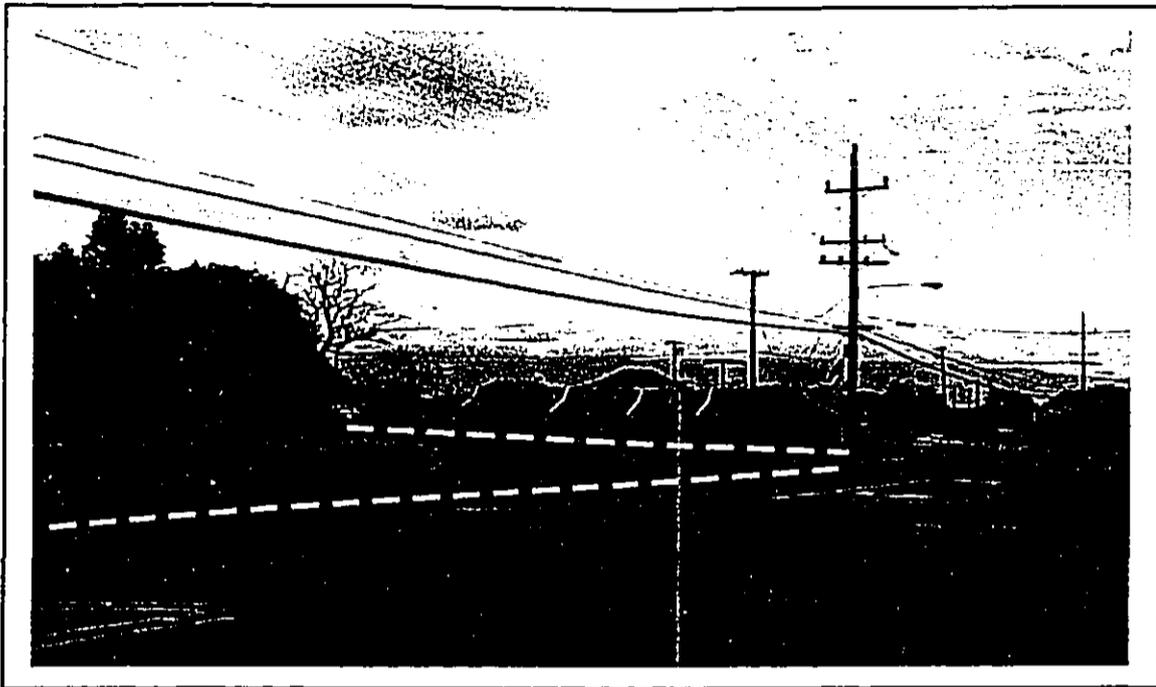
Looking northwest in the direction of Anne's House of Beauty.



Looking



Looking



Looking northwest at the subject property with McDonald's in the background.



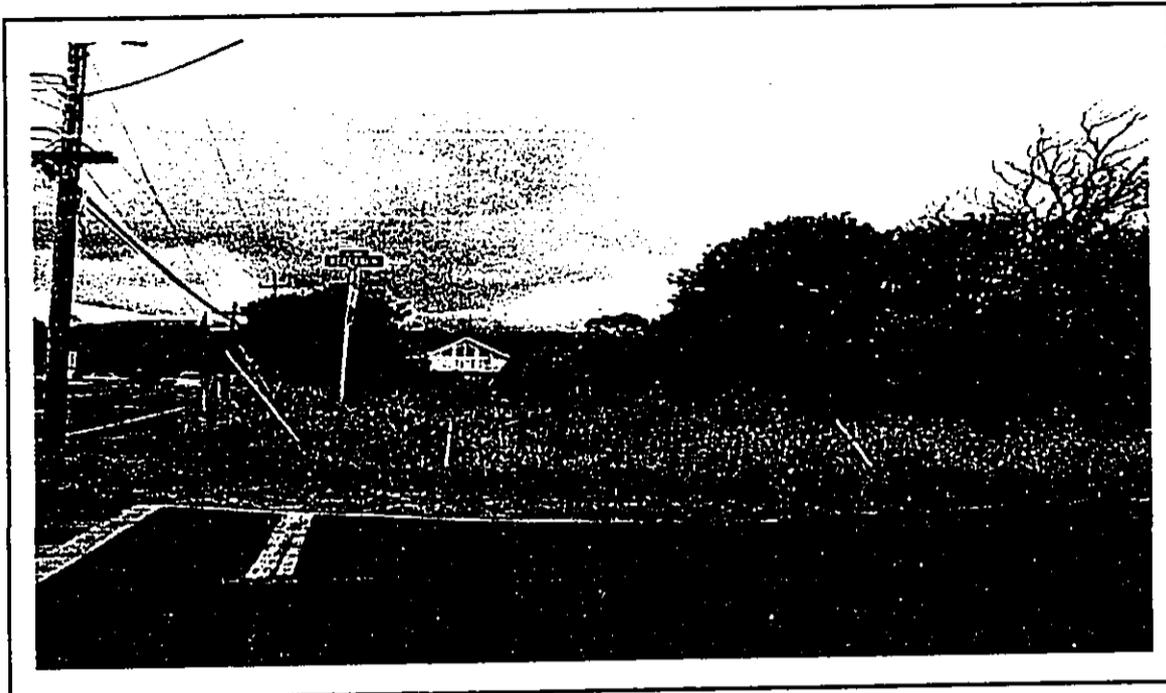
Looking across Healani Place at the subject property with the Kidd R. Andrade Building to the northeast.

FIGURE 6A

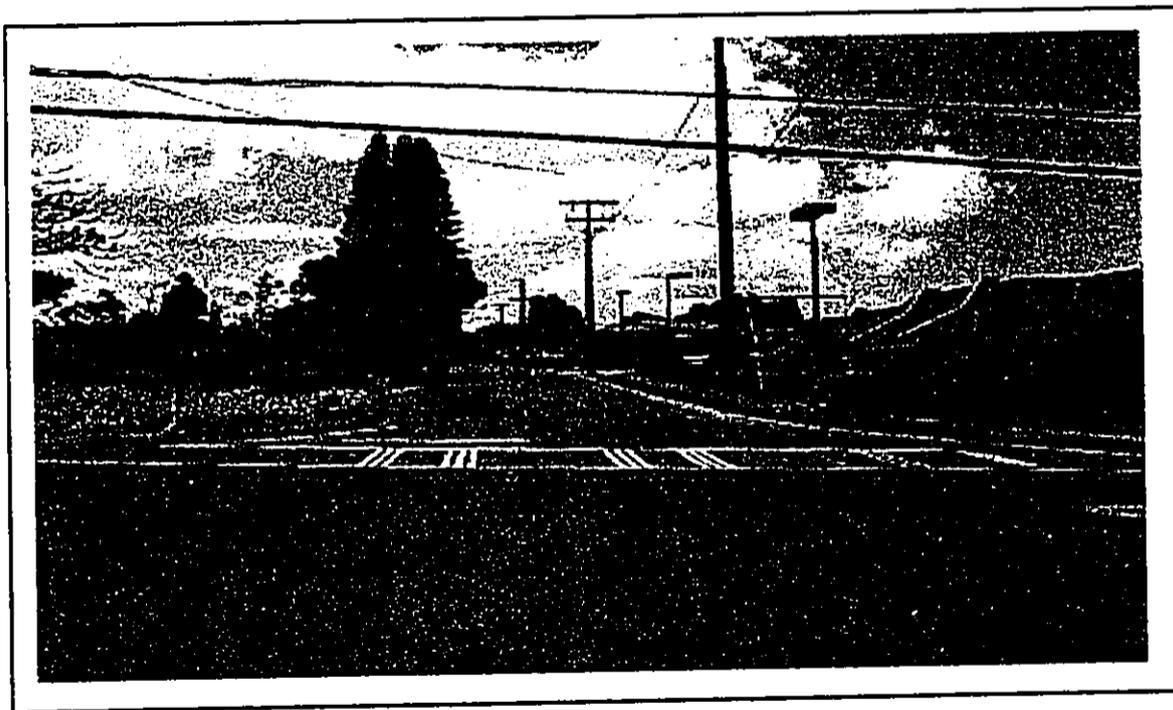
JUNE  
2000

SITE PHOTOGRAPHS  
UPCOUNTRY NAPA





Looking across Healani Place at the subject property.



Looking at Healani Place with the subject property on left and McDonald's on right.



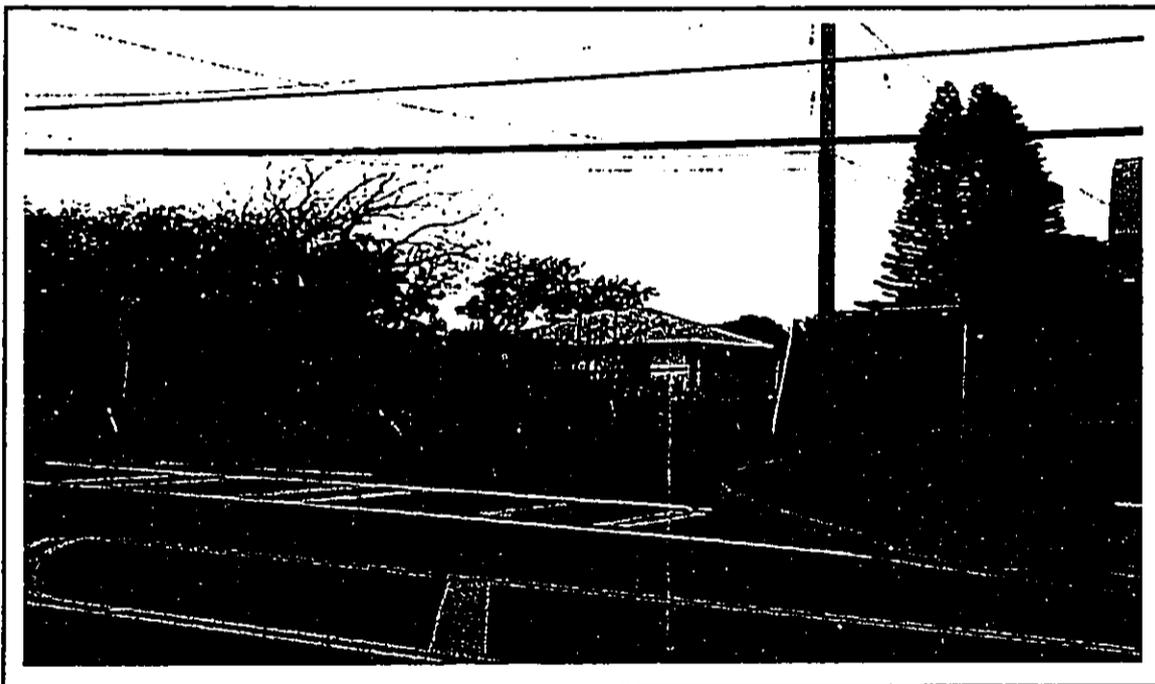
Looking



Looking



Looking south toward the subject property from Ha`a Ha`a Street.



Looking south towards the subject property with existing dwelling in background.

FIGURE 6B

JUNE  
2000

SITE PHOTOGRAPHS  
UPCOUNTRY NAPA





Existing commercial development adjacent to the subject property.



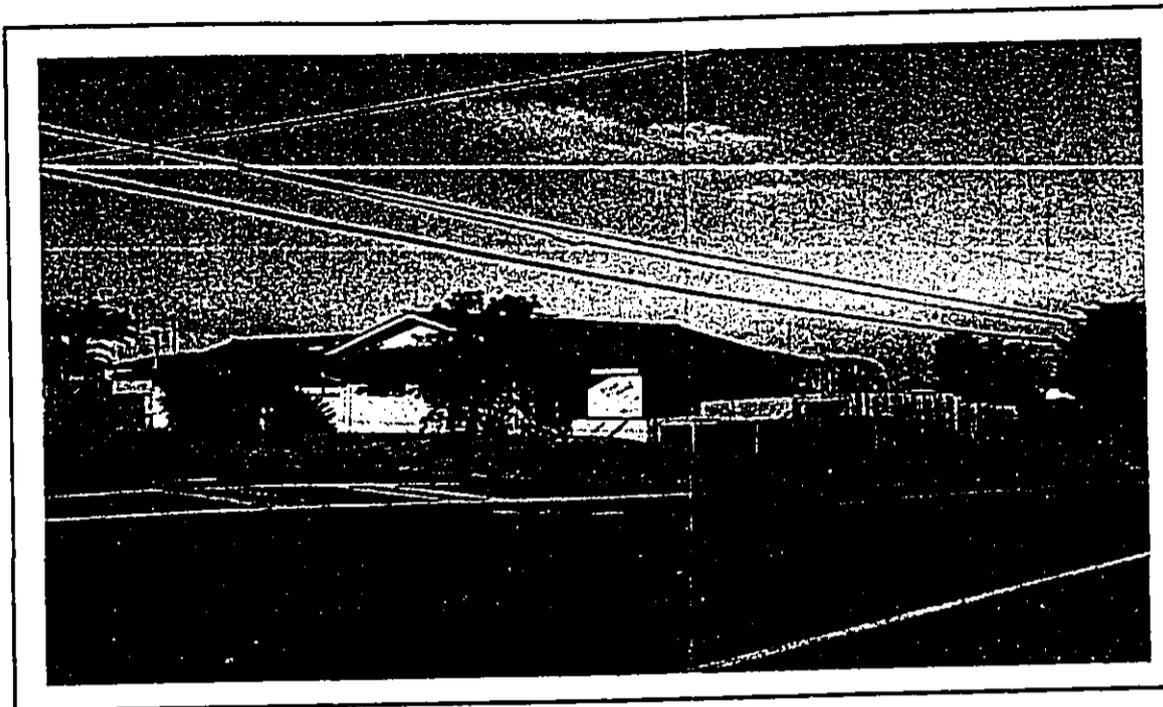
Existing beauty shop northwest of the subject property.



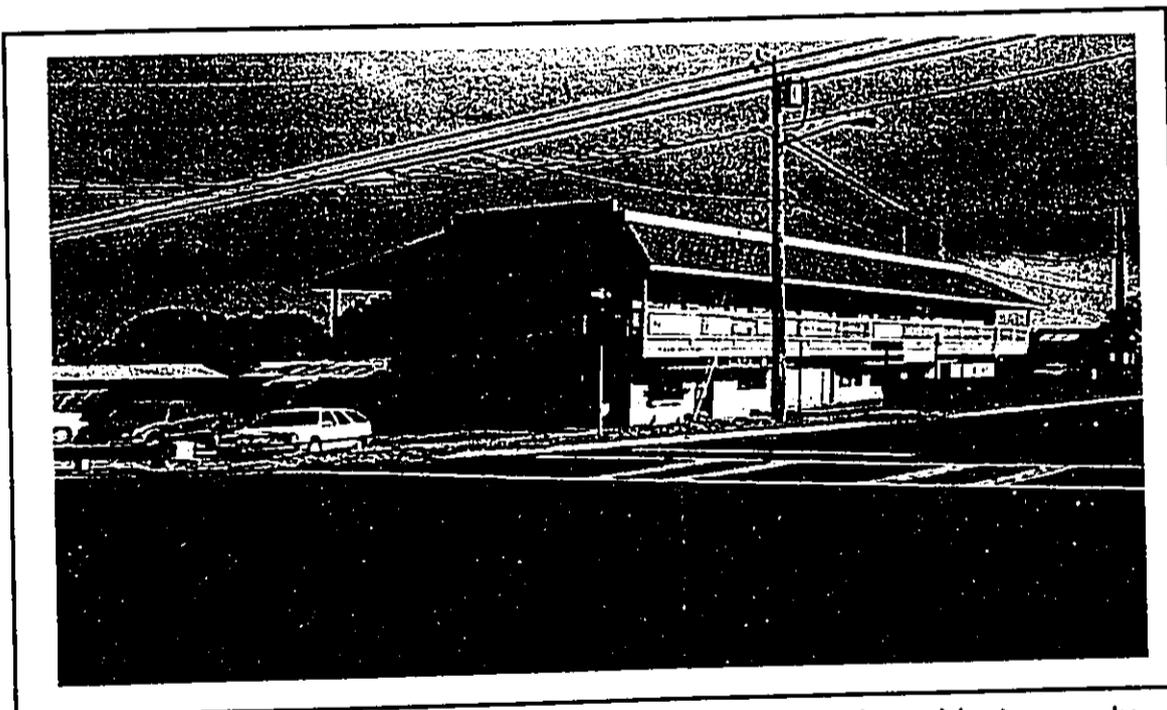
Exist



Exist



Existing real estate office west of the subject property.



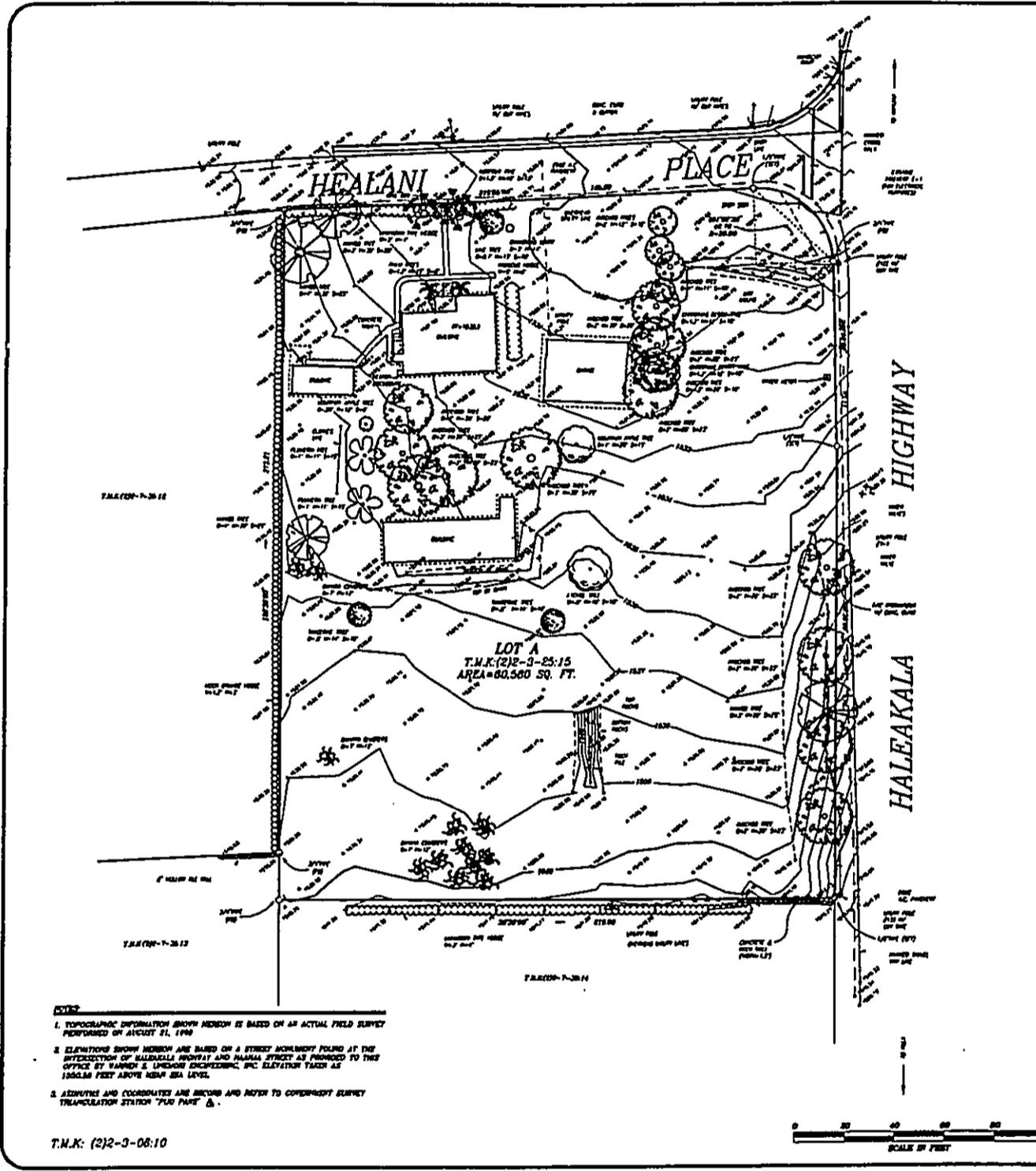
Existing office, retail, and restaurant space northeast of the subject property.

FIGURE 6C

JUNE  
2000

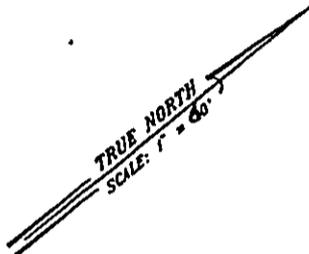
SITE PHOTOGRAPHS  
UPCOUNTRY NAPA





- NOTES
1. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON AUGUST 21, 1944
  2. ELEVATIONS SHOWN HEREON ARE BASED ON A STIPED MONUMENT FOUND AT THE INTERSECTION OF HALEAKALA HIGHWAY AND HALAMA STREET AS PROVIDED TO THIS OFFICE BY HANCOCK & LINDSAY ENGINEERS, INC. ELEVATION READ AS 1560.84 FEET ABOVE MEAN SEA LEVEL.
  3. AZIMUTHS AND COORDINATES ARE GIVEN AND REFER TO GOVERNMENT SURVEY TRIANGULATION STATION "PUNA PAPE" Δ.

T.M.K. (2)2-3-08:10



**TOPOGRAPHIC SURVEY OF  
LOT A OF THE  
McDONALDS MINIT STOP SUBDIVISION**

SITUATE AT MAKAEHU  
KULA, MAKAWAO, MAUI, HAWAII

DATE: SEPTEMBER 16, 1999      SCALE: 1" = 60'

**AKAMAI LAND SURVEYING, INC.**  
P.O. BOX 1748  
MAKAWAO, MAUI, HAWAII 96768



THIS WORK WAS DONE BY ME OR  
UNDER MY DIRECT SUPERVISION.  
**SHERMAN DUDLEY DEPONTE**  
LICENSED PROFESSIONAL LAND SURVEYOR  
STATE OF HAWAII CERTIFICATE NO. 6990

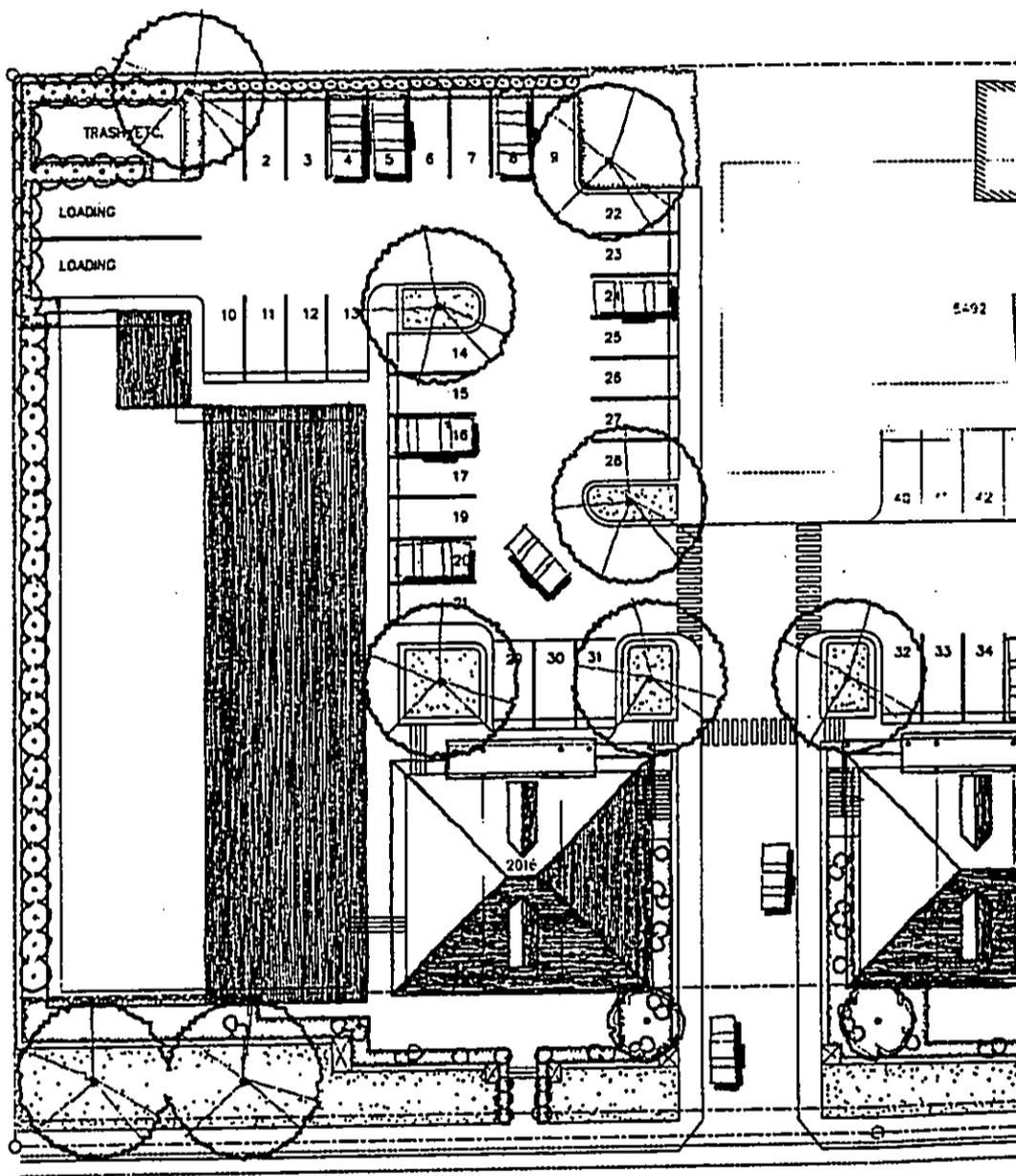
**FIGURE 7**

SHEET 1 OF 1

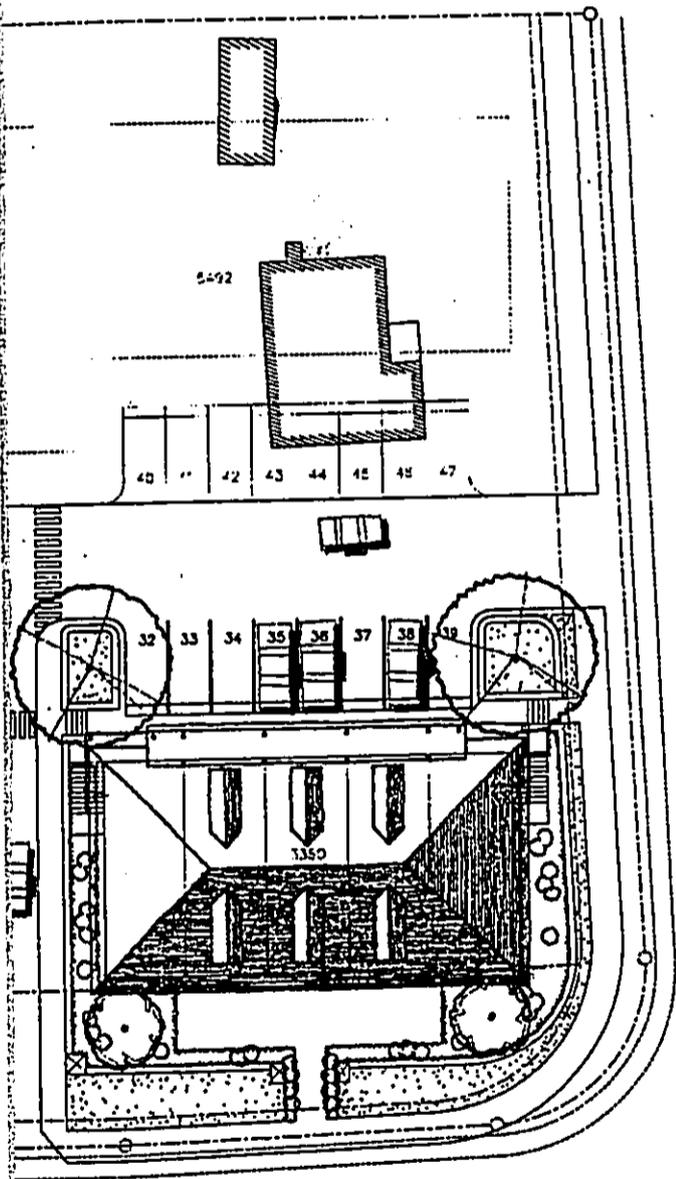
HALEAKALA  
HIGHWAY



ENC. NO. 804784



HALEAKALA HIGHWAY



HEALANI PLACE

HIGHWAY

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION.

Concept

**SITE PLAN**

for

**UNITED AUTO PARTS  
PUKALANI HEADQUARTERS  
MAUI DIVISION**

AT  
PUKALANI, HAWAII  
TRAC  
(2) 2-3-06:10

REVISIONS

▲	
▲	
▲	
▲	
▲	

**SITE PLAN**

1/16" = 1'-0"

SHEET NUMBER

27 MARCH 2000

DESIGNED BY

GREGORY L. SKOG ARCHITECTS

18 SOUTH MARKET STREET, SUITE 8  
WAILUKU, MAUI, HAWAII 96793  
TELEPHONE: (808) 242-8144  
FACSIMILE: (808) 242-7167  
CELLPHONE: (808) 298-GREG  
E-MAIL: gregskog@maui.net

A1

**FIGURE 8**



HALEAKALA HIGHWAY ELEVATION



THIS WORK WAS PREPARED BY ME OR UNDER MY  
SUPERVISION AND CONSTRUCTION OF THIS PROJECT  
WILL BE UNDER MY OBSERVATION.

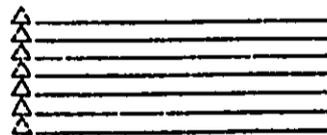
Concept

IMAGE SKETCH

for

UNITED AUTO PARTS  
PUKALANI, MAUI

REVISIONS



EXTERIOR ELEVATION  
NO SCALE

DRAWN BY

27 MARCH 2000

CHECKED BY

GREGORY L. SKOG ARCHITECTS INC.

10 SOUTH MARKET STREET, SUITE 2  
WAILUKU, MAUI, HAWAII 96793  
TELEPHONE: (808) 242-8544  
FACSIMILE: (808) 242-7169  
CELLPHONE: (808) 242-8766  
EMAIL: gskog@skog.com

FIGURE 9

APPENDICES

Appendix - A  
Pre-Consultation Letters and  
Survey



February 18, 2000

'00 FEB 22 P12:40

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

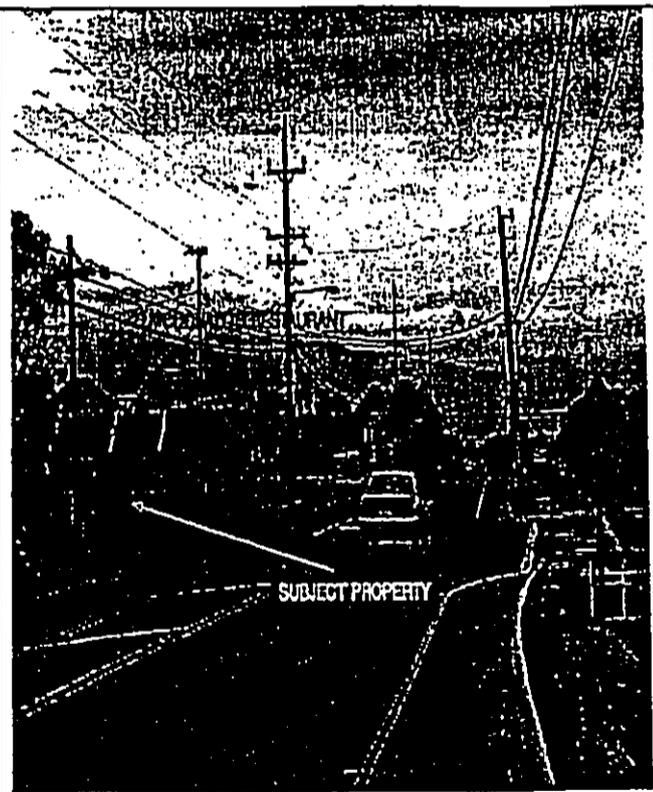
DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

RE: PRE-CONSULTATION FOR A CHANGE IN ZONING AND COMMUNITY PLAN AMENDMENT FOR A PROPOSED COMMERCIAL DEVELOPMENT AT 15 HEALANI PLACE, PUKALANI, MAUI, HAWAII; TMK: 2-3-025:015.

Mr. Edwin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square foot lot at 15 Healani Place, Pukalani, Maui.

**Project Rationale.** Mr. Fujinaka is the second-generation owner of the Napa Auto Part Stores on Maui, which his family opened in 1947. United Auto Parts, Inc., owns five stores, including the Pukalani store, which it opened in 1978. Mr. Fujinaka's intention is to relocate and expand the Pukalani store on property that he owns. Additional space will be made available in order to provide business opportunities for other Upcountry establishments.

**Location.** The subject parcel is located at the corner of Haleakala Highway and Healani Place, across from the McDonald's restaurant and Minit Stop gas station. Existing commercial uses in this area include the McDonalds restaurant, Minit Stop gas station, Ann's House of Beauty, a flower shop, Gordon Stellway's real estate office, and the Kidd R. Andrade commercial building.

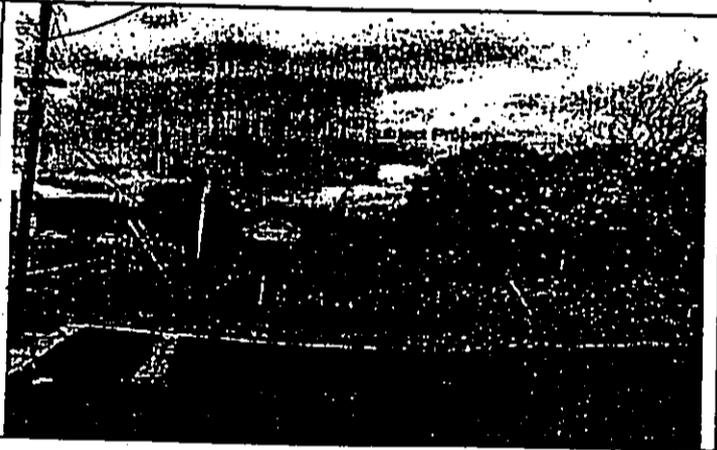


**Required Land Use Permits.** In order to develop the property a Change in Zoning to Country Town Business District (B-CT) and a Community Plan Amendment to Business/Commercial is required. The applications will necessitate public hearings before the Maui County Planning Commission and County Council. All neighboring landowners within 500 feet of the project

will be notified at the time of application submittal to the County as well as 30 days prior to the Planning Commission's public hearing.

**Timing and Phasing.** It is anticipated that the re-zoning process will take approximately a year to complete. After re-zoning final architectural plan development and approval as well as construction will take approximately one more year. Thus, the first phase of the project could be completed within 2 years. The existing residence located on the southwest corner of the lot will continue to be occupied by the current tenant. The first phase of the project is anticipated to include a 7,500 square feet Napa Auto Parts Store as well as 5,700 square feet of additional retail space and 3,200 square feet of office space. As demand warrants, additional retail or office space may be provided.

**Vehicular Access to the Project Site.** There are two planned entrances into the project. The primary entrance will be from Haleakala Highway, directly across from Ha'a Ha'a Street. This driveway will accommodate the majority of the project's traffic. A secondary driveway will be located off of Healani Place. Healani Place will be widened to county standards to accommodate vehicles that utilize this access.



**Design Features.** The project will be designed in accordance with the Makawao-Pukalani-Kula Country Town Design Guidelines. A large 25 feet front yard setback will be provided along Haleakala Highway and building character will be compatible with traditional Upcountry architecture.

We are currently notifying agencies as part of the pre-consultation process required for the preparation of the Draft Environmental Assessment (DEA). Please provide us with comments, if any, which you feel we need to consider in the preparation of the Draft EA. You will be provided with an opportunity to comment on the Draft EA and CIZ/DBA application requests after they are submitted to the Planning Department as part of the normal agency review process.

Should you have any questions or comments regarding this project, please contact, Mr. Rory Frampton, Chris Hart and Partners, at 242-1955.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rory Frampton".

Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File

AMES "KIMO" APANA  
Mayor

JOHN E. MIN  
Director

LAYTON I. YOSHIDA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

March 15, 2000

Mr. Michael Summers  
Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793



Dear Mr. Summers:

RE: Pre-Consultation Comments for a Draft Environmental Assessment (DEA) for a 16,400 Square Foot Commercial Project Requiring a Community Plan Amendment and a Change in Zoning, Approximately 1.39 Acres, on TMK: 2-3-025:015, on Haleakala Highway, Pukalani, Maui, Hawaii

Thank you for the opportunity to provide you with pre-consultation comments for the Draft Environmental Assessment (DEA) for this project.

The purpose of the project is to build 16,400 square feet of commercial space at the corner of Haleakala Highway and Healani Place. The project would include a 7,500 square foot NAPA Auto Parts Store, an additional 5,700 square feet of retail space, and approximately 3,200 square feet of office space.

We confirm that the project would require a Community Plan Amendment from Single-Family Residential to Business/Commercial. It also requires that the property be re-zoned from R-2 Residential to B-CT Business Country-Town. The Community Plan Amendment requires that an Environmental Assessment be processed.

The DEA should address the following areas:

1. Consistency with the Community Plan. When the Maui County Council (Council) revised the Community Plan in 1996, there were considerable concerns about the proliferation of commercial uses along this corridor, particularly in the area between Pukalani Street and Makawao Avenue. This is the same area as the proposed project.

Mr. Michael Summers  
March 15, 2000  
Page 2

The Council noted that the area was taking on the undesirable characteristics of strip-commercial development. Though other reasons were cited, they particularly noted the visual impacts of conflicting design and difficult traffic conditions. The resulting action by the Council was the "down-designation" of five properties along this corridor from Business/Commercial to Single-Family Residential. These changes totaled 2.729 acres.

In addition to the down designations, specific language was added to the plan in several places to discourage additional commercial uses along the highway. The following is from the plan:

*Land Use, Objectives and Policies, Pg. 21: Support the centralization of business activities and avoid the expansion of strip-commercial development.*

*Land Use, Implementing Actions, Pg. 24: New commercial development along Haleakala Highway in Pukalani should be discouraged out of concern over the impacts on traffic flow and the residential neighborhood. New commercial development along Makawao Avenue in Pukalani should be limited to professional services with minimal traffic and noise impacts.*

In light of the above, the DEA needs to address how this project is or is not consistent with the Community Plan.

2. Growth Inducement. Similarly, the granting of one Change in Zoning is likely to lead to others. As the intent of the Community Plan is to limit commercial uses in this area, how is this project justified and not others?
3. Visual. Incremental development of commercial uses. Please discuss how the proposed project relates to the surrounding incremental development of commercial uses along a strip leads to widely varied architectural styles and visual impacts. Please discuss how this project relates to the other commercial buildings in the area, including Minit Stop, McDonald's, and the Andrade Building.

Mr. Michael Summers  
March 15, 2000  
Page 3

4. Traffic. The traffic analysis should be performed in the context of all of the surrounding businesses. We note that this strip of Haleakala Highway has numerous commercial and residential driveways and roads. Turning conditions are sometimes difficult and traffic is sometimes stopped while both right and left turns are negotiated.

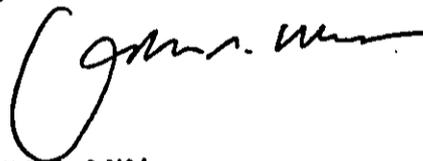
The analysis also needs to examine the increase in commercial traffic turning in and out of Healan Place and any effect on residences there.

5. Alternatives. The document should discuss why the project goals could not be achieved in other locations. Locations should include the upcoming Kula Malu Project and expansion in-place in Pukalani Terrace.

In addition, the DEA should also examine the alternative of developing the property in accordance with the current community plan designation and zoning.

If you have any questions, please contact Mr. William Spence, Staff Planner, of this office at 270-7735.

Very truly yours,



JOHN E. MIN  
Planning Director

JEM:WRS:cmb

c: Clayton Yoshida, AICP, Deputy Planning Director  
William Spence, Staff Planner  
Genevieve Salmonson, OEQC  
Project File  
General File  
S:\ALL\WILLIAACORES\2000\NAPA.PRE



March 22, 2000

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

Dear Mr. Min:

RE: Pre-Consultation Comments for a Draft Environmental Assessment (DEA)  
for Proposed Commercial Project at 15 Healan Place, Pukalani, Maui,  
Hawaii; TMK: 2-3-025:015.

Thank you for your letter dated March 15, 2000, regarding the above-referenced  
project. Your comments will be addressed in the Draft Environmental Assessment  
(DEA), which is being prepared for this project.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File



February 18, 2000

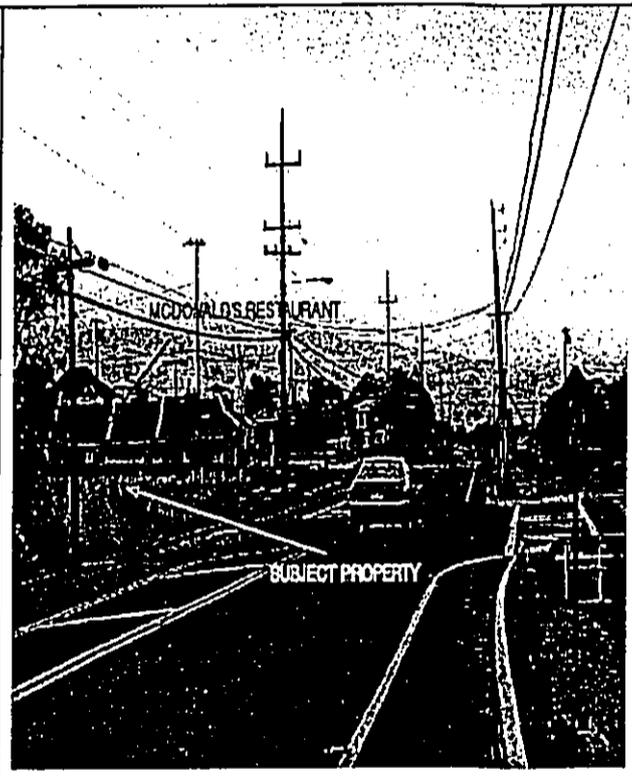
Mr. Charles Jencks  
Director  
Department of Public Works and Waste Management  
200 South High Street  
Wailuku, Maui, Hawaii 96793

RE: PRE-CONSULTATION FOR A CHANGE IN ZONING AND COMMUNITY PLAN AMENDMENT FOR A PROPOSED COMMERCIAL DEVELOPMENT AT 15 HEALANI PLACE, PUKALANI, MAUI, HAWAII; TMK: 2-3-025:015.

Mr. Edwin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui.

**Project Rationale.** Mr. Fujinaka is the second-generation owner of the Napa Auto Part Stores on Maui, which his family opened in 1947. United Auto Parts, Inc., owns five stores, including the Pukalani store, which it opened in 1978. Mr. Fujinaka's intention is to relocate and expand the Pukalani store on property that he owns. Additional space will be made available in order to provide business opportunities for other Upcountry establishments.

**Location.** The subject parcel is located at the corner of Haleakala Highway and Healani Place, across from the McDonald's restaurant and Minit Stop gas station. Existing commercial uses in this area include the McDonalds restaurant, Minit Stop gas station, Ann's House of Beauty, a flower shop, Gordon Stellway's real estate office, and the Kidd R. Andrade commercial building.



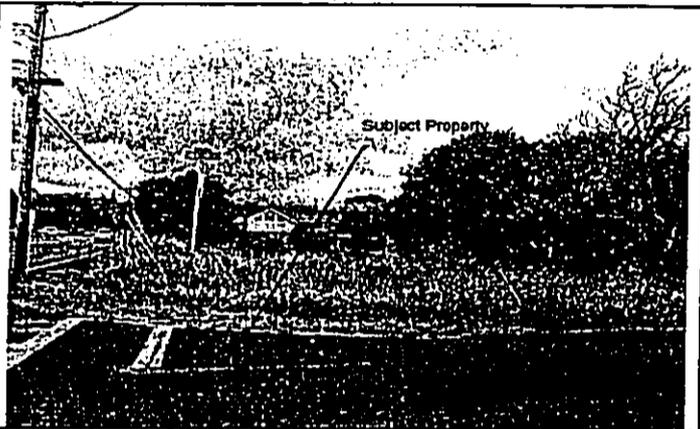
**Required Land Use Permits.** In order to develop the property a Change in Zoning to Country Town Business District (B-CT) and a Community Plan Amendment to Business/Commercial is required. The applications will necessitate public hearings before the Maui County Planning Commission and County Council. All neighboring landowners within 500 feet of the project

will be notified at the time of application submittal to the County as well as 30 days prior to the Planning Commission's public hearing.

**Timing and Phasing.** It is anticipated that the re-zoning process will take approximately a year to complete. After re-zoning final architectural plan development and approval as well as construction will take approximately one more year. Thus, the first phase of the project could be completed within 2 years. The existing residence located on the southwest corner of the lot will continue to be occupied by the current tenant. The first phase of the project is anticipated to include a 7,500 square foot Napa Auto Parts Store as well as 5,700 square feet of additional retail space and 3,200 square feet of office space. As demand warrants, additional retail or office space may be provided.

***Vehicular Access to the Project Site.***

There are two planned entrances into the project. The primary entrance will be from Haleakala Highway, directly across from Ha'a Ha'a Street. This driveway will accommodate the majority of the project's traffic. A secondary driveway will be located off of Healani Place. Healani Place will be widened to county standards to accommodate vehicles that utilize this access.



**Design Features.** The project will be designed in accordance with the Makawao-Pukalani-Kula Country Town Design Guidelines. A large 25 feet front yard setback will be provided along Haleakala Highway and building character will be compatible with traditional Upcountry architecture.

We are currently notifying agencies as part of the pre-consultation process required for the preparation of the Draft Environmental Assessment (DEA). Please provide us with comments, if any, which you feel we need to consider in the preparation of the Draft EA. You will be provided with an opportunity to comment on the Draft EA and CIZ/DBA application requests after they are submitted to the Planning Department as part of the normal agency review process.

Should you have any questions or comments regarding this project, please contact, Mr. Rory Frampton, Chris Hart and Partners, at 242-1955.

Sincerely,

  
Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File

JAMES "KIMO" APANA  
Mayor

CHARLES JENCKS  
Director

DAVID C. GOODE  
Deputy Director

Telephone: (808) 270-7845  
Fax: (808) 270-7955



COUNTY OF MAUI  
**DEPARTMENT OF PUBLIC WORKS  
AND WASTE MANAGEMENT**

200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793

March 21, 2000

Mr. Rory Frampton  
Chris Hart & Associates  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

**RECEIVED**  
MAR 24 2000

CHRIS HART & PARTNERS  
Landscape Architecture & Planning

**SUBJECT: EARLY CONSULTATION  
UNITED AUTO PARTS  
TMK: (2) 2-3-025:015**

We reviewed your request for a pre-consultation for the subject project and have the following comments.

1. A minor traffic impact assessment report needs to be done to give reviewers an idea of what additional traffic will be expected since the existing parcel is vacant.
2. Per the provisions of Chapter 16.26A.4600, "Improvements to Public Streets," road widening lots will likely be required for the adjoining halves of Haleakala Highway and Healani Place to provide for future right-of-way and be improved to County standards to include, but not be limited to, pavement widening, construction of curb, gutter and sidewalks, street lights, and relocation of utilities underground. Said lot shall be dedicated to the County upon completion of improvements. The subdivision of the road widening lot shall comply with the provisions of Title 18, Maui County Code, "Subdivisions."
3. A detailed final drainage report and a site specific erosion control plan shall be submitted with the construction plans for review and approval prior to the issuance of grading or building permits. The drainage report shall include hydrologic and hydraulic calculations and the schemes for the disposal of runoff waters. It must comply with the provisions of the "Rules for Design of Storm Drainage Facilities in the County of Maui" and must provide verification that the grading and runoff water generated by the project will not have an adverse effect

Mr. Rory Frampton  
March 21, 2000  
Page 2

on adjacent and downstream properties. The site specific erosion control plan shall show the location and details of structural and non-structural Best Management measures.

4. Parking onsite will be required to be consistent with Maui County Code 19.36.

If you have any questions, please call David Goode at 270-7845.

Sincerely,



**CHARLES JENCKS**  
Director of Public Works  
and Waste Management

DG:msc/mt  
S:\LUCA\CZM\unitauto.wpd



March 29, 2000

Mr. Charles Jencks  
Director  
Department of Public Works and Waste Management  
200 South High Street  
Wailuku, Maui, Hawaii 96793

Dear Mr. Jencks:

RE: Pre-Consultation Comments for a Draft Environmental Assessment (DEA)  
for Proposed Commercial Project at 15 Healan Place, Pukalani, Maui,  
Hawaii; TMK: 2-3-025:015.

Thank you for your letter dated March 21, 2000, regarding the above-referenced  
project. Your comments will be addressed in the Draft Environmental Assessment  
(DEA), which is being prepared for this project.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File

LANDSCAPE ARCHITECTURE AND PLANNING

1955 MAIN STREET, SUITE 200 • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE: 808-242-1955 • FAX: 808-242-1956

0200099



February 18, 2000

RECEIVED  
FEB 18 2000  
DEPT. OF WATER SUPPLY  
COUNTY OF MAUI

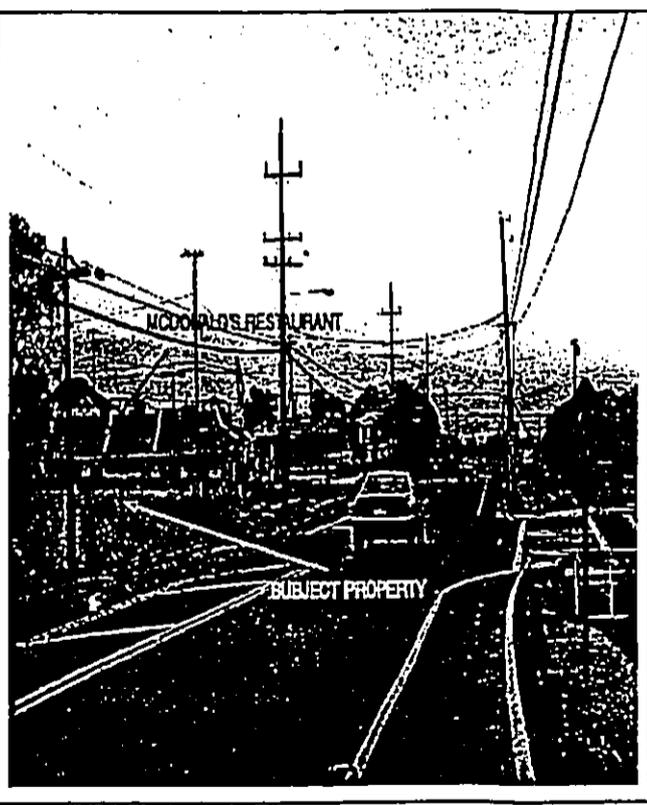
Mr. David Craddick  
Director  
Department of Water Supply  
200 South High Street  
Wailuku, Hawaii 96793

RE: PRE-CONSULTATION FOR A CHANGE IN ZONING AND COMMUNITY PLAN AMENDMENT FOR A PROPOSED COMMERCIAL DEVELOPMENT AT 15 HEALANI PLACE, PUKALANI, MAUI, HAWAII; TMK: 2-3-025:015.

Mr. Edwin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui.

**Project Rationale.** Mr. Fujinaka is the second-generation owner of the Napa Auto Part Stores on Maui, which his family opened in 1947. United Auto Parts, Inc., owns five stores, including the Pukalani store, which it opened in 1978. Mr. Fujinaka's intention is to relocate and expand the Pukalani store on property that he owns. Additional space will be made available in order to provide business opportunities for other Upcountry establishments.

**Location.** The subject parcel is located at the corner of Haleakala Highway and Healani Place, across from the McDonald's restaurant and Minit Stop gas station. Existing commercial uses in this area include the McDonald's restaurant, Minit Stop gas station, Ann's House of Beauty, a flower shop, Gordon Stellway's real estate office, and the Kidd R. Andrade commercial building.



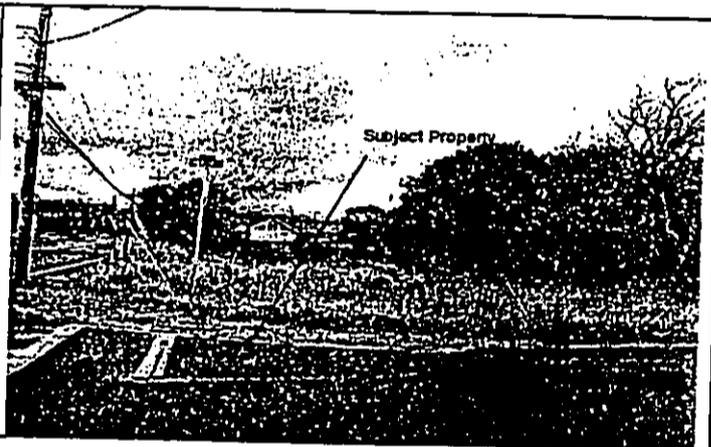
**Required Land Use Permits.** In order to develop the property a Change in Zoning to Country Town Business District (B-CT) and a Community Plan Amendment to Business/Commercial is required. The applications will necessitate public hearings before the Maui County Planning Commission and County Council. All neighboring landowners within 500 feet of the project

will be notified at the time of application submittal to the County as well as 30 days prior to the Planning Commission's public hearing.

**Timing and Phasing.** It is anticipated that the re-zoning process will take approximately a year to complete. After re-zoning final architectural plan development and approval as well as construction will take approximately one more year. Thus, the first phase of the project could be completed within 2 years. The existing residence located on the southwest corner of the lot will continue to be occupied by the current tenant. The first phase of the project is anticipated to include a 7,500 square feet Napa Auto Parts Store as well as 5,700 square feet of additional retail space and 3,200 square feet of office space. As demand warrants, additional retail or office space may be provided.

***Vehicular Access to the Project Site.***

There are two planned entrances into the project. The primary entrance will be from Haleakala Highway, directly across from Ha'a Ha'a Street. This driveway will accommodate the majority of the project's traffic. A secondary driveway will be located off of Healani Place. Healani Place will be widened to county standards to accommodate vehicles that utilize this access.



**Design Features.** The project will be designed in accordance with the Makawao-Pukalani-Kula Country Town Design Guidelines. A large 25 feet front yard setback will be provided along Haleakala Highway and building character will be compatible with traditional Upcountry architecture.

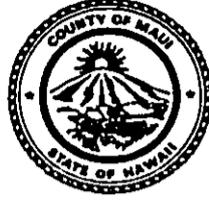
We are currently notifying agencies as part of the pre-consultation process required for the preparation of the Draft Environmental Assessment (DEA). Please provide us with comments, if any, which you feel we need to consider in the preparation of the Draft EA. You will be provided with an opportunity to comment on the Draft EA and CIZ/DBA application requests after they are submitted to the Planning Department as part of the normal agency review process.

Should you have any questions or comments regarding this project, please contact, Mr. Rory Frampton, Chris Hart and Partners, at 242-1955.

Sincerely,

  
Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File



**DEPARTMENT OF WATER SUPPLY  
COUNTY OF MAUI  
P.O. BOX 1109  
WAILUKU, MAUI, HAWAII 96793-7109  
Telephone (808) 270-7816 • Fax (808) 270-7833**

March 10, 2000

Mr. Roy Frampton  
Chris Hart & Partners  
1955 Main Street  
Wailuku, Maui, Hawaii 96793-1706

Re: TMK: 2-3-25:015  
Project Name: Pre-Consultation for a Change in Zoning Community Plan  
Amendment for a Proposed Commercial Development  
(Pukalani United Auto Parts)

Dear Mr. Hart,

Thank you for the opportunity to comment on this application. We provide the following information:

**Source and System**

A 12-inch waterline fronts the entire length of the property along Haleakala Road. Three fire hydrants are in close proximity of the property. The applicant will be required to provide adequate fire protection and domestic water service in accordance to standards. Based on system standards, the water system in this area should be capable of providing sufficient fire protection for commercial use.

However, fire flow guidelines for commercial applications and domestic use are based on the Insurance Services Office (ISO) and the Uniform Plumbing Code respectively. Actual fire demand for structures is determined by using fire flow calculations performed by a certified engineer. Approved fire flow calculation methods for the applicant's use include "Fire Flow" - Hawaii Insurance Bureau, 1991; and "Guide for Determination of Required Fire Flow" - Insurance Service Office, 1974.

*"By Water All Things Find Life"*

Also, the applicant should be aware that the proposed development is in the Upcountry area affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" by the Director of Water Supply, dated March 16, 1993. There is no assurance of a water meter or building permit issuance as a result of our comments to this application. We strongly suggest the applicant discuss this matter with our engineering division at 270-7835 prior to building permit.

This project overlies the Makawao Aquifer having a sustainable yield 15 MGD. The primary source water feeding this area is surface water taken from the Wailoa Ditch and treated at the Kamole Weir Water Treatment Facility near Haliimaile.

In order to protect Maui's groundwater and surface water resources, DWS recommends that the applicant utilize Best Management Practices (BMPs) designed to minimize infiltration and runoff from all construction and vehicle operations. We have attached sample BMPs for principle operations and a list of references. Additional information is available from the State Department of Health.

#### **Conservation**

The applicants should be encouraged to conserve water in and around the property. Please refer to the measures listed below and to the attached documents for water conservation.

Eliminate Single-Pass Cooling: Single-pass, water-cooled systems should be eliminated per Maui County Code Subsection 14.21.20. These units pass water once-through for cooling, and then dispose of the water into the drain. Although prohibited by code, single-pass water cooling is still manufactured into some models of air conditioners, freezers, and commercial refrigerators.

Utilize Low-Flow Fixtures and Devices: Maui County Code Subsection 16.20.675 requires the use of low flow water fixtures and devices in faucets, showerheads, water closets and hose bibs. Water conserving washing machines, ice-makers and other units are also available, and can help cut back on water bills.

Maintain Fixtures to Prevent Leaks: A simple, regular program of repair and maintenance can prevent the loss of hundreds or even thousands of gallons a day. Refer to the attached handout, "The Costly Drip". The applicant should establish a regular maintenance program.

Use Climate-adapted Plants: The project site is located in "Maui County Planting Plan" - Plant Zones 2 & 4. Please refer to the attached documents "Saving Water in the Yard". Native plants adapted to the area conserve water and further protect the watershed from degradation due to invasive alien species.

*"By Water All Things Find Life"*

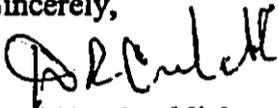
John E. Min, Director  
Kula Lodge  
March 10, 2000  
Page 3

**Prevent Over-Watering By Automated Systems:** Provide rain-sensors on all automated irrigation controllers. Check and reset controllers at least once a month to reflect the monthly changes in evapotranspiration rates at the site. As an alternative, provide the more automated, soil-moisture sensors on controllers.

**Look for Opportunities to Conserve Water Around the Property:** A few examples: When clearing driveways, etc. of debris, use a broom instead of a hose. When Also, the applicant should be aware that the proposed development is in the Upcountry area affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" by the Director of Water Supply, dated March 16, 1993.

Should you have any further comments, please contact our Water Resources & Planning Division at 270-7199.

Sincerely,



David R. Craddick  
Director

rs

xc: Engineering

xc: applicant w/attachments :

- 1) "The Costly Drip"
- 2) Ordinance 2108 - "An ordinance amending Chapter 16.20 of the Maui County Code, pertaining to the plumbing code"
- 3) "XERISCAPE - Water Conservation through Creative Landscaping"
- 4) "Saving Water in The Yard - What and How to Plant In Your Area"
- 5) "A Checklist for Water Conservation Ideas for Cooling"
  
- 7) "A Checklist for Water Conservation Ideas for Commercial Buildings"
  
- 9) Selected BMPs from "The Megamanual - Nonpoint Source Management Manual." Commonwealth of Massachusetts
- 10) Selected BMPs from "Guidance Specifying Management Measures For Sources of Nonpoint Pollution In Coastal Waters." U.S. EPA.

*"By Water All Things Find Life"*



March 22, 2000

Mr. David R. Craddick  
Director  
Department of Water Supply  
P.O. Box 1109  
Wailuku, Maui, Hawaii 96793-7109

Dear Mr. Craddick:

RE: Pre-Consultation Comments for a Draft Environmental Assessment (DEA)  
for Proposed Commercial Project at 15 Healan Place, Pukalani, Maui,  
Hawaii; TMK: 2-3-025:015.

Thank you for your letter dated March 10, 2000, regarding the above-referenced  
project. Your comments will be included in the Draft Environmental Assessment (DEA),  
which is being prepared for this project.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

Rory Frampton

cc. Mr. Edwin Fujinaka, United Auto Parts, Inc.  
Project File



October 6, 1999

Mr. Ross Cordy, Ph.D.  
State Historic Preservation Division  
601 Kamokila Blvd., Suite 555  
Kapolei, HI 96707

Dear Mr. Cordy,

RE: ARCHEOLOGICAL SURVEY'S FOR TMK'S: (2) 2-3-025:015 AND  
(2) 2-4-002:002

Per our telephone discussion of October 6, 1999, we are requesting a determination as to whether an archeological survey is necessary for the following two properties:

1. TMK: (2) 2-3-025:015 (Proposed Napa Auto Parts Store)

The subject property is located at 15 Healani Place, Pukalani, Maui, Hawaii, and encompasses an area of approximately 60,580 square feet. An existing 1,088 square feet single-family dwelling that was built in 1930 is situated on the southwest corner of the lot. This residence and detached carport will not be impacted by development of the property. The remainder of the site is largely overgrown with weeds, bushes, and a few trees. It is not known if this area has ever been altered for agricultural purposes.

The Applicant proposes to develop the parcel to accommodate commercial space, and associated improvements that include A.C. paved parking, utility connections, and landscaping (See Exhibit A).

2. TMK: (2) 2-4-002:002 (Banyan Tree Vacation Rental)

As I mentioned, I discussed this property with Carol Ogata earlier this week.

Mr. Ross Cordy, Ph.D.

October 6, 1999

Page 2

The subject property encompasses an area of approximately 2.10-acres and maintains two residential dwellings. The main dwelling contains approximately 2,876 square feet and was built in 1926 by Maui Land and Pineapple Co. to serve as a residence for the company's Haliimaile cannery manager. The accessory dwelling was built in 1938 to serve as servant quarters. This structure was designed to function as a triplex, i.e. three separate bedroom units that together comprise approximately 639 square feet of living area. The remainder of the property is largely grassed, with large Banyan, Monkeypod, Plumeria, and other tropical trees, flowers and bushes that beautify the property (See Exhibit B).

The above referenced structures will not be altered by the project.

Thank you very much for your assistance. Should you have any questions, please call me at (808) 242-1955.

Sincerely,



Michael J. Summers  
Staff Planner

Cc. Project File

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



TRACY E. JOHNS, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES  
JANET E. KAWALO  
LINNELL NISHIOKA

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kekuhihewa Building, Room 555  
601 Kamohila Boulevard  
Kapolei, Hawaii 96707

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

December 20, 1999

Mr. Michael J. Summers  
Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Maui Hawaii 96793-1706

LOG NO: 24615  
DOC NO: 9912CO12  
Architecture

Dear Mr. Summers:

**SUBJECT: Request for determination of Archaeological Survey  
TMK 2-3-025:015 & 2-4-002:002, Makawao, Maui**

Thank you for your letter requesting if an archaeological survey would be necessary. The archaeologist for Maui believes the areas of the two properties have been previously graded and that it is unlikely that archaeological resources will be found.

We request that for the two properties photographs of the structures along with the Historic Resources Inventory form be submitted to our office, for our records. If the structures have been significantly modified, we recommend that these modifications also be documented. For the Proposed Napa Auto Parts Store, should the structure retain its original exterior appearance, we believe that the development plan should be reviewed at the appropriate time. For the Banana Tree Vacation Rental should the property be further developed the proposal should not detract from the original structure.

Thank you for the opportunity to comment. If you have any questions regarding the architectural review please contact Carol Ogata at 692-8032.

Aloha,

  
DON HIBBARD, Administrator  
State Historic Preservation Division

CO:lm

Site # \_\_\_\_\_  
TMK \_\_\_\_\_

## HISTORIC RESOURCES INVENTORY

### IDENTIFICATION

1. Common Name: \_\_\_\_\_
2. Historic Name, if known: \_\_\_\_\_
3. Street or rural address \_\_\_\_\_  
City: \_\_\_\_\_ Zip: \_\_\_\_\_ County: \_\_\_\_\_
4. Present Owner, if known: \_\_\_\_\_  
Address if different from above: \_\_\_\_\_
5. Ownership is:  Public  Private
6. Present Use: \_\_\_\_\_ Original Use: \_\_\_\_\_  
Other Past Uses: \_\_\_\_\_

### DESCRIPTION

#### 7. Physical Appearance:

- Style \_\_\_\_\_
- Primary Exterior Building Material:  Stone  Stucco  Adobe  Other  
Wood:  Clapboard  Shiplap  Vertical Board  Board and Batten  
 Shingle  Other
- Additional Materials \_\_\_\_\_
- Roof:  Gable  Hipped  Other \_\_\_\_\_ Special features \_\_\_\_\_  
Roofing Material \_\_\_\_\_  
Roof Trim:  Closed Eaves  Overhanging Eaves  Brackets
- Dormers:  Gabled  Hipped  Shed  Eyelid  Other
- Porch:  Inset  Outset  Open  Enclosed  Facade length  
 Wraparound  Centered  Offset
- Door:  Centered  Offset  Inset  Transom  Side Panels  
 Sidelights  Window \_\_\_\_\_ Other
- Windows:  Double-Hung  Sliding  Casement  Awning  Jalousies  
 Plate glass \_\_\_\_\_ Other
- Number of panes: \_\_\_\_\_
- Other Features: \_\_\_\_\_

8. Approximate Property Size: Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approximate acreage \_\_\_\_\_

9. Is the feature  Altered  Unaltered ?

10. Surroundings:  Open Land  Scattered Buildings  Densely Built-up  
 Residential  Commercial  Industrial \_\_\_\_\_ Other

11. Is the structure  on its original site  moved  unknown

12. Year of initial construction \_\_\_\_\_ This date is  factual  estimated.

13. Architect (if known) \_\_\_\_\_

14. Builder (if known) \_\_\_\_\_

15. Related features:  Barn  Carriage House  Outhouse  Shed(s)  
 Formal Garden(s)  Windmill  Watertower/ Tankhouse  
 Garage  Servants' or Guest House \_\_\_\_\_ Other

Site # \_\_\_\_\_  
TMK \_\_\_\_\_

## HISTORIC RESOURCES INVENTORY

### IDENTIFICATION

1. Common Name: \_\_\_\_\_
2. Historic Name, if known: \_\_\_\_\_
3. Street or rural address \_\_\_\_\_  
City: \_\_\_\_\_ Zip: \_\_\_\_\_ County: \_\_\_\_\_
4. Present Owner, if known: \_\_\_\_\_  
Address if different from above: \_\_\_\_\_
5. Ownership is:  Public  Private
6. Present Use: \_\_\_\_\_ Original Use: \_\_\_\_\_  
Other Past Uses: \_\_\_\_\_

### DESCRIPTION

#### 7. Physical Appearance:

- Style \_\_\_\_\_  
Primary Exterior Building Material:  Stone  Stucco  Adobe  Other  
Wood:  Clapboard  Shiplap  Vertical Board  Board and Batten  
 Shingle  Other
- Additional Materials  
Roof:  Gable  Hipped \_\_\_\_\_ Other \_\_\_\_\_ Special features \_\_\_\_\_  
Roofing Material \_\_\_\_\_  
Roof Trim:  Closed Eaves  Overhanging Eaves  Brackets
- Dormers:  Gabled  Hipped  Shed  Eyelid  Other
- Porch:  Inset  Outset  Open  Enclosed  Facade length \_\_\_\_\_  
 Wraparound  Centered  Offset
- Door:  Centered  Offset  Inset  Transom  Side Panels  
 Sidelights  Window \_\_\_\_\_ Other \_\_\_\_\_
- Windows:  Double-Hung  Sliding  Casement  Awning  Jalousies  
 Plate glass \_\_\_\_\_ Other \_\_\_\_\_  
Number of panes: \_\_\_\_\_
- Other Features: \_\_\_\_\_

8. Approximate Property Size: Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approximate acreage \_\_\_\_\_

9. Is the feature  Altered  Unaltered ?

10. Surroundings:  Open Land  Scattered Buildings  Densely Built-up  
 Residential  Commercial  Industrial \_\_\_\_\_ Other \_\_\_\_\_

11. Is the structure  on its original site  moved  unknown

12. Year of initial construction \_\_\_\_\_ This date is  factual  estimated.

13. Architect (if known) \_\_\_\_\_

14. Builder (if known) \_\_\_\_\_

15. Related features:  Barn  Carriage House  Outhouse  Shed(s)  
 Formal Garden(s)  Windmill  Watertower/ Tankhouse  
 Garage  Servants' or Guest House \_\_\_\_\_ Other \_\_\_\_\_



# UNITED AUTO PARTS, INC.

P.O. BOX 548 / KAHULUI, HAWAII 96733-7048  
TELEPHONE (808) 871-6286  
FAX (808) 877-6035

March 1, 2000

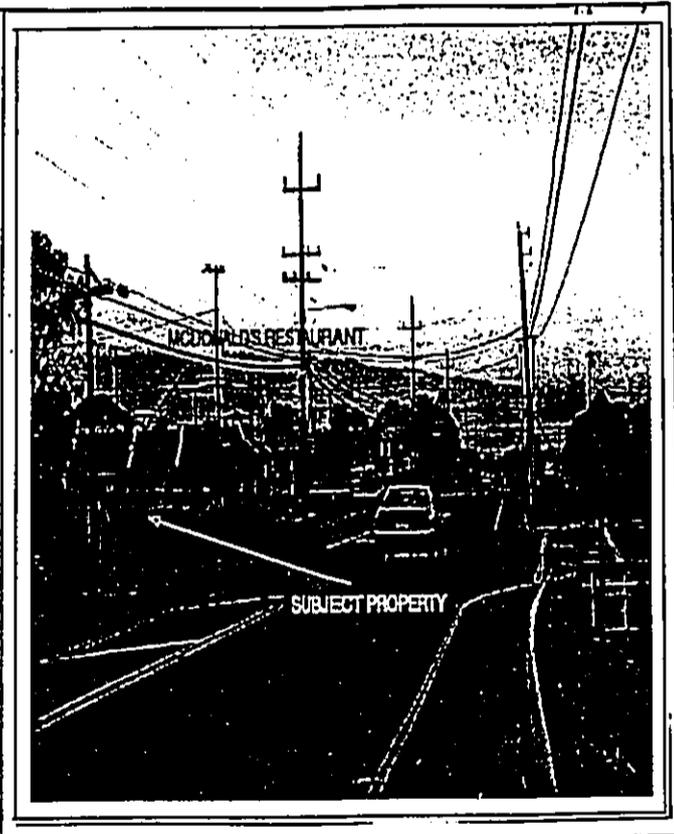
Dear Neighboring Property Owners and Lessees:

RE: PROPOSED COMMERCIAL DEVELOPMENT AT 15 HEALANI PLACE,  
PUKALANI, MAUI, HAWAII; TMK: 2-3-025:015.

Mr. Edwin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui.

**Project Rationale.** Mr. Fujinaka is the second-generation owner of the Napa Auto Part Stores on Maui, which his family opened in 1947. United Auto Parts, Inc., owns five stores, including the Pukalani store, which it opened in 1978. Mr. Fujinaka's intention is to relocate and expand the Pukalani store on property that he owns. Additional space will be made available in order to provide business opportunities for other Upcountry establishments.

**Location.** The subject parcel is located at the corner of Haleakala Highway and Healani Place, across from the McDonald's restaurant and Minit Stop gas station. Existing commercial uses in this area include the McDonalds restaurant, Minit Stop gas station, Ann's House of Beauty, a flower shop, Gordon Stellway's real estate office, and the Kidd R. Andrade commercial building.



**Required Land Use Permits.** In order to develop the property a Change in Zoning to Country Town Business District (B-CT) and a Community Plan Amendment to Business/Commercial is required. The applications will necessitate public hearings before the Maui County Planning Commission and County Council. All neighboring landowners within 500 feet of the project will be notified at the time of application submittal to the County as well as 30 days prior to the Planning Commission's public hearing.

90 E. Waikea Avenue  
Kahului, Hawaii 96732-2440  
Phone 871-6272

1820 Wells Street  
Wailuku, Hawaii 96793-2334  
Phone 244-3774

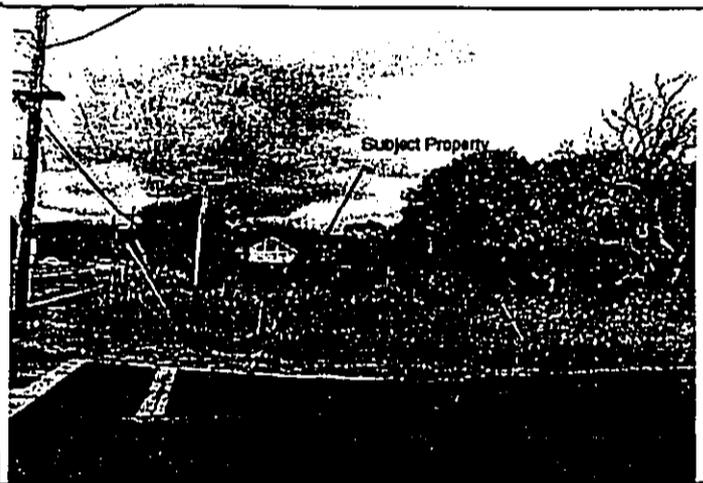
1058 Limahana Place  
Lahaina, Hawaii 96761-1540  
Phone 681-4461

Pukalani Terrace Center  
Pukalani, Hawaii 96788-9544  
Phone 572-7265

**Timing and Phasing.** It is anticipated that the re-zoning process will take approximately a year to complete. After re-zoning final architectural plan development and approval as well as construction will take approximately one more year. Thus, the first phase of the project could be completed within 2 years. The existing residence located on the southwest corner of the lot will continue to be occupied by the current tenant. The first phase of the project is anticipated to include a 7,500 square feet Napa Auto Parts Store as well as 5,700 square feet of additional retail space and 3,200 square feet of office space. As demand warrants, additional retail or office space may be provided.

***Vehicular Access to the Project Site.***

There are two planned entrances into the project. The primary entrance will be from Haleakala Highway, directly across from Ha'a Ha'a Street. This driveway will accommodate the majority of the project's traffic. A secondary driveway will be located off of Healani Place. Healani Place will be widened to county standards to accommodate vehicles that utilize this access.



**Design Features.** The project will be designed in accordance with the Makawao-Pukalani-Kula Country Town Design Guidelines. A large 25 feet front yard setback will be provided along Haleakala Highway and building character will be compatible with traditional Upcountry architecture.

We are currently notifying nearby neighbors in an effort to solicit preliminary comments prior to application submittal. Any written comments received will be included in a Draft Environmental Assessment which is required as part of the application process. Please keep in mind that the comments should focus on issues that you feel need to be addressed as part of the Environmental Assessment process (for example: traffic, parking, architectural character, etc.).

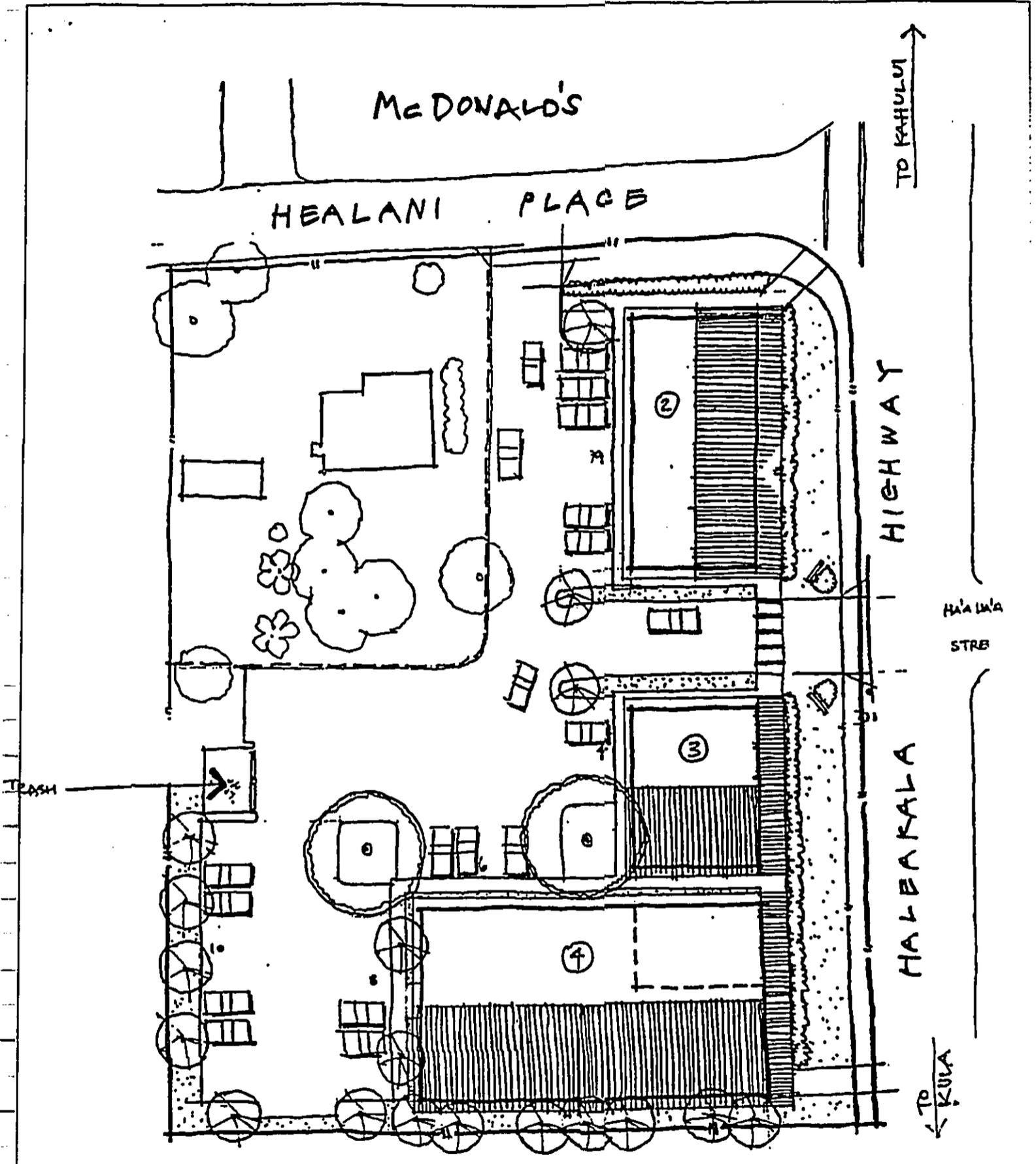
Should you have any questions or comments regarding this project, please contact Mr. Edwin Fujinaka, President, United Auto Parts, Inc., at 871-6266, or the project's land use planning consultant, Mr. Rory Frampton, Chris Hart and Partners, at 242-1955.

Sincerely yours,

Handwritten signature of Edwin K. Fujinaka

Edwin K. Fujinaka

cc. Mr. Rory Frampton, Chris Hart and Partners  
Project File



DRAFT CONCEPTUAL  
SITE PLAN

<p>MAKA AUTO PARTS</p>	<p>CHRIS HART</p>

---

**Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012  
March 24, 2000**

---

Mr. Edwin Fujinaka  
President and CEO  
United Auto Parts, Inc.  
P.O. Box 548  
Kahului, HI 96733-7048

RE: Proposed Commercial Development at 15 Healani Place

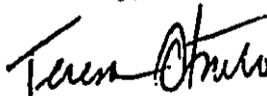
Dear Mr. Fujinaka:

I have reviewed your letter dated March 1, 2000 regarding your proposed commercial development at 15 Healani Place in Pukalani. I am writing on behalf of my husband, Stanley Otsubo, and his siblings, Mr. Richard Otsubo, Mrs. Frances Uyemura, Mr. Lawrence Otsubo, Mr. Raymond Otsubo, and my mother-in-law and father-in-law, Mr. and Mrs. Takeo Otsubo. My husband and his siblings are joint owners of the property at 55 Healani Place and Mr. and Mrs. Takeo Otsubo have a life interest in the property and are the residents.

We have reviewed your draft conceptual site plan with great interest. We note that the plan shows a trash receptacle and parking lot abutting the property boundary at 55 Healani Place. It is difficult to tell from your plan whether you intend to install a barrier of some kind between your property and the residential properties surrounding it. We are concerned about the possibility of trash blowing or being thrown onto our property, potential trespassers, and an increase in the noise level on the side of our house where bedrooms are located. Currently, there is a hedge 6 inches from the property boundary. We would like you to consider erecting an 8 foot high barrier constructed of 8 inch concrete hollow blocks in place of the hedge to prevent or reduce the possibility of these foreseeable problems from occurring. We hope you will take our request into consideration before you submit your application. In addition to notifying Mr. Takeo Otsubo of future hearings, please notify me at the above address of future hearings and other information as well.

Thank you in advance for your consideration. We look forward to hearing from you.

Sincerely,



Teresa Otsubo

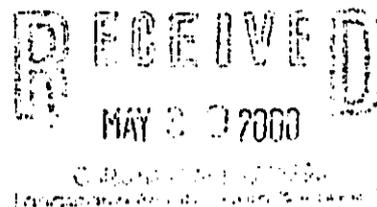
Cc: Takeo Otsubo



# UNITED AUTO PARTS, INC.

P.O. BOX 548 / KAHULUI, HAWAII 96733-7048  
TELEPHONE (808) 871-6266  
FAX (808) 877-6035

May 25, 2000



Ms. Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012

Re: Proposed Commercial Development at 15 Healani Place.

Dear Ms. Otsubo:

Thank you for your letter dated March 24, 2000, which responded to our notice of intention to establish a commercial development at 15 Healani Place in Pukalani. I apologize for the delay in responding to you as we have been in the process of finalizing our conceptual architectural and site plans for submittal to the County of Maui.

Your letter expressed a concern regarding potential impacts on your family's residential property related to trash, potential trespassers and increase in noise levels. We intend to take appropriate measures during the planning of this project in order to ensure that any potential impacts to your family's property are mitigated.

As noted in our letter to your parents, the proposed commercial development will be built in phases over time. The existing residential structure, which is currently occupied by Mr. Nakanishi, will remain in place until Mr. Nakanishi vacates the property. He has the option of residing there the rest of his life. Therefore, Mr. Nakanishi's residence will provide a buffer along a portion of your family's property which is closest to his residence during the initial phases of development.

In order to mitigate potential impact to your property, we are willing to construct a six feet high, concrete block wall in place of your existing hedge. We are enclosing for your review a revised conceptual site plan. The plan shows a wall along the portion of the southern boundary, which will abut the first phase of development. No wall is proposed along the boundary between Mr. Nakanishi's residence and your family's structure since Mr. Nakanishi's residence should provide a suitable buffer. However, at the time of full build out (sometime after Mr. Nakanishi no longer lives on the property) the six foot wall could be continued along the entire length of the southern boundary.

90 E. Wakea Avenue  
Kahului, Hawaii 96732-2440  
Phone 871-6272

1820 Wells Street  
Wailuku, Hawaii 96793-2334  
Phone 244-3774

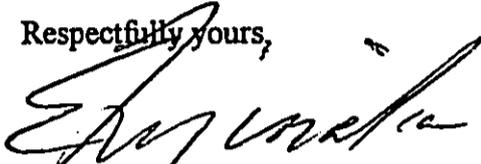
1058 Limahana Place  
Lahaina, Hawaii 96761-1540  
Phone 661-4461

Pukalani Terrace Center  
Pukalani, Hawaii 96788-8544  
Phone 572-7265

We will place your address on our mailing list for future public hearings. For your information, we anticipate submitting our Change in Zoning application to the County by the end of this month.

I again would like to thank you for your letter. I believe it is important to maintain good lines of communication with our neighbors. Please contact me, or Mr. Rory Frampton at Chris Hart & Partners (808-242-1955) if you have any further questions or comments.

Respectfully yours,



Edwin K. Fujinaka

Cc: Rory Frampton  
Takeo Otsubo

---

**Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012  
June 19, 2000**

---

Mr. Edwin Fujinaka  
President and CEO  
United Auto Parts, Inc.  
P.O. Box 548  
Kahului, HI 96733-7048

RE: Proposed Commercial Development at 15 Healani Place

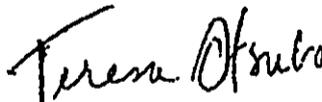
Dear Mr. Fujinaka:

Thank you for your letter of May 25, 2000. In speaking with my family members, we are concerned that you do not envision constructing the wall the entire length of the property at the outset of the project. We understand your logic of building the wall in phases, however, our concern is that plans may change, or the property may be sold and the proposal to construct the wall along the property currently occupied by Mr. Nakanishi would not occur. We would prefer a commitment from you to build the wall along the entire south side of the property at the outset of the construction.

In addition, we note that you are proposing to limit the height of the wall to six feet, rather than eight feet. Our continuing concern is that six feet will not ensure the privacy or the noise reduction at the rear of the house where the bedrooms are located. In speaking with some of the neighbors, another concern raised is that a six foot high wall would not provide adequate privacy at certain points along the property boundaries given the uneven terrain in places.

I see that you have prepared your application for a change in zoning. We are prepared to oppose your plan at the time of the hearing before the Planning Commission and Maui County Council unless we can achieve a satisfactory resolution beforehand. Thank you for your continued efforts to resolve this matter.

Sincerely,

  
Teresa Otsubo

Cc: Takeo Otsubo



# UNITED AUTO PARTS, INC.

P.O. BOX 548 / KAHULUI, HAWAII 96733-7048  
TELEPHONE (808) 871-6266  
FAX (808)877-6035

June 30, 2000

Ms. Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012

Re: Proposed Commercial Development at 15 Healani Place.

Dear Ms. Otsubo:

Thank you for your letter dated June 19, 2000, which expressed concerns over the wall on the south side of the property. I appreciate your concerns. I apologize for the time and effort that you have had to put into this project and the inconvenience that has fallen upon you.

I will erect an 8 feet high barrier constructed of 8 inch concrete hollow blocks in place of the hedge on the south side of the property. I would like for you to allow me to do the wall in phases. I am faced with two problems with building the entire wall from the outset. Mr. Nakanishi's yard would need to be graded in order to meet future finish grades for the project. Also there is a structure 3-1/2 feet from the boundary on the Nakanishi side that would interfere with construction of the wall. Grading and demolition of the existing structure would negatively impact Mr. Nakanishi.

I ask that you consider options for me to guarantee that the 8 feet high wall will be erected along the entire length of the property at the time of full build out of the project. I am willing to place a condition on the development of the second phase of the project requiring that the wall be constructed prior to final build out. This requirement would be a condition of zoning and would take the form of a unilateral agreement that would run with the land. If we cannot find a guarantee acceptable to you, then I will complete the wall along the entire length of the property at the start of the project.

I will be constructing an 8 feet high barrier on the north side and east side of Mr. Nakanishi's house to shield his residence from the project.

For your information, the Pukalani Community Association has a committee that will be meeting on Thursday night July 6, at the Pukalani Elementary School cafeteria. We will be presenting our project for their review.

90 E. Wakea Avenue  
Kahului, Hawaii 96732-2440  
Phone 871-6272

1820 Wells Street  
Wailuku, Hawaii 96793-2334  
Phone 244-3774

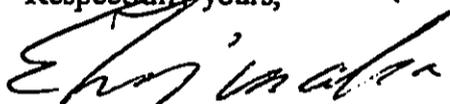
1058 Limahana Place  
Lahaina, Hawaii 96761-1540  
Phone 661-4461

Pukalani Terrace Center  
Pukalani, Hawaii 96788-8544  
Phone 572-7265

Again thank you for your letter. Please contact me at 808-871-6266 by phone or 808-877-6035 by fax. My e-mail address is [napamaui@maui.net](mailto:napamaui@maui.net). I look forward to your response.

Thank you.

Respectfully yours,



Edwin K. Fujinaka

Cc: Rory Frampton  
Takeo Otsubo

DEC-12-00 TUE 10:42

---

Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012  
July 13, 2000

---

Mr. Edwin Fujinaka  
President and CEO  
United Auto Parts, Inc.  
P.O. Box 548  
Kahului, HI 96733-7048

RE: Proposed Commercial Development at 15 Healanani Place

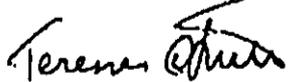
Dear Mr. Fujinaka:

Thank you for your letter of June 30, 2000. We are relieved to hear that you will build an 8 foot high barrier of 8 inch concrete hollow blocks. Thank you very much. My father-in-law has owned the property at 55 Healanani Place over half a century which I am sure you are able to see from examining public records. We recognize that change is inevitable and, overall, desirable. Over the years even the small additions of the gas station and McDonalds on the corner of the street has benefited us all. Please understand that we look forward to your proposed changes to the neighborhood. We simply wish to ensure that the project is complete at the outset and that no additional work needs to occur at a later date which would disrupt the privacy of our family.

Overall, the length of our boundary from the road to the neighboring properties is approximately 250 feet. More precise measurements can be had by looking at the tax key for property number 2-3-025-012-40-001. We are aware that of the 250 feet, the most difficult spot to build the wall will occur between Mr. Nakanishi's structure, and a Lychee tree approximately 7 feet from the boundary directly across from that structure. Once the hedge is removed, a tractor or grader could easily traverse the 10 1/2 foot clearance to dig the trench for the wall's footing. We would certainly permit you and your machinery to enter the property to put up the wall.

I understand that there are several legal devices which would guarantee future installment of the remaining wall, however, peace of mind can be attained with total and complete construction at the commencement of the project. The peace of mind of my family, especially of my mother-in-law and father-in-law, is worth any amount of effort on my part to attain. Thank you.

Sincerely,



Teresa Otsubo

Cc: Takeo Otsubo



**UNITED AUTO PARTS, INC.**

P.O. BOX 548 / KAHULUI, HAWAII 96733-7048  
TELEPHONE (808) 871-6266  
FAX (808)877-6035

August 3, 2000

**RECEIVED**  
AUG 04 2000

CHRIS HART & ASSOCIATES  
Landscape Architecture & Planning

Ms. Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012

Re: Proposed Commercial Development at 15 Healan Place.

Dear Ms. Otsubo:

Thank you for your letter dated July 13, 2000. I do understand your feelings about wanting the entire wall constructed at the outset of the project. We will build an 8 feet high barrier of 8 inch concrete hollow blocks in place of the hedge on the south side of the property. We will build this barrier that will cover the entire length of the property at the commencement of the project. We will include our commitment to erect the barrier in the final Environmental Assessment for this project.

Thank you very much.

Respectfully yours,

Edwin K. Fujinaka

Cc: Rory Frampton  
Takeo Otsubo

90 E. Wakea Avenue  
Kahului, Hawaii 96732-2440  
Phone 871-6272

1820 Wells Street  
Wailuku, Hawaii 96793-2334  
Phone 244-3774

1058 Limahana Place  
Lahaina, Hawaii 96761-1540  
Phone 681-4461

Pukalani Terrace Center  
Pukalani, Hawaii 96788-8544  
Phone 572-7265

**Teresa Otsubo  
Attorney at Law  
17015 North Road  
Bothell, WA 98012**

August 14, 2000

AUG 21 P2:49  
COUNTY OF HAWAII  
RECEIVED

Mr. John Min  
Planning Director  
200 South High St.  
Wailuku, HI 96793

RE: Proposed Commercial Development at 15 Healani Place

Dear Mr. Min:

I am writing on behalf of my father-in-law and mother-in-law, Mr. and Mrs. Takeo Otsubo, who currently reside at 55 Healani Place, and my husband and his four siblings who jointly own that property. I have been corresponding with Mr. Edwin Fujinaka regarding my family's interest in and concern over his proposed plan to develop the adjoining property at 15 Healani Place.

Mr. Fujinaka has addressed our concern of maintaining our peace and privacy by agreeing to erect an 8 foot high barrier of 8 inch concrete hollow blocks along the entire boundary of the property. At this time, part of Mr. Fujinaka's property is currently occupied by Mr. Nakanishi. Because that corner of the property may be subject to future development, we have asked Mr. Fujinaka to construct the wall the entire length of the boundary, approximately 250 feet, in anticipation of both his current plans and any potential future development. We hope that you will impose the construction of the wall as a condition of the project's approval. With Mr. Fujinaka's promise to include the barrier in the final Environmental Assessment for the project, and your condition along with his commitment to construct the entire wall at the outset of the project, we would have no objection to Mr. Fujinaka's proposed development.

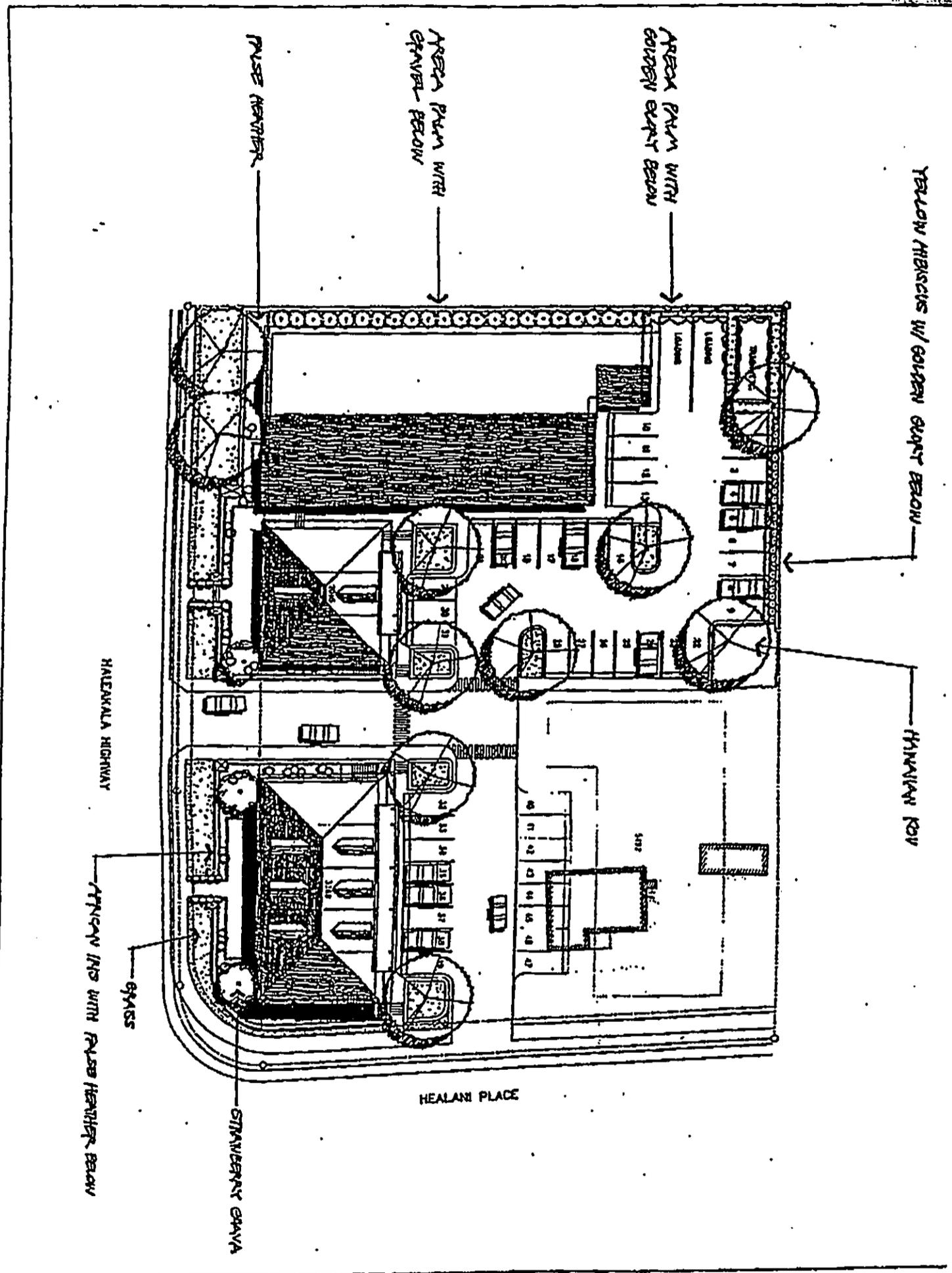
Enclosed with this letter is a copy of all correspondence between Mr. Fujinaka and myself concerning the proposed commercial development at 15 Healani Place.

Sincerely,



Teresa Otsubo

Enclosures  
Cc: Takeo Otsubo



SHEET NO. 101  
 DATE: 10/1/88  
 PROJECT: MAUI DIV.  
 CONTRACT NO. 101-88-001  
 CONTRACTOR: [unreadable]  
 ARCHITECT: [unreadable]  
 ENGINEER: [unreadable]  
 SCALE: AS SHOWN  
 SHEET NO. 101  
 DATE: 10/1/88  
 PROJECT: MAUI DIV.  
 CONTRACT NO. 101-88-001  
 CONTRACTOR: [unreadable]  
 ARCHITECT: [unreadable]  
 ENGINEER: [unreadable]  
 SCALE: AS SHOWN

UNITED A  
 PUKALAN  
 MAUI DIV  
 SITE PLAN  
 ILLUSTRATION  
 MASTER

CHAS  
 BARR  
 0880087



September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---

---

---

---

Yours truly,

Keyola Kahanu 19 Sept. 00  
name date

15 HEALANI PL PUKALANI 96768  
address

2-3-25: 15



September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---

---

---

---

Yours truly,

Higuachi  
name date

32?  
address

2-3-25:4

September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

This will hopefully create more opportunity  
for our children & community to expand.

\_\_\_\_\_

\_\_\_\_\_

Yours truly,

Yonay. Sobeno 9/19/00  
name date

101 HEALANI PL.  
address

2-3-25, 17(7)

September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---

---

---

---

Yours truly,

Thomas A. A. A. \_\_\_\_\_  
name date

24 Healan Pl.  
address

2-3-10: 27

September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---

---

---

---

Yours truly,

Jakes Otsuka \_\_\_\_\_  
name date

55 Healan Place  
address

2-3-25: 12

DOCUMENT CAPTURED AS RECEIVED

September 19, 2000

RECEIVED  
OCT 13 2000

CHRIS HART & PARTNERS  
Landscape Architecture & Planning

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square foot lot at 15 Healan Place, Pukalani Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments: ACCEPTANCE IS CONTINGENT UPON

- ① MINIMUM 6 FT HOLLOW TILE WALL ON SOUTH & EAST BOUNDARY
- ② NO FAST FOOD RESTAURANTS
- ③ NO BUSINESS HOURS AFTER 9 PM
- ④ NO DUMPSTER PICKUP BEFORE 8 AM OR AFTER 9 PM
- ⑤ NO ALL NIGHT PARKING LOT LIGHTS

WE ARE CUSTOMERS OF NAPA AND WISH THEM SUCCESS IN THEIR ENDEAVORS IF THEY WILL COMPLY WITH THESE WISHES

Yours truly,

Nancy J. Newman 9/27/00  
name date

71-B Healan Place  
address

DOCUMENT CAPTURED AS RECEIVED

September 19, 2000

'00 SEP 26 P12:45

To the Maui Planning Department:

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---



---



---



---

Yours truly,

Walt Young 9/25/00  
name date

936 LEKEONA LP  
address

Wailuku, HI 96793

DOCUMENT CAPTURED AS RECEIVED

1157

September 19, 2000

'00 SEP 26 11:51

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square foot lot at 15' Healani Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request

Vote

I am currently undecided - open to more concrete solutions to the added traffic problem.

Comments:

I have many concerns about the increased traffic use at the corner of Healani Pl & the Hwy. Your reassurances "that it will not be a problem, may make it better" just don't work for me.... I see problems & added risk for accidents..... there was one at that corner just last week

Dina Michaelson 9/25/00  
name date

71 Healani Pl.  
address

DOCUMENT CAPTURED AS RECEIVED

September 19, 2000

To the Maui Planning Department:

'00 SEP 21 11:02

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square foot lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---



---



---



---

Yours truly,

Walter Sakamoto 9/20/2000  
name date

83 Healan Pl.  
address

September 19, 2000

To the Maui Planning Department:

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square foot lot at 15 Healan Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

---



---



---

00 SEP 21 P1:00

DEPT. OF PLANNING  
COUNTY OF MAUI  
RECEIVED

Yours truly,

*Herman Blodgett* 9/20/01  
 name date

Pukalani PO Box 880024  
 address



September 19, 2000

To the Maui Planning Department:

'00 SEP 22 P1:14

I am aware that Mr. Ewin Fujinaka, President, United Auto Parts, Inc., is proposing to develop a commercial project on a 60,580 square feet lot at 15 Healani Place, Pukalani, Maui. Mr. Fujikaka has submitted applications to the County of Maui requesting that the land use designations for the property be changed from Single-Family Residential to Country Town Business.

Mr. Fujinaka is planning to build a NAPA Auto Parts store as well as up to three additional buildings which would be used for retail and office space. The additional space would be made available in order to provide business opportunities for other Upcountry establishments. The intent of the project is to provide for neighborhood commercial uses in close proximity to the existing residential areas of Pukalani.

Based on my knowledge of the project at this time, I feel as follows:

- I support Mr. Fukinaka's request to change the property's use to Business Country Town
- I do not have a position one way or the other
- I am not in favor of Mr. Fukinaka's request
- I am currently undecided

Comments:

Please see attached - I have some concerns at  
this time.  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Yours truly,

*Quangyue Hui* 09.21.00  
 name date

77 Healani Place  
Pukalani, HI 96768  
 address

I support Mr. Fukinaka's request to change the property's use to Business Country Town, providing the following:

1. That the highway speed be lowered on Haleakala Hwy. in order for safe entry from driveways and side streets entering onto Haleakala Hwy. There are a lot of driveways in close proximity of each other. Currently the speed limit is 35, but as observed, motorists still go over that speed and it makes left turns (not only from Healani Place) difficult to make, dangerous at times, and/or the wait at the stop sign is quite long especially during the morning and afternoon work/school traffic.

2. That Healani Place be widened, but that there should be "No Parking" on both sides of the street of McDonald's and proposed site.

My main concerns at this time is the speed that motorists are driving at and the amount of cars coming through the street, to and from the highway, once the business area is established. Another concern is the safety of pedestrians, especially children, who walk along the highway to get home from school, or to and from McDonald's and Minit Stop. There are no sidewalks along most of the highway only in front and along side the Minit Stop and McDonald's area.

Thank you for you time.

Respectfully,

Evangeline "Vangle" D.M. Felipe  
77 Healani Place  
Pukalani, Maui, HI 96768  
09/21/00



Appendix - B  
Preliminary Engineering, Drainage and Soil Erosion Control Report

**PRELIMINARY ENGINEER'S REPORT**

**FOR**

**NAPA AUTO PARTS STORE  
Pukalani, Maui, Hawaii**

**T.M.K.: (2) 2-3-25: 015**

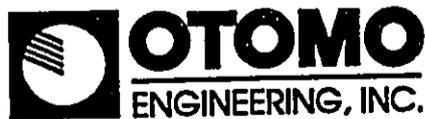
**Prepared For:**

**UNITED AUTO PARTS, INC.  
c/o Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Maui, Hawaii 96793**



*Stacy A. Otomo*

**Prepared By:**



**CONSULTING CIVIL ENGINEERS  
305 SOUTH HIGH STREET, SUITE 102  
WAILUKU, MAUI, HAWAII 96793**

**August, 1999**

**PRELIMINARY ENGINEER'S REPORT  
FOR  
NAPA AUTO PARTS STORE  
Pukalani, Maui, Hawaii**

**INTRODUCTION**

United Auto Parts, Inc. is proposing to construct a NAPA Auto Parts Store in Pukalani, Maui, Hawaii. The subject parcel is identified as T.M.K.: (2) 2-3-25: 015 and encompasses an area of 60,580 square feet.

The auto parts store will occupy approximately 7,000 square feet. Associated improvements include A.C. paved parking, utility connections, and landscaping.

**ROADWAYS**

Haleakala Highway serves as the primary link to the Upcountry area from Central Maui. It traverses along the northern boundary of the subject parcel. Healani Place is a secondary roadway which intersects with Haleakala Highway. Healani Place traverses along the western boundary of the subject parcel. Both roadways fall under the jurisdiction of the County of Maui.

According to the Engineering Division of the Department of Public Works and Waste Management (DPWWM), the County's roadway master plan calls for an ultimate right-of-way width of 56 feet on Haleakala Highway and on Healani Place. As part of the project's improvements, concrete curbs, gutters and sidewalks will be constructed along the adjoining halves of Haleakala Highway and Healani Place fronting the project site.

The existing right-of-way of Healani Place is very narrow. If the ultimate right-of-way width of 56 feet creates a hardship for the development of the project, the developer can apply for a variance to request that this requirement be reduced to 44 feet. The DPWWM would more than likely support this variance request.

**SEWER**

Presently, there is no public sewer system serving the Upcountry area. An individual wastewater system for the project will be designed to State Department of Health standards. The system will consist of an onsite septic tank and leach field.

## WATER

The project site is serviced by a 12-inch waterline along Haleakala Highway and a 6-inch waterline along Healan Place. The existing 12-inch waterline should be adequate to provide domestic water and fire protection for the subject project.

According to the Department of Water Supply (DWS), if there is an existing water meter servicing the subject property, the proposed development plan's water demand (domestic water and irrigation demand) cannot exceed the capacity of the water meter.

If there is no water meter for the property, the DWS will issue one 5/8-inch water meter. A 5/8-inch water meter has a capacity of 20 gallons per minute (gpm). The project's total water demand cannot exceed 20 gpm.

The DWS will not allow any meter connection during drought conditions.

## DRAINAGE

(See Preliminary Drainage Soil Erosion Control Report.)

## ELECTRICAL AND TELEPHONE

There are existing overhead electrical and telephone lines along Haleakala Highway and Healan Place. Service for the project will be from these existing facilities.

Electrical and telephone facilities will be designed to meet the requirements of the utility companies.

**PRELIMINARY  
DRAINAGE AND SOIL EROSION CONTROL REPORT**

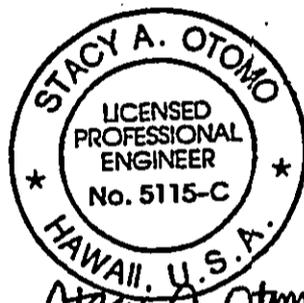
**FOR**

**NAPA AUTO PARTS STORE  
Pukalani, Maui, Hawaii**

**T.M.K.: (2) 2-3-25: 015**

**Prepared For:**

**UNITED AUTO PARTS, INC.  
c/o Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Maui, Hawaii 96793**



*Stacy A. Otomo*

**Prepared By:**



**CONSULTING CIVIL ENGINEERS  
305 SOUTH HIGH STREET, SUITE 102  
WAILUKU, MAUI, HAWAII 96793**

**August, 1999**

## TABLE OF CONTENTS

- I. INTRODUCTION
- II. SITE LOCATION AND PROJECT DESCRIPTION
- III. EXISTING TOPOGRAPHY AND SOIL CONDITIONS
- IV. EXISTING DRAINAGE CONDITIONS
- V. FLOOD AND TSUNAMI ZONE
- VI. PROPOSED DRAINAGE PLAN
- VII. HYDROLOGIC CALCULATIONS
- VIII. SOIL EROSION CONTROL PLAN
- IX. CONCLUSION
- X. REFERENCES

### EXHIBITS

- 1 Location Map
- 2 Vicinity Map
- 3 Soil Survey Map
- 4 Flood Insurance Rate Map

### APPENDICES

- A Hydrologic and Hydraulic Calculations
- B Universal Soil Loss Calculations

**PRELIMINARY  
DRAINAGE AND SOIL EROSION CONTROL REPORT  
FOR  
NAPA Auto Parts Store  
Pukalani, Maui, Hawaii**

**I. INTRODUCTION**

The purpose of this report is to examine both the existing and proposed drainage conditions for the proposed project.

In addition, this examination and plan has been prepared to determine the potential movement of soil due to rainfall and surface runoff from the project site, and to prepare for measures which will control erosion therefrom. This is in accordance with Chapter 20.08 "Soil Erosion and Sediment Control" of the Maui County Code as part of the application for the grading and building permits.

**II. SITE LOCATION AND PROJECT DESCRIPTION**

The subject parcel is identified as T.M.K.: 2-3-25: 015 and encompasses an area of 60,580 square feet. The parcel is bordered by Haleakala Highway to the north, existing residences to the east and south, and Healani Place to the west. The McDonald's restaurant is located immediately west of Healani Place.

Associated improvements include offsite roadway improvements, paved parking, walkways, drainage system, utility connections, and landscaping.

**III. EXISTING TOPOGRAPHY AND SOIL CONDITIONS**

The project site is partially developed with a couple of residences and a garden. The remainder of the site is overgrown with weeds and a few trees. It is estimated that the ground slopes between 1% and 2% in an east to west direction.

According to the "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August, 1972)," prepared by the United States Department of Agriculture Soil Conservation Service, the soil within the project site is classified as Haliimaile silty clay loam (HgB). Haliimaile silty clay loam is characterized as having moderately rapid permeability, slow runoff, a slight erosion hazard.

IV. EXISTING DRAINAGE CONDITIONS

There is no existing drainage system in the vicinity of the project site. Presently, runoff from the project site sheet flows onto Healan Place, then down Haleakala Highway.

It is estimated that the existing 50-year storm runoff from the project site is 3.0 cfs.

V. FLOOD AND TSUNAMI ZONE

According to Panel Number 150003 0260 of the Flood Insurance Rate Map, June 1, 1981, prepared by the United States Federal Emergency Management Agency, the project site is situated in Flood Zone C. Flood Zone C represents areas of minimal flooding.

VI. PROPOSED DRAINAGE PLAN

After the development of the proposed project, it is estimated that the 50-year storm runoff will be 6.2 cfs, a net increase of 3.2 cfs.

Grated catch basins will collect runoff from the project site and divert it to an onsite subsurface drainage system. There will be no additional runoff sheet flowing from the project site onto Healan Place. This is in accordance with Chapter 4, "Rules for the Design of Storm Drainage Facilities in the County of Maui."

VII. HYDROLOGIC CALCULATIONS

The hydrologic calculations are based on the "Drainage Master Plan for the County of Maui," and the "Rainfall Frequency Atlas of the Hawaiian Islands," Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau.

Rational Formula Used:  $Q = CIA$

Where  $Q$  = rate of flow (cfs)

$C$  = rainfall coefficient

$I$  = rainfall intensity for a duration equal to the time of concentration (inches/hour)

A = drainage area (Acres)

See Appendix A for Hydrologic Calculations

## VIII. SOIL EROSION CONTROL PLAN

### A. General:

Based on the Hawaii Environmental Simulation Laboratory (HESL) equations to estimate soil loss during the construction period, and complemented by the following erosion control plan, the soil loss during the construction period is well within the tolerable limits (See Appendix B).

Based on the County Erosion Control Standards and Guidelines, the allowable erosion rate is 6,250 tons/acre/year for a 6-month grading period and the maximum tolerable severity rating number (H) is 50,000.

### B. Erosion Control Plan:

The following measures will be taken to control erosion during the site development period (estimated 6 months).

1. Minimize time of construction.
2. Retain existing ground cover until latest date to complete construction.
3. Early construction of drainage control features.
4. Use temporary area sprinklers in non-active construction areas when ground cover is removed.
5. Station water truck on site during construction period to provide for immediate sprinkling, as needed, in active construction zones (weekends and holidays included).
6. Use temporary berms and cut-off ditches, where needed, for control of erosion.
7. Graded areas shall be thoroughly watered after construction activity has ceased for the day and on weekends.
8. All cut and fill slopes shall be sodded or planted immediately after grading work has been completed.

The development project is provided with adequate facilities for drainage control and storm water disposal. This, together with ultimate ground cover, shall preclude any appreciable onsite erosion.

## IX. CONCLUSION

The proposed development is expected to generate a 50-year storm runoff of 6.2 cfs, with an increase of 3.0 cfs. The runoff will be intercepted by onsite

grated catch basins and conveyed to an onsite subsurface drainage system. No additional runoff will sheet flow onto Healani Place.

Based on our calculations, the sedimentation hazard to coastal waters and downstream properties is minimal (see Exhibit B). The soil loss per unit area and severity rating computed for the proposed development are well within the tolerable limits.

Therefore, it is our professional opinion that the proposed development will not have an adverse effect on the adjoining properties downstream.

X. REFERENCES

- A. Drainage Master Plans for the County of Maui, prepared by R. M. Towill Corporation, October 1971.
- B. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, August, 1972.
- C. Erosion and Sediment Control Guide for Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, March, 1981.
- D. Rainfall-Frequency Atlas of the Hawaiian Islands, Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau, 1962.
- E. Flood Insurance Rate Maps of the County of Maui, June, 1981.
- F. Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui, prepared by the Department of Public Works and Waste Management, County of Maui, 1995.

**EXHIBITS**

- 1 Location Map**
- 2 Vicinity Map**
- 3 Soil Survey Map**
- 4 Flood Insurance Rate Map**

**APPENDIX A**  
**HYDROLOGIC AND HYDRAULIC CALCULATIONS**

## Hydrologic Calculations

Purpose: Determine the increase in surface runoff from the development of the proposed project based on a 50-year storm.

A. Determine the Runoff Coefficient (C):

### PAVEMENT AREAS:

Infiltration (Negligible) = 0.20

Relief (Flat) = 0.00

Vegetal Cover (None) = 0.07

Development Type (Business) = 0.55

C = 0.82

### ROOF AREAS:

Infiltration (Negligible) = 0.20

Relief (Steep) = 0.08

Vegetal Cover (None) = 0.07

Development Type (Business) = 0.55

C = 0.90

### LANDSCAPED AREAS:

Infiltration (Medium) = 0.07

Relief (Flat) = 0.00

Vegetal Cover (High) = 0.00

Development Type (Open) = 0.15

C = 0.22

**EXISTING CONDITION:**

Infiltration (Medium) = 0.07

Relief (Flat) = 0.00

Vegetal Cover (High) = 0.00

Development Type (Residential) = 0.40

C = 0.47

**DEVELOPED CONDITIONS:**

Pavement Areas = 0.49 Acres

Roof Areas = 0.44 Acres

Landscaped Areas = 0.46 Acres

WEIGHTED C = 0.65

B. Determine the 50-year 1-hour rainfall:

$i_{50} = 2.8$  inches

Adjust for time of concentration to compute Rainfall Intensity (I):

Existing Condition:

$T_c = 20$  minutes

I = 4.6 inches/hour

Developed Condition:

$T_c = 6$  minutes

I = 6.9 inches/hour

C. Drainage Area (A) = 1.39 Acres

D. Compute the 50-year storm runoff volume (Q):

$$Q = CIA$$

Existing Conditions:

$$\begin{aligned} Q &= (0.47)(4.6)(1.39) \\ &= 3.0 \text{ cfs} \end{aligned}$$

Developed Conditions:

$$\begin{aligned} Q &= (0.65)(6.9)(1.39) \\ &= 6.2 \text{ cfs} \end{aligned}$$

The increase in runoff due to the proposed development is  $6.2 - 3.0 = 3.2$  cfs.

**APPENDIX B**  
**UNIVERSAL SOIL LOSS CALCULATIONS**

## Universal Soil Loss Calculations

### A. HESL Soil Loss Calculations:

1. Erosion rate, as set forth by the County of Maui Ordinance:

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

Where:

$$E = \text{Soil Loss in tons/acre/year}$$

$$R = \text{Rainfall Factor} = 190 \text{ tons/acre/year}$$

$$K = \text{Soil Erodibility Factor} = 0.17 \text{ (Haliimaile silty clay loam)}$$

$$L = \text{Slope Length} = 275 \text{ ft.}$$

$$S = \text{Slope Gradient} = 0.02$$

$$LS = \text{Slope Length Factor} = 0.27$$

$$C = \text{Cover Factor, Use Bare Soil} = 1.0$$

$$P = \text{Control Factor, Construction Site} = 1.0$$

$$E = 190 \times 0.17 \times 0.27 \times 1.0 \times 1.0$$

$$= 9 \text{ tons/acre/year}$$

2. Maximum Allowable Soil Loss:

$$E_{\text{max}} = H_{\text{max}} / (2 F T + 3 D) A$$

$$\text{Coastal Water Hazard (D)} = \text{Class A} = 2$$

$$\text{Downstream Hazard (F)} = 2$$

$$\text{Duration of Site Work} = 6 \text{ months}$$

$$\begin{aligned} \text{Maximum Allowable Construction Area} \times \text{Erosion Rate} \\ = 6,250 \text{ tons/acre/year} \end{aligned}$$

**B. Severity Rating Number:**

1. The degree of hazard from potential damage by erosion and sediment, known as "Severity Rating Number" will be determined for each grading site as follows:

$$H = (2 F T + 3 D) A E$$

Where:

H = Severity Rating Number

F = Unit Downslope/Downstream factor = 2

D = Unit Coastal Water Hazard = 2

T = Time of Distribution (years) = 0.5

A = Area of Disturbance (acres) = 1.39

E = Erosion Rate in tons/acre/year

$$H = ((2 \times 2 \times 0.5) + (3 \times 2)) \times 1.39 \times 9 = 100$$

The maximum allowable severity rating number established is 50,000, and is greater than 100 which is computed for the project.

Appendix - C  
Traffic Impact Analysis Report

TRAFFIC IMPACT ANALYSIS REPORT

# **AUTO PARTS STORE AND RELATED RETAIL**

IN PUKALANI, MAUI, HAWAII

# **FINAL REPORT**

Prepared For

**UNITED AUTO PARTS, INC.**

Kahului, Maui, Hawai'i

**Phillip Rowell and Associates**  
47-273 'D' Hui Iwa Street  
Kaneohe, Hawai'i 96744  
Tel: 808-239-8206 Fax: 808-239-4175  
Email: [prowell@gte.net](mailto:prowell@gte.net)

March 10, 2000

**TABLE OF CONTENTS**

	Page
<b>1. INTRODUCTION</b> .....	1
Project Location and Description .....	1
Study Methodology and Order of Presentation .....	3
<b>2. ANALYSIS OF EXISTING CONDITIONS</b> .....	5
Description of Existing Streets and Intersection Controls .....	5
Existing Peak Hour Traffic Volumes .....	7
Level-of-Service Concept .....	7
Level-of-Service Analysis of Existing Conditions .....	9
<b>3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS</b> .....	10
Background Traffic Growth .....	10
Related Projects .....	10
2005 Cumulative Projections .....	11
<b>4. PROJECT-RELATED TRAFFIC CONDITIONS</b> .....	13
Project Trip Generation .....	13
Trip Distribution and Assignments .....	14
2005 Cumulative Plus Project Projections .....	14
<b>5. CONCLUSIONS AND RECOMMENDATIONS</b> .....	16
Definition of Significant Impacts .....	16
Project Related Traffic Impacts .....	16
Traffic Signal Warrant Analysis .....	17
Conclusions .....	20

**LIST OF FIGURES**

Figure 1	Project Location Map .....	2
Figure 2	Schematic of Roadway Scenarios and Existing Peak Hour Traffic Volumes .....	6
Figure 3	2005 Cumulative Peak Hour Traffic Volumes .....	12
Figure 4	2005 Peak Hour Traffic Volumes Cumulative Plus Project Conditions .....	15
Figure 5	Warrant 11 - Peak Hour Volume Warrant .....	19

**LIST OF TABLES**

Table 1	Level-of-Service Definitions for Signalized Intersections .....	8
Table 2	Level-of-Service Definitions for Unsignalized Intersections .....	9
Table 3	Existing Levels-of-Service .....	9
Table 4	Trip Generation Summary .....	14
Table 5	Level-of-Service Analysis for 2005 Peak Hour Conditions .....	17

**LIST OF APPENDICES**

Appendix A	Photographic Inventory of Study Intersections
Appendix B	Trip Generation and Trip Assignment Worksheets
Appendix C	Level-of-Service Calculations

## **1. INTRODUCTION**

---

Phillip Rowell and Associates has been retained by United Auto Parts, Inc., of Kahului to perform a traffic impact analysis for the proposed auto parts store and related retail and office development in Pukalani, Maui, Hawaii. The purpose of this study is to identify the traffic impacts of the proposed project. This report will most likely be used "to process a Change in Zoning and Community Plan Amendment for a commercial center in Pukalani."

This introductory chapter discusses the location of the project, the proposed development, and the study methodology.

### **Project Location and Description**

The proposed project is located along the south side of Old Haleakala Highway in Pukalani, Maui. The project is in the southeast quadrant of the intersection of Old Haleakala Highway at Healani Place. See Figure 1.

The project has three components that affect the amount of traffic that the project will generate and therefore impact the adjacent roadway network. The components of the project are:

- 7,000 square feet for a NAPA Auto Parts store
- 5,800 square feet of office spaces, and
- 10,200 square feet of miscellaneous retail



Access to the site will be via two driveways. The main driveway for the project will be along the Old Haleakala Highway frontage and will be directly across from Ha'a Ha'a Street, the entrance to Pukalani Highlands residential development. The second driveway is located along Healani Place approximately 120 feet south of Old Haleakala Highway.

As part of the project, Healani Place will be widened by 12 feet along the property frontage. This widening will increase the right-of-way width from 32 feet to 44 feet. This will allow Healani Place to be widened to two 12-foot wide lanes.

### **Study Methodology and Order of Presentation**

#### **1. Analysis of Existing Traffic Conditions**

Existing traffic volumes at the study intersections were determined from traffic counts performed during January, 2000. Intersection configurations and traffic control information were also collected in the field at the time of the traffic counts. Other data collected included speed limits and right-of-way controls.

Using the data collected, existing traffic operating conditions in the vicinity of the project were determined. The methodology for unsignalized intersections described in the 1997 *Highway Capacity Manual (HCM)*<sup>1</sup> was used to determine the level-of-service (LOS) at the study intersections.

Existing traffic conditions, the LOS concept and the results of the LOS analysis for existing conditions are presented in Chapter 2.

#### **2. Determination of Cumulative Traffic Projections**

The year 2005 was used as the design year. This does not necessarily represent the project completion date. It represents occupancy for purposes of conducting the impact analysis. Cumulative traffic conditions are defined as future traffic conditions without the proposed project. A description of the process used to estimate 2005 cumulative traffic volumes and the resulting cumulative traffic projections is presented in Chapter 3.

#### **3. Analysis of Project-Related Traffic Impacts**

The next step in the traffic analysis was to estimate the peak-hour traffic that would be generated by the proposed project. This was done using standard trip generation procedures outlined in *Trip Generation*<sup>2</sup>. The procedure is described in Chapter 4.

These trips were distributed based on the available approach and departure routes. The project-related traffic was then superimposed on 2005 cumulative traffic volumes at the subject intersections. The HCM methodology was used again to conduct a LOS analysis for cumulative plus project conditions. The results of this analysis were compared to 2005 cumulative conditions to determine the incremental impacts of this project.

---

<sup>1</sup> *Highway Capacity Manual*, Institute of Transportation Engineers, Washington, D.C., 1997

<sup>2</sup> *Trip Generation*, Institute of Transportation Engineers, Washington, D.C., 1997

The 2005 cumulative plus project traffic projections are presented in Chapter 4. The analysis of the project-related impacts and the conclusions of the analyses are presented in Chapter 5.

## **2. ANALYSIS OF EXISTING CONDITIONS**

---

This chapter presents the existing traffic conditions on the roadways adjacent to the proposed project. The level-of-service (LOS) concept and the results of the LOS analysis for existing conditions are also presented. The purpose of this analysis is to establish the base conditions for the determination of the impacts of the project which are described in a subsequent chapter.

### **Description of Existing Streets and Intersection Controls**

The following is summary of the major roadways in the study area:

#### *Old Haleakala Highway*

Old Haleakala Highway is a major State highway connecting Kahului and Pukalani. In the vicinity of the proposed project, the highway is a two-lane, two-way facility with separate left turn lanes.

#### *Healani Place*

Healani Place is a two-way street providing access to Old Haleakala Highway from the residential area to the south. There is also a driveway from the McDonald's Restaurant parking lot approximately 200 feet south of Old Haleakala Highway. The approximate width of Healani Place is 18' to 20'. The intersection with Old Haleakala Highway is unsignalized.

Figure 2 is a schematic of the roadway conditions adjacent to the project. Photographs of the study intersections are presented as Appendix A.

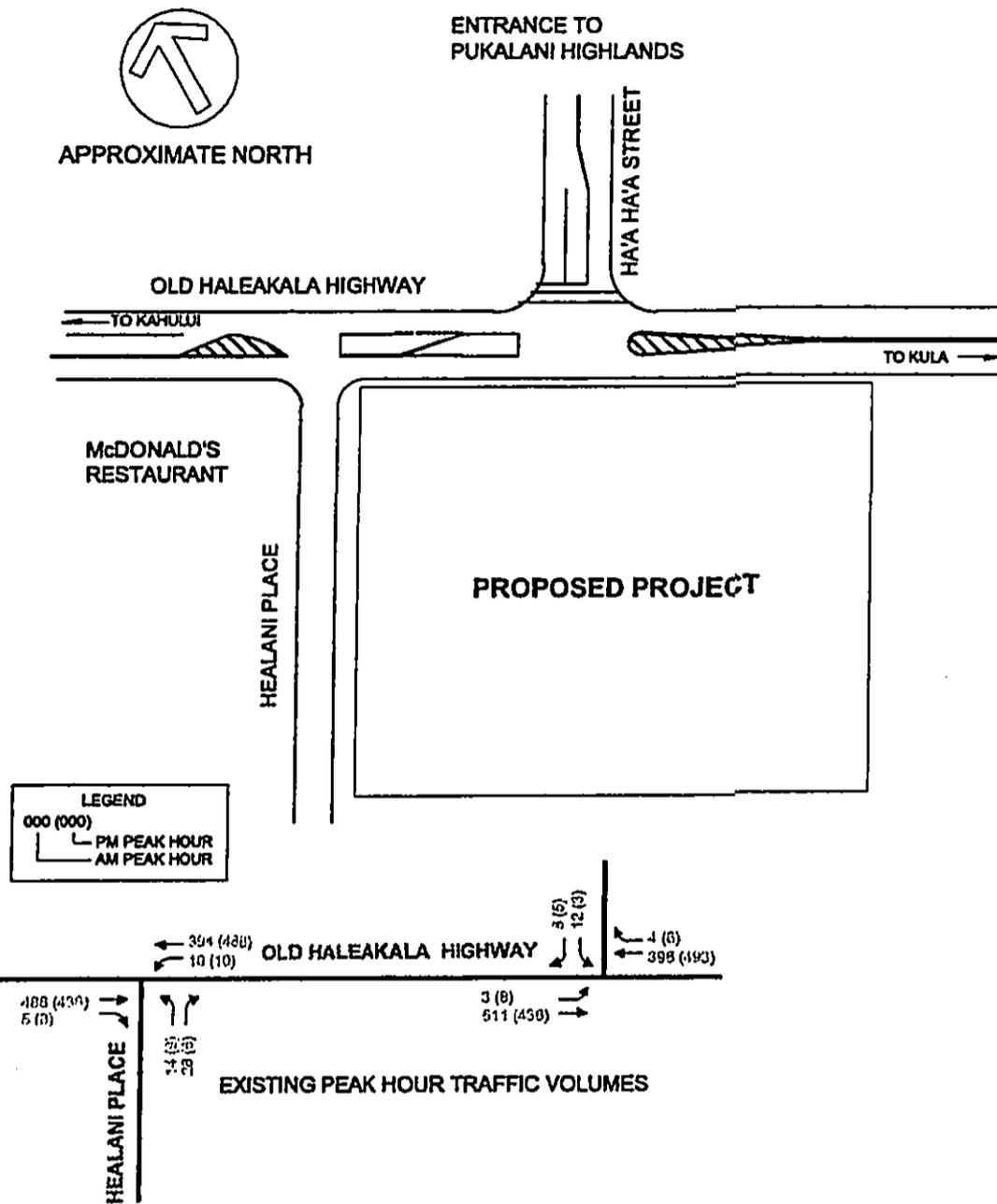


Figure 2

**SCHEMATIC OF EXISTING LANE CONFIGURATION  
 AND EXISTING PEAK HOUR TRAFFIC VOLUMES**

### **Existing Peak Hour Traffic Volumes**

The AM and PM peak hour traffic volumes at the intersection of Old Haleakala Highway at Healani Place and Ha'a Ha'a Street are also shown in Figure 2. The traffic volumes include large trucks, buses and motorcycles. They do not include mopeds or bicycles.

These counts were performed during January, 2000 after the Christmas and New Year's break for schools. Therefore, the counts shown include traffic associated with the schools in the vicinity and no adjustments were made to the counts.

The intersection of Old Haleakala Highway at Ha'a Ha'a Street is a school bus stop location.

### **Level-of-Service Concept**

#### *Signalized Intersections*

The operations method described in the 1997 Highway Capacity Manual (HCM) was used to analyze the operating efficiency of the signalized intersections adjacent to the study site. This method involves the calculation of a volume-to-capacity (V/C) ratio which is related to a level-of-service.

"Level-of-Service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LOS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LOS A represents free-flow conditions with no congestion. LOS F, on the other hand, represents severe congestion with stop-and-go conditions. Level-of-service D is typically considered acceptable for peak hour conditions in urban areas.

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

**Table 1 Level-of-Service Definitions for Signalized Intersections<sup>(1)</sup>**

Level of Service	Interpretation	Volume-to-Capacity Ratio <sup>(2)</sup>	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<15.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	15.1-25.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	25.1-40.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	40.1-60.0
F	Total breakdown with stop-and-go operation	>1.001	>60.0

**Notes:**

- (1) Source: *Highway Capacity Manual, 1997.*  
 (2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

**Unsignalized Intersections**

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay. A subsequent calculation to determine an overall LOS was made, and these results are presented in tables to summarize traffic conditions using parameters similar to those used for signalized intersections.

**Table 2 Level-of-Service Definitions for Unsignalized Intersections<sup>(1)</sup>**

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	>5
B	Short traffic delays	5.1 to 10.0
C	Average traffic delays	10.1 to 20.0
D	Long traffic delays	20.1 to 30.0
E	Very long traffic delays	30.1 to 45.0
F	See note (2) below	>45.1

Notes:

- (1) Source: *Highway Capacity Manual*, 1997.  
 (2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

**Level-of-Service Analysis of Existing Conditions**

The results of the Level-of-Service analysis for the study intersections Table 3. Level-of-service calculations were not performed for the driveway along Healan Place for the proposed project. The calculation worksheets are presented in Appendix C.

**Table 3 Existing Levels-of-Service**

Intersection and Movement	AM Peak Hour			PM Peak Hour		
	V/C <sup>(1)</sup>	Delay <sup>(2)</sup>	LOS <sup>(3)</sup>	V/C	Delay	LOS
<b>Haleakala Highway at Healan Place</b>	(4)	0.4	A	(4)	0.2	A
Northbound Left & Right	(4)	8.8	B	(4)	10.5	C
Westbound Left	(4)	3.9	A	(4)	3.7	A
<b>Haleakala Highway at Project Driveway</b>	(4)	0.2	A	(4)	0.1	A
Southbound Left and Right	(4)	10.1	C	(4)	7.8	B
Eastbound Left	(4)	3.4	A	(4)	3.9	A

NOTES:

- (1) V/C denotes ratio of volume to capacity. See Appendices C for calculations.  
 (2) Delay is in seconds per vehicle.  
 (3) LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*.  
 (4) Volume-to-Capacity ratios are not calculated for unsignalized intersections.

The conclusions of this analysis are:

- Both intersections operate at good levels-of-service.
- The LOS calculations accurately reflect traffic conditions observed in the field during the traffic counts.

### **3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS**

The purpose of this chapter is to discuss the assumptions and data used to estimate 2005 cumulative traffic conditions. Cumulative traffic conditions are defined as future traffic volumes without the proposed project.

Future traffic growth consists of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. The second component is estimated traffic that will be generated by other development projects in the vicinity of the proposed project.

#### **Background Traffic Growth**

The *Maui Long Range Land Transportation Study* estimated that peak hour traffic volumes would increase an average of 1.6 % per year between 1990 and 2020. Therefore, the peak hour traffic volumes along Old Haleakala Highway were increased by 1.6 % per year (compounded) for 1999 to 2005, approximately 10%.

#### **Related Projects**

The second component in estimating background traffic volumes is traffic resulting from other proposed projects in the vicinity. Related projects are defined as those projects that are under construction or have been approved for construction and would significantly impact traffic in the study area. Related projects may be development projects or roadway improvements.

For this preliminary traffic report, only traffic associated with the future development of Pukalani Highlands was considered. A survey of the development revealed that there are 35 occupied units and 22 vacant lots or units under construction. Therefore, traffic generated by 22 single-family dwelling units was added to background growth to estimate cumulative traffic volumes.

**2005 Cumulative Traffic Projections**

2005 cumulative traffic projections are calculated by expanding existing traffic volumes by the appropriate growth rates and then superimposing traffic generated by related projects. In summary, the assumptions used to estimate the cumulative traffic volumes are:

1. Existing traffic was increased by 1.6% per year from 1999 to 2005 as background growth based on data provided in the *Maui Long Range Land Transportation Plan*.
2. Future traffic generated by 22 additional single-family dwelling units in Pukalani Highlands was added to the traffic stream.

The resulting 2005 cumulative peak hour traffic volumes are shown in Figure 3.

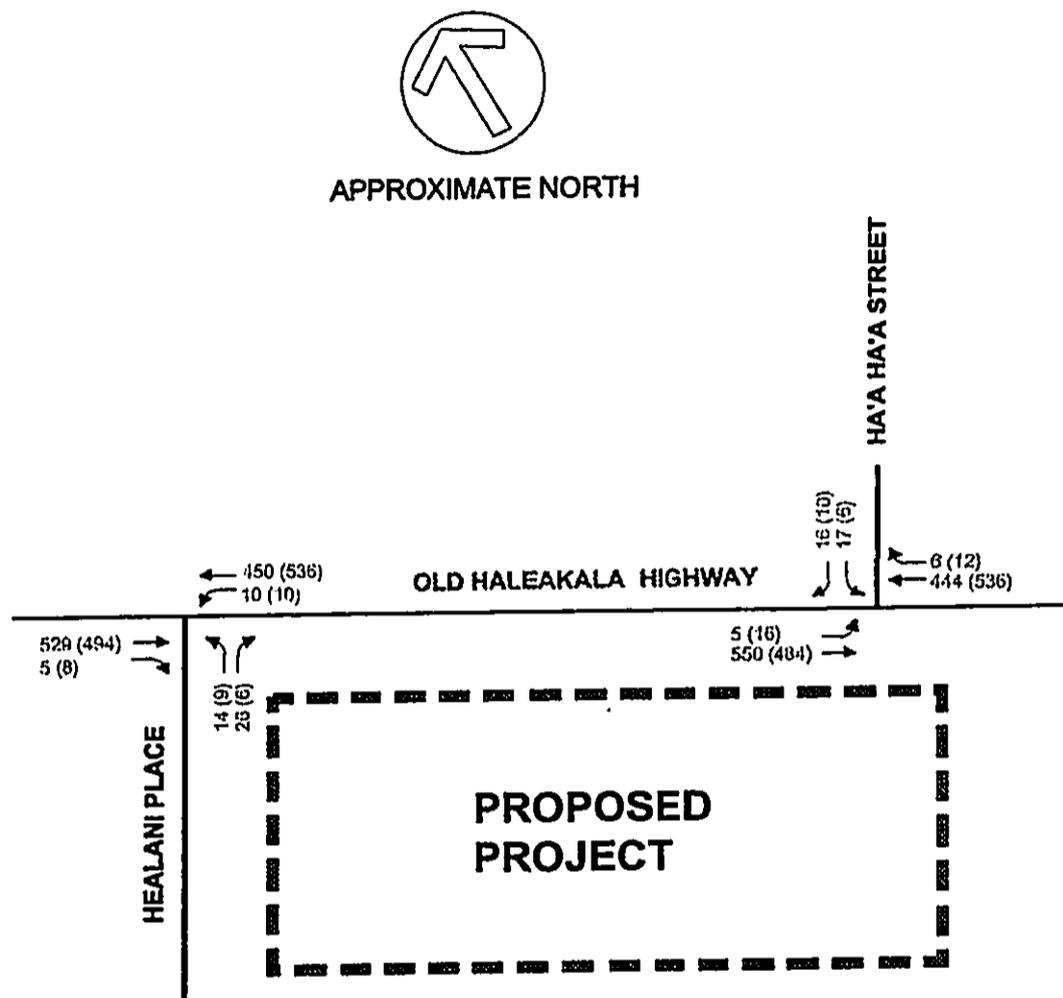


Figure 3

## 2005 CUMULATIVE PEAK HOUR TRAFFIC VOLUMES

## **4. PROJECT-RELATED TRAFFIC CONDITIONS**

---

This chapter discusses the methodology used to identify the traffic-related impacts of the proposed project. Generally, the process involves the determination of weekday peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections and driveways subsequent to implementation of the project.

### **Project Trip Generation**

Future traffic volumes generated by a project are typically estimated using the procedure described in *Trip Generation* published by the Institute of Transportation Engineers.

The calculated number of AM and PM peak hour trips is shown in Table 4. The trips shown are the peak hourly trips generated by the project, which may, or may not, coincide with the peak hour of the adjacent street, depending on the type of land use. Therefore, a worse-case scenario is analyzed because the peak hourly volumes of the project are superimposed on peak hourly background traffic volumes. Use of the trips generated during the peak hour of the adjacent street, rather than the peak hour of the generator, may result in underestimating the impacts of project traffic.

**Table 4 Trip Generation Summary<sup>(1)</sup>**

Time Period	Direction	Peak Hour Trips			Total
		Auto Parts	Office	Retail	
AM Peak Hour	Inbound	16	8	25	49
	Outbound	15	1	16	32
	Total	31	9	41	81
PM Peak Hour	Inbound	23	7	67	97
	Outbound	22	2	72	96
	Total	45	9	139	193

**NOTES:**

- (1) See Appendix B for calculations.
- (2) Trips shown are the peak hour of the generator.

The traffic generated by the project was not discounted for internal, multi-purpose trips or pass-by trips. Discounts would have a minimal impact on the results of the trips generation analysis.

**Trip Distribution and Assignments**

The project-related trips were distributed along the anticipated approach routes to the project site based on the directional distribution of peak hour traffic along Old Haleakala Highway.

The approach and departure distributions are:

60% along Old Haleakala Highway westbound

40% along Old Haleakala Highway eastbound

Using the trip generation and trip distribution previously discussed, project-related traffic was assigned to the various traffic movements at the intersections studied. Project trips were distributed for a scenario with two full access driveways as described in the project description.

The project related trip assignments are shown in Figure 4.

**2005 Cumulative Plus Project Projections**

Cumulative plus project traffic conditions are defined as 2005 background traffic conditions plus project related traffic. The incremental difference between cumulative and cumulative plus project is the traffic impact of the project under study.

2005 cumulative plus project traffic volumes with the project were estimated by superimposing the peak hourly traffic generated by the proposed project on the 2005 cumulative peak hour traffic volumes presented in Chapter 3. The traffic projections for 2005 cumulative plus project conditions are shown on Figure 4.

The traffic projection worksheets are presented as Appendix B.

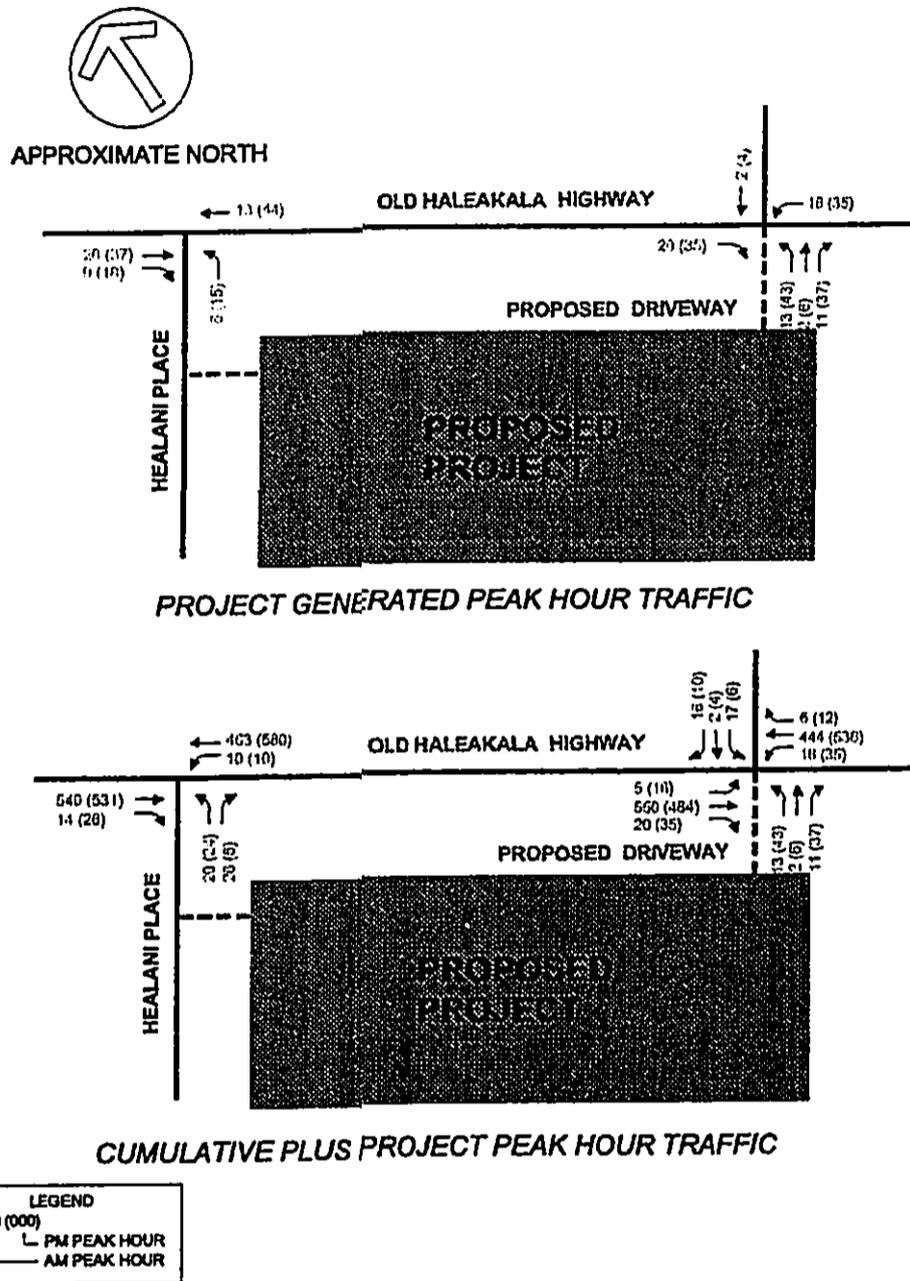


Figure 4

## 2005 PEAK HOUR TRAFFIC VOLUMES CUMULATIVE PLUS PROJECT CONDITIONS

## **5. CONCLUSIONS AND RECOMMENDATIONS**

---

The purpose of this chapter is to summarize the results of the level-of-service analysis, which identifies the project-related impacts. In addition, any mitigation measures necessary and feasible are identified and other access, egress and circulation issues are discussed.

### **Definition of Significant Impacts**

Criteria for determining if a project has a significant traffic impact for which mitigation measures must be investigated have been established based on traffic impact study guidelines used in other traffic studies. Generally, the criteria are as follows: if the level-of-service (LOS) without the project is E or F and the volume/capacity (V/C) ratio changes less than 0.020, the project's traffic impacts are considered insignificant. However, if the V/C ratio change is greater than 0.020, then mitigation measures which will reduce the V/C ratio change to less than 0.020 must be identified.

### **Project Related Traffic Impacts**

The assumptions used for the LOS analysis are:

1. The study intersections will be unsignalized.
2. A separate left turn storage lane will be provided along Old Haleakala Highway for traffic turning into the proposed project.
3. The driveways serving the project will be one lane in and one lane out.

The results of the LOS analysis for the intersections studied are shown in Table 5.

**Table 5 Level-of-Service Analysis for 2005 Peak Hour Conditions<sup>(1)</sup>**

Intersection and Movement	Cumulative			Cumulative Plus Project			Changes	
	V/C <sup>(2)</sup>	Delay <sup>(3)</sup>	LOS <sup>(4)</sup>	V/C	Delay	LOS	V/C	Delay
<b>AM PEAK HOUR</b>								
<i>Old Haleakala Highway at Healan Place</i>	(5)	0.4	A	(5)	0.5	A	0.000	0.1
Northbound Left & Right	(5)	9.9	B	(5)	11.6	C	0.000	1.7
Westbound Left	(5)	4.1	A	(5)	4.2	A	0.000	0.1
<i>Old Haleakala Highway at Ha'a Ha'a Street</i>	(5)	0.4	A	(5)	0.8	A	0.000	0.4
Northbound Left, Thru & Right		DOES NOT EXIST		(5)	12.9	C		
Southbound Left, Thru & Right	(5)	11.3	C	(5)	12.5	C	0.000	1.2
Eastbound Left	(5)	3.7	A	(5)	3.7	A	0.000	0.0
Westbound Left		DOES NOT EXIST		(5)	4.3	A		
<b>PM PEAK HOUR</b>								
<i>Old Haleakala Highway at Healan Place</i>	(5)	0.2	A	(5)	0.5	A	0.000	0.3
Northbound Left & Right	(5)	12.2	C	(5)	18.9	C	0.000	6.7
Westbound Left	(5)	3.9	A	(5)	4.2	A	0.000	0.3
<i>Old Haleakala Highway at Ha'a Ha'a Street</i>	(5)	0.2	A	(5)	1.8	A	0.000	1.6
Northbound Left, Thru & Right		DOES NOT EXIST		(5)	20.3	D		
Southbound Left, Thru & Right	(5)	10.2	C	(5)	13.2	C	0.000	3.0
Eastbound Left	(5)	4.2	A	(5)	4.2	A	0.000	0.0
Westbound Left		DOES NOT EXIST		(5)	4.2	A		

- NOTES:
1. Peak hour conditions analyzed are "worst-case" conditions, which is the sum of the peak hour of the adjacent street plus the peak hour of the generator.
  2. V/C denotes ratio of volume to capacity.
  3. Delay is in seconds per vehicle.
  4. LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. LOS is based on delay. See Tables 1 and 2 for definitions.
  5. Volume to capacity ratios are not calculated for unsignalized intersections.

### Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed for the intersection of Old Haleakala Highway at Ha'a Ha'a Street. The traffic signal warrant analysis was performed using the warrants and procedures described in the *Manual of Uniform Traffic Control Devices (MUTCD)* published by the U.S. Department of Transportation, Federal Highway Administration.

There are eleven warrants described in the MUTCD. These warrants are:

- |            |                                 |
|------------|---------------------------------|
| Warrant 1  | Minimum Vehicular Volume        |
| Warrant 2  | Interruption of Continuous Flow |
| Warrant 3  | Minimum Pedestrian Volume       |
| Warrant 4  | School Crossing                 |
| Warrant 5  | Progressive Movement            |
| Warrant 6  | Accident Experience             |
| Warrant 7  | Systems Warrant                 |
| Warrant 8  | Combination of Warrants         |
| Warrant 9  | Four Hour Volume                |
| Warrant 10 | Peak Hour Delay                 |
| Warrant 11 | Peak Hour Volume                |

If the traffic conditions satisfy any of the warrants, then a traffic signal should be considered. The MUTCD and traffic manual clearly states that satisfaction of a warrant is not necessarily justification for a traffic signal. Conversely, a signal may be warranted even though no warrants may be satisfied. Other considerations may require signals to address safety and geometric issues. Delay, congestion, confusion or other evidence of the need of right-of-way assignment must also be shown.

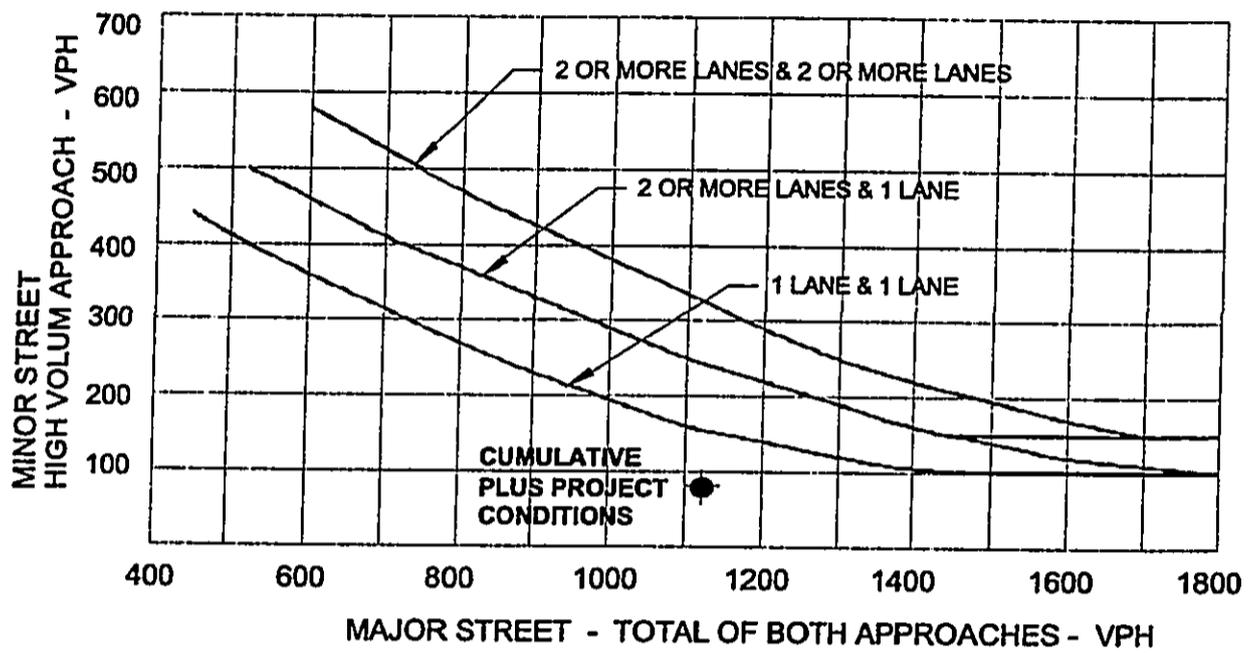
The assumptions used in the analysis are:

1. The study area is zoned urban.
2. The analysis was performed for cumulative plus project conditions.
3. The existing lane configurations plus an additional westbound left turn storage lane into the project was used.

The results of the traffic signal warrant analysis is summarized as follows:

1	Minimum Vehicular Volume	Not satisfied.
2	Interruption of Continuous Traffic	Not satisfied.
3	Minimum Pedestrian Volume	Not Satisfied.
4	School Crossing	Not applicable.
5	Progressive Movement	Not satisfied.
6	Accident Experience	Accident data not available.
7	Systems Warrant	Not applicable.
8	Combination of Warrants	Insufficient data available.
9	Four Hour Volume	Insufficient data available.
10	Peak Hour Delay	Not satisfied.
11	Peak Hour Volume	Not satisfied. See Figure 5.

The conclusion of this analysis is that traffic signals are not warranted for cumulative plus project conditions.



NOTES:

- (1) 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.
- (2) REFERENCE: FHWA, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, WASHINGTON, D.C.

Figure 5

## WARRANT 11 - PEAK HOUR VOLUME WARRANT

**Conclusions**

The conclusions of the LOS analysis for 2005 conditions are:

1. There is no change in the LOS at the study intersections as a result of the proposed project.
2. To accommodate traffic exiting the proposed project, separate left and right turn lanes should be provided at the main driveway to Old Haleakala Highway.
3. A separate westbound left turn lane should be provided at the main driveway into the project.
4. Traffic signals are not warranted at the intersection of Old Haleakala Highway at the project entrance for cumulative plus project conditions.

**APPENDIX A**

**TRAFFIC GENERATION CALCULATIONS AND  
PROJECTION WORKSHEETS**



Figure A-1. Looking north along Healani Place toward Old Haleakala Highway.

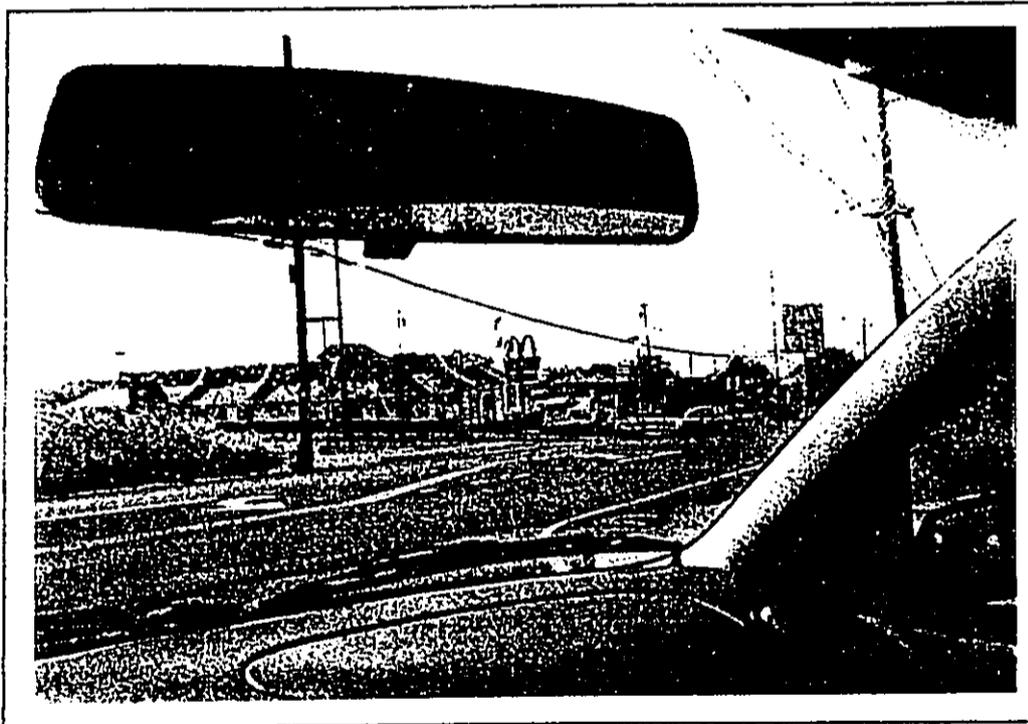


Figure A-2 Looking west along Old Haleakala Highway to Healani Place from Ha'a Ha'a Street.



Figure A-3. Looking south along Ha'a Ha'a Street toward Haleakala Highway at proposed project entrance from Old Haleakala Highway.



Figure A-4. Looking east along Old Haleakala Highway toward Ha'a Ha'a Street from Healan Place

**APPENDIX B**  
**LEVEL-OF-SERVICE CALCULATIONS**

*Phillip Rowell and Associates*

**Table B-1 Trip Generation Analysis<sup>(1)</sup>**

Project Component:	Auto Parts Store	General Office	Retail	
Land Use Code:	843	710	820	
Trips Based On:	1,000 Square Feet	1,000 square Feet	1,000 Square Feet	
Units:	7,000	5,800	10,200	

Period	Trips	Trips	Trips	Total Trips
<b>Weekday Total</b>	<b>433</b>	<b>64</b>	<b>1571</b>	<b>2068</b>
<b>AM Peak Hour of Adjacent St.</b>	<b>15</b>	<b>9</b>	<b>41</b>	<b>65</b>
In	8	8	25	41
Out	7	1	16	24
<b>PM Peak Hour of Adjacent St.</b>	<b>42</b>	<b>9</b>	<b>139</b>	<b>190</b>
In	21	2	67	90
Out	21	7	72	100
<b>AM Peak Hour of Generator</b>	<b>31</b>	<b>9</b>	<b>41</b>	<b>81</b>
In	16	8	25	49
Out	15	1	16	32
<b>PM Peak Hour of Generator</b>	<b>45</b>	<b>9</b>	<b>139</b>	<b>193</b>
In	23	2	67	92
Out	22	7	72	101

Notes:  
 (1) Institute of Transportation Engineers, *Trip Generation, Sixth Edition*, Washington, D.C., 1997  
 (2) Data shown in bold was used for impact analysis.

**Table B-2 Trip Assignment Worksheet  
Intersection of Old Haleakala Highway at Healan Place**

No	Approach & Mvt		<u>Existing</u>		<u>Background</u>		<u>Related</u>		<u>Cumulative</u>		<u>Project Trips</u>		<u>Cumulative Plus Project</u>	
			<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
1	N-	Rt												
2		Th												
3		Lt												
4	E-	Rt												
5		Th	394	488	48	43	8	5	450	536	13	44	463	580
6		Lt	10	10					10	10	0	0	10	10
7	S-	Rt	26	6					26	6	0	0	26	6
8		Th												
9		Lt	14	9					14	9	6	15	20	24
10	W-	Rt	5	8					5	8	9	18	14	26
11		Th	488	438	39	48	2	8	529	484	20	37	549	531
12		Lt												
<b>Total</b>			<b>937</b>	<b>959</b>					<b>1,034</b>	<b>1,063</b>	<b>48</b>	<b>114</b>	<b>1,082</b>	<b>1,177</b>
<b>Total Approach Volumes</b>														
From North			0	0	0	0	0	0	0	0	0	0	0	0
From East			404	498	48	43	8	5	460	546	13	44	473	590
From South			40	15	0	0	0	0	40	15	6	15	46	30
From West			493	446	39	48	2	8	534	502	29	55	563	557
Totals			937	959	87	91	10	13	1,034	1,063	48	114	1,082	1,177
<b>Total Departure Volumes</b>														
To North			0	0	0	0	0	0	0	0	0	0	0	0
To East			514	444	39	48	2	8	555	500	20	37	575	537
To South			15	18	0	0	0	0	15	18	9	18	24	36
To West			408	497	48	43	8	5	464	545	19	59	483	604
Totals			937	959	87	91	10	13	1,034	1,063	48	114	1,082	1,177

**Table B-3 Trip Assignment Worksheet  
Intersection of Old Haleakala Highway at Ha'a Ha'a Street**

No	Approach & Mvt		Existing		Background		Related		Cumulative		Project Trips		Cumulative Plus Project	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	N-	Rt	8	5			8	5	16	10			16	10
2		Th							0	0	2	4	2	4
3		Lt	12	3			5	3	17	6			17	6
4	E-	Rt	4	6			2	6	6	12			6	12
5		Th	396	493	48	43			444	536			444	536
6		Lt							0	0	18	35	18	35
7	S-	Rt							0	0	11	37	11	37
8		Th							0	0	2	6	2	6
9		Lt							0	0	13	43	13	43
10	W-	Rt							0	0	20	35	20	35
11		Th	511	438	39	48			550	484			550	484
12		Lt	3	8			2	8	5	16			5	16
<b>Total</b>			<b>934</b>	<b>951</b>					<b>1,038</b>	<b>1,064</b>	<b>66</b>	<b>160</b>	<b>1,104</b>	<b>1,224</b>
<b>Total Approach Volumes</b>														
From North			20	8	0	0	13	8	33	16	2	4	35	20
From East			400	499	48	43	2	6	450	548	18	35	468	583
From South			0	0	0	0	0	0	0	0	26	86	26	86
From West			514	444	39	48	2	8	555	500	20	35	575	535
Totals			934	951	87	91	17	22	1,038	1,064	66	160	1,104	1,224
<b>Total Departure Volumes</b>														
To North			7	14	0	0	4	14	11	28	2	6	13	34
To East			523	439	39	48	5	3	567	490	11	37	578	527
To South			0	0	0	0	0	0	0	0	40	74	40	74
To West			404	498	48	43	8	5	460	546	13	43	473	589
Totals			934	951	87	91	17	22	1,038	1,064	66	160	1,104	1,224

**APPENDIX C**  
**PARKING ANALYSIS**

*Phillip Rowell and Associates*

Phillip Rowell And Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744-  
 Ph: (808) 239-8206  
 Streets: (N-S) Healani Place  
 (E-W) Haleakala Highway  
 Major Street Direction... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... RJR  
 Date of Analysis..... 1/22/0  
 Other Information..... Case 1- Existing AM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	> 0	< 0	0	0	0
Stop/Yield						N						
Volumes	488	5	10	394			14		26			
PHF	.9	.9	.5	.9			.9		.9			
Grade	0			0			0					
HC's (%)												
SD/RV's (%)												
CV's (%)												
PCZ's				1.10			1.10		1.10			1.10

Worksheet for TWSC Intersection

Step 1: RT from Minor Street NB SB

Conflicting Flows: (vph) 545  
 Potential Capacity: (pcph) 733  
 Movement Capacity: (pcph) 733  
 Prob. of Queue-Free State: 0.96

Step 2: LT from Major Street WB EB

Conflicting Flows: (vph) 548  
 Potential Capacity: (pcph) 940  
 Movement Capacity: (pcph) 940  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB SB

Conflicting Flows: (vph) 994  
 Potential Capacity: (pcph) 281  
 Major LT, Minor TR  
 Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 277

Intersection Performance Summary

Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	Queue Length (veh)	Approach Delay (sec/veh)
NB L 18	277 >	460	8.8	0.3	B 8.8
NB R 32	733 >				
WB L 12	940		3.9	0.0	A 0.1

Intersection Delay = 0.4 sec/veh

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street NB EB

Conflicting Flows: (vph) 492  
 Potential Capacity: (pcph) 780  
 Movement Capacity: (pcph) 780  
 Prob. of Queue-Free State: 0.99

Step 2: LT from Major Street NB EB

Conflicting Flows: (vph) 496  
 Potential Capacity: (pcph) 995  
 Movement Capacity: (pcph) 995  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB EB

Conflicting Flows: (vph) 1044  
 Potential Capacity: (pcph) 263  
 Major LT, Minor TH  
 Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 260

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	11	260	>				
NB R	8	780	>	361	10.5	0.0	C 10.5
NB L	12	995		3.7	0.0	0.0	A 0.1

Intersection Delay = 0.2 sec/veh

Phillip Rowell and Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206

Streets: (N-S) Healani Place (E-W) Haleakala Highway  
 Major Street Direction: EM  
 Length of Time Analyzed: 15 (min)  
 Analyst: FJR  
 Date of Analysis: 1/22/0

Other Information: Case 1- Existing PM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	> 0	< 0	0	0
Stop/Yield				N			M					0
Volumes	438	8	10	488			9		6			
PHF	.9	.9	.9	.9			.9		.9			
Grade	0			0			0		0			
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Phillip Rowell And Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744-  
 Ph: (808) 239-8206

Streets: (N-S) Project Driveway (E-W) Haleakala Highway  
 Major Street Direction... EM  
 Length of Time Analyzed... 15 (min)  
 Analyst... PJR  
 Date of Analysis... 1/22/0  
 Other Information... Case 1- Existing AM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	0	0	0	0	0	0
Stop/Yield												
Volumes	3	511			396	4				12	8	
PHF	.9	.9			.9	.9				.9	.9	
Grade		0			0						0	
HC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's		1.10								1.10	1.10	

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWS Intersection

Step 1: RT from Minor Street NB SB  
 Conflicting Flows: (vph) 442  
 Potential Capacity: (pcph) 827  
 Movement Capacity: (pcph) 827  
 Prob. of Queue-Free State: 0.99

Step 2: LT from Major Street NB SB  
 Conflicting Flows: (vph) 444  
 Potential Capacity: (pcph) 1053  
 Movement Capacity: (pcph) 1053  
 Prob. of Queue-Free State: 1.00

Step 4: LT from Minor Street NB SB  
 Conflicting Flows: (vph) 1013  
 Potential Capacity: (pcph) 274  
 Major LT, Minor TR  
 Impedance Factor: 1.00  
 Adjusted Impedance Factor: 1.00  
 Capacity Adjustment Factor due to Impeding Movements: 1.00  
 Movement Capacity: (pcph) 273

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	95% Queue Length (veh)	Approach Delay (sec/veh)
SB L	14	273	>			
SB R	10	827	>	10.1	0.1	10.1
EB L	3	1053		3.4	0.0	0.0

Intersection Delay = 0.2 sec/veh

Phillip Rowell And Associates  
 47-273 'D' Hul Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206

Streets: (N-S) Project Driveway (E-W) Halekaha Highway  
 Major Street Direction... EM  
 Length of Time Analyzed... 15 (min)  
 Analyst... PJR  
 Date of Analysis... 1/22/0  
 Other Information... Case 1- Existing PM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	0	0	0	0	> 0	< 0
Stop/Yield												
Volumes	8	436		493	6					3		5
PHF	.9	.9		.9	.9					.9		.9
Grade												
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's										1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street NB SB

Conflicting Flows: (vph) 552  
 Potential Capacity: (pcph) 727  
 Movement Capacity: (pcph) 727  
 Prob. of Queue-Free State: 0.99

Step 2: LT from Major Street MB EB

Conflicting Flows: (vph) 555  
 Potential Capacity: (pcph) 932  
 Movement Capacity: (pcph) 932  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB SB

Conflicting Flows: (vph) 1044  
 Potential Capacity: (pcph) 263  
 Major LT, Minor TR  
 Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 260

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Delay (sec/veh)	Total Queue Length (veh)	95% LOS	Approach Delay (sec/veh)
SB L	3	260	>	7.8	0.0	B	7.8
SB R	7	727	>	3.9	0.0	A	0.1
EB L	10	932		3.9	0.0	A	0.1

Intersection Delay = 0.1 sec/veh

Streets: (N-S) Healani Place (E-W) Haleakala Highway  
 Major Street Direction... EM  
 Length of Time Analyzed... 15 (min)  
 Analyst... FJR  
 Date of Analysis... 1/22/0  
 Other Information... Case 2 - Cumulative AM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	> 0	< 0	0	0
Stop/Yield			N			N			14		26	
Volumes	529	5	10	450					.9		.9	
PHP	.9	.9	.9	.9	0	0			0		0	
Grade	0											
HC's (%)												
SU/RV's (%)												
PCV's (%)				1.10			1.10		1.10		1.10	

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	EB
Conflicting Flows: (vph)	591	
Potential Capacity: (pcph)	695	
Movement Capacity: (pcph)	695	
Prob. of Queue-Free State:	0.99	
Step 2: LT from Major Street	NB	EB
Conflicting Flows: (vph)	594	
Potential Capacity: (pcph)	893	
Movement Capacity: (pcph)	893	
Prob. of Queue-Free State:	0.99	
Step 4: LT from Minor Street	NB	EB
Conflicting Flows: (vph)	1102	
Potential Capacity: (pcph)	244	
Major LT, Minor TH		
Impedance Factor:	0.99	
Adjusted Impedance Factor:	0.99	
Capacity Adjustment Factor due to Impeding Movements	0.99	
Movement Capacity: (pcph)	241	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Delay (sec/veh)	Total Queue Length (veh)	Approach Delay (sec/veh)
NB L	18	241		9.9	0.4	9.9
NB R	32	695		4.1	0.0	4.1
NB L	12	893		4.1	0.0	4.1
Intersection Delay = 0.4 sec/veh						

Phillip Rowell And Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744-  
 Ph: (808) 239-8206

Streets: (N-S) Healani Place  
 Major Street Direction... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst... RJR  
 Date of Analysis... 3/22/0  
 Other Information... Case 2- Cumulative PM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	> 0	< 0	0	0	0
Stop/Yield						N						
Volumes	494	8	10	536			9			6		
PHF	.9	.9	.9	.9			.9			.9		
Grade	0			0			0					
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCR's				1.10			1.10			1.10		

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TMSI Intersection

Step 1: RT from Minor Street NB SB

Conflicting Flows: (vph) 554  
 Potential Capacity: (pcph) 725  
 Movement Capacity: (pcph) 725  
 Prob. of Queue-Free State: 0.99

Step 2: LT from Major Street WB EB

Conflicting Flows: (vph) 558  
 Potential Capacity: (pcph) 929  
 Movement Capacity: (pcph) 929  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB SB

Conflicting Flows: (vph) 1160  
 Potential Capacity: (pcph) 225  
 Major LT, Minor TH  
 Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 222

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	11	222	>				
NB R	8	725	>				
WB L	12	929		314	12.2	0.1	C 12.2
WB R	12	929		3.9	0.0	A	0.1

Intersection Delay = 0.2 sec/veh

Phillip Rowell and Associates  
 47-273 'D' Rui Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206

Streets: (N-S) Project Driveway (E-W) Halekaha Highway  
 Major Street Direction... EM  
 Length of Time Analyzed... 15 (min)  
 Analyst... RJR  
 Date of Analysis... 1/22/0  
 Other Information... Case 2 - Cumulative AM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	0	0	0	0	0	< 0
Stop/Yield			N			N						
Volumes	5	550	6	444	6		17	16				
PHF	.9	.9		.9	.9		.9	.9				
Grade	0	0		0	0		0	0				
MC's (%)												
SU/RV's (%)												
PCE's	1.10						1.10	1.10				1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TMSI Intersection

Step 1: RT from Minor Street NB SB

Conflicting Flows: (vph) 496  
 Potential Capacity: (pcph) 776  
 Movement Capacity: (pcph) 776  
 Prob. of Queue-Free State: 0.97

Step 2: LT from Major Street MB EB

Conflicting Flows: (vph) 500  
 Potential Capacity: (pcph) 990  
 Movement Capacity: (pcph) 990  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB SB

Conflicting Flows: (vph) 1116  
 Potential Capacity: (pcph) 240  
 Major LT, Minor TH Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 238

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Delay (sec/veh)	95% Queue Length (veh)	Approach Delay (sec/veh)
SB L	21	238	>			
SB R	20	776	>	11.3	0.3	C 11.3
EB L	7	990		3.7	0.0	A 0.0

Intersection Delay = 0.4 sec/veh

Streets: (N-S) Project Driveway (E-W) Halaskala Highway  
 Major Street Direction... EX  
 Length of Time Analyzed... 15 (min)  
 Analyst... PJR  
 Date of Analysis... 1/22/0  
 Other Information... Case 2- Cumulative PM Peak Hour  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	0	0	0	0	0	0
Stop/Yield												
Volumes	16	484		536	12					6	10	
PHF	.9	.9		.9	.9					.9	.9	
Grade		0		0						0		
MC's (t)												
SU/RV's (t)												
CV's (t)												
PCF's	1.10									1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		602
Potential Capacity: (pcph)		686
Movement Capacity: (pcph)		686
Prob. of Queue-Free State:		0.98
Step 2: LT from Major Street	NB	EB
Conflicting Flows: (vph)		609
Potential Capacity: (pcph)		879
Movement Capacity: (pcph)		879
Prob. of Queue-Free State:		0.98
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1158
Potential Capacity: (pcph)		226
Major Lt, Minor TR		
Impedance Factor:		0.98
Adjusted Impedance Factor:		0.98
Capacity Adjustment Factor due to Impeding Movements		0.98
Movement Capacity: (pcph)		221

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Delay (sec/veh)	95% Queue Length (veh)	Approach Delay (sec/veh)
SB L	8	221				
SB R	12	686	372	10.2	0.0	C 10.2
EB L	20	879		4.2	0.0	A 0.1

Intersection Delay = 0.2 sec/veh

Worksheet for TWSC Intersection  
 Step 1: RT from Minor Street NB SB  
 Conflicting Flows: (vph) 618  
 Potential Capacity: (pcph) 673  
 Movement Capacity: (pcph) 673  
 Prob. of Queue-Free State: 0.95  
 Step 2: LT from Major Street MB EB  
 Conflicting Flows: (vph) 626  
 Potential Capacity: (pcph) 863  
 Movement Capacity: (pcph) 863  
 Prob. of Queue-Free State: 0.99  
 Step 4: LT from Minor Street NB SB  
 Conflicting Flows: (vph) 1143  
 Potential Capacity: (pcph) 231  
 Major LT, Minor TB  
 Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 228

Phillip Rowell And Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206  
 Streets: (N-S) Healani Place (E-W) Haleakala Highway  
 Major Street Direction: EW  
 Length of Time Analyzed: 15 (min)  
 Analyst: RJR  
 Date of Analysis: 1/22/0  
 Other Information: Case 3- Cumulative Plus Project AM Peak Hour

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	0	0	0	0	0
Stop/Yield												
Volumes	549	14	10	463			20	26				
PHF	.9	.9	.9	.9			.9	.9				
Grade (%)	0			0			0	0				
MC's (t)												
SU/RV's (t)												
CV's (t)												
PCE's				1.10			1.10	1.10				1.10

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	Queue Length (veh)	LOS	Approach Delay (sec/veh)	Avg.
								95t
NB L	24	228	>	366	11.6	0.5	C	12.6
NB R	32	673	>					
NB L	12	863		4.2	0.0	A		0.1

Intersection Delay = 0.5 sec/veh

Adjustment Factors

Vehicle Manuever	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street NB SB

Conflicting Flows: (vph) 604  
 Potential Capacity: (pcph) 684  
 Movement Capacity: (pcph) 684  
 Prob. of Queue-Free State: 0.99

Step 2: LT from Major Street WB EB

Conflicting Flows: (vph) 619  
 Potential Capacity: (pcph) 869  
 Movement Capacity: (pcph) 869  
 Prob. of Queue-Free State: 0.99

Step 4: LT from Minor Street NB SB

Conflicting Flows: (vph) 1260  
 Potential Capacity: (pcph) 197  
 Major LT, Minor TH Impedance Factor: 0.99  
 Adjusted Impedance Factor: 0.99  
 Capacity Adjustment Factor due to Impeding Movements: 0.99  
 Movement Capacity: (pcph) 194

Phillip Rowell And Associates  
 47-273 'D' Rui Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206

(E-W) Haleskala Highway

Streets: (N-S) Healani Place  
 Major Street Direction: EM  
 Length of Time Analyzed: 15 (min)  
 Analyst: PJR  
 Date of Analysis: 1/23/0  
 Other Information: Case 3- Cumulative Plus Project PM Peak Hour

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	> 0	< 0	0	0
Stop/Yield			N			N						
Volumes	531	26	10	580	24	6						
PHF	.9	.9	.9	.9	.9	.9						
Grade			0			0						
MC's (%)												
SD/RV's (%)												
PCF's			1.10			1.10			1.10			1.10

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Total Delay (sec/veh)	Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	30	194	>	228	18.9	0.6	C
NB R	8	684	>				18.9
WB L	12	869		4.2	0.0	A	0.1

Intersection Delay = 0.5 sec/veh

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

HCS: Unsignalized Intersections Release 2.1g CASE3\_2A.HCO Page 1  
 Phillip Rowell And Associates  
 47-273 'D' Hui Iwa Street  
 Kaneohe, HI 96744  
 Ph: (808) 239-8206  
 Streets: (N-S) Project Driveway (E-W) Haleakala Highway  
 Major Street Direction... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... RJR  
 Date of Analysis..... 1/22/0  
 Other Information..... Case 3- Cumulative Plus Project AM Peak

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N			N			N
Volumes	5	550	20	18	444	6	13	2	11	17	2	16
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade			0			0			0			0
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCR's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

HCS: Unsignalized Intersections Release 2.1g CASE3\_2A.HCO Page 2

Worksheet for TWS Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	622	496
Potential Capacity: (pcph)	670	776
Movement Capacity: (pcph)	670	776
Prob. of Queue-Free State:	0.98	0.97
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	633	500
Potential Capacity: (pcph)	856	990
Movement Capacity: (pcph)	856	990
Prob. of Queue-Free State:	0.97	0.99
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	1148	1156
Potential Capacity: (pcph)	272	270
Capacity Adjustment Factor due to Impeding Movements	0.97	0.97
Movement Capacity: (pcph)	263	261
Prob. of Queue-Free State:	0.99	0.99
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1154	1152
Potential Capacity: (pcph)	227	228
Major LT, Minor TH Impedance Factor:	0.96	0.96
Adjusted Impedance Factor:	0.97	0.97
Capacity Adjustment Factor due to Impeding Movements	0.94	0.95
Movement Capacity: (pcph)	214	217

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	AVG. Total Delay (sec/veh)	95t Queue Length (veh)	Approach Delay (sec/veh)
NB L	15	214	>	12.9	0.2	C
NB T	2	263	>	12.9	0.2	C
NB R	13	670	>	12.5	0.4	C
SB L	21	217	>	12.5	0.4	C
SB T	2	261	>	12.5	0.4	C
SB R	20	776	>	12.5	0.4	C
EB L	7	990		3.7	0.0	A
WB L	22	856		4.3	0.0	A

Appendix D  
Four-way Stop Sign Warrant Analysis

**Phillip J. Rowell, P.E.**  
**Phillip Rowell and Associates**

47-273 'D' Hui Iwa Street Kaneohe, Hawaii 96744 Phone: (808) 239-8206 FAX: (808) 239-4175 Email: [prowell@aloha.net](mailto:prowell@aloha.net)

**LETTER OF TRANSMITTAL**

Date: December 1, 2000

To: Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Maui, Hawaii 96793-1708

Attn: Mr. Michael Simmers

Phone Number: 808-242-1955

Fax Number: 808-242-1956

Subject: Pukalani NAPA

Message: Attached are the following items:

1. Schematic of Old Haleakala Highway at Healani Place with a two-lane approach as discussed with DPWWM.
2. Worksheet for four-way STOP sign warrant analysis indicating that a four-way stop sign is not warranted at the project entrance at Old Haleakala Highway.
3. Warrants for multiway STOP (four-way STOP) from Manual of Uniform Traffic Control Devices (MUTCD) published by FHWA.

Phillip

## 4-WAY STOP WARRANT ANALYSIS WORKSHEET<sup>1</sup>

LOCATION: POKALANI DATE: 12-01-00  
 MAJOR STREET: HOEAKAALA HWY MINOR STREET: HA'A HA'A

- |           |   |                                    |   |
|-----------|---|------------------------------------|---|
| <b>A.</b> | <b>TRAFFIC SIGNALS WARRANTED</b><br>Traffic control signals are warranted and 4-way STOP is an interim measure.   | Satisfied <input type="checkbox"/> | Not Satisfied <input checked="" type="checkbox"/> |
| <b>B.</b> | <b>ACCIDENT EXPERIENCE</b><br>Number of accidents reported in last 12 months susceptible of correction by 4-way STOP  | Satisfied <input type="checkbox"/> | Not Satisfied <input checked="" type="checkbox"/> |
|           |   | OBSERVED<br><u>2</u>               | REQUIRED<br>5                                     |
| <b>C.</b> | <b>MINIMUM TRAFFIC VOLUME</b>   | Satisfied <input type="checkbox"/> | Not Satisfied <input checked="" type="checkbox"/> |
| 1.        | Total vehicular volume entering the intersection from all approaches, number of hours averaging at least 500 per hour, and  | OBSERVED<br><u>13</u>              | REQUIRED<br>8                                     |
| 2.        | Total volume entering intersection from the minor street, number of hours, during which C.1 was satisfied, averaging 200 per hour with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but | <u>0</u>                           | 8   |
| 3.        | When the 85 <sup>th</sup> percentile approach speed of the minor street exceeds 40 mph, the minimum vehicular volume warrant is 70% of the above requirements.  | Met <input type="checkbox"/>       | Not Met <input checked="" type="checkbox"/>       |
| <b>D.</b> | <b>REMARKS</b>  |                                    |   |

4-way stop not warranted

<sup>1</sup> Source: Federal Highway Administration, *Manual of Uniform Traffic Control Devices*, Section 22B-5 (pages 2B-2 through 2B-3), 1988, Washington, D.C.

stop is not necessary at all times. Periodic reviews of existing installations may be desirable to determine whether, because of changed conditions, the use of less restrictive control or no control could accommodate traffic demands safely and more effectively.

II-48 (c)  
Rev. 3

STOP signs should never be used on the through roadways of expressways. Properly designed expressway interchanges provide for the continuous flow of traffic, making STOP signs unnecessary even on the entering roadways. Where at-grade intersections are temporarily justified for local traffic in sparsely populated areas, STOP signs should be used on the entering roadways to protect the through traffic. STOP signs may also be required at the end of diverging roadways at the intersection with other highways not designed as expressways. In most of these cases, the speeds will not warrant any great increase in the sign sizes.

STOP signs shall not be erected at intersections where traffic control signals are operating. The conflicting commands of two types of control devices are confusing. If traffic is required to stop when the operation of the stop-and-go signals is not warranted, the signals should be put on flashing operation with the red flashing light facing the traffic that must stop.

Where two main highways intersect, the STOP sign or signs should normally be posted on the minor street to stop the lesser flow of traffic. Traffic engineering studies, however, may justify a decision to install a STOP sign or signs on the major street, as at a three-way intersection where safety considerations may justify stopping the greater flow of traffic to permit a left-turning movement.

STOP signs may be used at selected railroad-highway grade crossings only after their need has been determined by a detailed traffic engineering study. Use of the STOP sign at railroad-highway grade crossings is described in Section 8B-9.

VIII-5 (c)  
Rev. 2

Portable or part-time STOP signs shall not be used except for emergency purposes. Also, STOP signs should not be used for speed control.

#### 2B-6 Multiway Stop Signs

The "Multiway Stop" installation is useful as a safety measure at some locations. It should ordinarily be used only where the volume of traffic on the intersecting roads is approximately equal. A traffic control signal is more satisfactory for an intersection with a heavy volume of traffic.

Any of the following conditions may warrant a multiway STOP sign installation (sec. 2B-4):

1. Where traffic signals are warranted and urgently needed, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multiway stop installation in a 12-month period. Such accidents include right- and left-turn collisions as well as right-angle collisions.

3. Minimum traffic volumes:

(a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and

(b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but

(c) When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

**2B-7 Yield Sign (R1-2)**

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need stop only when necessary to avoid interference with other traffic that is given the right-of-way.

The YIELD sign shall be a downward pointing, equilateral triangle having a red border band and a white interior and the word YIELD in red inside the border band. The standard size shall be 36 x 36 x 36 inches.



**2B-8 Warrants for Yield Signs**

The YIELD sign may be warranted:

1. At the entrance to an intersection where it is necessary to assign right-of-way and where the safe approach speed on the entrance exceeds 10 miles per hour.

2. On the entrance ramp to an expressway where an acceleration lane is not provided.

11-37 (c)  
Rev. 5

Appendix - E  
Comment and Response Letters



November 9, 2000

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

Dear Mr. Min:

Attention: Ms. Anne Cua, Senior Planner

RE: Commercial Market Conditions for the Proposed Upcountry Napa at 15  
Healani Place, Pukalani, Maui, Hawaii; TMK: 2-3-025:015.

Pursuant to our July 17, 2000, meeting we are responding to your concerns regarding existing and future market conditions for additional retail and office space in Pukalani.

As you are aware, it is anticipated that the proposed Upcountry Napa project will be developed in two phases. Phase I will consist of an approximate 7,500 square feet Napa Auto Parts Store, 5,700 square feet of additional retail space, and 3,200 square feet of office space. Phase II, which is not planned for development within the foreseeable future, may include 4,000 square feet of additional retail space and 2,600 square feet of office space. Thus, at full build-out, the project comprises 17,200 square feet of retail space and 5,800 square feet of office space on an approximate 60,580 square feet lot.

To examine existing and projected market conditions for commercial development in Pukalani, we reviewed the Kulamalu Commercial Market Study, prepared in March 1996, by John Child & Company, on behalf of the Dowling Company, Inc. (See Attachment "A").

The Kulamalu study was prepared in a summary report format that was intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report.

Mr. John Min  
November 9, 2000  
Page 2

The purpose of the report was to estimate and project the market support for commercial retail and ancillary office development on approximately 20-acres at Kulamalu. The report employed standard market analysis methodology, including the following tasks:

- Delimiting the market area;
- Projecting demand;
- Projecting supply and comparing it to demand;
- Analyzing the competition;
- Estimating the net capture; and
- Specifying the development profile.

The report concludes that Upcountry is under-serviced in terms of neighborhood shopping facilities, as is illustrated by the estimation that current commercial retail facilities satisfy just 34% of current demand in 2000<sup>1</sup>. Using the estimated additional retail space requirements for 2000 provided in Exhibit II-O of the report, and subtracting a high and low estimate of the potential build-out at Kulamalu, we determined that the proposed Upcountry Napa project will satisfy just 2.47% to 4.85% of unmet demand<sup>2</sup>. Under even the most conservative estimates, it is projected that upon full build-out of the Kulamalu site, an additional 354,640 square feet of retail space will be required to satisfy unmet demand in Upcountry Maui<sup>3</sup>. This projected unfilled demand is the market for the proposed Upcountry Napa development project. Thus, the Kulamalu study concludes that the demand for retail facilities in Upcountry Maui will continue to exceed the available supply, even after the completion of the retail market development at Kulamalu (See Attachment "A", p. 1).

It is also necessary to consider that currently since demand in Pukalani for neighborhood shopping facilities is unsatisfied by local outlets, consumer spending "leaks" or flows to businesses located in Kahului and elsewhere. Since the Upcountry market is currently under-serviced, the proposed Upcountry Napa facility will increase the volume of economic activity in the area, reduce the time and costs of commuting, and will generally be a positive addition in terms of new employment and the provision of a greater diversity of goods and services in the area.

We hope that this addresses your concerns. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

<sup>1</sup> Derived as follows: Satisfied Demand / Total Demand (89,000,000/259,900,000 is 34%).

<sup>2</sup> Development potential at Kulamalu was calculated in two ways. First, an average of the space requirements for major tenants of the center was derived to estimate a low build-out scenario (See page 6). Second, by multiplying the land area at Kulamalu by a floor area ratio of 0.3 a full build-out scenario was derived [(871,200\*0.3) is 261,360].

<sup>3</sup> Derived as follows: 2000 unsatisfied demand - full build-out at Kulamalu (616,000 - 261,360 is 354,640).

Mr. John Min  
November 9, 2000  
Page 3

Sincerely,



Rory Frampton  
Land Use Planner

Attachment

cc. Mr. Edwin K. Fujinaka, United Auto Parts, Inc.

**JOHN CHILD & COMPANY**  
REAL ESTATE CONSULTANTS & APPRAISERS

Report to

**Dowling Company, Inc.**

Covering the

**KULAMALU COMMERCIAL  
MARKET STUDY**

**Pukalani, Maui, Hawaii**

March 1996

**JOHN CHILD & COMPANY**  
REAL ESTATE CONSULTANTS & APPRAISERS

March 22, 1996

Mr. Everett R. Dowling  
Dowling Company, Inc.  
1997 East Main Street  
Wailuku, Maui, Hawaii 96793



Karen Char, MAI  
Robert J. Vernon  
Paul D. Cool, MAI  
Eson Y. Ewart, MAI  
May M. S. Wong  
Cynthia C. Nakan  
Gora A. Wakatsuki  
Andrew B. Furuta  
Huron S. Yuen  
Michael J. Robbins

Dear Everett:

Re: **Kulamalu Commercial Market Study**

At your request, John Child & Company has provided real estate consulting services to estimate and project the market support for commercial retail and ancillary office development at Kulamalu. This letter summarizes our findings that are presented in the accompanying report.

**BACKGROUND**

Dowling Company, Inc. (DCI) owns Kulamalu, a 300-acre parcel in Pukalani, Maui, Hawaii. The property is zoned R-2 Residential. The County may approve the rezoning of about 20 acres of the property from R-2 to Commercial, provided an additional 20 acres are offered for Park use.

The 20-acre Kulamalu commercial site accounts for about 77% of the undeveloped commercial land in Upcountry Maui. The remaining sites are smaller, non-contiguous properties that would not have the same potential as a major retail center in the region.

DCI is evaluating the feasibility of commercial retail and ancillary office development on the 20-acre portion of Kulamalu. In this regard, you have asked us to assist you by assessing the current and projected market support for commercial retail and ancillary office development at Kulamalu.

**STUDY OBJECTIVE AND PURPOSE**

The objective of our assistance is to assess the market support for commercial retail and ancillary office development on the 20-acre portion of Kulamalu.

The purpose of our assistance is to provide market assessments and projected market support that can be used for internal information and decision-making.

John Child & Company, Inc.  
100 Alakea Street, 8th Floor  
Honolulu, Hawaii 96813  
Telephone 808-533-2951  
Telecopier 808-525-7672

Mr. Everett R. Dowling  
March 22, 1996  
Page 2

#### **EFFECTIVE DATE OF REPORT**

The effective date of this report is March 15, 1996.

#### **STUDY APPROACH**

The study approach to complete our assistance is as follows:

##### **Orientation**

1. Met with you to review the study objective and approach.
2. Reviewed any relevant studies or plans for Kulamalu.
3. Visited Kulamalu and its surrounding neighborhood.

##### **Commercial Market Assessment**

1. Identified the competitive market area for commercial development.
2. Updated retail market trends in the competitive market area in terms of:
  - Demographic trends
  - Market demand
  - Historical and projected occupancy rates
  - Tenant profile
  - Minimum and percentage rents
  - Lease characteristics.
3. Identified planned and proposed developments in the competitive market area.
4. Projected the demand for commercial retail and ancillary office space in terms of:
  - Annual additional space requirements
  - Tenant profile
  - Minimum and percentage rents
  - Lease characteristics.

Mr. Everett R. Dowling  
March 22, 1996  
Page 3

#### **Projected Market Support**

1. Evaluated Kulamalu's competitive advantages and disadvantages for commercial development.
2. Projected the market support for the commercial retail and ancillary office development at Kulamalu in terms of:
  - Target markets
  - Market share
  - Physical characteristics
  - Tenant profile
  - Rents and other lease characteristics
  - Projected occupancy rates.

#### **REPORT FORMAT**

This report is presented in a summary appraisal report that is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report.

The report summarizes the data, reasoning and analyses that were used in the appraisal process to develop the projected market support. Supporting documentation concerning the data, reasoning and analyses is available in our files. The summary appraisal report format is specific to the needs of the client and for the intended use stated in this report.

#### **STUDY CONDITIONS**

This report is subject to the study conditions that are presented in Section I of this report.

#### **PROJECTED MARKET SUPPORT**

The evaluation of the competitive advantages and disadvantages of the Kulamalu commercial site and the estimated market support are discussed under the following subheadings.

Mr. Everett R. Dowling  
March 22, 1996  
Page 4

#### **Competitive Advantages**

The Kulamalu commercial site has competitive advantages for commercial retail development, including:

- Large land area
- Extensive frontage along Kula Highway for advertising prominence
- Generally level topography
- Within residential growth area of Pukalani
- Currently no new competing large retail and ancillary office facilities planned.

#### **Competitive Disadvantages**

The Kulamalu commercial site has competitive disadvantages, including:

- No direct access from Kula Highway
- Close proximity to major retailing areas of Kahului and Wailuku
- Traffic passing by would largely be limited to residents of Kula, Pulehu, Waiakoa and Keokea or visitors to the Upcountry area.[1]

#### **Estimated Market Share**

Upcountry Maui is under-serviced in terms of neighborhood shopping facilities. Because of the limited retail facilities in the Upcountry area, goods and services for day-to-day living needs that normally would be purchased in the area, are largely purchased in Kahului.

Kahului has historically been the major retail hub serving the residential communities of Central and Upcountry Maui. Kahului offers a wide array of retail facilities for residents in relatively close proximity of each other.

---

[1] This condition may ultimately be mitigated with the completion of the County's proposed bypass linking Kihei to Kula. However, the development timetable has not been determined.

Mr. Everett R. Dowling  
March 22, 1996  
Page 5

Major retail outlets in Kahului that could be most competitive to a neighborhood shopping facility in Upcountry Maui include:

- K-Mart and Costco
- Maui Mall (Star Market)
- Foodland, Safeway and Longs
- Kahului Shopping Center.

The recent introduction of K-Mart and Costco have provided Maui consumers a variety of products at extremely competitive prices. This has afforded residents significant savings and has reduced the profit margins for other retailers in Kahului. The proposed Maui Marketplace, an outlet mall to feature Eagle Hardware, Sports Authority, Border Books & Music, and Office Max, will continue to place pressures on retailers to lower margins or find newer market niches.

The Kulamalu commercial site is a major component of the proposed 300-acre master-planned community. The 20-acre site accounts for 77% of the undeveloped commercial land in Upcountry Maui. Alternative commercial sites suitable for large scale retail development are not available in the area. As a result, retail development at Kulamalu could have a significant competitive advantage to capture a significant share of the projected retail demand. The demand for retail facilities in Upcountry Maui would continue to exceed the available supply, even after the completion of the retail development at Kulamalu.

Kulamalu could benefit from the additional market support from visitors in the region. This segment could account for up to about 10% of the total demand at Kulamalu.

#### Groceries

Residents of Upcountry Maui are virtually limited to Foodland and Pukalani Superette for grocery items. Therefore, additional grocery stores in Upcountry Maui could capture a significant share of resident grocery expenditures. Considering its competitive position, the projected grocery expenditures could support a grocery store of about 45,000<sup>sq</sup> to 55,000<sup>sq</sup> at the Kulamalu commercial site.

#### Other Retail Goods

Between 45% and 60% of demand for all other retail goods is currently satisfied by existing retail facilities in Upcountry Maui. Based on its competitive advantages, the Kulamalu commercial site could capture about 25% of total demand for other retail goods. Based on the estimated market share, the Kulamalu commercial site could capture about 75,000<sup>sq</sup> to 95,000<sup>sq</sup> in 1995. The Kulamalu commercial site could capture an additional 15,000<sup>sq</sup> to 20,000<sup>sq</sup> every five years thereafter, as shown in Exhibit II-P.

Mr. Everett R. Dowling  
March 22, 1996  
Page 6

### Target Markets

The target market is projected to be the residents of Upcountry Maui, primarily dual income families with children. The 1995 median household income of the area is estimated to be about \$46,900, about 4% to 5% above the 1995 median household income of Maui County.

The residents of Upcountry Maui have discretionary purchasing power and are quality and cost conscious. A large number of the residents are estimated to have limited time available for shopping and are likely to make planned rather than spontaneous shopping trips. Therefore, residents would likely shop at one retail facility if it offered a variety of retail goods as well as services, including medical and professional services.

Visitors to the area would be a secondary target market for the site. After the planned park and amphitheatre are developed, the market share for the visitor market could increase.

### Tenant Profile

Based on the characteristics of the target markets and retail trends in the area, the shopping facility could be anchored by a full-service supermarket and drug/variety store. Other tenants could include:

- Entertainment, such as video, records or electronic/computer games
- Theatres
- Restaurants, including fast food
- Medical and dental offices
- Other personal services, such as hair styling or dry cleaning.

In addition, the center could probably support a gas station to service both residents and visitors.

Space requirements for the major tenants of the center are estimated as follows:

Type	Area (sq)	% of Total
Grocery	45,000 - 55,000	25 - 30
Drug/variety	20,000 - 30,000	15 - 20
Theatres	15,000 - 20,000	8 - 10
Entertainment	5,000 - 8,000	3 - 4
Gas station	12,000 - 15,000	[1]

[1] Land area required.

Mr. Everett R. Dowling  
March 22, 1996  
Page 7

In addition to retail space, the Kulamalu commercial site could support medical/dental and other office uses. A large health care provider, such as Kaiser Permanente or Straub Clinic, could have a local clinic in the facility as they have in other retail facilities on Oahu.

#### Rents and Lease Characteristics

Rents in Upcountry Maui generally range between about \$1.55/psf and \$2.00/psf for ground floor spaces that typically range from 500psf to 2,000psf in size. Second floor rents typically range from about \$1.25/psf to \$1.45/psf for similar size spaces. Common area maintenance charges typically range from about \$0.30/psf to \$0.45/psf. Percentage rents on retail space range from about 8% to 9%, although currently, many centers do not charge percentage rents.

Lease terms typically range from three to five years for smaller tenants. Lease terms for grocery stores, other anchor tenants and large restaurants could range from about 15 to 30 years.

#### Projected Occupancy Rates

The anchor tenants could occupy about 50% to 65% of the facility's gross leasable area; therefore, occupancy rates could be relatively high. Assuming prudent marketing and preleasing, the facility could be about 75% preleased at opening. Based on the estimated additional space requirements the retail facility the Kulamalu commercial site could be fully leased by 2000.

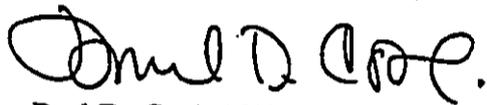
\* \* \* \* \*

Mr. Everett R. Dowling  
March 22, 1996  
Page 8

We appreciate having the opportunity to assist you on this interesting assignment. Please contact us if you have any questions.

Sincerely,

JOHN CHILD & COMPANY, INC.



Paul D. Cool, MAI  
Vice President



Cynthia C. Nakamura  
Appraiser

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-L

**Projected Total Retail Expenditures in Upcountry Maui  
1995 - 2010**

	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>
<b>Residents:</b>				
Groceries	\$97,600,000	\$117,800,000	\$137,400,000	\$157,300,000
Other retail	89,500,000	108,000,000	126,000,000	144,200,000
Subtotal - residents	<u>187,100,000</u>	<u>225,800,000</u>	<u>263,400,000</u>	<u>301,500,000</u>
<b>Visitors:</b>				
Groceries	3,200,000	3,900,000	4,500,000	5,100,000
Other retail	24,200,000	30,100,000	34,800,000	39,000,000
Subtotal - visitors	<u>27,400,000</u>	<u>34,000,000</u>	<u>39,300,000</u>	<u>44,100,000</u>
<b>Total:</b>				
Groceries	100,800,000	121,700,000	142,000,000	162,400,000
Other retail	113,700,000	138,200,000	160,800,000	183,300,000
<b>Total retail expenditures</b>	<u>\$214,500,000</u>	<u>\$259,900,000</u>	<u>\$302,800,000</u>	<u>\$345,700,000</u>

Source: John Child & Company.

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-M

**Retail Land Use Inventory in Upcountry Maui**

<u>Land use</u>	<u>Building area (sf)</u>	<u>% of Total</u>
Shopping center	47,149	18%
Grocery stores	44,323	17
General retail	89,736	35
Restaurants, including fast food	35,052	14
Auto service, including gas stations	6,631	3
Office, including banks	36,269	14
<b>Total</b>	<u>259,160</u>	<u>100%</u>

Source: John Child & Company based on online data from REsearch/TMK, MLS Hawaii, Inc.  
March 13, 1996.

**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-N

**Projected Demand Satisfied and Unsatisfied by Retail Facilities in Upcountry Maui  
1995 - 2010**

	Total	Satisfied Demand		Unsatisfied Demand	
		Low	High	Low	High
<b>Grocery:</b>					
1995	\$100,800,000	\$15,000,000	\$20,000,000	\$80,800,000	\$85,800,000
2000	121,700,000	15,000,000	20,000,000	101,700,000	106,700,000
2005	142,000,000	15,000,000	20,000,000	122,000,000	127,000,000
2010	162,400,000	15,000,000	20,000,000	142,400,000	147,400,000
<b>All other retail:</b>					
1995	113,700,000	51,000,000	69,000,000	44,700,000	62,700,000
2000	138,200,000	51,000,000	69,000,000	69,200,000	87,200,000
2005	160,800,000	51,000,000	69,000,000	91,800,000	109,800,000
2010	183,300,000	51,000,000	69,000,000	114,300,000	132,300,000
<b>Total:</b>					
1995	214,500,000	66,000,000	89,000,000	125,500,000	148,500,000
2000	259,900,000	66,000,000	89,000,000	170,900,000	193,900,000
2005	302,800,000	66,000,000	89,000,000	213,800,000	236,800,000
2010	345,700,000	66,000,000	89,000,000	256,700,000	279,700,000

Source: John Child & Company.

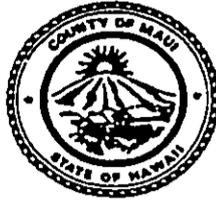
**KULAMALU COMMERCIAL MARKET STUDY**

Exhibit II-O

**Projected Additional Retail Space Requirements in Upcountry Maui  
1995 - 2010****(In Square Feet)**

Time Period	Grocery		All Other Retail		Total	
	Low	High	Low	High	Low	High
1995	224,000	- 288,000	284,000	- 379,000	508,000	- 667,000
1995 - 2000	47,000	- 60,000	61,000	- 82,000	108,000	- 142,000
2000 - 2005	45,000	- 58,000	57,000	- 75,000	102,000	- 133,000
2005 - 2010	45,000	- 58,000	56,000	- 75,000	101,000	- 133,000
<b>Cumulative:</b>						
1995	224,000	- 288,000	284,000	- 379,000	508,000	- 667,000
2000	271,000	- 348,000	345,000	- 461,000	616,000	- 809,000
2005	316,000	- 406,000	402,000	- 536,000	718,000	- 942,000
2010	361,000	- 464,000	458,000	- 611,000	819,000	- 1,075,000

**Source: John Child & Company.**



**DEPARTMENT OF WATER SUPPLY  
COUNTY OF MAUI  
P.O. BOX 1109  
WAILUKU, MAUI, HAWAII 96793-7109  
Telephone (808) 270-7816 • Fax (808) 270-7833**

March 10, 2000

Mr. Roy Frampton  
Chris Hart & Partners  
1955 Main Street  
Wailuku, Maui, Hawaii 96793-1706

Re: TMK: 2-3-25:015  
Project Name: Pre-Consultation for a Change in Zoning Community Plan  
Amendment for a Proposed Commercial Development  
(Pukalani United Auto Parts)

Dear Mr. Hart,

Thank you for the opportunity to comment on this application. We provide the following information:

**Source and System**

A 12-inch waterline fronts the entire length of the property along Haleakala Road. Three fire hydrants are in close proximity of the property. The applicant will be required to provide adequate fire protection and domestic water service in accordance to standards. Based on system standards, the water system in this area should be capable of providing sufficient fire protection for commercial use.

However, fire flow guidelines for commercial applications and domestic use are based on the Insurance Services Office (ISO) and the Uniform Plumbing Code respectively. Actual fire demand for structures is determined by using fire flow calculations performed by a certified engineer. Approved fire flow calculation methods for the applicant's use include "Fire Flow" - Hawaii Insurance Bureau, 1991; and "Guide for Determination of Required Fire Flow" - Insurance Service Office, 1974.

*"By Water All Things Find Life"*

Also, the applicant should be aware that the proposed development is in the Upcountry area affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" by the Director of Water Supply, dated March 16, 1993. There is no assurance of a water meter or building permit issuance as a result of our comments to this application. We strongly suggest the applicant discuss this matter with our engineering division at 270-7835 prior to building permit.

This project overlies the Makawao Aquifer having a sustainable yield 15 MGD. The primary source water feeding this area is surface water taken from the Wailoa Ditch and treated at the Kamole Weir Water Treatment Facility near Haliimaile.

In order to protect Maui's groundwater and surface water resources, DWS recommends that the applicant utilize Best Management Practices (BMPs) designed to minimize infiltration and runoff from all construction and vehicle operations. We have attached sample BMPs for principle operations and a list of references. Additional information is available from the State Department of Health.

#### **Conservation**

The applicants should be encouraged to conserve water in and around the property. Please refer to the measures listed below and to the attached documents for water conservation.

Eliminate Single-Pass Cooling: Single-pass, water-cooled systems should be eliminated per Maui County Code Subsection 14.21.20. These units pass water once-through for cooling, and then dispose of the water into the drain. Although prohibited by code, single-pass water cooling is still manufactured into some models of air conditioners, freezers, and commercial refrigerators.

Utilize Low-Flow Fixtures and Devices: Maui County Code Subsection 16.20.675 requires the use of low flow water fixtures and devices in faucets, showerheads, water closets and hose bibs. Water conserving washing machines, ice-makers and other units are also available, and can help cut back on water bills.

Maintain Fixtures to Prevent Leaks: A simple, regular program of repair and maintenance can prevent the loss of hundreds or even thousands of gallons a day. Refer to the attached handout, "The Costly Drip". The applicant should establish a regular maintenance program.

Use Climate-adapted Plants: The project site is located in "Maui County Planting Plan" - Plant Zones 2 & 4. Please refer to the attached documents "Saving Water in the Yard". Native plants adapted to the area conserve water and further protect the watershed from degradation due to invasive alien species.

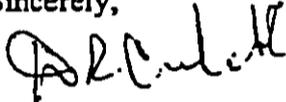
*"By Water All Things Find Life"*

**Prevent Over-Watering By Automated Systems:** Provide rain-sensors on all automated irrigation controllers. Check and reset controllers at least once a month to reflect the monthly changes in evapotranspiration rates at the site. As an alternative, provide the more automated, soil-moisture sensors on controllers.

**Look for Opportunities to Conserve Water Around the Property:** A few examples: When clearing driveways, etc. of debris, use a broom instead of a hose. When Also, the applicant should be aware that the proposed development is in the Upcountry area affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" by the Director of Water Supply, dated March 16, 1993.

Should you have any further comments, please contact our Water Resources & Planning Division at 270-7199.

Sincerely,



David R. Craddick  
Director

rs

xc: Engineering

xc: applicant w/attachments :

- 1) "The Costly Drip"
- 2) Ordinance 2108 - "An ordinance amending Chapter 16.20 of the Maui County Code, pertaining to the plumbing code"
- 3) "XERISCAPE - Water Conservation through Creative Landscaping"
- 4) "Saving Water in The Yard - What and How to Plant In Your Area"
- 5) "A Checklist for Water Conservation Ideas for Cooling"
  
- 7) "A Checklist for Water Conservation Ideas for Commercial Buildings"
  
- 9) Selected BMPs from "The Megamanual - Nonpoint Source Management Manual." Commonwealth of Massachusetts
- 10) Selected BMPs from "Guidance Specifying Management Measures For Sources of Nonpoint Pollution In Coastal Waters." U.S. EPA.

*"By Water All Things Find Life"*



November 6, 2000

Mr. David R. Craddick  
Director  
Department of Water Supply  
County of Maui  
P.O. Box 1109  
Wailuku, Hawaii 96793-6109

Dear Mr. Craddick:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Upcountry Napa Project (TMK: (2) 2-1-007:101)

Thank you for your letter dated March 10, 2000, regarding the above-referenced permits.

In response to your letter, we offer the following comments:

1. Water and Fire Protection Improvements. The applicant will provide domestic service improvements that comply with County standards, as needed.
2. Water Availability. The applicant is aware that the subject property is affected by the "Shortage of Water Source Capacity Affecting Upcountry Areas" by the Director of Water Supply, dated March 16, 1993, and that there is no assurance of a water meter or building permit issuance at the time of application. It is envisioned that the proposed project will be built in phases. If the shortage of water is still in effect at the time the project is ready to apply for building permits, the first phase will be designed within the capacity of the existing water meter. The applicant will provide final domestic, fire, and irrigation calculations at the time that building permits are submitted.
3. Best Management Practices. Best Management Practices will be utilized in order to minimize infiltration and runoff from all construction and vehicle operations. Some of these practices include:

Mr. David Craddick

November 6, 2000

Page 2

- Minimize time of construction.
- Retain existing ground cover until latest date to complete construction.
- Implement early construction of drainage control features.
- Utilize temporary berms and cut-off ditches, where needed, for control of erosion.
- Graded areas will be thoroughly watered after construction activity has ceased for the day and on weekends.
- All cut and fill slopes will be sodded or planted immediately after grading work has been completed.

The project will be developed with adequate facilities for drainage control and storm water disposal. This, together with ultimate ground cover, shall preclude any appreciable onsite erosion, after completion of on-site improvements.

4. Conservation Measures. The project will incorporate the conservation measures you have listed with regards to elimination of single pass cooling, low flow fixtures and devices, maintenance of leaks, climate adapted plants, efficient irrigation systems, and prevention of over watering.

Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely,



Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Project File

BENJAMIN J. CAYETANO  
GOVERNOR  
STATE OF HAWAII



RAYNARD C. SOON  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

JOBIE M. K. M. YAMAGUCHI  
DEPUTY TO THE CHAIRMAN

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

July 26, 2000

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

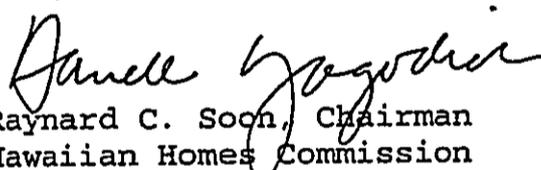
Dear Mr. Min:

Subject: Napa Auto Parts Store, CPA 2000/0004 and CIZ  
2000/0008, TMK 2-3-25:15, Pukalani, Maui, Dated June,  
2000

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

If you have any questions, please call Daniel Ornellas of our  
Planning Office at 586-3836.

Aloha,

*for*  
  
Raynard C. Soon, Chairman  
Hawaiian Homes Commission



November 6, 2000

Mr. Raynard C. Soon, Chairman  
State of Hawaii  
Department of Hawaiian Home Lands  
P.O. Box 1879  
Honolulu, Hawaii 96805

Dear Mr. Soon:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Napa Auto Parts Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated July 26, 2000, regarding the above-referenced  
permits, which stated that you have no comment regarding the subject application.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Project File



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

'00 AUG 10 P12:35

July 31, 2000

DEPT OF LAND AND NATURAL RESOURCES  
 COUNTY OF MAUI

LD-NAV

RECEIVED

Ref.: CPA20004.RCM

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

Dear Mr. Min:

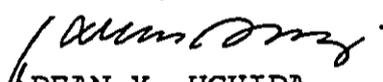
SUBJECT: Application for Community Plan Amendment and Change in Zoning - Napa Auto Parts Store, Pukalani, Maui, Hawaii  
 I.D.: CPA2000 0004, CIZ 2000 2008 TMK: 2-3-025: 015

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

The Department has no comment to offer on the subject matter.

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

Very truly yours,

  
 DEAN Y. UCHIDA  
 Administrator

C: Maui District Land Office



November 6, 2000

Mr. Dean Y. Uchida  
Administrator  
State of Hawaii  
Department of Land and Natural Resources  
Land Division  
P.O. Box 621  
Honolulu, Hawaii 96809

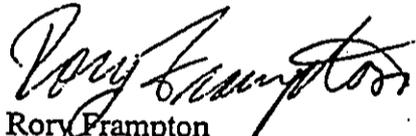
Dear Mr. Uchida:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Napa Auto Parts Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated July 31, 2000, regarding the above-referenced  
permits, which stated that you have no comment regarding the subject application.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Project File

United States  
Department of  
Agriculture



Natural  
Resources  
Conservation  
Service

210 Iml Kala St.  
Suite 209  
Wailuku, HI 96793

*Our People... Our Islands... In Harmony*

'00 AUG -2 P12:36

DEPT OF AGRICULTURE  
DATE: August 1, 2000  
RECEIVED

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

Dear Mr. Min,

SUBJECT: NAPA Auto Parts Store; TMK: 2-3-025: 15  
I.D. CPA 2000/0004, CIZ 2000/0008

We have no comment on the subject application.

Thank you for the opportunity to comment.

Sincerely,

*Neal S. Fujiwara*  
Neal S. Fujiwara  
District Conservationist



November 6, 2000

Mr. Neal S. Fujiwara  
District Conservationist  
United States Department of Agriculture  
Natural Resources Conservation Service  
210 Imi Kala St., Suite 209  
Wailuku, HI 96793

Dear Mr. Fujiwara:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Napa Auto Parts Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated August 1, 2000, regarding the above-referenced  
permits, which stated that you have no comment regarding the subject application.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Project File

BENJAMIN J. CAYETANO  
GOVERNOR



BRUCE S. ANDERSON, Ph.D., M.P.H.  
DIRECTOR OF HEALTH

DISTRICT HEALTH OFFICER

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

00 AUG -8 P2:55  
RECEIVED

August 4, 2000

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

Dear Mr. Min:

Subject: **Napa Auto Parts Store**  
**TMK: (2) 2-3-025:015**  
**CPA 2000/0004 & CIZ 2000/0008**

Thank you for the opportunity to comment on the proposed retail space, office space and auto parts store. Comments from this office were transmitted to our Honolulu Office. A coordinated response is forthcoming.

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



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

In reply, please refer to:  
File:

September 21, 2000

00-150/epo

RECEIVED

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

Dear Mr. Min:

Subject: Applications for a Community Plan Amendment  
(CPA-2000/0004) and a Change In Zoning (CIZ-2000/0008)  
Napa Auto Parts Store  
Pukalani, Maui  
TMK: 2-3-25:15

Thank you for allowing us to review and comment on the subject applications. We have the following comments to offer:

Hawaii Administrative Rules, Chapter 11-46, "Community Noise Control" sets maximum allowable levels for noise from stationary sources such as air conditioning units, compressors, and generators. The attenuation of noise from these potential sources should be considered during the design phase of the project.

The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Chapter 11-46. A noise permit may be required and should be obtained before the commencement of work.

The subject project is located in the critical wastewater disposal area where no new cesspools will be allowed. All wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems." We reserve the right to review the detailed wastewater plans for conformance to the rules.

Mr. John E. Min, Director  
September 21, 2000  
Page 2

Questions regarding this matter should be directed to  
Mr. Roland Tejano of the Maui District Health Office at 984-8232.

Sincerely,



GARY GILL  
Deputy Director  
Environmental Health Administration

c: MDHO



November 9, 2000

Mr. Gary Gill  
Deputy Director, Environmental Health Administration  
State of Hawaii, Department of Health  
P.O. Box 3378  
Honolulu, Hawaii 96801

Dear Mr. Gill:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Upcountry Napa Project (TMK: (2) 2-1-007:101)

Thank you for your letter dated September 21, 2000, regarding the above-referenced permits. In response to your letter, we offer the following comments:

1. Noise Concerns. It is anticipated that all activities associated with the construction phase of the project, as well as all stationery equipment installed in the proposed buildings, will comply the Department of Health's Administrative Rules, Chapter 11-46, "Community Noise Control." A noise permit will be obtained prior to commencement of work if it is determined that noise levels will exceed the maximum allowable levels. However, we do not anticipate that this will occur.
2. Wastewater. We note that the subject project is located in the critical wastewater disposal area where no new cesspools will be allowed. All wastewater plans will conform to the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems."

Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely,

Rory Frampton  
Land Use Planner

Cc. Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Mr. Stacy Otomo, Otomo Engineering, Inc.

4727

Maui Electric Company, Ltd. • 210 West Kamehameha Avenue • PO Box 398 • Kahului, Maui, HI 96733-6898 • (608) 871-8463



'00 AUG -8 P1:24

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

August 4, 2000

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

Dear Mr. Min:

Subject: NAPA Auto Parts Store  
CPA 2000/0004 and CIZ 2000/0008  
(TMK: 2-3-025:015, Pukalani)

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 the project's consultant meet with us as soon as practical so that we may discuss the electrical requirements of this project.

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

Sincerely,

Edward Reinhardt  
Manager, Energy Delivery

ER/fo/lkh



November 6, 2000

Mr. Edward Reinhardt  
Manager, Energy Delivery  
Maui Electric Company, Ltd.  
210 West Kamehameha Avenue  
P.O. Box 398  
Kahului, Maui, HI 96733-6898

Dear Mr. Reinhardt:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Proposed Upcountry Napa Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated August 4, 2000, regarding the above-referenced  
permits, which stated that you have no objections to the proposed project.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Roly Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Project File



JAMES "KIMO" APANA  
MAYOR

OUR REFERENCE

YOUR REFERENCE

# POLICE DEPARTMENT COUNTY OF MAUI

55 MAHALANI STREET  
WAILUKU, HAWAII 96793

(808) 244-6400  
Fax (808) 244-6411



THOMAS M. PHILLIPS  
CHIEF OF POLICE

KEKUHAPUPIO R. AKANA  
DEPUTY CHIEF OF POLICE

August 16, 2000

DO AUG 17 P3:24

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

## MEMORANDUM

**TO :** JOHN E. MIN, DIRECTOR  
DEPARTMENT OF PLANNING

**FROM :** THOMAS M. PHILLIPS, CHIEF OF POLICE  
MAUI POLICE DEPARTMENT

**SUBJECT :** I.D. : CPA 2000/0004 and CIZ 2000/0008  
TMK : 2-3-025:015  
Project Name: Napa Auto Parts Store  
Applicant : Mr. Edwin K. Fujinaka

\_\_\_\_\_

  X  

No recommendation or special condition is necessary or desired.

Refer to attachment.

  
Acting Assistant Chief Sydney Kikuchi  
For: THOMAS M. PHILLIPS  
Chief of Police

Attachment

TO : THOMAS PHILLIPS, CHIEF, MAUI POLICE DEPARTMENT  
VIA : CHANNELS  
FROM : RANDALL BURGESS, P.O.III, COMMUNITY POLICING  
SUBJECT : UPCOUNTRY NAPA

Sir, this To/From is being submitted as requested and in regards to police comments and recommendations to the Application for Community Plan Amendment and Change In Zoning for Upcountry NAPA located at 15 Healani Pl., Pukalani (TMK 2-3-025:015).

ROADWAYS/TRAFFIC:

In regards to traffic travelling westerly (makai) on Old Haleakala Hwy.; recommend a left-turn only lane for vehicles accessing the proposed project. Also, I concur that separate left and right turn only lanes be provided at the main driveway for vehicles exiting the project onto Old Haleakala Hwy.

Suggest that the Public Works Division research possible installation of traffic calming devices along Old Haleakala Hwy. In regards to traffic calming devices, suggest the installation of a "elevated crosswalk" in the project area.

With the increased commercial use of Old Haleakala Hwy., pedestrian traffic has also increased. Therefore, suggest that concrete pedestrian sidewalks be installed on Old Haleakala Hwy. from Pukalani St. to the Kula Hwy. intersection.

GENERAL:

Suggest that the Pukalani Community Association be advised of this project. P.C.A. President Aric NAKASHIMA may be contacted at 572-1674 or 572-7616.

In closing, review revealed no other police concerns at this time.

*Noted  
8-15-00 sfzlh 0297*

Respectfully submitted,

*Randall Burgess*  
Randall BURGESS #1023  
Community Policing  
081400 @ 1300 hours

*A/Capt. R. Camarero*  
8-15-00

*A/A 1  
081400*



November 20, 2000

Mr. Thomas M. Phillips  
Chief of Police  
Police Department  
County of Maui  
55 Mahalani Street  
Wailuku, Hawaii 96793

Dear Mr. Phillips:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) permits for the Proposed Upcountry Napa Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated August 16, 2000, regarding the above-referenced Permits. In response to your concerns, we offer the following comments:

1. A left-turn only lane is planned for vehicles accessing the project site from Old Haleakala Highway;
2. The project's primary driveway will be designed to allow space for separate left and right turn only lanes for vehicles egressing onto Old Hakeakala Highway.
3. Sidewalks will be provided along the portions of Healani Place and Old Haleakala Highway that abut the property. We will forward your recommendation for sidewalks along Old Haleakala Highway from Pukalani Street to the Kula Highway intersection to Mr. David Goode, Director, Department of Public Works and Waste Management.

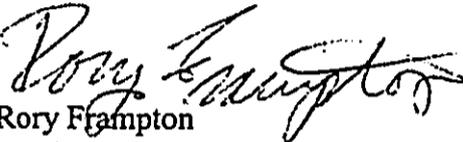
We met with the Department of Public Works and Waste Management (DPWWM) in order to discuss the feasibility of installing an elevated crosswalk in the vicinity of the project area. The DPWWM informed us that installing an elevated crosswalk at the subject location is not desirable due to the volume of vehicular traffic along Old Haleakala Highway.

In addition, please note that the Pukalani Community Association has been advised of the proposed project.

Mr. Thomas M. Phillips  
November 20, 2000  
Page 2

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Mr. Phillip Rowell, Phillip Rowell and Associates  
Project File

5025

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5087

00 AUG 21 P 1:40

AUG 17 2000

RECEIVED



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

IN REPLY REFER TO:  
HWY-PS  
2.9675

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

Dear Mr. Min:

Subject: Community Plan Amendment, CPA 2000/0004, Change of Zone,  
CIZ 2000/0008, NAPA Auto Parts Store, Pukalani, TMK: 2-3-025: 015

Thank you for requesting our review of the proposed development.

The proposed NAPA store will be located on a portion of Haleakala Highway that is under County jurisdiction. The store will not impact our State highway facilities.

Very truly yours,

KAZU HAYASHIDA  
Director of Transportation



November 6, 2000

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Upcountry Napa Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated August 17, 2000, regarding the above-referenced  
permits, which stated that the proposed project would not impact State highway facilities.

Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

Rory Frampton  
Land Use Planner

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Mr. Phillip Rowell, Phillip Rowell and Associates  
Project File

572-9

JAMES "KIMO" APANA  
Mayor

CHARLES JENCKS  
Director

DAVID C. GOODE  
Deputy Director

Telephone: (808) 270-7845  
Fax: (808) 270-7955



COUNTY OF MAUI  
DEPARTMENT OF PUBLIC WORKS  
AND WASTE MANAGEMENT

200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793

September 5, 2000

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

RON R. RISKA, P.E.  
Wastewater Reclamation Division

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

BRIAN HASHIRO, P.E.  
Highways Division

ANDREW M. HIROSE  
Solid Waste Division

SEP 11 P2:33  
COUNTY OF MAUI  
RECEIVED

MEMO TO: JOHN E. MIN, DIRECTOR OF PLANNING

FROM: CHARLES JENCKS, DIRECTOR OF PUBLIC WORKS  
AND WASTE MANAGEMENT

SUBJECT: COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING  
UPCOUNTRY NAPA  
TMK: (2) 2-3-025:015  
CPA 2000/0004, CIZ 2000/0008

We reviewed the subject application and have the following comments.

1. A road widening lot shall be provided for the adjoining half of Healani Place to provide for future right-of-way to accommodate three lanes of traffic and improved to County standards to include, but not be limited to, pavement widening, construction of curb, gutter, and sidewalk, street lights, and relocation of utilities underground. Said lot shall be dedicated to the County upon completion of the improvements.
2. A 30-foot radius shall be provided at the intersection of the proposed Healani Place and the adjoining Haleakala Highway.
3. A separate left turn lane on Haleakala Highway shall be constructed as approved by the Department of Public Works and Waste Management, Engineering Division (Traffic Report Conclusion #3).
4. Separate left and right turn lanes out of the main driveway to the Old Haleakala Highway are required (Traffic Report Conclusion #2).
5. Off-street parking, loading spaces, and landscaping shall be provided per Maui County Code Chapter 19.36.

Mr. John E. Min  
September 5, 2000  
Page 2

6. A detailed final drainage report and a site specific erosion control plan shall be submitted with the construction plans for review and approval prior to the issuance of grading or building permits. The drainage report shall include hydrologic and hydraulic calculations and the schemes for the disposal of runoff waters. It must comply with the provisions of the "Rules for Design of Storm Drainage Facilities in the County of Maui" and must provide verification that the grading and runoff water generated by the project will not have an adverse effect on adjacent and downstream properties. The site specific erosion control plan shall show the location and details of structural and non-structural Best Management measures.

If you have any questions, please call David Goode at 270-7845.

DG:msc/ry

S:\LUCA\ICZM\unitauto2.wpd



November 20, 2000

Mr. David Goode  
Director of Public Works and Waste Management  
Department of Public Works and Waste Management  
200 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Goode:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) Permits for the  
Proposed Upcountry Napa Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated September 5, 2000, and for subsequently meeting with us on November 13, 2000, regarding the above-referenced permits. In response to these communications, we offer the following comments:

Comment No. 1

A road widening lot will be provided for the adjoining half of Healani Place which will provide for an ultimate right of way width of 44 feet. Our traffic engineer, Mr. Phillip Rowell, has met with Ms. Charlene Shibuya of your staff and has confirmed that the proposed design will be able to accommodate three lanes of traffic. The subject lot will be improved to County standards to include pavement widening, and construction of curb, gutter, and sidewalks. For your information, there are no existing above grade utilities within the adjoining half of Healani Place. The lot will be dedicated to the County upon completion of the improvements.

Comment No. 2

A 30-foot radius will be provided at the intersection of Healani Place and Old Haleakala Highway fronting the subject property.

Mr. David Goode  
November 20, 2000  
Page 2

Comment No. 3

A separate left turn lane on Old Haleakala Highway to accommodate vehicles entering the project will be constructed as approved by the Department of Public Works and Waste Management, Engineering Division.

Comment No. 4

The project's primary driveway will be designed to allow space for separate left and right turn only lanes for vehicles egressing onto Old Haleakala Highway.

Comment No. 5

Off-street parking, loading spaces, and landscaping will be provided in conformance with Maui County Code, Chapter 19.36.

Comment No. 6

A detailed final drainage report and erosion control plan will be submitted with construction plans, for review and approval prior to issuance of grading or building permits.

Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Frampton  
Land Use Planner

cc. Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Mr. Phillip Rowell, Phillip Rowell and Associates  
Mr. Stacy Otomo, Otomo Engineering, Inc.  
Project File

BENJAMIN J. CAYETANO  
GOVERNOR



GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186

'00 AUG 31 P1:47

August 29, 2000

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

Dear Mr. Min:

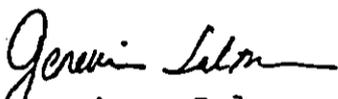
Subject: Draft Environmental Assessment for Upcountry Maui Napa  
Auto Parts, Retail Space and Office Space, Maui

Thank you for the opportunity to review the subject project. We  
have the following comments.

1. The subject project is affected by the "Shortage of Water  
Source Capacity Affecting Upcountry Areas" issued by the  
Director of Water Supply, dated March 16, 1993. What is the  
likelihood of the project receiving permission to use water  
from the county system? What are the contingency plans if  
water is not available from the county?
2. Please consider applying sustainable building techniques as  
presented in the enclosed "Guidelines for Sustainable Building  
Design in Hawaii." In the final EA include a description of  
any of the techniques you will implement.

Should you have any questions, please call Jeyan Thirugnanam at  
586-4185.

Sincerely,

  
Genevieve Salmonson  
Director

c: Chris Hart & Partners  
United Auto Parts, Inc.

Enclosure



November 9, 2000

Ms. Genevieve Salmonson  
Director  
State of Hawaii  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

RE: Community Plan Amendment/Change in Zoning (CPA/CIZ) for the  
Proposed Upcountry Napa Project (TMK: (2) 2-1-007:101)

Thank you for your letter dated August 29, 2000, regarding the above-referenced permits.

In response to your letter, we offer the following comments:

1. Water Shortage. We are aware that the proposed project is subject to the "Shortage of Water Source Capacity Affecting Upcountry Areas" issued by the Director of Water Supply, dated March 16, 1993. Currently, the subject property is serviced by a 12-inch waterline along Old Haleakala Highway and a 6-inch water line along Healan Place, which delivers water to the property's 5/8-inch meter. The 5/8-inch meter has a capacity of 20 gpm and allows for a maximum of 31 fixture units. It is envisioned that the proposed project will be built in phases. If the shortage of water is still in effect at the time the project is ready to apply for building permits, the first phase will be designed within the capacity of the existing water meter.
2. Sustainable Building Design. A number of sustainable building design techniques have or will be implemented, including but not limited to the following:
  - Assessment of site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and

Ms. Genevieve Salmonson  
November 9, 2000  
Page 2

- drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.
- Selection of a site with short connections to existing municipal infrastructure systems.
  - Placement of buildings to take advantage of natural features and to maximize their beneficial effects. Building placement maximizes and preserves positive site characteristics, enhances human comfort, safety and health, and achieves operational efficiencies.
  - Minimizing disruption of drainage channels.
  - Provision of erosion and dust control measures.
  - Utilizing energy and resource efficient building design.
  - Tree planting to shade buildings and paved areas.
  - Maximizing efficiencies for lighting, heating, ventilation, air conditioning systems and other equipment.
  - Installing water conserving, low flow fixtures.
  - Incorporating water efficient landscaping (xeriscaping) into the landscape design.
  - Utilizing properly planned and efficient irrigation systems.
  - Selecting appropriate plants for the Pukalani area, thereby minimizing need for irrigation.

Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely,

  
Rory Brampton  
Land Use Planner

Enclosure

cc. Mr. John E. Min, Department of Planning  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.  
Mr. Stacy Otomo, Otomo Engineering, Inc.  
Project File

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



TIMOTHY E. JOHNS, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES  
JANET E. KAWELO

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakuhikewa Building, Room 500  
801 Kamehaha Boulevard  
Kapolei, Hawaii 96707

SEP 18 P2:01

SEP 15 2000  
COUNTY OF MAUI  
RECEIVED

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

REF:HP-GB

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

LOG NO: 26176  
DOC NO: 0009CO02  
Architecture

Dear Ms. Nuyen:

**SUBJECT: CP 2000/0004, CIZ 2000/0008  
NAPA AUTO PARTS STORE  
TMK 2-3-025:015, Pukalani, Maui**

Thank you for the transmittal of the application for the NAPA Auto Parts Store. Please pardon the delay in response. We have not recieved the documentation requested, but the consultants are in the process of submitting it to our office. Once the documentation is recieved, we have no additional comments to the current proposal. If the other portion of the parcel (with the potentially historic structures) is proposed for development ,we request the opportunity to review the project at that time.

In the event that historic sites, including burials are discovered during routine construction activites, stop work immediately in the vicinity of the find and contact our office, at 692-8015.

Thank you for the opportunity to comment, should you have any questions please contact Carol Ogata at 692-8032.

Aloha,

TIMOTHY E. JOHNS, Chairperson and  
State Historic Preservation Officer

CO:gb



November 9, 2000

Mr. Don Hibbard, Administrator  
State of Hawaii, Department of Land and Natural Resources  
State Historic Preservation Division  
Kakuhihewa Building, Suite 555  
601 Kamokila Blvd.  
Kapolei, Hawaii 96707

Dear Mr. Hibbard:

RE: Community Plan Amendment/Change in Zoning (CP/CIZ) Permits for the  
Proposed Upcountry Napa Project (TMK: (2) 2-3-025:015)

Thank you for your letter dated September 15, 2000, regarding the above-  
referenced permits.

Enclosed please find the Historic Resources Inventory form and photos that you  
requested. We understand that once you have received this form that you will have no  
additional comments regarding the proposed project.

As requested, should future development impact the potentially historic structure,  
we will contact your office so that you have the opportunity to review the project at that  
time. In addition, should historic sites, including burials, be discovered during the  
construction phase, we will stop work immediately and contact your office at (808) 692-  
8015.

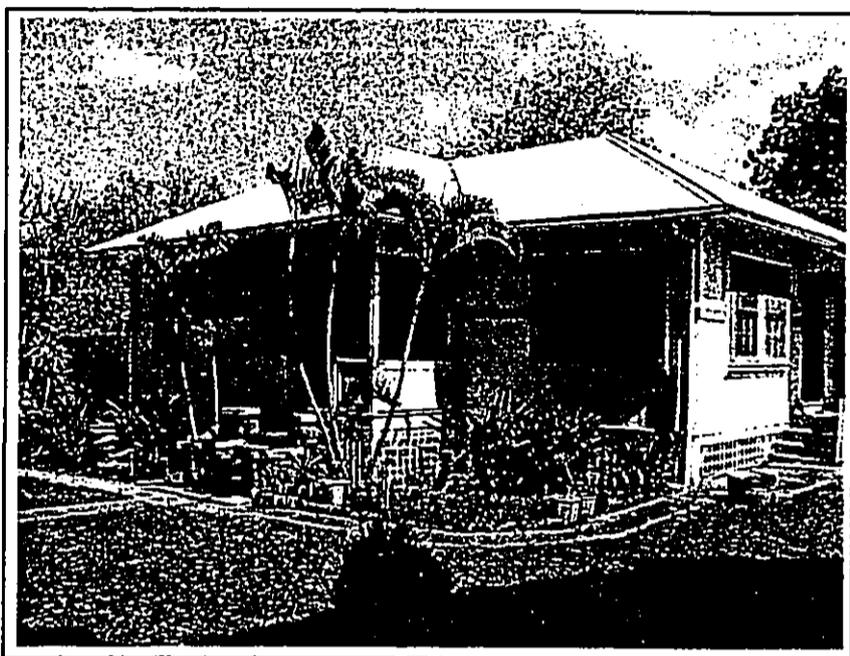
Should you have any questions, please contact myself, or Mr. Michael Summers,  
Chris Hart & Partners, at 242-1955.

Sincerely,

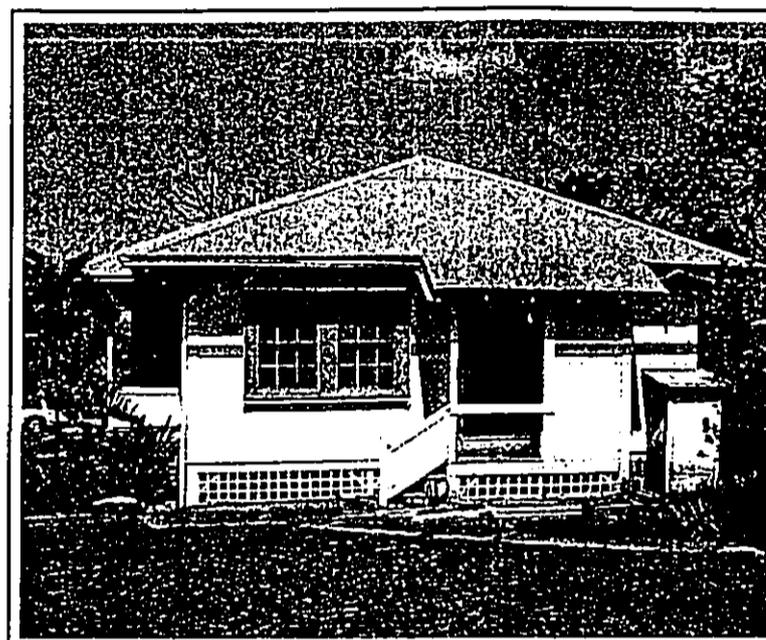
  
Rory Frampton  
Land Use Planner

Enclosure  
Mr. Edwin K. Fujinaka, United Auto Parts, Inc.

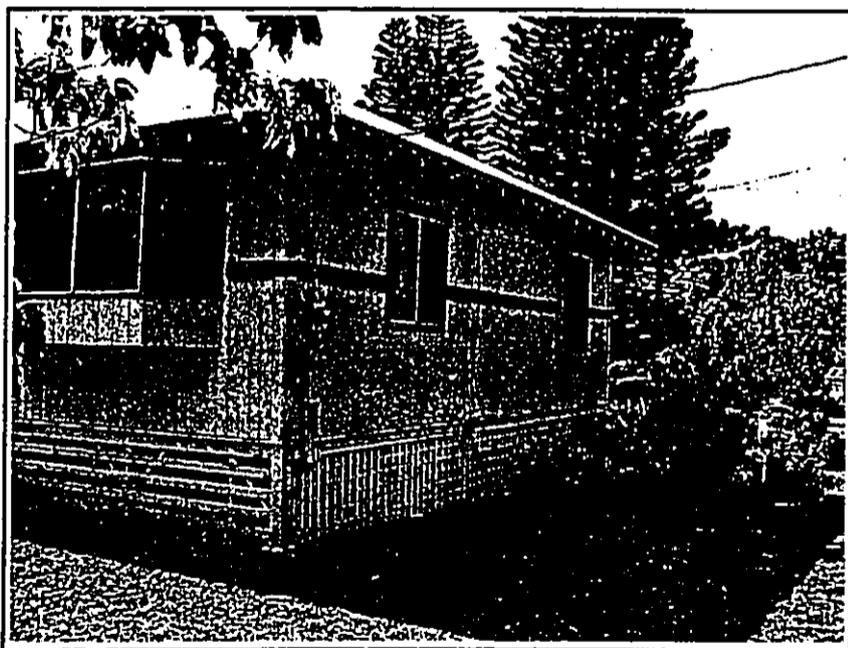
**DOCUMENT CAPTURED AS RECEIVED**



Looking at front of residence.



South facing side of residence.

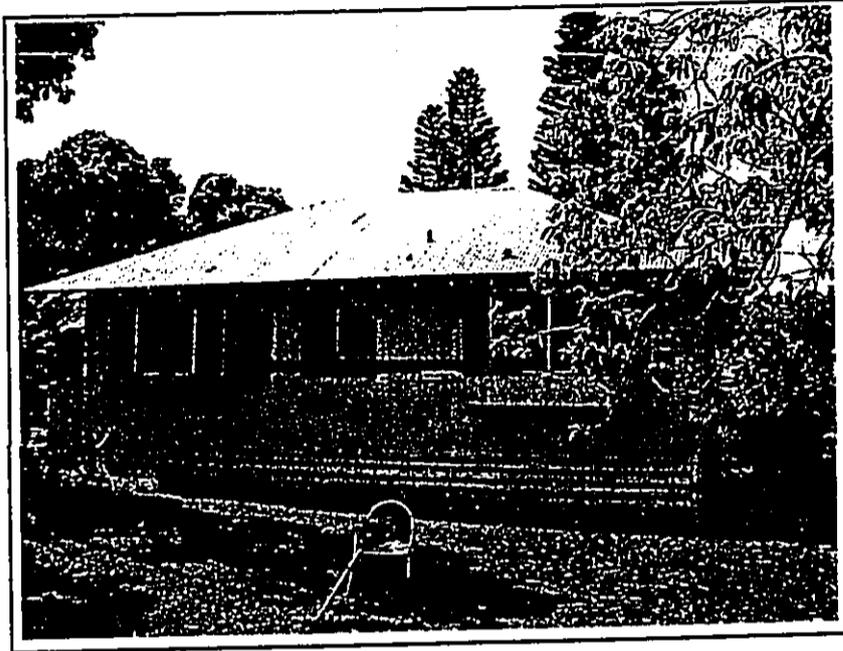


North facing side of residence.

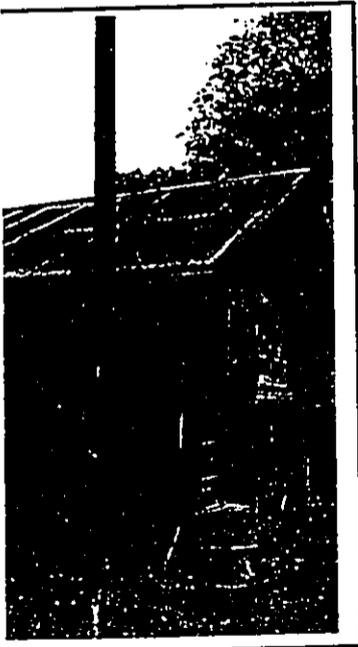


Structure used as carport and for storage.

**DOCUMENT CAPTURED AS RECEIVED**



East facing side of residence.



Structure used for storage.

OCTOBER  
2000

SITE PHOTOGRAPHS  
EXISTING RESIDENCE



**CHRIS  
HART**  
& PARTNERS

Site # \_\_\_\_\_  
TMK 2-3-025: 015

**HISTORIC RESOURCES INVENTORY**

**IDENTIFICATION**

- 1. Common Name: N/A
- 2. Historic Name, if known: N/A
- 3. Street or rural address 15  
City: Pukalani Zip: 96768 County: Maui
- 4. Present Owner, if known: Edwin Fujinaka, United Auto Parts, Inc.  
Address if different from above: P.O. Box 584, Kahului, HI 96733-7048
- 5. Ownership is: Public  Private
- 6. Present Use: Residential Original Use: Residential  
Other Past Uses: \_\_\_\_\_

**DESCRIPTION**

- 7. Physical Appearance:  
Style Plantation  
Primary Exterior Building Material: Stone Stucco Adobe Other  
Wood:  Clapboard Shiplap  Vertical Board Board and Batten  
Shingle Other  
Additional Materials \_\_\_\_\_  
Roof: Gable  Hipped Other Special features  
Roofing Material Tin  
Roof Trim: Closed Eaves Overhanging Eaves Brackets  
Dormers: Gabled Hipped Shed Eyelid Other  
Porch:  Inset Outset Open Enclosed Facade length  
Wraparound Centered Offset  
Door:  Centered Offset  Inset Transom Side Panels  
 Sidelights Window Other  
Windows:  Double-Hung Sliding Casement Awning Jalousies  
Plate glass Other  
Number of panes: 2  
Other Features: \_\_\_\_\_
- 8. Approximate Property Size: Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approximate acreage 60,580 sq. ft.
- 9. Is the feature Altered  Unaltered ?
- 10. Surroundings: Open Land Scattered Buildings Densely Built-up  
 Residential  Commercial Industrial Other
- 11. Is the structure  on its original site moved unknown
- 12. Year of initial construction 1930 This date is  factual estimated.
- 13. Architect (if known) \_\_\_\_\_
- 14. Builder (if known) \_\_\_\_\_
- 15. Related features: Barn Carriage House Outhouse Shed(s)  
 Formal Garden(s) Windmill Watertower/Tankhouse  
Garage Servants' or Guest House Other

Appendix - F  
Kulamalu Commercial Market Study

**JOHN CHILD & COMPANY**  
REAL ESTATE CONSULTANTS & APPRAISERS

Report to

**Dowling Company, Inc.**

Covering the

**KULAMALU COMMERCIAL  
MARKET STUDY**

**Pukalani, Maui, Hawaii**

**March 1996**

**JOHN CHILD & COMPANY**  
REAL ESTATE CONSULTANTS & APPRAISERS

March 22, 1996

Mr. Everett R. Dowling  
Dowling Company, Inc.  
1997 East Main Street  
Wailuku, Maui, Hawaii 96793

Dear Everett:

Re: **Kulamalu Commercial Market Study**

At your request, John Child & Company has provided real estate consulting services to estimate and project the market support for commercial retail and ancillary office development at Kulamalu. This letter summarizes our findings that are presented in the accompanying report.

**BACKGROUND**

Dowling Company, Inc. (DCI) owns Kulamalu, a 300-acre parcel in Pukalani, Maui, Hawaii. The property is zoned R-2 Residential. The County may approve the rezoning of about 20 acres of the property from R-2 to Commercial, provided an additional 20 acres are offered for Park use.

The 20-acre Kulamalu commercial site accounts for about 77% of the undeveloped commercial land in Upcountry Maui. The remaining sites are smaller, non-contiguous properties that would not have the same potential as a major retail center in the region.

DCI is evaluating the feasibility of commercial retail and ancillary office development on the 20-acre portion of Kulamalu. In this regard, you have asked us to assist you by assessing the current and projected market support for commercial retail and ancillary office development at Kulamalu.

**STUDY OBJECTIVE AND PURPOSE**

The objective of our assistance is to assess the market support for commercial retail and ancillary office development on the 20-acre portion of Kulamalu.

The purpose of our assistance is to provide market assessments and projected market support that can be used for internal information and decision-making.

John Child & Company, Inc.  
100 Alakea Street, 8th Floor  
Honolulu, Hawaii 96813  
Telephone 808-533-2951  
Telex 808-525-7672



Karen Char, MA, CFE  
Robert J. Vernon, MA  
Paul D. Cool, MA  
Eson Y. Ewart, MA  
May M. S. Wong-Isa  
Cynthia C. Nakamura  
Gora A. Wakasaka  
Andrew B. Furuta  
Huron S. Yuen  
Michael J. Robinson

Mr. Everett R. Dowling  
March 22, 1996  
Page 2

#### **EFFECTIVE DATE OF REPORT**

The effective date of this report is March 15, 1996.

#### **STUDY APPROACH**

The study approach to complete our assistance is as follows:

##### **Orientation**

1. Met with you to review the study objective and approach.
2. Reviewed any relevant studies or plans for Kulamalu.
3. Visited Kulamalu and its surrounding neighborhood.

##### **Commercial Market Assessment**

1. Identified the competitive market area for commercial development.
2. Updated retail market trends in the competitive market area in terms of:
  - Demographic trends
  - Market demand
  - Historical and projected occupancy rates
  - Tenant profile
  - Minimum and percentage rents
  - Lease characteristics.
3. Identified planned and proposed developments in the competitive market area.
4. Projected the demand for commercial retail and ancillary office space in terms of:
  - Annual additional space requirements
  - Tenant profile
  - Minimum and percentage rents
  - Lease characteristics.

Mr. Everett R. Dowling  
March 22, 1996  
Page 3

#### **Projected Market Support**

1. Evaluated Kulamalu's competitive advantages and disadvantages for commercial development.
2. Projected the market support for the commercial retail and ancillary office development at Kulamalu in terms of:
  - Target markets
  - Market share
  - Physical characteristics
  - Tenant profile
  - Rents and other lease characteristics
  - Projected occupancy rates.

#### **REPORT FORMAT**

This report is presented in a summary appraisal report that is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report.

The report summarizes the data, reasoning and analyses that were used in the appraisal process to develop the projected market support. Supporting documentation concerning the data, reasoning and analyses is available in our files. The summary appraisal report format is specific to the needs of the client and for the intended use stated in this report.

#### **STUDY CONDITIONS**

This report is subject to the study conditions that are presented in Section I of this report.

#### **PROJECTED MARKET SUPPORT**

The evaluation of the competitive advantages and disadvantages of the Kulamalu commercial site and the estimated market support are discussed under the following subheadings.

Mr. Everett R. Dowling  
March 22, 1996  
Page 4

#### **Competitive Advantages**

The Kulamalu commercial site has competitive advantages for commercial retail development, including:

- Large land area
- Extensive frontage along Kula Highway for advertising prominence
- Generally level topography
- Within residential growth area of Pukalani
- Currently no new competing large retail and ancillary office facilities planned.

#### **Competitive Disadvantages**

The Kulamalu commercial site has competitive disadvantages, including:

- No direct access from Kula Highway
- Close proximity to major retailing areas of Kahului and Wailuku
- Traffic passing by would largely be limited to residents of Kula, Pulehu, Waiakoa and Keokea or visitors to the Upcountry area.[1]

#### **Estimated Market Share**

Upcountry Maui is under-serviced in terms of neighborhood shopping facilities. Because of the limited retail facilities in the Upcountry area, goods and services for day-to-day living needs that normally would be purchased in the area, are largely purchased in Kahului.

Kahului has historically been the major retail hub serving the residential communities of Central and Upcountry Maui. Kahului offers a wide array of retail facilities for residents in relatively close proximity of each other.

---

[1] This condition may ultimately be mitigated with the completion of the County's proposed bypass linking Kihei to Kula. However, the development timetable has not been determined.