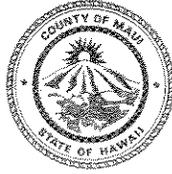


ALAN M. ARAKAWA
Mayor

MICHAEL W. FOLEY
Director

WAYNE A. BOTEILHO
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

August 10, 2005

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

05 AUG 11 P2:55

RECEIVED

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

Dear Ms. Salmonson:

RE: Final Environmental Assessment Prepared for the Paia Town Center Located at TMK 2-6-005: 004, 109, 025, and 033, 120 and 142 Hana Highway, and 20 and 24 Luna Place, Paia, Island of Maui, Hawaii (EA 2004/0004) (CPA 2004/0004) (CIZ 2004/0010) (SM1 2004/0006) (CTB 2004/0005)

The Maui Planning Commission at the regular meeting on August 9, 2005, accepted the Final Environmental Assessment (FEA) for the subject project, and issued a Finding of No Significant Impact (FONSI). Please publish the FEA in the August 23, 2005, Office of Environmental Quality Control (OEQC) Environmental Notice.

We have enclosed a completed OEQC Publication Form and four (4) copies of the FEA. If you have any questions, please call Ms. Kivette Caigoy, Environmental Planner, of our office at 270-7735.

Sincerely,

A handwritten signature in black ink that reads "Mike Foley".

MICHAEL W. FOLEY
Planning Director

MWF:KAC:lar
Enclosures

c: Wayne A. Boteilho, Deputy Planning Director
Clayton I. Yoshida, AICP, Planning Program Administrator
Kivette A. Caigoy, Environmental Planner
Colleen Suyama, Staff Planner
EA Project File (w/enclosures)
General File
K:\WP_DOCS\PLANNING\EA\2004\4_PaiaTownCtr\OEQCTransmitFEA.wpd

FILE COPY

FINAL
ENVIRONMENTAL ASSESSMENT
Prepared in Support of

Paia Town Center

Prepared for
Maui Planning Commission
C/O Department of Planning
County of Maui
250 South High Street
Wailuku, HI 96793

TMK: (2) 2-6-005:004, 109, 025, and 033
Makena • Maui • Hawai'i



OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

05 AUG 11 P2:50

RECEIVED

JUNE 2005

FINAL
ENVIRONMENTAL ASSESSMENT
Prepared in Support of

Paia Town Center

Prepared for
Maui Planning Commission
C/O Department of Planning
County of Maui
250 South High Street
Wailuku, HI 96793

Prepared by
Chris Hart & Partners, Inc.
1955 Main Street, Suite 200
Wailuku, Maui, Hawaii 96793



June 2005



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APPENDICES

Appendix A	Pre-Consultation <ul style="list-style-type: none">• List of Pre-consultation Activities with Agencies and Community Organizations Prior to Public Hearing• Summary of Pre-consultation Activities with Agencies and Community Organizations• Paia Main Street Association letter dated September 14, 2004• Response to Department of Planning Letters dated April 28, 2004, and May 5, 2004
Appendix B	Archaeological Assessment Report
Appendix C	Maui Scenic Coastal Resources Study, Paia Map
Appendix D	Preliminary Drainage Report
Appendix E	Traffic Impact Assessment
Appendix F	Cultural Impact Assessment Report
Appendix G	Preliminary Parking Analysis
Appendix H	Comment and Response Letters



I. PROJECT INFORMATION

A. PURPOSE OF THE REQUEST

This environmental assessment has been prepared in order to assess the potential environmental impacts associated with the construction of a two-story 5,640 square feet commercial building, a two-story 4,240 square feet commercial building, the construction of an A.C. paved parking lot over an existing unpaved graveled parking area, and landscape planting improvements on approximately 75,718 square feet of land in Paia, Maui, Hawaii; TMK Nos: (2) 2-6-005:004, 109, 025, and 033. The project also involves the consolidation and resubdivision of the project area from four (4) to three (3) lots.

B. PROJECT PROFILE

Proposed Project:

5,640 square feet commercial building; 4,240 square feet commercial building; A.C. paved parking lot over an existing unpaved graveled parking lot; landscape planting improvements; consolidation and resubdivision from four (4) to three (3) lots; and other related improvements. Per the request of the Paia Main Street Association, the project may also include space for a Police Sub-Station.

Existing Land Use:

Five (5) commercial buildings providing a total of 20,921 square feet of commercial space and a single-family residence. Commercial tenants include three restaurants, a real estate sales office, and various retail stores.

Project Area: 75,718 square feet (1.738-acres)

Access: Hana Highway; Baldwin Avenue

C. REQUIRED LAND USE AND DEVELOPMENT PERMITS

The following land use entitlements, development permits, and approvals are required for the project, and all, except building permits, are in the process of being obtained:

- Special Management Area (SMA) Permit
- Change in Zoning
- Community Plan Amendment
- National Pollution Discharge Elimination System (NPDES) Permit
- Grading Permit
- Final Subdivision Approval
- Building Permits

D. IDENTIFICATION OF THE APPLICANT

Owner: 120 Hanna Highway, LLC
Address: 530 Wilshire Blvd. #300
Santa Monica, CA. 90401
Phone/Fax: Phone: 310-319-1966; Fax: 310-319-1585
Contact: Ms. Grace Condos, Managing Member

E. CONSULTANT

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



F. ACCEPTING AGENCY

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

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

G. PRE-CONSULTED AGENCIES AND COMMUNITY GROUPS

- A. COUNTY OF MAUI (See: Appendix A, "List of Pre-consultation Activities with Agencies and Community Organizations Prior to Public Hearing")
1. Department of Planning
 2. Department of Public Works and Environmental Management
 3. Maui Police Department
- B. STATE OF HAWAII
1. Department of Transportation
- C. COMMUNITY ORGANIZATION
1. Paia Main Street Association/Tri-Isle Resource Center



II. DESCRIPTION OF THE PROPERTY AND PROPOSED ACTION

A. PROPERTY LOCATION

The subject property comprises four (4) contiguous parcels bound by the intersection of Hana Highway and Baldwin Avenue and Luna Place. The parcels are located at 120 and 142 Hana Highway and 20 and 24 Luna Place within and adjacent to the commercial core of Paia, Maui, Hawaii; TMK Parcel Nos: (2) 2-6-005:004, 109, 025, and 033 (See: Figure Nos. 1 and 2, "Regional Location" and "Tax Map Key").

B. EXISTING LAND USE

The subject property is currently being used for commercial and residential purposes. The project area supports five (5) commercial buildings providing 20,921 square feet of gross covered floor area and one small single-family residence. TMK Parcel No. 2-6-005:033 is located at the corner of Hana Highway and Baldwin Avenue and is being utilized for a mixture of commercial uses including restaurants, boutique retail, services, and offices. TMK Parcel No. 2-6-005:004, situated along the northern boundary of parcel 033, is occupied by Charlie's Restaurant. TMK: Parcel No. 2-6-005:109 is currently being used for parking in order to service uses occurring on parcels 33 and 4. TMK: Parcel No. 2-6-005:025 is occupied by a single-family residence (See: Figure Nos. 7 and 8, "Aerial Photograph" and "Topographic Survey").

C. LAND USE DESIGNATIONS

State Land Use Classification:	Urban
Paia-Haiku Community Plan:	Parcels 033 and a portion of 004: (B) Business/Commercial



	Parcels 0025, 109, and a portion of 004: (SF) Single-Family (See: Figure No. 3 "Community Plan Map")
County Zoning:	Parcel 033: (B-2) Community Business District and (B-CT) Business Country Town Parcel 004: (B-2) Community Business District and Interim Parcel 025: Interim Parcel 109: Interim (See: Figure No. 4, "Zoning Map")
Flood Zone Designation:	C (See: Figure No. 5, "Flood Insurance Rate Map")
Special Designations:	Special Management Area (SMA) (See: Figure No. 6, "Special Management Area Map")

D. DESCRIPTION OF PROPOSED ACTION

The applicant, 120 Hanna Highway LLC, is proposing to redevelop portions of four (4) contiguous parcels located at the corner of Hana Highway and Baldwin Avenue, Paia, Maui, in order to beautify the property, create additional commercial space, and to formalize and better manage on-site parking. The proposed request requires the issuance of a Special Management Area (SMA) Permit for the entire project area. Furthermore, a Community Plan Amendment and Change in Zoning are required for parcels 25, 109, and a portion of 4 since the proposed uses are inconsistent with the existing zoning and community plan designations on those parcels. Due to the requirement for a Community Plan Amendment, an Environmental Assessment is required for this project.

A description of the proposed action by parcel is as follows (See: Figure Nos. 9 and 10, "Conceptual Site Plan and Baldwin Avenue Elevation" and "Conceptual Landscape Planting Plan"):

-
- 
- **Parcel No. 033:** This property is situated at the intersection of Hana Highway and Baldwin Avenue. There are four (4) existing commercial buildings on this property providing approximately 15,718 square feet of gross covered floor area. The subject property is configured so that the existing buildings abut the roadway/sidewalks and the parking is located at the rear of the buildings. The interior of the lot is currently unpaved and parking occurs haphazardly. Ingress and egress is from two driveways along Hana Highway and one driveway along Baldwin Avenue.

The Applicant proposes to construct an additional two-story, 5,640 square feet, commercial building on the subject property. The proposed building will be located along Baldwin Avenue between two existing one-story buildings. A pedestrian oriented courtyard is also proposed between the new building and Milagros Restaurant. It is anticipated that the project will provide for a mixture of office, service, and retail uses. Pursuant to requests by the Paia Main Street Association, a small police sub-station may also be located within the proposed building. The architectural style for the proposed building follows the established Country Town Design Guidelines for Paia. The building edge continues the existing adjacent buildings street/sidewalk edge. This building will have a stucco (EFS) finish on the exterior façade with wood windows and doors. The architectural style will follow the established old town plantation era buildings located within Paia town. The building will use stucco pilasters, large storefront windows and glass French doors on the first floor and a corrugated metal canopy over the sidewalk. Large wood frame windows will be on the second floor facing Baldwin Avenue. These second floor windows will be framed with stucco bands to echo other two story buildings in Paia town.

The interior of the lot is currently unpaved and serves as parking for the existing commercial uses. The Applicant proposes to construct an AC paved and striped parking lot over the existing unpaved lot in order to beautify the property and formalize and better manage the on-site parking. The Applicant is proposing to have validated parking on-site for the convenience of customers and employees. For security and liability reasons, a free public parking lot is not proposed. Free public parking is available in Paia Town at the two County owned parking lots. In addition, free on street parking is provided along Hana Highway and Baldwin Avenue.

The Applicant also proposes to consolidate and resubdivide parcels 33 and 4 into two separate lots. The larger lot will comprise approximately 56,858 square feet



of land area. The smaller will comprise approximately 8,868 square feet of land area and will be improved with the aforementioned 5,640 square feet commercial building and 17 parking stalls at the rear of the building. Parcels 109 and 105 will be consolidated into one parcel (See: Figure No. 14a-b, Existing Conditions Map and Proposed Conceptual Subdivision Map).

- **Parcel No. 4:** This property contains Charlie's Restaurant as well as on-site parking. The western portion of this property is designated for business use in the Paia-Haiku Community Plan while the rear (eastern) portion of the property is designated single-family and is zoned Interim. The Applicant proposes a Community Plan Amendment (CPA) from (SF) Single-Family to (B) Business/Commercial and a Change in Zoning (CIZ) from Interim to (B-CT) Business Country Town in order to bring the existing restaurant use into conformance with the required zoning. The rear of this parcel, which is currently unpaved and used for parking, will be paved and striped in order to create a more formalized and better-managed parking arrangement.
- **Parcel No. 109:** This parcel is currently unpaved and used for parking to service the existing commercial businesses. The property is identified in the Paia-Haiku Community Plan as (SF) Single-Family and is zoned Interim. The applicant proposes a CPA from (SF) Single-Family to (B) Business/Commercial and a CIZ from Interim to (B-CT) Business Country Town in order to bring the existing use into conformance with the community plan designation and zoning. The Applicant proposes to pave and stripe the subject property in order to formalize and better-manage the current parking arrangement.
- **Parcel No. 025:** This parcel fronts Luna Place and currently supports a single-family residence, which is being rented on a long-term basis. This parcel abuts parcel 109 on its western boundary and parcel 33 on its southern boundary. Parcel 25 is identified in the Paia-Haiku Community Plan as Single-Family and is zoned Interim. The Applicant is proposing a CPA from (SF) Single-Family to (B) Business/Commercial and a CIZ from Interim to (B-CT) Business-Country Town in order to allow for commercial use of the subject property. The applicant is proposing to construct a two-story, 4,240 square feet, commercial building on the property. This building will be more passive commercial (i.e., accountant, architect, lawyer offices). The building will be more residential in appearance in consideration of neighboring residences. The architectural style will be old plantation including board and batten wood siding, large wood window and

doorframes and corrugated metal roofing. The roof will be a double pitched roof design, similar to many historic kama'aina homes on Maui.

Table 1 shows the project's design specifications.

Project Design Specifications		
Project Area		75,718 SF
No. Existing Buildings		6
Demolish Single-Family Residence		-1
No. New Buildings		2
Total Buildings		7
Existing Bldg. Space		20,921 SF
New Bldg. Space		9,960 SF
Total Bldg. Space	Parcel 14-A-1	20,245 SF
	Parcel 14-A-2	5,640 SF
	Parcel 14-A-3	4,240 SF
	TOTAL	30,125 SF
Existing On-site Parking		78 stalls (graveled/non-striped)
Proposed On-site Parking		90 stalls (paved/striped)

Figure No. 9 shows the proposed conceptual site plan for the subject development.

Access. Ingress into the project site will be provided from Hana Highway via an existing one-way paved driveway along the northern boundary line of Parcel 4, adjacent to Charlie's Restaurant. Egress from the project site will occur along Baldwin Avenue from a one-way paved driveway situated along the eastern boundary of parcel 33, adjacent to the Bank of Hawaii. All other existing driveways will be abandoned.

Site Improvements. Site improvements will consist of, but are not limited to, an asphalt paved internal roadway, parking lot, and landscape planting. Utilities services will be provided underground. An underground drainage system will also be provided.

Construction. Construction is anticipated to begin once all of the required State and County Permits have been issued. It is anticipated that construction will require approximately twelve (12) months to complete. Project completion is anticipated in Fall



2007. There will be short-term construction related impacts to the surrounding environment. Standard mitigation measures to control these impacts are described in Section III of this report.

E. ALTERNATIVES

1. No action

Analysis. The "no action" alternative would leave the project area essentially in its existing condition. This is not a viable alternative since the subject property is currently significantly underutilized, especially along the frontage of Baldwin Avenue. Moreover, the existing unpaved parking lot is conducive to crime, loitering, and creates nuisance impacts (i.e., dust and runoff) that affects neighboring property owners.

2. Alternative styles, size, and configuration

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

Larger Buildings. The initial concept drawings for the project proposed a larger 2-story building along Baldwin Avenue. This 7,200 square foot building would be similar in design to the structure currently proposed but would extend much closer to Milagros Restaurant and would therefore have a much smaller courtyard separating the two buildings. During pre-consultation meetings with the Paia Main Street Association/Tri-Isle Resource Center it was recommended that a larger courtyard be provided along Baldwin Avenue. In response, the length of the building was shortened by approximately ten feet and the square footage reduced from 7,200 square feet to 5,640 square feet in order to create additional area for the courtyard.

Smaller Building. Reducing the size of the proposed buildings would produce less gross lease able area and therefore a less profitable project. Since the proposed project is not anticipated to significantly impact the environment, or public infrastructure and services, reducing the size of the building is not warranted.

Location of Building. The Applicant considered relocating the proposed building along Baldwin Avenue to the rear of the property. However, doing so would significantly disrupt the project's internal vehicular circulation pattern and would force surface parking to encroach upon the Baldwin Avenue frontage. This alternative would also



leave the site's valuable Baldwin Avenue frontage significantly underutilized. Therefore, from both an urban design and efficiency perspective, relocating the subject building to the rear of the property is undesirable.

Two-way accessways in the parking lots of the proposed project. It is currently proposed that the circulation system be one-way in from Hana Highway and one-way out onto Baldwin Avenue. The proposed width of the driveway entrances is twelve (12) feet. A two-way circulation system would require a minimum driveway width of twenty (20) feet, which is not possible due to the presence of existing parking and buildings.

Providing a Residential Component. The project could be developed as a single-use multi-family residential development or as a mixed-use commercial/residential development. However, developing residences on Parcel 33, which is situated at the intersection of Baldwin Avenue and Hana Highway, is impractical due to the high level of vehicular noise that exists within this area. Residential development at this location is also out of character with the existing retail and office building frontages that occupy the downtown core. Given the property's location characteristics, commercial is the highest and best use for the site.

Residential use of parcel 25 was considered during the conceptual design phase. This parcel is within a transitional area, directly abutting commercial on the south and west and residential uses on the north and east. It is not anticipated that either commercial or residential uses will significantly impact neighboring property owners. However, the very limited availability of commercial property within close proximity to the commercial core would indicate that the highest and best long-term use for the property is commercial. A robust downtown commercial core will ensure that Paia residents have more diverse employment and shopping opportunities within close proximity to neighboring residential communities. located



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

A. PHYSICAL ENVIRONMENT

1. Land Use

Existing Conditions. The subject property is located at the intersection of Hana Highway and Baldwin Avenue, within the commercial core of Paia Town. Paia Town's commercial district consists of a commercial strip along Hana Highway and Baldwin Avenue with the greatest agglomeration of commercial activities occurring at the intersection. The town retains much of its traditional small town character with buildings built close together and close to the street, on-street parking occurring along the roadways, and traditional western / plantation era architectural detailing present on most buildings. Paia Town serves as an important urban center for the Paia-Haiku region. The town also attracts numerous tourists, primarily attracted by the area's worldclass windsurfing, who spend money on various goods and services within the town. Residential development generally occurs along Hana Highway, adjacent to the commercial core, and intermittently along Baldwin Avenue to Skill Village.

Established zoning and community plan designations are predominantly in support of commercial uses at the intersection of Baldwin Avenue and Hana Highway and as these roadways extend to the east, west, and south. Zoning and community plan designations transition away from commercial uses towards single-family residential, public/quasi-public, and agricultural and open space uses further to the east, west, and south of the commercial core.

The subject property is situated both within, and directly abutting, the commercial district. Parcel 33 is situated at the intersection of Hana Highway and Baldwin Avenue within the "heart" of the commercial core. Parcel 4 abuts the northern boundary of parcel 33 and has its commercial building fronting Hana Highway with parking at the rear of the lot. Together, these two parcels comprise 89% of the total land area of the



project. Parcel 109, which abuts the rear of Parcel 4, has traditionally provided parking for parcels 33 and 4. Parcel 25 fronts Luna Place and abuts the rear of parcels 109 and 33. Parcel 25 is within a "transitional" area where commercial activities are in close proximity to residential uses requiring greater sensitivity towards land use and urban design issues.

Properties abutting the southern boundary of the project area, across Baldwin Avenue, support a mixture of restaurant and retail uses. To the north of the project area are single-family residences. To the west, across Hana Highway, is a mixture of commercial uses including the Paia General Store, Minit Stop, and the Paia Drive-In. To the east are the Bank of Hawaii, retail businesses, and established single-family residential neighborhoods. The Community Plan map presents an illustration of the range of potential future land uses planned within the immediate area (See: Figure No. 3, "Community Plan Map"). The following is a description of zoning, community plan designations, and existing land uses adjacent to the subject property:

North:

Zoning: (R-1) Residential
Community Plan: Single-Family
State Land Use: Urban

Existing uses. Single-Family Residences

South:

Zoning: (B-CT) Business-Country Town
Community Plan: (B) Business/Commercial
State Land Use: Urban

Existing uses. A mixture of commercial uses including restaurants and retail (Paia Corner, Paia Merchantile, Cake Walk Paia, Maui Girl Beachwear, etc.)

East:

Zoning: (B-CT) Business Country Town; Interim;
(R-1) Residential
Community Plan: (B) Business/Commercial; (P)
Public Quasi Public; Single-Family
State Land Use: Urban



Existing uses. Commercial uses (Bank of Hawaii, Land Mark Realty, Mana Foods); Single-Family Residences

West:

Zoning: (B-CT) Business-Country Town; (B-3) Central Business
Community Plan: (B) Business/Commercial
State Land Use: Urban

Existing uses. Commercial uses (Paia General Store, Paia Drive-In, Minit Stop, etc.)

Potential Impacts and Mitigation Measures. The proposed project is situated within and directly adjacent to the commercial core of Paia Town. The construction of an additional commercial building fronting Baldwin Avenue, to be designed in character with the existing streetscape, is in conformance with the established zoning and community plan designations affecting the property. The beautification of the rear of parcel 4 and parcel 109, through landscape planting enhancements and the organization of parking into paved and striped parking stalls, is in conformance with the traditional commercial use of the property and will help to mitigate environmental and nuisance related impacts to neighboring residential properties. Redeveloping parcel 25 to accommodate a commercial building needs to be done with sensitivity in light of the transitional nature of the property. Consideration will be given to the buildings architectural character, height, setbacks, buffering, and types of uses allowed in order to mitigate potential impacts to neighboring residential properties.

2. Topography and Soils

Existing Conditions. The project site is currently developed with several existing buildings and a gravel parking lot. The parcel slopes down in the north to south direction ranging in elevation from approximately 25 feet to 17 feet above mean sea level. According to the "Soil Survey of the 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 soils within the project site are classified as Paia Series (PcB). Paia Series is characterized as having moderate permeability, slow runoff, and a slight erosion hazard.



Potential Impacts and Mitigation Measures. The topographic and soil analysis suggests that the proposed land uses are suitable for the site, including buildings, driveways and parking, and landscape planting.

3. Terrestrial Biota (Flora and Fauna)

Existing Conditions. The subject property is currently developed with several buildings and a graveled parking lot. No known rare, endangered, or threatened species of flora or fauna are present on the subject property.

4. Flood and Tsunami Hazard

Existing Conditions. According to Panel Number 150003 0183D of the Flood Insurance Rate Map, May 15, 2002, prepared by the United States Federal Emergency Management Agency, the project site is situated in FloodZone C. Flood Zone C represents areas of minimal flooding.

Potential Impacts and Mitigation Measures. The subject property is located within an area of minimal flooding and should therefore not be significantly impacted by flood related hazards.

5. 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 Paia Town is considered relatively good. Non-point source emissions (automobile) are not significant to generate a high concentration of pollutants. The relatively high quality of air can also be attributed to the region's exposure to wind, which quickly disperses concentrations of emissions. The Paia 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 project could include dust generated by the short-term construction related activities. Site work such as grading and building construction, for example, will generate airborne particulate. Adequate dust control measures that comply with the provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control,"



Section 11-60.1-33, Fugitive Dust, will be implemented during all phases of construction. Some of these measures will include:

- Planning the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing material transfer points and on-site vehicular traffic routes, and locating potentially dusty equipment in areas of least impact;
- Providing adequate water source on site prior to start-up of construction activities; and
- Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities.

6. 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. Traffic noise from Hana Highway and Baldwin Avenue is the predominant source of background noise in the vicinity of the subject property.

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 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 activities associated with the construction phase of the project, will comply with the Department of Health's Administrative Rules, Chapter 11-46, "Community Noise Control". 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.

7. Archaeological/Historical Resources

Existing Conditions. Scientific Consultant Services, Inc. (SCS) conducted an Archaeological Inventory Survey of the entire project area. The primary goal of this study was to investigate the presence/absence of surface and subterranean archaeological structures, artifacts, or cultural deposits across the project parcel.



Research was geared toward understanding the nature and chronological affiliation of identified sites and their relationship to the settlement patterns and history of land use in the area. This work preceded proposed physical improvements to the Pa'ia Town Center, including installing a paved parking lot, construction of a new commercial building, and other associated improvements on the parcel.

The project area has been extensively altered by modern development, primarily from the construction of the Pa'ia Town Center and other commercial buildings. Extensive grading has altered the project area's original integrity. In fact, with the exception of Site 5519, an historic era refuse pit, no significant sites were identified in the parameters of the subject parcel area during the survey or excavation process.

Potential Impacts and Mitigation Measures. Site 50-50-05-5519 was considered significant under criterion D, but is no longer considered significant due to the current documentation. This parcel, in its entirety, has been extensively altered by development activities. Based on the findings of the present investigations, it appears probable that additional archaeological research would not significantly contribute to interpretations of the area, region, Hawaiian traditional practices and lifestyles, and/or the history of the area in general. As such, no further archaeological work is needed. (See: Appendix B).

8. Visual Resources

Existing Conditions. The subject property is situated along the mauka side of Hana Highway within the commercial core of Paia Town. The Maui Scenic Coastal Resources Study, August 1990 (See Appendix C), identifies visual resources immediately to the north and south of Paia Town's commercial core but does not identify any significant view occurring across the subject property that will be affected by the development.

Potential Impacts and Mitigation Measures. As discussed, no unique scenic resources will be impacted by the development. As such, the proposed project is not anticipated to significantly impact public view corridors and will not produce significant adverse impact upon the visual character of the site and its immediate environs.



B. SOCIO-ECONOMIC ENVIRONMENT

1. Population

Existing Conditions. Maui County experienced relatively strong population growth during the past decade with the 2000 resident population expanding to 128,241, an 80.6% increase over the 1980 population of 70,991 (United States Department of the Census, 2000). Population growth is projected to continue with the year 2020's resident population projected to reach 175,136 (SMS Research and Marketing Services, Inc., June 2002). Similarly, visitor growth has increased significantly in the County over the last decade with the average daily visitor count increasing from 15,363 in 1980 to 43,854 in 2000, a 285% increase in visitors per day. Thus, the County's defacto population, defined as all persons physically present in an area, grew to 168,544 in 2000, an 88% increase over 1990 levels (SMS Research and Marketing Services, Inc., June 2002).

Likewise, the Paia-Haiku region experienced high growth rates as the population grew to 11,866 in 2000, up from 7,788 in 1990 (SMS Research and Marketing Services, Inc., 2002). The anticipated 2020 population of the Paia-Haiku region is projected to reach from 16,187 to 16,566.

Potential Impacts and Mitigation Measures. The additional commercial space generated by the development should not induce in an overall significant increase in the regions population.

2. Economy

Existing Conditions. The Paia-Haiku economy is based primarily upon the visitor industry, and plantation and diversified agriculture. While there is a scarcity of "traditional" visitor accommodations in the area, Paia is a popular tourists destination due to its world-class windsurfing and surfing, beaches, and scenic beauty. The resultant increase in visitor expenditures has increased demand for commercial space in Paia Town, especially for restaurant and retail space.

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 proposed



project will produce a limited number of full and part-time jobs during the construction phase of the development.

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 during the construction phase of the development is approximately 38 jobs. The direct employment impact is estimated to be approximately 16 jobs during the construction phase.

Long-term Employment Opportunities and Housing Demand

It is anticipated that the project will provide for a mixture of office, service, and retail uses. It is expected that professional offices and services will use approximately 60% of the building space and retail tenants will use the remaining 40%. It is assumed that the gross square footage per office and service employee is 250 square feet and the gross square footage per retail employee is 350 square feet. As such, the project could employ approximately 35 persons, twenty-four (24) professional jobs and eleven (11) retail jobs. Using the State of Hawaii, Department of Business Economic Development and Tourism's Input-Output Model (2002), the direct, indirect, and induced employment impact from on-going operations is 57 jobs. However, during the short-term it is likely that the impact will be less due to substitution between competing providers of commercial space.

It is difficult to quantify the change in housing demand created by the project. If unemployment is very low, then it can be assumed that net in-migration would be required in order to fill the jobs created by the project. If unemployment exists in the economy, then it is likely that Maui residents would fill the new positions.

According to the Department of Planning's Land Use Forecast, April 2003, by 2005 there will be a need for approximately 527 additional residential units within Paia-Haiku to satisfy demand.

3. Cultural Resources

Existing Conditions. Scientific Consultant Services, Inc., prepared a Cultural Impact Assessment, which assessed the project's impact on cultural values and rights within the project area (See: Appendix F, Cultural Impact Assessment).

The assessment involved consultation with individuals and groups having knowledge of traditional practices and beliefs associated with the project area or knowing of historical properties within the project area. Initial contact was made with the Office of Hawaiian Affairs on O`ahu, the OHA Community Resource Coordinator on Maui, Central Maui Hawaiian Civic Club, a Cultural Resource Planner in the Maui Planning Department, and the Executive Director of the Tri-Isle Main Street Resource Center.

The assessment notes that Paia is celebrated as a "Historic Plantation Town" and contains many historic plantation era structures. The Mercantile Building, and possibly others on the subject parcel, represents this time period. In order to maintain the town's sense of place and historic period architecture, the study recommends that the property owner consider using period architecture, historic plaques, traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town.

Potential Impacts and Mitigation Measures. There are no visible cultural resources, i.e. medicinal plants, shoreline resources, religious sites, or archeological resources that will be impacted by the project. Nor are there such sites in the immediate vicinity of the subject property that require access through the property. From a cultural practices and beliefs perspective, the subject property bears no apparent signs of cultural practices or gatherings taking place on the subject property or in the immediate vicinity of the subject property.

4. Market Analysis

Two new building are proposed. The first is a two-story 5,640 square feet commercial building to be located along Baldwin Avenue between two existing one-story commercial buildings. This building is located on property that is zoned (B-2) Community Business District and community planned Business/Commercial. The second is a two-story 4,240 square feet building situated on a parcel that is currently zoned Interim and identified as Single-Family on the Paia-Haiku Community Plan Map.

According to the Department of Planning's Land Use Forecast for the County of Maui, prepared by the Long-Range Planning Division, April 2003, commercial land requirements for Paia-Haiku through 2020 are as follows:



2005				
	Jobs 2000	New Jobs 2005	Add'l Bldg Area	Add'l Acres Req'd
Totals	1230	139	35,000 SF	1.6 Acres

2010			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	281	71,000 SF	3.3 Acres

2015			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	439	110,000 SF	5.0 Acres

2020			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	602	150,500 SF	6.9 Acres

Note: Totals are Cumulative

As per the forecast, by 2005 an additional 35,000 square feet of commercial space will be required in Paia-Haiku increasing to 71,000 square feet by 2010, and 150,500 square feet by 2020. Thus, the proposed project represents twenty-eight (28) percent of additional demand for space by 2005, fourteen (14) percent by 2010, and seven (7) percent by 2020. In consideration of the limited availability of commercial land within Paia, the project will attract strong demand from commercial tenants that desire to be close to the bustling town center.

Consultation was also held with Ms. Jocelyn Perreira, Executive Director, Tri-Isle Main Street Resource Center, on June 24, 2004. Ms. Perreira provided an overview of the Paia Business Capacity Study, 2003, prepared by the Paia Main Street Association. The survey was administered to area businesses and residents to elicit attitudes regarding the availability of various goods and services in the town and to document the extent to which area businesses planned to expand their operations. The following are pertinent findings from the survey:

Area businesses and residents identified numerous goods and services that are currently needed in town. These include:



Types of Goods and Services Needed in Paia		
Book Store	Dance Club/Arcade	Sundries
Dry Cleaners	Hardware Store	Auto Shop
Local Plate Lunch	Health Practitioners	Groceries
Florist	Bike Rentals	General Merchandise
Ocean View Dining	Doctors Office	Health/Fitness Club
Farmers/Open Market	Entertainment and Sports Club	Parking

The majority of businesses and residents noted that goods and services are only somewhat accessible:

Basic Goods and Services	
Somewhat Accessible	54%
Not Accessible	11%
Very Accessible	2%
No Response	33%

Entertainment	
Somewhat Accessible	42%
Not Accessible	35%
Very Accessible	23%
No Response	0%

Professional Services	
Somewhat Accessible	59%
Not Accessible	10%
Very Accessible	4%
No Response	27%

➤ *Area businesses are optimistic about the future and have plans for expansion.*



Expansion of Existing Business	
Probably	23%
Probably Not	23%
No	8%
Definitely	23%
No	8%
No Response	23%

Open Additional Facilities	
Probably	27%
Probably Not	35%
No	10%
Definitely	0%
No Response	28%

Close Business	
Probably	11%
Probably Not	19%
No	66%
Definitely	4%
No Response	0%

The survey indicates that area businesses are largely optimistic about the future and that future growth in commercial demand is likely.

C. INFRASTRUCTURE

A Preliminary Drainage Report was prepared by Otomo Engineering, Inc., which addresses the project's drainage impacts (See: Appendix D, Preliminary Drainage Report). The following is a description of infrastructure systems that will service the development.

1. Water

Existing Conditions. The project area is served by the Central Maui System. The sources of water for this system are the Iao and Waihee aquifers, the Iao Tunnel and the Iao-Waikapu Ditch. The sustainable yield of the Iao aquifer is 20 MGD. According to the Department of Water Supply, the rolling annual average groundwater withdrawals as



of December 2002 were 16.848 MGD. Sustainable yield of the Waihee aquifer is 8 MGD. Rolling annual average groundwater withdrawals for the same period were 4.994 MGD.

On July 21, 2003, the Commission on Water Resource Management designated the Iao Aquifer. In response, the Department of Water Supply issued a letter to the Department of Planning dated September 8, 2003, that the County will issue meters up to 800,000 gallons per day to those ready to receive service. After that, no new meters will be issued until new sources have been brought on-line. According to the Department of Water Supply, new sources are in the process of being brought on line. These sources include well water from Hamakuapoko, which should contribute over 1 million gpd and treated surface water from the Iao ditch, which would contribute an additional 1 million gpd, or more, to the County's water resources. These sources are anticipated to be brought on-line within 6 months.

Domestic water and fire flow for the proposed project will be provided by the County's water system. There are three existing waterlines along the project site which can provide service for the project. The first is a 12-inch waterline fronting the project site along Baldwin Avenue and the second is a 12-inch waterline and located along Hana Highway. A third is a 1½ -waterline that runs along Luna Place. Two fire hydrants are situated along Hana Highway and one fire hydrant is situated along Baldwin Avenue. Fire flow requirements for commercial subdivisions is 2000 gallons for 2 hour duration at 250 feet spacing. Parcel 4 is served by a 2-inch meter, parcel 109 by a 5/8-inch meter, parcel 25 by a 5/8-inch meter, and parcel 33 by a 5-8 inch meter with a combined average daily consumption of 9,620 gallons. The project will result in a net increase of 1,220 gpd subtracting average consumption for the residence to be demolished.

Potential Impacts and Mitigation Measures. The anticipated water demand for the new buildings is approximately 1,394 GPD. As part of the building permit process, domestic water and fire flow calculations will be provided to determine the adequacy of the existing water system, in accordance with the rules of the Department of Water Supply. As such, this project will not impact the long-term viability of the Central Maui System since meters will not be issued in the event that the Department determines that water is not available for the project.

Conservation Measures

The Applicant proposes to implement the following water conservation measures into the project:

- 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 Paia area, thereby minimizing the need for irrigation.
- Utilizing reclaimed and/or brackish water, if available, for dust control during construction.

2. Sewer

Existing Conditions. There is an existing 10-inch sewerline fronting the project site along Baldwin Avenue and an 8-inch sewerline fronting the project site along Hana Highway. Wastewater from the project site is transferred by these lines to the Paia WWPS where it is transported to the Kahului Wastewater Reclamation Facility.

Potential Impacts and Mitigation Measures. According to the Maui Public Facilities Assessment Update, May 2003, the Wailuku-Kahului WWRF has a design capacity of 7.9 mgd average dry-weather flow (ADF), 11.9 mgd peak dry-weather flow, and 15.8 mgd peak wet weather flow. Currently, approximately 6.958 mgd or 88 percent of its rated ADFW capacity of 7.9 has been allocated. According to the study, the Wailuku-Kahului WWRF is not expected to reach capacity until 2015.

3. Drainage

Existing Conditions. It is estimated that the existing 50-year storm runoff from the project site is 5.0 cfs. Presently, onsite runoff sheet flows across the project site in an east to west direction towards Hana Highway. Surface runoff collects at various low points within the project site or continues off the project site and is intercepted by the existing drainage system along the adjacent roadways.

Potential Impacts and Mitigation Measures. After development of the proposed project, it is estimated that the 50-year 1-hour storm runoff will be 7.0 cfs, producing an increase of 2.0 cfs in surface runoff towards Hana Highway. A majority of the surface runoff will be captured by grated inlet catch basins throughout the proposed parking lot. The runoff will be conveyed to a subsurface drainage system beneath the proposed paved parking lot near the southwest corner of the project site. The Applicant is agreeable to sizing the subsurface system to accommodate 10% - 15% more than the increase in surface runoff volume for a 50-year storm created by the proposed project. A release line will be constructed near the top of the drainage system to allow no more



than the existing surface runoff volume to continue downstream. This runoff will be conveyed to a 12-inch drainline from the subsurface drain to an existing catch basin on Hana Highway where it will then be transported by a 24-inch drainline down Nalu Place to the ocean. This existing catch basin currently captures the existing surface runoff exiting the project site. Three smaller perforated drainage pipes will be installed at the three proposed driveways. Surface runoff will be captured by these subsurface systems, further reducing the volume of runoff existing the project site. The drainage design criteria shall be to minimize any alternations to the natural pattern of the existing onsite surface runoff (See: Appendix D, Preliminary Drainage Report).

4. Roadways and Traffic

Existing Conditions. 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 (See: Appendix E, "Traffic Impact Analysis Report"). The purpose of the study is as follows:

- Identify and document the traffic related impacts of the proposed project.
- Identify and evaluate traffic and transportation related improvements required to provide adequate access to and egress from the proposed project.
- If required, identify and assess street and roadway improvements to mitigate the project's traffic impacts.

Description of Existing Streets and Intersection Controls

Access to the project site will be via a driveway along the south side of Hana Highway and egress from the project will be via a driveway along the east side of Baldwin Avenue.

Hana Highway is an east-west State Highway along the north boundary of the development site. Hana Highway connects Kahului with Hana. Within Paia, Hana Highway is a two-lane, two-way roadway. There are separate left and right turn lanes at the intersection with Baldwin Avenue. The intersection is signalized. There is parking along both sides of the roadway, but not in the immediate vicinity of the intersection. Peak hour traffic counts indicate that the Average Daily Traffic volume is between 13,000 and 16,000 vehicles per day.

Baldwin Avenue is a two-lane, two-way County road that connects Paia and Makawao. The AM and PM peak hourly volumes adjacent to the site are both approximately 600



and 700 vehicles per hour, respectively. This implies an Average Daily Traffic volume of approximately 7,000 vehicles per day.

Level-of-Service Analysis of Existing Conditions

The results of the LOA analysis are summarized in Table 3 of the report. Shown are the control delays and levels-of-service of each controlled lane group. Volume-to-capacity ratios are shown for traffic movements at the intersection of Hana Highway at Baldwin Avenue.

As shown, the levels-of-service calculations indicate relatively good traffic operating conditions at the intersection. This is not consistent with conditions observed in the field. There is congestion and significant delays along eastbound approach of Hana Highway during the afternoon peak period. This implies that the congestion within the Paia area is the result of other activities within the study area that adversely impact traffic operations:

During the surveys, the following was observed:

- a. Parking maneuvers out of the angle parking causes significant delays to through traffic along Hana Highway. Traffic must stop to allow vehicles to back out of the parking stall into traffic. This is especially bad during the afternoon peak period.
- b. It was also observed that some vehicles turn left across traffic to parking in the angled parking stalls on the opposite side of the street. Traffic in both directions must stop when this maneuver occurs. This also occurs during both peak periods.
- c. During the morning peak period, trucks, including delivery trucks, park in the No Parking zones therefore impeding traffic flow. Delivery truck parking in the parking stalls are too long to fit into standard parking stalls. Therefore, the rear of the vehicle hangs into the traffic lane impeding traffic flow.
- d. Also during the morning peak period, delivery trucks will block both approach lanes in order to back into off-street loading areas.

- e. Pedestrians do not use the crosswalks and do not comply with the pedestrian crossing signals. There is no crosswalk across the eastbound approach of Hana Highway at Baldwin Avenue, pedestrians consistently cross at this location.
- f. Left turns across both Hana Highway and Baldwin Avenue into driveway and parking stalls (previously noted) impedes traffic flow.

Table 3 Existing Levels-of-Service

Intersection and Movements	AM Peak Hour			PM Peak Hour		
	V/C	Delay ¹	LOS ²	V/C	Delay	LOS
Hana Highway at Baldwin Avenue	0.58	16.5	B	0.54	13.6	B
Eastbound Thru	0.44	15.5	B	0.53	11.9	B
Eastbound Right	0.15	12.4	B	0.19	8.5	A
Westbound Left	0.56	32.1	C	0.54	30.2	C
Westbound Thru	0.69	14.7	B	0.43	5.8	A
Northbound Left	0.42	17.4	B	0.56	25.9	C
Northbound Right	0.09	15.0	B	0.34	23.5	C
Hana Highway at Luna Place						
Westbound Left & Thru		8.3	A		9.1	A
Northbound Left & Right		18.5	C		9.1	A

Potential Impacts and Mitigation Measures. The calculation of the trips generated by the proposed retail/office development is shown in Table 4.

Table 4 Trip Generation Analysis

Period & Direction			Specialty Retail			Medical/Dental Office			Project Total
			Trips Rate or Percent	Square Feet	Trips	Trips Rate or Percent	Square Feet	Trips	
AM Peak Hour	Total	6.41	5,640	36	3.58	4,320	15	51	
	Inbound	48%		17	66%		10	27	
	Outbound	52%		19	34%		5	24	
PM Peak Hour	Total	4.93		28	4.46		19	47	
	Inbound	57%		16	40%		8	24	
	Outbound	43%		12	60%		11	23	

¹ Delay is in seconds per vehicle.

² Denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on delay.



The trips shown are the peak hourly trips generated by the project, which typically coincide with the peak hour of the adjacent street. As shown, the project will generate 51 trips during the morning peak hour, 27 inbound and 24 outbound. During the afternoon peak hour, the project will generate 24 inbound and 23 outbound trips for a total of 47 trips.

The level-of-service analysis was performed for cumulative and cumulative plus project 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 cumulative 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 related development projects in the vicinity of the proposed project. Related projects may be development projects or roadway improvements. The following related projects were identified:

- Paia Commercial Center and Post Office; and
- Paia By-Pass.

It was assumed that the Bypass would be one-way southbound. The Bypass will begin at Hana Highway east of the existing public parking lot and intersect Baldwin Avenue just mauka of the existing Post Office. The Bypass will divert traffic from the eastbound to southbound right turns at the intersection of Hana Highway at Baldwin Avenue and have a corresponding positive impact on operations of this intersection.

The incremental difference between Cumulative and Cumulative Plus Project conditions is the impact of the project. The results of the Level-of-Service Analysis for the intersection of Hana Highway at Baldwin Avenue are summarized in Table 6 of the Traffic Impact Analysis Report in Appendix E of this report. The conclusions of the level-of-service analysis is that all the volume-to-capacity ratio changes are less than the change required for the impact to be significant or the final volume-to-capacity ratios are less than 0.700.

The results of the level-of-service analysis for the intersection of Hana Highway at Luna Place are summarized in Table 7 of the Traffic Impact Analysis Report in Appendix E of this report. All movements are expected to operate at Level-of-Service C, or better.

The results of the level-of-service analysis of the parking lot driveways are summarized in Table 8 of the Traffic Impact Analysis Report in Appendix E of this report. All traffic movements are expected to operate at Level-of-Service C or better. The final average



vehicle delay of 10.0 for cumulative plus project conditions during the afternoon peak hour is shown as Level-of-Service A because the delay was round up to 10.0 by the Highway Capacity Software.

In conclusion, the impacts of the proposed retail and office project, including the reconfiguration of the parking lot, are insignificant based on the established criteria for significance. Therefore, no mitigation is required.

Summary and Conclusion

Based on the findings of the level-of-service analysis and established criteria for significance, the traffic impacts of the proposed project, which includes reconfiguration of the existing off-street parking lot and the retail/office development, is insignificant and no mitigation is required. As noted in the discussion of existing conditions in Chapter 2, there is significant delays along eastbound Hana Highway during the afternoon peak hour. These delays, and the accompanying congestion, are the result of other activities in the Paia area, including erratic traffic movements, vehicles backing into the through lanes from angled parking stalls, delivery vehicle activities and jaywalking pedestrians.

The conversion of the driveway along Baldwin Avenue from two-way operation to one-way outbound eliminates the need for left turns from Baldwin Avenue into the parking lot. This should facilitate traffic flow along Baldwin Avenue.

A separate left turn lane for left turns from westbound highway into the parking lot will not improve the level-of-service. The level-of-service will be A without and with the left turn lane. However, given the congestion already in the area and an afternoon peak hour volume of 32 vehicles per hour, a left turn lane should be provided if sufficient right-of-way is available.

Pedestrian Safety at Project Driveway

In order to enhance pedestrian safety along Baldwin Avenue in the vicinity of Drive A, the following measures are proposed:

- Installation of a parabolic mirror to provide drivers with a view of approaching pedestrians along the adjacent sidewalks;



- Installation of a speed bump along Drive A to slow traffic down as it approaches the sidewalk; and
- Installation of a stop sign.

5. Electrical and Telephone

Existing Conditions. Existing overhead utility lines are located along the mauka side of Hana Highway fronting the project site and along Baldwin Avenue fronting the project site. The installation of electrical, telephone and cable TV systems for the project will be coordinated with Maui Electric Company, Verizon Hawaii, and Hawaiian Cablevision.

Potential Impacts and Mitigation Measures. The proposed project will not have any adverse impact upon the existing electrical or telephone systems that will serve the subject property.

D. PUBLIC SERVICES

1. Police and Fire Protection

Existing Conditions. The Paia-Haiku CPR falls within the Maui Police District's District I - Wailuku-Kahului. This police district is served by the Wailuku Station, which houses the MPD Headquarters for the entire County. According to the County's Public Facilities Assessment Update, July 15, 2002, in 2001 the Wailuku Station was staffed with 111 budgeted uniformed patrol officers and an estimated share of 38 investigative officers (FY 2001). If allocated by CPR population, 17 uniformed officers and 6 investigative officers are estimated to be on call to service the policing needs of the Paia-Haiku CPR. The Public Facilities Assessment concludes that District I staffing is sufficient to meet the current estimated policing needs of the Paia-Haiku region. However, the main problem facing the region is its distance from the Wailuku Station, the large region it encompasses, and the varied topography and rural road system it contains. These conditions can result in lengthy call response time and inadequate levels of service for communities in outlying areas. By 2020 the study notes that police service needs in the Paia-Haiku region will increase by approximately 35 percent from the current allocation of 23 officers to 31 officers. To accommodate this growth, the study notes that an alternative is to transfer patrol responsibilities for the Paia-Haiku and/or Makawao-Pukulani-Kula region out of the Wailuku Station to new police substations in those areas.



The fire station serving Paia-Haiku is located on the Hana Highway in Paia and is adequate to service the town.

Potential Impacts and Mitigation Measures. The proposed project should not produce an overall significant increase in the population of the immediate and will therefore not produce a significant overall increase in demand for police and fire protection services. The project may, however, serve to reduce the time that is required to service calls since a police sub-station may be located within the proposed project.



IV. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

A. STATE LAND USE LAW

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 comprises four parcels. Parcel No. 33 encompasses 53,544 square feet of land area and is zoned B-2, Community Business District, and B-CT, Country Town Business District. The proposed commercial building along Baldwin Avenue and accessory on-site parking is permitted within the established zoning districts.

Parcel No. 4 comprises 14,034 square feet of land area and is zoned B-2, Community Business District, and Interim. This parcel currently supports a restaurant and on-site parking. The established zoning permits the existing use on the portion of the property zoned B-2, Community Business District, but does not support the use that exists within the Interim District. As such, the Applicant is requesting a Change in Zoning from Interim to B-CT, Business-Country Town, in order to bring the proposed use into conformance with zoning.

Parcel No. 109 comprises 4,151 square feet of land area and is zoned Interim. The property is currently being used for on-site parking in support of commercial uses on Parcels 33 and 4. On-site parking is not a permitted use within the Interim district. As such, the Applicant is requesting a Change in Zoning from Interim to B-CT, Business Country Town in order to bring the existing use into conformance with zoning.



Parcel No. 25 comprises 3,989 square feet of land area and is zoned Interim. The property is currently in single-family residential use. The applicant is proposing to construct a 4,240 square feet office on the subject property. Commercial uses are not permitted within the Interim district. As such, the applicant is requesting a Change in Zoning from Interim to B-CT, Business Country Town, in order to allow for the proposed use.

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 plan of the County;

Analysis. As discussed in Section IV C and D of this report, the proposed request for change in zoning meets the intent of the General Plan and the objectives and policies of the community plan of the County with respect to Land Use, Environment, Cultural Resources, Urban Design, and Economy.

- 2) The proposed request is consistent with the applicable community plan land use map of the County;

Analysis. The Applicant is requesting a Community Plan Amendment from (SF) Single-Family to (B) Business/Commercial in order to bring consistency between the proposed B-CT, Country Town Business zoning designation and the community plan designation.

- 3) The proposed request meets the intent and purpose of the district being requested;

Analysis. The intent of the country town zoning ordinance is to preserve the urban design character and "country town" atmosphere of the various rural district communities in the County. The proposed retail, restaurant, and office type uses are permitted within the Country Town Business District. Moreover, the urban design character of the proposed buildings is consistent with the Paia-Haiku Urban Design Guidelines and the intent of the Country Town Business District, which is to preserve the rural "country town" character of the area.

- 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 documented in Section III of this report, the proposed project will not adversely affect or interfere with public or private water systems, sewage and solid waste disposal, drainage, roadway and transportation systems, or other public requirements, conveniences and improvements.

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

Analysis. As documented in Sections III of this report, the proposed project will not adversely impact the social, cultural, economic, environmental, and ecological character and quality of the surrounding area.

- 6) If the Change in Zoning application 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 Themes, Objectives and Policies are applicable to the proposed project:

Theme No. 4: Maintain A Viable Economy That Offers Diverse Employment Opportunities For Residents

Amendments to the General Plan recognize the need to maintain a healthy economy and broaden our economic base so that we are not so dependent on tourism.

II.A. 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.*

Objective No 2. To provide a balance between visitor industry employment and non-visitor employment for a broader range of employment choices for the County's residents.

Policies:

(a). *Encourage industries that will utilize the human resources available from within Maui County rather than having to import workers.*

III. Housing and Urban Design

B. URBAN DESIGN

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

Policies:

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

(b) *Encourage expansion in the process to require all nonsingle family development to be reviewed by the Urban Design and Review Board.*

Objective No. 2: To encourage developments which reflect the character and the culture of Maui County's people.

Policies:

(b) *Encourage community design which establishes a cohesive identify.*



D. PAIA-HAIKU 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 Paia-Haiku Community Plan region. The Community Plan update was adopted through Ordinance No. 2415 and became effective May 17, 1995.

The following Paia-Haiku Community Plan goals, objectives, and policies are applicable to the proposed action:

Goal: Land Use. A well-planned community that preserves the region's small town ambiance and rural character, coastal scenic vistas, and extensive agricultural land use, and accommodates the future needs of residents at a sustainable rate of growth and in harmony with the region's natural environment, marine resources, and traditional uses of the shoreline and mauka lands.

Analysis. The proposed project is situated within, and directly adjacent to, Paia Town's commercial district. The redesignation of the rear of parcel 4 and parcel 109 from (SF) Single-Family to (B) Business/Commercial will bring the existing uses into conformance with zoning. Moreover, the proposed improvements on these properties will improve vehicular circulation and parking as well as beautify the grounds. Neighboring properties should also benefit by the reduction in dust and runoff from the property. It is also anticipated that the improvements will lead to a reduction in the amount of crime and loitering that presently occurs on the property. This is because access to the parking lot will be better controlled and the parking will appear more formalized and managed. As such, the proposed Community Plan Amendment will serve to enhance conditions on the site and within the immediate area.

The proposed redesignation of Parcel 25 from (SF) Single-Family to (B) Business/Commercial will provide the opportunity to create additional commercial space within close proximity to the core of the commercial district. The applicant is proposing to construct a two-story, 4,240 square feet, commercial building on the property. This building will be more passive commercial (i.e., accountant, architect,



lawyer offices). The building will be more residential in appearance in consideration of neighboring residences. The architectural style will be old plantation including board and batten wood siding, large wood window and doorframes and corrugated metal roofing. The roof will be a double pitched roof design, similar to many historic kama'aina homes on Maui. The proposed development should enhance the urban design character of the immediate area by replacing an older dilapidated building with a newer building embellished with a high level of architectural detailing. Restricted to a more passive commercial use, the proposed development will not negatively impact neighboring residential uses and should serve to strengthen and enhance the overall character of the proposed project. As such, the proposed Community Plan Amendment is consistent with the Goals, Objectives, and Policies identified within the Paia-Haiku Community Plan as they relate to Land Use planning.

Goal: Environment. The preservation and protection of the natural environment, marine resources and scenic vistas to maintain the rural and natural ambiance and character of the region.

Objectives and Policies:

8. Protect and maintain the quality of the nearshore and offshore waters and marine environment. Ensure that storm water run-off and siltation from the proposed development will not adversely affect the marine environment and nearshore and offshore water quality. Open culverts which empty directly into nearshore waters should be avoided.

Analysis: As described in Section III of this report, Paia's unique and fragile environmental resources, including its shoreline, near and off-shore water quality, and downstream properties will not be impacted by this project.

Goal: Cultural Resources. Identification, protection, preservation, enhancement and appropriate use of cultural resources, cultural practices and historic sites that provide a sense of history and define a sense of place for the Pa'ia-Ha'iku region.

Implementing Actions:

2. Require development projects to identify all archaeological and cultural sites and resources, including traditional accesses, located within or adjacent to the project area as part of initial project studies. Further require that all proposed activity



include appropriate measures such as site avoidance, buffer areas and interpretation, to mitigate potential adverse impacts on cultural resources. Establish standards and procedures to be followed during the subdivision, special management area permit, or change in zoning application stage to ensure adequate review of lands involving archaeological and culturally sensitive sites.

Analysis: As described in Section III of this report, an archaeological inventory survey and cultural assessment have been conducted and have shown that there are no known archaeological or cultural resources that will be negatively impacted by the proposed development.

Goal: Economic Activity. A stable economy that complements the rural character of the region and provides opportunities for economic diversification and community needs.

Objectives and Policies

3. Provide for neighborhood-scale commercial services within or in close proximity to residential areas to accommodate the needs of residents.

Analysis: The proposed development will strengthen the long-term economic competitiveness of the Paia Town Center development. Resurfacing and beautification of the parking lot will improve operating efficiencies, enhance the customer experience, and reduce crime and loitering on the property. By creating additional commercial space designed to be in scale and character with the traditional small town ambiance, additional jobs, revenues, and taxes can be generated. It is anticipated that the new commercial space will host a mixture of uses including restaurant, boutique retail, personal services, and professional offices. Owners and workers employed on the property will likely be residents of the Paia-Haiku region; thereby, reducing the demand for automobile travel between this rural region and traditional employment centers in Kahului, Wailuku, and Kihei.

Goal: Town Design. Attractive rural town development in keeping with the existing scale, form and character of settlement areas in the region.

Objectives and Policies

1. Incorporate design standards, including but not limited to, lighting, building and roadway design, appropriate for rural communities. In Agricultural and Rural



Districts, excessive roadway standards and street lighting requirements should be discouraged.

4. Follow the established design standards for the commercial use areas of Pa`ia Town and Ha`iku based on the following guidelines:
 - a. Visually maintain and enhance the low-density town character.
 - b. Require that future development be compatible with the desired scale and rural character.
 - c. Maintain the ambiance of Pa`ia and Ha`iku Towns.

Design improvements should be undertaken in a coordinated and ongoing fashion so as to ensure compatibility of future development projects with the desired character. Road improvements for drainage, lighting, and safety should be coordinated with the maintenance of the existing rural, informal streetscape within exemplifies the character of pa`ia and Haiku Towns. For example, urban roadway standards which require excessive street widths detract from a rural character and should be discouraged.

5. Save and incorporate healthy, mature trees in the landscape planting of subdivisions, roads or any other construction or development.

Analysis. In consideration of Paia Town's unique architectural character, pedestrian-oriented streetscapes, and traditional small town ambiance, considerable energy has been invested into designing a project that will strengthen and enhance these qualities. The proposed commercial building along Baldwin Avenue will be built close to the street, as is characteristic of the traditional small town character. A pedestrian oriented courtyard is also proposed between the subject building and Milagros Restaurant. The architectural style for the proposed building follows the established Country Town Design Guidelines for Paia. The building edge continues the existing adjacent buildings street/sidewalk edge. This building will have a stucco (EFS) finish on the exterior façade with wood windows and doors. The architectural style will follow the established old town plantation era buildings located within Paia town. The building will use stucco pilasters, large storefront windows and glass French doors on the first floor and a corrugated metal canopy over the sidewalk. Large wood frame windows will be on the second floor facing Baldwin Avenue. These second floor windows will be framed with stucco bands to echo other two story buildings in Paia town. The project, when built, will unify the streetscape and serve to create a more interesting and dynamic pedestrian shopping experience.



On Parcel 25, the building will be more passive commercial (i.e., accountant, architect, lawyer offices). The building will be more residential in appearance in consideration of neighboring residences. The architectural style will be old plantation including board and batten wood siding, large wood window and doorframes and corrugated metal roofing. The roof will be a double pitched roof design, similar to many historic kama'aina homes on Maui. The proposed development should enhance the urban design character of the immediate area by replacing an older dilapidated building with a newer building embellished with a high level of architectural detailing. Restricted to a more passive commercial use, the proposed development will not negatively impact neighboring residential uses and should serve to strengthen and enhance the overall character of the proposed project. As such, the proposed Community Plan Amendment is consistent with the Goals, Objectives, and Policies identified within the Paia-Haiku Community Plan as they relate to Town Design.

In accordance with Policy No. 5, the proposed landscape planting plan incorporates healthy, mature trees throughout the project site and where possible specimen trees on the property will be preserved.

PHYSICAL INFRASTRUCTURE

Goal: **Transportation.** Transportation systems that facilitate the safe and efficient movement of people, produce and goods within and outside the region.

Objectives and Policies

4. Require off-street parking as a part of new commercial development in Lower Pa'ia.

Analysis. A primary component of the proposed project is to construct an A.C. paved parking lot over an existing unpaved graveled parking lot. By doing so, available on-site parking can be maximized, as well as, better managed and controlled. Moreover, a total of 77 off-street parking stalls will be provided whereas only 68 are required by ordinance.

Goal: **Drainage.** Improvements to the storm drain system which provide for a high standard in preventing flooding and property damage while not adversely affecting the marine environment and nearshore and offshore water quality.



1. Ensure that storm water run-off and siltation from proposed development will not adversely affect the marine environment and nearshore and offshore water quality. Open culverts which empty directly into nearshore waters should be avoided.
4. Effectively control storm water run-off in new urban, rural or agricultural subdivisions and developments, so as to avoid net increase in storm water run-off where practicable.

Analysis. As described in Section III of this report, the additional runoff generated by the project will be conveyed to a subsurface drainage system beneath the proposed paved parking lot near the southwest corner of the project site. The subsurface system is designed to accommodate the increase in surface runoff volume for a 50-year storm created by the proposed project. With the incorporation of the proposed on-site subsurface drainage system, Paia's unique and fragile environmental resources, including its shoreline, near and off-shore water quality, and downstream properties will not be impacted by this project.

E. PAIA-HAIKU COUNTRY TOWN DESIGN GUIDELINES

The proposed project complies with the following Country Town Design Guidelines for Paia-Haiku:

Building Height

Analysis. The proposed project supports a mixture of one- and two-story buildings on the property. The design guidelines recommend a maximum building height of 30 feet. The proposed building along Baldwin Avenue will not exceed 26-feet and the proposed office building on TMK: No. 2-6-005:025 will not exceed 30-feet. Moreover, the vertical emphasis along Baldwin Avenue will be broken-up by a canopy which will run along the entire building façade.

Scale

Analysis. The proposed buildings are designed to be in character with the scale and massing of adjacent building forms. Along Baldwin Avenue, vertical divisions, large storefront windows, and glass French doors provides the appearance of individual storefronts and will offer a more pedestrian scaled building.



Setbacks

Analysis. Along Baldwin Avenue, the building will be built close to the sidewalks as is prevalent in Paia. A gap in the street frontage, between Milagros Restaurant and the proposed building, will be developed into an open space landscaped courtyard as recommended by the Paia Main Street Association.

Roofs

Analysis. The Baldwin Avenue frontage will be improved with a shed roof hidden behind a false front, which is in character with existing building forms.

The building proposed on Parcel No. 25 will be more residential in appearance. The roof on this building will be a corrugated metal double pitched roof design, similar to many historic Kama'aina homes on Maui.

Facades

Analysis. The Baldwin Avenue building will have a stucco (EFS) finish on the exterior false front façade with wood windows and doors. The building will use stucco pilasters, large storefront windows and glass French doors on the first floor and a corrugated metal canopy over the sidewalk. The architectural details incorporated into the building serve to enrich the overall historic character of the streetscape and contribute to its pedestrian oriented scale.

The proposed building on Parcel No. 25 will be more residential in appearance. The architectural style will be old plantation including board and batten wood siding, large wood window and doorframes and corrugated metal roofing.

Canopies

Analysis. As recommended in the design guidelines, the Baldwin Avenue building will feature a corrugated metal canopy across the entire façade.

Building Entries

Analysis. Wooden doors with French pane glass windows will provide attractive entryways into the building. There will be three separate building entries along the



front façade which will give the appearance of a smaller and more pedestrian scaled building.

Doors

Analysis. As recommended, wood and glass paned doors will be installed along the main façade to provide a storefront appearance. The pane shape will relate and be consistent with the exterior windows.

Windows

Analysis. As recommended, multi-paned double-hung wood storefront windows will be utilized along the Baldwin Avenue frontage.

Wall Finishes

Analysis. The Baldwin Avenue building will have a stucco (EFS) finish on the exterior façade with wood windows and doors.

The proposed building on Parcel No. 25 will feature board and batten wood siding and large wood windows and door-frames.

Off-Street Parking

Analysis. All off-street parking to service the proposed buildings will be located within the interior of the lot. Landscape planting will be provided to screen parking areas from adjacent residential and commercial uses. Trees will be provided at a minimum rate of 1 tree per five stalls as is required by ordinance.

Exterior Lighting

Analysis. Exterior lighting will be downward shielded and designed to compliment the architectural and historic character of the area.

Landscape Planting

Analysis. Landscape planting will be provided to screen parking areas from adjacent residential and commercial uses. As noted, trees will be provided at a minimum rate of



1 tree per five stalls as is required by ordinance. Primarily native and Polynesian species shade trees will be utilized in the landscape design. Invasive species will not be used.

F. SPECIAL MANAGEMENT AREA OBJECTIVES AND POLICIES

The subject project is located within the Special Management Area (SMA). As such, the proposed improvements will require an SMA Use Permit. Pursuant to Chapter 205A, Hawaii Revised Statutes, and the Rules and Regulations of the Planning Commission of the County of Maui, projects located within the SMA are evaluated with respect to SMA objectives, policies, and guidelines. This section addresses the project's relationship to applicable coastal zone management considerations, as set forth in Chapter 205A and the Rules and Regulations of the Planning Commission.

1. Recreational Resources

Objective: Provide coastal recreational resources accessible to the public.

Policies:

- (A) Improve coordination and funding of coastal recreation planning and management; and
- (B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
 - (i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;
 - (ii) Requiring placement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or require reasonable monetary compensation to the state for recreation when replacement is not feasible or desirable;
 - (iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;
 - (iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;
 - (v) Ensuring public recreational use of county, state, and federally owned or controlled shoreline lands and waters having standards and conservation of natural resources;



- (vi) Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;
- (vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing;
- (viii) Encourage reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, county planning commissions; and crediting such dedication against the requirements of Section 46-6, HRS.

Analysis. The subject property is situated within the commercial center of Paia Town, along the Mauka side of Hana Highway and will therefore have no direct impact on the public's use or access to the shoreline area.

2. Historical/Cultural Resources

Objective: Protect, preserve and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

- (a) Identify and analyze significant archeological resources;
- (b) Maximize information retention through preservation of remains and artifacts or salvage operations; and
- (c) Support state goals for protection, restoration, interpretation, and display of historic structures.

Analysis. As discussed, Scientific Consultant Services, Inc. (SCS), conducted an Archaeological Inventory Survey of the entire project area. The primary goal of this study was to investigate the presence/absence of surface and subterranean archaeological structures, artifacts, or cultural deposits across the project parcel.

As noted in the report, the project area has been extensively altered by modern development, primarily from the construction of the Paia Town Center and other commercial buildings. Extensive grading has altered the project area's original integrity. With the exception of Site 5519, an historic era refuse pit, no significant sites were identified in the parameters of the subject parcel area during the survey or excavation



process. Based on the findings of the present investigations, it appears probable that additional archaeological research would not significantly contribute to interpretations of the area, region, Hawaiian traditional practices and lifestyles, and/or the history of the area in general. As such, no further archaeological work is needed. (See: Appendix B).

3. Scenic and Open Space Resources

Objective: Protect, preserve and, where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies:

- (a) Identify valued scenic resources in the coastal zone management area;
- (b) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;
- (c) Preserve, maintain, and where desirable, improve and restore shoreline open space and scenic resources; and
- (c) Encourage those developments that are not coastal dependent to locate in inland areas.

Analysis. The Maui Scenic Coastal Resources Study, August 1990 (See Appendix C), identifies visual resources immediately to the north and south of Paia Town's commercial core, but does not identify any significant view occurring across the subject property. Proposed building heights will be limited to one- and two-story structures, which is the typical building height within Paia Town.

4. Coastal Ecosystems

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

Policies:

- (a) Improve the technical basis for natural resource management;
- (b) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;
- (c) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and



- (d) Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.

Analysis. As described in Section III.C.3 of this report, with the incorporation of the mitigation measures identified in Appendix D the project will not have a significant direct impact on the region's coastal ecosystem and there should be no significant adverse impacts to nearshore waters from point and non-point sources of pollution during the operational or construction phase of the project.

5. Economic Uses

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies:

- (a) Concentrate coastal dependent development in appropriate areas;
- (b) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area;
- (c) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such development and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:
 - (i) Use of presently designated locations is not feasible;
 - (ii) Adverse environmental impacts are minimized; and
 - (iii) The development is important to the State's economy.

Analysis. The proposed development is situated at the intersection of Hana Highway and Baldwin Avenue, within the commercial core of Paia Town. The Applicant proposes to improve the project site by paving and striping the existing unpaved parking lot and by constructing two new commercial buildings on the site. The type of investment being proposed will serve to strengthen the long-term economic vitality of the existing development, as well as, neighboring properties and the commercial district as a whole by improving conditions in the area.



6. Coastal Hazards

Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence and pollution.

Policies:

- (a) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and non-point source pollution hazards;
- (b) Control development in areas subject to storm wave, tsunami, flood, erosion, subsidence, and point and non-point pollution hazards;
- (c) Ensure that developments comply with requirements of the Federal Flood Insurance Program;
- (d) Prevent coastal flooding from inland projects; and
- (e) Develop a coastal point and nonpoint source pollution control program.

Analysis. As discussed in Section III.A.4 of this report, the project site is situated within Flood Zone C. Zone C is an area of minimal flooding and therefore the proposed project should not be affected by flood hazards.

7. Managing Development

Objective: Improve the development review process, communication, and public participation in the management of coastal resources hazards.

Policies:

- (a) Use, implement, and enforce existing laws effectively to the maximum extent possible in managing present and future coastal zone development;
- (b) Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and
- (c) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the public to facilitate public participation in the planning and review process.

Analysis. The development of the subject property is being conducted in accordance with applicable State and County requirements. Opportunity for review of the proposed action is provided through the County's Special Management Area (SMA) permitting process, as well as, through the environmental review process established by Chapter 343, HRS.



8. Public Participation

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

Policies:

- (a) Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program.
- (b) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and
- (c) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Analysis. Prior to the public hearing, pre-consultation will have been conducted with adjacent property owners, the Paia Main Street Association, and governmental agencies (See: Appendix A, List of Pre-consultation Activities with Agencies and Community Organizations Prior to Public Hearing). These activities included personnel meetings, mailouts, and informational meetings in order to describe the proposed project and solicit issues that need to be addressed through the environmental assessment process. During the scheduled public hearings, the public will have an opportunity to review and comment on the proposed project. Landowners located within 500 feet of the project will be notified of the scheduled public hearing dates. Public hearing dates and location maps will also be published in the Maui News on two separate occasions. The public will be allowed to participate in the public hearing portion of the Maui Planning Commission's review process and during the 30-day public comment period for the Draft Environmental Assessment.

9. Beach Protection

Objective: Protect beaches for public use and recreation.

Policies:

- (a) Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;
- (b) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions



to erosion at the sites and do not interfere with existing recreational and waterline activities; and

- (c) Minimize the construction of public erosion-protection structures seaward of the shoreline.

Analysis. Hana Highway, along with existing commercial and residential development, separates the subject property from the beach. Accordingly, the project will not involve construction of any structures within the shoreline area and the subject property will not have a direct physical impact upon any public beaches, due to its separation from the coastline.

10. Marine Resources

Objective: Implement the State's ocean resources management plan.

Policies:

- (a) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;
- (b) Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;
- (c) Coordinate the management of marine and coastal resources and activities management to improve effectiveness and efficiency;
- (d) Assert and articulate the interest of the state as a partner with federal agencies in the sound management of the ocean resources within the United States exclusive economic zone;
- (e) Promote research, study, and understanding of ocean processes, marine life, and other ocean development activities relate to and impact upon the ocean and coastal resources; and
- (f) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Analysis. The proposed project does not involve the direct use or development of marine resources. The project will produce no direct impact on the region's coastal or marine resources, and with the incorporation of erosion and drainage control measures during construction and after construction as identified in this report, there should not be significant adverse impacts to nearshore waters from point and non-point sources of pollution. Therefore, the subject project will not produce any significant impacts on any coastal or marine resources.



G. ENVIRONMENTAL ASSESSMENT SIGNIFICANCE 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 analysis 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. As documented in this report, the proposed project will not involve the loss or destruction of any natural or cultural resource (See Section III.A.B.C).

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

Analysis. The subject property is within the State's Urban District and is zoned and community planned for commercial and residential development and is presently developed with these uses. 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, and those which are more specifically outlined in the Conservation District Rules.

Analysis. The project is being developed in compliance with the State's long-term environmental goals. As documented in this report, adequate mitigation measures will be implemented to minimize the potential for negative impact to the environment, including near and off-shore coastal waters, potable water resources, flora and fauna, archeological and cultural resources, and scenic resources.

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

Analysis. The project will increase the available supply of commercial space within the commercial core, which will help to satisfy unmet demand. In addition, short-term economic impacts will result from the increase in activity associated with the construction of the project. A small number of full and part-time jobs will be created during the operation phase of the development.

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



Analysis. There are no special or unique aspects of the project that will have a direct impact on public health. It is anticipated that occupants of the project will utilize existing medical facilities located in Kahului and Wailuku and that these facilities will not be significantly impacted by the project.

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

Analysis. The proposed project will produce an increase of 9,960 square feet of commercial space at the intersection of Hana Highway and Baldwin Avenue. The increase in commercial space will produce an increase in the number of employees and customers on the property. The increase in visitors to the site will produce a marginal increase in traffic at the affected intersections, noise levels, air pollution, and other growth related impacts. However, as analyzed in Section III of this report, the increase in the level of these impacts is minimal and will not substantially impact the environment.

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

Analysis. Mitigation measures will be implemented during the construction phase in order to minimize negative impacts on the environment, especially with regards to construction runoff. Also, the design of the project has incorporated mitigation measures to minimize impacts to nearshore waters that could arise from an increase in runoff generated on the site as a result of the project (See Section III.C.3 for a discussion of drainage). Other environmental resources such as endangered species of flora and fauna, air and water quality, and archeological resources will not be significantly impacted by the subject project.

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 does not involve a commitment for larger action on behalf of the applicant or any public agency. The subject property is State and County zoned and community planned for urban development, and as such, is part of the planned future growth for the region. As described in this report, the project will not significantly impact public infrastructure and services including roadways, drainage facilities, water systems, sewers, educational facilities, and parks. In addition, the project is not anticipated to induce population growth and will therefore not produce



considerable effect on the environment nor require a commitment for larger actions by governmental agencies.

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

Analysis. As described in Section III.A.3 of this report, there are no rare, threatened, or endangered species of flora and fauna at the project site.

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

Analysis. As described in Section III.A.5 and 6 and III.C.3 of this report, there is a potential for negative impacts to air or water quality and ambient noise levels related to short-term construction activities. Air, noise and dust impacts will be mitigated through implementation of standard mitigation measures as identified previously in this report. It is not anticipated that there will be significant long-term impacts to air or water quality and ambient noise levels due to the operation phase of the development.

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. According to Panel Number 150003 0183D of the Flood Insurance Rate Map, May 15, 2002, prepared by the United States Federal Emergency Management Agency, the project site is situated in FloodZone C. Flood Zone C represents areas of minimal flooding.

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

Analysis. As discussed in Section III.A.8 of this report, the proposed project is not anticipated to significantly impact public view corridors and will not produce a significant adverse impact upon the visual character of the site and its immediate environs.

13. The proposed action will not require substantial energy consumption



Analysis. Upon build-out of the project, energy consumption will be increased, however, given existing levels of usage in the area the increase is considered insignificant. The majority of automobile usage is envisioned to occur between the project and residences located in Haiku, Paia, and Kahului-Wailuku. Thus, it is not anticipated that the resultant increase in energy consumption will be significant in the context of existing levels of vehicular energy usage in the region, and on Maui.



V. FINDINGS AND CONCLUSIONS

This environmental assessment has examined the environmental and socio-economic impacts associated with the construction of a two-story 5,640 square feet commercial building, a two-story 4,240 square feet commercial building, and the construction of an A.C. paved parking lot over an existing unpaved graveled parking area on approximately 75,718 square feet of land in Paia, Maui, Hawaii; TMK Nos: (2) 2-6-005:004, 109, 025, and 033.

The proposed request requires the issuance of a Special Management Area (SMA) Permit for the entire project area. Furthermore, a Community Plan Amendment and Change in Zoning are required for parcels 025, 109, and a portion of 004 since the proposed uses are inconsistent with the existing zoning and community plan designations on those parcels. Due to the requirement for a Community Plan Amendment, an Environmental Assessment is required for this project.

The environmental assessment concludes that the project should not result in significant environmental impacts to surrounding properties, nearshore waters, natural resources, or archaeological and historic resources on the site or in the immediate area. Public infrastructure and services including roadways, sewer and water systems are available to serve the project and will not be significantly impacted by the project. The proposed project will not impact public view corridors and will enhance the visual character of the site and its immediate environs.

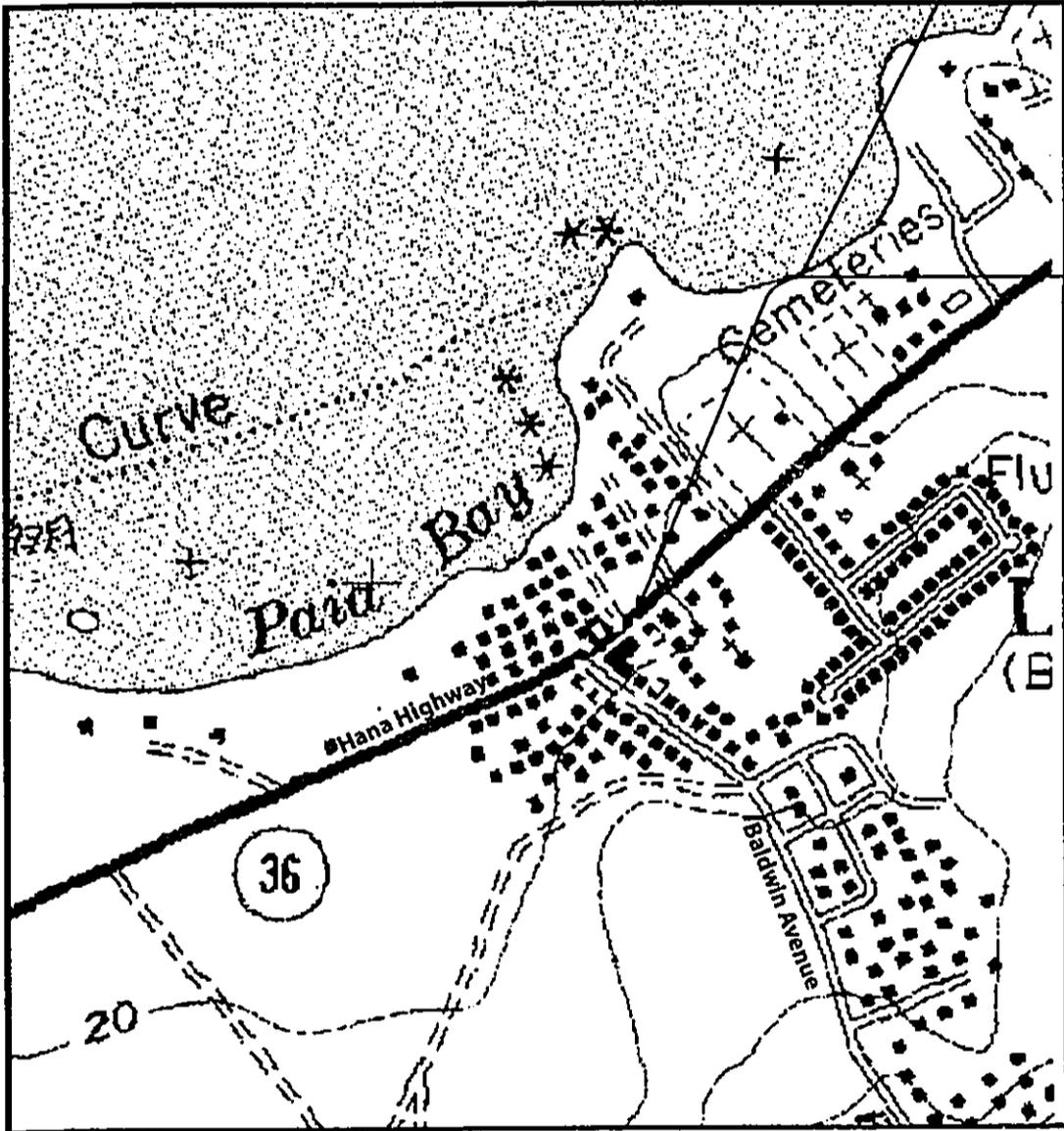
In light of the foregoing, the proposed project should not result in significant impacts to the environment and a Finding of No Significant Impact (FONSI) is warranted.



VI. REFERENCES

- Burchell, Robert W., David Listokin, et al. *Development Impact Assessment Handbook*. Washington, D.C.:ULI-the Urban Land Institute, 1994.
- 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. 1995. *Paia-Haiku Community Plan*. Wailuku, Hawaii.
- County of Maui, Office of Economic Development. 2003. *Maui County Data Book*. Wailuku, Hawaii.
- Federal Emergency Management Agency. *Flood Insurance Rate Map*. Community Panel Map Number 150003 0183D C. Revised May 15, 2002.
- M. Greenburg, *A Primer on Industrial Environmental Impact*. New Brunswick, NJ: Rutgers University Center for Urban Policy Research, 1979.
- SMS Research and Marketing Services, *Maui County Community Plan Update Program: Socio Economic Forecast*. Prepared for the Planning Department County of Maui, June 14, 2002.
- University of Hawaii, Land Study Bureau. May 1967. *Detailed Land Classification – Island of Maui*. L.S.B. Bulletin No. 7. Honolulu, Hawaii.
- 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



Project Location

Figure 1
Regional Location



Paia Town Center
03/2004 NOT TO SCALE

CHRIS
HART
& PARTNERS

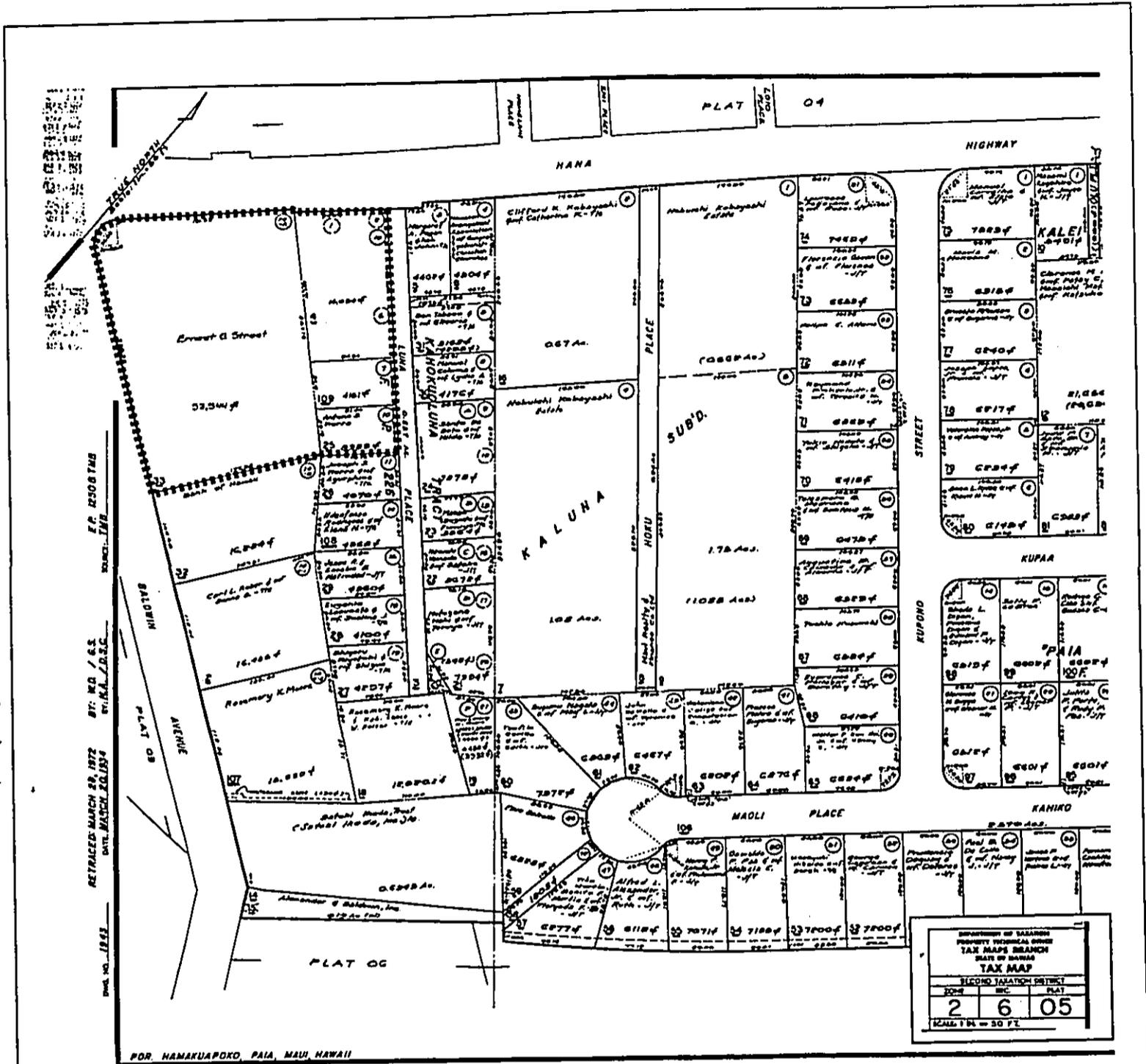


Figure 2
TMK Map

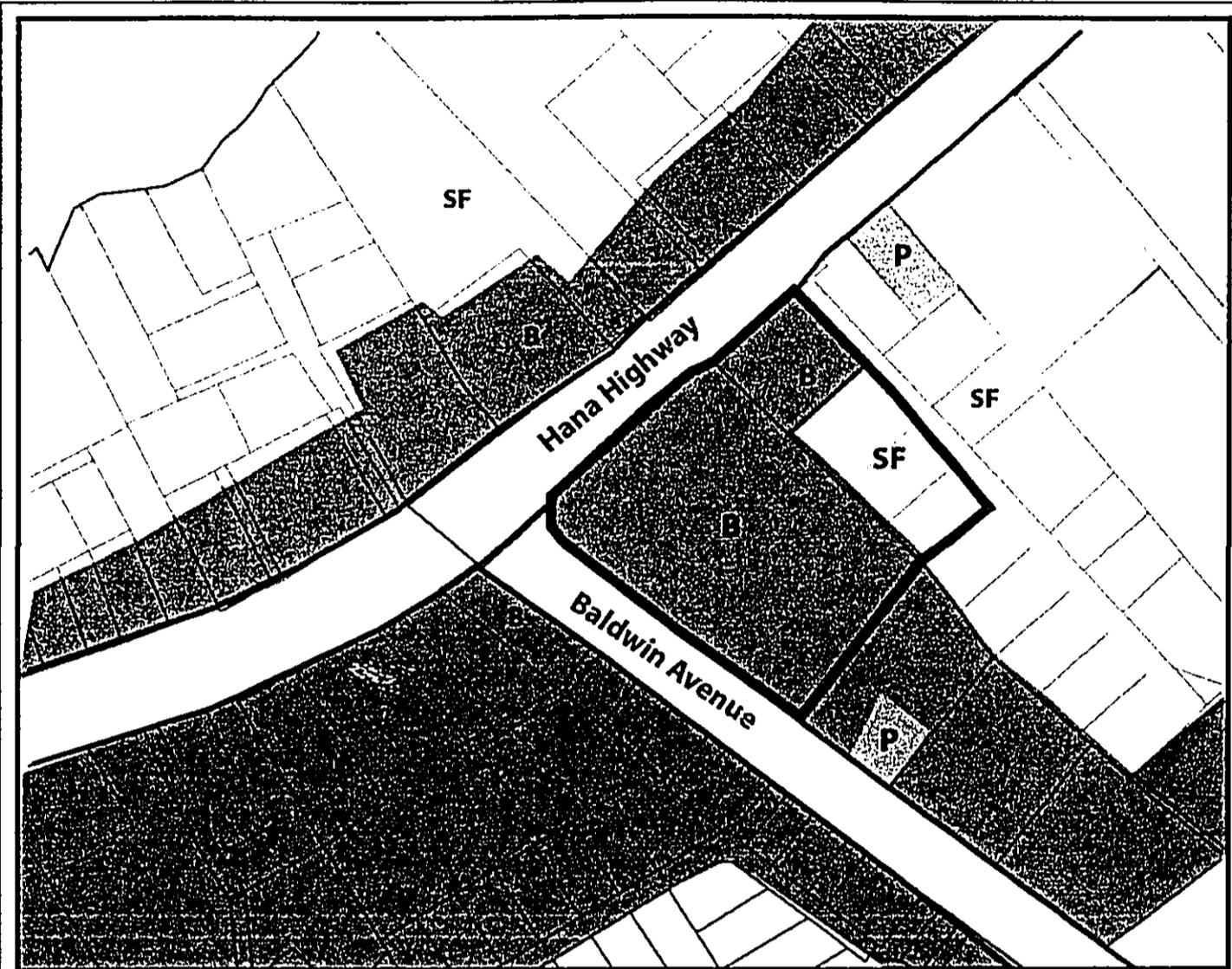


Paia Town Center

03/2004

NOT TO SCALE

CHRIS
HART
& PARTNERS



-  (B) Business/Commercial
-  (SF) Single Family Residential
-  (P) Public Quasi Public

Figure 3
Community Plan

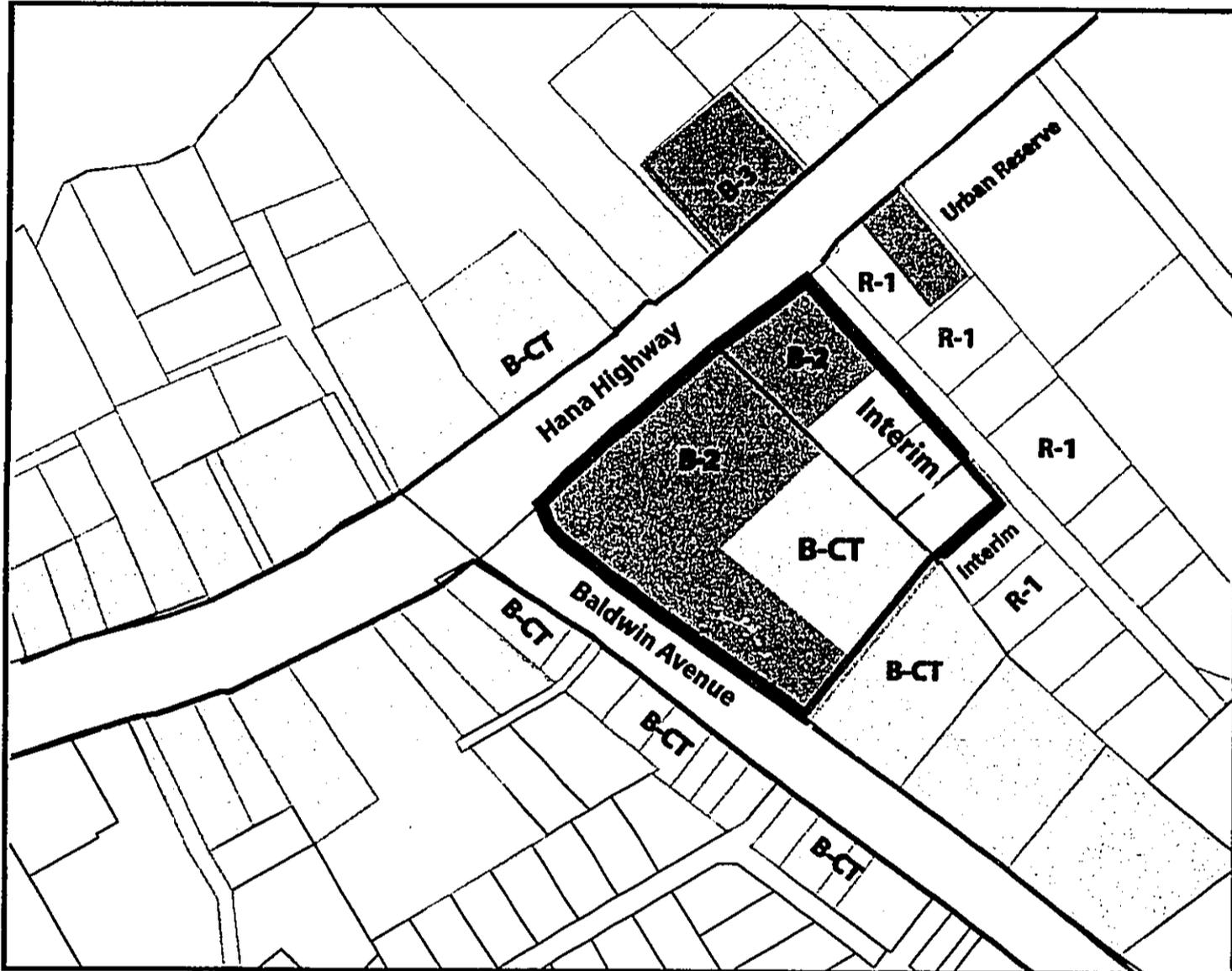


Paia Town Center

03/2004

NOT TO SCALE

CHRIS
HART
& PARTNERS



-  B-2 Community Business District
-  B-CT Business Country Town
-  R-1 Residential
-  Public/Quasi-public
-  Urban Reserve

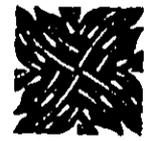
Figure 4
ZONING



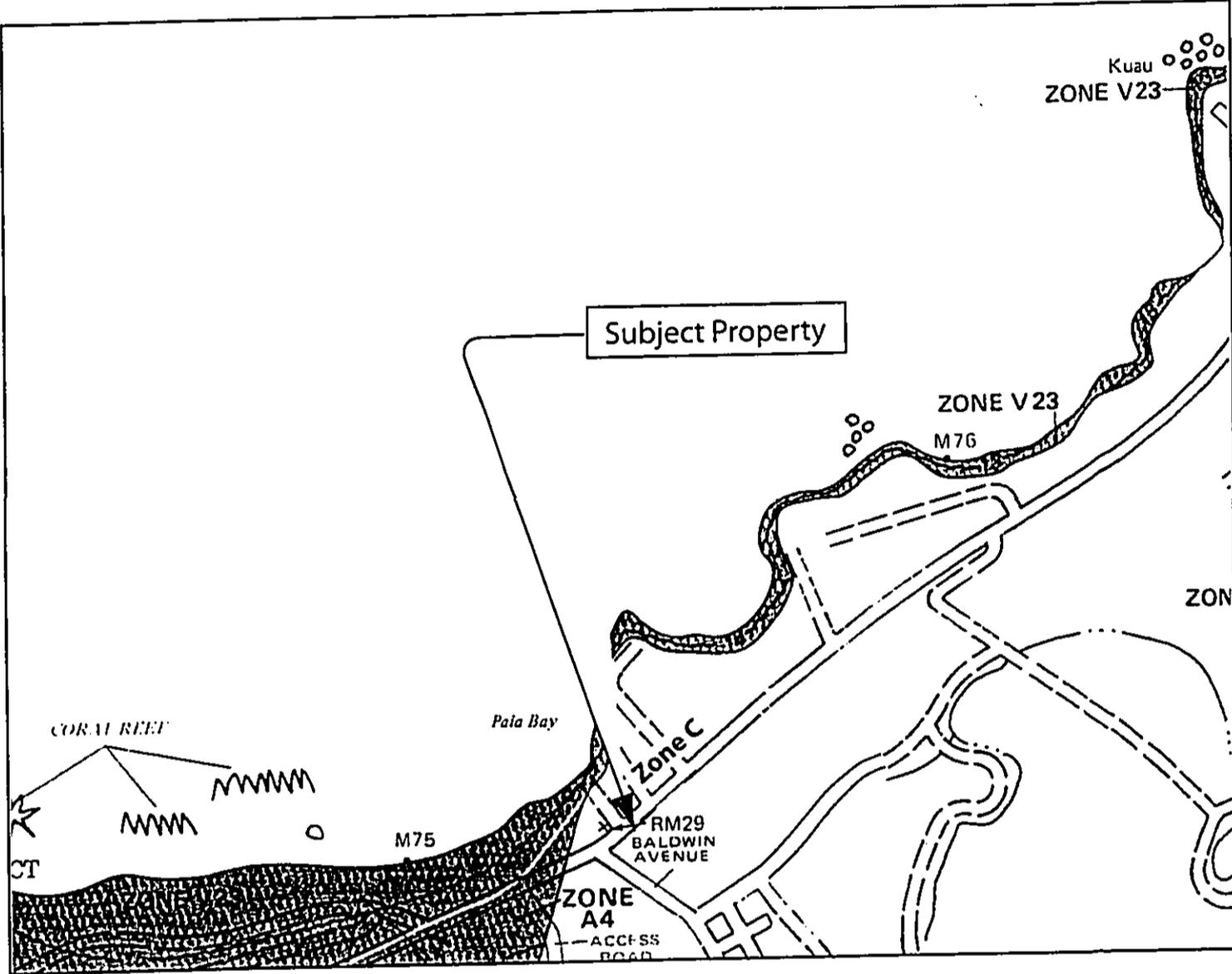
Paia Town Center

03/2004

NOT TO SCALE



**CHRIS
HART
& PARTNERS**



Flood Insurance Rate Map
 Maui County, Hawaii
 Community Panel Number
 15003 0185 C
 Map Revised:
 March 16, 1995

Figure 5

Flood Zone Map



Paia Town Center

03/2004

NOT TO SCALE

CHRIS
 HART
 & PARTNERS

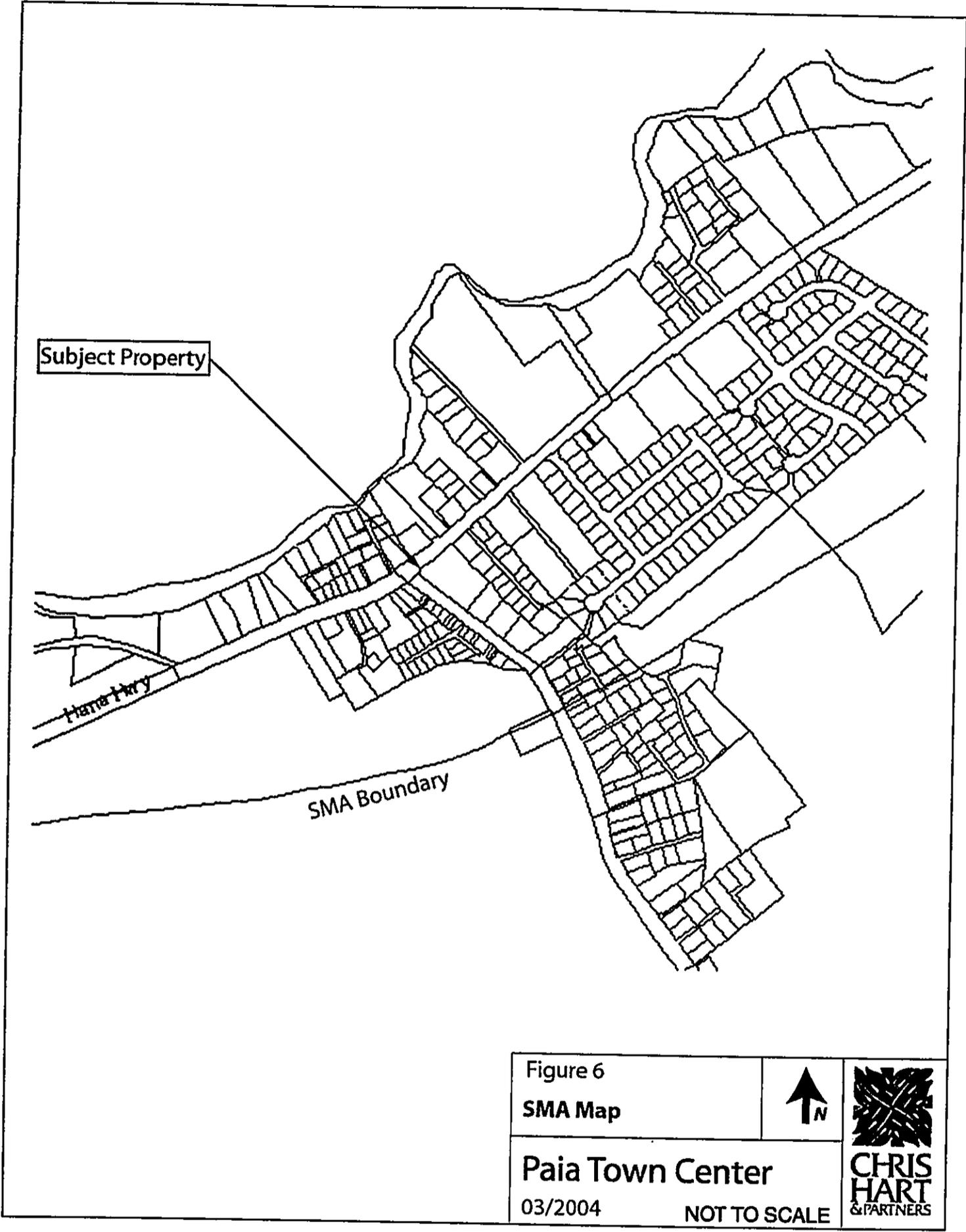


Figure 6		
SMA Map		
Paia Town Center		CHRIS HART & PARTNERS
03/2004	NOT TO SCALE	



Figure 7
Aerial Photograph

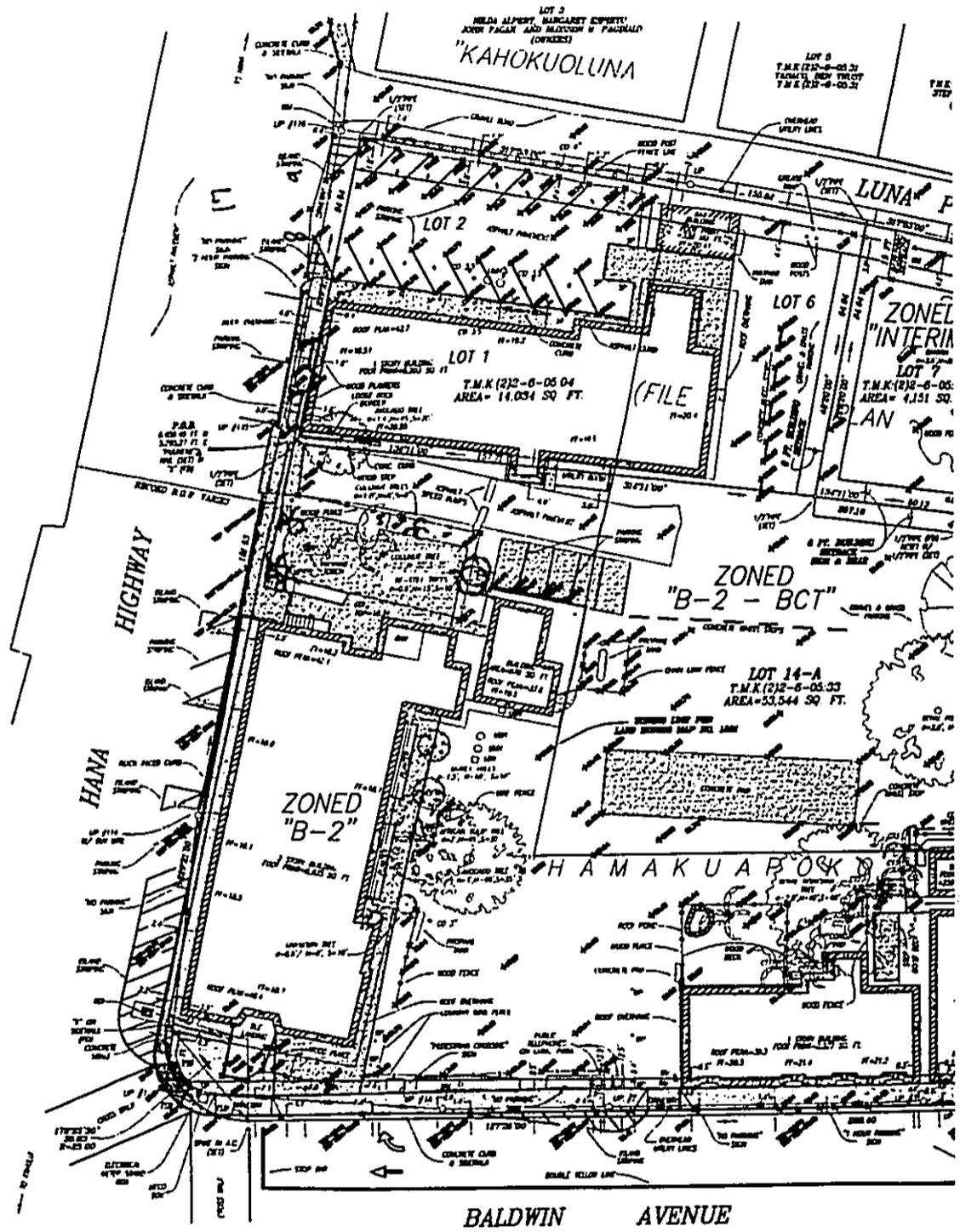


Paia Town Center

03/2004

NOT TO SCALE

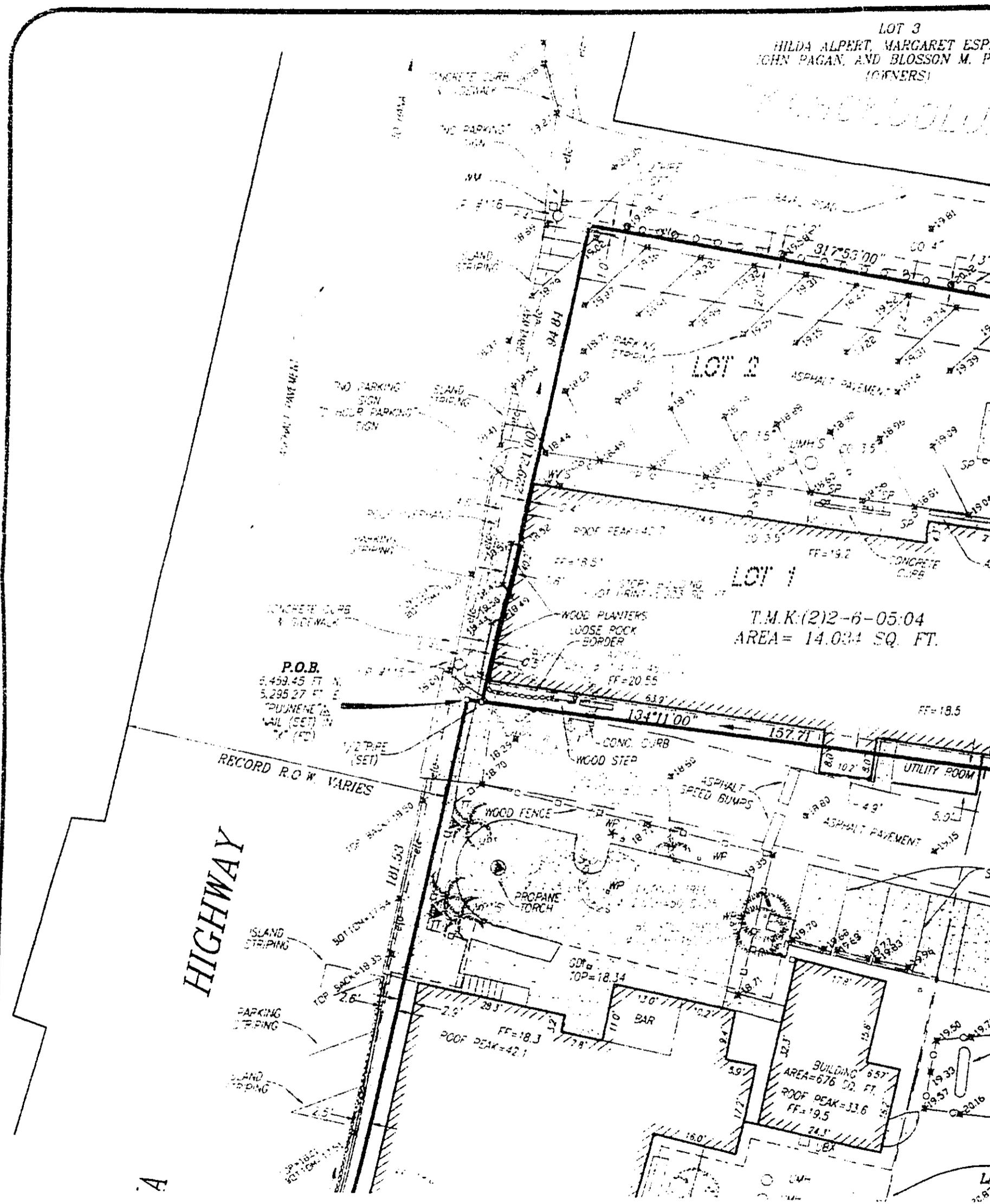
CHRIS
HART
& PARTNERS



- NOTES**
1. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON JANUARY 4, 6, 18 AND AGAIN ON FEBRUARY 3, 2003.
 2. PROPERTY BOUNDARY LINE METES AND BOUNDS INFORMATION SHOWN HEREON IS BASED ON AND CONFORMS TO THE PRELIMINARY TITLE REPORT ORDER NO. 200344289 DATED SEPTEMBER 10, 2002, PREPARED BY TITLE GUARANTY OF HAWAII, INC.
 3. AZIMUTHS AND COORDINATES SHOWN HEREON ARE BASED ON RECORD INFORMATION AND REFERENCED TO GOVERNMENT SURVEY TRIANGULATION STATION "PUNAHOU" A.
 4. ELEVATIONS SHOWN HEREON ARE BASED ON USGS BENCH MARK NO. 17, DATED 1996, ELEVATION-18.941 FEET ABOVE MEAN SEA LEVEL AS IT IS REFERENCED BY THE STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, ON BENCH MARK NO. 17-A AN "X" CUT IN CONCRETE WITH P.K. IN THE CENTER (FOUND) ON THE SOUTHWEST CORNER OF THE INTERSECTION OF BALDWIN AVENUE AND HANA HIGHWAY. ELEVATION TAKEN AS 19.67 FEET ABOVE MEAN SEA LEVEL.
 5. SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A BONE DESIGNATION "B" BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 150003-01A3-D, WITH A DATE OF IDENTIFICATION OF REVISION MAY 16, 2002, FOR COMMUNITY PANEL NUMBER 150003-01C3-D, IN MAUI COUNTY, STATE OF HAWAII, WHICH IS A CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.
 6. ZONING AND SETBACKS SHOWN HEREON ARE BASED ON:
 - A. A LETTER FROM THE COUNTY OF MAUI, DEPARTMENT OF PLANNING (ADMINISTRATIVE), DATED JANUARY 10, 2003.
 - PARCEL 4 B-2 COMMUNITY BUSINESS DISTRICT
 - PARCEL 33 B-2 COMMUNITY BUSINESS AND BCT-7
 - PARCELS 25 AND 109 INTERIM (CLASSIFICATION AS RESIDENTIAL)
 - B. COUNTY OF MAUI, DOCUMENT NO. 63-85008, DATED MAY 13, 11.
 1. UNLATERAL AGREEMENT AND DECLARATION FOR CONDITIONAL CHANGE IN ZONING FROM URBAN INTERIM DISTRICT TO B-2
 2. SETBACK LINE ALONG BALDWIN AVENUE AS SHOWN ON A MAUI LAND SURVEYOR NO. 181, DATED AUGUST 1, 1998.
 3. 10 FT. BUILDING YARD SETBACK ALONG LUNA PLACE.
 4. BUILDING HEIGHTS SHALL BE LIMITED TO 30 FEET ABOVE G.
 5. PORTION IDENTIFIED AS B-3 BUSINESS AS SHOWN ON THE
 - C. FURTHER ZONING CLARIFICATION WILL NEED TO BE OBTAINED.
 7. UNABLE TO DETERMINE NUMBER OF PARKING STALLS DUE TO GRA
- T.M.K. (2)2-8-05 04, 25, 33, AND 109

LOT 3
HILDA ALPERT, MARGARET ESPINOZA,
JOHN PAGAN, AND BLOSSOM M. PARRINO
(OWNERS)

Handwritten: HILDA ALPERT



T.M.K. (2)2-6-05:04
AREA = 14,034 SQ. FT.

HIGHWAY

A

LOT 3
T. MARGARET ESPIRTU,
AND BLOSSON M. PAGDIALO
(OWNERS)

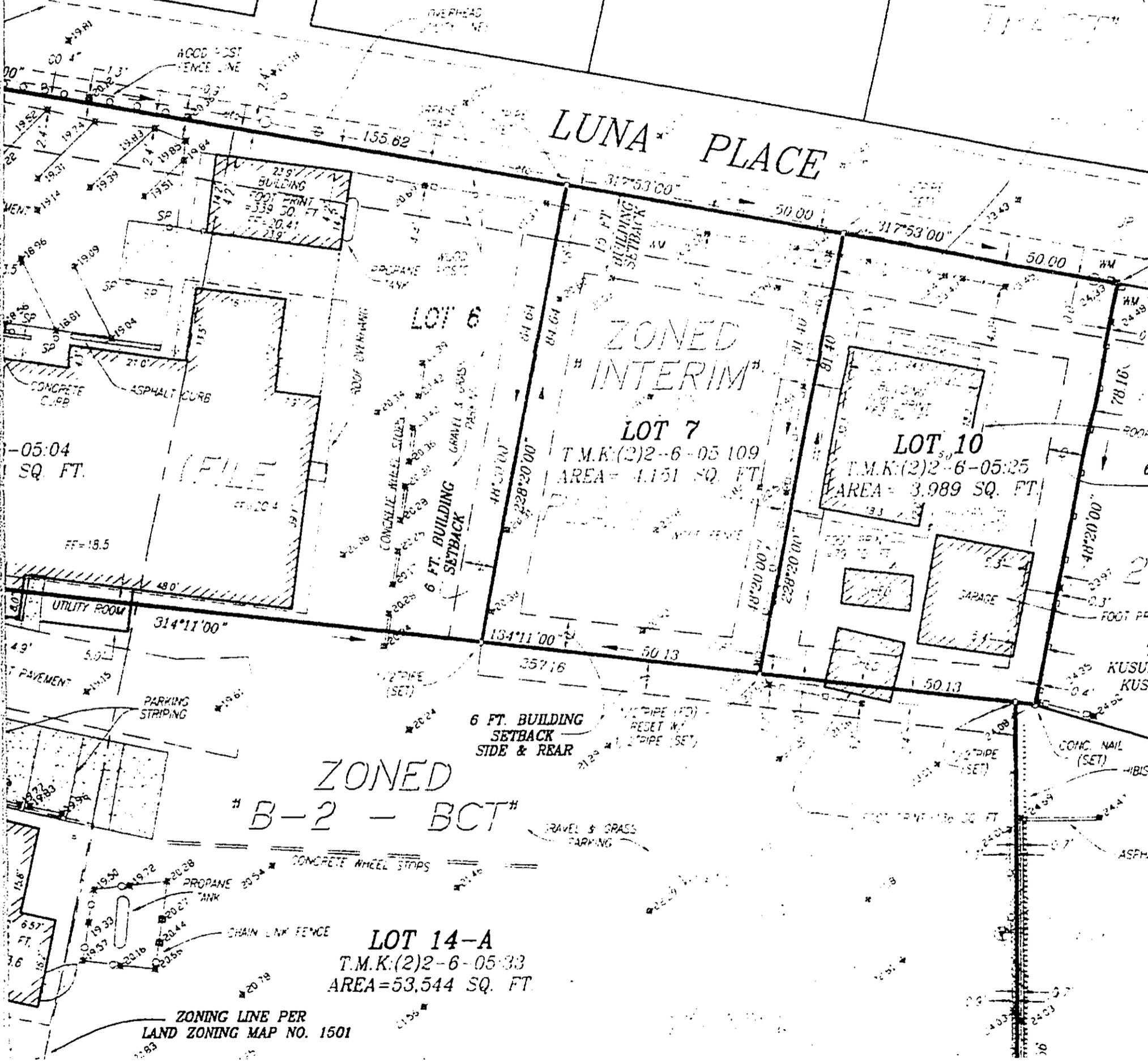
KUOLUNA

LOT 5
T.M.K.(2)2-6-05-31
TABACO BEN TRUST
T.M.K.(2)2-6-05-31

LOT 8
T.M.K.(2)2-6-05-10
STEPHEN PAFFLA
(OWNER)

T.M.K.
CHRISTOPHER

LUNA PLACE



05:04
SQ. FT.

FF=18.5

(FILE)

LOT 6

ZONED
INTERIM

LOT 7

T.M.K.(2)2-6-05-109
AREA= 1,151 SQ. FT.

LOT 10

T.M.K.(2)2-6-05:25
AREA= 3,989 SQ. FT.

ZONED
B-2 - BCT

LOT 14-A

T.M.K.(2)2-6-05-33
AREA=53,544 SQ. FT.

ZONING LINE PER
LAND ZONING MAP NO. 1501

LOT 9
T.M.K.(2)2-6-05 24
CHRISTOPHER & CATHERINE ARIAN
(OWNERS)

LOT 13
T.M.K.(2)2-6-05 23
MASAO & FUMIYO SUZUKI
(OWNERS)

10 FT. BUILDING
SETBACK PER
DOCUMENT NO. 83-55059
DATED MAY 13, 1983
RECORDED IN LIBER 17065, PAGE 372

50.00
20 FT. ROW
(RECORD)

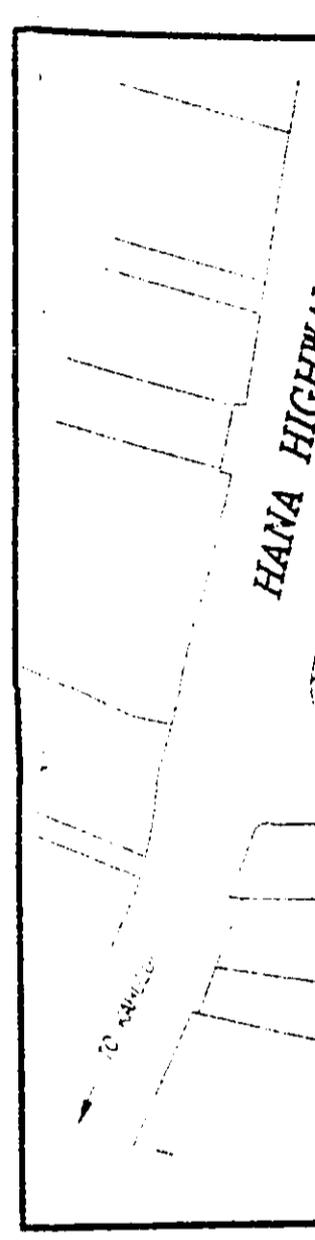
6 FT. BUILDING
SETBACK
SIDE & REAR

LOT 14
T.M.K.(2)2-6-05 108
ILDENFONSO & ELENA N
RODRIGUES
(OWNERS)

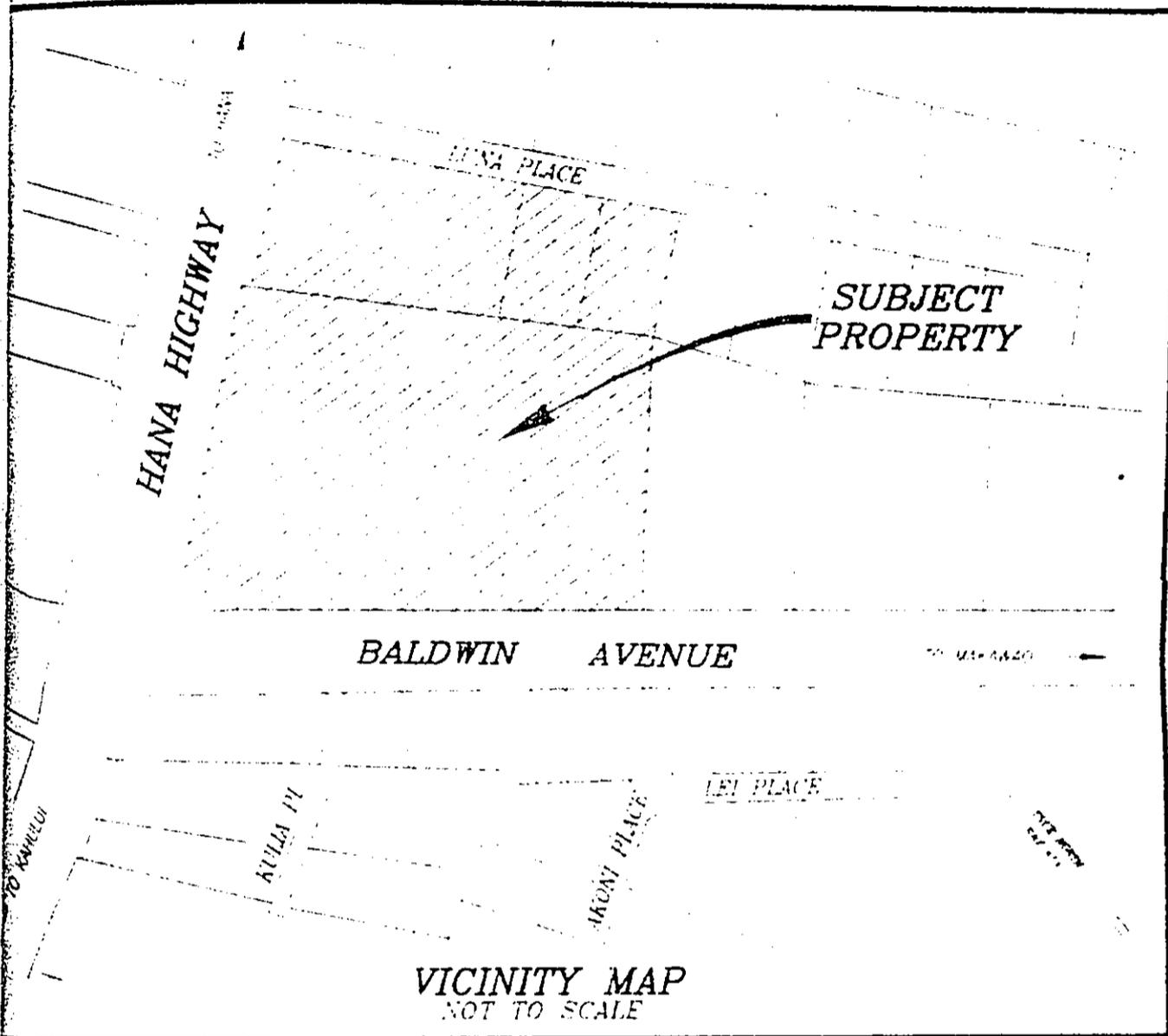
LOT 11
T.M.K.(2)2-6-05 26
KUSUNOKI, AILEEN T TRUST
KUSUNOKI, JERRY TRUST
(OWNERS)

CONC. NAIL
(SET)
HIBISCUS HEDGE
ASPHALT CURB

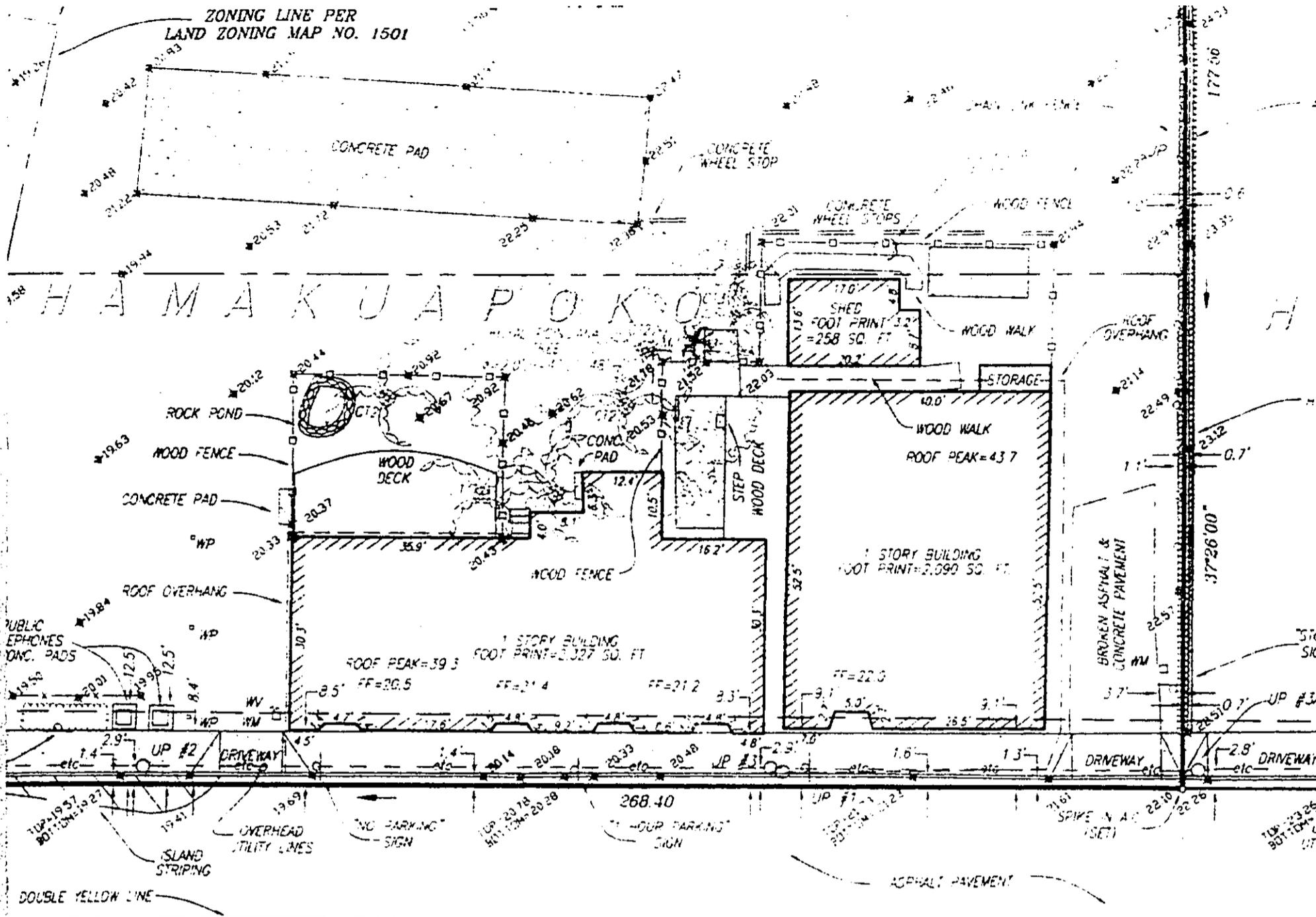
TRUE NORTH
SCALE: 1" = 20'



LOTS 6, 7 AND
AND 10 FOOT ST
(FILE PLAN



A.L.T.A. SURVEY OF
 PAIA TOWN CENTER
 7 AND 10, PORTIONS OF LOTS 1 AND 2,
 DOT STRIP OF THE "KAHOKUOLUNA TRACT"
 (PLAN 226) AND LOT 14-A OF THE
 "KAWILOA III PARTITION" (DIVISION OF NO

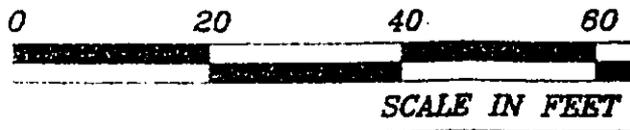


BALDWIN AVENUE

6. ZONING AND SETBACKS SHOWN HEREON ARE BASED ON;
- A. A LETTER FROM THE COUNTY OF MAUI, DEPARTMENT OF PLANNING, ARRON SHINMOTO (PLANNING PROGRAM ADMINISTRATOR), DATED JANUARY 10, 2003.
 - PARCEL 4 B-2 COMMUNITY BUSINESS DISTRICT
 - PARCEL 33 B-2 COMMUNITY BUSINESS AND BC-T COUNTY TOWN BUSINESS DISTRICTS
 - PARCELS 25 AND 109 INTERIM (CLARIFICATION AS "RESIDENTIAL")
 - B. COUNTY OF MAUI, DOCUMENT NO. 83-55059, DATED MAY 13, 1983, RECORDED IN LIBBER 17065, PAGE 372.
 - 1. UNILATERAL AGREEMENT AND DECLARATION FOR CONDITIONAL ZONING, AS DESCRIBED IN EXHIBITS "A" AND "B" CHANGE IN ZONING FROM URBAN INTERIM DISTRICT TO B-2 COMMUNITY BUSINESS DISTRICT.
 - 2. SETBACK LINE ALONG BALDWIN AVENUE AS SHOWN ON A MAP PREPARED BY A.E. MINVIELLE, JR., REGISTERED LAND SURVEYOR NO. 193, DATED AUGUST 1, 1966.
 - 3. 10 FT BUILDING YARD SETBACK ALONG LUNA PLACE
 - 4. BUILDING HEIGHTS SHALL BE LIMITED TO 30 FEET ABOVE GRADE
 - 5. PORTION IDENTIFIED AS B-3 BUSINESS AS SHOWN ON THE PAIA GENERAL PLAN MAP NO. 15 "LAND ZONING MAP"
 - C. FURTHER ZONING CLARIFICATION WILL NEED TO BE OBTAINED FROM THE COUNTY OF MAUI.

AND 2002,
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 V AVENUE
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 2003-0183-D,
 150003-
 MAP FOR THE

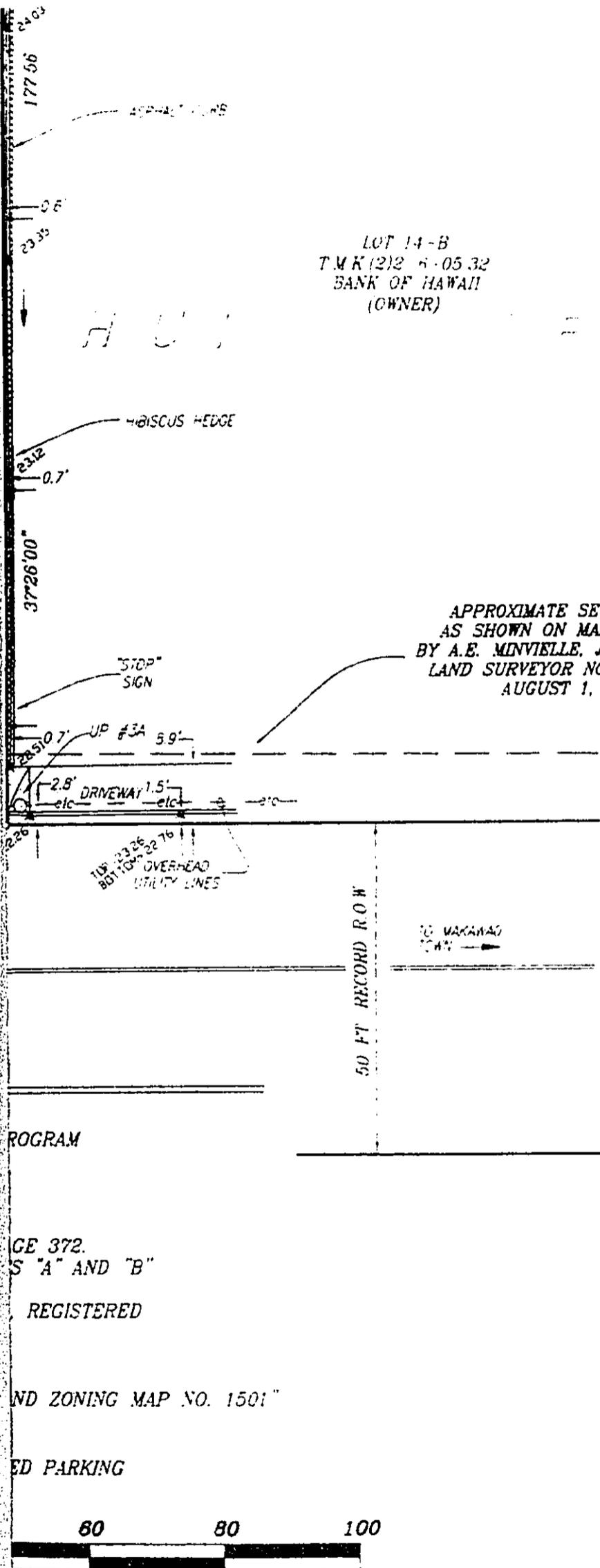
7. UNABLE TO DETERMINE NUMBER OF PARKING STALLS DUE TO GRASS AND GRAVEL AND NON-DESIGNATED PARKING



(FILE PLAN)
 "HAMAKUAPOKO"
 3 OF LOT 1
 KELUA
 BEING
 KELUAPOKO

LOT 14-B
 T.M.K. (2) 2-6-05-32
 BANK OF HAWAII
 (OWNER)

APPROXIMATE SETBACK LINE
 AS SHOWN ON MAP PREPARED
 BY A.E. MINVILLE, JR. REGISTERED
 LAND SURVEYOR NO. 193, DATED
 AUGUST 1, 1966.



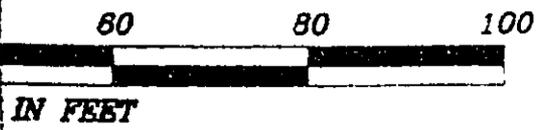
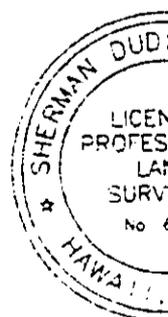
LEGEND

CC	JANITARY SEWER CLEANOUT
CT	COCONUT TREE 3=2.5', H=50', S=20'
CT	3=2.5', H=25', S=20'
CT	3=1.5', H=10', S=15'
GD	GRADED STORM DRAIN INLET
MP	MANILA PALM TREES 2=1.0', H=8', S=8'
MECB	MAUI ELECTRIC CO. BOX
CON	CONCRETE PAVEMENT
S	SIGN (AS NOTED)
SM	SEWER MANHOLE
SP	STANCHION POST (BOLLARD)
TL	TRAFFIC SIGNAL POLE
TBC	TRAFFIC SIGNAL CONTROL BOX
T	TORCH
UM	UNIDENTIFIED MANHOLE
UT	UTILITY TRANSMISSION POLE
WM	WATER METER
WP	WOOD POST
WV	WATER VALVE
WB	UNKNOWN BOX

DATE: FEB
 AK

I HEREBY CERTIFY
 120 HANNA HILL
 MORGAN STANLEY
 STANLEY BANK
 GUARANTY OF

I MADE AN ON-SITE
 HEREON LOCATED
 2003 AND THAT THE
 FOR A SURVEY
 FOR ALTA/ACSM
 ACSM, AND NS
 (AS TO UTILITIES)
 THE ACCURACY
 THE DATE OF
 RESULTING FROM
 ALLOWABLE PRACTICES



E PLAN 226) AND LOT 14-A OF THE
"MAPOKO HUI PARTITION" (DIVISION OF NO.
LOT 14 HUI AINA O HAMAKUAPOKO TO
KELUAPOKO, LIBER 94 PAGE 468,
BEING PORTIONS OF LOT 14 TO
APOKO AND HUI AINA O HAMAKUAPOKO

SITUATE AT
PAIA, HAMAKUA POKO, MAUI, HAWAII

DATE: FEBRUARY 11, 2003

SCALE: 1" = 20'

AKAMAI LAND SURVEYING, INC.

P O BOX 1748

HAMAKUAPOKO, MAKAWAO, MAUI, HAWAII 96768

HEREBY CERTIFY TO PAIA PARTNERS, A HAWAII GENERAL PARTNERSHIP,
20 HANNA HIGHWAY, LLC., A HAWAII LIMITED LIABILITY CO.
MORGAN STANLEY DEAN WITTER MORTGAGE CAPITAL INC., AND MORGAN
STANLEY BANK AND THEIR SUCCESSORS AND/OR ASSIGNS AND TITLE
GUARANTY OF HAWAII, INCORPORATED THAT:

MADE AN ON THE GROUND SURVEY PER RECORD DESCRIPTION OF THE LANDS SHOWN
HEREON LOCATED IN PAIA, HAMAKUAPOKO, MAUI, HAWAII ON JANUARY 4, 8, 18, & FEB. 3,
2003 AND THAT IT AND THIS MAP WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS
FOR A SURVEY AS DEFINED IN THE CURRENT "MINIMUM STANDARD DETAIL REQUIREMENTS
FOR ALTA/ACSM LAND TITLE SURVEYS" JOINTLY ESTABLISHED AND ADOPTED BY ALTA,
ACSM, AND NSPS IN 1999, AND INCLUDES ITEMS 2, 3, 4, 6, 7(a), 7(b)(1), 8, 9, 10, 11(a)
(AS TO UTILITIES, SURFACE MATTERS ONLY) AND 13 OF TABLE A THEREOF, PURSUANT TO
THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON
THE DATE OF THIS CERTIFICATION, I FURTHER CERTIFY THE POSITIONAL UNCERTAINTIES
RESULTING FROM THE SURVEY MEASUREMENTS MADE ON THE SURVEY DO NOT EXCEED THE
ALLOWABLE POSITIONAL TOLERANCE.



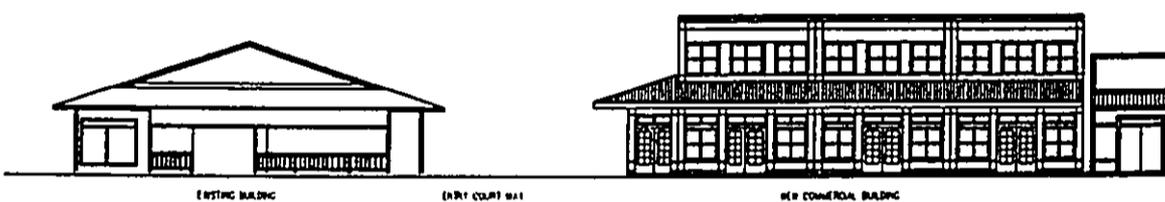
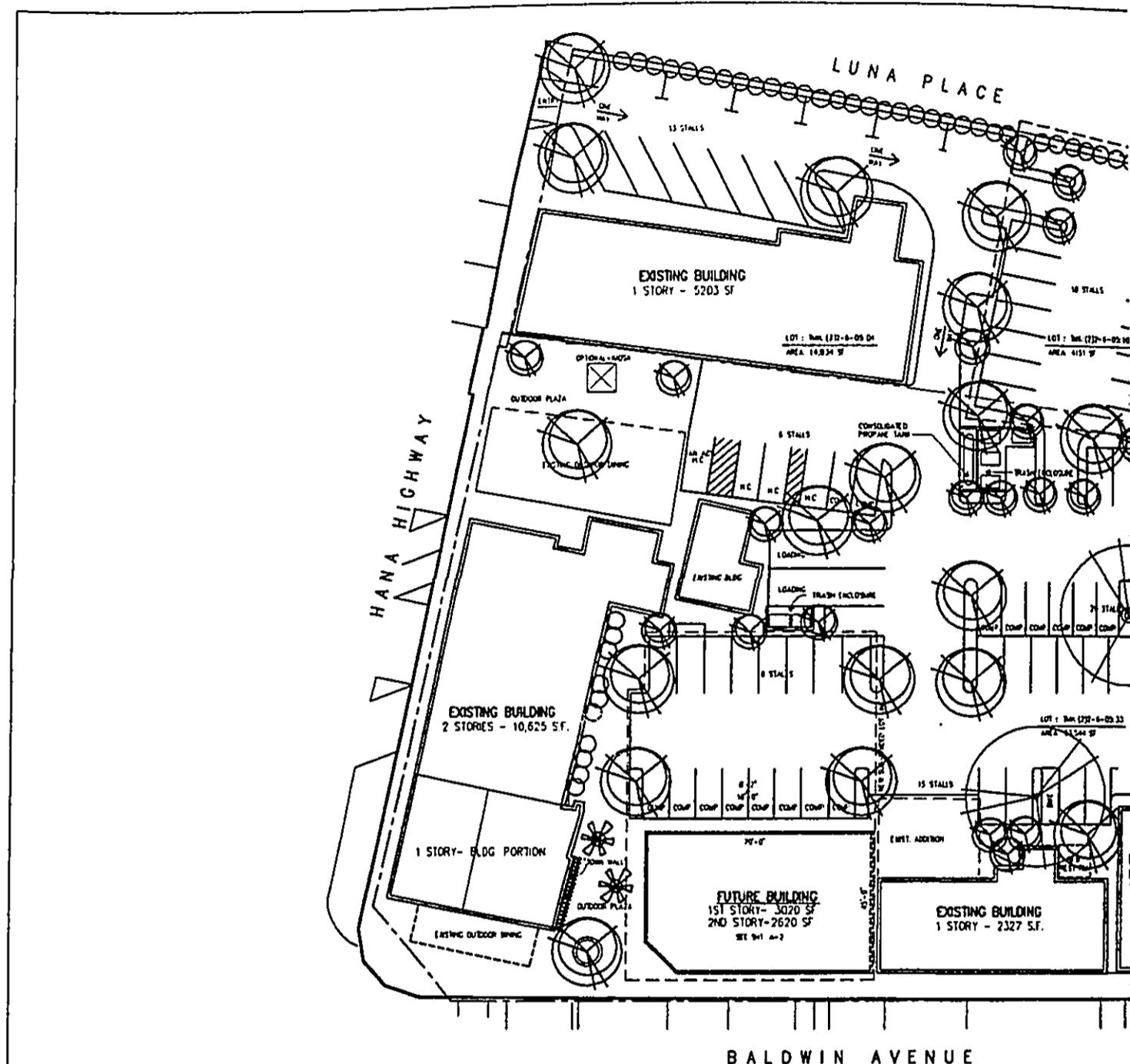
THIS WORK WAS DONE BY ME OR
UNDER MY DIRECT SUPERVISION.

[Signature] 11 Feb 03

SHERMAN DUDLEY DEPONTE
LICENSED PROFESSIONAL LAND SURVEYOR
STATE OF HAWAII CERTIFICATE NO. 6960
EXPIRATION DATE: APRIL 30, 2004

SHEET 1 OF 1

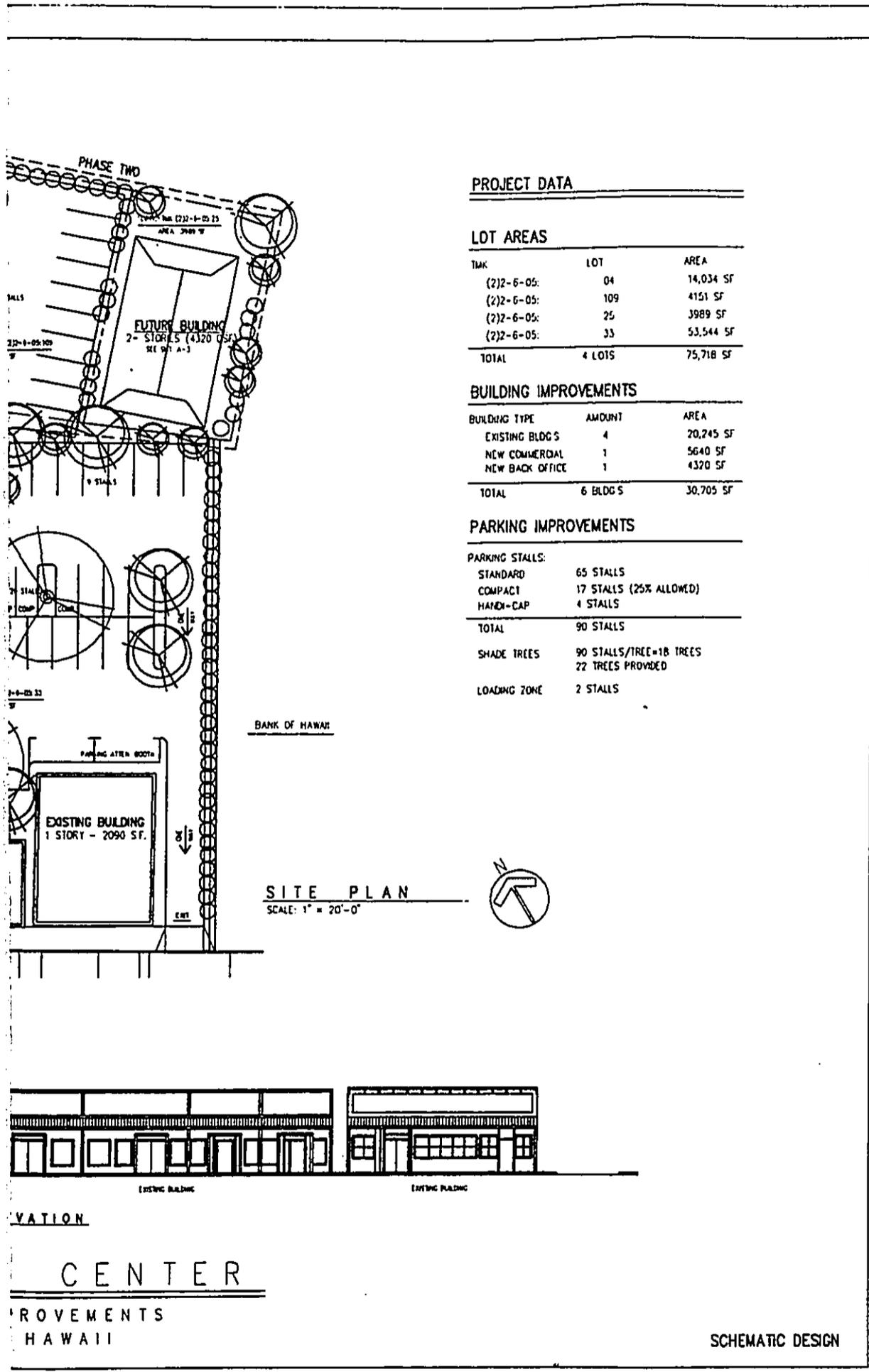
LIB. NO. 200550



BALDWIN AVENUE ELEVATION
SCALE: 1/16" = 1'-0"

PAIA TOWN
MASTERPLAN IMPROVEMENT
PAIA, MAUI, HA

PLDWK 10 SCALE



Eric S. Taniguchi, AIA
Architect

273 Hivakani Loop
Pukalani, Maui, Hawaii
96768

Ph: (808) 572-8219
e-mail: erict@maui.net

PROJECT DATA

LOT AREAS		
TMK	LOT	AREA
(2)2-6-05:	04	14,034 SF
(2)2-6-05:	109	4151 SF
(2)2-6-05:	25	3989 SF
(2)2-6-05:	33	53,544 SF
TOTAL	4 LOTS	75,718 SF

BUILDING IMPROVEMENTS		
BUILDING TYPE	AMOUNT	AREA
EXISTING BLDGS	4	20,245 SF
NEW COMMERCIAL	1	5640 SF
NEW BACK OFFICE	1	4320 SF
TOTAL	6 BLDGS	30,705 SF

PARKING IMPROVEMENTS	
PARKING STALLS:	
STANDARD	65 STALLS
COMPACT	17 STALLS (25% ALLOWED)
HANDY-CAP	4 STALLS
TOTAL	90 STALLS
SHADE TREES	90 STALLS/TREE=18 TREES 22 TREES PROVIDED
LOADING ZONE	2 STALLS



This seal was prepared by me or under my supervision and endorsement of this project of the seal of the State of Hawaii. I am a duly licensed Professional Engineer, Architect, Professional Engineer, Architect, Surveyor and Landscape Architect.

Signature: _____
Date: _____

PAIA TOWN CENTER
OLD HISTORIC PAIA TOWN
PAIA, MAUI, HAWAII
TMK: 2-6-05: 04, 05, 109 & 25

SITE PLAN

MASTER PLAN

- ▲ CLIENT CONSULT 3/19/04
- ▲ CLIENT MEETING 4/27/04
- ▲ CLIENT REVIEW #1 5/15/04
- ▲ CLIENT PARKING REVIEW 1/7/05
- ▲
- ▲
- ▲
- ▲
- ▲

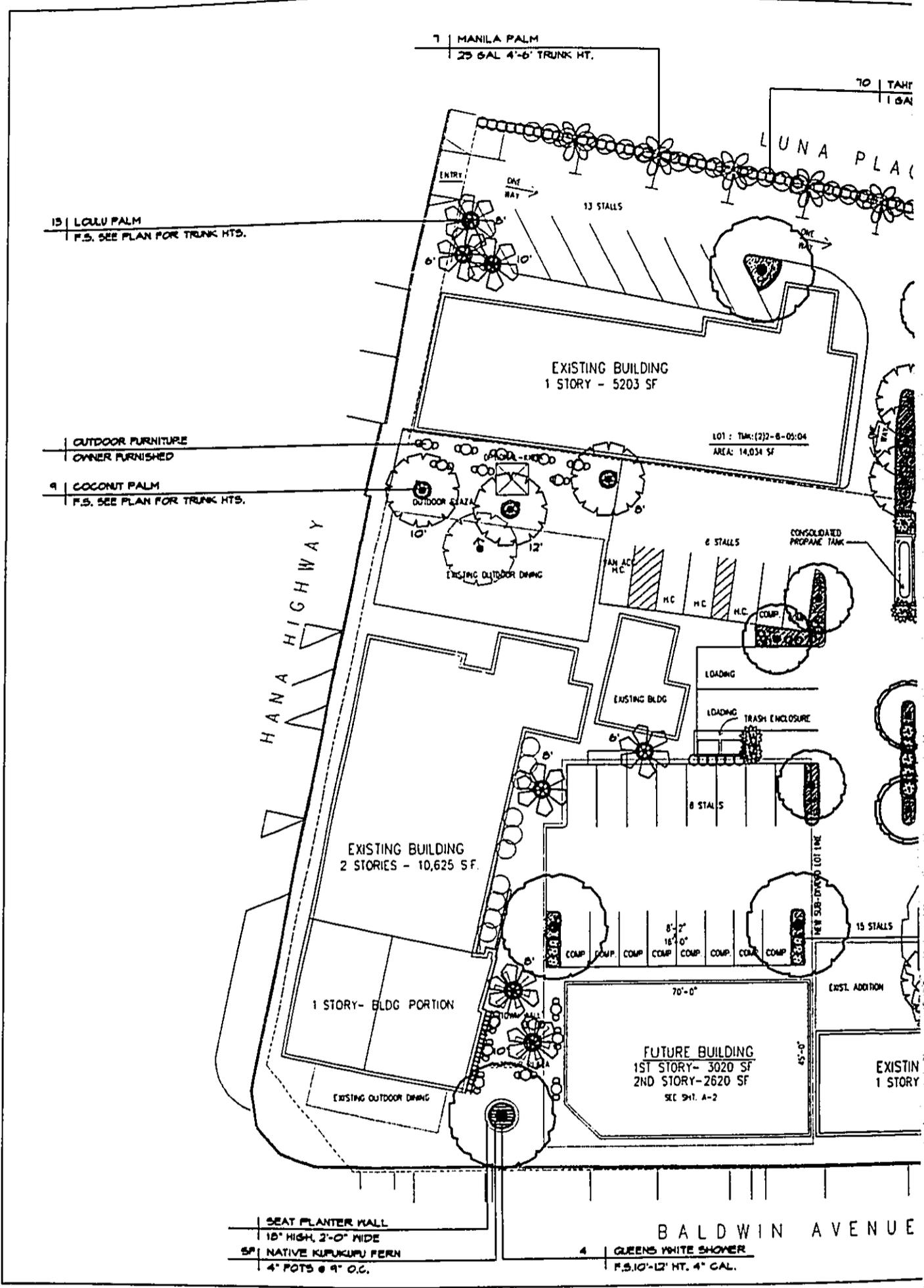
Designed by: EST
Drawn by: EST
Project No.: 004-03
Date: 8-2-08
Sheet No.:

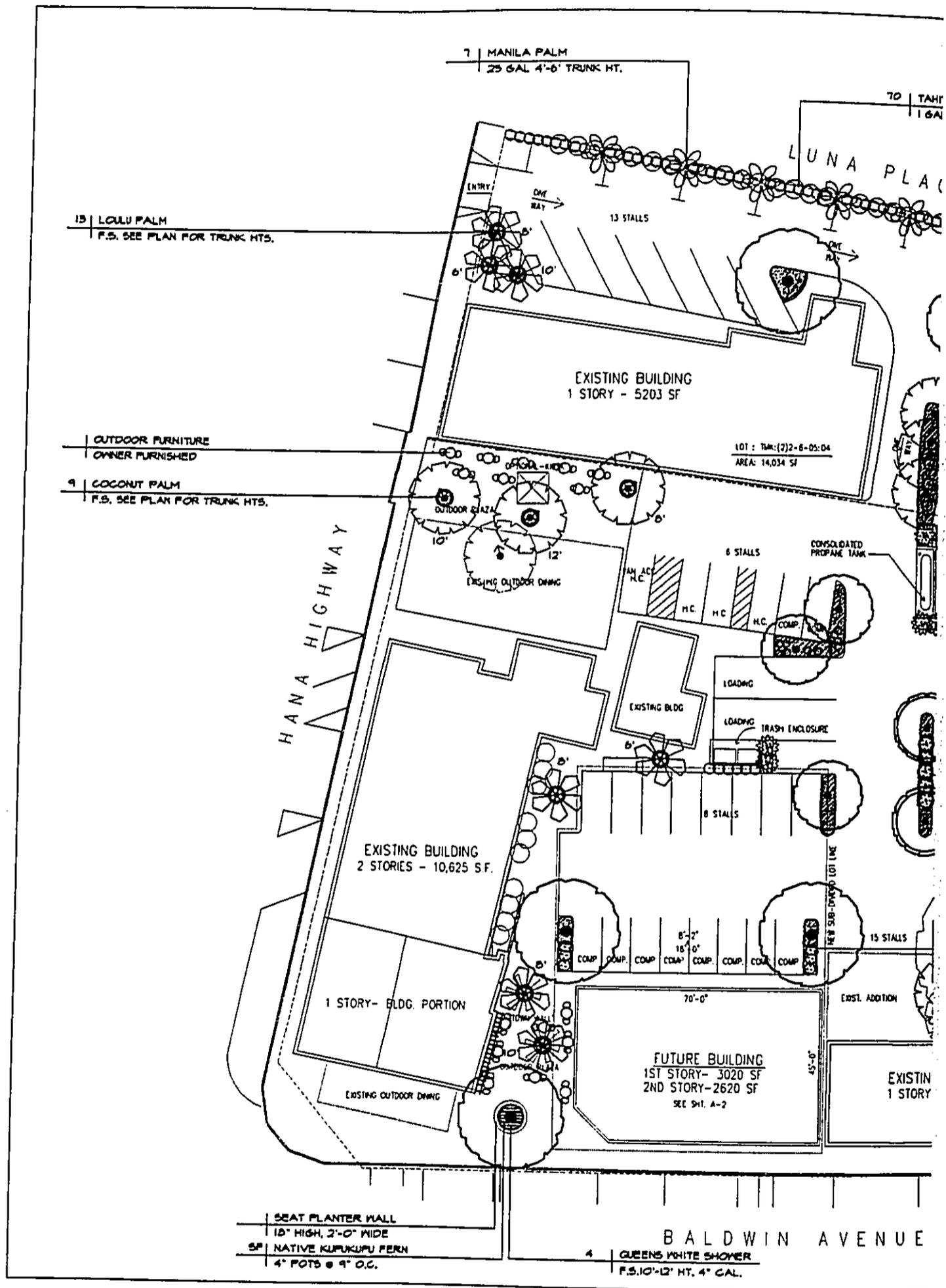
A-1

SCHMATIC DESIGN

Figure 9, "Conceptual Site Plan and Baldwin Avenue Elevation"

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100





7 | MANILA PALM
25 GAL 4'-6" TRUNK HT.

70 | TAHITI
1 GAL

15 | LOULU PALM
F.S. SEE PLAN FOR TRUNK HTS.

OUTDOOR FURNITURE
OWNER FURNISHED

9 | COCONUT PALM
F.S. SEE PLAN FOR TRUNK HTS.

LOT : TMM(2)2-6-05:04
AREA: 14,034 SF

HANA HIGHWAY

LUNA PLACE

EXISTING BUILDING
1 STORY - 5203 SF

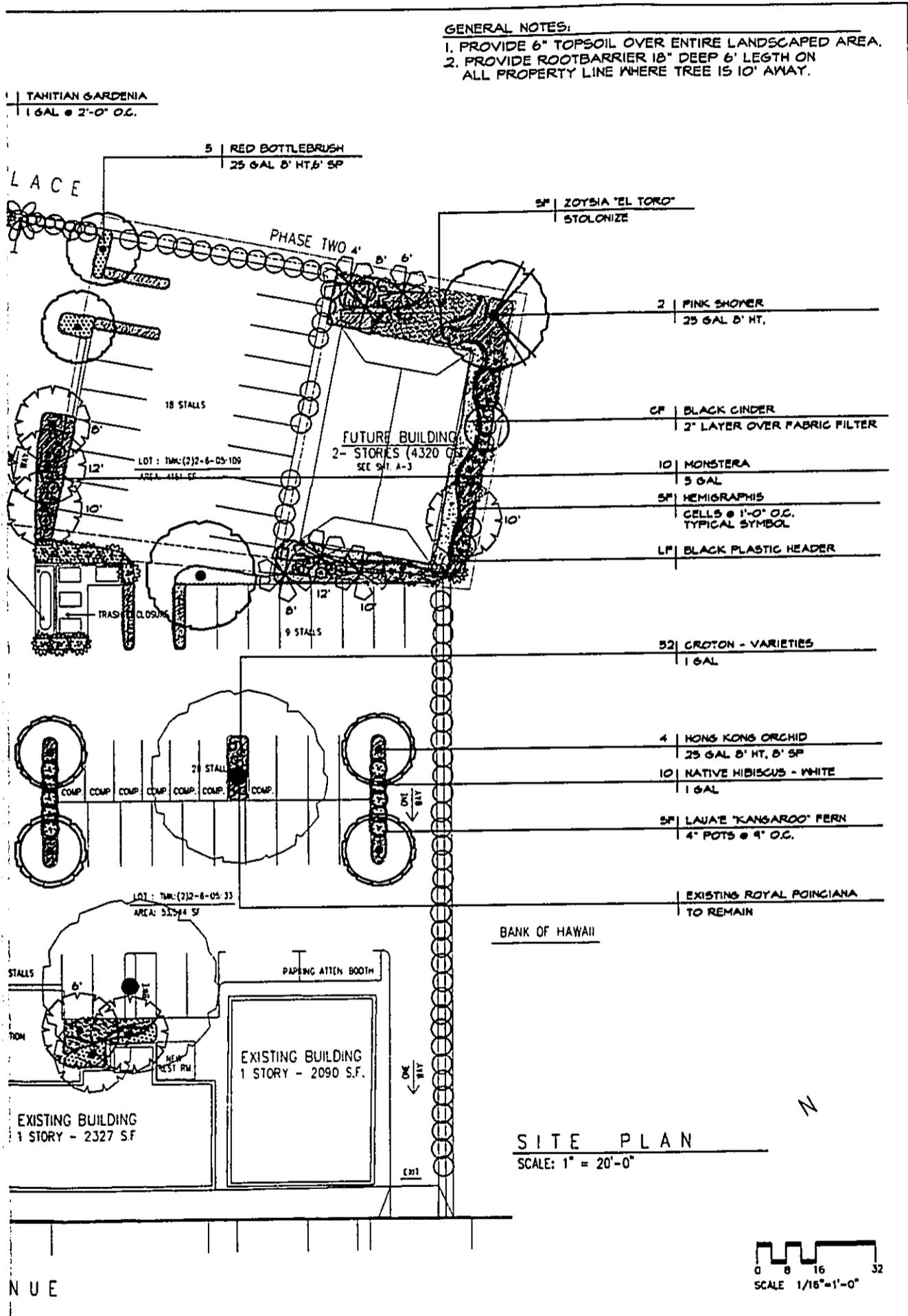
EXISTING BUILDING
2 STORIES - 10,625 SF.

FUTURE BUILDING
1ST STORY - 3020 SF
2ND STORY - 2620 SF
SEE SH. A-2

SEAT PLANTER WALL
18" HIGH, 3'-0" WIDE
SP NATIVE KUPUKUPU FERN
4" POTS @ 9" O.C.

4 | QUEENS WHITE SHOWER
F.S. 10'-12" HT. 4" CAL.

BALDWIN AVENUE



Maxwell Design Group, Inc.
 Landscape Architecture and Planning

Maui, Hawaii
 495 Kahunahane Street
 Suite A
 Kula, Maui HI 96753
 PH: 808-470-7025
 FX: 808-291-1849
 MF: 808-281-3800
 Email: maxwell@maxwell.com

International
 EMail: 784-551-8104
 Email: maxwell@maxwell.com

www.landscapearchitect.net

MAXWELL
 LICENSED PROFESSIONAL LANDSCAPE ARCHITECT
 No. LA 8001
 HAWAII, USA

THE STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 DIVISION OF LAND AND NATURAL RESOURCES
 1500 KALANOA AVENUE, SUITE 200
 HONOLULU, HAWAII 96813
 TEL: 808-586-2500
 FAX: 808-586-2501
 WWW.DLNRS.HAWAII.GOV

[Signature]
 SIGNATURE

PAIA TOWN CENTER
 Paia, Maui, Hawaii

Sheet Title
Landscape Planting Plan

REVISION NO.	DESCRIPTION	DATE	BY

DATE: 2/16/2016
 DATE: 9 June 2015

DESIGNED BY: BPA
 CHECKED BY: BPA

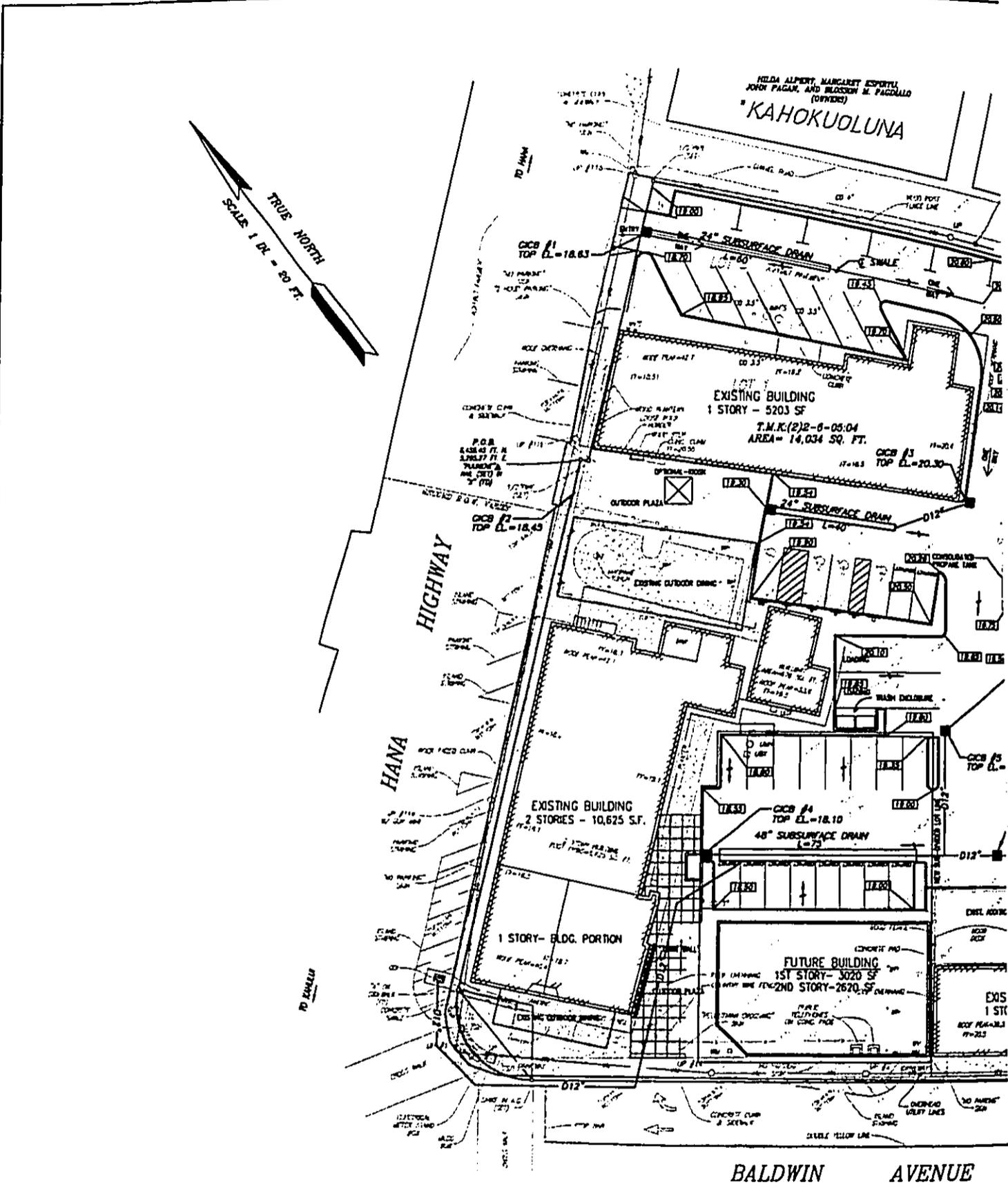
DRAWN BY: BPA/BJ
 CHECKED BY: BPA

CAD FILE: 2/16/15

Scale: 1/16"=1'-0"

Sheet Number
L-3
 3 of 3

Figure 10, "Conceptual Landscape Planting Plan"



[REDUCED COPY]
 [NOT TO SCALE]

PRELIMINARY GRADING & DRAIN
 SCALE: 1 IN. = 20 FT.

OTOMO
ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS
305 S. HIGH STREET, STE. 102
HALEKUA, MAUI, HAWAII 96743
PHONE: (808) 243-0032
FAX: (808) 242-5779



THE WORK PREPARED BY ME OR UNDER MY SUPERVISION AND CONTROL IN CONNECTION WITH THIS PROJECT WILL BE LIMITED BY THE SPECIFICATIONS, CONDITIONS OF CONTRACT AND ANY OTHER LEGISLATIVE ACTS OR REGULATIONS OF THE BOARD OF PROFESSIONAL ENGINEERS, ARCHITECTS, LANDSCAPE ARCHITECTS, PLANNERS, SURVEYORS, ENGINEERS, MECHANICAL ENGINEERS, ELECTRICAL ENGINEERS, AND CHEMICAL ENGINEERS.

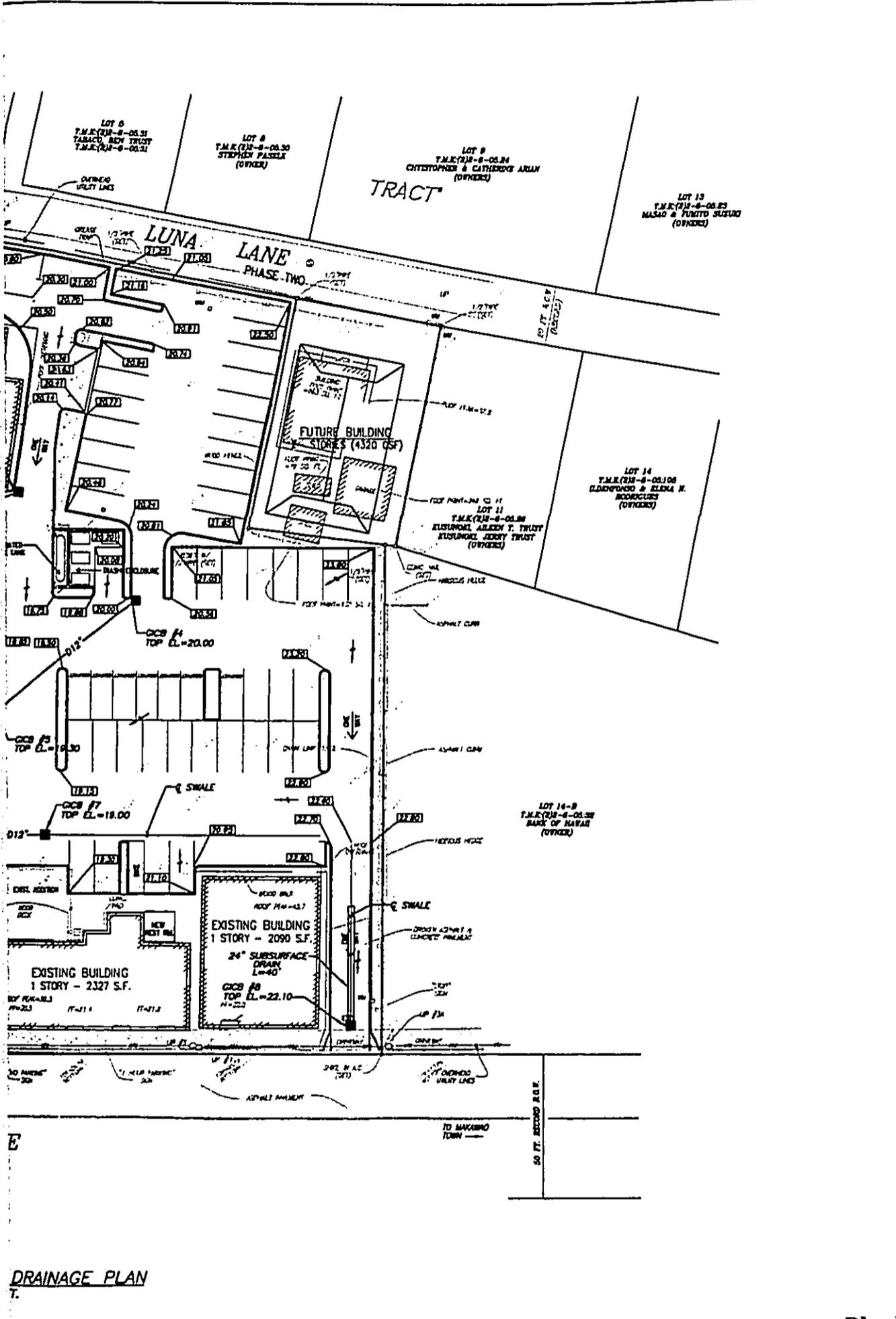
SIGNATURE: _____ DATE: _____
BY: THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS OF THE JOB SITE BEFORE PROCEEDING WITH THE WORK.

**PAIA TOWN CENTER
PARKING AREA IMPROVEMENTS**
T.M.K.: (2) 2-6-005: 004, 005, 025 & 108
PAIA, MAUI, HAWAII
PRELIMINARY GRADING & DRAINAGE PLAN

REVISION	DATE	NOTE

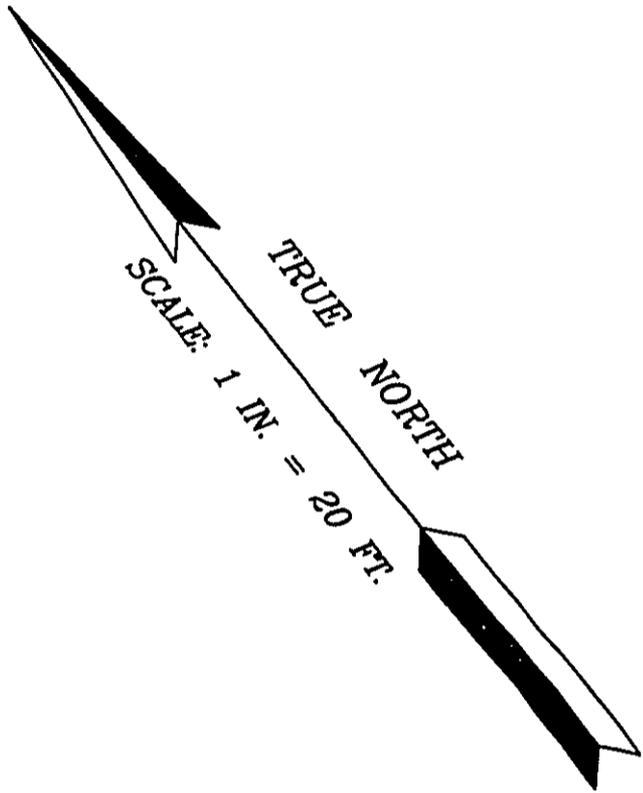
DESIGNED BY: M.M.M.
DRAWN BY: S.A.D.
PROJECT NO.: 2003-08
DRAWING NAME: GRAD-00
DATE: 3-24-05

SHEET NO.
C-1
OF SHEETS



DRAINAGE PLAN

Figure 11, "Preliminary Grading and Drainage Plan"



ASPHALT PAVEMENT

CONCRETE
& SIDEWALK

P.O.B.
6,459.45 F
5,295.27 F
"PULINENE"
NAIL (SET)
"X" (FD)

RECORD R.O.W. V.A.

GICE
TOP

HIGHWAY

ISLAND
STRIPING

PARKING
STRIPING

ISLAND
STRIPING

LOT 13
T.M.K.(2)2-6-05:23
MASAO & FUMIYO SUZUKI
(OWNERS)

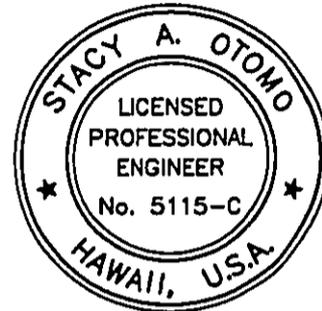
LOT 14
T.M.K.(2)2-6-05:108
ILDENFONSO & ELENA N.
RODRIGUES
(OWNERS)



OTOMO

ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS

305 S. HIGH STREET, STE. 102
WAILUKU, MAUI, HAWAII 96793
PHONE: (808) 242-0032
FAX: (808) 242-5779



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION. ("OBSERVATION OF CONSTRUCTION" AS DEFINED UNDER SECTION 16-115-2 OF THE HAWAII ADMINISTRATIVE RULES, PROFESSIONAL ENGINEERS, ARCHITECTS, SURVEYORS, AND LANDSCAPE ARCHITECTS.

SIGNATURE

DATE

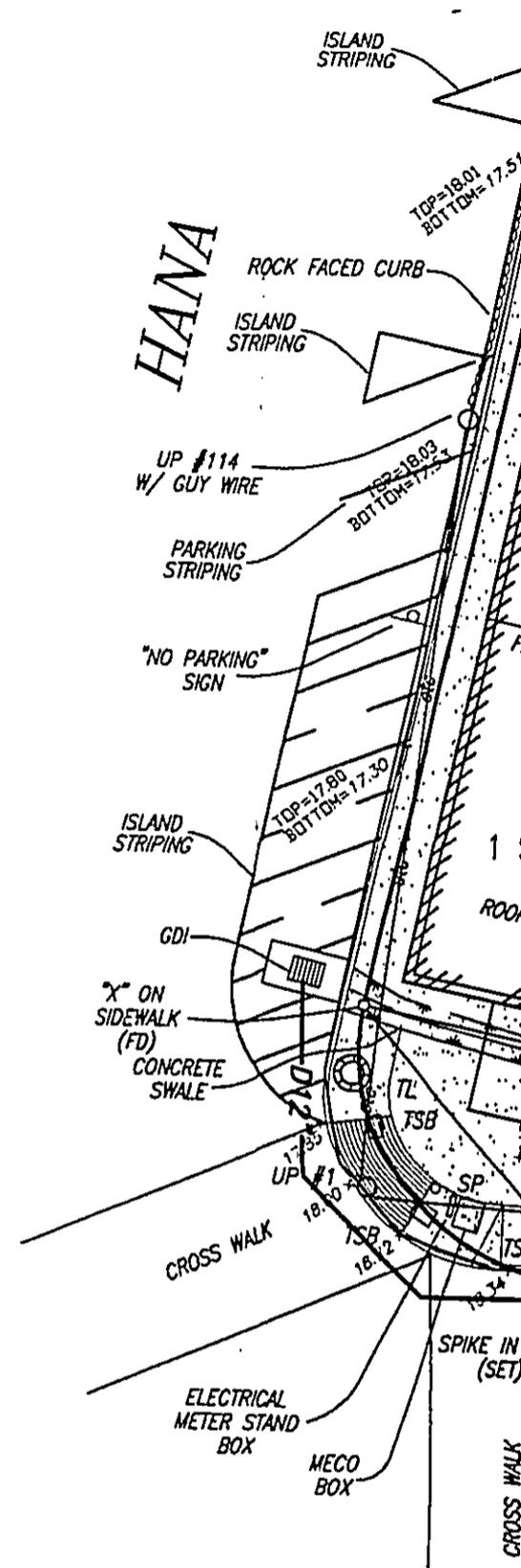
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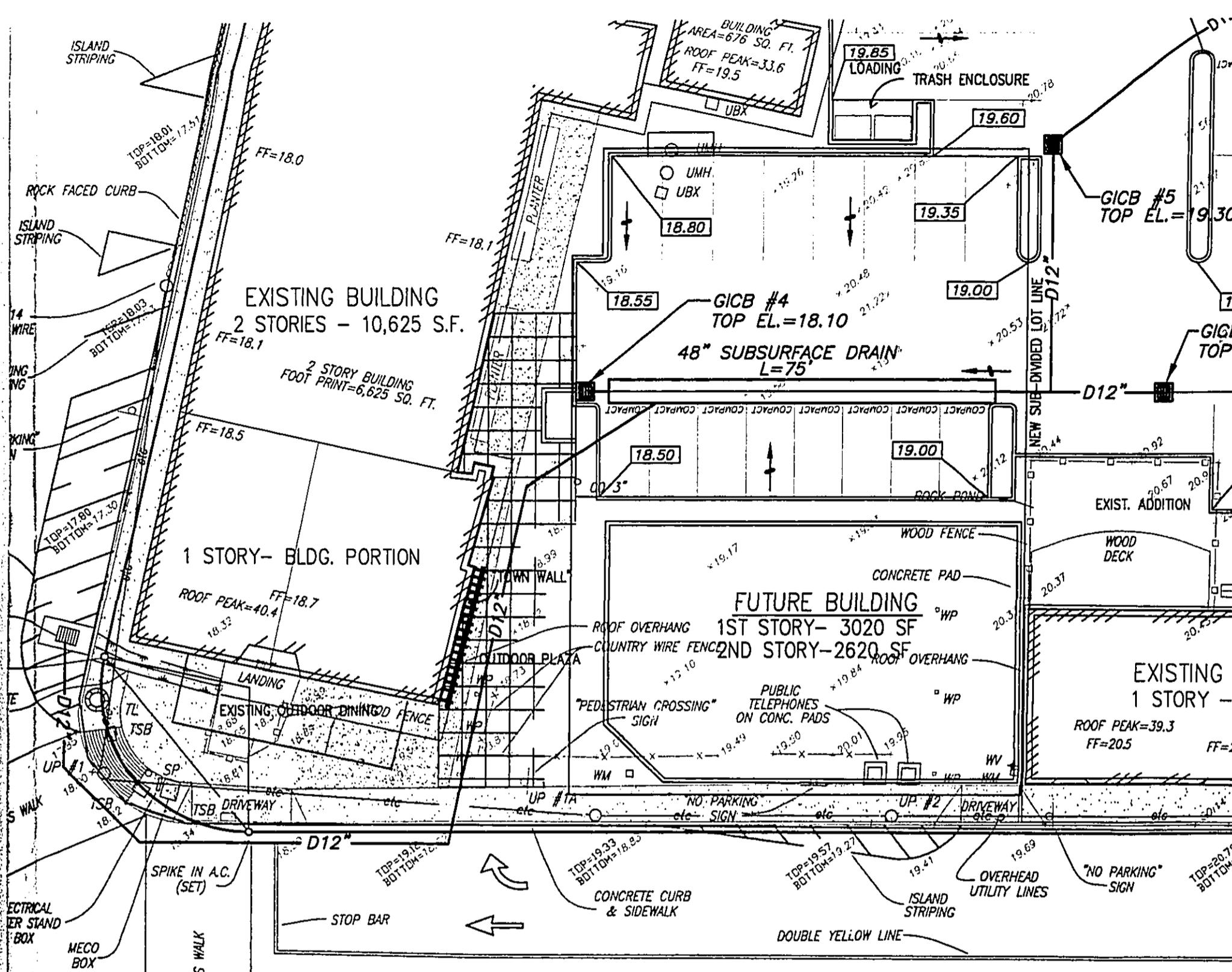
N CENTER IMPROVEMENTS

004, 005, 025 & 109

II, HAWAII

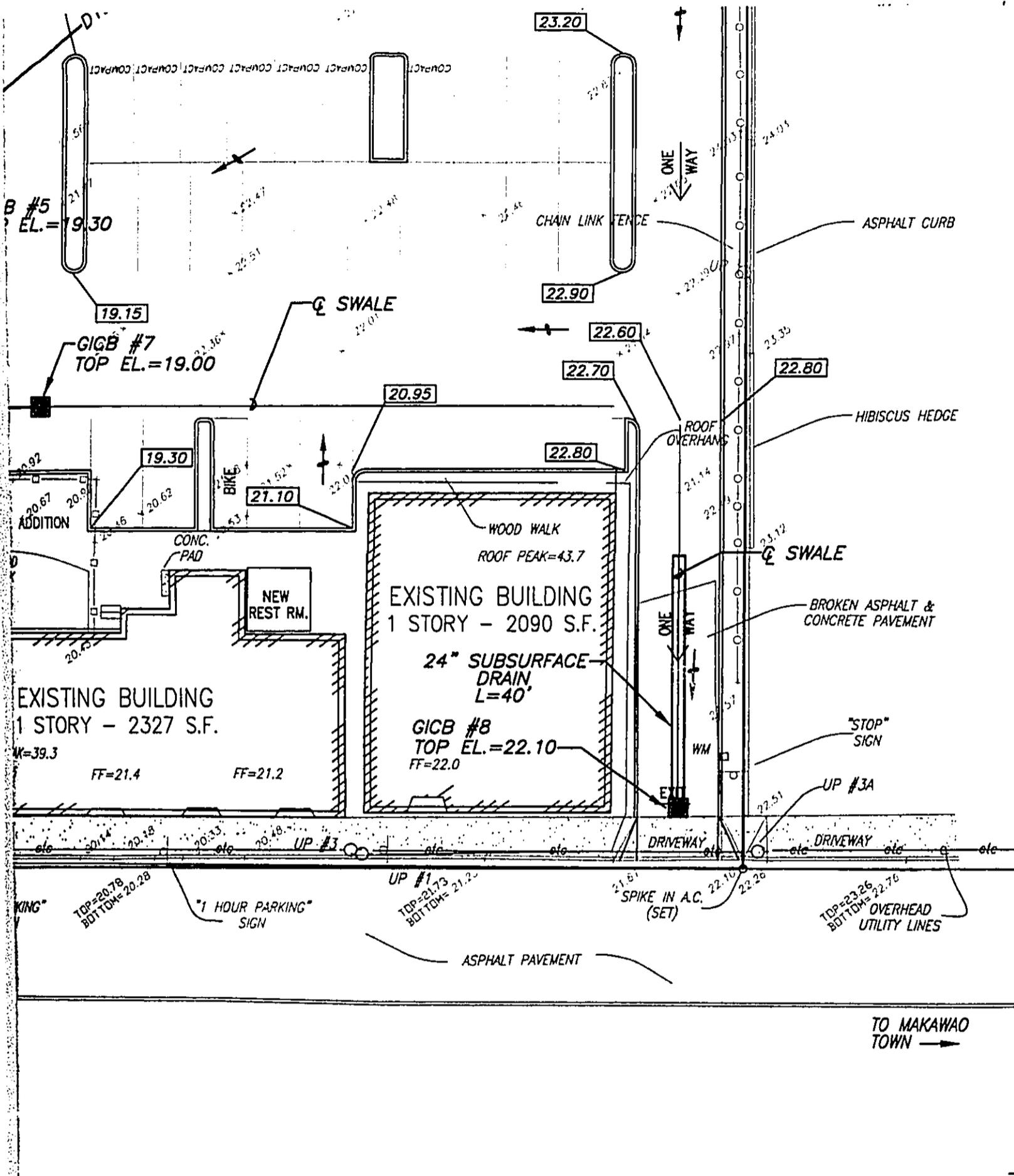
G & DRAINAGE PLAN





BALDWIN AVENUE

PRELIMINARY GRADING & DRAINAGE
 SCALE: 1 IN. = 20 FT.



LOT 14-B
 T.M.K:(2)2-6-05:32
 BANK OF HAWAII
 (OWNER)

RAINAGE PLAN

TO MAKAWAO TOWN →

50 FT. RECORD R.O.W.

B
-05:32
AWAIT

PAIA TOWN PARKING AREA IM

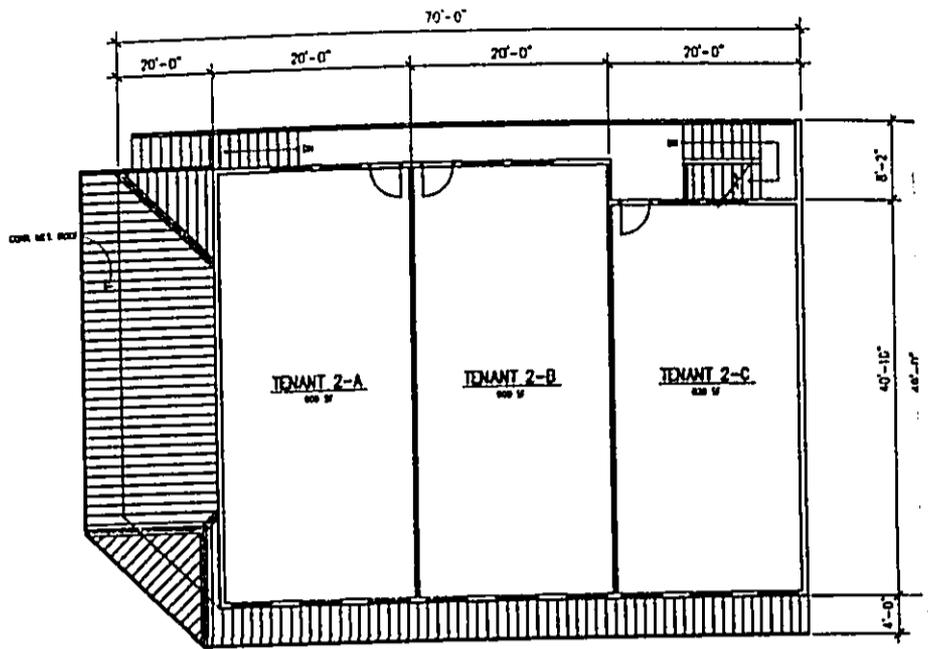
T.M.K.: (2) 2-6-005: 004,
PAIA, MAUI, HI
PRELIMINARY GRADING &

REVISION	DATE	NOTE
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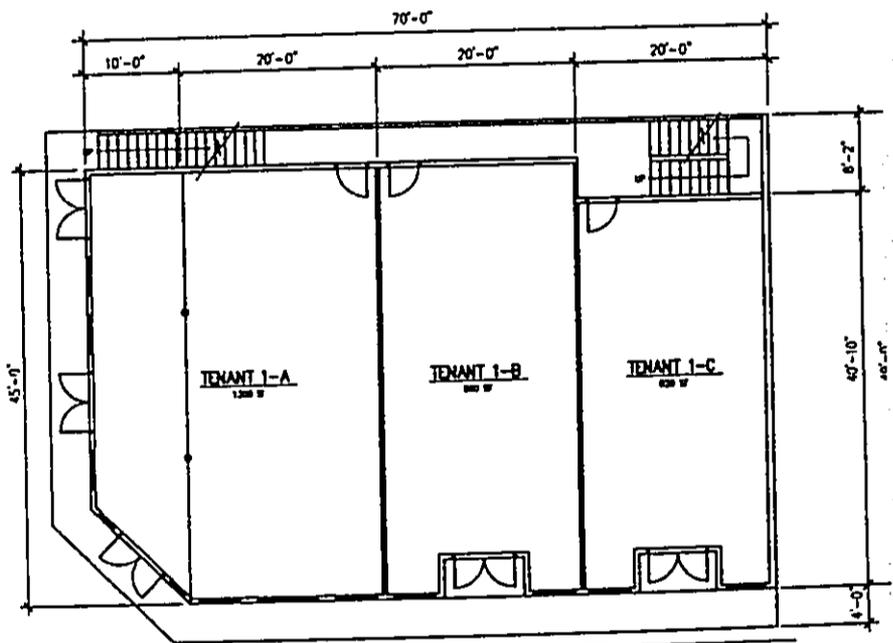
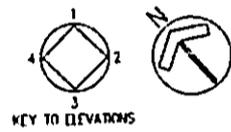
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DRAWN BY: S.A.O.
PROJECT NO.: 2003-06
DRAWING NAME: GRAD-00
DATE: 5-24-05

SHEET NO.
C-1
OF SHEETS

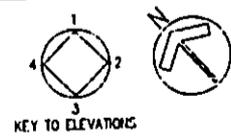
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SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

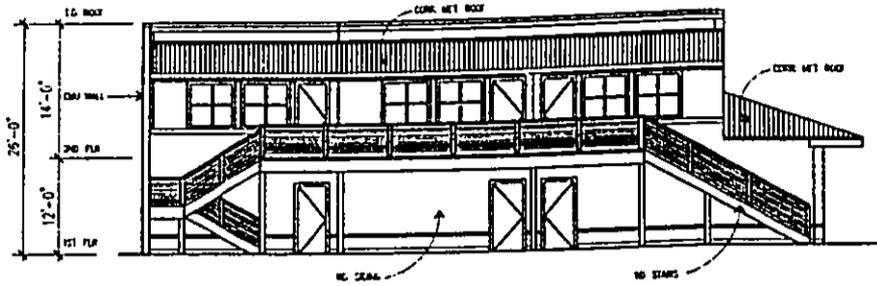


FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

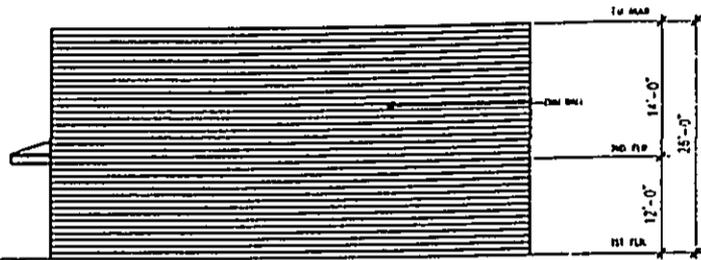


PLUMBING
S.C. BOYLE

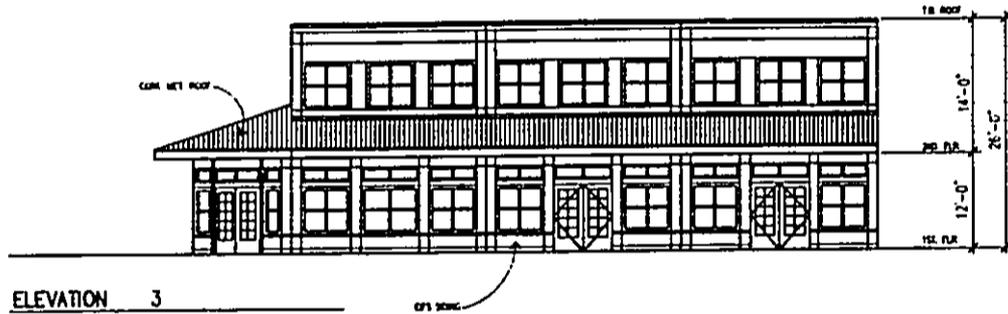
8'-2"
40'-10"
49'-0"



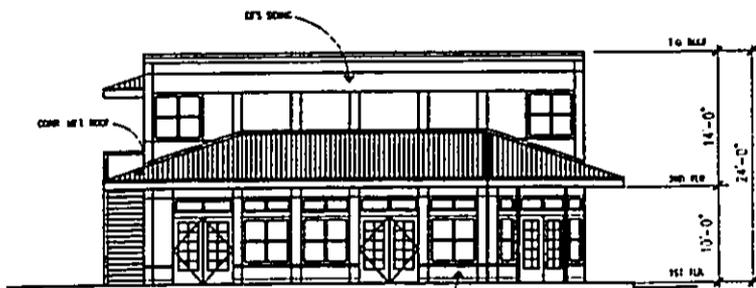
ELEVATION 1
SCALE: 1/8"=1'-0"



ELEVATION 2
SCALE: 1/8"=1'-0"



ELEVATION 3
SCALE: 1/8"=1'-0"



ELEVATION 4
SCALE: 1/8"=1'-0"

PROJECT DATA

BUILDING AREA:	
1ST FLOOR:	3020 SF
2ND FLOOR:	2620 SF
TOTAL AREA:	5640 SF
BUILDING HEIGHT:	2 STORES/24'-0" HT.

SCHEMATIC DESIGN

Eric S. Taniguchi, AIA
Architect

273 Hivokani Loop
Paia, Maui, Hawaii
96768

Ph: (808) 572-8219
e-mail: eric@maui.net



This seal was prepared by me or under my direct supervision and control. It is a true and correct copy of the original seal as filed with the State of Hawaii, Department of Land and Natural Resources, Office of the State Architect, Honolulu, Hawaii.

PAIA TOWN CENTER
OLD HISTORIC PAIA TOWN
PAIA, MAUI, HAWAII
TKK: 2-6-05: 04, 05, 109 & 25

COMMERCIAL BUILDING

FLOOR PLANS
EXTERIOR ELEVATIONS

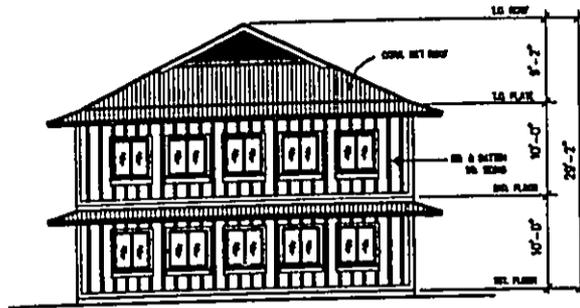
DATE: 02/04/05

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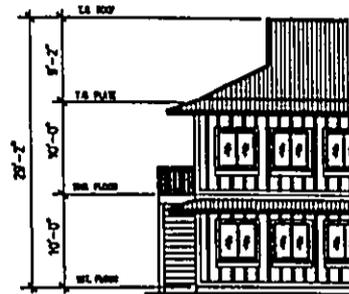
Designed by: EST
Drawn by: EST
Project No.: 04-05
Date: 2-6-05

A-2

Figure 12 a, Architectural Drawings

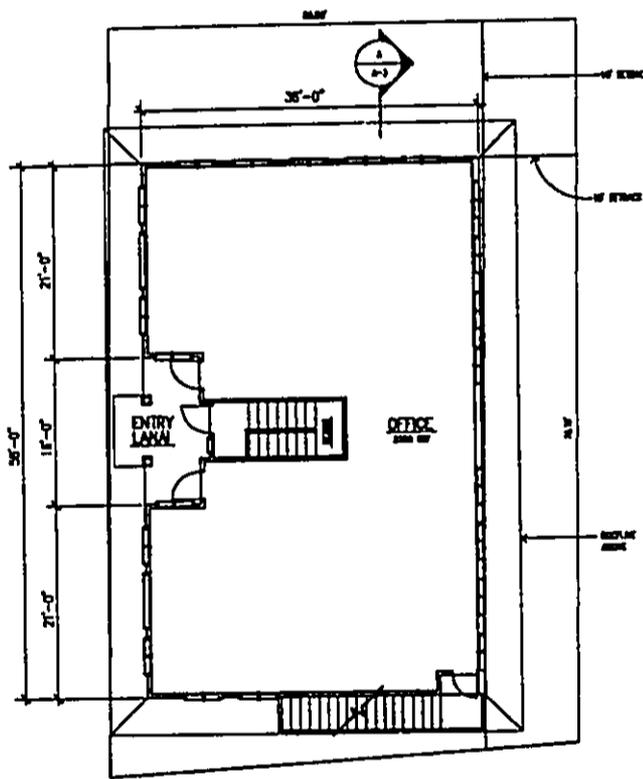


EXTERIOR ELEVATION 1
SCALE: 1/8"=1'-0"

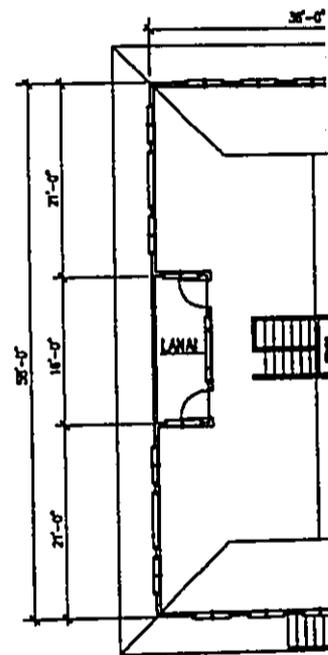


EXTERIOR ELEVATION
SCALE: 1/8"=1'-0"

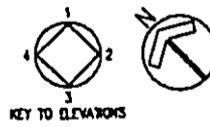
LONG PLACE



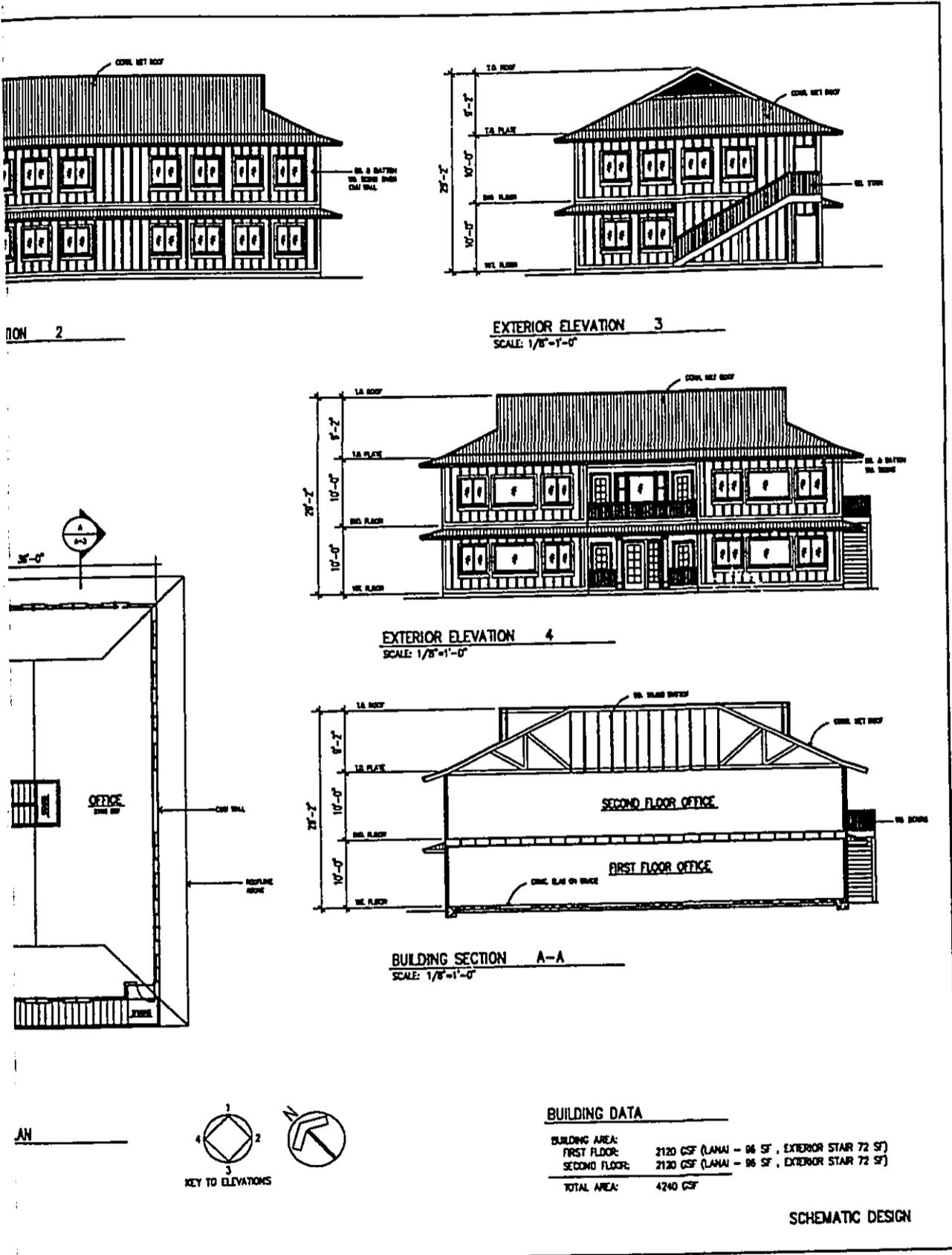
FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"



KEY TO ELEVATIONS



Eric S. Taniguchi, AIA
Architect

273 Hualani Loop
Paia, Maui, Hawaii
96768

Ph: (808) 572-8219
e-mail: erict@maui.net



NOTICE
The work was prepared by the architect and is the property of the architect. It is to be used only for the project and site for which it was prepared. It is not to be used for any other project or site without the written consent of the architect.

PAIA TOWN CENTER
OLD HISTORIC PAIA TOWN
PAIA, MAUI, HAWAII
TMK:2-6-05: 04, 05, 109 & 25

OFFICE/COMMERCIAL

FLOOR PLANS

EXTERIOR ELEVATIONS

CLIENT PRESENTS
1/15/04

DESIGNED BY: EST
DRAWN BY: EST
PROJECT NO: 04-05
DATE: 2-6-04
SCALE: 1/8"=1'-0"

A-3

Figure 12b, Architectural Drawings

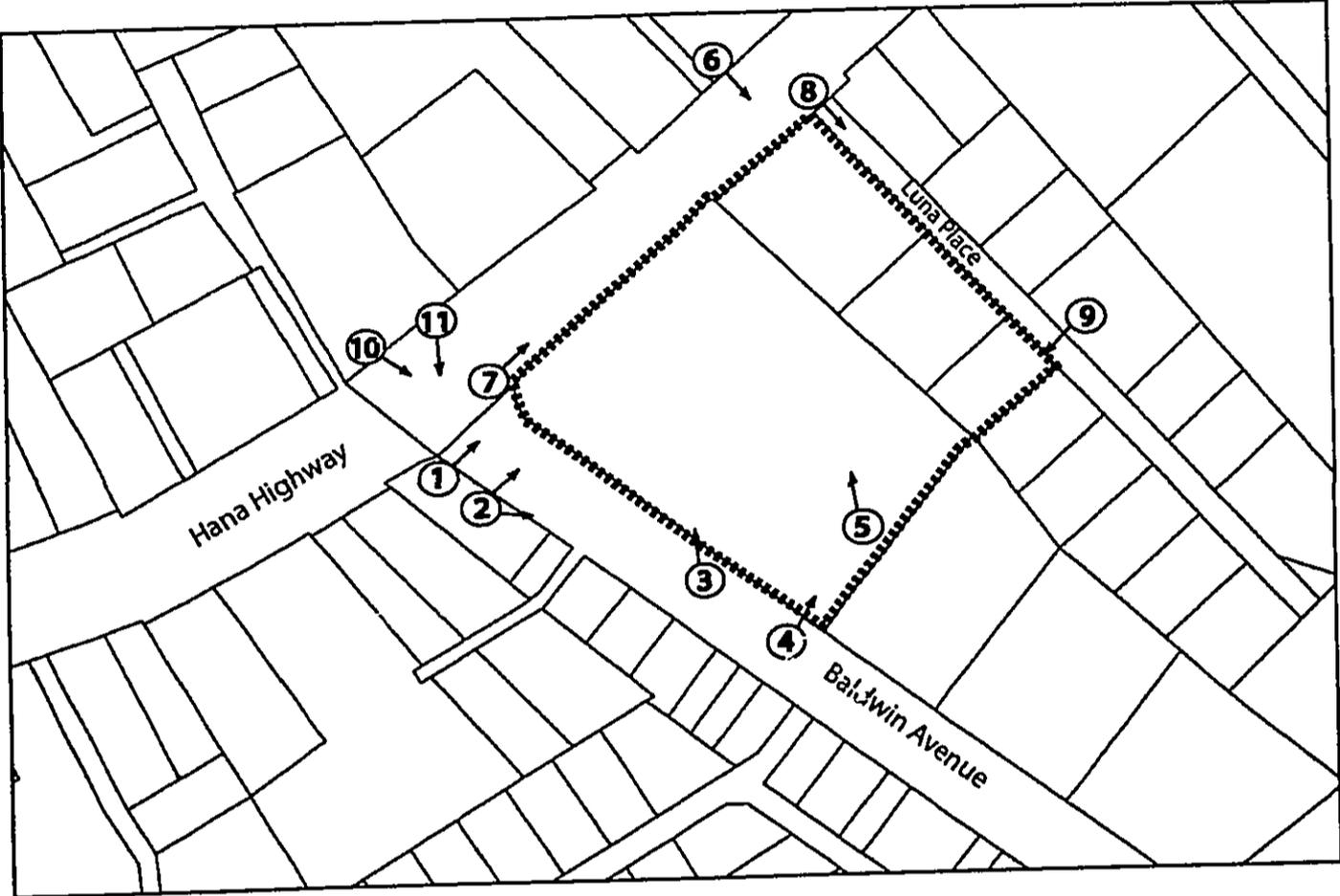
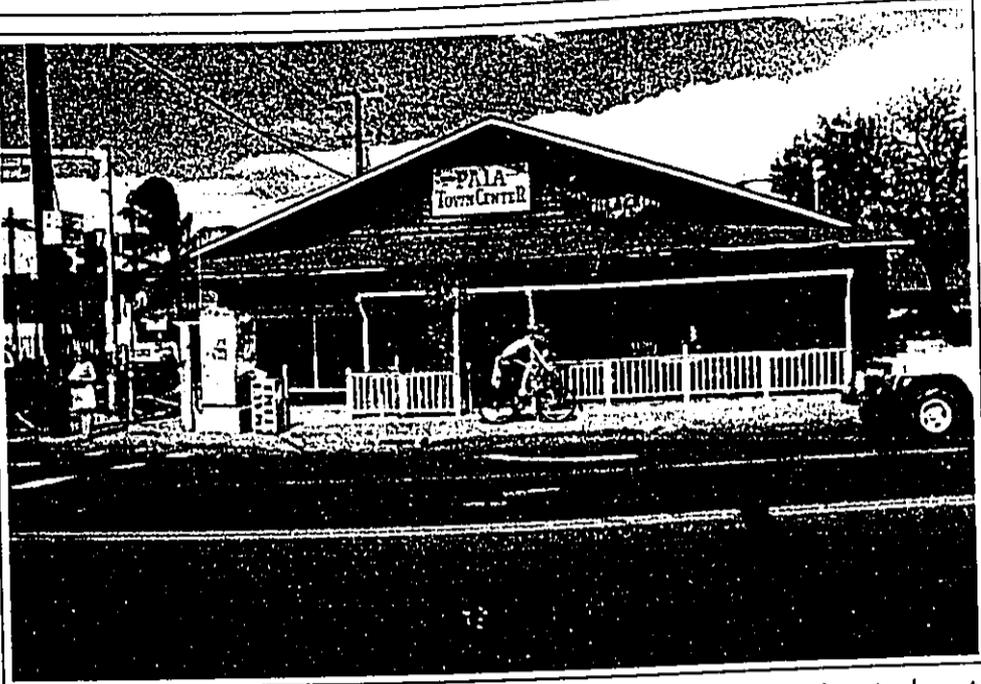
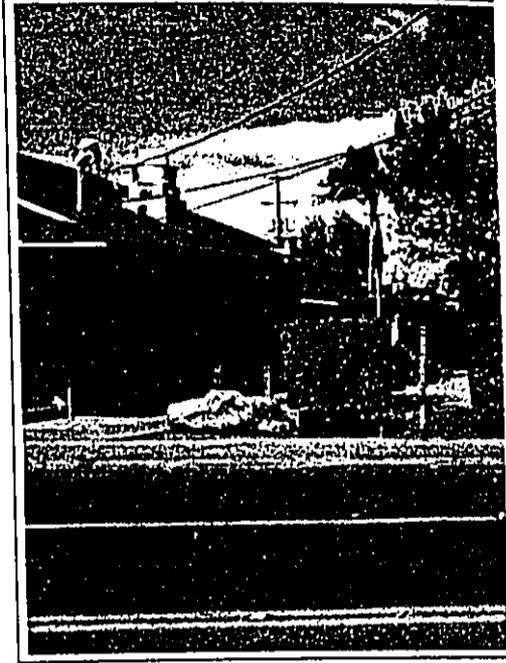


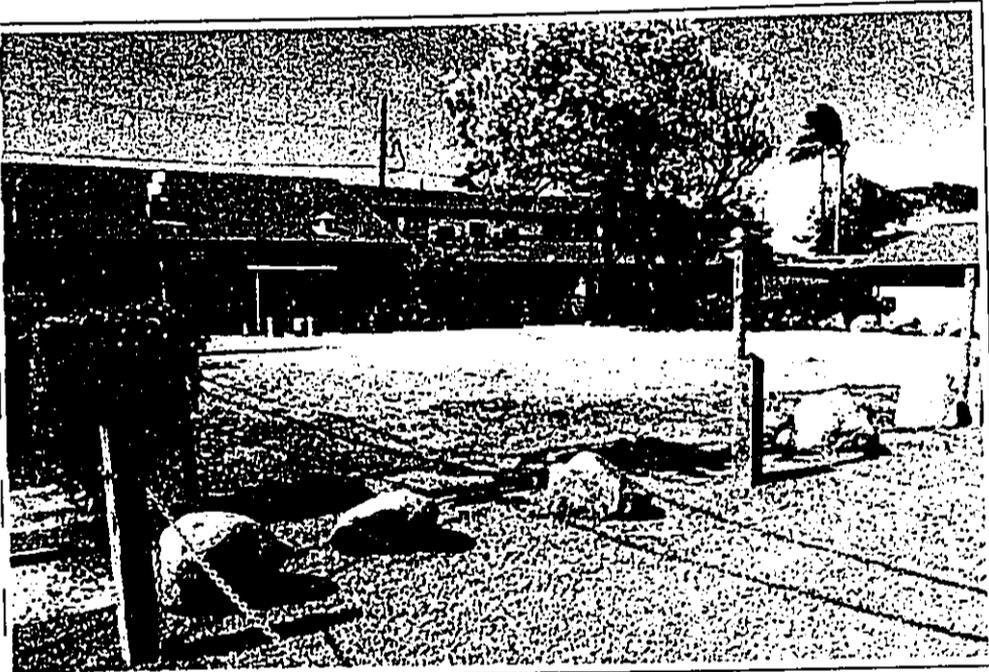
Figure 13a		
Photo Key		
Paia Town Center		CHRIS HART & PARTNERS
03/2004	NOT TO SCALE	



1. Looking accross Baldwin Avenue at the Paia Town Center situated on the southwest corner of the subject property.



2. Looking accross Baldwin Avenue :



3. Location of proposed building along Baldwin Avenue.



4. Existing unpaved driveway entrance from



Avenue at the frontage of the subject property (TMK: 2-6-005:033) where a two-story 5,640 sq. ft. building is proposed.



ance from Baldwin Avenue.



5. Looking northeast accross the existing unpaved driveway.

Figure 13b

SITE PHOTOGRAPHS

PAIA TOWN CENTER

03/2004

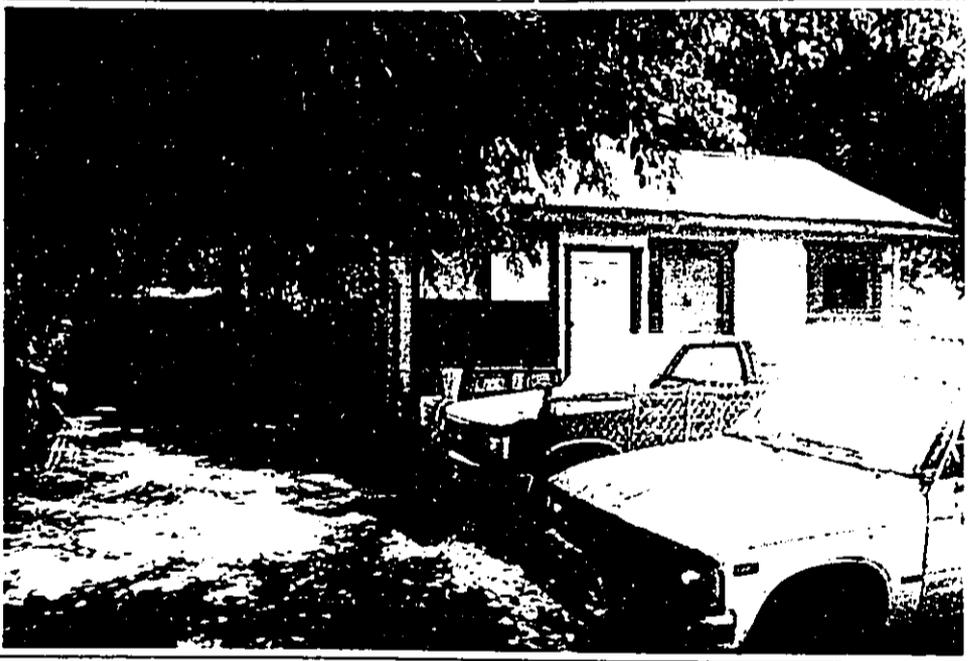




6. Looking accross Hana Highway at the proposed entrance situated along the northern boundary of parcel 4.



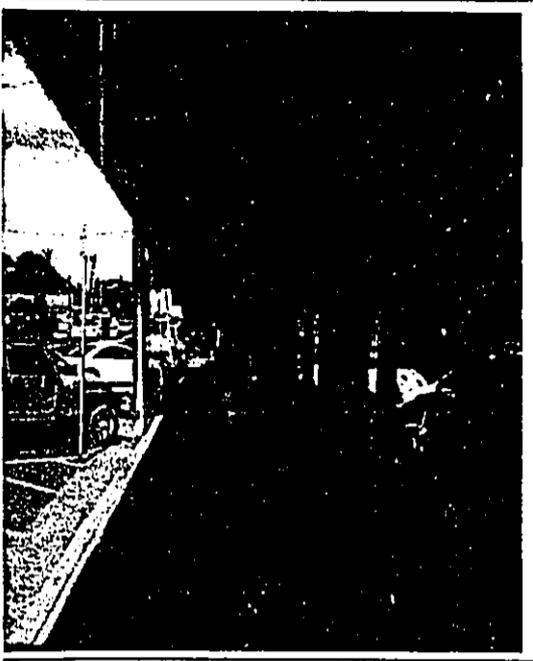
7. Looking north from the corner of Han Avenue with existing store fronts on the



9. Looking at the existing single-family residence situated on parcel 25.



10. Looking east from the intersection of Baldwin Avenue. The Paia Town Center is c



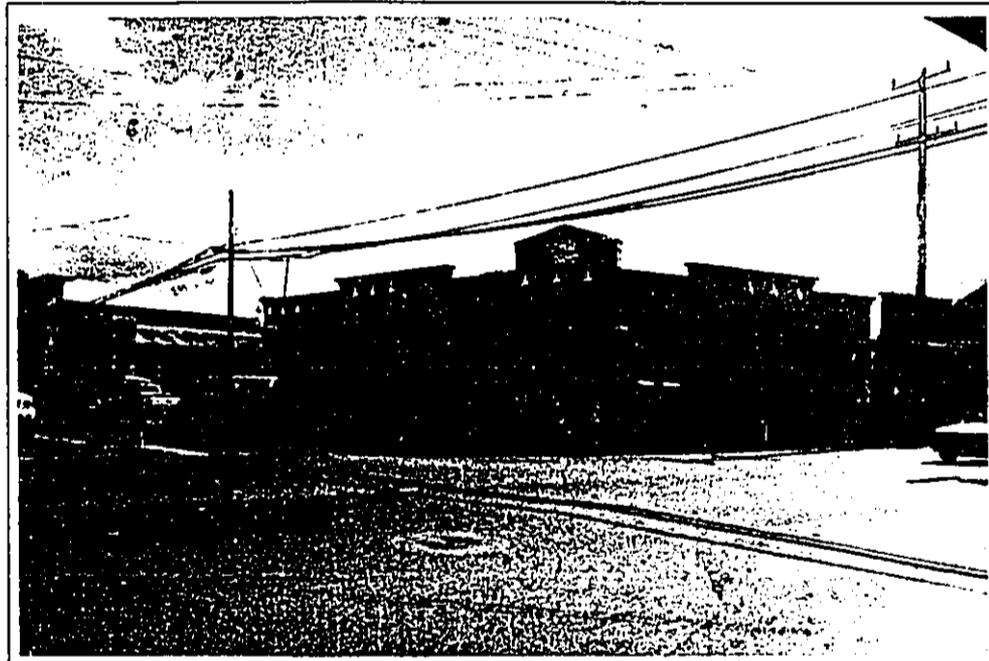
of Hana Highway and Baldwin
on the right.



8. Looking east along Luna Place.



ion of Hana Highway and
nter is on the left corner.



11. The Paia Corner situated directly accross Baldwin Avenue from the Paia
Town Center.

Figure 13c

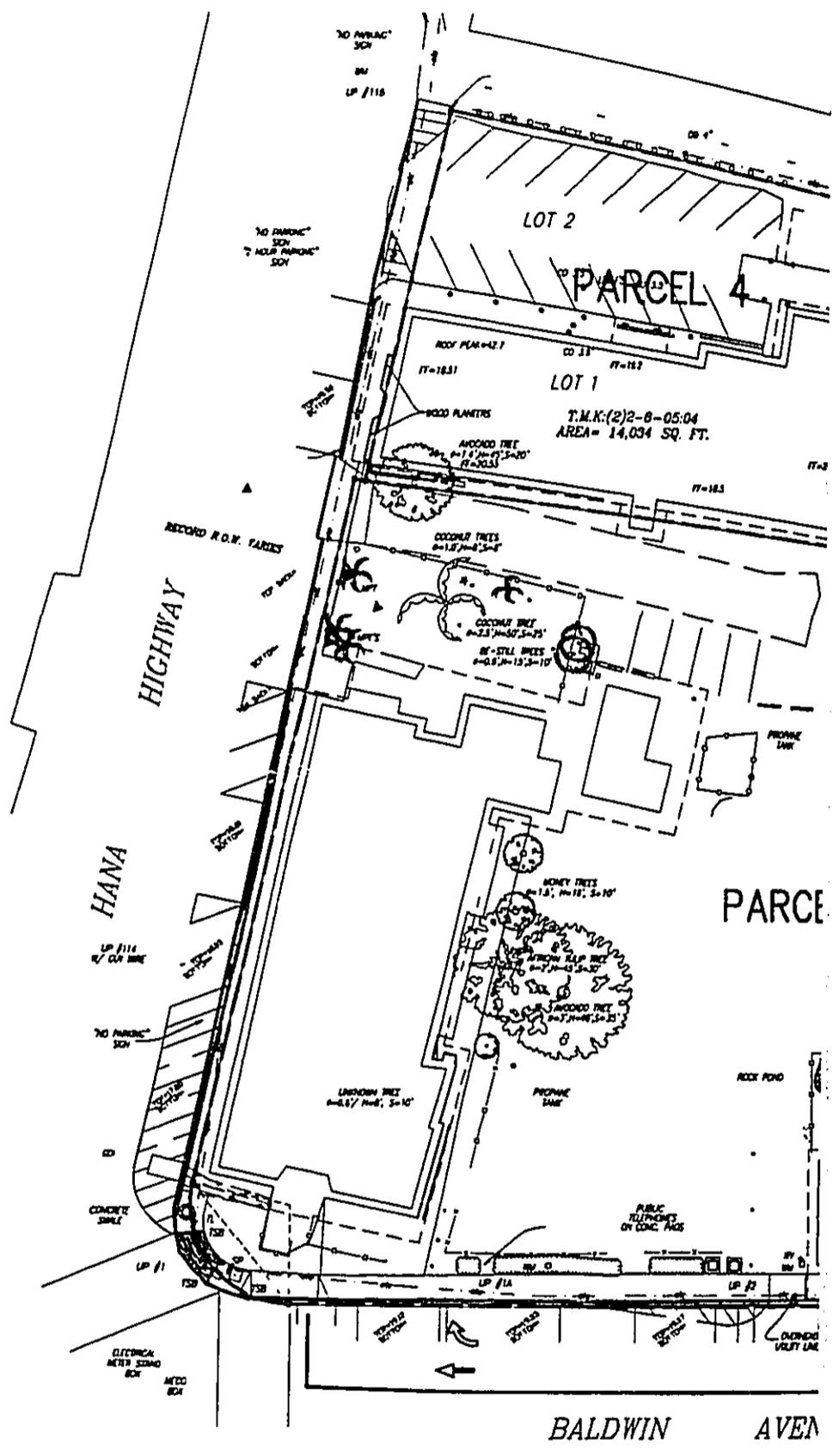
SITE PHOTOGRAPHS

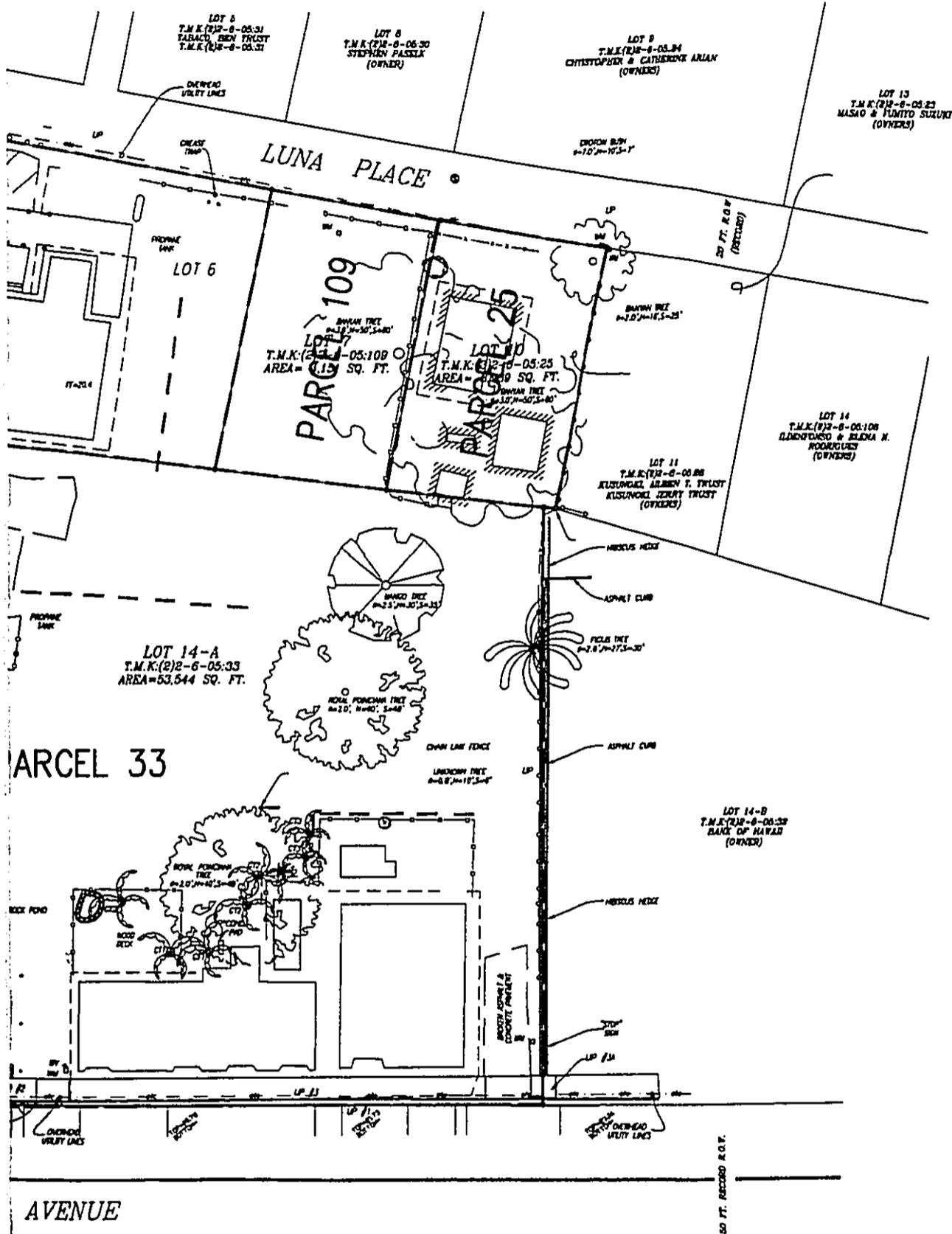
PAIA TOWN CENTER

03/2004



**CHRIS
HART
& PARTNERS**



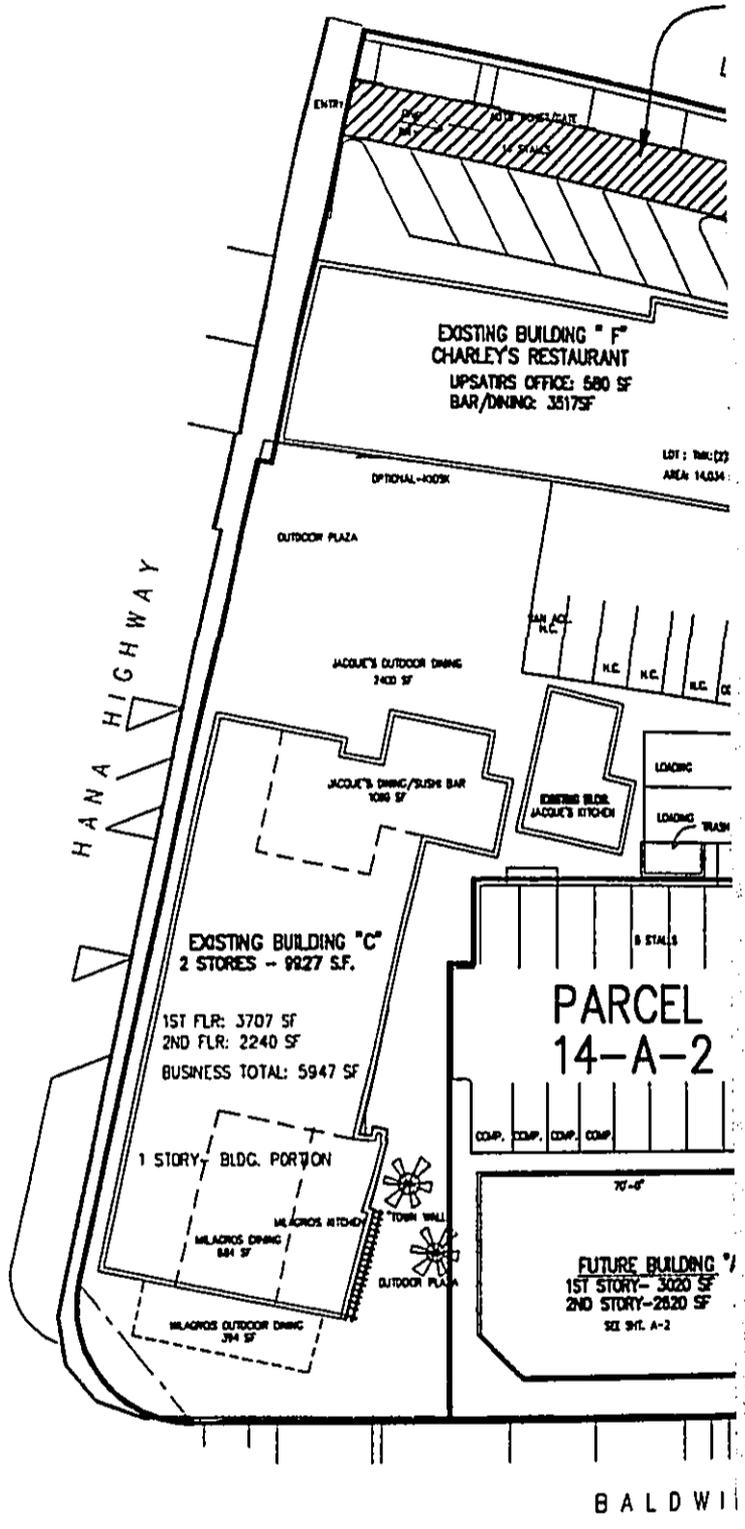


CHRIS HART & PARTNERS
LANDSCAPE ARCHITECTURE AND PLANNING
1001 KALANIANA'OLUHIA DRIVE, SUITE 200
HONOLULU, HAWAII 96813
PHONE: 808-943-1100
FAX: 808-943-1101



EXISTING SUBDIVISION PLAN
NOVEMBER 23, 2004

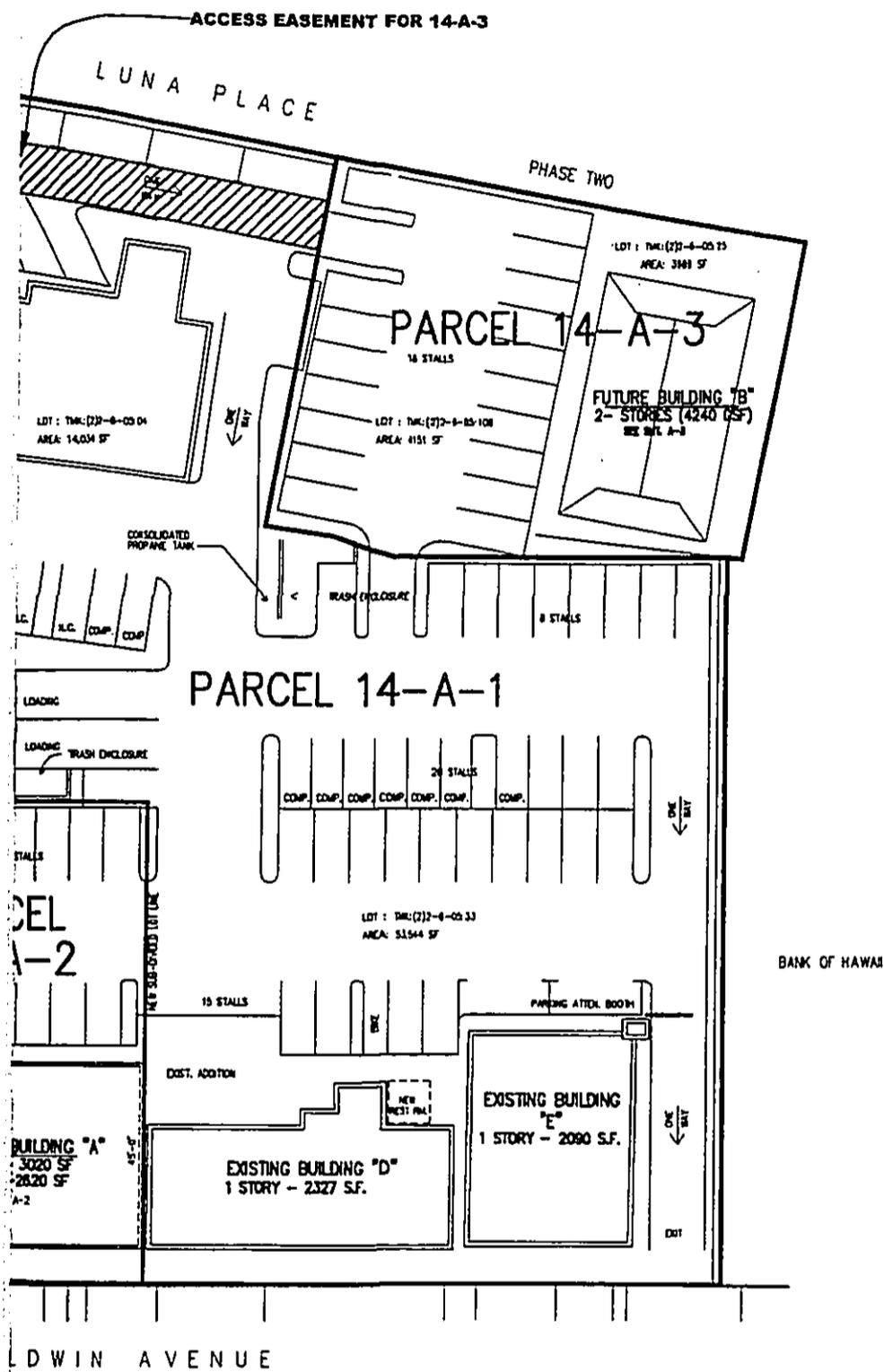
Figure 14a, "Existing Conditions Map"



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CHRIS HART & PARTNERS
LANDSCAPE ARCHITECTURE AND PLANNING
1000 KALANIANAʻOHE BLVD., SUITE 200
HONOLULU, HI 96813
(808) 943-1100
WWW.CHRISSHART.COM



0 20 40 60 80 FT
SCALE

CONCEPTUAL SUBDIVISION PLAN NOVEMBER 23, 2004

Figure 14b, "Proposed Conceptual Subdivision Map"

APPENDICES

**Appendix - A
Pre-Consultation**

- **List of Pre-consultation Activities with Agencies and Community Prior to Public Hearing**
- **Summary of Pre-consultation Activities with Agencies and Community Organizations**
- **Paia Main Street Association Letter dated September 14, 2004**
- **Response to Department of Planning Comment Letters dated April 28, 2004, and May 5, 2004**

List of Pre-Consultation Activities with Agencies and Community Organizations prior to Application Submittal

Government Agencies

1. Department of Planning. November 24, 2003, meeting with the Planning Department to discuss the project and address planning related requirements and concerns.
2. Department of Public Works and Environmental Management. November 24, 2003, meeting to discuss the project and address infrastructure related requirements and concerns.
3. State Department of Transportation – Highways Division. December 9, 2003, meeting with the State Department of Transportation, Highways Division, to discuss transportation related issues affecting Hana Highway.

Community Organizations

1. Paia Main Street Association. June 10, 2003, meeting with the Paia Main Street Association to address questions regarding the project.
2. Paia Main Street Association. July 8, 2003, meeting with the Paia Main Street Association in order to provide an overview of the proposed development plans.
3. Paia Main Street Association. December 9, 2003, meeting with the Paia Main Street Association in order to introduce the landowner and address questions regarding the project.
4. Paia Main Street Association. June 8, 2004, meeting with the Paia Main Street Association in order to present the revised plans.
5. Paia Main Street Association. June 14, 2005, meeting is scheduled with the Paia Main Street Association to present plans and provide a report on the status of the development.

Paia Town Center

Paia Main Street Association Meetings

June 10, July 8, and December 9, 2003

Summary Meeting Notes

Date: June 10, 2003
Whom: Paia Main Street Association

Overview:

The owner's Maui representative, Mr. Bill Frampton, Frampton & Ward, LLC, provided a brief overview of the project and addressed questions raised by the audience. Mr. Frampton explained that the landowner wanted to do a balanced project that revolved around a new parking lot that would be landscaped, safe, and lighted, as well as the provision of additional commercial space along Baldwin Avenue. The presentation was kept general since plans were not available for presentation. Mr. Frampton agreed to attend the next available meeting to provide a more detailed presentation of the project.

Summary Meeting Notes

Date: July 8, 2003
Whom: Paia Main Street Association

Overview:

Mr. Bill Frampton, and the project design team, provided a detailed presentation of the project and addressed issues and concerns raised by the audience. The Paia Main Street Association expressed appreciation for being involved at an early stage in the planning process. The following are some of the primary issues/concerns raised at the meeting:

- New Building on Baldwin Avenue and "Pocket Park". It was suggested by some members of the audience that a "pocket park" should be incorporated into the

project along the Baldwin Avenue frontage. The consultant team responded that it might be possible to incorporate a pocket park/court yard area between the proposed commercial building and Milagros restaurant.

- Public Bathrooms and Police Kiosk (Sub-Station). It was noted that there is a need for public restrooms and a police presence in town. As such, it was requested that the landowner consider these needs when designing the plans. The consultant team responded that it might be possible for the County to lease or purchase space in the building.
- Traffic Flow. The audience liked the paved parking, landscape planting improvements, and proposed traffic flow. However, there was some concern regarding plans for only one entry and one exist from the project. The consultant team noted that a traffic consultant had been retained to access the level-of-service at the proposed driveways and that the plans would be reviewed by the appropriate State and County agencies prior to approval.
- Paid Parking. There was concern expressed regarding having a paid parking lot located in town. The consultant team explained the concept of validated parking and the increased need for security. It was also noted that the plans were not final and details were still being worked out.

Summary Meeting Notes

Date: December 9, 2003
Whom: Paia Main Street Association

Overview:

The purpose of this meeting was to introduce the property owner and on-site property manager to the association. The meeting was positive and the group appreciated having the opportunity to meet with the property owner. The primary issue raised at the meeting was the desire for some revisions to the plan, especially the opportunity for an "open court-yard" area along Baldwin Avenue between the new commercial building and milagros.

Summary Meeting Notes

Date: June 8, 2004
Whom: Paia Main Street Association

Paia Town Center
Paia Main Street Association Meetings
Summary Meeting Notes
Page 3

Overview:

The purpose of this meeting was to present revised plans to the Paia Main Street Association for review. In a letter dated September 14, 2004, the Paia Main Street Association stated that the revised design addressed all of their suggestions and that the Board members present unanimously approved the revisions to the project.

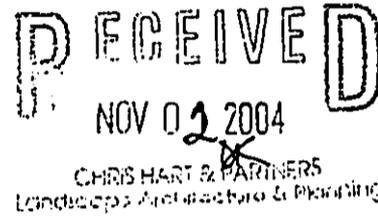
PA'IA



MAIN STREET ASSOCIATION

September 14, 2004

Mr. Bill Frampton
Frampton & Ward, LLC
33 Lono Ave. Suite 450A
Kahului, HI. 96732
357-1954



RE: PAIA TOWN CENTER

Dear Mr. Frampton,

This letter is in regards to Paia Main Street Association's June 8, 2004 review of the PAIA TOWN CENTER project.

The Board had previously met with you and the owner regarding this project and made some suggestions. The revised design addressed all of our suggestions. The Board members present unanimously approved your revisions to the project.

- The provision of public bathrooms is great!
- The agreement to work with the Police Department to have a 10x12 small office space in Hookipa corner on the 1st floor of the new building. We need police presence in Paia.
- The hard scape courtyard between Milagro's and the new building works very well to create space between buildings and a public outdoor people area.
- The court yard between Jacques and Charlie's restaurants with a kiosk also creates a more pedestrian connection.
- The rear paved parking with security and lights are welcomed. The Hana entrance and Baldwin right turn only exit will cause some issues during peak traffic hours.
- We requested a review of the final architectural elevations showing building materials and color schemes. We prefer to avoid pastel building color schemes.

We are respectfully grateful that your organization and the property owner are willing to work with the members of our Board towards enhancing and protecting the interests of Paia Town.

Debra Schonewill
Chairperson, Paia Main Street Association
Cc: Jocelyn Ferreira, Tri Isle Main Street Coordinator



November 24, 2004

Mr. Michael W. Foley
Planning Director
Department of Planning
250 South High Street
Wailuku, Hawaii 96793

Attention: Ms. Kivette Caigoy

Dear Mr. Foley:

RE:

RE: Draft Environmental Assessment, Special Management Area Permit, Change in Zoning, and Community Plan Amendment for the Paia Town Center Project, Paia, Maui, Hawaii; TMK Nos. (2) 2-6-005:004, 109, 025, and 033.

This is in response to your letters dated April 28 and May 5, 2004, regarding the above-referenced project. The following letter addresses your concerns:

1. Market Analysis. As noted in the Draft Environmental Assessment, two new buildings are proposed. The first is a two-story 5,640 square feet commercial building to be located along Baldwin Avenue between two existing one-story commercial buildings. This building is located on property that is zoned (B-2) Community Business District and community planned Business/Commercial. The second is a two-story 4,320 square feet building situated on a parcel that is currently zoned Interim and identified as Single-Family on the Paia-Haiku Community Plan Map.

According to the Department of Planning's Land Use Forecast for the County of Maui, prepared by the Long-Range Planning Division, April 2003, commercial land requirements for Paia-Haiku through 2020 are as follows (See: Attachment 1: "Commercial Land Requirements Paia-Haiku"):

2005				
	Jobs 2000	New Jobs 2005	Add'l Bldg Area	Add'l Acres Req'd
Totals	1230	139	35,000 SF	1.6 Acres

2010			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	281	71,000 SF	3.3 Acres

2015			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	439	110,000 SF	5.0 Acres

2020			
Totals	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd
	602	150,500 SF	6.9 Acres

Note: Totals are Cumulative

As per the forecast, by 2005 an additional 35,000 square feet of commercial space will be required in Paia-Haiku increasing to 71,000 square feet by 2010, and 150,500 square feet by 2020. Thus, the proposed project represents twenty-eight (28) percent of additional demand for space by 2005, fourteen (14) percent by 2010, and seven (7) percent by 2020. In consideration of the limited availability of commercial land within Paia, the project will attract strong demand from commercial tenants that desire to be close to the bustling town center.

Consultation was also held with Ms. Jocelyn Perreira, Executive Director, Tri-Isle Main Street Resource Center, on June 24, 2004. Ms. Perreira provided an overview of the Paia Business Capacity Study, 2003, prepared by the Paia Main Street Association. The survey was administered to area businesses and residents to elicit attitudes regarding the availability of various goods and services in the town and to document the extent to which area businesses planned to expand their operations. The following are pertinent findings from the survey:

- *Area businesses and residents identified numerous goods and services that are currently needed in town. These include:*

Types of Goods and Services Needed in Paia		
Book Store	Dance Club/Arcade	Sundries
Dry Cleaners	Hardware Store	Auto Shop
Local Plate Lunch	Health Practitioners	Groceries
Florist	Bike Rentals	General Merchandise
Ocean View Dining	Doctors Office	Health/Fitness Club
Farmers/Open Market	Entertainment and Sports Club	Parking

➤ *The majority of businesses and residents noted that goods and services are only somewhat accessible:*

Basic Goods and Services	
Somewhat Accessible	54%
Not Accessible	11%
Very Accessible	2%
No Response	33%

Entertainment	
Somewhat Accessible	42%
Not Accessible	35%
Very Accessible	23%
No Response	0%

Professional Services	
Somewhat Accessible	59%
Not Accessible	10%
Very Accessible	4%
No Response	27%

➤ *Area businesses are optimistic about the future and have plans for expansion.*

Expansion of Existing Business	
Probably	23%
Probably Not	23%
No	8%
Definitely	23%
No	8%
No Response	23%

Open Additional Facilities	
Probably	27%
Probably Not	35%
No	10%
Definitely	0%
No Response	28%

Close Business	
Probably	11%
Probably Not	19%
No	66%
Definitely	4%
No Response	0%

The survey indicates that area businesses are largely optimistic about the future and that future growth in commercial demand is likely.

2. Employment Opportunities & Housing Demand.

It is anticipated that the project will provide for a mixture of office, service, and retail uses. It is expected that professional offices and services will use approximately 60% of the building space and retail tenants will use the remaining 40%. It is assumed that the gross square footage per office and service employee is 250 square feet and the gross square footage per retail employee is 350 square feet. As such, the project could employ approximately 35 persons, twenty-four (24) professional jobs and eleven (11) retail jobs. Using the State of Hawaii, Department of Business Economic Development and Tourism's Input-Output Model (2002), the direct, indirect, and induced employment impact from on-going operations is 57 jobs. However, during the short-term it is likely that the impact will be less due to substitution between competing providers of commercial space.

It is difficult to quantify the change in housing demand created by the project. If unemployment is very low, then it can be assumed that net in-migration would be required in order to fill the jobs created by the project. If unemployment exists in the economy, then it is likely that Maui residents would fill the new positions.

According to the Department of Planning's Land Use Forecast, April 2003, by 2005 there will be a need for approximately 527 additional residential units within Paia-Haiku to satisfy demand.

3. Discussion of the following Alternatives:

a. Two-way accessways in the parking lots of the proposed project.

It is currently proposed that the circulation system be one-way in from Hana Highway and one-way out onto Baldwin Avenue. The proposed width of the driveway entrances is twelve (12) feet. A two-way circulation system would require a minimum driveway width of twenty (20) feet, which is not possible due to the presence of existing parking and buildings.

b. Providing a Residential Component.

The subject property could be developed as a single-use multi-family residential project or as a mixed-use commercial/residential development. However, developing residences on Parcel 33, which is situated at the intersection of Baldwin Avenue and Hana Highway, is impractical due to the high level of vehicular noise that exists within this area. Residential at this location is also out of character with the existing retail and office building frontages that occupy the downtown core. Given the property's location characteristics, commercial is the highest and best use for the site.

Residential use of parcel 25 was considered during the conceptual design phase. This parcel is located within a transitional area, directly abutting commercial on the south and west and residential uses on the north and east. It is not anticipated that either commercial or residential uses will significantly impact neighboring property owners. However, the very limited availability of commercial property within close proximity to the commercial core would indicate that the highest and best long-term use for the property is commercial. A robust downtown commercial core will ensure that Paia residents have more diverse employment and shopping opportunities within close proximity to neighboring residential communities.

c. Conditions such as Angled Parking and Inefficient Loading Zones that Impact Regional Traffic.

There are no parking and loading conditions on-site that impact regional traffic conditions. Page 27 of the DEA refers to off-site conditions along Hana Highway and Baldwin Avenue that slows traffic along these roadways.

4. Off-Street Parking Requirement.

MCC §19.36.010.31 defines a shopping center as follows:

Commercial establishments with five or more uses on a single parcel of land containing a minimum of three acres of land area or a minimum of twenty-five thousand square feet floor area...

Existing conditions do not meet the above-referenced definition of shopping center for the following reasons:

- 1) Neither parcel 33 nor parcel 4 contain more than 3 acres (53,544 square feet and 14,034 square feet respectfully); and
- 2) Less than twenty-five thousand square feet of floor area exists on each parcel. Parcel 33 is 15,042 square feet and parcel 4 is 5,203 square feet (See: Exhibit No 9 in the Draft Environmental Assessment for Existing Floor Area.)

As noted in the Draft EA, parcels 33 and 4 will be consolidated and resubdivided into two lots. Parcels 109 and 25 will be consolidated into one parcel. The following table identifies the amount of land area and commercial space allocated to each parcel after the consolidation and resubdivision as well as completion of the proposed construction:

Parcel	Approximate Land Area	Building Area
Parcel 14-A-1 (After Consolidation / Resubdivision)	56,858 SF	20,245 SF
Parcel 14-A-2 (After Consolidation / Resubdivision)	8,868 SF	5,640 SF
Parcel 14-A-3 (After Consolidation / Resubdivision)	9,992 SF	4,240 SF

As such, the project is subject to MCC §19.36.010.24 and 26. A parking analysis for the property has been prepared and is included in the EA as Appendix G. The analysis concludes that the total required parking for existing and proposed improvements is 68 stalls, and that 77 stalls will be provided.

5. Historical Analysis of Existing Buildings and Uses on Property.

Scientific Consultant Services, Inc., prepared a Cultural Impact Assessment, which assessed the project's impact on cultural values and rights within the

project area. This report has been incorporated into the Draft Environmental Assessment as Appendix F.

The assessment involved consultation with individuals and groups having knowledge of traditional practices and beliefs associated with the project area or knowing of historical properties within the project area. Initial contact was made with the Office of Hawaiian Affairs on O'ahu, the OHA Community Resource Coordinator on Maui, Central Maui Hawaiian Civic Club, a Cultural Resource Planner in the Maui Planning Department, and the Executive Director of the Tri-Isle Main Street Resource Center.

The assessment notes that Paia is celebrated as a "Historic Plantation Town" and contains many historic plantation era structures. The Mercantile Building, and possibly others on the subject parcel, represents this time period. In order to maintain the town's sense of place and historic period architecture, the study recommends that the property owner consider using period architecture, historic plaques, traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town.

6. Cultural Assessment.

A Cultural Impact Assessment was prepared for the project and has been incorporated into the Draft Environmental Assessment as Appendix F.

7. Figures.

Figures 4, 5, and 9 have been revised as requested. A Conceptual Subdivision Map, which identifies existing and proposed conditions as related to the proposed subdivision, has been incorporated into the Draft Environmental Assessment as Figure No. 14.

The following addresses your letter dated May 5, 2004.

8. Check List Identifying Required Submittals.

See Attachment No. 3.

9. Topography Map & Grading Plan.

Per your request, the application book will contain full size copies of the topographic map and grading plan.

10. Map of Properties within 500'.

A Map of Properties within 500 feet has been incorporated has been incorporated into the Draft Environmental Assessment as Item No. 5.

11. Revised Parking Analysis & Off-street Parking Requirements.

See response to item No. 4.

12. Analysis of Paia-Haiku Country Town Design Guidelines.

The proposed project complies with the following Country Town Design Guidelines for Paia-Haiku:

- **Building Height**

Analysis. The proposed project supports a mixture of one- and two-story buildings on the property. The design guidelines recommend a maximum building height of 30 feet. The proposed building along Baldwin Avenue will not exceed 26-feet and the proposed office building on TMK: No. 2-6-005:025 will not exceed 30-feet. Moreover, the vertical emphasis along Baldwin Avenue will be broken-up by a canopy which will run along the entire building façade.

- **Scale**

Analysis. The proposed buildings are designed to be in character with the scale and massing of adjacent building forms. Along Baldwin Avenue, vertical divisions, large storefront windows, and glass French doors provides the appearance of individual storefronts and will offer a more pedestrian scaled building.

- **Setbacks**

Analysis. Along Baldwin Avenue, the building will be built close to the sidewalks as is prevalent in Paia. A gap in the street frontage, between Milagros Restaurant and the proposed building, will be developed into an open space landscaped courtyard as recommended by the Paia Main Street Association.

- **Roofs**

Analysis. The Baldwin Avenue frontage will be improved with a shed roof hidden behind a false front, which is in character with existing building forms.

The building proposed on Parcel No. 25 will be more residential in appearance. The roof on this building will be a corrugated metal double pitched roof design, similar to many historic Kama'aina homes on Maui.

- **Facades**

Analysis. The Baldwin Avenue building will have a stucco (EFS) finish on the exterior false front façade with wood windows and doors. The building will use stucco pilasters, large storefront windows and glass French doors on the first floor and a corrugated metal canopy over the sidewalk. The architectural details incorporated into the building serve to enrich the overall historic character of the streetscape and contribute to its pedestrian oriented scale.

The proposed building on Parcel No. 25 will be more residential in appearance. The architectural style will be old plantation including board and batten wood siding, large wood window and doorframes and corrugated metal roofing.

- **Canopies**

Analysis. As recommended in the design guidelines, the Baldwin Avenue building will feature a corrugated metal canopy across the entire façade.

- **Building Entries**

Analysis. Wooden doors with French pane glass windows will provide attractive entryways into the building. There will be three separate building entries along the front façade which will give the appearance of a smaller and more pedestrian scaled building.

- **Doors**

Analysis. As recommended, wood and glass paned doors will be installed along the main façade to provide a storefront appearance. The pane shape will relate and be consistent with the exterior windows.

- **Windows**

Analysis. As recommended, multi-paned double-hung wood storefront windows will be utilized along the Baldwin Avenue frontage.

- **Wall Finishes**

Analysis. The Baldwin Avenue building will have a stucco (EFS) finish on the exterior façade with wood windows and doors.

The proposed building on Parcel No. 25 will feature board and batten wood siding and large wood windows and door-frames.

- **Off-Street Parking**

Analysis. All off-street parking to service the proposed buildings will be located within the interior of the lot. Landscape planting will be provided to screen parking areas from adjacent residential and commercial uses. Trees will be provided at a minimum rate of 1 tree per five stalls as is required by ordinance.

- **Exterior Lighting**

Analysis. Exterior lighting will be downward shielded and designed to compliment the architectural and historic character of the area.

- **Landscape Planting**

Analysis. Landscape planting will be provided to screen parking areas from adjacent residential and commercial uses. As noted, trees will be provided at a minimum rate of 1 tree per five stalls as is required by ordinance. Primarily native and Polynesian species shade trees will be utilized in the landscape design. Invasive species will not be used.

13. Detailed Land Use History.

Buildings D and E were constructed during the 1920's and Building C during the 1930's for commercial purposes and have since been used continuously for commercial purposes. County records indicate that in 1971 a Conditional Permit was granted to the Red Carpet Lounge to operate a cocktail lounge on TMK Parcel No. (2) 2-6-005:004, in June 1972 a Conditional Permit was issued to Mr. Winston Watanabe to operate a real estate office, and in August 1972 a Conditional Permit was issued to Mr. James E. Fuller to operate "Charley's Juice Stand" on this same parcel (See: Attachment No. 2). County records also indicate that that in 1983 Ordinance No. 1337 established B-2 Community District Zoning on Parcel Nos. (2) 2-6-005:004 comprising approximately 8,840 square feet and on a portion of TMK Parcel No. 2-6-005:033 comprising approximately 34,065 square feet. In 1984 Ordinance No. 1337 established B-2 Community Business District Zoning on the remaining portion of TMK Parcel No. 2-6-005:033 comprising 18,866 square feet (See: Attachment No. 2). There are no known outstanding zoning related violations against the subject property.

Ms. Kivette Caigoy, Senior Planner
November 24, 2004
Page 11

14. Operations and Management of Proposed Uses.

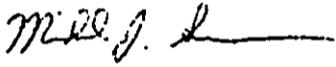
A Maui based property management firm will be responsible for the day-to-day management of the property. Since the proposed plans are very preliminary, new tenants have not committed to the project. As such, it is difficult to provide an overview of the operations and management of any future uses.

15. Proof of Notice filed by Applicant and Mailing.

Will be provided under separate cover.

Thank you again for your consideration of our request. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours,



Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward LLC.
Mr. Stacy Otomo, Otomo Engineering, Inc.
Mr. Phillip Rowell, Phillip Rowell & Associates
Project File

**Table 17, Commercial Land Requirements
Paia-Haiku**

New Jobs: Add'l Bldg Area; and Add'l Acres are cumulative through year 2020

Job Class	Jobs 2000	New Jobs 2005	Add'l Bldg Area	Add'l Acres Req'd	New Jobs 2010	Add'l Bldg Area	Add'l Acres Req'd	New Jobs 2015	Add'l Bldg Area	Add'l Acres Req'd	New Jobs 2020	Add'l Bldg Area	Add'l Acres Req'd
Bank & Finance	23	2	.5K	-	4	1K	-	5	1K	-	7	2K	-
Retail Trade	533	66	16.5K	-	115	29K	-	174	43.5K	-	234	58.5K	-
20% Constr.	25	7	2K	-	9	2K	-	11	3K	-	13	3K	-
Gov't	225	23	6K	-	47	12K	-	71	18K	-	95	24K	-
Non-Hotel Service	333	32	8K	-	87	22K	-	146	36.5K	-	208	52K	-
Self-Employ 20%	91	9	2K	-	19	5K	-	32	8K	-	45	11K	-
Totals	1230	139	35K	1.6ac	281	71K	3.3ac	439	110K	5ac	602	150.5K	6.9ac

Notes: Each additional job would generate a need for 250 sq.ft. of additional building area.
 Additional acres calculated based on an FAR of 0.5.
 Additional acres required calculated by Additional Building Area ÷ 0.5FAR ÷ 43,560 (sq.ft. in an acre)
 New Construction Jobs would be mainly located in industrial areas but would likely generate a 20% need for commercial space.
 Self-Employed persons would be mainly operating from residential areas but would likely generate a 20% need for commercial space.

Office of the County Council
County of Maui
Maui, Hawaii



OFFICE OF THE COUNTY COUNCIL
COUNTY OF MAUI
MAUI, HAWAII

September 1, 1972

Corporate Chairman and Members
of the County Council
County of Maui

Gentlemen:

The Committee of the Whole concurs with the action of the Maui Planning Commission and approves the following referrals subject to certain conditions: (C.C. 226 & C.C. 227)

1. **CONDITIONAL PERMIT** filed by James Fuller to utilize a portion of an existing building at Pala, Maui, for a refreshment stand and health food store located at 142 Kana Highway, identified as TXK 2-6-5141 subject to the following provisions:
 - a. That a minimum of (6) additional paved parking spaces be provided - (3) for Charley's Juice Stand and (3) for the Health Food Store.
 - b. That the second floor of the existing building on the subject property not be used as living units unless all State and County requirements are met, including but not limited to the County's Housing and Building Code.
 - c. That the request be approved for (5) years, subject to extension upon a favorable review of the proposed use by the Maui Planning Commission.
 - d. That the applicant meet all State and County requirements.
 - e. That no additional water meter or increased meter size be granted - per recommendation of the Department of Water Supply.
2. **CONDITIONAL PERMIT** filed by Mr. Winston Katanabe to utilize a portion of an existing building at Pala, Maui, to operate a Real Estate Office identified as TXK 2-6-5141 subject to the following provisions:
 - a. That a minimum of (3) additional paved parking stalls be provided located on the adjacent property (owned by John Kedeiras). A copy of the agreement allowing for such an arrangement shall be submitted to the Planning Commission. The agreement shall be for a minimum of (5) years - (to conform with Item "d").
 - b. That the second floor of said building not be used as living units unless all of the County's Housing and Building Codes are met.
 - c. That the applicant meet all County & State requirements.
 - d. That the request be approved for (5) years subject to further extension upon a favorable review of the proposed use by the Maui Planning Commission.
 - e. That no additional water meter or increased meter size be granted (per recommendation of the Department of Water Supply).

Adoption of this report is respectfully requested.

Yours very truly,

COMMITTEE OF THE WHOLE

<i>Richard A. ...</i> RICHARD A. ... E. LOY CLINE, Member	<i>...</i> GONO HOKKAU, Chairman
<i>...</i> JOSEPH BILCO, Member	<i>...</i> LARRY KAMISALI, Member
<i>...</i> KARCO METER, Member	<i>...</i> JOSEPH YALOWSKI, Member
	<i>...</i> BENJAMIN TAKUSAKI, Member

/s/

Office of the County Council
County of Maui
Maui, Hawaii

OFFICE OF THE COUNTY COUNCIL

COUNTY OF MAUI
MAUI, HAWAII

September 1, 1972

Honorable Chairman and Members
of the County Council
County of Maui

Gentlemen:

The Committee of the Whole concurs with the action of the Maui Planning Commission and approves the following referrals subject to certain conditions: (C.C. #226 & C.C. #227)

1. CONDITIONAL PERMITS filed by James Fuller to utilize a portion of an existing building at Pala, Maui for a refreshment stand and health food store; located at 142 Ham Highway, identified as TMX 2-6-5:4f subject to the following provisions:
 - a. That a minimum of (6) additional paved parking spaces be provided - (3) for Charley's Juice Stand and (3) for the Health Food Store.
 - b. That the second floor of the existing building on the subject property not be used as living units unless all State and County requirements are met, including but not limited to the County's Housing and Building Code.
 - c. That the request be approved for (5) years, subject to extension upon a favorable review of the proposed use by the Maui Planning Commission.
 - d. That the applicant meet all State and County requirements.
 - e. That no additional water meter or increased meter size be granted - per recommendation of the Department of Water Supply.

2. CONDITIONAL PERMIT filed by Mr. Winston Watanabe to utilize a portion of an existing building at Pala, Maui to operate a Real Estate Office; identified as TMX 2-6-5:4d; subject to the following provisions:
 - a. That a minimum of (3) additional paved parking stalls be provided; located on the adjacent property (owned by John Kedeiros). A copy of the agreement allowing for such an arrangement shall be submitted to the Planning Commission. The Agreement shall be for a minimum of (5) years - (to conform with Item "c").
 - b. That the second floor of said building not be used as living units unless all of the County's Housing and Building Codes are met.
 - c. That the applicant meet all County & State requirements.
 - d. That the request be approved for (5) years subject to further extension upon a favorable review of the proposed use by the Maui Planning Commission.
 - e. That no additional water meter or increased meter size be granted (per recommendation of the Department of Water Supply).

Adoption of this report is respectfully requested.

Yours very truly,
COMMITTEE OF THE WHOLE

<i>Richard Calhoun</i> RICHARD CALHOUN, Vice-Chairman	<i>Goro Kokuwa</i> GORO KOKUWA, Chairman
<i>E. Loy Chung</i> E. LOY CHUNG, Member	<i>Shunji Higashimura</i> SHUNJI HIGASHIMURA, Member
<i>Josefa Bulco</i> JOSEFA BULCO, Member	<i>Larry Kurihara</i> LARRY KURIHARA, Member
<i>Marco Meyer</i> MARCO MEYER, Member	<i>Toruji Takaguchi</i> TORUJI TAKAGUCHI, Member
	<i>Bernard Torunaga</i> BERNARD TORUNAGA, Member

/s/

August 8, 1972

STAFF REPORT

TO: Maui Planning Commission

FROM: Staff

SUBJECT: Request by MR. JAMES E. FULLER, for a Conditional Permit to operate a juice stand and health food store at 142 Hana Highway, Paia, Maui.

LOCATION:

TMK 2-6-5:4

On the mauka side of Hana Highway and on the Hana side of the intersection of Hana Highway and Baldwin at Lower Paia, Maui (vicinity of the Scarlet Lounge).

AREA: 8,804 square feet

ZONE: State Urban - County Interim Zone

GENERAL PLAN: B-2 Commercial

COMMENTS:

1. The applicant is presently operating a juice stand known as "Charley's Juice Stand" in a portion of the building located at 142 Hana Highway.

The existing structure contains several businesses; namely the Scarlet Lounge, a laundromat, and a proposed office.

At the time of the Planning Commission approval of the Red Carpet Lounge, Inc's request for a cocktail lounge, and again at the time of Commission's consideration of Mr. Winston Watanabe's request for office use, concern was expressed that adequate parking be provided for the businesses utilizing the subject building.

2. The juice stand and health food store occupies about 650 sq. ft. of the front portion of the existing building.
3. The applicant was informed of the requirement for a conditional permit as a result of the staff's review of a recent request for office use in a portion of the same building by Mr. Winston Watanabe.
4. In reviewing the parking requirement for the various uses contained in the building at 142 Hana Highway, the following has been determined:

14 parking spaces for the Scarlet Lounge & Laundromat
3 parking spaces for the proposed office

Off-street parking requirement for the subject application is 6 spaces (3 minimum for health store and 3 minimum for juice stand).

5. Presently, parking is provided in the parking lot on the Hana side of the property (14 spaces), on the Kahului side of property (3 spaces), and in front of the building (4 spaces - on-street parking).

The State Highways Division processed a work order (copy enclosed) to stripe 4 angle parking stalls in front of Charley's Juice Stand in April of 1972. In essence, the said on-street parking stalls are used by customers of Charley's Juice Stand most of the time. However, since on-street parking is intended as general parking for the public irrespective of its location to any business use, the requirement of the Off-street Parking Ordinance should be fully met.

Staff Report - 2
August 8, 1972

RECOMMENDATION

The staff recommends approval of the request with the following conditions:

1. That a minimum of 6 additional paved parking spaces be provided (3 spaces for Charley's Juice Stand and 3 spaces for Health Food Store).
2. That the second floor of the existing building on the subject property not be used as living units unless all State and County requirements are met, including but not limited to, the County's Housing and Building Codes.
3. That the request be approved for 5 years, subject to extension upon a favorable review of the proposed use by the Maui Planning Commission.
4. That the applicant meet all State and County requirements.

NOV 25 2 20 PM '83
COUNTY OF MAUI

Handwritten notes:
5.2.18.11
12/20/83
6.11.11
11/20/83
12/20/83

ORDINANCE NO. 1337

BILL NO. 51 (1983)

A BILL FOR AN ORDINANCE TO ESTABLISH
ZONING IN THE COUNTY B-2 COMMUNITY BUSINESS
DISTRICT FOR PROPERTY LOCATED IN PAIA, MAUI, HAWAII

BE IT ORDAINED BY THE PEOPLE OF THE COUNTY OF MAUI:

SECTION 1. That portion of property situated at Paia, Maui, Hawaii as herein described, is hereby designated as B-2 Community Business District.

Being all of those certain parcels of land situated at Paia, Island of Maui, County of Maui, State of Hawaii, described as follows:

First: All of that certain parcel of land situate on the southeast side of Hana Highway and approximately 250 feet east from the east corner of the intersection of Hana Highway and Baldwin Avenue at Paia, Hamakuapoko, County of Maui, being portions of Lots Nos. 1 and 2 of the "KAHOKUOLUNA TRACT," as shown on the Map thereof filed in the Bureau of Conveyances of Hawaii as File Plan No. 226, and thus bounded and described:

Beginning at the north corner of this place of land and on the south corner of the intersection of Hana Highway and Luna Road, the coordinates of said point of beginning referred to Government Survey Triangulation Station "Puu Nene" being 6,518.34 feet North and 5,369.17 feet East and running by true azimuths measured clockwise from South:

- 1. 317° 53' 95.62 feet along the southwest side of Luna Road;
- 2. 48° 20' 88.52 feet;
- 3. 134° 11' 97.56 feet;
- 4. 228° 20' 94.84 feet along the southeast side of sidewalk line of Hana Highway to the point of beginning, containing an area of 8,840 square feet, or thereabouts.

And further identified as Tax Map Key 2-6-05: parcel 4, containing 8,840 square feet, more or less, and as shown more particularly on the Map entitled "Land Zoning Map No. 1501" on file in the office of the Department of Planning of the County of Maui.

Second: A portion of that certain parcel of land (portions of the land described in and covered by deed from the Board of Education to the Trustees of the Oahu College dated January 30, 1860 and recorded in Liber 12 at Pages 400-402) situate, lying and being at Lower Paia, Hamakuapoko, Island and County of Maui, State of Hawaii, being Lot 14-A, same being portion of Lot 14 of Section 3 of the "Hamakuapoko Hui Partition," and thus bounded and described as per survey of A. E. Minvielle, Jr., registered land surveyor, dated November 7, 1966, as follows:

Beginning at the North corner of this parcel of land, being the West corner of Lot 1 of the Kahukuoluna Tract, File Plan 226, the coordinates of said point of beginning referred to Government Survey Triangulation Station "Puunene" being: 6,459.45 feet North and 5,295.27 feet East, thence running by azimuths measured clockwise from true South and distances:

1. 314° 11' 00" 257.16 feet along Lots 1, 6, 7 and 10 of the Kahukuoluna Tract File Plan 226;
2. 37° 26' 00" 177.56 feet along Lot 14-B;
3. 127° 26' 00" 263.24 feet along Baldwin Avenue, thence along the same on a curve to the right having a radius of 25.00 feet, the chord azimuth and distance being:
4. 177° 35' 30" 38.39 feet;
5. 227° 45' 00" 181.24 feet along the Hana Highway to the point of beginning and containing an area of 52,931 square feet, more or less.

SUBJECT, HOWEVER, to the setback line along Baldwin Avenue as shown on Map prepared by A. E. Minvielle, Jr., registered land surveyor No. 193, dated August 1, 1966.

And further identified as Tax Map Key 2-6-05: parcel 33.

Said portion of the above described parcel of land is further described as follows:

1. That portion fronting Hana Highway at a depth of approximately 95 feet and fronting Baldwin Avenue at a depth of approximately 80 feet; and
2. That portion identified as B-3 Business in the Paia General Plan Map No. 15; and on the map entitled "Land Zoning Map No. 1501," on file in the office of the Department of Planning of the County of Maui.

SECTION 2. The zoning established by this ordinance is subject to the following conditions imposed in accordance with Chapter 19.42, Maui County Code:

1. That permitted uses shall be limited to the following:
 - a. Retail establishments, including restaurants, professional and business offices, permitted in the B-2 Community Business District.
 - b. Other uses permitted in the B-2 Community Business District only upon approval by the Council.
2. That the building heights shall be limited to two stories or thirty (30) feet above grade.
3. That the yard setback for building along Luna Place shall be a minimum of ten (10) feet.
4. That off-street parking and loading spaces shall be provided pursuant to Chapter 19.36, Maui County Code, as amended.

SECTION 3. This ordinance shall take effect upon its approval.

APPROVED AS TO FORM
AND LEGALITY:


Deputy Corporation Counsel
County of Maui

RECEIVED
AUG 19 2 33 PM '83
OFFICE OF THE MAYOR

WE HEREBY CERTIFY that the foregoing BILL NO. 51 (1983)

1. Passed FINAL READING at the meeting of the Council of the County of Maui, State of Hawaii, held on the 18th day of August, 1983, by the following votes:

COUNCIL MEMBERS								
Abraham AIONA	Howard S. KIHUNE Vice-Chairman	Linda LINGLE	E. Lee LIU	Ricardo MEDINA	Wayne K. NISHIKI	Charles S. OTA	Velma M. SANTOS	Goro HOKAMA Chairman
Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye

2. Was transmitted to the Mayor of the County of Maui, State of Hawaii, on the 18th day of August, 1983.

DATED AT WAILUKU, MAUI, HAWAII, this 18th day of August, 1983.

Goro Hokama

GORO HOKAMA, CHAIRMAN,
Council of the County of Maui

James S. Ushijima

JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

THE FOREGOING BILL IS HEREBY APPROVED THIS 24th DAY OF August, 1983.

Hannibal Tavares

HANNIBAL TAVARES, MAYOR,
County of Maui

I HEREBY CERTIFY that upon approval of the foregoing BILL by the Mayor of the County of Maui, the said BILL was designated as ORDINANCE NO. 1337 of the County of Maui, State of Hawaii.

James S. Ushijima

JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

Passed First Reading on May 20, 1983.
Effective date of Ordinance August 24, 1983.

I HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 1337, the original of which is on file in the Office of the County Clerk, County of Maui, State of Hawaii.

Dated at Wailuku, Hawaii, on

County Clerk, County of Maui

RECEIVED
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COUNTY CLERK
COUNTY OF MAUI

RECEIVED
AUG 18 2 33 PM '83
OFFICE OF THE MAYOR

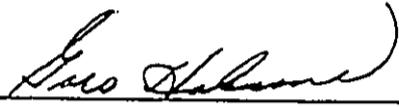
WE HEREBY CERTIFY that the foregoing BILL NO. 51 (1983)

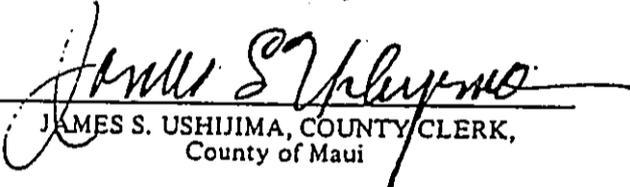
1. Passed FINAL READING at the meeting of the Council of the County of Maui, State of Hawaii, held on the 18th day of August, 1983, by the following votes:

COUNCIL MEMBERS								
Abraham AIONA	Howard S. KIHUNE Vice-Chairman	Linda LINGLE	E. Lee LIU	Ricardo MEDINA	Wayne K. NISHIKI	Charles S. OTA	Velma M. SANTOS	Goro HOKAMA Chairman
Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye

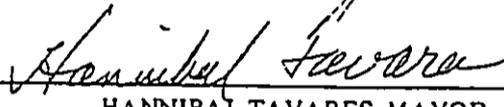
2. Was transmitted to the Mayor of the County of Maui, State of Hawaii, on the 18th day of August, 1983.

DATED AT WAILUKU, MAUI, HAWAII, this 18th day of August, 1983.

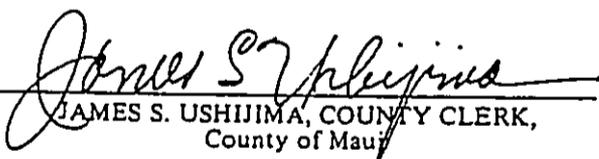

Goro HOKAMA, CHAIRMAN,
Council of the County of Maui


JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

THE FOREGOING BILL IS HEREBY APPROVED THIS 24th DAY OF August, 1983.


HANNIBAL TAVARES, MAYOR,
County of Maui

I HEREBY CERTIFY that upon approval of the foregoing BILL by the Mayor of the County of Maui, the said BILL was designated as ORDINANCE NO. 1337 of the County of Maui, State of Hawaii.


JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

Passed First Reading on May 20, 1983.

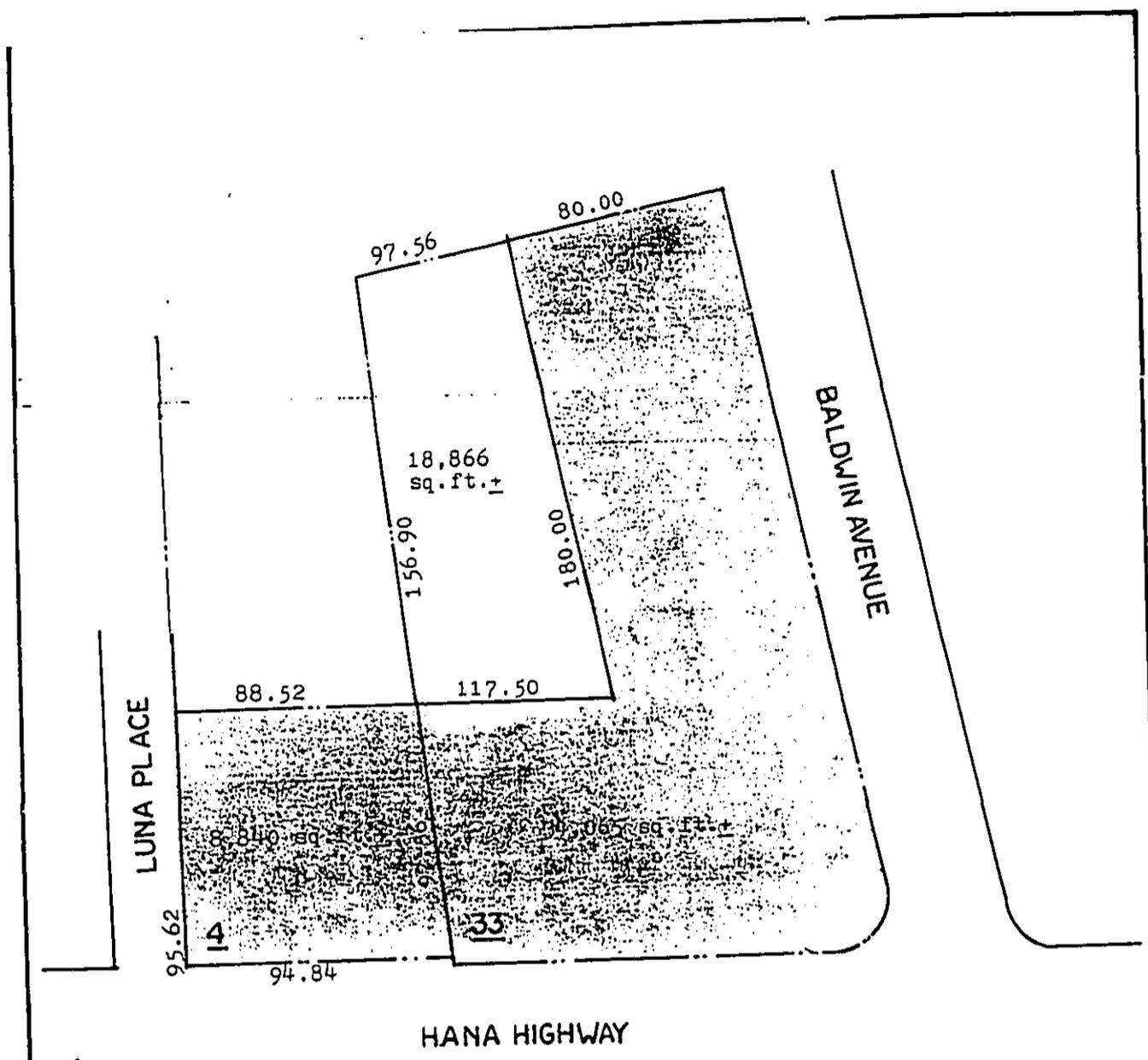
Effective date of Ordinance August 24, 1983.

I HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 1337, the original of which is on file in the Office of the County Clerk, County of Maui, State of Hawaii.

Dated at Wailuku, Hawaii, on

County Clerk, County of Maui

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COUNTY CLERK
COUNTY OF MAUI



TAX MAP KEY
2 - 6 - 05: 4, PORTION OF 33

AREA
42,905 SQ. FT. ±

LAND ZONING MAP No 1501

CHANGE IN ZONING _____ PAIA, MAUI
FROM INTERIM ZONING TO B-2 COMMUNITY BUSINESS

APPROVED: _____
COUNTY COUNCIL

PUBLIC HEARING:
ADOPTED COUNCIL: 8-18-83
ADOPTED MAYOR: 8-24-83
ORDINANCE: 1337

APPROVED: *Tina White*
10/83
PLANNING DIRECTOR

DATE: _____ SCALE: 1" = 50'

DEPARTMENT OF PLANNING
200 High Street, Wailuku, Maui, Hawaii, 96793

L-1501

1984 OF
MAY 19 1984

ORDINANCE NO. 1387

2-6-5:33-4
with the Board

BILL NO. 22 (1984)

RECEIVED
MAY 19 3 21 PM '84
OFFICE OF THE MAYOR

A BILL FOR AN ORDINANCE TO ESTABLISH
ZONING IN THE COUNTY B-2 COMMUNITY BUSINESS
DISTRICT FOR PROPERTY LOCATED IN PAIA, MAUI, HAWAII

BE IT ORDAINED BY THE PEOPLE OF THE COUNTY OF MAUI:

SECTION 1. That portion of property situated at Paia, Maui, Hawaii as herein described, is hereby designated as B-2 Community Business District.

Being all of that certain parcel of land situated at Paia, Island of Maui, County of Maui, State of Hawaii, described as follows:

A portion of that certain parcel of land (portions of the land described in and covered by deed from the Board of Education to the Trustees of the Oahu College dated January 30, 1860 and recorded in Liber 12 at Pages 400-402) situate, lying and being at Lower Paia, Hamakuapoko, Island and County of Maui, State of Hawaii, being Lot 14-A, same being portion of Lot 14 of Section 3 of the "Hamakuapoko Hui Partition," and thus bounded and described as per survey of A. E. Minvielle, Jr., registered land surveyor, dated November 7, 1966, as follows:

Beginning at the North corner of this parcel of land, being the West corner of Lot 1 of the Kahukuoluna Tract, File Plan 226, the coordinates of said point of beginning referred to Government Survey Triangulation Station "Puunene" being: 6,459.45 feet North and 5,295.27 feet East, thence running by azimuths measured clockwise from true South and distances:

1. 314° 11' 00" 257.16 feet along Lots 1, 6, 7 and 10 of the Kahukuoluna Tract File Plan 226;
2. 37° 26' 00" 177.56 feet along Lot 14-B;
3. 127° 26' 00" 263.24 feet along Baldwin Avenue, thence along the same on a curve to the right having a radius of 25.00 feet, the chord azimuth and distance being:
4. 177° 35' 30" 38.39 feet;

5. 227° 45' 00" 181.24 feet along the Hana Highway to the point of beginning and containing an area of 52,931 square feet, more or less.

SUBJECT, HOWEVER, to the setback line along Baldwin Avenue as shown on Map prepared by A. E. Minvielle, Jr., registered land surveyor No. 193, dated August 1, 1966.

And further identified as Tax Map Key 2-6-05: parcel 33.

Said portion of the above described parcel of land is further described as follows:

1. The northeastern corner of the parcel containing an area of approximately 18,866 square feet and measuring approximately 97.56 feet by 180.00 feet by 117.50 feet by 156.90 feet; and

2. That portion identified on the map entitled "Land Zoning Map No. 1502" on file in the office of the Department of Planning of the County of Maui.

SECTION 2. The zoning established by this ordinance is subject to the following conditions imposed in accordance with Chapter 19.42, Maui County Code:

1. That permitted uses shall be limited to the following:

a. Retail establishments, including restaurants, professional and business offices, permitted in the B-2 Community Business District.

b. Other uses permitted in the B-2 Community Business District only upon approval by the County Council.

2. That the building heights shall be limited to two stories or thirty (30) feet above grade.

3. That off-street parking and loading spaces shall be provided pursuant to Chapter 19.36, Maui County Code, as amended.

SECTION 3. This ordinance shall take effect upon its approval.

APPROVED AS TO FORM
AND LEGALITY:

G. M. P. A. G. R. C.
Deputy Corporation Counsel
County of Maui

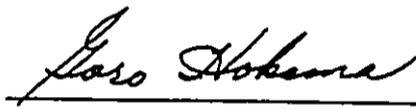
WE HEREBY CERTIFY that the foregoing BILL NO. 22 (1984)

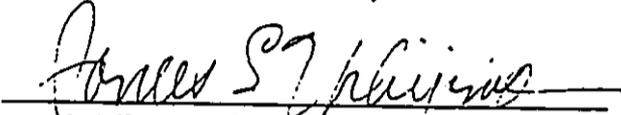
1. Passed FINAL READING at the meeting of the Council of the County of Maui, State of Hawaii, held on the 7th day of May, 1984, by the following votes:

COUNCIL MEMBERS								
Abraham AIONA	Howard S. KIHUNE Vice-Chairman	Linda LINGLE	E. Lee LIU	Ricardo MEDINA	Wayne K. NISHIKI	Charles S. OTA	Valma M. SANTOS	Goro HOKAMA Chairman
Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye

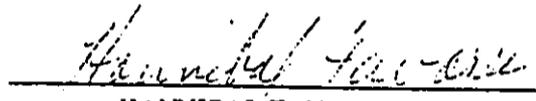
2. Was transmitted to the Mayor of the County of Maui, State of Hawaii, on the 7th day of May, 1984.

DATED AT WAILUKU, MAUI, HAWAII, this 7th day of May, 1984.

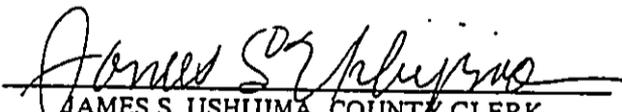

GORO HOKAMA, CHAIRMAN,
Council of the County of Maui


JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

THE FOREGOING BILL IS HEREBY APPROVED THIS 14th DAY OF MAY, 1984.


HANNIBAL TAVARES, MAYOR,
County of Maui

I HEREBY CERTIFY that upon approval of the foregoing BILL by the Mayor of the County of Maui, the said BILL was designated as ORDINANCE NO. 1387 of the County of Maui, State of Hawaii.


JAMES S. USHIJIMA, COUNTY CLERK,
County of Maui

Passed First Reading on March 16, 1984.

Effective date of Ordinance May 14, 1984.

I HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 1387, the original of which is on file in the Office of the County Clerk, County of Maui, State of Hawaii.

Dated at Wailuku, Hawaii, on

County Clerk, County of Maui

June 6, 1972

STAFF REPORT

TO: Maui Planning Commission

FROM: Planning Staff

SUBJECT: Request by MR. WINSTON WATANABE for a Conditional Permit to establish a real estate office in Paia, Maui, TMK 2-6-5:4.

LOCATION: TMK 2-6-5:4
On the mauka side of Hana Highway and on the Hana side of Paia Mercantile Company.

AREA: 8,804 square feet

ZONE: State Urban; County Interim

COMMENTS:

1. The applicant proposes to establish a real estate office within the existing structure on the subject property.
2. The existing structure contains several businesses; namely, Charley's Juice Stand, Scarlet Lounge and a laundromat on the ground floor. The second floor is being used as dwelling units. There is a parking lot with 13 parking stalls located on the subject property on the Hana side of the existing structure.
3. There is a vacant area between Paia Mercantile Building and the subject structure. This area is about 60 feet wide and extends more than 100 feet deep.
4. The applicant proposes to remodel a portion of the existing structure (Wailuku side of the building) into a real estate office. Parking is to be provided located on the vacant area between Paia Mercantile and subject property. The office will be approximately 317 square feet in size (11' x 28'-6").
5. A Conditional Permit was granted to the Red Carpet Lounge, Inc. during the early part of 1971 to operate a cocktail lounge in a portion of the existing structure. At the time of approval, the Commission expressed concern for the need of adequate off-street parking for the said lounge and laundromat. A total of 13 parking stalls were required and subsequently fulfilled by the applicant (existing parking lot on Hana side of structure). The Planning Commission also expressed the concern that any other use of the building will require additional parking stalls.
6. On March 3, 1972, a building permit application was filed by Mr. James Fuller to convert a portion of the subject building to a food and beverage business called "Charley's Juice Stand". The applicant was informed that a conditional permit was required in order to establish said business, prior to any approval of the building permit. No such conditional permit request was filed for Charley's Juice Stand, and appropriate corrective action will be required.
7. An inspection was made of the subject property and building in March of 1972 in conjunction with the above building permit application. The inspection report indicated, among other things, that a portion of the second floor is being used as a living unit.

Staff Report - Winston Watanabe
June 6, 1972

Said living unit does not appear to conform to the County's Housing Code.

8. A review of the existing and proposed businesses on the subject property indicates a total requirement of 16 parking stalls. Presently, 13 parking stalls exist. The additional three parking spaces are required based on: two stalls for Charley's Juice Stand and one stall for the proposed office use.

The Master Plan for Paia indicates the subject property as B-2 Business.

RECOMMENDATION

The staff recommends approval of the request with the following conditions:

1. That a minimum of three additional paved parking stalls be provided. Parking stalls are to be located on the adjacent property (owned by Mr. John Medeiros). A copy of the agreement allowing for such arrangement shall be submitted to the Planning Commission. The agreement shall be for a minimum of five years (to conform with item 5).
2. That the second floor of said building not be used as living units unless all of the County's Housing and Building Codes are met.
3. That the applicant be responsible for all businesses on the subject property to conform to County requirements. Specifically, the matter of Charley's Juice Stand should be resolved.
4. That the applicant meet all County and State requirements.
5. That the request be approved for five years subject to further extension upon a favorable review of the proposed use by the Maui Planning Commission.

DEPARTMENT OF PLANNING
 APPLICATION REQUIREMENTS CHECKLIST
 In Accordance with Maui County Code, Chapter 19.510

Project: Paia Town Center

Chapter 19.510 .010	General Application Procedures Content of Application	√	Location(s) of Document in Application
D1.	Owner identification and signature or written authorization documents.	X	Application Form and notarized authorization - Grace Condos, 120 Hana Highway, LLC
D2.	Owner's name, address, and phone number.	X	Application Form
D3.	Agent's name, address, and phone number, if applicable.	X	Application Form - Rory Frampton
D4.	Tax map key and street address, if available.	X	Application Form TMK 2-6-005:004, 109,025,033
D5.	Locational map identifying the site, adjacent roadways, and landmarks.	X	Included
D6.	List of owners and lessees of record within 500 feet.	X	Included
D7.	Analysis of ways in which application conforms to policies and objectives of General Plan and applicable Community Plan.	X	Draft EA, Section IV
D8.	Detailed land use history of parcel(s) to include former and existing state and county land use designations, violations and uses.	X	Included, Appendix A (Letter dated November 24, 2004, to Planning Department)
D9.	Preliminary archaeological and historical data and comments from DLNR and Office of Hawaiian Affairs (OHA). If applicable, a preservation /mitigation plan approved by DLNR and OHA.	X	Appendix B
D10.	Analysis of secondary impacts of the proposed use on surrounding uses.	X	Draft EA, Section III
D11.	Traffic impact analysis and, if applicable, a traffic master plan with comments from DOT and DPWWM.	X	Appendix E
D12.	If applicable, an assessment of the impact the proposed use may have on agricultural use of the property with comments from DOA and USSCS.	X	Not applicable, urban community
D13.	Water source, supply and distribution analysis, and, if applicable, a water master plan which includes comments from the DLNR, DWS, and DPWWM.	X	Draft EA, Section III
D14.	Sewage disposal analysis, and comments, if applicable, from DOH, DLNR, DPWWM, and DWS.	X	Draft EA, Section III
D15.	Solid waste disposal analysis and comments, if applicable, from DOH, DLNR, DPWWM, and DWS.	X	Draft EA, Section III

Attachment No. 3, "Application Checklist"

Chapter 19.510 .010	General Application Procedures Content of Application	√	Location(s) of Document in Application
D16.	Identification of environmentally sensitive areas, habitat and botanical features, such as wetlands, streams, endangered plants, etc., and comments, if applicable, from DLNR, USFWS, and Corps of Engineers	X	Draft EA, Section III (developed urban parcel)
D17.	Identification of the existing topographical and drainage patterns and any alterations proposed.	X	Figure 8 Topographic Map, Figure 11 Preliminary Grading Plan
D18.	Identification and summary of all meetings held between applicant and any community group.	X	Appendix A
D19.	Dated photographs of site or structure.	X	Figure 13 a-c
D20.	Development schedule	X	9 month construction scheduleX
D21.	Schematic site development plans, if applicable, drawn to scale.	X	Figure Nos. 9, 10, 12a-b
D22.	Operations and management of proposed use which may include: # of employees, housing plan, hours of operation, provisions for offsite parking.	X	Appendix A (Letter to Planning Department dated November 24, 2004)
D23.	Identification of traditional beach and mountain access trails and add'l trails which may be required for public access, and, if applicable, a preservation/mitigation plan and comments from DLNR and OHA.	X	Not Applicable, Urban Community
D24.	Identification and assessment of chemicals and fertilizers used, and, if applicable, a mitigation plan and maintenance program and schedule, and comments from DOH, DLNR, USFWS, and USEPA.	X	Not Applicable, Urban Community
D25.	Any other information necessary to assess the application.	X	Appendix D, Preliminary Drainage Plan
E.	Notice filed by the applicant and an affidavit certifying that the notice of application was mailed to all owners/lessees of record within 500 feet from subject parcel. The notice shall include the following:	X	Included. Provided under separate cover.
E1.	The name, address, and phone number of the owner and owner's authorized agent, if applicable;	X	
E2.	A brief description of the existing uses and uses proposed by the application;	X	
E3.	A location map and description of the location of the proposed development which includes the TMK and street address, if applicable, of the subject parcel.	X	

120 Hanna Highway, LLC

Name of Applicant (Print)
530 Wilshire Blvd. #300
Santa Monica, CA 90401

Address

310-319-1966

Phone Number

11/30/04

Date

ALAN M. ARAKAWA
Mayor
MICHAEL W. FOLEY
Director
WAYNE A. BOTEILHO
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

April 28, 2004

RECEIVED
APR 30 2004

Mr. Rory Frampton
Chris Hart & Partners
1955 Main Street
Wailuku, Hawaii 96793

Dear Mr. Frampton:

RE: Preliminary Review of the Draft Environmental Assessment Prepared for the Paia Town Center Located at TMK 2-6-005: 004, 109, 025, and 033, 120 and 142 Hana Highway, and 20 and 24 Luna Place, Paia, Island of Maui, Hawaii (EA 2004/0004) (CPA 2004/0004) (CIZ 2004/0010) (SM1 2004/0006) (CTB 2004/0005)

The Maui Planning Department (Department) is in receipt of the Draft Environmental Assessment (DEA) for the redevelopment of the Paia Town Center. In review of the DEA, the Department requires that the following items be adequately addressed in the DEA to continue processing the document:

1. Provide a Market Analysis discussing the need for additional commercial and retail space in Paia Town.
2. Discuss the employment opportunities generated by the proposed project and the housing demands for residents.
3. Provide a discussion to the following alternatives:
 - a. Two-way accessways in the parking lots of the proposed project.
 - b. Providing a residential component to the project which could provide housing for employees and residents within the commercial complex.
 - c. Page 21 of the DEA identifies conditions related to the property, such as angled parking and inefficient loading zones for delivery trucks, which impacts regional traffic. Discuss mitigative measures and/or alternatives to the site plan.

MARKAN M. ARAKAWA
Mayor

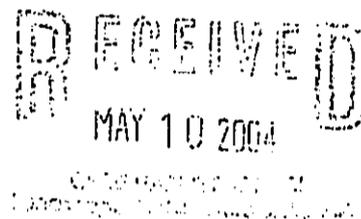
MICHAEL W. FOLEY
Director

WAYNE A. BOTEILHO
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

May 5, 2004



Mr. Rory Frampton
Chris Hart & Partners
1955 Main Street
Wailuku, Hawaii 96793

Dear Mr. Frampton:

RE: Paia Town Center Located at TMK 2-6-005: 004, 109, 025, and 033, 120 and 142 Hana Highway, and 20 and 24 Luna Place, Paia, Island of Maui, Hawaii (EA 2004/0004) (CPA 2004/0004) (CIZ 2004/0010) (SM1 2004/0006) (CTB 2004/0005)

As a follow-up to our letter of April 28, 2004 regarding the above referenced applications, please be advised that the land use application booklet should include the following information:

1. A copy of a completed Check List identifying the required submittal for the Community Plan and Change in Zoning Applications.
2. Include a topography map which shows existing conditions and a grading plan that shows proposed conditions with new grading (to make it easier to read the maps) or insert larger scale maps in the application booklet.
3. Include a map identifying the properties within 500 ft. of the subject property.
4. A revised parking analysis reflecting the existing and proposed uses. The Paia Town Center is classified as a shopping center (1 parking space for every 200 sq.ft. of floor area). Pursuant to Chapter 19.36 more parking is required than is being provided.
5. An analysis of the Paia-Haiku Business Country Town Design Guidelines and how the project complies.
6. Detailed land use history of parcel(s) to include former and existing state and county land use designations, violations and uses.

4. The DEA indicates with completion of the proposed action 91 parking stalls will be provided and 78 are required.

Pursuant to the Off-Street Parking and Loading Ordinance, Chapter 19.36, Maui County Code (MCC), the proposed project qualifies as a *shopping center*, which requires one (1) parking space for every 200 ft² of floor area, excluding restaurants, bars, and amusement centers. The latter requires additional parking spaces per Subsection 24, Chapter 19.36, MCC.

As indicated on Page 8 of the DEA, the total building space (including the proposed action) equals approximately 30,000 ft². Assuming one (1) space per 200 ft², the Department estimates 150 parking spaces are required.

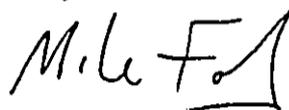
- a. Provide a revised parking analysis in the DEA to reflect the foregoing; and/or, provide a discussion as to the rationale for the required parking spaces as calculated in the DEA.
5. Provide a historical analysis of the existing uses and structures on the Property.
 6. Provide a Cultural Assessment.
 7. Attached Figures
 - a. Figure 4, Zoning Map - the legend is inconsistent with the map.
 - b. Figure 5, Flood Zone Map - label the flood zone designation for the Property.
 - c. Figure 9, Conceptual Site Plan - depict the on-street parking and loading spaces along Hana Highway.
 - d. Include a map with the existing and proposed conditions as related to the proposed subdivision.

Once the foregoing comments are addressed, please contact Ms. Kivette A. Caigoy, Environmental Planner, of this office to discuss the number of copies required for transmittal.

Mr. Rory Frampton
April 28, 2004
Page 3

Thank you for your cooperation. Should you require additional clarification regarding the environmental review process, please contact Ms. Caigoy, and please direct questions regarding the permit applications to Ms. Colleen Suyama, Staff Planner.

Sincerely,



MICHAEL W. FOLEY
Planning Director

MWF:KAC:lar

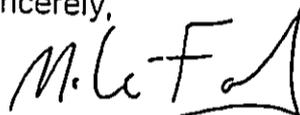
c: Wayne Boteilho, Deputy Planning Director
Clayton Yoshida, Planning Program Administrator
Kivette A. Caigoy, Environmental Planner
Colleen Suyama, Staff Planner
General File
K:\WP_DOCS\PLANNING\EA\2004\4_PaiaTownCir\PreDEAComments.wpd

Mr. Rory Frampton
May 5, 2004
Page 2

7. Information on the operations and management of proposed uses which may include: number of employees, housing plan, hours of operation, provisions for offsite parking.
8. Proof of Notice filed by the applicant and an affidavit certifying that the notice of application was mailed to all owners/lessees of record within 500 feet from subject parcel.

The requested changes shall be coordinated with the Draft Environmental Assessment for this project. Thank you for your cooperation. If additional clarification is required, please contact Ms. Colleen Suyama, Staff Planner, of this office at 270-7735.

Sincerely,



MICHAEL W. FOLEY
Planning Director

MWF:CMS:lar
Enclosure

c: Clayton Yoshida, AICP, Planning Program Administrator
Colleen Suyama, Staff Planner
Kivette A. Caigoy, Staff Planner
Project File
General File
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**DEPARTMENT OF PLANNING
APPLICATION REQUIREMENTS CHECKLIST**
In Accordance with Maui County Code, Chapter 19.510
Change in Zoning
Project: Paia Town Center

Chapter 19.510. 010	General Application Procedures Content of Application	√	Location(s) of Document in Application
D1.	Owner identification and signature or written authorization documents.	x	Application Form and notarized authorization- Grace Condos, 120 Hanna Highway, LLC
D2.	Owner's name, address, and phone number.	X	Application Form
D3.	Agent's name, address, and phone number, if applicable.	x	Application Form - Rory Frampton
D4.	Tax map key and street address, if available.	x	Application Form TMK 2-6-005:004,109, 025, 033
D5.	Locational map identifying the site, adjacent roadways, and landmarks.	x	Included
D6.	List of owners and lessees of record within 500 feet.	x	Included, Need map of boundary of properties within 500 ft.
D7.	Analysis of ways in which application conforms to policies and objectives of General Plan and applicable Community Plan.	x	Draft EA, Section IV
D8.	Detailed land use history of parcel(s) to include former and existing state and county land use designations, violations and uses.		Contain existing uses but not a history of the uses conducted on the property. One of building is the former Paia Mercantile Building.
D9.	Preliminary archaeological and historical data and comments from DLNR and Office of Hawaiian Affairs (OHA). If applicable, a preservation /mitigation plan approved by DLNR and OHA.	x	Appendix B
D10.	Analysis of secondary impacts of the proposed use on surrounding uses.	X	Draft EA, Section 3
D11.	Traffic impact analysis and, if applicable, a traffic master plan with comments from DOT and DPWWM.	x	Appendix E
D12.	If applicable, an assessment of the impact the proposed use may have on agricultural use of the property with comments from DOA and USSCS.	x	Not applicable, urban community
D13.	Water source, supply and distribution analysis, and, if applicable, a water master plan which includes comments from the DLNR, DWS, and DPWWM.	x	Draft EA, Section 3
D14.	Sewage disposal analysis, and comments, if applicable, from DOH, DLNR, DPWWM, and DWS.	x	Draft EA, Section 3
D15.	Solid waste disposal analysis and comments, if applicable, from DOH, DLNR, DPWWM, and DWS.	x	Draft EA, Section 3

Chapter 19.510. 010	General Application Procedures Content of Application	√	Location(s) of Document in Application
D16.	Identification of environmentally sensitive areas, habitat and botanical features, such as wetlands, streams, endangered plants, etc., and comments, if applicable, from DLNR, USFWS, and Corps of Engineers	x	Draft EA, Section 3 (developed urban parcel)
D17.	Identification of the existing topographical and drainage patterns and any alterations proposed.	x	Figure 8 Topo Map Figure 11 Grading Plan
D18.	Identification and summary of all meetings held between applicant and any community group.	x	Appendix A
D19.	Dated photographs of site or structure.	x	Figure 13a-c
D20.	Development schedule	x	12 month construction schedule
D21.	Schematic site development plans, if applicable, drawn to scale.	x	Figure 9, 10, 12 a-b Need a revised parking analysis by proposed uses
D22.	Operations and management of proposed use which may include: # of employees, housing plan, hours of operation, provisions for offsite parking.	x	Need information on employees, operations
D23.	Identification of traditional beach and mountain access trails and add'l trails which may be required for public access, and, if applicable, a preservation/mitigation plan and comments from DLNR and OHA.	x	Not applicable, Urban community
D24.	Identification and assessment of chemicals and fertilizers used, and, if applicable, a mitigation plan and maintenance program and schedule, and comments from DOH, DLNR, USFWS, and USEPA.	x	Not applicable, Urban community
D25.	Any other information necessary to assess the application.	x	Appendix D, Preliminary Drainage Plan
E.	Notice filed by the applicant and an affidavit certifying that the notice of application was mailed to all owners/lessees of record within 500 feet from subject parcel. The notice shall include the following:		
E1.	The name, address, and phone number of the owner and owner's authorized agent, if applicable;		
E2.	A brief description of the existing uses and uses proposed by the application;		
E3.	A location map and description of the location of the proposed development which includes the TMK and street address, if applicable, of the subject parcel.		

Name of Applicant (Print) _____

Phone Number _____

Address _____

Date _____

Appendix - B
Archaeological Assessment Report

SCS Project No. 414-1

**ARCHAEOLOGICAL INVENTORY SURVEY OF
THE PĀ'IA TOWN CENTER PROJECT
LOCATED IN THE AHUPUA'A OF HĀMĀKUA POKO, MAKAWAO
DISTRICT, MAUI ISLAND, HAWAII
[TMK 2-6-005: 004, 025, 033, AND 109]**

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February 2004

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ABSTRACT

Scientific Consultant Services, Inc. (SCS) conducted Archaeological Inventory Survey of approximately 1.75 acres at the corner of Hana Highway and Baldwin Avenue in Pā'ia Town located in the *ahupua`a* of Hāmākua Poko, Makawao District, Maui Island, Hawai'i [TMK:2-6-005: 004, 025, 033, AND 109].

The primary goal of this project was to determine the presence or absence of archaeological sites and/or human remains (burials) within the project area through systematic surface survey and representative subsurface testing.

No structures, etc. were identified on the existing built surface of the parcel. Three Stratigraphic Trenches (ST) of varying length and depth were mechanically excavated across a representative portion of the project area.

One historic era refuse pit was found in Stratigraphic Trench 3 (ST-3). It has been assigned State Site Number 50-50-05-5519.

The project area is located within the parking area of a commercial property. It has been extensively altered by modern development, primarily from the construction of the Pā'ia Town Center and adjacent commercial buildings. Extensive grading has altered the project area's original integrity.

Based on the findings of the present investigations, it appears probable that additional archaeological research would not significantly contribute to interpretations of the area, region, Hawaiian traditional cultural practices and lifeways, and/or the history of the area in general.

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INTRODUCTION

Scientific Consultant Services (SCS), Inc. conducted Archaeological Inventory Survey of approximately 1.7 acres of land (75,718 square feet) located at the corner of Hana Highway and Baldwin Avenue in Pā`ia Town in the *ahupua`a* of Hāmākua Poko, Makawao District, Maui Island, Hawai`i [TMK 2-6-005: 004, 025, 033, and 109] (Figures 1 and 2). Fieldwork for the Inventory Survey was conducted on January 9th, 2004 by John Risedorf, B.A., under the overall direction of Michael Dega, Ph.D., Principal Investigator.

The primary goal of this project was to determine the presence or absence of archaeological sites and/or human remains (burials) within the project area through systematic surface survey and representative subsurface testing. In total 100% ground survey was completed and three backhoe trenches were mechanically excavated. Historic-era debris was recovered from the third trench excavated. This investigation precedes proposed physical improvements to the Pā`ia Town Center, including installing a paved parking lot, construction of a new commercial building, and other associated improvements on the parcel.

ENVIRONMENTAL SETTING

The project area is located in the town of Pa`ia, on the corner of Hana Highway and Baldwin Avenue. The project parcel is approximately 700 feet southeast of Pā`ia Bay.

GEOLOGY AND GENERAL PROJECT AREA SOILS

Pā`ia is located to the west of the north/northwestern rift of the Kula volcanic flow. In the distant past, lava poured from this rift down the slopes of Haleakalā. The project area lies on the northwestern flank of Haleakalā, just below the transition zone of alluvial deposition. Soils in the project area have been classified under the Pā`ia Series (Foote *et al.* 1972:107). This type of soil is typical of upland regions of Maui and is primarily developed from weathered igneous rock. The soil is well drained. While the silty clay soils are derived from basic igneous rock in more inland reaches, they were likely transported via alluvial deposition to the present project area.

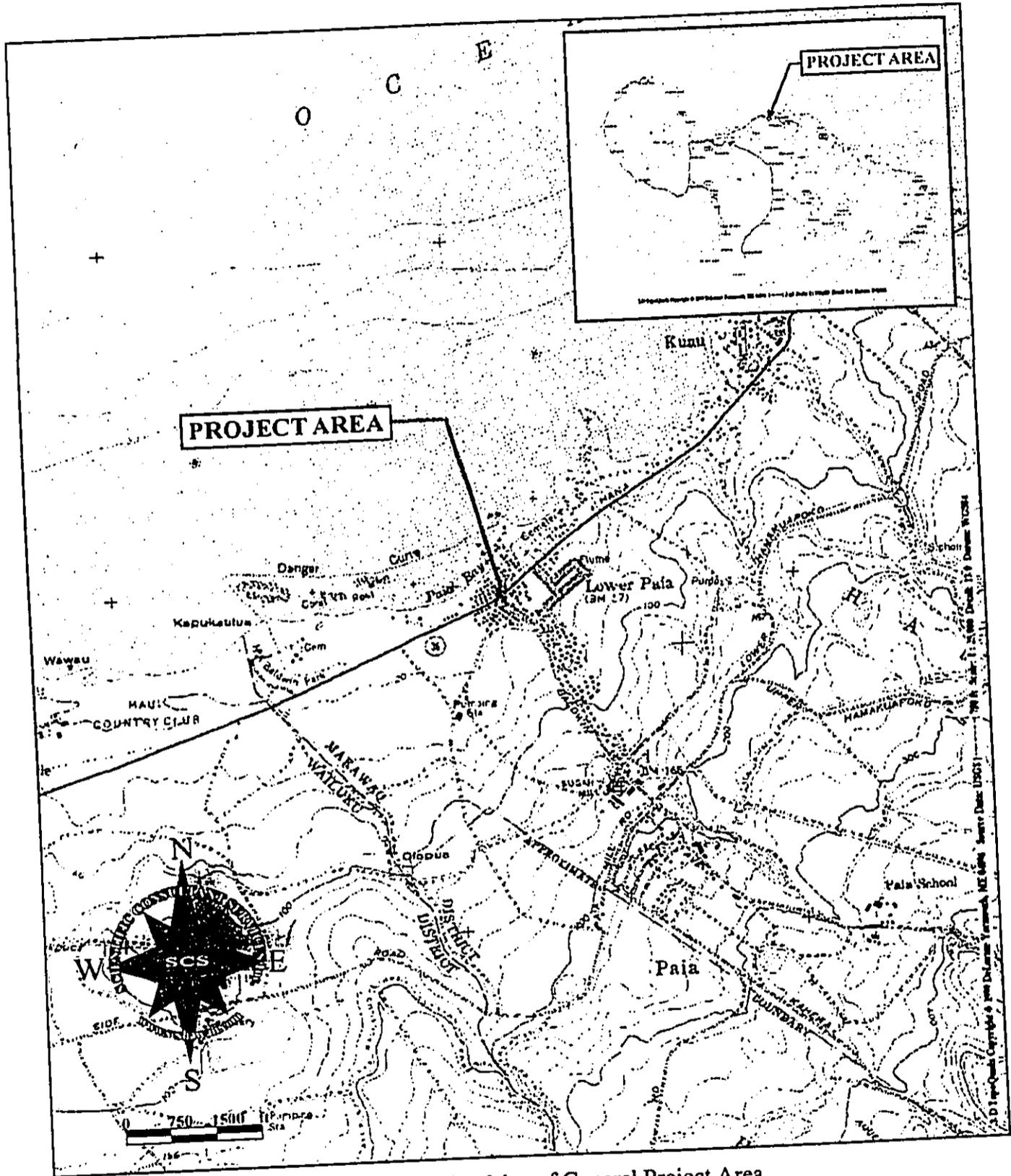


Figure 1: USGS Pā'ia Quadrangle Showing Map of General Project Area.

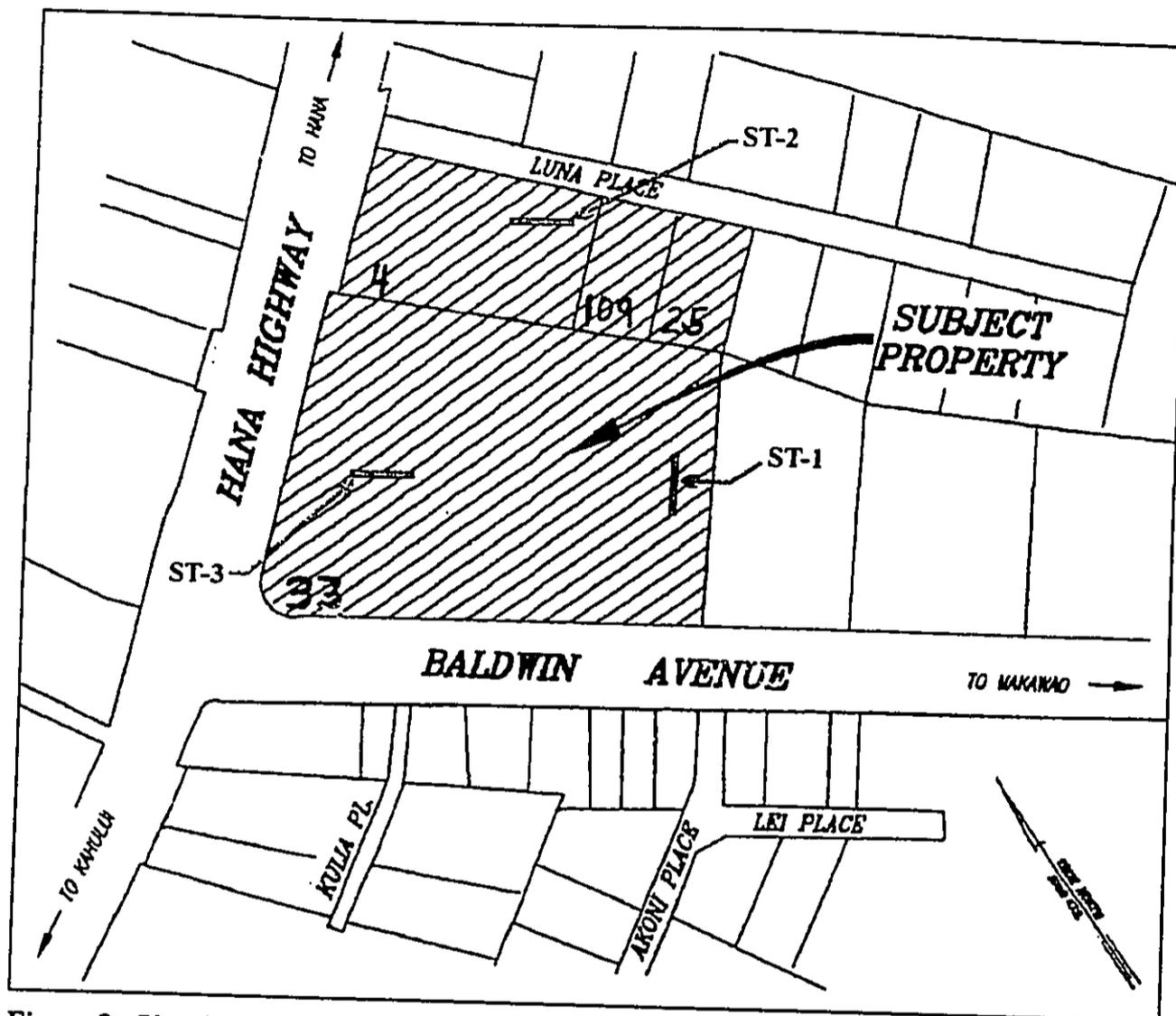


Figure 2: Planview Map of the Project Area (from Frampton and Ward 2003).

More specifically, the soil in the project area is classified as Paia silty clay, which was a type of soil commonly used in sugar cane production in the 19th and early 20th centuries (*ibid.*).

Extensive land disturbance in the project area and adjacent environs has occurred repeatedly throughout the period following western contact. Beginning in the 1850s, sugar cane cultivation and its related infrastructure became a dominant force shaping the cultural, economic, and environmental landscape of this region. The modification of the natural landscape for the sugar cane fields, the construction of the railroad and associated facilities, and the establishment of sugar cane-related labor settlements changed the land dramatically. More recently, the land in the subject parcel was impacted significantly by the construction Pā'ia Town Center and other commercial structures.

CLIMATE

Rainfall in and around Pā'ia generally averages 36 inches *per annum*. Most of this rainfall occurs in the winter months, between November and March. Pā'ia is subject to prevailing northeasterly trade winds which, combined with periods of heavy surf, can dramatically alter exposed dune land.

TRADITIONAL AND HISTORICAL SETTING

PRE-CONTACT

During traditional times, the division of Maui's lands into districts (*moku*) and subdistricts was reportedly performed by a *kahuna* named Kalaiha'ohia, during the time of the *ali'i*, Kaka'alaneo (Beckwith 1940:383; Fornander places Kaka'alaneo at the end of the 15th century or the beginning of the 16th century [Fornander 1916/17, Vol. 6:248]). Further land divisions within the *moku* were *ahupua'a*, smaller land segments that ideally incorporated all the terrestrial and marine resources necessary for traditional subsistence strategies. The ancient subdivisions of *ahupua'a* were said to have been established approximately 500 years ago and have remained relatively unchanged to present times, even though systems of land tenure themselves have gone through radical changes (Sterling 1998:3).

Traditionally, Wailuku and Lahaina were the main population centers on Maui (Kirch 1985). Both settlements were associated with *ali'i* and seats of chiefly power (Sterling 1998:74-93; Kolb 1991:326). The valleys at the base of the West Maui Mountains in Wailuku (e.g., Iao Valley) were extremely fertile grounds containing permanent streams and supporting extensive taro cultivation. Agricultural terraces spilled over onto the slopes at the entrances of valleys (in areas that Wailuku town now occupies) and the taro was fed by mountain rains (Handy 1940:108). *Kihapai* or small gardens were cultivated throughout Wailuku Valley while royal residences were located nearby at Pihana and Kalanihale. Oral histories and ethnohistoric accounts indicate that while primary activities occurred within the Wailuku area, coastal areas like Pā'ia and Kuau supported smaller-scale agricultural endeavors such as sweet potato cultivation, and were a primary source of a variety of readily available marine resources.

Oral histories also indicate that both frequent and intermittent battles between polities of Maui and Hawai'i Island (1700s) occurred in the coastal sands of Wailuku and in upland valleys. In the sand dunes between Wailuku and Pu'unene, Kalaniopu'u's most prized Alapa guard was slaughtered by Kahekili's warriors (Sterling 1998:88). Kamakau (1961:85-89) states:

...They slew the Alapa on the sandhills at the southeast of Kalua (sic). There the dead lay in heaps strewn like kukui branches; the corpses lay heaped in death; they were slain like fish enclosed in a net....

On the day of Kalaniopu'u's departure from Maui, it was said that his war canoes covered the sands from Kahului to Pā'ia ('I'i 1959:11).

Due to the frequent wars and battles occurring in and around the northern coast of Maui, it is conceivable that the coastal sand dunes acted as a final resting place of fallen warriors. A description of such pertaining to the area near present day Spreckelsville reads:

In returning from Makawao to Wailuku...you will ride over fine white sand-hills, as pure and crinkled as a drift of new fallen snow...One sand-hill in that vicinity has been an old burying-ground or battle-place, now laid bare by the winds. Skulls, having jaws in perfect preservation, with thirty four teeth sound ...and all the bones of the human body, some of them of gigantic size, lie bleaching all around (Cheever in Sterling 1998:97).

Apart from the above references to battles and the archaeological evidence of burials in the sand dunes in the region of Pā'ia, this area of Maui does not appear to have had significant population centers. No *heiau* or any other major archaeological features are documented in the vicinity of Pā'ia Town (based primarily on Sterling 1998).

POST-CONTACT

In the late 1840s, drastic changes in traditional land tenure systems resulted in a division of island lands and a system of private ownership based on Western law. Many scholars believe that in order to protect Hawaiian sovereignty from foreign powers, Kamehameha III was forced to establish laws changing the traditional Hawaiian society to that of a market economy (Daws 1968:111; Kuykendall Vol. I, 1938:145 et. passim; Kame'eleihiwa 1992:169-70.176). Foreigners demanded private ownership of land to insure their investments (Kuykendall Vol. I, 1938:138 et. passim; Kame'eleihiwa 1992:178; Kelly 1998:4). Once lands were made available and private ownership was instituted, native Hawaiians, including *maka'ainana* (commoners), were able to claim the plots they were cultivating and living on if they were made aware of the new foreign procedures. This land division, or *Mahele*, occurred in 1848. The awarded parcels were called Land Commission Awards (LCAs). If occupation or use of a plot could be established through the testimony of witnesses, petitioners were issued a Royal Patent number and could then take possession of the property. Commoners claiming house lots in Honolulu, Hilo, and Lahaina were required to pay commutation to the government before obtaining a Royal Patent on their land (Chinen 1961:16).

During the *Māhele* of 1848, the eastern half of the Hāmākua Poko *Ahupua`a* became government land while the western half was awarded to W.P. Leileiohoku. Leileiohoku promptly surrendered these lands in lieu of commutation for his other lands, effectively making the entire *ahupua`a* a government parcel. Handy and Handy (1972:498) recorded that gulches in the *ahupua`a* contained soils amenable to cultivation, and were indeed probably used for sweet potato. Sweet potatoes were also grown along the northern shoreline of Maui. There are no known LCAs on or near the project area to more accurately depict mid-1800s land use within the project area.

In the 1860s, lands that would later become sugar cane cultivation parcels around Pu`unene were described as:

... a complete desert, a great, barren stretch of sand and dust spread from Wailuku to Pā`ia, except for a little cattle grazing land around the present location of Spreckelsville. (Burns 1991:72).

The sugar cane industry utilized this portion of Maui to cultivate the plants that became a major industry beginning in the 1940s. The Hawaiian Commercial Company, formed by Claus Spreckels, developed the area around and to the west of Spreckelsville. Concurrently, the S.T. Alexander and H.P. Baldwin Company developed the area east of Spreckelsville up to, and including, Pā`ia. In 1880, Claus Spreckels managed to acquire fee simple title to the Wailuku *Ahupua`a* (approximately 440,000 acres, Grant 3343), including the Wailuku Commons that had been Crown Lands owned by Ruth Ke`elikolani. In 1926, Alexander and Baldwin acquired Spreckels' Hawaiian Commercial Company interests in Maui.

The growth of the sugar industry was augmented by imported labor from foreign lands. The various ethnic groups that provided needed labor to fuel a large plantation economy is reflected in the names of the various labor camps surrounding the Pā`ia area: Hawaiian Camp, Russian Camp, Spanish Camp, Portuguese Camp, Chinese Camp, and Japanese Camp. A total of thirteen camp communities were formed and situated throughout the sugar lands and towns appeared at Pu`unene and Spreckelsville (USGS 1922 Pā`ia and Kihei Quads).

Railroads constructed by the sugar companies facilitated communication between the camps and provided transportation for hauling sugar cane. Remnants of the railroad bed are still evident at the western end of Puna Road in Pā`ia. Labor camps were consolidated and relocated over time, with some having developed into modern urban centers such as Kahului and Wailuku.

Remnants of these former camps remain in the form of small, scattered cemeteries that occur along the coastline near Pā'ia and Kuau (see Figure 1). Historic period artifacts, including ceramics, bottle glass, metal objects, square nails, marbles, and other objects relating to daily activities in the sugar camps, have been documented in nearby sugar cane fields (Clark and Toenjes 1987:10).

With the outbreak of World War II, 3,800 acres of sugar land at Pu'unene and Kahului were annexed by the military for use as the Kahului Naval Air Station. Several marshy areas were filled utilizing sand from nearby beach areas, during the construction of runways (Welch 1991). Support facilities, in addition to training structures, were built along the coast from Kahului northward up the coastline.

In addition to the aforementioned historic land modifications occurring near the present project area, recent activities have also altered the natural landscape and likely contributed to the loss of pre-Contact cultural history. Modern construction activities have impacted, through grading and sand removal, large portions of dune lands to the west of the project area. More specifically, residential development, automobile access roads, everyday pedestrian use, and refuse dumping activities have all impacted the area of Pā'ia significantly.

PREVIOUS ARCHAEOLOGY

Early archaeological studies conducted on Maui primarily included recording *heiau* sites along the coastline in 1909 and 1916 by Thrum and Stokes respectively, and an island-wide site survey in 1928 conducted by Winslow Walker (1931). Walker identified only one site near the current project area named Kailua Heiau, located near Kailua Gulch approximately 0.50 mile west of Pā'ia Road. The site was recorded as a platform measuring 50 x 80 feet and was probably destroyed during sugar cane cultivation (Walker in Sterling 1998:97).

Many archaeological sites are present in the general vicinity of the project area (Figure 3). Some of these sites, including Kanahā and Mau'oni fishponds, located on the east end of Kahului, have been preserved. These fishponds have been classified as *loko wai* or fresh water ponds by Kikuchi (1973). This type of pond was originally a natural lake or marsh area that was fortified through human intervention. Kikuchi (1973) states that a stone wall that separates the two ponds was constructed in the early part of the 16th century by the Maui chief Kiha-a pi'ilani.

Clark and Toenjes (1987) conducted a study along the northern Maui shoreline, including the present project area. Six subsurface cultural features were identified during the survey. The sites were functionally interpreted as traditional Hawaiian fishing and habitation sites (Clark and Toenjes 1987). Charcoal samples submitted for dating from this study yielded dates of A.D. 1420-1810 for coastal occupation. Burials were also identified during the study (*ibid.*).

The Baldwin Beach Burial site (State Site No. 50-50-05-1171) is a house and grave site located at the first point northeast of Pā'ia Bay (Clark and Toenjes 1987). This site consists of two features: a rectangular foundation composed of basalt boulders and an earth-filled, rectangular pit containing fragments of coral. The site was assessed as a habitation complex (State of Hawai'i:1974) and assigned State Site No. 50-50-05-1258 (*ibid.*)

State Site No. 50-50-05-1063, representing the Ku'au Petroglyphs, are located southwest of Ku'au peninsula somewhat northeast of the current area of study. The petroglyphs have been cut into a boulder located on a coral sand beach near an intermittent drainage. The boulder itself is 2.2 m in diameter by 0.7 m high and is inscribed with five linear human figures (Clark and Toenjes 1987:12). Associated with the Ku'au Petroglyphs, a modified boulder 16 m to the south of the petroglyphs and measuring 2.4 m long by 1.4 m wide exhibits a shallow linear groove 0.36 m long that has been carved across the central portion of the boulder's surface. The groove is surrounded by at least ten shallow, smooth depressions ranging from 0.18 m to 0.33 m in diameter. The modifications to the boulder have been interpreted to represent adze sharpening grooves. The depressions are undoubtedly the result of grinding and polishing adzes in the later stages of adze manufacture (*ibid.*).

North of lower Pā'ia, near Ku'au Bay, State Site No. 50-50-05-1064, known as the Kalahau Burials, has been the focus of much archaeological attention. Human remains have been eroding from within this beach area for a number of years. Excavations conducted by Bowen (1968) revealed two separate cultural layers, providing evidence for both traditional habitation and human burials. These endeavors exhibited two distinctive periods of Hawaiian occupation; however, no radiocarbon dates have been obtained. Another study at this site, conducted by Borthwick (1990), revealed a pre-Contact cultural layer. Samples collected from a cultural stratum in the dune resulted in a radiocarbon date of c. A.D. 1100. To date, over 40 burials have been removed from the area.

Subsurface testing conducted in 1991 on either side of Spreckelsville Beach Road, several miles west of the project area, led to the identification of several cultural deposits (State Site No. 50-50-04-2849) (Toenjes *et al.* 1991). Radiocarbon dates from documented cultural layers yielded occupation ranges of A.D. 1230 to 1765. One radiocarbon sample from the shoreline yielded a very early date of A.D. 410 to 615 (*ibid.*).

In 1993, subsurface archaeological testing was conducted on a section of land located between Spreckelsville Beach Road and the northeastern end of Kahului airport. This project, several miles west of the project area, yielded only negative results (Folk and Hammett 1993).

Archaeological subsurface testing of the Ku'au Beach lots subdivision consisted of the excavation of nine trenches. Testing results revealed that dune deposits were located *makai* or north of the existing beach road. However, no archaeological sites or features were identified within the project area (Hammett 1997).

In 2001, Scientific Consultant Services, Inc. conducted an Inventory Survey of .25 acres in the Pā'ia Youth and Cultural Center, located on a coastal parcel on Pā'ia Bay (see Figure 3). Based on the presence of several large native Hawaiian coastal cemeteries within the Hāmākua Poko Ahupua'a, it seemed likely that this area was once the location of pre-Contact habitation and possible burials. The work included a subsurface testing program consisting of nine mechanically excavated stratigraphic trenches, eight of which were culturally sterile. In fact, the survey and the subsurface testing revealed only one cultural feature in one trench: a historic trash deposit containing bottle glass, metal objects, and a ceramic sherd (State Site 50-50-05-5124). The trash deposit was very likely associated with nearby railroad and military structures (Morowski and Spear 2001).

SETTLEMENT PATTERN

The project area is situated entirely within a coastal environmental zone. Ethnohistoric data, recorded in the late 1700s, describes the houses of fisherman and groves of coconut trees lining the coast:

...The shores of Kahului harbor from Waihe'e Point to Haiku, were surrounded with the grass huts of the fishermen and of those connected with the innumerable war canoes of the King. Myriads of cocoanut trees lined the beach from Kahauloa to Wailuku...the trees having been destroyed by a conquering army from Hawai'i (Paradise of the Pacific, Sept. 1900).

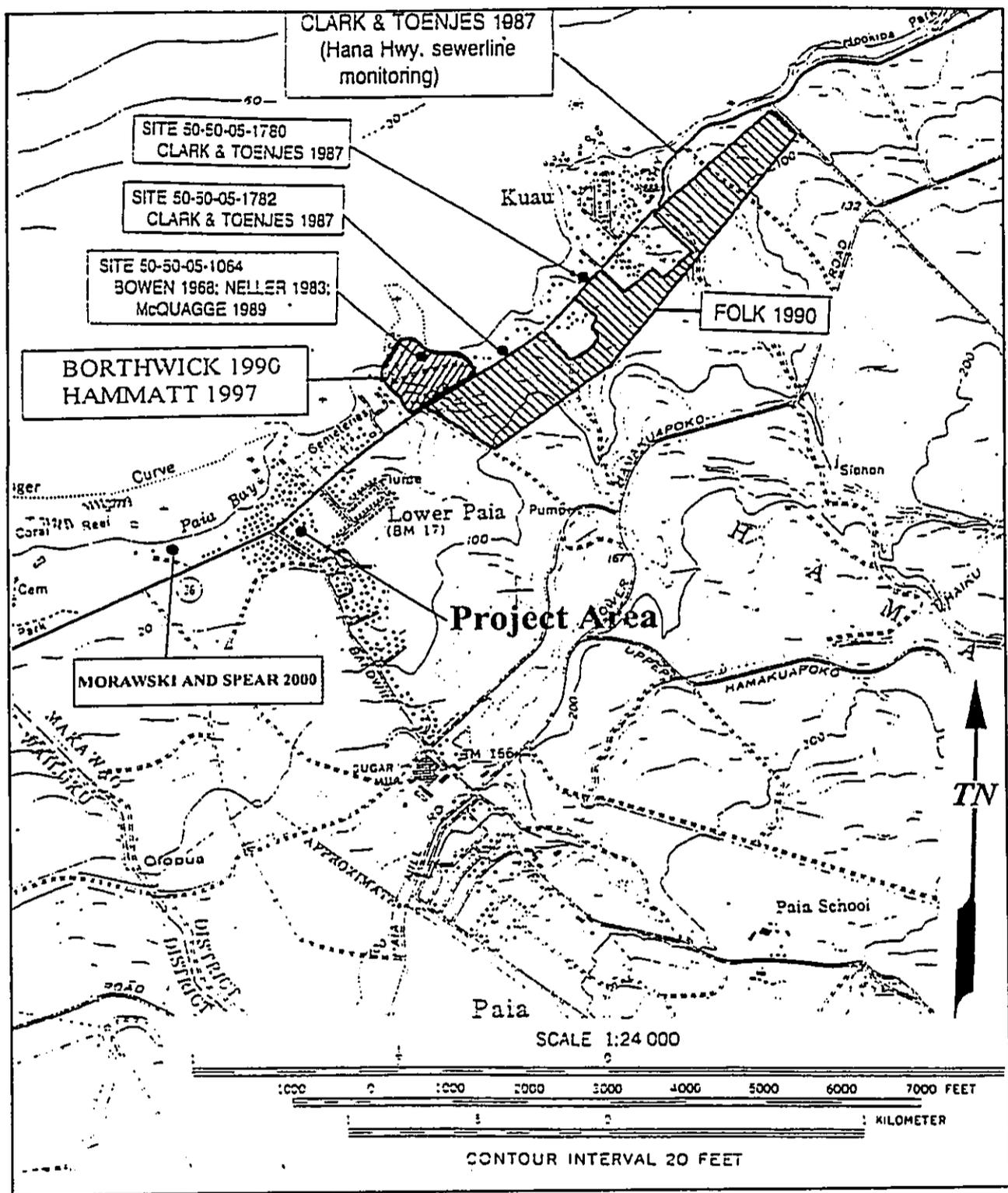


Figure 3: Map Showing Previous Archaeological Work in the Vicinity of the Project Area (adapted from McGerty and Spear 2000:6, Figure 4).

The canoes of the *ali`i* filled the bay and fishponds were constructed on the marshy shores nearby to provide a steady food source (Sterling 1998:97-98). Agricultural produce was cultivated inland in the Makawao District, particularly in the lush valleys containing perennial streams. According to Samwell (1778, in Beaglehole), sweet potato and dryland taro were growing on the dry plains of the Maui isthmus.

Although research is limited, present archaeological information suggests permanent settlement in the Hāmākuapoko Ahupua`a occurred along coastal reaches where marine resources would have been extremely rich, partly due to the fringing coral reef along this portion of Maui. Clark and Toenjes (1987) conducted a study along the northern Maui shoreline, close to the present project area. Six subsurface cultural features were identified during the survey. The sites were functionally interpreted as traditional Hawaiian fishing and habitation sites (Clark and Toenjes 1987). Charcoal samples submitted for dating from this study yielded dates of A.D. 1420-1810 for coastal occupation. Burials were also identified during the study (*ibid.*).

Natural and recent cultural processes impacting the coastal project area must be taken into consideration when predicting the occurrence of archaeological sites. In recent times, several tsunamis have caused extensive damage throughout Hawai`i. In 1923, for example, a tsunami destroyed a wharf at Kahului. A more destructive tidal wave inundated the Windward coasts of Maui and Hawai`i Islands in 1946. More recently, in 1952, and again in 1957, smaller tsunamis arrived in the islands. These recorded natural phenomena, in addition to unrecorded prehistoric occurrences, have undoubtedly altered cultural deposits in the coastal region. Bordner and Silva (1982) observed WWII bunkers 20-50 feet from the shoreline buried beneath sea water. They noted extensive shoreline erosion over the years that they worked in the area. Additionally, Stearns and Macdonald (1978) discuss the probability that the construction of a jetty built in Wailuku between 1900 and 1910 may have artificially intensified shoreline erosion. The important implications of these recorded observations infer that shoreline configurations undoubtedly are significantly different now than during prehistoric times.

Based on this previous information, archaeological research in the project area could lead to the identification of traditional permanent habitation loci, burials, temporary fishing camps, and architectural features representing religious activities, such as fishing shrines (*ko`a*). Remnants of sugar cane cultivation representing historic enterprises could also be potential finds. However these deposits would most likely occur in subsurface contexts and may simply be remnant deposits affected by modern development.

PROJECT AREA EXPECTATIONS

Based on archival research and previous archaeology conducted in the coastal reaches of Hāmākua Poko Ahupua`a, it was thought unlikely that traditional surface architectural remains or surface artifacts and/or midden scatters would be identified on the surface of the subject parcel. This is due to modern landscape alterations. The presence of subsurface deposits in the project was considered possible, even due to the extensive landscape modifications to the project area.

Possible cultural deposits in subsurface strata could include: traditional and/or historic artifacts associated with marine exploitation and warfare, architecture related to fishing and coastal habitation, and possibly even pre-Contact human burials associated with habitation and warfare. The latter possibility is less likely, given the project area's distance from coastal sand dunes. Historic-era remnants would have been associated with sugar cane camps, railroad use, and possible rubbish pits in the city center.

METHODOLOGY

Methods utilized during the present Inventory Survey investigation, included those related to fieldwork, archival research, and laboratory work.

The survey phase of fieldwork consisted of one person systematically surveying the project area with the objective of identifying surface features. Because the project area is located in a parking lot, ground surface visibility across the parcel was very good (Figure 4).

Three Stratigraphic Trenches (ST) of varying length and depth were mechanically excavated across a representative portion of the project area (see Figure 2 for trench locations and orientation). The trenches were excavated to a variable depth of between 1.20 to 2.30 m below the ground surface. None of the soil was screened but excavation of the soil was closely monitored and all trench walls were inspected. Stratigraphic profiles of at least one wall of each trench were illustrated. Photographs were taken of trench locations prior to excavation and at least one profile of each trench was drawn.

Archival research entailed investigating the historic and archaeological background of the general area. This included a documentary search of known archaeological sites in this region of Maui as well as a review of previous archaeological projects in the area. In addition, a review of



Figure 4: Overview of the Project Area and Stratigraphic Trench (ST) 2. View to Northwest.

historic documents was conducted in order to understand the impact of post-Contact events on the cultural and archaeological landscape of the region. The land parcel did not represent an LCA.

Laboratory work was conducted in the Honolulu office of SCS and included the drafting of site plan view maps and trench profiles. A few samples of historic era artifacts were processed for analysis. All documentary materials and artifacts (bottles) are currently being curated at the SCS office in Honolulu.

FIELDWORK RESULTS

Survey and excavation led to the documentation of one sit, State Site Number 50-50-05-5519. This site is an historic-era refuse pit.

STRATIGRAPHIC TRENCH 1 (ST-1):

ST-1 measured 7 m in length, 0.75 m in width, and was excavated to a terminal depth of

1.20 meters below surface (mbs)(Figure 5). Two stratigraphic layers were observed (Figure 6). Layer I consists of a dark yellowish brown (10YR 4/4) sandy silt with a few clay peds. It was dry, hard, and compacted. Layer II consists of a dark reddish brown (5YR 2.5/2) silty sand with a few micro roots and some coarse-grained sand. The top 10 cm of Layer 1 had embedded gravel from the parking surface. Stratigraphic layers I and II were found to be culturally sterile. Layer I was fill material and Layer II was natural strata.



Figure 5: Overview of ST-1 Post-Excavation. View to North.

STRATIGRAPHIC TRENCH 2 (ST-2):

ST-2 measured 5 m in length, 0.75 m in width, and was excavated to a terminal depth of 1.50 meters below surface (mbs)(see Figure 4). Two stratigraphic layers were observed (see Figure 6). Layer I consists of a dark yellowish brown (10YR 4/4) sandy silt with a few clay peds. It was dry, hard, and compacted. Layer II consists of a dark reddish (5YR 2.5/2) brown silty sand with a few micro roots and some coarse-grained sand. The top 10 cm of Layer 1 had embedded gravel from the parking surface. Stratigraphic layers I and II were found to be culturally sterile. Layer I was fill material and Layer II was natural strata..

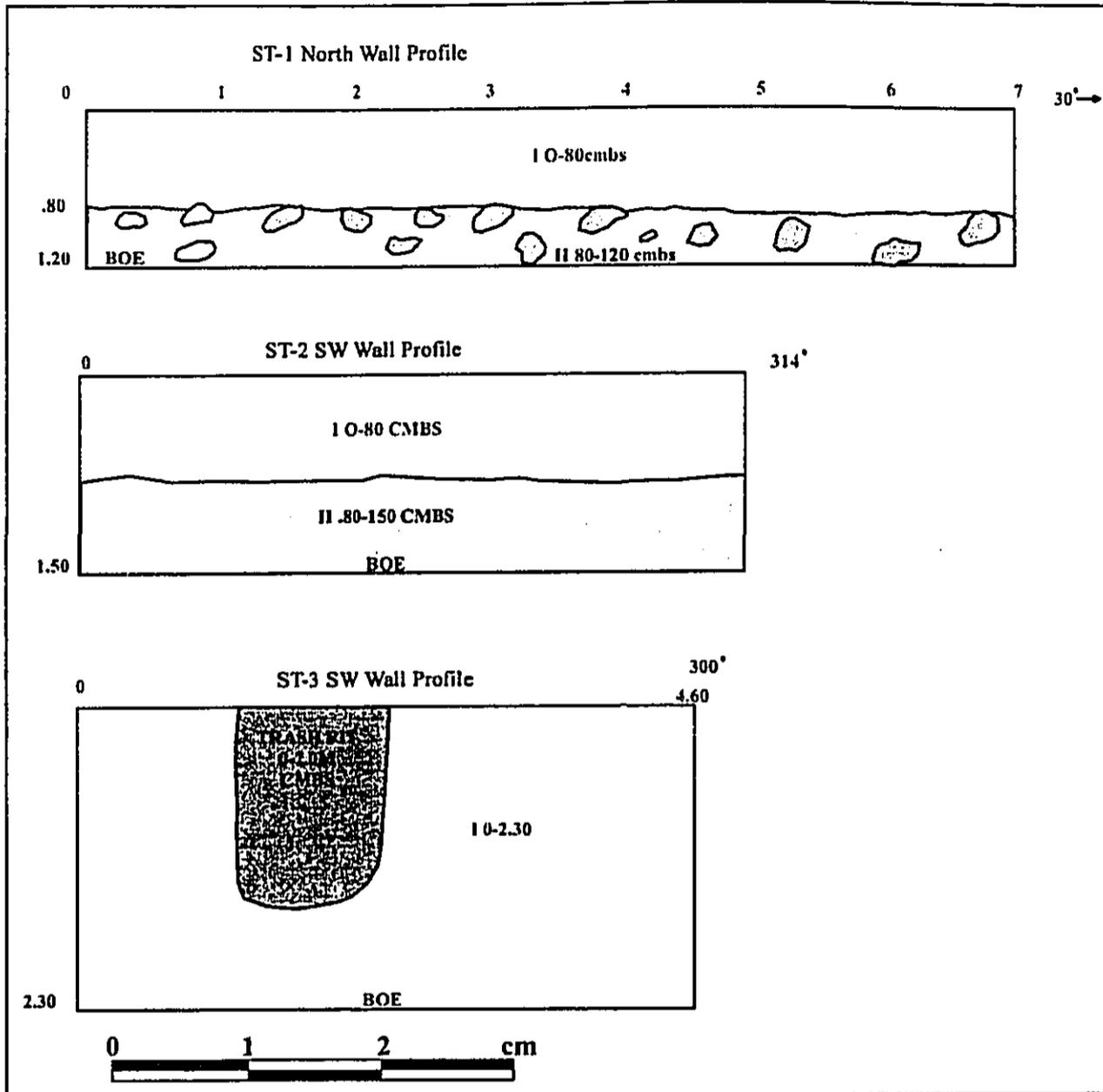


Figure 6: Wall Profiles for the Three Stratigraphic Trenches (ST-1, ST-2, and ST-3) Excavated.

STRATIGRAPHIC TRENCH 3 (ST-3):

ST-3 measured 4.5 m in length, 0.75 m in width, and was excavated to a terminal depth of 2.30 meters below surface (mbs) (see Figure 6). One stratigraphic layer was seen and a refuse pit outline was observed (Figure 7, also see Figure 6). Layer I consists of a dark reddish brown (5YR 2.5/2) silty sand with a few clastics and some coarse-grained sand particles (medium to poor sorting). Soil in the refuse pit was a very dusky red (2.5YR 2.5/2) silty clay with few, clay peds and well sorted sediment.

Stratigraphic Layer I showed evidence of an historic era refuse pit. Two complete aqua colored beverage bottles were recovered. Both bottles were manufactured using an Automatic Bottle Machine (ABM). This indicates fairly recent manufacture of at least post 1904. In addition 4 ceramic sherds were collected on the chance that they might better establish a date for the refuse pit site. These sherds included two yellowware rim pieces, a whiteware bowl base piece, and one sherd of ironstone whiteware bowl base. All the ceramic sherds date from no earlier than the mid 1800s. This refuse pit has been assigned State Site Number 50-50-05-5519. The materials collected from this feature were analyzed by Guerin Tome, B.A., Lab Director for SCS and are listed in Appendix A.

DISCUSSION AND CONCLUSIONS

Archaeological Inventory Survey investigations were performed on approximately 1.7 acres of land located in Hāmākua Poko Ahupua`a, Makawao District, Maui Island, Hawai`i [TMK 2-6-005:004, 025, 033 & 109]. The goal of the project was to investigate the presence/absence of surface and subterranean archaeological structures, artifacts, or cultural deposits across project parcel. Research was geared toward understanding the nature and chronological affiliation of identified sites and their relationship to the settlement patterns and history of land use in the area. This work preceded proposed physical improvements to the Pā`ia Town Center, including installing a paved parking lot, construction of a new commercial building, and other associated improvements on the parcel.

The project area is located within the parking area of a commercial property. It has been extensively altered by modern development, primarily from the construction of the Pā`ia Town Center and other commercial buildings. Extensive grading has altered the project area's original integrity. In fact, with the exception of Site 5519, an historic era refuse pit, no significant sites were identified in the parameters of the subject parcel area during the survey or excavation process.



Figure 7: Refuse Pit Shown in Outline of ST-3 Base of Excavation.

SITE SIGNIFICANCE

Site 50-50-05-5519 was considered significant under criterion D, but it is no longer considered significant due to the current documentation.

RECOMMENDATIONS

This parcel, in its entirety, has been extensively altered by development activities. Based on the findings of the present investigations, it appears probable that additional archaeological research would not significantly contribute to interpretations of the area, region, Hawaiian traditional cultural practices and lifeways, and/or the history of the area in general. No further archaeological work is needed.

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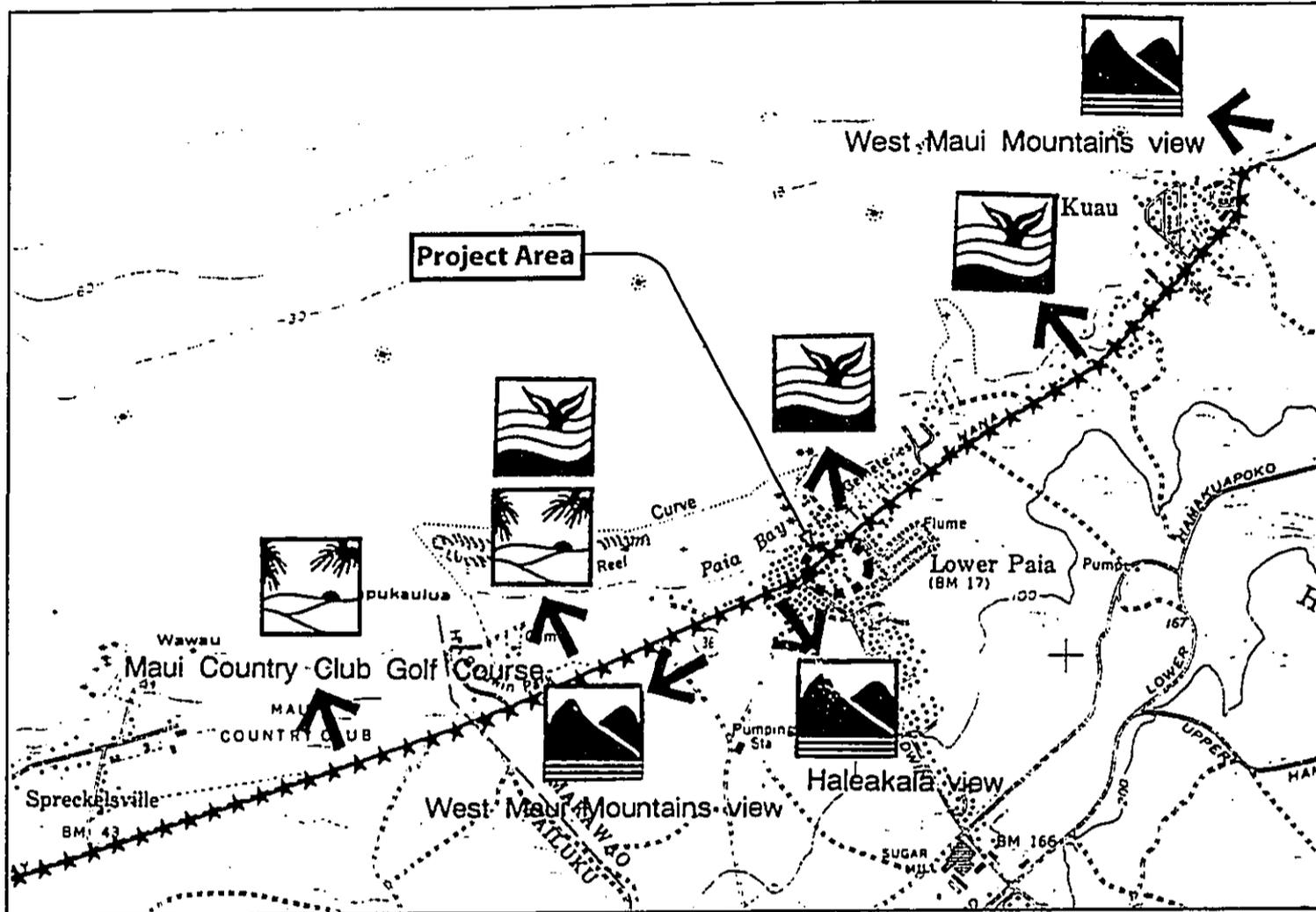
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APPENDIX A COLLECTED MATERIALS

Lab Bag	Unit	Depth (cmbs)	Artifact Type	Measurements	Lot Count	Remarks
1	-	-	Yellowware Rim Sherd	-	1	Interior and exterior glazed and crackled (c. 1800s)
1	-	-	Yellowware Rim/Body/Base Sherd	-	1	Interior and exterior glazed and crackled (c. 1800s)
1	-	-	Whiteware Base Sherd	-	1	Interior and exterior glazed white and crackled (post 1890)
1	-	-	Ironstone Whiteware Body/Base Sherd	-	1	Interior and exterior glazed white (post 1840)
2	-	-	Soil Sample	204.8 grams	-	-
3	BT-2	-	Soil Sample	94.7 grams	-	-
4	BH-3	I	Soil Sample	156.7 grams	-	-
5	BT-3	III	Soil Sample	287.2 grams	-	-
6	-	-	Glass Bottle	Overall Height: 24.5 cm Body Height: 11.5 cm Mouth Diameter (inner): 1.7 cm Base Diameter: 5.0 cm	1	Complete, aqua marine glass bottle, automatic machine made (base and two sides), crown top finish with sloping collar, semi-bulbous neck, sloping shoulders, vertically straight body, flat base, no embossment. Bottle manufacturer: unknown. Bottle manufacture date (based on bottle assemblage methods): post 1904.

7	-	-	Glass Bottle	Overall Height: 29.5 cm Body Height: 14.0 cm Mouth Diameter (inner): 1.6 cm Base Diameter: 6.3 cm	1	Complete, aqua marine glass bottle, automatic machine made (base and two sides), crown top finish with sloping collar, semi-bulbous neck, sloping shoulders, vertically straight body, flat base, no embossment. Bottle manufacturer: unknown. Bottle manufacture date (based on bottle assemblage methods): post 1904.
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Appendix - C
Maui Scenic Coastal Resources
Study, Paia Map



MAP LEGEND
8.1.2 KAHULUI — PAIA

-  OPEN SPACES
-  MAUI VIEWS
-  AREA OF SCENIC BEAUTY
-  COASTAL VIEW
-  COASTAL LAND FORM

Appendix C
Maui Scenic Coastal
Resources Study, Paia Map



Paia Town Center

03/2004

NOT TO SCALE

CHRIS
HART
& PARTNERS

Appendix - D
Preliminary Drainage Report

PRELIMINARY DRAINAGE REPORT
FOR
PAIA TOWN CENTER
Paia, Maui, Hawaii
T.M.K.: (2) 2-6-005: 004, 033, & 109

Prepared For:

Frampton & Ward, LLC
33 Lono Avenue, Suite 450A
Kahului, Maui, Hawaii 96732



Prepared By:



CONSULTING CIVIL ENGINEERS
305 SOUTH HIGH STREET, SUITE 102
WAILUKU, MAUI, HAWAII 96793
PHONE: (808) 242-0032
FAX: (808) 242-5779

June 2003

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- 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. CONCLUSION
- IX. REFERENCES

EXHIBITS

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

APPENDICES

- A Hydrologic Calculations

**PRELIMINARY DRAINAGE REPORT
FOR
PAIA TOWN CENTER
Paia, Maui, Hawaii**

I. INTRODUCTION

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

II. SITE LOCATION AND PROJECT DESCRIPTION

The subject parcels are identified as T.M.K.: (2) 2-6-005: 004, 033, & 109. The project site encompasses an area of approximately 1.64 acres. The project site is bordered by Luna Place to the north, Baldwin Avenue to the south, Hana Highway to the west, and Bank of Hawaii to the east.

This project includes construction of an A.C. paved parking lot. Associated improvements include grading, drainage, and landscaping.

III. EXISTING TOPOGRAPHY AND SOIL CONDITIONS

The project site is currently developed with several existing buildings and a gravel parking lot. The parcel slopes down in the north to south direction ranging in elevation from approximately 25 feet to 17 feet above mean sea level.

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 soils within the project site are classified as Paia Series (PcB). Paia Series is characterized as having moderate permeability, slow runoff, and a slight erosion hazard.

IV. EXISTING DRAINAGE CONDITIONS

It is estimated that the existing 50-year storm runoff from the project site is 5.0 cfs. Presently, onsite runoff sheet flows across the project site in an east to west direction towards Hana Highway. Surface runoff collects at various low points within the project site or continues off the project site and is intercepted by the existing drainage system along the adjacent roadways.

V. FLOOD AND TSUNAMI ZONE

According to Panel Number 150003 0183 D of the Flood Insurance Rate Map, May 15, 2002, 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 1-hour storm runoff will be 7.0 cfs, producing an increase of 2.0 cfs in surface runoff. Onsite runoff will be allowed to sheet flow in the same general direction towards Hana Highway. A majority of the surface runoff will be captured by grated inlet catch basins throughout the proposed parking lot. The runoff will be conveyed to a subsurface drainage system beneath the proposed paved parking lot near the south west corner of the project site. The subsurface system is designed to accommodate the increase in surface runoff volume from a 50 year storm created by the proposed project. A release line will be constructed near the top of the drainage system to allow no more than the existing surface runoff volume to continue downstream. This runoff will be conveyed by a 12-inch drainline from the subsurface drain to an existing catch basin on Hana Highway. This existing catch basin currently captures the existing surface runoff exiting the project site. Three smaller perforated drainage pipes will be installed at the three proposed driveways. Surface runoff will be captured by these subsurface systems, further reducing the volume of runoff exiting the project site.

The drainage design criteria shall be to minimize any alterations to the natural pattern of the existing onsite surface runoff.

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. CONCLUSION

The proposed development will produce an increase in surface runoff of 2.0 cfs. The runoff will be intercepted by onsite grated catch basins and conveyed to one of four subsurface drainage systems. The subsurface drains will be sized to accommodate the increase in runoff from the 50-year 1-hour storm. This is in accordance with Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui.

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

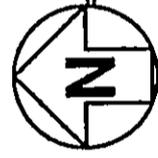
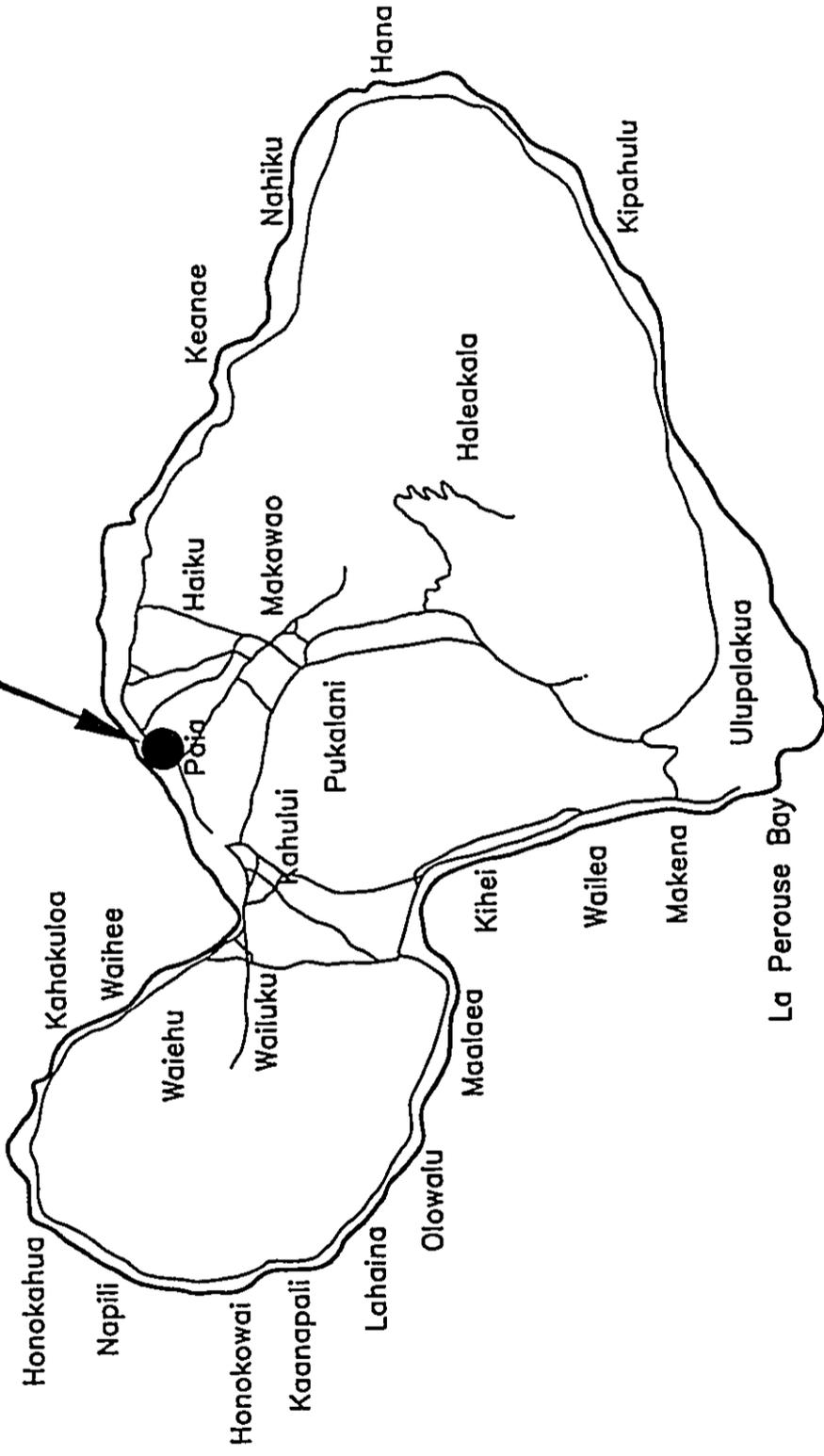
IX. REFERENCES

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- C. Rainfall-Frequency Atlas of the Hawaiian Islands, Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau, 1962.
- D. Flood Insurance Rate Maps of the County of Maui, May 2002.
- E. 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**

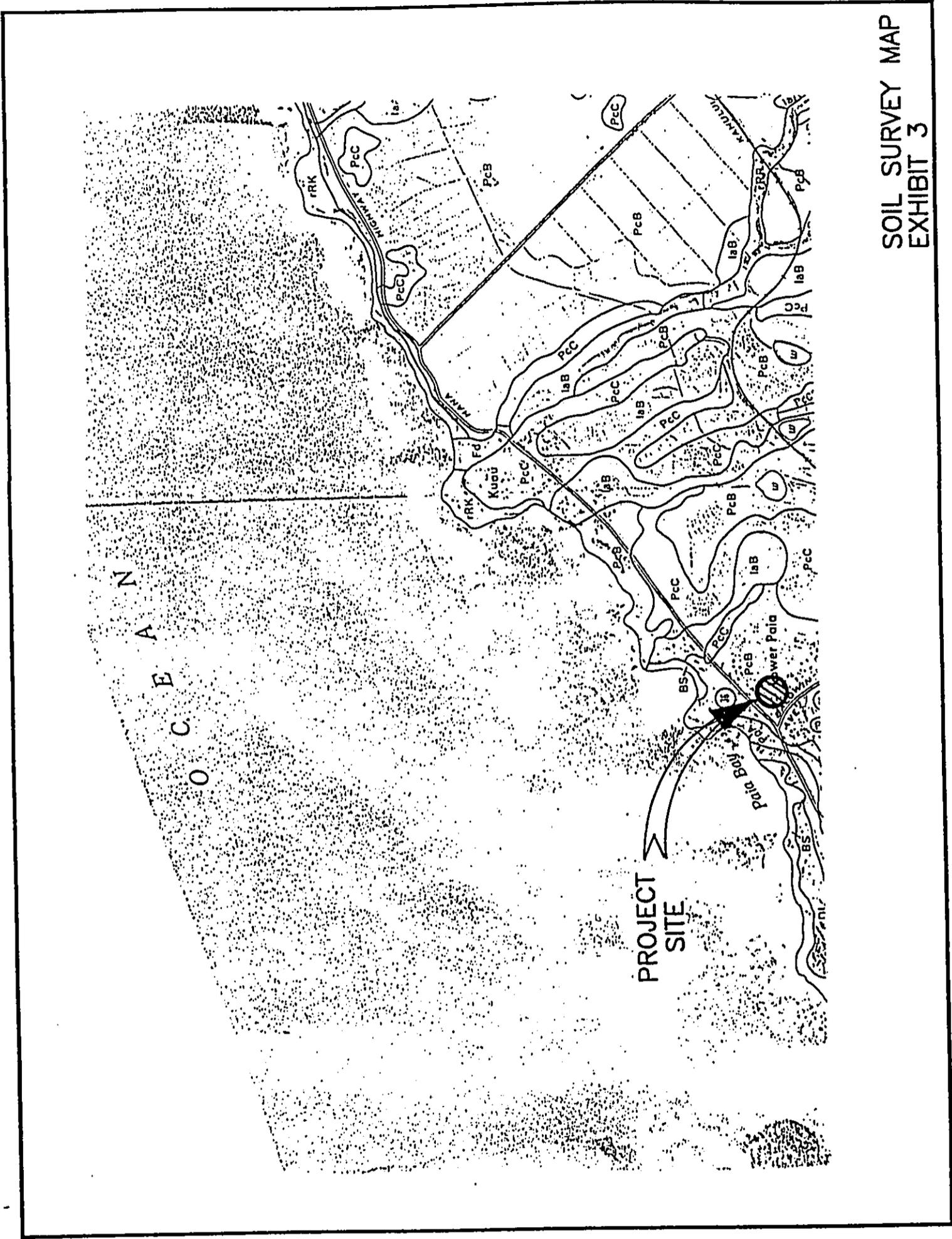
**PROJECT
SITE**



ISLAND OF MAUI

NOT TO SCALE

LOCATION MAP
EXHIBIT 1

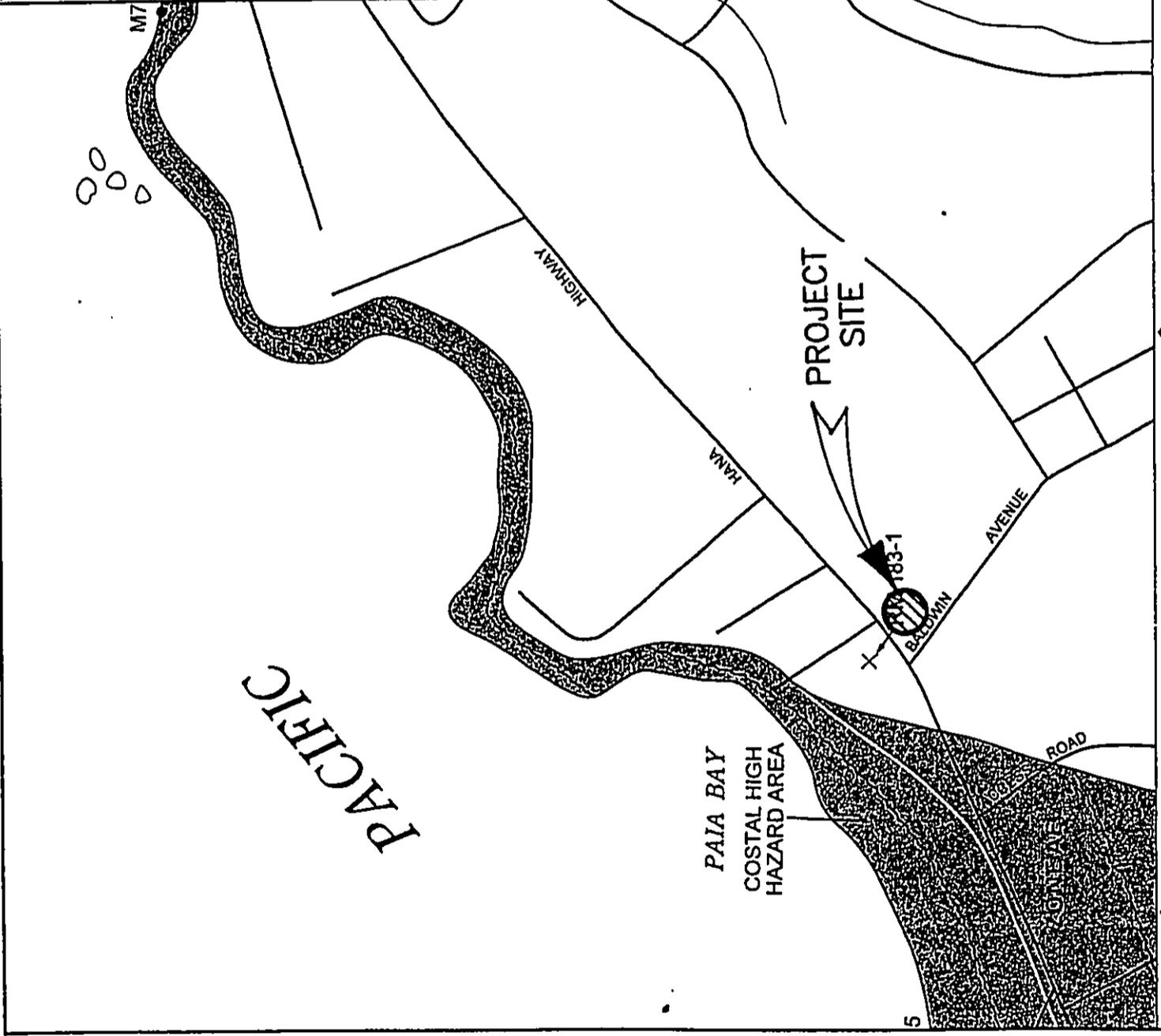


SOIL SURVEY MAP
EXHIBIT 3

Insurance agent of their National Flood Insurance Program at (408) 636-0624



APPROXIMATE SCALE IN FEET



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

MAUI COUNTY,
HAWAII

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
1500030183 D
MAP REVISED:
MAY 15, 2002



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the site block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.mtc.fema.gov

APPENDIX A
HYDROLOGIC 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 (Pavement)	= <u>0.55</u>
C	= 0.82

ROOF AREAS:

Infiltration (Negligible)	= 0.20
Relief (Steep)	= 0.08
Vegetal Cover (None)	= 0.07
Development Type (Roof)	= <u>0.55</u>
C	= 0.90

GRAVEL/GRASSED AREAS:

Infiltration (Slow)	= 0.14
Relief (Flat)	= 0.00
Vegetal Cover (Poor)	= 0.05
Development Type (Open)	= <u>0.15</u>
C	= 0.34

LANDSCAPED AREAS:

Infiltration (Medium)	= 0.07
Relief (Flat)	= 0.00
Vegetal Cover (High)	= 0.00
Development Type (Landscape)	= <u>0.15</u>
C	= 0.22

EXISTING CONDITION:

Pavement Areas = 0.28 Acres
Roof Areas = 0.53 Acres

Gravel/Grassed Areas = 0.61 Acres
Landscaped Areas = 0.13 Acres
WEIGHTED C = 0.61

DEVELOPED CONDITIONS:

Pavement Areas = 0.83 Acres
Roof Areas = 0.57 Acres
Landscaped Areas = 0.14 Acres
WEIGHTED C = 0.79

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

$$i_{50} = 2.5 \text{ inches}$$

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

Existing Condition:

$$T_c = 11 \text{ minutes}$$
$$I = 5.0 \text{ inches/hour}$$

Developed Condition:

$$T_c = 9 \text{ minutes}$$
$$I = 5.4 \text{ inches/hour}$$

- C. Drainage Area (A) = 1.64 Acres

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

$$Q = CIA$$

Existing Conditions:

$$Q = (0.61)(5.0)(1.64)$$
$$= 5.0 \text{ cfs}$$

Developed Conditions:

$$Q = (0.79)(5.4)(1.64)$$
$$= 7.0 \text{ cfs}$$

Therefore, the increase in surface runoff is $7.0 - 5.0 = 2.0$ cfs.

Appendix - E
Traffic Impact Assessment

TRAFFIC IMPACT ANALYSIS REPORT FOR
PAIA TOWN CENTER

IN PAIA, MAUI, HAWAII

FINAL REPORT

Prepared For
FRAMPTON & WARD, LLC

Phillip Rowell and Associates
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Tel: 808-239-8206 Fax: 808-239-4175
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March 9, 2004
Revised July 20, 2005

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1. INTRODUCTION

Phillip Rowell and Associates has been retained to prepare a traffic impact analysis for a proposed commercial and office development in Paia, Maui, Hawaii. The approximate location of the project is shown in Figure 1.

The purposes of this study are:

1. Identify and document the traffic related impacts of the proposed project.
2. Identify and evaluate traffic and transportation related improvements required to provide adequate access to and egress from the proposed project.
3. If required, identify and assess street and roadway improvements to mitigate the project's traffic impacts.

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

Project Description

The following is a summary of the proposed project:

1. The proposed project is located in the southeast quadrant of the intersection of Hana Highway at Baldwin Avenue in the Paia area of Maui.
2. The project will consist of 5,640 square feet of new retail space and 4,320 square feet of office space.
3. The existing parking lot will be reconfigured to provide more orderly parking and circulation into, out of and within the lot. The redesigned parking lot will provide 91 parking stalls.
4. On street parking adjacent to the project along Hana Highway and Baldwin Avenue will be retained.
5. Access to and egress from the parking lot will be provided by two driveways.
 - a. The first driveway will be located along the east side of Baldwin Avenue and is referred to as Drive 'A' in this report. This driveway is an existing two-way driveway that will be converted to one-way outbound. This conversion will prevent left turns from Baldwin Avenue that currently impedes traffic flow.
 - b. The second driveway, referred to as Drive 'B,' is located along the south side of Hana Highway immediately west of Luna Place. This is also an existing two-way driveway that will be converted to one-way inbound.

Study Methodology

The following is a summary list of the tasks performed:

1. A site reconnaissance was performed to identify existing roadway cross-sections, intersection lane configurations, traffic control devices, and surrounding land uses.
2. Existing peak-hour traffic volumes for the study intersections were obtained and summarized.
3. Existing levels-of-service of the study intersections was determined using the methodology described in the *Highway Capacity Manual*.
4. A list of related development projects within and adjacent to the study area that will impact traffic conditions at the study intersections was compiled. This list included both development projects and anticipated highway improvement projects.
5. Future background traffic volumes at the study intersections without traffic generated by the study project were estimated.
6. Peak hour traffic that the proposed project will generate was estimated using trip generation analysis procedures recommended by the Institute of Transportation Engineers.
7. A level-of-service analysis for future traffic conditions with traffic generated by the study project was performed.

8. The impacts of traffic generated by the proposed project at the study intersections was quantified and summarized.
9. Locations that project generated traffic significantly impacts traffic operating conditions were identified.
10. Recommendations, improvements or modifications necessary to mitigate the traffic impacts of the project and to provide adequate access to and egress from the site were formulated.
11. A report documenting the conclusions of the analyses performed and recommendations was prepared.

Order of Presentation

Chapter 2 describes existing traffic conditions, the Level-of-Service (LOS) concept and the results of the Level-of-Service analysis of existing conditions.

Chapter 3 describes the process used to estimate 2006 cumulative traffic volumes and the resulting cumulative traffic projections. Cumulative conditions are defined as future background traffic conditions without traffic generation by the study project.

Chapter 4 describes the methodology used to estimate the traffic characteristics of the proposed project, including 2006 cumulative plus project traffic projections.

Chapter 5 describes the traffic impacts of the proposed project and summarizes the conclusions of the level-of-service analysis.

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

Access to the project will be via a driveway along the south side of Hana Highway and egress from the project will be via a driveway along the east side of Baldwin Avenue.

Hana Highway is an east-west, State Highway along the north boundary of the development site. Hana Highway connects Kahului with Hana. Within Paia, Hana Highway is a two-lane, two-way roadway. There are separate left and right turn lanes at the intersection with Baldwin Avenue. The intersection is signalized. There is parking along both side of the roadway, but not in the immediate vicinity of the intersection. Peak hour traffic counts indicate that the Average Daily Traffic volume is between 13,000 and 16,000 vehicles per day.

Baldwin Avenue is a two-lane, two-way County road that connects Paia with Makawao. The AM and PM peak hourly volumes adjacent to the site are both approximately 600 and 700 vehicles per hour, respectively. This implies an Average Daily Traffic volume of approximately 7,000 vehicles per day.

Existing Peak Hour Traffic Volumes

The existing morning and afternoon peak hour traffic volumes for the intersection of Hana Highway at Baldwin Avenue and Hana Highway at Luna Place are shown in Figure 2.

1. The peak hour volumes were determined from traffic counts of the study intersections. The morning traffic counts were performed on Wednesday, February 4, 2004 from 6:30 AM to 8:30 AM. The afternoon counts were performed on Monday, February 9, 2004 from 3:00 PM to 6:00 PM.
2. The peak hourly volumes shown represent the peak hourly volume of each separate traffic movement at the study intersection, which typically do not coincide. Therefore, the volumes shown represent a worse-case peak hour traffic condition.
3. The counts shown include motorcycles, buses and large vehicles. They do not include bicycles and mopeds.

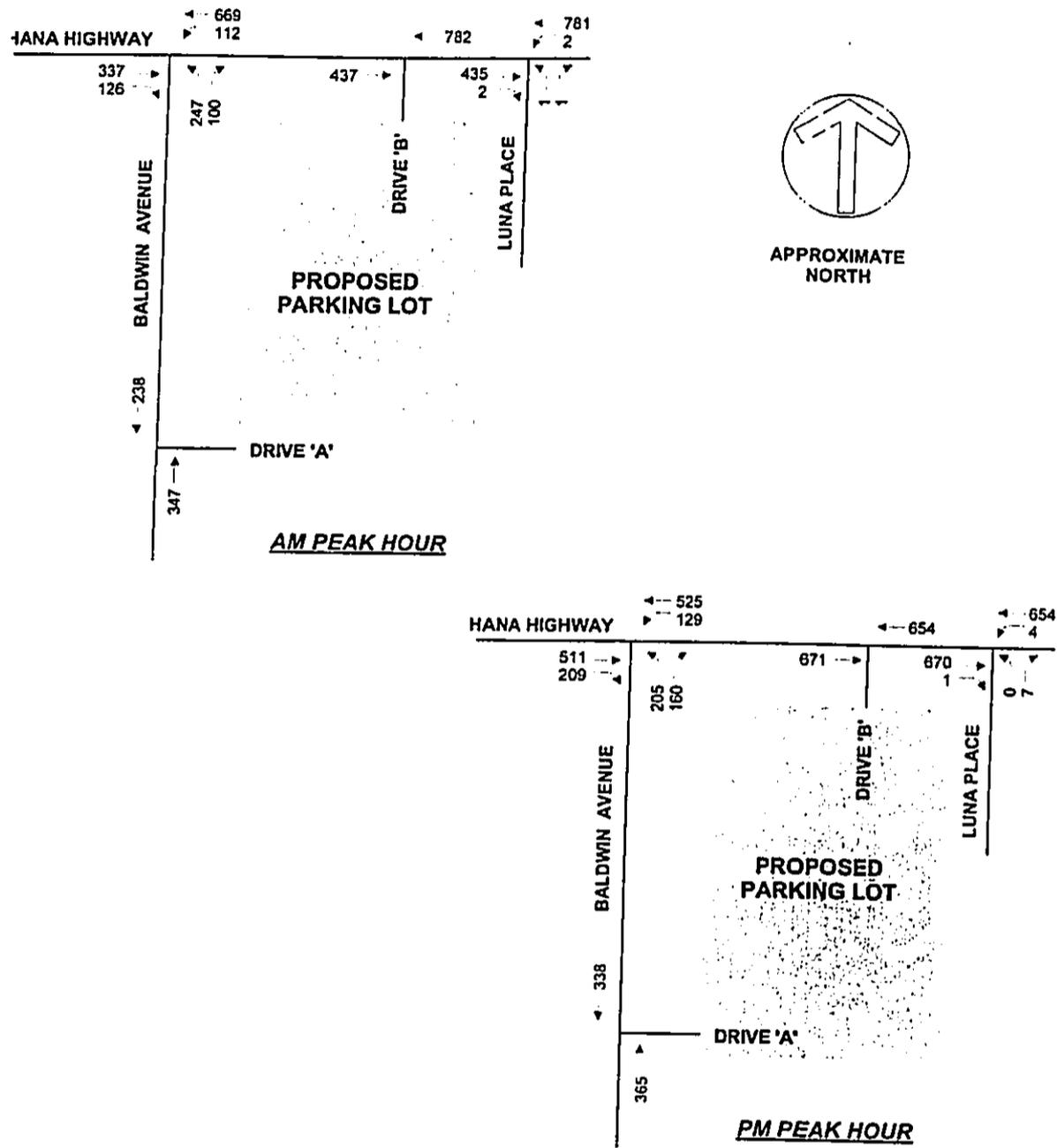


Figure 2
EXISTING (2004) PEAK HOUR TRAFFIC VOLUMES

Level-of-Service Concept

Signalized Intersections

The operations method described in the *2000 Highway Capacity Manual (HCM)* was used to analyze the operating efficiency of the signalized intersections. This method involves the calculation of a volume-to-capacity (V/C) ratio and average vehicle delay, which is related to a Level-of-Service (LOS).

"LOS" 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. LOS (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 LOS 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. *LOS D is typically considered acceptable for peak hour conditions in urban areas.*

Corresponding to each LOS 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⁽¹⁾

Level of Service	Interpretation	Volume-to-Capacity Ratio ⁽²⁾	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<20.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	20.1-35.0
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	35.1-55.0
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	55.1-80.0
F	Total breakdown with stop-and-go operation	>1.001	>80.0

Notes:

(1) Source: *Highway Capacity Manual, 2000.*

(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 LOS from A to F. However, the method for determining LOS 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 LOS at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for LOS and the corresponding delay.

Table 2 Level-of-Service Definitions for Unsignalized Intersections⁽¹⁾

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	<10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	See note (2) below	>50.1

Notes:

(1) Source: *Highway Capacity Manual, 2000.*

(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 LOS analysis are summarized in Table 3. Shown are the control delays and levels-of-service of each controlled lane group. Volume-to-capacity ratios are shown for traffic movements at the intersection of Hana Highway at Baldwin Avenue.

As shown, the levels-of-service calculations indicate relatively good traffic operating conditions at the intersection. This is not consistent with conditions observed in the field. There is congestion and significant delays along eastbound approach of Hana Highway during the afternoon peak period. This implies that the congestion within the Paia area is the result of other activities within the study area that adversely impact traffic operations.

During the surveys, the following was observed:

- a. Parking maneuvers out of the angle parking causes significant delays to through traffic along Hana Highway. Traffic must stop to allow vehicles to back out of the parking stall into traffic. This is especially bad during the afternoon peak period.
- b. It was also observed that some vehicles turn left across traffic to park in the angled parking stalls on the opposite side of the street. Traffic in both directions must stop when this maneuver occurs. This also occurs during both peak periods.

- c. During the morning peak period, trucks, including delivery trucks, park in No Parking zones, therefore impeding traffic flow. Delivery trucks that parking in the parking stalls are too long to fit into standard parking stalls. Therefore, the rear of the vehicle hangs into the traffic lane impeding traffic flow.
- d. Also during the morning peak period, delivery trucks will block both approach lanes in order to back into off-street loading areas.
- e. Pedestrians do not use the crosswalks and do not comply with the pedestrian crossing signals. There is no crosswalk across the eastbound approach of Hana Highway at Baldwin Avenue, pedestrians consistently cross at this location.
- f. Left turns across both Hana Highway and Baldwin Avenue into driveway and parking stalls (previously noted) impedes traffic flow.

Table 3 Existing Levels-of-Service

Intersection and Movement	AM Peak Hour			PM Peak Hour		
	V/C	Delay ¹	LOS ²	V/C	Delay ¹	LOS
Hana Highway at Baldwin Avenue	0.58	16.5	B	0.54	13.6	B
Eastbound Thru	0.44	15.5	B	0.53	11.9	B
Eastbound Right	0.15	12.4	B	0.19	8.4	A
Westbound Left	0.56	32.1	C	0.54	30.2	C
Westbound Thru	0.69	14.7	B	0.43	5.8	A
Northbound Left	0.42	17.4	B	0.56	25.9	C
Northbound Right	0.09	15.0	B	0.34	23.5	C
Hana Highway at Luna Place						
Westbound Left & Thru		8.3	A		9.1	A
Northbound Left & Right		18.5	C		13.6	B

NOTES:
 (1) Delay is in seconds per vehicle.
 (2) denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on delay.

3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS

The purpose of this chapter is to discuss the assumptions and data used to estimate 2006 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 cumulative 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 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 Hana Highway and Baldwin Avenue were increased by 1.6 % per year for 2004 to 2006.

Related Projects

The second component in estimating cumulative traffic volumes is traffic resulting from other proposed projects in the vicinity. Related projects are defined as those projects that are under construction, have been approved for construction or likely to be developed before the design year of the study project and would significantly impact traffic in the study area. Related projects may be development projects or roadway improvements. The following related projects were identified.

1. Paia Commercial Center and Post Office
2. Paia By-Pass

The traffic study for the Paia Commercial Center and Post Office¹ provided traffic projections associated with both projects. The traffic projections were expanded to include the study intersections.

It was assumed that the Bypass would be one-way southbound. The Bypass will begin at Hana Highway east of the existing public parking lot and intersect Baldwin Avenue just mauka of the existing Post Office. The Bypass will divert traffic from the eastbound to southbound right turns at the intersection of Hana Highway at Baldwin Avenue and have a corresponding positive impact on operations of this intersection.

2006 Cumulative Traffic Projections

2006 cumulative traffic projections were calculated by expanding existing traffic volumes by the appropriate growth rates and then superimposing traffic generated by related projects. The resulting 2006 cumulative peak hour traffic projections are shown in Figure 3.

¹ Phillip Rowell and Associates, *Traffic Impact Study for Paia Commercial Center and Post Office*, October 2002

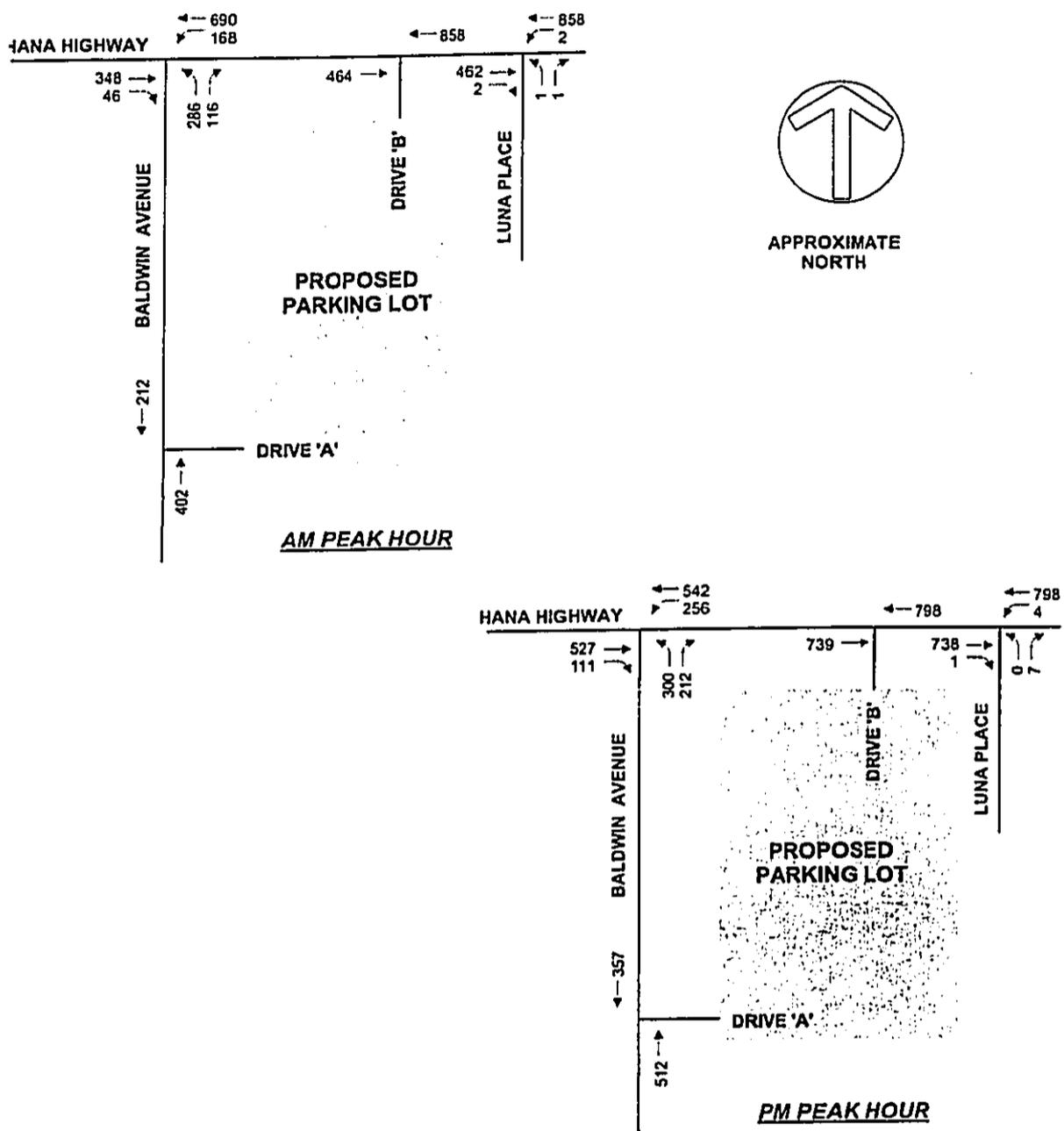


Figure 3
2006 CUMULATIVE PEAK HOUR TRAFFIC PROJECTIONS

4. PROJECT-RELATED TRAFFIC CONDITIONS

This chapter discusses the methodology used to quantify and assess the traffic-related impacts of the proposed project. Generally, the process involves the following steps:

1. Estimation of weekday peak-hour trips that would be generated by the proposed project,
2. Distribution and assignment of these trips on the approach and departure routes, and
3. Calculation of the levels-of-service at affected intersections and driveways subsequent to implementation of the project.

This chapter presents the generation, distribution and assignment of project generated traffic and the cumulative plus project traffic projections. The results of the LOS analysis of cumulative plus project conditions is presented in the following chapter.

Project Trip Generation

Retail and Office Trip Generation

Future traffic volumes generated by the project were estimated using the procedures described in the *Trip Generation Handbook*.² This method uses trip generation rates or equations to estimate the number of trips that a proposed project will generate during the morning and afternoon peak hours.

² Institute of Transportation Engineers, *Trip Generation Handbook*, Washington, D.C., 1998, p. 7-12

It was assumed that the retail/commercial component of the development would have traffic characteristics comparable to uses defined as specialty retail by the Institute of Transportation Engineers. The Institute of Transportation Engineers defines specialty retail as a development with various retail uses, included shops, restaurants and miscellaneous office uses such as insurance and real estate offices.

It was assumed that the office component would consist of professional users, such as medical or dental offices. Trip generation rates for medical-dental offices were used for this component of the development.

The calculation of the trips generated by the retail/office development is shown in Table 4.

Period & Direction		Specialty Retail			Medical/Dental Office			Project Total
		Trips Rate or Percent	Square Feet	Trips	Trips Rate or Percent	Square Feet	Trips	
AM Peak Hour	Total	6.41	5,640	36	3.58	4,320	15	51
	Inbound	48%		17	66%		10	27
	Outbound	52%		19	34%		5	24
PM Peak Hour	Total	4.93		28	4.46		19	47
	Inbound	57%		16	40%		8	24
	Outbound	43%		12	60%		11	23

The trips shown are the peak hourly trips generated by the project, which typically coincide with the peak hour of the adjacent street. As shown, the project will generate 51 trips during the morning peak hour, 27 inbound and 24 outbound. During the afternoon peak hour, this project will generate 24 inbound and 23 outbound trips for a total of 47 trips.

Reassignment of Parking Lot Trips

Reconfiguration off the existing parking lot is an element of the proposed project. The existing driveways into and out of the parking lot will be converted from two-way to one-way. This action results in the redistribution of traffic currently using the parking lot as well as some on-street parking and vehicles using other off-street parking facilities.

Since it is not possible to accurately estimate the amount of traffic that will be redistributed, it was decided that the most appropriate method to assess the impacts of the parking lot configuration was to assume that the parking lot is used to the maximum useable capacity and use this estimate to assess the impacts of the proposed parking lot reconfiguration.

The traffic into and out of the proposed lot was estimated using the following assumptions:

- a. The parking lot has a capacity of 91 spaces.
- b. The useable capacity of the lot during the afternoon peak hour is 90%. This percentage is a standard used in parking utilization and occupancy studies to account for vehicles circulating within the parking lot and vehicles that use two parking spaces rather than one.
- c. The number of vehicles using the parking lot during the morning peak hour will be 60% of the afternoon peak hour. This is based on the observation that not all the businesses are open during

the morning peak hour and that more on-street parking is available during the morning peak hour than during the afternoon peak hour.

- d. The average parking duration is 90 minutes, or 1.5 hours, during both peak periods.

Using these assumptions, there will be 33 inbound and 33 outbound trips during the morning peak hour and 55 inbound and 55 outbound trips during the afternoon peak hour. These estimates also result in a double-counting of the vehicles that currently park on street or in other facilities. The results will provide conservative estimates of future traffic projections.

Trip Distribution and Assignments

Trips were assigned based on the approach and departure patterns calculated for existing traffic counts. Separate trip distribution patterns were calculated for the morning and afternoon peak periods. The number of vehicles entering and leaving the study area, as determined from the traffic counts, was used to estimate the distribution of traffic.

The project trips were then assigned to the study intersections. The trip assignments for the parking lot are shown in Figure 6 and the trip assignments for the retail/office development are shown in Figure 7.

2006 Cumulative Plus Project Projections

Cumulative plus project traffic conditions are defined as 2006 cumulative traffic conditions plus project related traffic. The incremental difference between cumulative and cumulative plus project is the traffic impact of the project under study.

2006 cumulative plus project traffic projections were estimated by superimposing the peak hourly traffic generated by the proposed project on the 2006 cumulative peak hour traffic volumes presented in Chapter 3. The 2006 cumulative plus parking lot traffic projections are shown in Figure 8 and 2006 cumulative plus parking lot plus project traffic projections are shown on Figures 9.

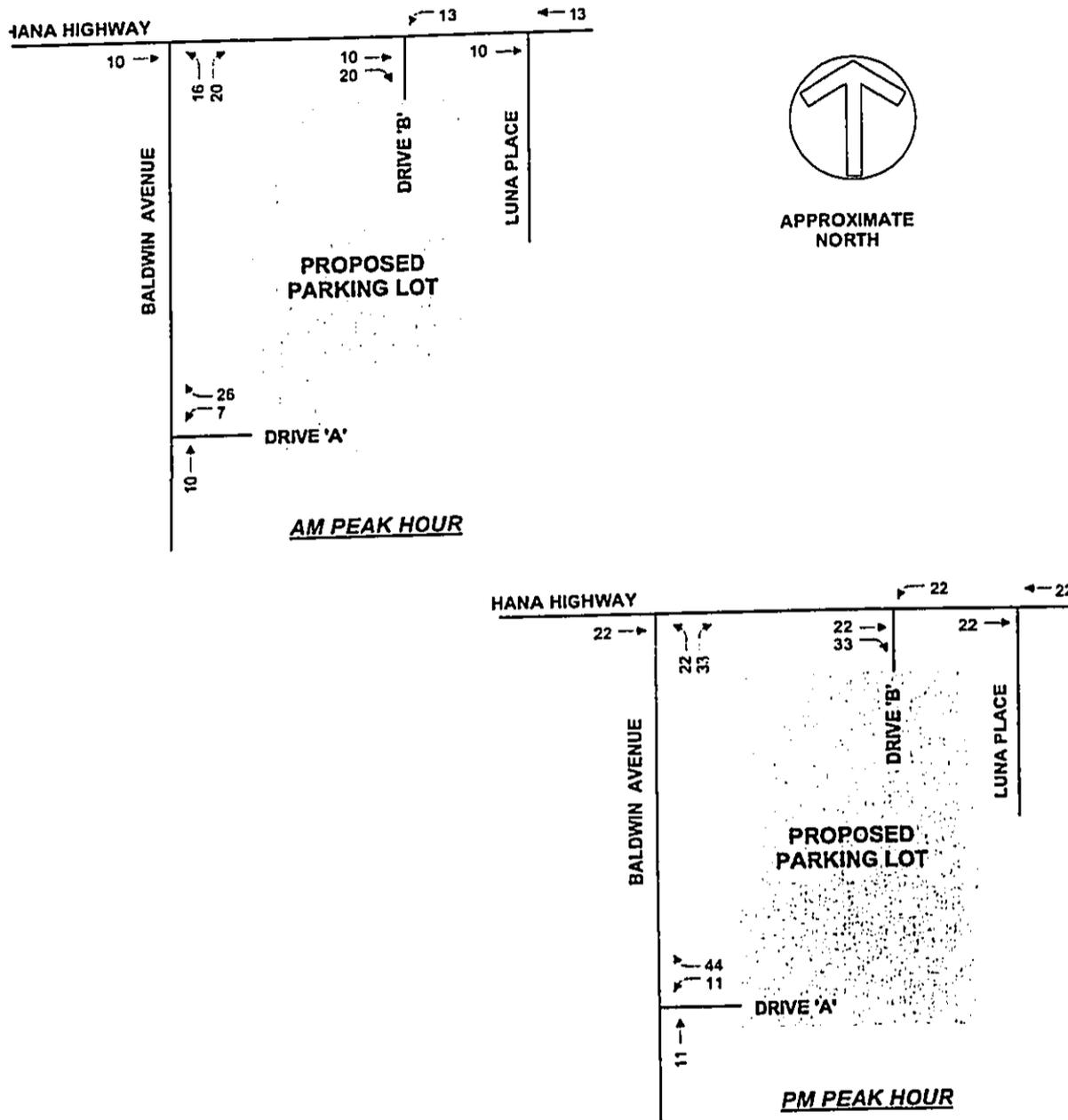


Figure 4
TRIP ASSIGNMENTS FOR PROPOSED
PARKING LOT RECONFIGURATION

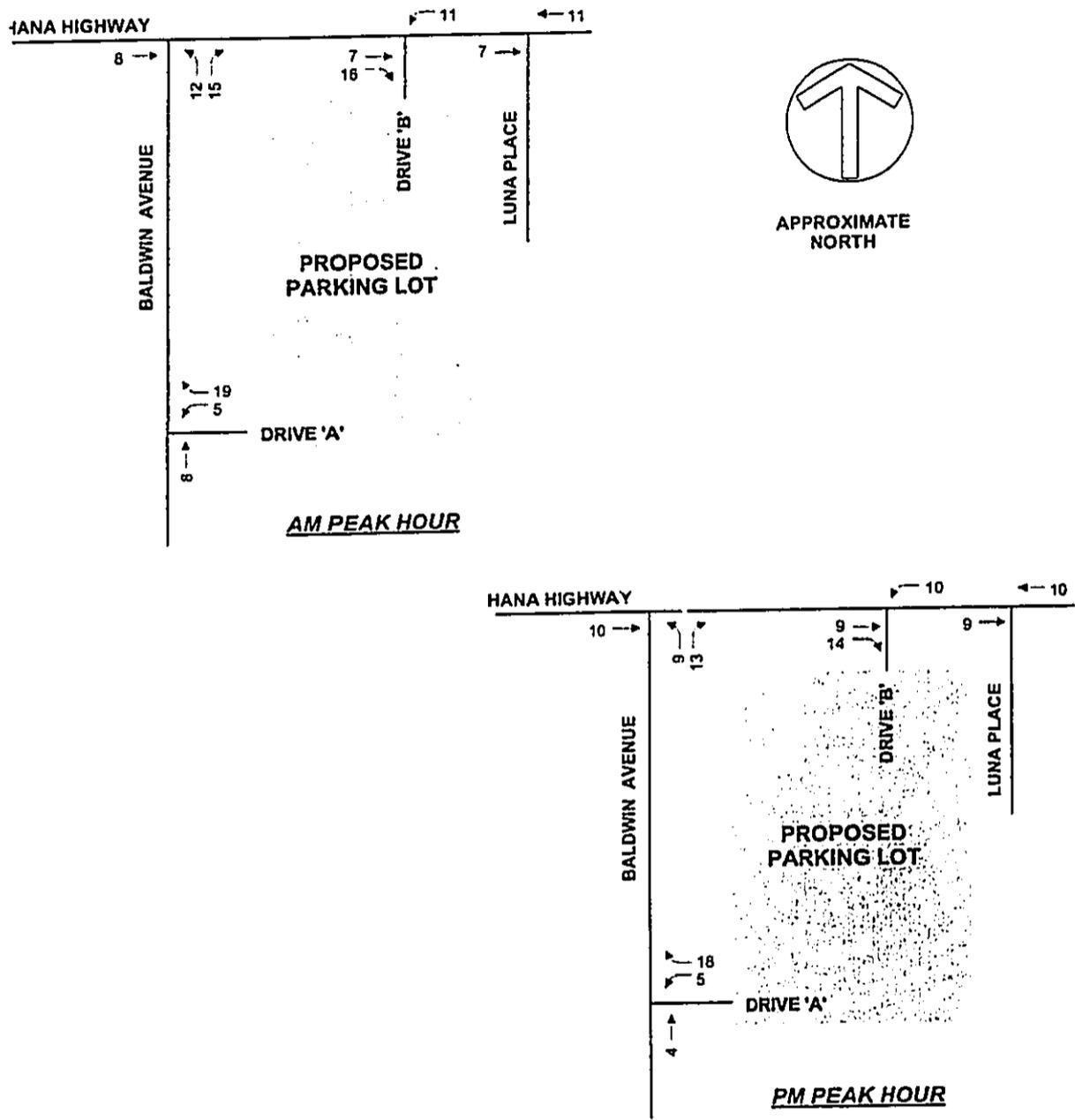


Figure 5
TRIP ASSIGNMENTS FOR PROPOSED
RETAIL/OFFICE PROJECT

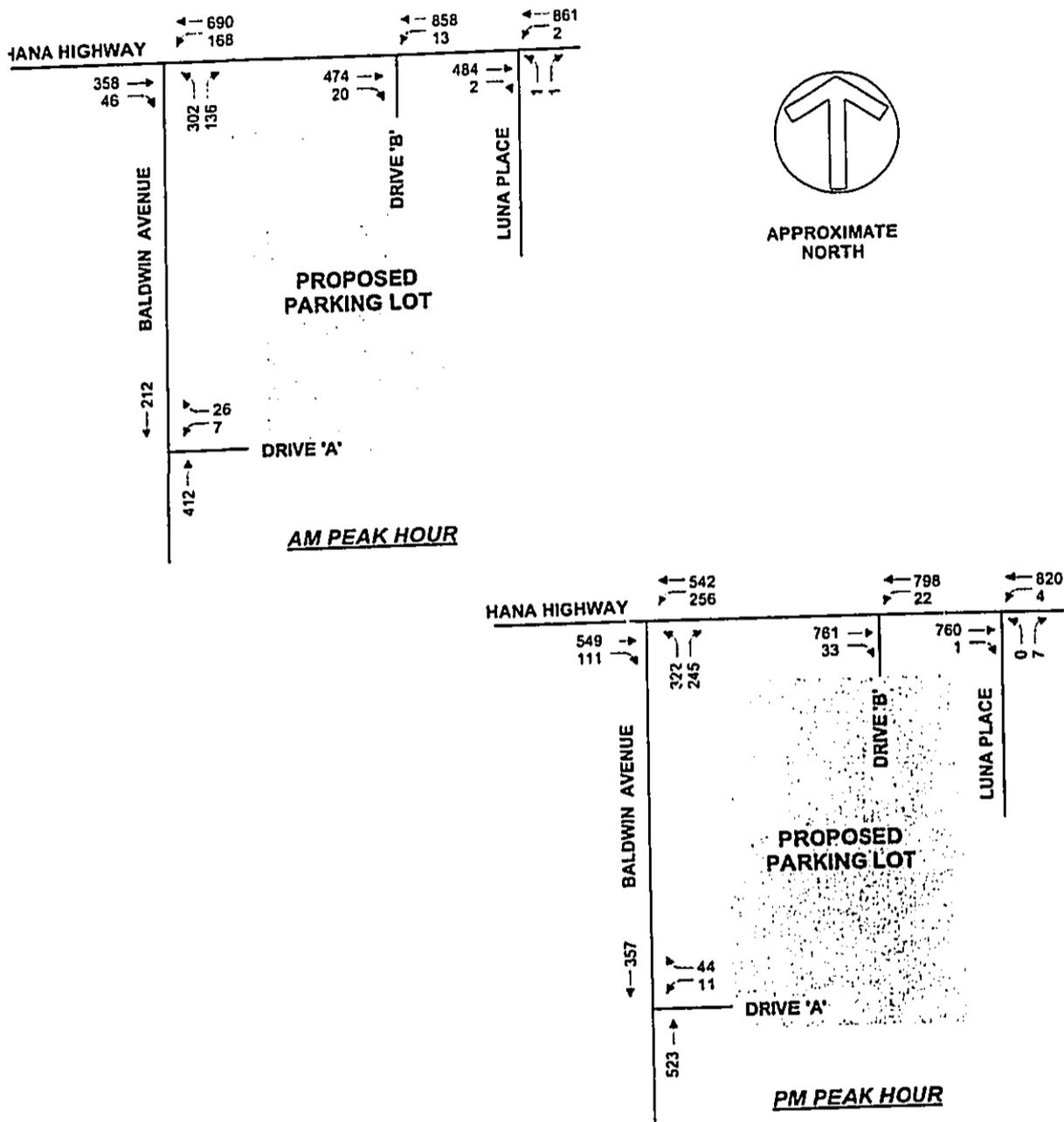


Figure 6
2006 CUMULATIVE PLUS PARKING LOT
PEAK HOUR TRAFFIC PROJECTIONS

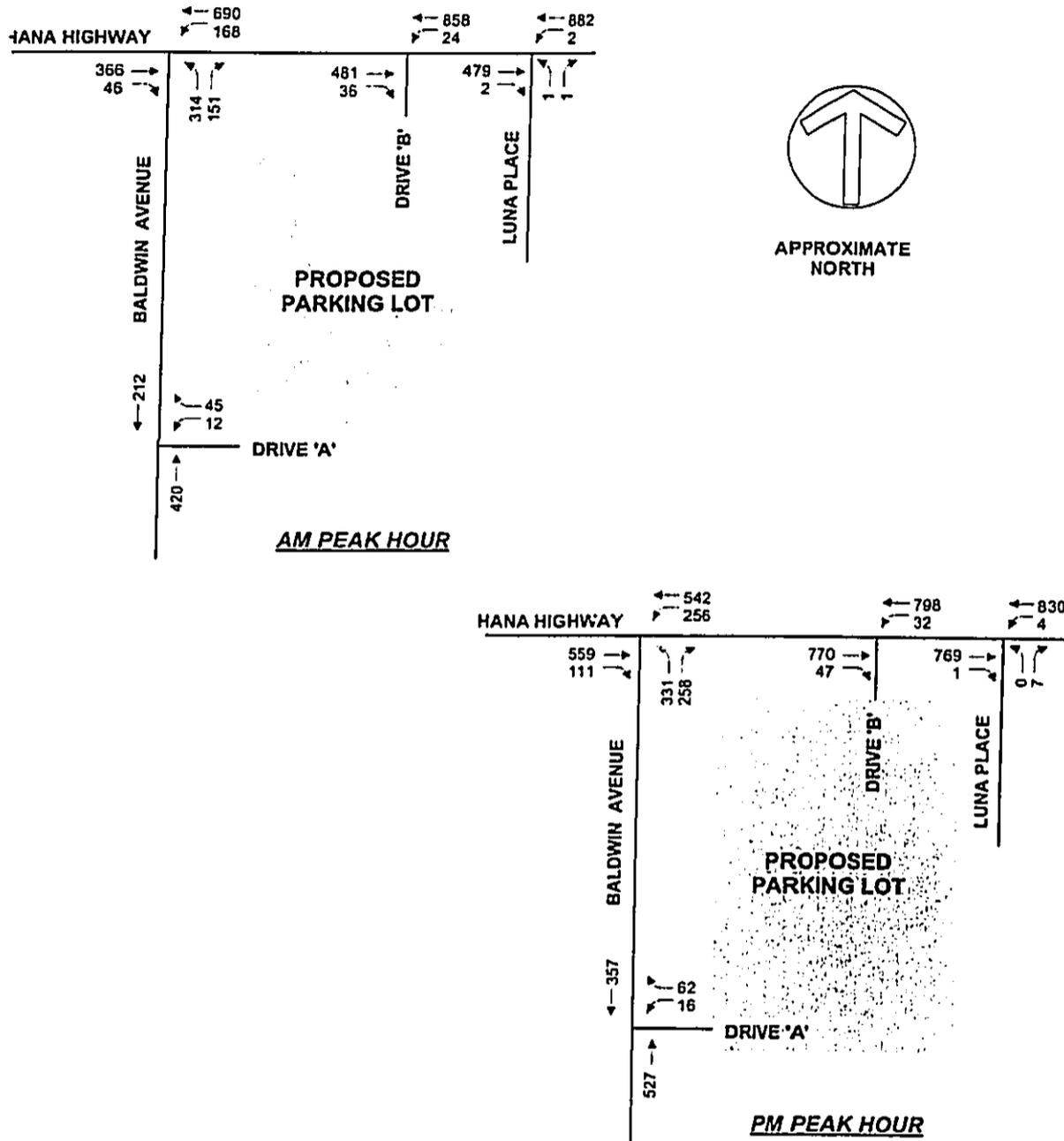


Figure 7
2006 CUMULATIVE PLUS PARKING LOT
PLUS PROJECT PEAK HOUR TRAFFIC PROJECTIONS

5. TRAFFIC IMPACT ANALYSIS

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

Definition of Significant Impacts

Since there is no local criteria defining a significant traffic impact, criteria used by Los Angeles Department of Transportation was used for this study. The criteria shown in Table 5 are used to define a significant impact for a signalized intersection:

Final V/C Ratio	Project Related Increase in V/C
0.700-0.800	equal to or greater than 0.040
0.800 - 0.900	equal to or greater than 0.020
> 0.900	equal to or greater than 0.010

NOTES:

- (1) Los Angeles Department of Transportation, *Traffic Study Policies and Procedures*, 1993, page 10

There are no similar criteria for unsignalized intersections. The *Traffic Study Policies and Procedures* suggest that (1) unsignalized intersections be analyzed assuming signalized conditions so that intersections are evaluated using comparable criteria and (2) the volume-to-capacity ratio for the overall intersection, rather than each traffic movement, be used to evaluate the intersection.

In calculating the volume-to-capacity ratio for the overall intersection, deficient traffic movements may be overlooked because poor and good levels-of-service may balance, resulting in an acceptable level-of-service. Therefore, the criteria shown previously is also used to define a significant impact for each traffic movement.

Project Related Traffic Impacts

The level-of-service analysis was performed for cumulative and cumulative plus project conditions. The incremental difference between the two conditions is the impact of the project. The assumptions used for the LOS analysis are:

1. All driveways are STOP sign controlled.
2. All traffic movements are allowed at the project driveways into and out of the project.
3. Drive A is one-lane outbound.
4. Drive B is one-lane inbound.

The results of the Level-of-Service analysis for the intersection of Hana Highway at Baldwin Avenue are summarized in Table 6. Shown are the volume-to-capacity ratios, average vehicle delays and levels-of-service. The volume-to-capacity ratio and delay changes are increased from the cumulative condition. The conclusions of the level-of-service analysis is that all the volume-to-capacity ratio changes are less than the change required for the impact to be significant or the final volume-to-capacity ratios are less than 0.700.

Table 6 2006 Levels-of-Service - Hana Highway at Baldwin Avenue

Intersection and Movement	Cumulative			Cumulative Plus Parking Lot			Changes		Cumulative Plus Parking Lot Plus Project			Changes	
	V/C	Delay ¹	LOS ²	V/C	Delay	LOS	V/C	Delay	V/C	Delay	LOS	V/C	Delay
AM Peak Hour													
Eastbound Thru	0.429	14.1	B	0.441	14.2	B	0.012	0.1	0.451	14.4	B	0.022	0.3
Eastbound Right	0.023	10.2	B	0.023	10.2	B	0.000	0.0	0.023	10.2	B	0.000	0.0
Westbound Left	0.836	53.6	D	0.836	53.6	D	0.000	0.0	0.836	53.6	D	0.000	0.0
Westbound Right	0.674	13.2	B	0.674	13.2	B	0.000	0.0	0.674	13.2	B	0.000	0.0
Northbound Left	0.524	19.9	B	0.553	20.4	C	0.029	0.5	0.575	20.8	C	0.051	0.9
Northbound Right	0.136	16.6	B	0.175	16.9	B	0.039	0.3	0.207	17.1	B	0.071	0.5
PM Peak Hour													
Eastbound Thru	0.649	18.2	B	0.676	19.0	B	0.027	0.8	0.689	19.3	B	0.040	1.1
Eastbound Right	0.088	10.8	B	0.088	10.8	B	0.000	0.0	0.088	10.8	B	0.000	0.0
Westbound Left	0.630	11.7	B	0.647	12.4	B	0.017	0.7	0.654	12.7	B	0.024	1.0
Westbound Right	0.500	9.0	A	0.500	9.0	A	0.000	0.0	0.500	9.0	A	0.000	0.0
Northbound Left	0.610	23.5	C	0.655	24.8	C	0.045	1.3	0.674	25.3	C	0.064	1.8
Northbound Right	0.255	19.3	B	0.331	19.9	B	0.076	0.6	0.360	20.2	C	0.105	0.9

NOTES:
 (1) Delay is in seconds per vehicle.
 (2) V/C denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.

The results of the level-of-service analysis for the intersection of Hana Highway at Luna Place are summarized in Table 7. All movements are expected to operate at Level-of-Service C, or better.

Table 7 2006 Levels-of-Service - Hana Highway at Luna Place

Intersection and Movement	AM Peak Hour						PM Peak Hour					
	Without Project		With Parking Lot		With Parking Lot Plus Project		Without Project		With Parking Lot		With Parking Lot Plus Project	
	Delay ¹	LOS ²	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Westbound Left & Thru	8.4	A	8.4	A	8.5	A	9.4	A	9.4	A	9.5	A
Northbound Left & Right	20.5	C	21.2	C	21.6	C	14.5	B	14.8	B	14.9	B

NOTES:

- (1) Delay is in seconds per vehicle.
- (2) V/C denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.

The results of the level-of-service analysis of the parking lot driveways are summarized in Table 8. All traffic movements are expected to operate at Level-of-Service C or better. The final average vehicle delay of 10.0- for cumulative plus parking lot plus project conditions during the afternoon peak hour is shown as Level-of-Service A because the delay was round up to 10.0 by the *Highway Capacity Software*.

Table 8 2006 Levels-of-Service - Parking Lot Driveways

Intersection and Movement	AM Peak Hour				PM Peak Hour			
	With Parking Lot		With Parking Plus Project		With Parking Lot		With Parking Lot Plus Project	
	Delay ¹	LOS ²	Delay	LOS	Delay	LOS	Delay	LOS
Baldwin Avenue at Drive 'A'								
Westbound Left & Right	11.9	B	12.4	B	14.4	B	15.1	C
Hana Highway at Drive 'B'								
Westbound Left & Thru	8.5	A	8.7	A	9.8	A	10.0-	A

NOTES:

- (1) Delay is in seconds per vehicle.
- (2) V/C denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.

The level-of-service analysis for Drive A determined that the driveway will operate at Level-of-Service B during the morning peak hour and Level-of-Service C during the afternoon peak hour. This implies short to average delays to vehicles exiting the project's parking lot onto Baldwin Avenue. These are considered good levels-of-service for peak hour conditions as Level-of-Service D is considered acceptable for peak hour conditions. The analysis also concluded that the 95th percentile queue for exiting traffic will be one vehicle or less. This means that the vehicle queue waiting to exit the parking lot will be one vehicle or less 95% of the time. The analysis also assumed that there would be refuge lane for traffic exiting the parking lot onto Baldwin Avenue.

In conclusion, the impacts of the proposed retail and office project, including the reconfiguration of the parking lot, are insignificant based on the established criteria for significance. Therefore, no mitigation is required. However, in order to enhance pedestrian safety along Baldwin Avenue in the vicinity of Drive A, the following measures should be implemented:

- a. Install a parabolic mirror to provide drivers with a view of approaching pedestrians along the adjacent sidewalks.
- b. Install a speed bump along Drive A to slow traffic down as it approaches the sidewalk.
- c. Install a STOP sign.

Summary and Conclusions

Based on the findings of the level-of-service analysis and established criteria for significance, the traffic impacts of the proposed project, which includes reconfiguration of the existing off-street parking lot and the retail/office development, is insignificant and no mitigation is required. As noted in the discussion of existing conditions in Chapter 2, there are significant delays along eastbound Hana Highway during the afternoon peak hour. These delays, and the accompanying congestion, are the result of other activities in the Paia area, including eradicate traffic maneuvers, vehicles backing into the through lanes from angled parking stalls, delivery vehicle activities and jaywalking pedestrians.

The conversion of the driveway along Baldwin Avenue from two-way operation to one-way outbound eliminates the need for left turns from Baldwin Avenue into the parking lot. This should facilitate traffic flow along Baldwin Avenue.

A separate left turn lane for left turns from westbound Hana Highway into the parking lot will not improve the level-of-service. The level-of-service will be A without and with the left turn lane. However, given the congestion already in the area and an afternoon peak hour volume of 32 vehicles per hour, a left turn lane should be provided if sufficient right-of-way is available.

Appendix - F
Cultural Impact Assessment

**A Cultural Impact Assessment
For Proposed Improvements and Development
At the Pā`ia Town Center
Located in Pā`ia, Maui Hawai`i
[TMK (2) 2-6-005: 004, 025, 033, & 109]**

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and
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May 2004

Prepared for:
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ABSTRACT

Scientific Consultant Services, Inc. (SCS) has been contracted by Frampton and Ward, LLC, to conduct a Cultural Impact Assessment on proposed improvements and development at the Pā'ia Town Center located in Pā'ia, Maui (TMK (2) 2-6-005: 004, 025, 033, & 109). Plans for the Pāia Town Center include installing a paved parking lot, construction of a new commercial building, and other associated improvements on the approximately 1.7-acre parcel. Individuals and/or groups having knowledge of traditional practices and beliefs associated with a project area or knowing of historical properties within a project area were sought for consultation. Individuals who had particular knowledge of traditions passed down from preceding generations and a personal familiarity with the project area were invited to share their relevant information. Initial contact was made with the Office of Hawaiian Affairs on O'ahu, the OHA Community Resource Coordinator on Maui, Central Maui Hawaiian Civic Club, a Cultural Resource Planner in the Maui Planning Department, and with the Executive Director of the Tri-Isle Main Street Resource Center. Based on community response, archival research and historic alterations to the land, it is reasonable to conclude that, pursuant to Act 50, the exercise of native Hawaiian rights related to gathering, access, or other traditional cultural activities will not be affected by further development within the project area. However, although not officially on the National Register, Pā'ia is celebrated as a "Historic Plantation Town" and contains many structures, including the Mercantile Building and possibly others presently in the project area, representing that time period. Therefore, it is our recommendation that the property owner consider mitigation efforts that would include methods recommended by the Tri-Isle Main Street Resource Center, such as period architecture, historic plaques, use of traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town. If reconstruction is necessary, the incorporation of the original façade of a building may provide a solution in keeping with the historical ambiance of the town. Close co-ordination and consultation between the property owner and the above organization is encouraged throughout the planning period.

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INTRODUCTION

Scientific Consultant Services, Inc. (SCS) has been contracted by Frampton and Ward, LLC, to conduct a Cultural Impact Assessment on proposed improvements and development at the Pā'ia Town Center located in Pā'ia, Maui [TMK (2) 2-6-005: 004, 025, 033, & 109] (Figure 1). Plans for the Pā'ia Town Center include installing a paved parking lot, construction of a new commercial building, and other associated improvements on the approximately 1.7-acre parcel.

A Cultural Impact Assessment involves evaluating the probability of negative impact on cultural values and rights within the project area and its vicinity. According to the Guidelines for Assessing Cultural Impacts established by the Hawaii State Office of Environmental Quality Control (OEQC, 1997):

The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religions and spiritual customs. The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural which support such cultural beliefs.

Act 50, enacted by the Legislature of the State of Hawaii (2000) with House Bill 2895, relating to Environmental Impact Statements, proposes that:

...there is a need to clarify that the preparation of environmental assessments or environmental impact statements should identify and address effects on Hawaii's culture, and traditional and customary rights...[H.B. NO. 2895].

The purpose of Act 50 is to require that Environmental Impact Statements include an assessment of any impact on the cultural practices of the community and state. It also amends the definition of 'significant effect' to include adverse effects on cultural practices. Thus, Act 50 requires an assessment of cultural practices to be included in the Environmental Impact Statement and to be taken into consideration during the planning process. The concept of geographical expansion is recognized by using, as an example, "the broad geographical area, e.g. district or ahupua'a" (OEQC 1997). It was decided that the process should identify 'anthropological' cultural practices, rather than 'social' cultural practices. For example, *limu* (edible seaweed) gathering would be considered an anthropological cultural practice, while a modern-day marathon would be considered a social cultural practice. The discussion resulted in the following workable definition for cultural practices:

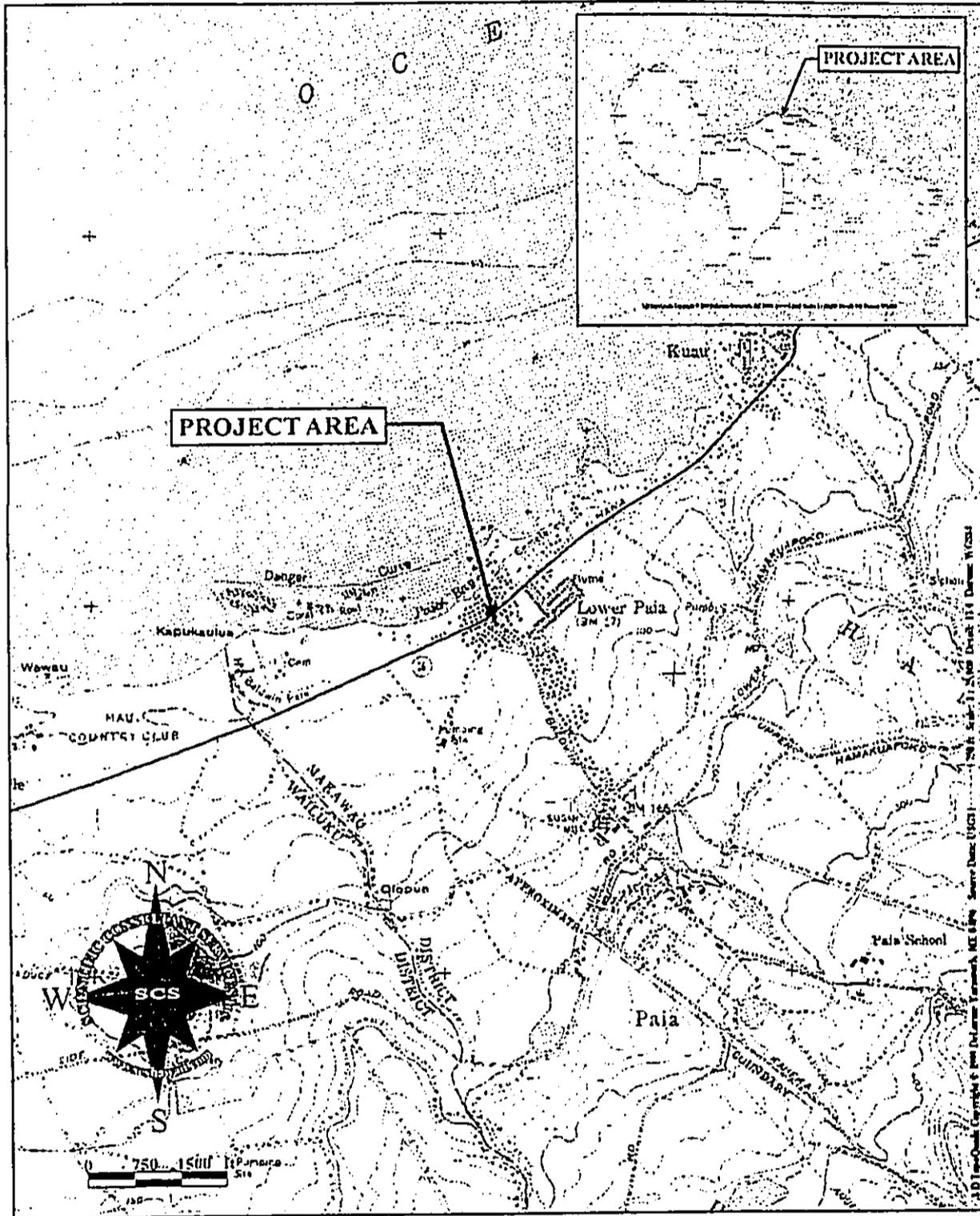


Figure 1: USGS Paia Quadrangle Showing Project Area Location.

- 1.) A traditional cultural practice that is being conducted [at present]
- 2.) Traditional, beliefs, practices, life ways, societal, history of a community and its traditions, arts, crafts, music, and related social institutions [Act 50, Cultural Impact Assessment 2001].

METHODOLOGY

This Cultural Impact Assessment was prepared in accordance with the methodology and content protocol provided in the *Guidelines for Assessing Cultural Impacts* (OEQC 1997). This report contains archival and documentary research, as well as consultation with individuals or organizations with knowledge of the project area, its cultural resources, and its practices and beliefs. Based on this research, an assessment of the potential effects on cultural resources in the project area and recommendations for mitigation of these effects can be proposed.

ARCHIVAL RESEARCH

Archival research focused on a historical documentary study involving both published and unpublished sources. These included legendary accounts of native and early foreign writers; early historical journals and narratives; historic maps and land records such as Land Commission Awards, Royal Patent Grants, and Boundary Commission records; historic accounts, and previous archaeological project reports.

CONSULTATION

Individuals and/or groups having knowledge of traditional practices and beliefs associated with a project area or knowing of historical properties within a project area were sought for consultation. Individuals who had particular knowledge of traditions passed down from preceding generations and/or a personal familiarity with the project area were invited to share their relevant information. Initial contact was made with the Office of Hawaiian Affairs on O`ahu, the OHA Community Resource Coordinator on Maui, Central Maui Hawaiian Civic Club, a Cultural Resource Planner in the Maui Planning Department, and with the Executive Director of the Tri-Isle Main Street Resource Center.

PROJECT AREA AND VICINITY

The project area consists of a parcel of land totaling 1.7 acres situated within historic plantation town of Lower Pā`ia on the north shore of Maui (Figure 2). Specifically, the site is located on a corner, bounded by the Hana Highway to the north, and Baldwin Avenue to the west. The parcel presently contains the Pā`ia Town Center, also known as the Mercantile Building, and several smaller buildings lining Baldwin Avenue all constructed at the beginning of the 20th century.

PAST POLITICAL BOUNDARIES

Traditionally, the division of Maui's lands into districts (*moku*) and sub-districts was performed by a *kahuna* (priest, expert) named Kalaiha'ōhia, during the time of the *ali'i* Kaka'alaneo (Beckwith 1940:383; Fornander places Kaka'alaneo at the end of the 15th century or the beginning of the 16th century [Fornander 1919-20, Vol. 6:248]). Land was considered the property of the king or *ali'i 'ai moku* (the *ali'i* who eats the island/district), which he held in trust for the gods. The title of *ali'i 'ai moku* ensured rights and responsibilities to the land, but did not confer absolute ownership. The king kept the parcels he wanted, his higher chiefs received large parcels from him and, in turn, distributed smaller parcels to lesser chiefs. The *maka'~inana* (commoners) worked the individual plots of land.

In general, several terms, such as *moku*, *ahupua'a*, *'ili* or *'ili'~ina* were used to delineate various land sections. A district (*moku*) contained smaller land divisions (*ahupua'a*) which customarily continued inland from the ocean and upland into the mountains. Extended household groups living within the *ahupua'a* were therefore, able to harvest from both the land and the sea. Ideally, this situation allowed each *ahupua'a* to be self-sufficient by supplying needed resources from different environmental zones (Lyons 1875:111). The *'ili'~ina* or *'ili* were smaller land divisions next to importance to the *ahupua'a* and were administered by the chief who controlled the *ahupua'a* in which it was located (*ibid*:33; Lucas 1995:40). The *mo'o'~ina* were narrow strips of land within an *'ili*. The land holding of a tenant or *hoa'~ina* residing in a *ahupua'a* was called a *kuleana* (Lucas 1995:61). Originally, Pā'ia was an *ahupua'a* located in the traditional district of Hāmākua Poko. However, districts shifted during the historic time period, with Hāmākua Poko becoming an *ahupua'a* and the district reassigned as Makawao. Presently, project area is located in the Makawao District, in the *ahupua'a* of Hāmākua Poko, which literally translated means "short Hāmākua" (Pukui *et al.*: 39). Pā'ia is translated as "noisy" (*ibid.*:174).

TRADITIONAL SETTLEMENT PATTERNS

The Hawaiian economy was based on agricultural production and marine exploitation, as well as raising livestock and collecting wild plants and birds. Extended household groups settled in various *ahupua'a*. During pre-Contact times, there were primarily two types of agriculture, wetland and dry land, both of which were dependent upon geography and physiography. River valleys provided ideal conditions for wetland *kalo* (*Colocasia esculenta*) agriculture that incorporated pond fields and irrigation canals. Other cultigens, such as *kō* (sugar cane,

Saccharum officinarum) and *mai`a* (banana, *Musa* sp.), were also grown and, where appropriate, such crops as *`uala* (sweet potato, *Ipomoea batatas*) were produced. This was the typical agricultural pattern seen during traditional times on all the Hawaiian Islands (Kirch and Sahlins 1992, Vol. 1:5, 119; Kirch 1985. Pā`ia is located on the north side of Haleakalā in a region of sloping *kula* lands that are intersected by small stream gulches. According to Handy and Handy:

The number of very narrow *ahupua`a* thus utilized along the whole of the Hamakua coast indicates that there must have been a very considerable population...It was probably a favorable region for breadfruit, banana, sugar cane, arrowroot; and for yams and *`awa* in the interior. The slopes between gulches were covered with good soil, excellent for sweet-potato planting. The low coast is indented by a number of small bays offering good opportunity for fishing [1972:498].

Traditionally, Wailuku and L~hain~ were the main population centers on Maui (Kirch 1985). They were also both associated with the *ali`i* and chiefly power (Sterling 1998:74-93; Kolb 1991:326). The valleys at the base of the West Maui Mountains in Wailuku were extremely fertile containing permanent streams and supporting extensive farming. Agricultural terraces spilled over onto the slopes at the entrances of the valleys (where the upper section of Wailuku city is now built) and the *kalo* was fed by mountain rains (Handy 1940:108). *Kihapai* (small gardens) spread throughout Wailuku Valley and royal residences were located nearby at Pihana and Kalanihale. The *Alaloa*, or around-the-island road built by Kiha-a-pi`ilani, (16th century based on Fornander) extended along the coastal region from Wai`ehu, passing Pā`ia and extending on, crossing streams where the gulches emerged along the shore.

HISTORIC PERIOD

Descriptions of the north coast of Maui were first recorded in 1778 by Capt. Cook and his men (Beaglehole 1967: Part I, Vol. III). Returning from several months in Alaska, they sailed down a portion of the east side of the island. David Samwell, a surgeon on the *Discovery*, reported "...the ships lay to all day about 3 miles off shore, trading with the Natives who came off in their canoes in great number..." (Samwell 1967:1151).

It had been a time of war between Kalaniopu`u, ruler of Hawai`i Island, and Kahekili, chief of Maui and Moloka`i. During this season of the year (*Makahiki*), however, the fighting was temporarily suspended and the great chief of Maui, Kahekili, was free to visit the foreign

ships. Samwell recorded his impressions of the King and the windward slopes of the northern coast of Maui. He stated that Kahekili was "a middle aged man ... rather of a mean appearance..." and the land was "...mountainous, the sides of the hills are covered with trees...large open plains on which stand their houses & where they have their plantations of sweet potatoes, taro & c. ..." (*ibid.*).

THE MĀHELE

In the 1840s a drastic change in the traditional land tenure resulted in a division of island lands and a system of private ownership based on western law. While it is a complex issue, many scholars believe that in order to protect Hawaiian sovereignty from foreign powers, Kamehameha III was forced to establish laws changing the traditional Hawaiian society to that of a market economy (Daws 1968:111; Kuykendall Vol. I, 1938:145 footnote 47, 152, 165-6, 170; Kame'eleihiwa 1992:169-70, 176).

Among other things, the foreigners demanded private ownership of land to insure their investments (Kuykendall Vol. I, 1938:138, 145, 178, 184, 202, 206, 271; Kame'eleihiwa 1992:178; Kelly 1998:4). Once lands were made available and private ownership was instituted, native Hawaiians including the *maka`āinana* (commoners) were able to claim the plots they were cultivating and living on, if they had been made aware of the foreign procedures (*kuleana* lands, LCAs). This land division, or Māhele, occurred in 1848. The awarded parcels were called Land Commission Awards (LCA). If occupation could be established through the testimony of witnesses, the petitioners were issued a Royal Patent number and could then take possession of the property (Chinen 1961:16). Ten LCAs were claimed for the *ahupua`a* of Pā`ia but none of these were located near the present project area. During the Māhele in 1848, the district of Hāmākua Poko, including the *ahupua`a* of Pā`ia, became Crown Lands, eventually coming under the aegis of the government and, as such, could be sold.

The lands along the north coast of Maui were described in 1860 as:

... a complete desert, a great, barren stretch of sand and dust spread from Wailuku to Paia, except for a little cattle grazing land around the present location of Spreckelsville. (Burns 1991:72).

However, sugar cane was to become a major industry in the 1800s with the Hawaiian Commercial Company owned, by Claus Spreckels, developing most of the flat lands of central and eastern Maui along with Alexander and Baldwin Company (A&B). A&B began with a modest purchase of 11.94 acres of Bush Ranch in 1869 and eventually formed the Hamakua

Ditch Company in 1876 (Wilcox 1996). During the mid 1870s A&B incorporated as the Paia Plantation which included Haliimaile Plantation, East Maui Plantation, and Seaside Farm (*ibid.*).

The growth of the sugar industry was augmented by the importation of labor from foreign lands. Camp communities were situated throughout the sugar lands and plantation towns appeared at the end of the 20th century at Pā`ia, Pu`unene, and Spreckelsville (Figure 3). A railroad was begun at Paia Plantation around 1880 at the same time as a new mill was being constructed at Paia Village Camp. Railroads, established by the sugar company, facilitated communication between the camps and the hauling of cane as well as transporting people to the new commercial centers. At the outbreak of WWII, much of the sugar lands at Pu`unene and Kahului were annexed by the Military. Marines were transported in long convoys through Pā`ia Town, past the sugar mill, plantation village, and Makawao, to a camp at Kokomo where they trained for fighting in the Pacific.

Pā`ia Town was established around 1896, with small shops able to provide goods to the many immigrants working the sugar fields surrounding the town and camps. At one time, it was one of Maui's largest plantation towns with 10,000 residents (Steele 2004). The combination of backgrounds and cultures created a unique and rich environment that is reflected in its architecture some of which has survived into the 21st century. In spite of a fire in 1930 that destroyed some 15 stores in Pā`ia Town and a *tsunami* in 1946, historic buildings within the project area were left unscathed and are still being used for commercial purposes today. Businesses and services listed in the Directory for 1925 including, Sing Kee Shoe Repair, Yamato Store, Chee Po Tailor, Kobayashi Service, Nakamura Barber, Hawaiian Congregational Church, Machida Drug Store, Domingo Store, help illustrate the cultural diversity which produced a thriving community that could only be found in Hawai`i.

CONSULTATION

Consultation was held with Ms. Jocelyn Perreira, Executive Director of the Tri-Isle Main Street Resource Center in Wailuku Maui on May 6, 2004. Her concerns not only include those as the Director of the Tri-Isle Main Street Resource Center, but as a descendent, (4th generation) on both sides of her family of original Portuguese immigrants who came to work on the sugar plantations in the vicinity of Pā`ia. Ms. Perreira stressed that future development in Pā`ia needs to reflect a sense of place by combining features such as, period architecture, historic plaques, use of traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town. Acknowledging that damage to some buildings

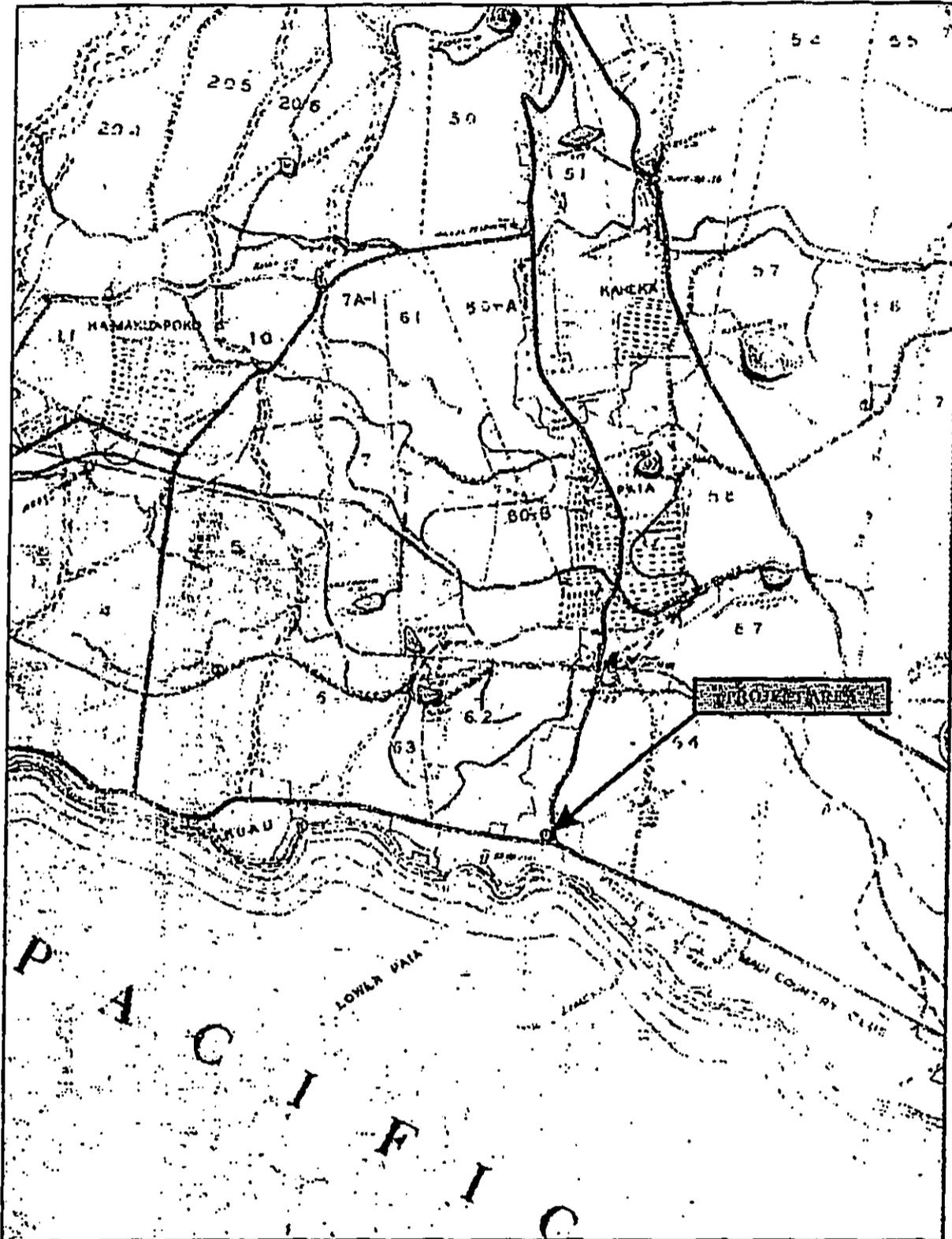


Figure 3: Planview Map Showing Sugar Plantation of the Hawaiian Commercial Sugar Co. in March 1949.

through time (and termites) might be unalterable, Ms. Perreira suggested the possibility of salvaging the original facades of the storefronts and incorporating them within a new structure. New development that is not sensitive to the character of the town will be seriously discouraged by residents and descendants of the plantation immigrants to Hawai'i.

CULTURAL ASSESSMENT

Individuals and/or groups having knowledge of traditional practices and beliefs associated with a project area or knowing of historical properties within a project area were sought for consultation. Individuals who had particular knowledge of traditions passed down from preceding generations and/or a personal familiarity with the project area were invited to share their relevant information. Initial contact was made with the Office of Hawaiian Affairs on O'ahu, the OHA Community Resource Coordinator on Maui, Central Maui Hawaiian Civic Club, a Cultural Resource Planner in the Maui Planning Department, and with the Executive Director of the Tri-Isle Main Street Resource Center.

Based on community response, archival research and historic alterations to the land, it is reasonable to conclude that, pursuant to Act 50, the exercise of native Hawaiian rights related to gathering, access, or other traditional cultural activities will not be affected by further development within the project area. The existence of Pā'ia Town for over one hundred years and the impact of sugar cultivation in the vicinity has seriously altered the integrity of the area as a place of traditional Hawaiian significance.

However, although not officially on the National Register, Pā'ia is celebrated as a "Historic Plantation Town" (Paia Main Street Association) and contains many structures, including the Mercantile Building and possibly others on the parcel, representing that time period. When defining a traditional cultural property, the National Register Bulletin 38 has stated:

A traditional cultural property...can be defined generally as one that is eligible for inclusion in the Nation Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community.

Clearly, Pā'ia's history is significant to a "living community" and its structures "are rooted in that community's history." Therefore, it is our recommendation that the property owner consider mitigation efforts that would include methods recommended by the Tri-Isle Main

Street Resource Center, such as, period architecture, historic plaques, use of traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town. If reconstruction is necessary, the incorporation of the original façade of a building may provide a solution in keeping with the historical ambiance of the town. Close coordination and consultation between the property owner and the above organization is encouraged throughout the planning period.

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Appendix - G
Preliminary Parking Analysis

PRELIMINARY
PARKING ANALYSIS

FOR

PAIA TOWN CENTER
OLD HISTORIC PAIA TOWN
PAIA, MAUI, HAWAII
TMK: (2) 2 - 6 - 05: 04, 05, 25 & 109

BY

Eric S. Taniguchi, AIA
Architect

10/18/04

***Paia Town Center
Parking Analysis***

Parking Guidelines:

The parking requirements are based upon the Maui County Code Chapter 19.36 Off-Street Parking and Loading.

Project Location:

The project is located in the Historic Town of Paia, Maui, Hawaii. It is located at the corner of Baldwin Avenue and Hana Highway. The total project area encompasses several Tax Map Key parcels, TMK: 2-6-05: 04, 05, 25 & 109. Parcel 4 is excluded from this analysis since no there are no proposed building modifications or use changes on this parcel at this time.

Project Description:

The main intent of this project is to improve the existing parking area and to construct two new buildings. Currently the existing rear parking is unpaved and on dirt. The new parking area will be paved and will conform to Maui County standards in the Maui County Code Chapter 19.36.

The project consists of five buildings. Two are new (proposed) and three exist. Please see exhibit A for the location of each building pertaining to site conditions.

Existing Parking Conditions:

The existing parking area is unpaved with exposed dirt & small rocks. Constant vehicular use and past rains have caused erosion. The existing surface elevation is irregular and uneven. Currently there is no area lighting.

Existing parking counts were made through site visits. These site visits were made through out the year, at different days of the week and different times of the day.

Existing Parking Counts:

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>No. Of Parked Vehicles</u>
12/15/03	Monday	11:00am	51
2/3/04	Tuesday	3:00pm	55
2/6/04	Friday	6:30pm	58
2/10/04	Tuesday	2:00pm	54
5/17/04	Monday	10:00am	49
6/23/04	Wednesday	10:0am	46
9/20/04	Monday	9:00am	43

Building area and description:

Building 'A': Proposed new two story building, with 5,640 GSF of area. The occupancy/use will be commercial, retail or business office.

Building 'B': Proposed new two story building, with 4,240 GSF of area. The occupancy/use will be commercial, retail or business office.

Building 'C': This existing building was constructed during the plantation era of 1930's. It is considered '*existing non-conforming*', built prior to current Maui County Codes. It is a two-story building, with 7,680 GSF of area. This building has two existing loosely attached outdoor dining areas, one area of 2,400 GSF that serves *Jacque's Restaurant & Sushi Bar* and the other area of 394 GSF, which serves *Milagros Restaurant*. It's current occupancy/use consist of two restaurants, retail and business offices. No substantial improvements or additions are planned for this structure.

Building 'D': This building was constructed during the plantation era of the 1920's. It is considered '*existing non-conforming*', built prior to current Maui County Codes. It is a one-story building of 2,327 GSF. The current occupancy/use is retail, mainly consisting of small *clothes and gift boutiques*. No substantial improvements or additions are planned for this structure.

Building 'E': This building was constructed during the plantation era of the 1920's. It is considered '*existing non-conforming*', built prior to current Maui County Codes. It is a one-story building of 2,090 GSF. The current occupancy/use is retail, mainly consisting of small *clothes and gift boutiques*. No substantial improvements or additions are planned for this structure.

Parking Requirements:

Building	Area	Use	Ratio	Required Stalls
A	5,640 GSF	Business	1/500 SF	11
B	4,240 GSF	Business	1/500 SF	8
C	5,947 GSF	Business	*	n/a
	<i>Jacques's</i> 3,489SF**	Restaurant	1/100 SF	38***
	<i>Milagros</i> 1,038SF**	Restaurant	1/100 SF	11****
D	2,327 GSF	Business	*	n/a
E	2,090 GSF	Business	*	n/a
Total Required Parking Stalls				68

Notes:

- * existing non-conforming, pre- Maui County Code requirements
 - ** dining, serving and bar areas (MCC 19.36.010-24.)
 - *** three additional stalls for employees(MCC 19.36.010-24.)
 - **** approved parking requirement - Maui County /LUCA
1. Building 'C'- Though this building is considered '*existing non-conforming*', records from the Maui County Department of Planning and the Development Services Administration indicate a parking requirement of 11 stalls for *Milagros Restaurant*. Several restaurants existed in the same tenant space prior to *Jacque's Restaurant & Sushi Bar*, no recorded parking requirements could be determined with the County of Maui. Thus *Jacques' Restaurant's* parking stall requirement would be brought-up to current code.

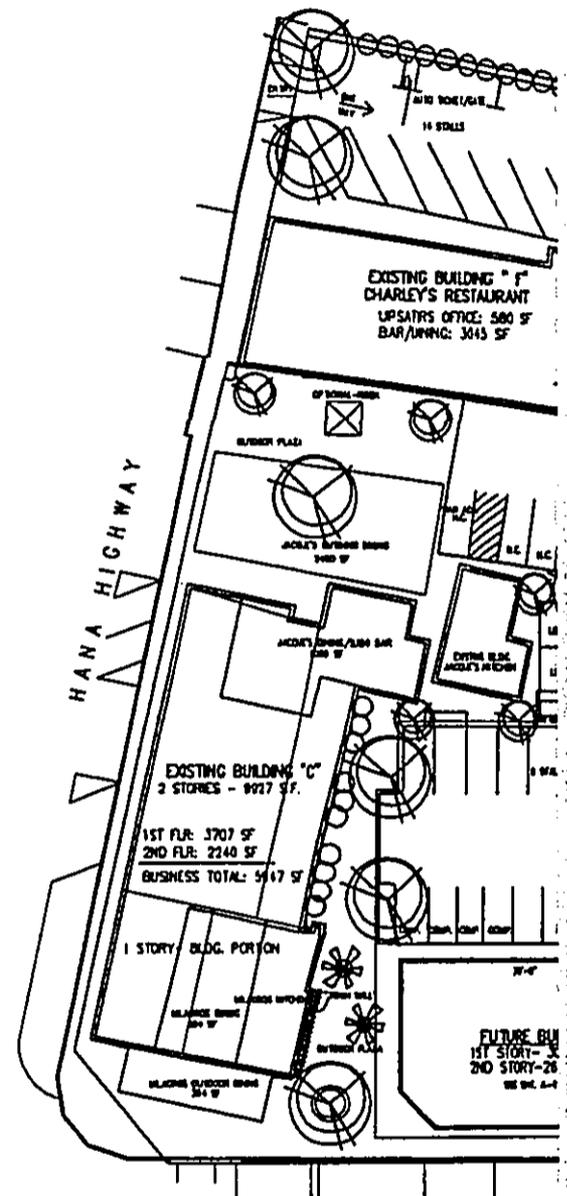
Proposed Parking Improvements:

The parking area will be paved using asphaltic concrete paving. A retention drainage system will be installed to mitigate excess run-off.

The proposed parking improvements on parcels 5, 25 and 109 will include 60[±] standard stalls, with 4 accessible (hand-cap) stalls and 13 compact stalls. Thus, total provided stalls will equal 77, whereas the required amount is 68 stalls.

Two loading zones will be provided. There is a requirement for 18 shade trees, 22 trees will be provided, with 2 existing older trees to be saved.

Area lighting will be distributed throughout the parking lot.



BALI

 **SITE PLAN**
 ORIGINAL SCALE: 1" = 20'-0"

PLD:ME 12.25.02

Eric S. Taniguchi, AIA
Architect

273 Hualani Loop
Paia, Maui, Hawaii
96768

Ph: (808) 572-8219
e-mail: eric@maui.net



This work was prepared by me or under my direct supervision and I am a duly licensed professional architect in the State of Hawaii. I am not providing any professional services in any other jurisdiction. I am not providing any professional services in any other jurisdiction.

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PAIA TOWN CENTER
OLD HISTORIC PAIA TOWN
PAIA, MAUI, HAWAII
DKK-2-6-05: 04, 05, 109 & 25

PARKING STUDY



Drawn by: EST
Checked by: EST
Project No.: 051-03
Date: 10-12-04
Sheet No.:

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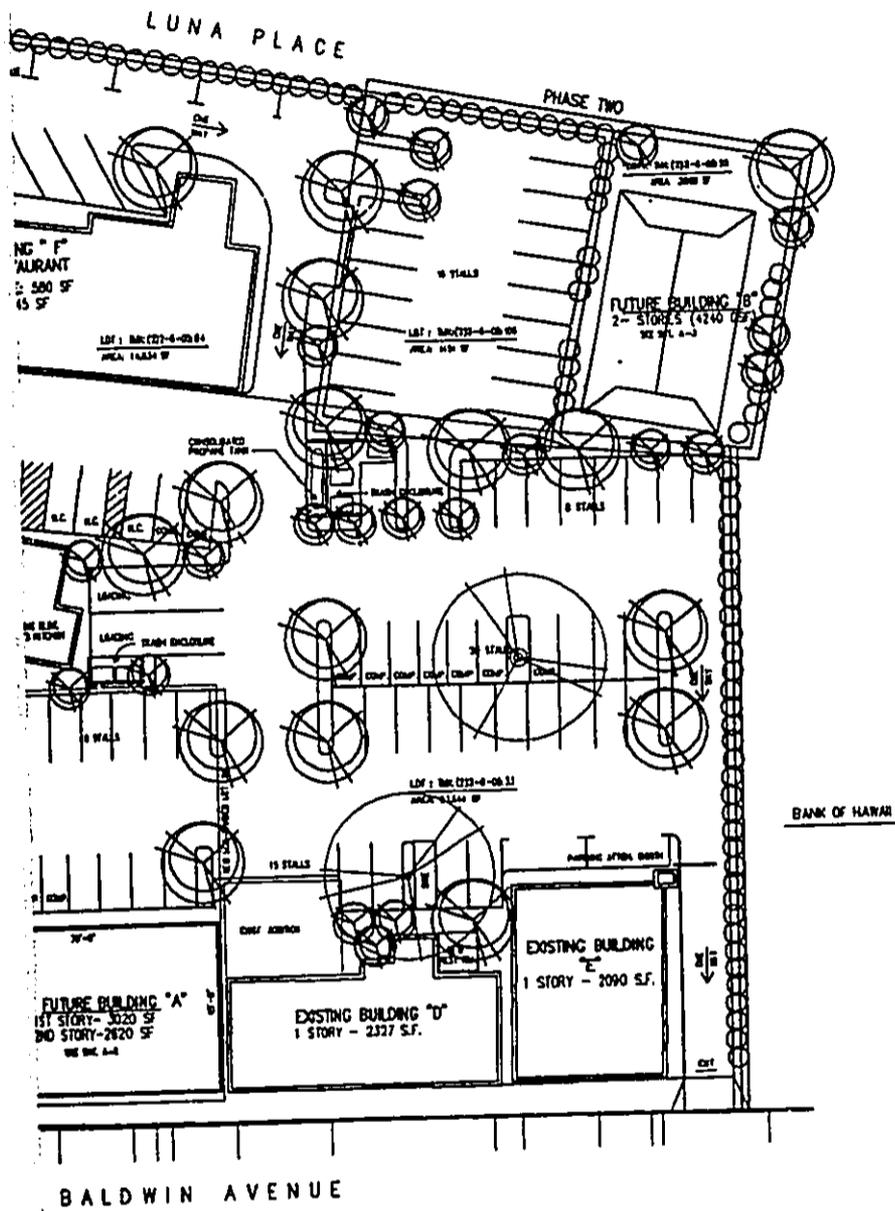


EXHIBIT 'A'

Appendix - H
Comment and Response Letters

Comment & Response Letters

1. County of Maui, Department of Housing and Human Concerns (12/20/04)
2. State of Hawaii, Department of Health Maui Office (12/29/04)
3. State of Hawaii, Department of Accounting and General Services (01/03/05)
4. State of Hawaii, Land Use Commission (01/05/05)
5. County of Maui, Police Department (01/06/05)
6. Maui Electric Company (01/06/05)
7. County of Maui, Department of Planning (01/18/05)
8. State of Hawaii, Department of Land and Natural Resources (01/20/05)
9. State of Hawaii, Office of Environmental Quality Control (01/20/05)
10. County of Maui, Department of Water Supply (01/26/05)
11. Mr. Lance Holter (02/03/05)
12. Ms. Maria N. Isotov_Chang (02/07/05)
13. Mr. Mark Sheehan (02/14/05)
14. County of Maui, Department of Public Works and Environmental Management (02/14/05)
15. State of Hawaii, Office of Hawaiian Affairs (03/16/05)
16. County of Maui, Department of Fire and Public Safety (03/30/05)



June 7, 2005

Ms. Alice L. Lee, Director
County of Maui
Department of Housing and Human Concerns
200 South High Street
Wailuku, Hawaii 96793

Dear Ms. Lee:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated December 20, 2004, regarding the above-
referenced project, which states that you do not have comments to offer.

Thank you for your consideration of our application. Should you have any
questions, please call myself, or Mr. Michael Summers, at 242-1955.

Sincerely yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File



DEPARTMENT OF HOUSING AND HUMAN CONCERNS COUNTY OF MAUI

ALAN M. ARAKAWA Mayor ALICE L. LEE Director HERMAN T. ANDAYA Deputy Director

200 SOUTH HIGH STREET • WAILUKU, HAWAII 96793 • PHONE (808) 270-7805 • FAX (808) 271-7165

December 20, 2004

TO: KIVETTE CAIGOY, Staff Planner Department of Planning FROM: ALICE L. LEE, Director Department of Housing and Human Concerns SUBJECT: I.D.: EA 2004/0004; CPA 2004/0004; CIZ 2004/0010; SM1 2004/0006 AND CTB 2004/0005 TMK: (2) 2-6-005:004, 109, 025 & 033 PROJECT NAME: PAIA TOWN CENTER APPLICANT: 120 HANA HIGHWAY LLC C/O CHRIS HART & PARTNERS

We have reviewed the applications for the subject project which will involve the construction of a two story 5,640 square feet commercial building, a two-story 4,240 square feet commercial building, the construction of an A.C. paved parking lot over an existing unpaved graveled parking area, and the landscape planting improvements on approximately 75,718 square feet of land at Paia, Maui; and wish to inform you that we do not have any comments to offer.

Thank you for the opportunity to comment. We are returning the applications for your use.

ETO:hs

Enclosure

c: Housing Administrator

Table with 2 columns: Field and Value. Fields include Past-it Fax Note, Date, # of pages, To, From, Co./Dept., Co., Phone #, and Fax #.



June 7, 2005

Mr. Herbert S. Matsubayashi
District Environmental Health Program Chief
State of Hawaii
Maui District Health Office
54 High Street
Waikuku, Hawaii 96793

Dear Mr. Matsubayashi:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated December 29, 2004, regarding the above-
referenced project. We are pleased to address your comments as follows:

1. National Pollutant Discharge Elimination System (NPDES) Permit. The applicant is aware that a NPDES permit is required for this project. The Clean Water Branch will be contacted regarding the NPDES coverage.
2. Noise. Activities associated with the construction phase of the project, will comply with the Department of Health's Administrative Rules, Chapter 11-46, "Community Noise Control." We note that a noise permit may be required prior to commencement of work. In addition, the applicant understands that HAR, Chapter 11-46 sets maximum allowable sound levels from stationary equipment such as compressors and HVAC equipment. The location and placement of this type of equipment will be considered during the planning, design, and construction of the project.

Mr. Herbert S. Matsubayashi
June 7, 2005
Page 2

Thank you for your consideration of the application. Should you have any questions, please contact myself, or Mr. Michael Summers, at 242-1955.

Sincerely yours,



Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2102

'04 DEC 29 P2:08

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

CHIYOME L. FUKINO, M. D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M. D., M. P. H.
DISTRICT HEALTH OFFICER

December 29, 2004

Mr. Michael W. Foley, Director
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawai'i 96793

Attention: Kivette A. Caigoy

Dear Mr. Foley:

Subject: Pala Town Center
TMK: (2) 2-6-005: 004, 109, 025, & 033
EA 2004/0004, CPA 2004/0004, CIZ 2004/0010, SM1 2004/0006,
CTB 2004/0005

Thank you for the opportunity to comment on the proposed Paia Town Center. The following comments are offered:

1. National Pollutant Discharge Elimination System (NPDES) permit coverage is required for this project. The Clean Water Branch should be contacted at 808 586-4309.
2. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46 "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.
3. HAR, Chapter 11-46 sets maximum allowable sound levels from stationary equipment such as compressors and HVAC equipment. The attenuation of noise from these sources may depend on the location and placement of these types of equipment. This should be taken into consideration during the planning, design, and construction of the building and installation of these types of equipment.

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

Sincerely,

Herbert S. Matsubayashi
District Environmental Health Program Chief



June 7, 2005

Mr. Reid K. Siarot
Assistant State Land Surveyor
State of Hawaii
Department of Accounting and General Services
Survey Division
P.O. Box 119
Honolulu, Hawaii 96810

Dear Mr. Siarot:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 3, 2005, regarding the above-referenced
project. Based upon your letter, we understand that no Government Survey Triangulation
Stations or Benchmarks will be affected and that your Division has 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 yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

Jan-12-05 12:18pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242819

T-735 P.02/06 F-015

LINDA LINGLE
GOVERNOR



RUBEN S. SAITO
Comptroller

KATHERINE H. THOMASON
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING
AND GENERAL SERVICES
SURVEY DIVISION
P.O. BOX 119
HONOLULU, HAWAII 96810-0119

'05 JAN -4 P12:29

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

January 3, 2005

MEMORANDUM

TO: Michael W. Foley, Planning Director
Maui County Planning Department

ATTN: Kivette A. Caigoy, Staff Planner

FROM: Reid K. Siarot, Assistant State Land Surveyor *RKS*
DAGS, Survey Division

SUBJECT: I.D.: EA 2004/0004; CPA 2004/0004; CIZ 2004/0010,
SM1 2004/0006; CTB 2004/0005
TMK: 2-6-005:004, 109, 025 and 033
Project Name: Paia Town Center
Applicant: 120 Hana Highway LLC
c/o Chris Hart & Partners

The subject proposal has been reviewed and confirmed that no Government Survey Triangulation Stations or Benchmarks are affected. Survey has no objections to the proposed project.



June 7, 2005

Mr. Anthony J.H. Ching
Executive Officer
State of Hawaii
Department of Business, Economic Development & Tourism
Land Use Commission
P.O. Box 2359
Honolulu, Hawaii 96804-2359

Dear Mr. Ching:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 5, 2005, regarding the above-referenced
project. Based upon your letter, we understand that your agency has no comments to
offer at this time.

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

Sincerely yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

Jan-12-05 12:18pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242819

T-735 P.03/06 F-015

LINDA LINGLE
GOVERNOR



ANTHONY J.H. CHING
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
P.O. Box 2350
Honolulu, Hawaii 96804-2350
Telephone: 808-587-3822
Fax: 808-587-3827

'05 JAN 10 P12:07
DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

January 5, 2005

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

Dear Mr. Foley:

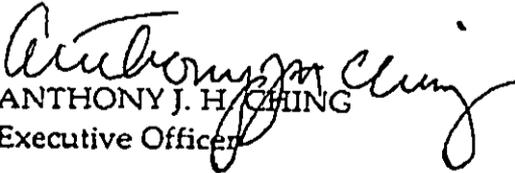
Subject: EA 2004/0004; CPA 2004/0004; CIZ 2004/0010; SM1 2004/0006; CTB 2004/0005
TMK: (2) 2-6-005: 004, 109, 025, and 033
Project Name: Paia Town Center
Applicant: 120 Hana Highway LLC
c/o Chris Hart & Partners

We acknowledge receipt of your transmittal dated December 15, 2004, regarding the above subject application, and confirm that the subject parcels are located within the State Land Use Urban District.

Given the location, scope, and nature of the proposed activity, the State Land Use Commission defers to the judgment of the County of Maui in this matter. We have no comments to offer at this time.

Thank you for the opportunity to comment on the subject project. Please feel free to contact me at 587-3822, should you require clarification or any further assistance.

Sincerely,


ANTHONY J. H. CHING
Executive Officer



June 7, 2005

Mr. Thomas M. Phillips
Chief of Police
Police Department
County of Maui
55 Mahalani Street
Wailuku, Hawaii 96793

Dear Mr. Phillips:

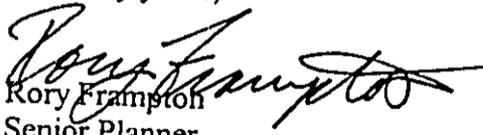
RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 6, 2005, regarding the above-referenced project, which states that the proposed project will improve security on the property. The Applicant also acknowledges that concerns regarding roadways and traffic have been adequately addressed in the Draft Environmental Assessment.

Please note that the source for the information contained within Section III.D.1 "Police and Fire Protection" was the County's Public Facilities Assessment Update, July 15, 2002.

We hope this letter addresses your concerns. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File



ALAN M. ARAKAWA
MAYOR

OUR REFERENCE
↑
YOUR REFERENCE

POLICE DEPARTMENT COUNTY OF MAUI

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



THOMAS M. PHILLIPS
CHIEF OF POLICE

KEKUHAPIO R. AKANA
DEPUTY CHIEF OF POLICE

January 6, 2005

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED
05 JAN 11 10:35

MEMORANDUM

TO : MICHAEL W. FOLEY, PLANNING DIRECTOR

FROM : THOMAS M. PHILLIPS, CHIEF OF POLICE

SUBJECT : I.D. : EA 2004/0004; CPA 2004/0004; CIZ
2004/0010; SM1 2004/0006; CTB 2004/0005
TMK : (2) 2-6-005:004, 109, 025, and 033
Project
Name : Paia Town Center
Applicant : 120 Hana Highway LLC c/o Chris Hart &
Partners

No recommendation or comment to offer.

Refer to enclosed comments and/or recommendations.

Thank you for giving us the opportunity to comment on this project. We are returning the application booklet which was submitted for our review.

Assistant Chief Sydney Kikuchi
For: THOMAS M. PHILLIPS
Chief of Police

Enclosures

COPY

TO : THOMAS PHILLIPS, CHIEF, MAUI POLICE DEPARTMENT
 VIA : CHANNELS
 FROM : RANDALL BURGESS, P.O.III, COMMUNITY POLICING
 SUBJECT : PAIA TOWN CENTER

Sir, this To/From is being submitted in regards to police comments/recommendations to the Draft Environmental Assessment, Special Management Area Permit, Change In Zoning, and Community Plan Amendment for the Paia Town Center located at 120 Hana Hwy., Paia, HI..

Project review and site inspection revealed the following comments:

IN GENERAL:

The rear dirt/gravel parking lot area of the Paia Town Center has been a problem area for loitering and suspicious activity. The proposed improvements with proper lighting, signage and security should result in a area no longer conducive to such activity.

ROADWAYS/TRAFFIC:

Concerns with roadways and traffic have been adequately addressed within the Draft Environmental Assessment.

In closing, there are no further comment at this time.

*Re: pg. 29, D1 (Police/Fire Protection)
 Existing conditions
 - misleading or inaccurate info.*

Respectfully submitted,
Randall Burgess
 Randall BURGESS #1023
 122704 @ 1500 hours

[Signature]
 12/29/04

Concur with the comment by Officer Burgess in regards to this area currently being a place of suspicious activity and to congregate during the day and night. Any improvements in the overall look and lighting should improve business in the area and decrease criminal activities.

Sa. Wilson
 12/28/04

*Concur,
 This has been done
 12/29/04*



June 7, 2005

Mr. Neal Shinyama
Manager, Engineer
Maui Electric Company, Ltd.
210 West Kamehameha Avenue
P.O Box 398
Kahului, Hawaii 96733-6898

Dear Mr. Shinyama: *Neal*

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 6, 2005, which states that your company
has no objections to the project.

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

Sincerely,

Rory Frampton
Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File



January 6, 2005

'05 JAN 10 P12:11

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

Kivette A. Caigoy
Staff Planner
County of Maui-Department of Planning
250 So. High Street
Wailuku, HI 96793

Dear Kivette A. Caigoy,

Subject: Paia Town Center - Special Management Area Permit -
Change in Zoning and Community Plan Amendment (November 2004)
120 Hana Highway LLC
TMK: (2) 2-06-005: 004, 109, 025, and 033

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

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

If you have any questions or concerns, please call Ray Okazaki at 871-2340.

Sincerely,

Neal Shinyama
Manager, Engineering

NS/ro:lh



June 10, 2005

Mr. Michael W. Foley
Planning Director
Department of Planning
250 South High Street
Wailuku, Hawaii 96793

Attention: Ms. Kivette Caigoy

Dear Mr. Foley:

RE:

RE: Draft Environmental Assessment, Special Management Area Permit, Change in Zoning, and Community Plan Amendment Prepared for the Paia Town Center Project, Paia, Maui, Hawaii; TMK Nos. (2) 2-6-005:004, 109, 025, and 033.

This is in response to your letter dated January 18, 2005, regarding the above-referenced project. The following letter addresses your concerns:

1. On-site Parking. The subject parking lot currently provides informal parking for approximately 78 vehicles. With the proposed improvements, there will be approximately 90 striped parking stalls, which represents a net increase of 12 stalls
2. Paia Bypass. The Traffic Impact Assessment Report accounts for construction of the Paia By-Pass as a related project in Section 3 of the report "Projected Cumulative Traffic Conditions". It is assumed that the Bypass would be limited to a single-lane of traffic traveling north to south. The Bypass would connect Hana Highway, approximately ¼ mile west of the intersection of Hana Highway and Baldwin Avenue with Baldwin Avenue just mauka of the post office. The project will significantly reduce the volume of eastbound to southbound right turns at the intersection of Hana Highway and Baldwin Avenue.
3. Storm Drainage Outlets. Attached please find a plan of the existing drainage system at Hana Highway and Baldwin Avenue. As noted in the

Preliminary Drainage Report, the sub-surface drainage system is designed to accommodate the increase in surface runoff volume from a 50-year storm created by the proposed project. A release line will be constructed near the top of the drainage system to allow no more than the existing surface runoff volume to continue downstream. The runoff will be conveyed by a 12-inch drainline from the subsurface drain to an existing catch basin on Hana Highway where it will then be transported by a 24-inch drainline to the ocean.

4. Alternative drainage system. As noted in the Preliminary Drainage Report, the proposed development will produce an increase in surface runoff of 2.0 cfs. The runoff will be intercepted by onsite grated catch basins and conveyed to one of four subsurface drainage systems. The Applicant is agreeable to sizing the subsurface drains a minimum of 10%-15% greater than the required size to accommodate the increase in runoff from a 50-year 1-hour storm. This exceeds the requirements of Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui.
5. Left turn movement from Baldwin Avenue. The Level-of-Service analysis for the driveway along Baldwin Avenue (referred to as Drive A in the TIAR) determined that the subject driveway would operate at LOS B during the morning peak hour and LOS C during the afternoon peak hour. LOS B and C are characterized as "short delays" and "average delays," respectively. These levels-of-service are generally considered very good conditions for peak hour operating conditions in an urban or developed area. LOS D is considered an acceptable level-of-service.

The analysis also concluded that the 95th percentile queue length of traffic using Drive A will be less than one (1) vehicle. This means that the vehicle queue waiting to exit the parking lot onto Baldwin Avenue will be less than one vehicle 95% of the time during the peak hours. The analysis assumed that there would be no refuge lane for left turns from the driveway.

6. Pedestrian Safety at Project Driveway. To mitigate the potential for pedestrian and vehicular conflicts at the project driveway onto Baldwin Avenue, the Applicant proposes the following measures:
 - Installation of a parabolic mirror to provide drivers with a view of the abutting sidewalk;
 - Installation of a speed bump within the driveway; and
 - Installation of a stop sign.

Mr. Michael Foley, Director
June 10, 2005
Page 3

7. Impact of automobile ticket gate. The Applicant will locate the proposed ticket gate further south at a distance where queuing of vehicles will not impact Hana Highway.
8. Paid Parking. The applicant is proposing to have validated parking on-site for the convenience of customers and employees. For security and liability reasons, a free public parking lot is not proposed. Free public parking is available in Paia Town at the two County owned parking lots. In addition, free on street parking is provided along Hana Highway and Baldwin Avenue.
9. Consultation with Lance Holter. Lance Holter was contacted by telephone on June 7, 2005, in order to notify him of a planned presentation before the Paia Main Street Association on June 14, 2005. In addition, a letter was mailed to Lance Holter on June 10, 2005, addressing his comments of February 3, 2005, and again notifying him of the June 14, 2005, meeting before the Paia Main Street Association.

Thank you again for your consideration of our request. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC.
Project File

GE

1.

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3.

4.

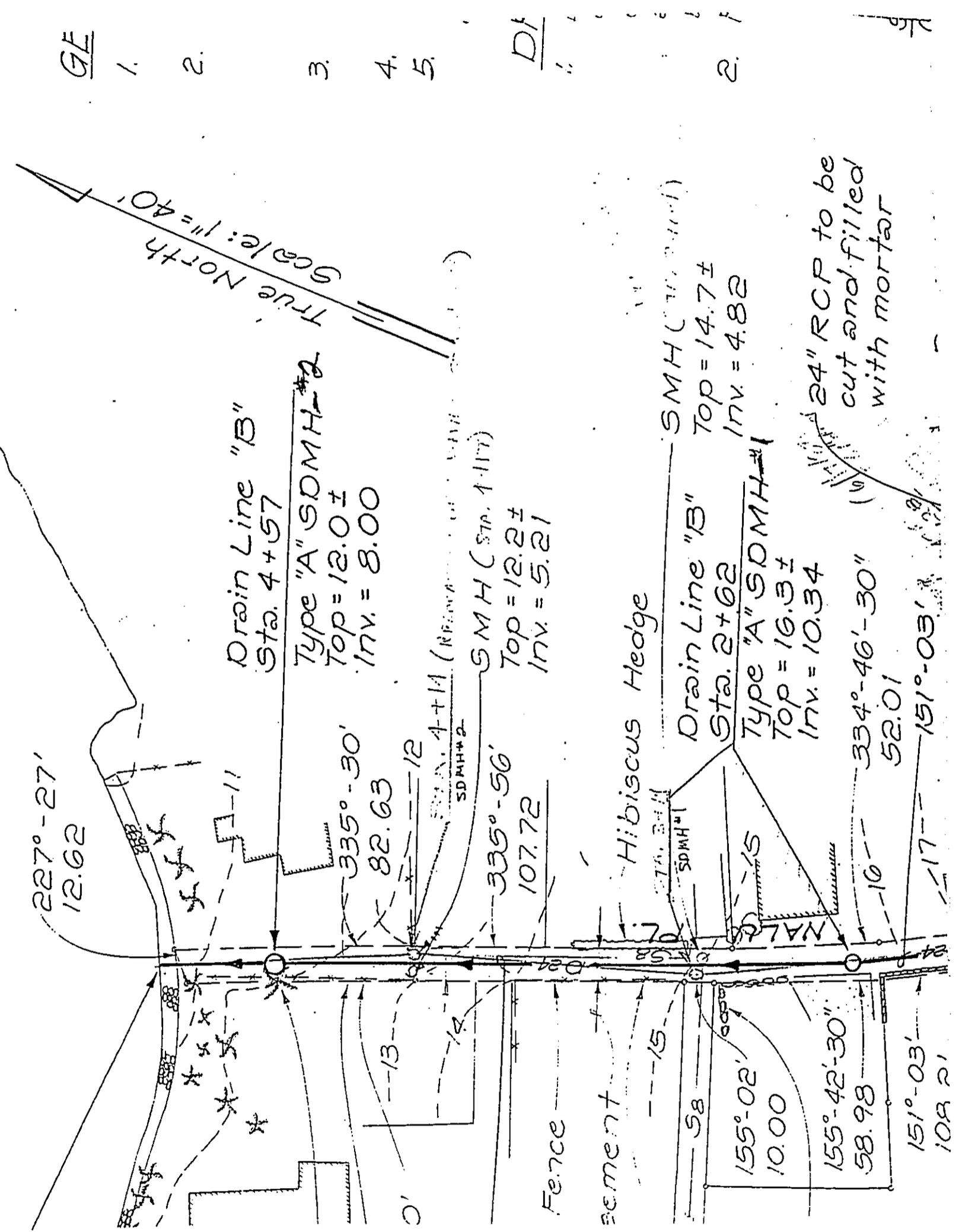
5.

DI

1.

2.

2.



227°-27'
12.62

Drain Line "B"
Sta. 4+57

Type "A" SDMH #2
Top = 12.0 ±
Inv. = 8.00

335°-30'
82.63

SMH (Sta. 117)
Top = 12.2 ±
Inv. = 5.21

335°-56'
107.72

Hibiscus Hedge

SMH (Sta. 117)
Top = 14.7 ±
Inv. = 4.82

Drain Line "B"
Sta. 2+62
Type "A" SDMH #1
Top = 16.3 ±
Inv. = 10.34

334°-46'-30"
52.01

24" RCP to be
cut and filled
with mortar

155°-02'
10.00

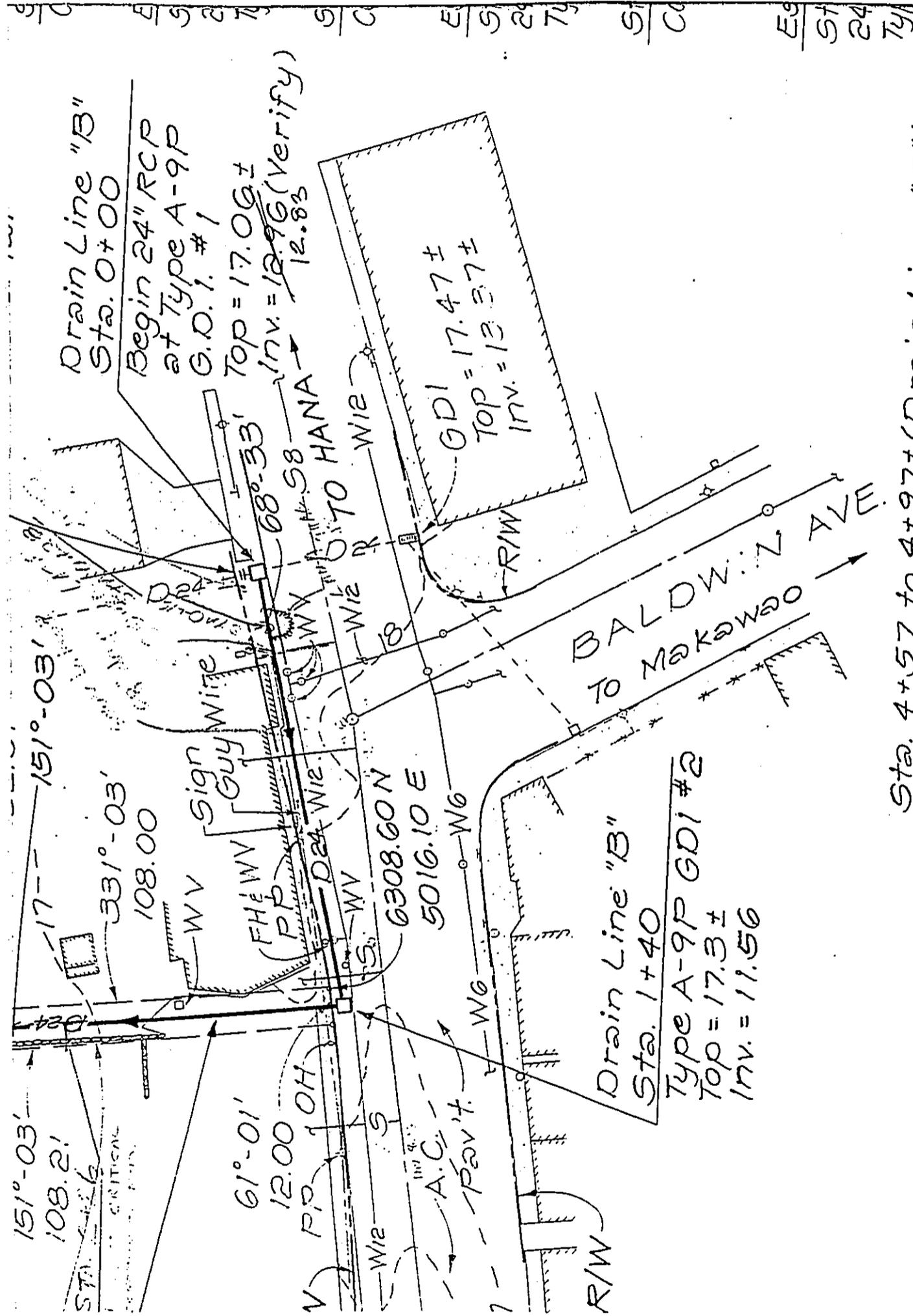
155°-42'-30"
58.98

151°-03'
108.21

True North
Scale: 1"=40"

Fence

ement

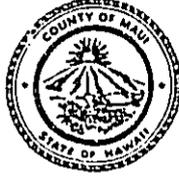


Sta. 4+57 to 4+97± (Drain Line "B")
 Construct: Type "A" SDMH
 CRM Headwall (For detail see plan sht. no. H2)
 Install: 24" RCP, Class III
Estimated Quantities

CLAUDE M. ARAKAWA
Mayor

MICHAEL W. FOLEY
Director

WAYNE A. BOTEILHO
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

January 18, 2005



Mr. Rory Frampton
Chris Hart & Partners
1955 Main Street
Wailuku, Hawaii 96793

Dear Mr. Frampton:

RE: Draft Environmental Assessment Prepared for the Paia Town Center
Located at TMK: 2-6-005: 004, 109, 025, and 033, 120 and 142
Hana Highway, and 20 and 24 Luna Place, Paia, Island of Maui,
Hawaii (EA 2004/0004) (CPA 2004/0004) (CIZ 2004/0010)
(SM1 2004/0006) (CTB 2004/0005)

At its regular meeting on January 11, 2005, the Maui Planning Commission (Commission) reviewed the above-referenced document and provides the following comments:

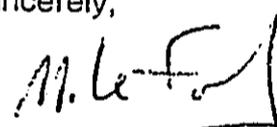
1. Discuss how much additional parking is proposed as compared to what is currently available.
2. Does the TIAR account for the construction of the Paia Bypass? Discuss how this will effect the project.
3. Identify on the stormwater drainage outlets for the project area on the site plan.
4. To further mitigate potential impacts of stormwater runoff on coastal waters, provide a discussion of an alternative on-site drainage plan designed to manage more than the net increase of stormwater runoff for the proposed project.
5. Provide additional analysis relating to the left turn movement from the proposed project onto Baldwin Avenue.

Mr. Rory Frampton
January 18, 2005
Page 2

6. Discuss safety concerns of pedestrians at the egress point of the proposed project. Provide a discussion of proposed mitigative measures.
7. Discuss the potential impacts to traffic along Hana Highway from the proposed automobile ticket gate for access to the parking lot.
8. Indicate whether the proposed project will require paid parking and provide a discussion justifying such change.
9. Consult with Lance Holter regarding the proposed project and provide supporting documentation.

Thank you for your cooperation. Should you require additional clarification, please contact Ms. Kivette Caigoy, Environmental Planner, of this office at 270-7735.

Sincerely,



MICHAEL W. FOLEY
Planning Director

MWF:KAC:do

c: Wayne A. Boteilho, Deputy Planning Director
Clayton I. Yoshida, AICP, Planning Program Administrator
Kivette A. Caigoy, Environmental Planner
Colleen Suyama, Staff Planner
Project File
General File
K:\WP_DOCS\PLANNING\EA\2004\4_PaiaTownCtr\MPC_DEAComments.wpd



June 7, 2005

Ms. Dierdre S. Mamiya
Administrator
State of Hawaii
Department of Land and Natural Resources
Land Division
Post Office Box 621
Honolulu, Hawaii 96809

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Dear Ms. Mamiya:

Thank you for your letter dated January 20, 2005, regarding the above-referenced project.

In response to your letter, we are pleased to provide the following comments:

1. According to the applicable Flood Insurance Rate Map, Community-Panel Number 150003 0185C, Revised March 16, 1995, the project site is located in Flood Zone C, which is an area of minimal flooding and not subject to flood hazard regulations.
2. The Applicant acknowledges that the Iao Aquifer is now a ground-water management area under the State Commission on Water Resource Management (CWRM) and that permits will be issued for uses existing as of July 21, 2003, prior to uses following that date. The Applicant also understands that if pumpage from the Iao Aquifer is restricted, it could result in restrictions of use within the service area.

Ms. Dierdre S. Mamiya
June 7, 2005
Page 2

Thank you for your consideration of the application. Should you have any questions, please contact myself, or Mr. Michael Summers, at 242-1955.

Sincerely yours,



Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

January 20, 2005

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

SM1 2004-0006.RCM
PALATOWNCENTER

LD-NAV

Honorable Michael W. Foley
Planning Director, County of Maui
Planning Department
250 S. High Street
Wailuku, Hawaii 96793

05 JAN 21 P1 31
DEPT OF PLANNING
COUNTY OF MAUI
HONOLULU, HI

Dear Mr. Foley:

Subject: I.D. No.: SM1 2004/0006
Project: Paia Town Center
TMK: (2) 2-6-005: 004, 109, 025 and 033

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

The Department of Land and Natural Resources' (DLNR) Land Division made available or distributed a copy of the document pertaining to the subject matter to the following DLNR Divisions for their review and comment:

- Division of Forestry and Wildlife
- Engineering Division
- Commission on Water Resource Management
- Office of Conservation and Coastal Lands
- Land-Maui District Land Office

Enclosed please find a copy of the Commission on Water Resource Management and Engineering Division comments.

Based on the attached responses, the Department of Land and Natural Resources has no other comment to offer on the subject matter. If you have any questions, please feel free to contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 1-808-587-0384.

Very truly yours,

DIERDRE S. MAMIYA
Administrator

C: MDLO

RECEIVED
JAN 21 2005

RE: Paia Town Center + Papaanui, Comment Ltrs.

Post-it* Fax Note	7671	Date	1/25/05	# of pages	12
To	Bill Frampton	From	Rory Frampton		
Co./Dept	Frampton & Ward	Co.	CHP		
Phone #		Phone #	242-1955		

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

PETER YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

TYRONNE Y. ECU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES EMPLOYMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 20, 2004
SM1 2004-0006.CMT

LD/NAV
Suspense Date: 1/14/05

MEMORANDUM:

TO: XXX Division of Forestry & Wildlife
XXX Engineering Division
XXX Commission on Water Resource Management
✓ XXX Office of Conservation and Coastal Lands
XXX Land-Maui District Land Office

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: SPECIAL MANAGEMENT AREA PERMIT/CHANGE IN ZONING
I.D. Nos: SM1 2004/0006 CIZ 2004/0010
Project: Paia Town Center
TMK: 2nd/ 2-6-005: 004, 109, 025 and 033
Authority: County of Maui Department of Planning

Please review the document pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you have any questions, please contact Nicholas A. Vaccaro at 587-0384.

If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments.

Comments attached.

Division: LAND
Date: 12/27/04

Signed: Cecil Santos
Print Name: CECIL SANTOS

u

LINDA LINGLE
GOVERNOR OF HAWAII

RECEIVED
2005 JAN 10 A 10:04



PETER T. YOUNG
CHAIRMAN

MEREDITH J. CHING
CLAYTON W. DELA CRUZ
JAMES A. FRAZIER
CHYOME L. FUKINO, M.D.
LAWRENCE H. MIKE, M.D., J.D.
STEPHANIE A. WHALEN

YVONNE Y. IZU
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

January 7, 2005

TO: Ms. Dede Mamiya, Administrator
Land Division

FROM: Yvonne Y. Izu, Deputy Director ^Y
Commission on Water Resource Management (CWRM)

SUBJECT: Pa'ia "Town Center" corner property upzoning

FILE NO.: SM1 2004-0006.CMT

Thank you for the opportunity to review the subject document. Our comments related to water resources are marked below.

In general, the CWRM strongly promotes the efficient use of our water resources through conservation measures and use of alternative non-potable water resources whenever available, feasible, and there are no harmful effects to the ecosystem. Also, the CWRM encourages the protection of water recharge areas, which are important for the maintenance of streams and the replenishment of aquifers.

- We recommend coordination with the county government to incorporate this project into the county's Water Use and Development Plan.
- We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- We are concerned about the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.
- A Well Construction Permit and/or a Pump Installation Permit from the Commission would be required before ground water is developed as a source of supply for the project.
- The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit from the Commission would be required prior to use of this source.
- Groundwater withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.
- We are concerned about the potential for degradation of instream uses from development on highly erodible slopes adjacent to streams within or near the project. We recommend that approvals for this project be conditioned upon a review by the corresponding county's Building Department and the developer's acceptance of any resulting requirements related to erosion control.
- If the proposed project includes construction of a stream diversion, the project may require a stream diversion works permit and amend the instream flow standard for the affected stream(s).
- If the proposed project alters the bed and banks of a stream channel, the project may require a stream channel alteration permit.
- OTHER:
The document estimates an additional 1400 gpd of water supply to accommodate increased commercial activity. The primary water source for this project is now a ground-water management area under the State Commission on Water Resource Management (CWRM) Permits will initially be issued for uses existing as of July 21, 2003. New uses initiated after that will be addressed after existing uses are considered. If pumpage from Iao is restricted, it could result in restrictions of use within the service area. New uses within the Central Maui Service Area not relying on Iao sources may also be affected if Iao sources are restricted.

If there are any questions, please contact Charley Ice at 587-0251.

Jan-25-05 02:13pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242818

T-855 P.04/07 F-232

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

PETER Y. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. ZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAOLOAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 20, 2004
SM1 2004-0006.CMT

LD/NAV
Suspense Date: 1/14/05

MEMORANDUM:

TO: XXX Division of Forestry & Wildlife
XXX Engineering Division
XXX Commission on Water Resource Management
✓ XXX Office of Conservation and Coastal Lands
XXX Land-Maui District Land Office

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: SPECIAL MANAGEMENT AREA PERMIT/CHANGE IN ZONING
I.D. Nos: SM1 2004/0006 CIZ 2004/0010
Project: Paia Town Center
TMK: 2nd / 2-6-005: 004, 109, 025 and 033
Authority: County of Maui Department of Planning

RECEIVED
OFFICE OF CONSERVATION
AND COASTAL LANDS
2004 DEC 23 A 10 53
DEPT OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

Please review the document pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you have any questions, please contact Nicholas A. Vaccaro at 587-0384.

If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments.

Comments attached.

Division: OCCL/DLNR

Signed: Dawn Hegger

Date: Dec. 27, 2004

Print Name: Dawn Hegger

Corr. MA-05-1288

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES IMPROVEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 20, 2004
SM1 2004-0006.CMT

LD/NAV
Suspense Date: 1/14/05

MEMORANDUM:

TO: XXX Division of Forestry & Wildlife
XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
XXX Land-Maui District Land Office

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: SPECIAL MANAGEMENT AREA PERMIT/CHANGE IN ZONING
I.D. Nos: SM1 2004/0006 CIZ 2004/0010
Project: Paia Town Center
TMK: 2nd/ 2-6-005: 004, 109, 025 and 033
Authority: County of Maui Department of Planning

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Should you have any questions, please contact Nicholas A. Vaccaro at 587-0384.

If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments.

Comments attached.

Division: _____

Signed: *Paul J. Conry*

Date: DEC 27 2004

Print Name: PAUL J. CONRY, ADMINISTRATOR
JAC DIVISION OF FORESTRY AND WILDLIFE

RECEIVED
LAND DIVISION
2004 DEC 28 P 3:40

Jan-25-05 02:14pm

From-DEPT OF PLANNING COUNTY OF MAUI

808-242818

T-855 P.06/07 F-232

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENGINEERING

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAOLOAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 20, 2004
SM1 2004-0006.CMT

LD/NAV
Suspense Date: 1/14/05

MEMORANDUM:

TO: XXX Division of Forestry & Wildlife
 XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
XXX Land-Maui District Land Office

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: SPECIAL MANAGEMENT AREA PERMIT/CHANGE IN ZONING
I.D. Nos: SM1 2004/0006 CIZ 2004/0010
Project: Paia Town Center
TMK: 2nd/ 2-6-005: 004, 109, 025 and 033
Authority: County of Maui Department of Planning

Please review the document pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you have any questions, please contact Nicholas A. Vaccaro at 587-0384.

If this office does not receive your comments by the suspense date, we will assume there are no comments.

() We have no comments.

Comments attached.

Division: Engineering

Signed: Andrew M. Menden

Date: 12/30/04

Print Name: Andrew M. Menden

04 DEC 23 PM 2:25 BUREAU OF ENGINEERING

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LA/NAV

Ref.: SM1 2004-0006.CMT
MAUL387

COMMENTS

- () We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone ____.
- () Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone ____.
- (X) Please note that the correct Flood Zone Designation for the project site, according to the Flood Insurance Rate Map (FIRM) Community Panel Number 1500030183 D (Map Revised May 15, 2002) is located in Zone X, not in Zone C. The National Flood Insurance Program does not have any regulations for development within Zone X.
- () Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinator below:

- () Mr. Robert Sumimoto at (808) 523-4254 or Mr. Mario Siu Li at (808) 523-4247 of the City and County of Honolulu, Department of Planning and Permitting.
- () Mr. Kelly Gomes at (808) 961-8327 (Hilo) or Mr. Kiran Emler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.
- () Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
- () Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.

- () The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.
- () The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

() Additional Comments: _____

() Other: _____

Should you have any questions, please call Mr. Andrew Monden of the Planning Branch at 587-0229.

Signed: Eric T. Hirano
For ERIC T. HIRANO, CHIEF ENGINEER
Date: 12/30/04



June 7, 2005

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: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 20, 2005, regarding the above-referenced
project. We are pleased to address your comments as follows:

1. Current Tenants. It is not anticipated that the existing tenants of the
single-family residence would be displaced until all of the required land
use entitlements have been obtained, and building permits are issued for
the development, which we anticipate will require at least 18 to 24
additional months of processing time.
2. Timeframe. It is anticipated that construction will require approximately
12 months to complete once all of the required permits have been issued.
As such, it is anticipated that the project should be completed by the Fall
of 2007.

We hope this letter addresses your comments. Should you have any questions,
please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

Ms. Genevieve Salmonson
June 7, 2005
Page 2

Sincerely yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



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
E-mail: eeqc@health.state.hi.us

January 20, 2005

Michael Foley
Maui Planning Department
250 South High St.
Wailuku, HI 96793

Attn: Kivette Caigoy

Dear Mr. Foley:

Subject: Draft environmental assessment (EA), Paia Town Center

We have the following comments:

Current tenants: Will the tenants in the existing single family home be displaced by this project? Be sure to notify them well ahead of time of the project's construction impacts, such as noise, dust and possible ingress and egress restrictions.

Timeframe: What are the anticipated start and end dates of this project?

If you have any questions, call Nancy Heinrich at 586-4185.

Sincerely,

A handwritten signature in cursive script that reads "Genevieve Salmonson".

GENEVIEVE SALMONSON
Director

c: Rory Frampton, Chris Hart & Partners



June 7, 2005

Mr. George Y. Tengan
Director
Department of Water Supply
County of Maui
P.O. Box 1109
Wailuku, Hawaii 96793-6109

Dear Mr. Tengan:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated January 26, 2005, regarding the above-referenced
project.

In response to your letter, we offer the following comments:

1. Source Availability and Consumption. The Applicant acknowledges that the Department will not issue reservations for future meters until new sources are brought on-line. The Applicant also acknowledges that the Department will not issue temporary construction meters for Central Maui projects since reclaimed water is available from the Department of Public Works and Environmental Management's Wastewater Division.

The Applicant understands that Parcel 4 is served by a 2-inch meter, parcel 109 by a 5/8-inch meter, parcel 25 by a 5/8-inch meter, and parcel 33 by a 5-8 inch meter with a combined average daily consumption of 9,620 gallons. The Applicant understands that the project will result in a net increase of 1,220 gpd subtracting average consumption for the residence to be demolished.

Mr. George Y. Tengan
June 7, 2005
Page 2

2. System Infrastructure. The Applicant acknowledges that a 12-inch waterline and two fire hydrants are situated along Hana Highway and a 12-inch and 8-inch waterline and one fire hydrant are situated along Baldwin Avenue. The Applicant also acknowledges that the 1 ½-inch waterline along Luna Place does not provide adequate fire protection for a commercial structure. The Applicant is aware that consolidation and resubdivision of the subject properties is subject to Department rules and regulations for subdivisions. The Applicant notes that fire flow for commercial subdivisions is 2000 gallons for 2 hour duration at 250 ft spacing.
3. Conservation Measures. The Applicant proposes to implement the following water conservation measures into the project:
 - 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 Paia area, thereby minimizing the need for irrigation.
 - Utilizing reclaimed and/or brackish water, if available, for dust control during construction.
4. Pollution Prevention. Please note that a National Pollution Discharge Elimination System (NPDES) permit will be required for the project. The NPDES permit, which is essentially an erosion control plan for construction activities, will incorporate Best Management Practices (BMP's) designed specifically to reduce the potential for non-point sources of pollution from impacting nearshore water quality. Many of the BMP's you identified will be incorporated into the plan.

Thank you for your consideration of our application. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours,


Rory Frampton
Principal Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC.
Project File

ALAN M. ARAKAWA
MAYOR



GEORGE Y. TENGAN
DIRECTOR
JEFFREY T. PEARSON,
P.E.

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

January 26, 2005

Ms. Kivette Caigoy
Department of Planning
County of Maui
250 South High Street
Wailuku HI 96793

RECEIVED
FEB 03 2005

CHRIS HART & PARTNERS
Landscape Architecture & Planning

Re: I.D.: EA 2004/0004, CPA 2004/0004, CIZ 2004/0010, SM1 2004/0006, CTB 2004/0005
TMK: 2-6-05:004, 109, 025, 033
Project Name: Paia Town Center

Dear Ms. Caigoy:

Thank you for the opportunity to comment on this application. :

Source Availability and Consumption

The project area is served by the Central Maui System. The main sources of water for this system are the designated lao aquifer, the Waihee aquifer, the lao tunnel and the lao-Waikapu Ditch. The Department will not issue reservations for future meters until new sources are brought on-line. There is currently no moratorium on issuance of meters in Central Maui. However, from now on the Department will not issue temporary construction meters for Central Maui projects. Reclaimed water is readily available from the Department of Public Works and Environmental Management Wastewater Division. The Department does not guarantee that additional source, if needed, will be available for this project.

Parcel 4 is served by a 2-inch meter, parcel 109 by a 5/8-inch meter, parcel 25 by a 5/8-inch meter, and parcel 33 by active 5/8-inch meters with a combined average daily consumption of 9620 gallons. The applicant estimates water demand for the new buildings to approximately 1,394 gpd. The estimate is consistent with system standards and would result in a net increase of 1,220 gpd subtracting average consumption for the residence to be demolished. Domestic and irrigation calculations will be required in the building permit process.

System Infrastructure

The subject properties is served by a 12-inch waterline and two fire hydrants along Hana Highway, a 12-inch and an 8-inch water line and one fire hydrant along Baldwin Avenue. The 1 1/2 -inch waterline along Luna Place does not provide adequate fire protection for a commercial structure. Consolidation and resubdivision of the subject properties is subject to Department rules and regulations for subdivisions. Fire flow for commercial subdivisions is 2000 gallons for 2 hours duration at 250 ft spacing. The applicant will be required to provide for water service and fire protection in accordance with system standards. Fire flow calculations will be required in the building permit process.

Conservation

We recommend that the following water conservation measures be included in project design and implementation to alleviate demand from the Central Maui system:

Use Non-potable Water: We encourage the applicant to pursue using brackish irrigation well water for all landscaping purposes. Reclaimed water, readily available at the Kahului Sewage Treatment Plant, or brackish water should be used for dust control during construction.

Eliminate Single-Pass Cooling: Single-pass, water-cooled systems should be eliminated per Maui County Code Subsection 14.21.20. 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 16.20A.680 requires the use of low-flow water

fixtures and devices in faucets, showerheads, urinals, water closets and hose bibs. Water conserving washing machines, ice-makers and other units are also available.

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 is located in the "Maui County Planting Plan" - Plant Zone 5. Native plants adapted to the area conserve water and protect the watershed from degradation due to invasive alien species. We encourage the applicant to use native plants for all landscaping purposes. Please refer to the attached brochure: "Saving Water In The Yard - What and How to Plant In Your Area".

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

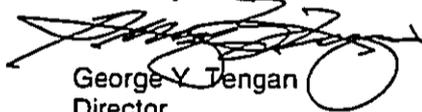
Pollution Prevention

The project overlies the Paia aquifer. In order to protect ground and surface water sources in the area, we encourage the applicant to utilize Best Management Practices (BMPs) designed to minimize infiltration and runoff from construction. We have attached sample BMPs for reference. Additional mitigation measures are enumerated below and should be implemented during construction.

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the water
- Properly and promptly dispose of all loosened and excavated soil and debris material from drainage structure work
- Retain ground cover until the last possible date
- Stabilize denuded areas by sodding or planting as soon as possible. Replanting should include soil amendments, fertilizers and temporary irrigation. Use high seeding rates to ensure rapid stand establishment
- Avoid fertilizers and biocides, or apply only during periods of low rainfall to minimize chemical run-off.
- Keep run-off on site
- Construct drainage control features, such as berms
- Maintain drainage structures, detention, silting and debris basins
- Control dust by proper stockpiling and use non-potable water for dust control
- Cover open vehicles carrying soils, gravel or other particulate matter.

- Should you have any questions, please contact our Water Resources and Planning Division at 270-7199.

Sincerely,



George Y. Tengan
Director
emb

c: engineering division
applicant, with attachments:

Ordinance No. 2108 - A Bill for an Ordinance Amending Chapter 16.20 of the Maui County Code, Pertaining to the Plumbing Code
Saving Water in the Yard-What and How to Plant in your Area
A Checklist of Water Conservation Ideas for Commercial Buildings
Selected BMP's from "Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters"-EPA

C:\WPdocs\Permcomm\Paia Town Center EA CPA CIZ SM CTB.wpd



June 10, 2005

Mr. Lance W. Holter
PO Box 790656
Paia, HI 96779

Dear Mr. Holter:

RE: Draft Environmental Assessment and Special Management Area (SMA) Permit for the Paia Town Center Project located at 120 and 142 Hana Highway and 20 and 24 Luna Place within the commercial core of Paia Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025, and 033.

Thank you for your letters dated February 3, 2005, regarding the above-referenced project. Please note that we are still addressing the Planning Commission's comment letter and apologize for the delay in consulting with you directly. We are pleased to address your additional comments as follows:

1. In response to your second comment, three (3) public scoping meetings were conducted with the Paia Main Street Association on June 10, 2003, July 8, 2003, and December 9, 2003. Notification of the July 8, 2003, meeting was provided through an advertisement in the Maui News. As a result of these meetings, the applicant agreed to the following:
 - Incorporate a publicly accessible outdoor landscaped plaza into the site plan. The outdoor plaza would be located between the Milagros Restaurant and the new commercial building; and
 - Consider the incorporation of a small police substation within the new commercial building.

On June 8, 2004, the Paia Main Street Association reviewed the revised plans and in a letter dated September 14, 2004, stated that the revised design addressed all of their suggestions and that the Board members present unanimously approved the revisions to the project (See Draft Environmental Assessment, Appendix A, "Pre-consultation").

2. A preliminary parking analysis was incorporated into the Draft Environmental Assessment as Appendix G. The parking analysis

concludes that 68 on-site parking stalls are required for existing and new uses whereas 77 are proposed. The project will also provide two (2) loading zones as required by ordinance.

3. The applicant acknowledges the existing substandard conditions along Luna Place and therefore the proposed building will not be accessible from this roadway. The two-story building will be setback from adjacent residential properties pursuant to residential setback requirements. Landscape planting and a solid 6-foot high fence and canopy shade trees will further buffer the building from neighboring residences. Architecturally, the building will be old plantation residential and will feature board and batten wood siding, large wood windows and doorframes, and a double pitched corrugated metal roof to blend harmoniously with the adjacent residential community.
4. The proposed one-way circulation plan requires ingress into the project from Hana Highway and egress onto Baldwin Avenue. This will eliminate left turns onto Hana Highway and left turns from Baldwin Avenue into the project. Elimination of these left turn movements will significantly mitigate the project's impact on adjacent roadways. In addition, it is anticipated that most vehicles will turn right into the project from Hana Highway and will turn right out of the project onto Baldwin Avenue.
5. The proposed drainage system will capture all additional runoff created by the project during a 50-year storm event. The proposed drainage facility is in accordance with Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui. With the incorporation of the proposed mitigation measures, the proposed project should not exacerbate existing off-site drainage conditions.
6. A significant component of the proposed project is the design and construction of a drainage collection system, which will be approved by the County of Maui. Drain lines will not be connected to the wastewater collection system.
7. The conditions you raised are acknowledged in the Traffic Impact Analysis Report. The TIAR faults the congestion within Paia to the friction caused by angled on-street parking, pedestrian activity, and on-street loading and unloading during peak travel periods. Necessary mitigation measures to address this regional problem require the removal of these conditions that are currently causing friction. The construction of a bypass around Paia Town will also mitigate traffic congestion in town by significantly reducing peak hour traffic volume.
8. The TIAR concludes that the capacity of the Hana Highway and Baldwin Avenue intersection is sufficient to maintain a relatively high level-of-

Mr. Lance W. Holter
June 10, 2005
Page 3

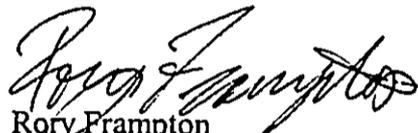
service given existing and projected future traffic volumes. As noted the TIAR faults the congestion within Paia to the friction caused by angled on-street parking, pedestrian activity, and on-street loading and unloading during peak travel periods. This condition occurs along all approaches to the subject intersection. Necessary mitigation measures to address this regional problem require the removal of these conditions that are currently causing friction. The construction of a bypass around Paia Town will also mitigate traffic congestion in town by significantly reducing peak hour traffic volume.

9. The project will incorporate a publicly accessible outdoor landscaped plaza between the Milagros Restaurant and the new commercial building along Baldwin Avenue. The proposed plaza will be readily accessible to pedestrians and will feature a variety of landscape planting materials including a Queens White Shower canopy shade tree, Native Kupuku Ferns, and Loulu Palms, as well as textured hardscape and public benches. The plaza space will provide visual relief without unnecessarily breaking-up the traditional historic pedestrian-oriented building facades that front Hana Highway and Baldwin Avenue. In addition, space will be made available for a police substation on the ground floor of the abutting commercial building.
10. As noted, the applicant has made presentations at three (3) public meetings to provide an overview of the project and address community concerns. These meetings resulted in fruitful discussion and positive refinements to the project. The applicant is willing to continue to meet with the public either individually, or in an organized public forum, through the course of the development permitting and entitlement process.

Please note that on June 14, 2005, at 6:00 p.m. the project will again be presented to the Paia Main Street Association. We would like to encourage you to attend this meeting.

We hope that this letter addresses your concerns. Should you have additional comments or questions regarding the project, please contact myself, or Mr. Michael Summers, at 242-1955.

Sincerely,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

February 3, 2005

Fox 270-7634

Mike Foley
250 S. High Street
Wailuku, HI 96793

Mr. Foley,

Today, I picked up a copy of the Paia Town Center EA from an independent planning consultant. She had telephoned me and had asked if I had seen the EA and stated that the last date for review was February 7th. I note your letter to the applicant's planner Mr. Frampton dated January 18, 2005, regarding the January 11, 2005 planning commission meeting where the project was initially reviewed. I was surprised to note Mr. Frampton was asked by you and the Planning Commission to contact me regarding the development (item no. 9 in letter). I have not been contacted nor asked to comment since I saw the project for the first time June 10, 2004. I did bump into Mr. Frampton while he was walking around Paia some three months ago, the discussion lasted about two minutes, I suggested he upgrade the parking lot ingress/egress onto Baldwin Ave. and keep it a two way road. I have not received any written notice, letter or been provided an opportunity from the applicant to review the EA or discuss the project.

Sincerely yours,

Lance W. Holter

Lance W. Holter

05/357

Fax 270-7634

February 3, 2005

Michael Foley, Director
 Maui County Planning Department
 250 South High Street
 Wailuku, HI 96793

05 FEB -4 19 55

DEPT OF PLANNING
 COUNTY OF MAUI
 RECEIVED

Re: Paia Town Center Environmental Assessment
 November 2004

Dear Mr. Foley,

I am a property and business owner within the SMA notification area of the above referenced project.

Please find my comments regarding the Paia Town Center EA.

1. To my knowledge there have been no general public scoping meetings or hearings to gather input regarding the proposed project and the Draft EA.
2. Please study the addition of the 9,880 sf of commercial/business area and the number of parking spaces provided, together with the existing business area and number of existing parking spaces. Parking in Paia is extremely scarce and the proposed project area currently is used for all the existing merchants, restaurants both as employee parking and parking for customers and visitors.
3. The conversion of the two-story residential parcel to 4,250 sf commercial/office space dwarfs all of the existing residential housing. Luna place is a substandard 20' wide private gravel road maintained by existing residents.
4. Changing an existing two way ingress-egress onto Baldwin Ave. to a one way egress while removing a second ingress-egress outlet for delivery trucks and autos onto Hana Hwy and at the same time placing a ticket gate at the Charley's Restaurant entry while combining parallel parking and diagonal parking at this entry gated location creates problems and increases traffic onto Baldwin Avenue. During peak travel periods starting at 2:30 PM traffic is now backing up 1/4 of a mile up Baldwin Ave. towards Makawao with traffic stopped and waiting 25 minutes to advance from the Post Office to Hana Hwy.
5. All drainage should be contained onsite with underground drainage basins using a Heavy Duty Infiltrator system. Currently during heavy rainfall considerable amounts of sheet water drains into the ocean, this despite the current parking lot being of gravel and providing some percolation.
6. During heavy rain considerable amounts of water in Paia enter the sewer system from old sewer hookups now connected to rain gutters and sump pumps.
7. The Level of Service on Baldwin Ave. and Hana Hwy is at level F during peak evening traffic hours. The traffic delay of vehicles from Kahului to Paia constantly reaches 30 minutes plus with vehicles stopped and backed up for up to three miles entering Paia around 5:00 to 7:00 PM and on high surf days.

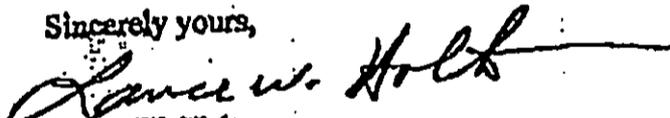
Paiia Town Center EA

Page 2

8. Traffic delay for Makawao to Paia bound vehicles reaches 25 minutes starting at 2:30 PM on weekdays. Vehicles stop and back up past the Post Office and up towards the Paia Mill. These cumulative effects and existing conditions are not reflected in the provided TIA which describes the level of service as level A and B. The Applicants TIA attempts to blame the traffic problems on parking configurations on Hana Hwy. It is well known and observed by long time residents that it is the VOLUME of Hana Hwy traffic entering and passing thru Paia, together with the volume of traffic entering from Baldwin Ave. that is causing the gridlock during peak traffic periods. This is why residents have been asking for a larger Bypass for 36 years. The existing volume can not be managed by a stop light or a mini-bypass. Further, traffic conditions continue to worsen as Haiku has become the 2nd fastest growth area in Maui after Kihei. Traffic delay for vehicles stopped coming into Paia from Haiku at 7:00AM to 9:00 AM sometimes backs up to the Kuuu store.
9. The project area literally is the core and town center and because of this fact the development has far reaching implications to a rational development plan for all of the North Shore. It is vital that a park be provided with public bathroom facilities and adjacent to a police substation situated on the ground floor. Paia has needed a permanent small town police officer for years. Without the police substation no development plan will ultimately be successful because of the heavy population pressures and unique nature of a "beach town".
10. An open general public town meeting about the proposed project should be scheduled. An opportunity for a site inspection by the Planning Commission during peak traffic periods and an evening visit on a Friday and Thursday night would help all decision makers to fully understand the existing conditions.

Thank you for allowing me to comment on this EA.

Sincerely yours,


Lance W. Holter
PO BOX 750656
Paia, HI 96779

Cc: Kivette A. Caigoy, Planner



June 6, 2005

Ms. Maria N. Isotov_Chang
65 Lihikai Place
Haiku, Hawaii 96708

Dear Ms. Isotov_Chang:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Dear Ms. Chang:

Thank you for your letter dated February 7, 2005, regarding the above-referenced project. We are pleased to address your comments as follows:

1. Community Plan Amendment. Your comments relate primarily to the following: 1) Developing a residential component in all of the existing and proposed structures; and 2) Failure to conduct pre-consultation with the affected community.

In response to your first comment, as noted in our November 24, 2004, letter to the Department of Planning, residential use of Parcel 33 is impractical due to the high level of vehicular noise at the intersection of Baldwin Avenue and Hana Highway. From a location, function, and site suitability perspective, the most practical use of the parcel is commercial.

Parcel 25 currently contains a single-family residence, which is being rented on a long-term basis. This parcel is located within a transitional area, directly abutting commercial on the south and west and residential uses on the north and east. According to the Department of Planning's Land Use Forecast for the County of Maui, prepared by the Long-Range Planning Division, April 2003, approximately 71,000 square feet of commercial space will be required in Paia-Haiku to meet projected demand by 2010. The very limited

availability of commercial property within close proximity to the commercial core would indicate that from an economic perspective the highest and best long-term use for the property is commercial. A robust downtown commercial core will ensure that Paia residents have more diverse employment and shopping opportunities within close proximity to neighboring residential communities therefore reducing the need to commute to Kahului for employment and basic goods and services.

In response to your second comment, three (3) public scoping meetings were conducted with the Paia Main Street Association on June 10, 2003, July 8, 2003, and December 9, 2003. Notification of the July 8, 2003, meeting was through an advertisement in the Maui News. As a result of these meetings, the applicant agreed to the following:

- Incorporate a publicly accessible outdoor landscaped plaza into the site plan. The outdoor plaza would be located between the Milagros Restaurant and the new commercial building; and
- Consider the incorporation of a small police substation within the new commercial building.

On June 8, 2004, the Paia Main Street Association reviewed the revised plans and in a letter dated September 14, 2004, stated that the revised design addressed all of their suggestions and that the Board members present unanimously approved the revisions to the project (See Draft Environmental Assessment, Appendix A, "Pre-consultation").

2. Outdoor Plazas. Please note that TMK No. (2) 2-6-005:033 was never identified for park use in the Paia-Haiku Community Plan, was never zoned for park use, and was never formally used or designed to be used as a park facility. In reviewing the Draft Environmental Assessment, the Police Department commented that the existing rear dirt/gravel lot area has been a problem area for loitering and suspicious activity. The Paia Main Street Association reiterated these concerns by noting that loitering and crime has become a problem on the property. The proposed project will address the Police Department and community's concerns while also providing for more formalized and secure parking for employees and patrons and an outdoor plaza for the public's enjoyment.

The proposed plaza is not insufficient in size and design as per the Paia-Haiku Country Town Design Guidelines. The guidelines you refer to on pages 84-85 refers to courtyards located at the rear of commercial structures within the interior of a lot. These types of spaces typically serve as gathering places, entry courts to the rear and front of commercial buildings, or outdoor rooms. The proposed plaza will front the primary street and sidewalk and is primarily

intended as a gathering and/or resting place for pedestrians. The Paia-Haiku Country Town Design Guidelines do not address these types of courtyards. You also erroneously claim that the Paia-Haiku Country Town Design Guidelines specifically identify TMK No. (2) 2-6-005:033 for courtyard use. The Paia-Haiku Country Town Design Guidelines Urban Design Plan, (Page 9, Figure 3) identifies the subject property as part of the Primary Commercial District Envelope, which would provide for retail and restaurant uses along the major roadways. There is no reference in the design guidelines recommending the property be used for a park or courtyard use.

The design of the outdoor plaza will emphasize pedestrian accessibility. The professionally designed space will feature a variety of landscape planting materials including, but not limited to, a Queens White Shower canopy shade tree, Native Kupuku Ferns, and Loulou Palms, as well as textured hardscape and public benches. The plaza space will provide visual relief without unnecessarily breaking-up the traditional historic pedestrian-oriented building facades that front Hana Highway and Baldwin Avenue.

3. Parking Area and Parking Analysis. The applicant is proposing to have validated parking on-site for the convenience of customers and employees. For security and liability reasons, a free public parking lot is not proposed. Free public parking is available in Paia Town at the two County owned parking lots. In addition, free on street parking is provided along Hana Highway and Baldwin Avenue.
4. Traffic Impact Study. The conditions you raised are acknowledged in the Traffic Impact Analysis Report. The TIAR faults the congestion within Paia to the friction caused by angled on-street parking, pedestrian activity, and on-street loading and unloading during peak travel periods. Necessary mitigation measures to address this regional problem require the removal of these conditions that are currently causing friction. The construction of a bypass around Paia Town will also mitigate traffic congestion in town by significantly reducing peak hour traffic volume.
5. Drainage. The proposed drainage system will capture all additional runoff created by the project during a 50-year storm event. The proposed drainage facility is in accordance with Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui. With the incorporation of the proposed mitigation measures, the proposed project should not exacerbate existing off-site drainage conditions.

Ms. Maria S. Isotov-Chang
June 6, 2005
Page 4

Please note that on June 14, 2005, at 6:00 p.m. the project will again be presented to the Paia Main Street Association. We would like to encourage you to attend this meeting.

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

Sincerely,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

February 7, 2005

Maria N. Isorov_Chang
65 Lihwai Place
Haiku, Hawaii 96708
Phone & Fax: (808) 575-9763

05 FEB -7 P2:08

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

Michael W. Foley, Director
Maui County Planning Department
250 South High Street
Wailuku, Hawaii 96793

Re: Paia Town Center Draft Environmental Assessment (November 2004) and related permits.

Dear Mr. Foley,

I am a resident of the Paia-Haiku Community Plan Region, member of the Haiku Community Association, former staff planner for Maui County Department of Planning, currently president of Land & Water Planning and Consulting (specializing in sustainable city and regional planning), an avid cyclist, mother and home owner. It is with this background that I reviewed the Paia Town Center Draft Environmental Assessment. But it is as a member of the Paia-Haiku community that I respond.

Please find the following comments:

COMMUNITY PLAN AMENDMENT

The proposed action is requesting to change current single family designation to Commercial use designation. Comments contained with the DEA in a letter dated November 24, 2004, addressing the Planning Director from preparer of the DEA (p. 5) regarding a Residential Component, state that the "property could be developed as a single-use multi-family residential project or as a mixed use commercial/residential development. These comments are being directed toward parcel 33. The preparer further states that this would be impractical for the area due mainly to traffic noise. This is quite the contrary. The existing uses surrounding parcel 33 are residential as well as commercial. In fact, there is a deficit of affordable rentals island wide and specifically in the Paia-Haiku Community Plan region.

By further developing a residential component in all the existing and proposed structures the applicant would be helping to off set existing affordable rental housing needs while also decreasing travel time to and from work in the Paia area hence, reducing traffic loads. In addition, multi-family residential/commercial components in Paia area would further apply smart growth principals that are so often mused yet rarely employed.

DFA Paia Town Center
February 7, 2005
Page 2 of 5

In addition, whenever a Community Plan Amendment is being sought it should be standard practice to address the related community with the proposal at the preliminary phase of project development, this to eliminate redesign and project changes at the final stages of project development. The applicant has held no general public meeting for the proposed Paia-Haiku Community Plan Amendment. There has been no public meeting with either the Paia Community Association or the Haiku Community Association.

OUTDOOR PLAZAS

The following history of subject project parcel, TMK: (2) 2-6-005:033 was not included in the historical inventory of cultural uses and accesses. Historically the subject parcel has been used as an informal grassed and treed public park with an adjacent gravel parking area. This park and parking lot were and are used by local employees and patrons of the shops to relax, take breaks and park cars. Relaxing and enjoying the park is no longer possible because it is now a fenced and graveled empty space. In fact, I used this park for picnic-lunches, meeting friends, cooling off from the heat, a pit stop when cycling and just plain ole' passive enjoyment of the greenway/open space it provided in the busy town of Paia.

When the property was set up for sale, roughly three years ago, the park was fenced in, all grass removed and left in abandon. When area merchants got upset that the dirt from the abandoned dirt lot was destroying their merchandise the property owner filled the area with gravel. With the application the property owner is proposing to provide two small outdoor plazas. The plaza area along Baldwin would be concrete with one shade tree and sitting area around the stem of the tree. The plaza area along Hana Highway would have concrete and coconut palms.

The proposed Baldwin plaza is insufficient in size and design according to the Business Country Town Design Guidelines for Paia-Haiku (BCTPH) and the historical use of the area. The BCTPH requires "interior adaptive re-use courtyards (when provided) must be located within the first frontage lot depth off of Hana Highway or Baldwin Avenue." (pg85) As this project contains the "first frontage lot depth off of Hana Highway or Baldwin Avenue," is now being developed, hence the courtyard "provided", the project needs to address the BCTPH courtyard design guidelines.

The BCTPH further outlines and recommends that "larger, open plazas or courtyards are appropriate for the large scale commercial or transient accommodations type of uses." (pg85) As the applicant proposes to build an additional structure over the existing park they have responsibility to the community at large to provide community space to offset the loss of the local town park. As well, this is the core of Paia and what happens here sets the tone for future development in the town and region.

The BCTPH states as its PURPOSE/INTENT "The stated purpose and intent of the Country Town Business District Ordinance establishes the need to document the unique

DEA Paia Town Center

February 6, 2005

Page 3 of 5

urban design character of remote business districts throughout the County of Maui and preserve them as an important feature of these rural business communities."(pg.1) By characterization, small towns are built at a human scale and for human accessibility.

What is specific and unique about Paia is the level of human relatedness to the development and pedestrians. This is a user friendly town. It is of a smaller scale than say Kahului or Kihei where to get anywhere one has to get in the car and drive.

This small scale human relatedness and accessibility, that is the hallmark of small town design, allows for more pedestrian traffic, more walking to shops, communication with other pedestrians, meeting of friend's old and new and open areas to sit down and just enjoy your soft drink and the day. This is a unique quality to Paia. Paia is still a small town where people get to know each other and say hello on the street. This is a place where people come together.

That is why the community park is so important to the town, it is a gathering place. The BCTPH recognized this and specified this lot, TMK: (2) 2-6-005:033, for a courtyard.

The Park/courtyard space should again follow the BCTPH guidelines for "Scale" for larger courtyards as Paia Town is a large scale commercial area. The scale of the courtyard should provide the maximum defined by the BCTPH (pg.86). It is unclear from the DEA what the dimensions of the proposed plazas are. But in comparison to the proposed developments the visible scale of the proposed plazas appear to be established to access the rear parking area than to provide a courtyard or plaza that would be used as such.

BCTPH provides a visual for the applicant to follow (pg85 Fig. 89). From the visual that the BCTPH provides there is a grassed area with a decorative paved sidewalk where the width of the paving varies and is non-linear. Further, the Tri-Isle Main Street Resource Center recommended period landscaping and this should also be included.

DEA should further develop the courtyard and plaza area designs in accordance with the BCTPH. As well, the DEA should provide a site plan, drawn to scale, outlining the proposed public plaza and courtyard.

PARKING AREA and PARKING ANALYSIS

The existing parking area should be maintained as FREE public parking for area patrons and employees. This has been the use time memorial. The DEA should provide minutes from meetings with local merchants determining the proposed use of parking area that addresses employee and patron parking. Paia traffic also uses this lot as an informal traffic route to bypass the Baldwin Avenue and Hana Highway intersection congestion as well as the egress and ingress for parking. To eliminate this by-pass would further exacerbate the severe traffic congestion at the intersection. The DEA and DEA Parking Analysis should detail existing and proposed uses and agreements for parking on site.

DEA Paia Town Center
February 7, 2005
Page 4 of 5

TRAFFIC IMPACT STUDY

As I live in Haiku and go to Paia daily, at least twice, and also travel the Paia - Kahului corridor daily. Currently the traffic backs up all the way to the Post Office on most days at about 2:30 and stays that way till nightfall. The wait from Mana foods to the light is roughly 10- 15 minutes. While the traffic signal analysis may be providing a level of service A and B and in the rare case C the situation on the roadways is level F. The project analysis needs to further account for the greater traffic issues in the area:

1. Length of traffic back up on Hana Hwy. and Baldwin Avenue;
2. Traffic count analysis at various points along Baldwin Avenue and Hana Highway, both entering and existing Paia.
3. Traffic counts should address both Kahului and Haiku traffic impinging on Paia.

The Maui Planning Commission should drive down to Paia to see just what level service A and B represent, per Traffic Impact Study. To increase commercial development in the core area, in which this project occurs, is going to further strangle the town.

Supplementary, to allow for egress of the parking area on to Baldwin Avenue will further escalate the traffic jamming. And to approve this project, in terms of traffic mitigation, based on an unapproved mini-bypass that is still being drafted and controversial before it even gets to its first public hearing is problematic at best.

DRAINAGE

All drainage should be maintained on site and filtered through a heavy-duty filtration system before it reaches any storm water system. As this project proposes to pave a large area that is currently exposed soil, the natural filtration and settling that is occurring will be eliminated. There should be additional improvements made to the area storm water system that is currently overburdened and causing flooding in the area when there are heavy rains.

Finally, it is my hope that the applicant will work with the community to appropriately develop their site. I recommend that the applicant:

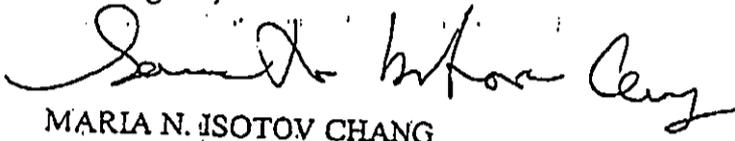
1. Further investigate the option of Multi-family (or senior) residential rental units be combined with any commercial use;
2. Substantially renovated all existing structures and parking before additional development occurs;
3. Pursue employee housing options for all proposed commercial development to off set current and subsequent pressures for rental housing;
4. Provide a substantial park be for the visitors and towns people to enjoy;
5. That if commercial activity is to occur in the park it should be maintained for locally owned and operated push cart vendors that sell goods or services that are locally made.
6. That guarantees be made by the Police Department to provide pedestrian foot patrol to keep the peace in the town;

DEA Paia Town Center
February 7, 2005
Page 5 of 5

The decision makers should visit Paia Town to see the area before any decisions are made.
Come at about 3:30pm any day of the week.

It has been a pleasure to review the DEA for the Paia Town Center. If you have any
questions please feel free to reach Maria N. Isotov-Chang at 575-9763.

Kind regards,



MARIA N. ISOTOV CHANG

C: Kivette A. Caigoy, Planner



June 10, 2005

Mr. Mark Sheehan
630 E. Kuiaha Rd.
Haiku, HI 96708

Dear Mr. Sheehan:

RE: Draft Environmental Assessment and Special Management Area (SMA) Permit for the Paia Town Center Project located at 120 and 142 Hana Highway and 20 and 24 Luna Place within the commercial core of Paia Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025, and 033.

Thank you for your letter dated February 14, 2005, regarding the above-referenced project. We are pleased to address your comments as follows:

1. In response to your second comment, three (3) public scoping meetings were conducted with the Paia Main Street Association on June 10, 2003, July 8, 2003, and December 9, 2003. Notification of the July 8, 2003, meeting was provided through an advertisement in the Maui News. As a result of these meetings, the applicant agreed to the following:
 - Incorporate a publicly accessible outdoor landscaped plaza into the site plan. The outdoor plaza would be located between the Milagros Restaurant and the new commercial building; and
 - Consider the incorporation of a small police substation within the new commercial building.

On June 8, 2004, the Paia Main Street Association reviewed the revised plans and in a letter dated September 14, 2004, stated that the revised design addressed all of their suggestions and that the Board members present unanimously approved the revisions to the project (See Draft Environmental Assessment, Appendix A, "Pre-consultation").

2. A preliminary parking analysis was incorporated into the Draft Environmental Assessment as Appendix G. The parking analysis concludes that 68 on-site parking stalls are required for existing and new

uses whereas 77 are proposed. The project will also provide two (2) loading zones as required by ordinance.

3. The applicant acknowledges the existing substandard conditions along Luna Place and therefore the proposed building will not be accessible from this roadway. The two-story building will be setback from adjacent residential properties pursuant to residential setback requirements. Landscape planting and a solid 6-foot high fence and canopy shade trees will further buffer the building from neighboring residences. Architecturally, the building will be old plantation residential and will feature board and batten wood siding, large wood windows and doorframes, and a double pitched corrugated metal roof to blend harmoniously with the adjacent residential community.
4. The proposed one-way circulation plan requires ingress into the project from Hana Highway and egress onto Baldwin Avenue. This will eliminate left turns onto Hana Highway and left turns from Baldwin Avenue into the project. Elimination of these left turn movements will significantly mitigate the project's impact on adjacent roadways. In addition, it is anticipated that most vehicles will turn right into the project from Hana Highway and will turn right out of the project onto Baldwin Avenue.
5. The proposed drainage system will capture all additional runoff created by the project during a 50-year storm event. The proposed drainage facility is in accordance with Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui. With the incorporation of the proposed mitigation measures, the proposed project should not exacerbate existing off-site drainage conditions.
6. A significant component of the proposed project is the design and construction of a drainage collection system, which will be approved by the County of Maui. Drain lines will not be connected to the wastewater collection system.
7. The conditions you raised are acknowledged in the Traffic Impact Analysis Report. The TIAR faults the congestion within Paia to the friction caused by angled on-street parking, pedestrian activity, and on-street loading and unloading during peak travel periods. Necessary mitigation measures to address this regional problem require the removal of these conditions that are currently causing friction. The construction of a bypass around Paia Town will also mitigate traffic congestion in town by significantly reducing peak hour traffic volume.
8. The TIAR concludes that the capacity of the Hana Highway and Baldwin Avenue intersection is sufficient to maintain a relatively high level-of-service given existing and projected future traffic volumes. As noted the

Mr. Mark Sheehan
June 10, 2005
Page 3

TLAR faults the congestion within Paia to the friction caused by angled on-street parking, pedestrian activity, and on-street loading and unloading during peak travel periods. This condition occurs along all approaches to the subject intersection. Necessary mitigation measures to address this regional problem require the removal of these conditions that are currently causing friction. The construction of a bypass around Paia Town will also mitigate traffic congestion in town by significantly reducing peak hour traffic volume.

9. The project will incorporate a publicly accessible outdoor landscaped plaza between the Milagros Restaurant and the new commercial building along Baldwin Avenue. The proposed plaza will be readily accessible to pedestrians and will feature a variety of landscape planting materials including a Queens White Shower canopy shade tree, Native Kupuku Ferns, and Loulu Palms, as well as textured hardscape and public benches. The plaza space will provide visual relief without unnecessarily breaking-up the traditional historic pedestrian-oriented building facades that front Hana Highway and Baldwin Avenue. In addition, space will be made available for a police substation on the ground floor of the abutting commercial building.
10. As noted, the applicant has made presentations at three (3) public meetings to provide an overview of the project and address community concerns. These meetings resulted in fruitful discussion and positive refinements to the project. The applicant is willing to continue to meet with the public either individually, or in an organized public forum, through the course of the development permitting and entitlement process.

Please note that on June 14, 2005, at 6:00 p.m. the project will again be presented to the Paia Main Street Association. We would like to encourage you to attend this meeting.

We hope that this letter addresses your concerns. Should you have additional comments or questions regarding the project, please contact myself, or Mr. Michael Summers, at 242-1955.

Sincerely,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

February 14, 2005

Michael Foley, Director
Maui County Planning Department
250 South High Street
Wailuku, HI 96793

05 FEB 14 01:01
DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

Re: Paia Town Center Environmental Assessment November 2004

Dear Mr. Foley,

I am a business owner within the SMA notification area of the above referenced project.

Please find my comments regarding the Paia Town Center EA.

1. To my knowledge there have been no general public scoping meetings or hearings to gather input regarding the proposed project and the Draft EA.
2. Please study the addition of the 9,880 sf of commercial/business area and the number of parking spaces provided, together with the existing business area and number of existing parking spaces. Parking in Paia is extremely scarce and the proposed project area currently is used for all the existing merchants, restaurants both as employee parking and parking for customers and visitors.
3. The conversion of the two-story residential parcel to 4,250 sf commercial/office space dwarfs all of the existing residential housing. Luna place is a substandard 20' wide private gravel road maintained by existing residents.
4. Changing an existing two way ingress-egress onto Baldwin Ave. to a one way egress while removing a second ingress-egress outlet for delivery trucks and autos onto Hana Hwy and at the same time placing a ticket gate at the Charley's Restaurant entry while combining parallel parking and diagonal parking at this entry gated location creates problems and increases traffic onto Baldwin Avenue. During peak travel periods starting at 2:30 PM traffic is now backing up 1/2 mile up Baldwin Ave. towards Makawao with traffic stopped and waiting 25 minutes to advance from the Post Office to Hana Hwy.
5. All drainage should be contained onsite with underground drainage basins using a Heavy Duty Infiltrator system. Currently during heavy rainfall considerable amounts of sheet water drains into the ocean, this despite the current parking lot being of gravel and providing some percolation.
6. During heavy rain considerable amounts of water in Paia enter the sewer system from old sewer hookups now connected to rain gutters and sump pumps.
7. The Level of Service on Baldwin Ave. and Hana Hwy is at level F during peak evening traffic hours. The traffic delay of vehicles from Kahului to Paia constantly reaches 30 minutes plus with vehicles stopped and backed up for up to three miles entering Paia around 5:00 to 7:00 PM and on high surf days.

Paia Town Center EA Page 2

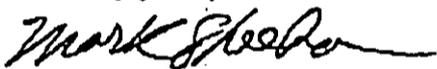
8. Traffic delay for Makawao to Paia bound vehicles reaches 25 minutes starting at 2:30 PM on weekdays. Vehicles stop and back up past the Post Office and up towards the

Paia Mill. These cumulative effects and existing conditions are not reflected in the provided TIA which describes the level of service as level A and B. The Applicants TIA attempts to blame the traffic problems on parking configurations on Hana Hwy. It is well known and observed by long time residents that it is the VOLUME of Hana Hwy traffic entering and passing thru Paia, together with the volume of traffic entering from Baldwin Ave. that is causing the gridlock during peak traffic periods. This is why residents have been asking for a larger Bypass for 38 years. The existing volume can not be managed by a stop light or a mini-bypass. Further, traffic conditions continue to worsen as Haiku has become the ~~na~~ fastest growth area in Maui after Kihei. Traffic delay for vehicles stopped coming into Paia from Haiku at 7:00AM to 9:00 AM sometimes backs up to the Kuuu store.

9. The project area literally is the core and town center and because of this fact the development has far reaching implications to a rational development plan for all of the North Shore. It is vital that a park be provided with public bathroom facilities and adjacent to a police substation situated on the ground floor. Paia has needed a permanent small town police officer for years. Without the police substation no development plan will ultimately be successful because of the heavy population pressures and unique nature of a "beach town".
10. An open general public town meeting about the proposed project should be scheduled. An opportunity for a site inspection by the Planning Commission during peak traffic periods and an evening visit on a Friday and Thursday night would help all decision makers to fully understand the existing conditions.

Thank you for allowing me to comment on this EA,

Sincerely yours,



Mark Sheehan
630 E. Kuiuaha Rd.
Haiku, HI. 96708
808/573-0111

Cc: Kivette A. Caigoy, Planner



June 7, 2005

Mr. Milton M. Arakawa
County of Maui
Department of Public Works
and Environmental Management
200 South High Street, Room 322
Wailuku, Maui, Hawaii 96793

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Dear Mr. Arakawa:

Thank you for your letter dated February 14, 2005, regarding the above-
referenced project.

In response to your letter, we are pleased to provide the following comments:

1. A plan will be submitted for disposal/recycling of construction and demolition waste.
2. The applicant understands that wastewater system capacity cannot be ensured until the issuance of building permits.
3. The applicant is aware that wastewater contribution calculations are required before building permits are issued.
4. The applicant will pay assessment fees for treatment plan expansion costs in accordance with the ordinance setting forth such fees.
5. The applicant is aware that it is required to fund necessary off-site improvements to the collection system and wastewater pump stations.

6. Final plans will show the installation of a single service lateral and an advance riser for each lot.
7. The applicant is aware that non-contact cooling water, condensate, etc. should not drain to the wastewater system.
8. The applicant does not propose to have kitchen facilities within the proposed development. In the event that new kitchen facilities are proposed in the future the applicant will comply with pretreatment requirements.
9. According to the applicable Flood Insurance Rate Map (Panel No. 15003 0185C, March 16, 1995) the entire property is located in Flood Zone C. Flood Zone C represents areas of minimal flooding.
10. A Preliminary Drainage Report was prepared by Otomo Engineering, Inc., a Licensed Professional Engineer in the State of Hawaii, which identifies the additional runoff to be generated by the project and necessary mitigation measures so that there will be no adverse impact on adjacent and downstream properties. The plan is in conformance with Chapter 4, Rules for the Design of Storm Drainage Facilities.
11. A final drainage report and BMP plan will be submitted with the grading plans for review and approval prior to issuance of grading permits.
12. All existing features such as structures, driveways, drainage ways, edge of pavement, etc. will be shown on the project plat plan.
13. A sight distance analysis to determine required sight distance and available sight distance will be provided to your department for review and approval.
14. A Final Traffic Impact Analysis, which addresses regional traffic impacts, has been incorporated into the Final Environmental Assessment. Please note that the Community Policing Officer, Mr. Randall Burgess, commented on the Draft Environmental Assessment and noted that concerns with regarding roadways and traffic were adequately addressed (See: Attachments 1 and 2, "Final Traffic Impact Analysis" and "Letter from Police Department dated January 6, 2005").
15. A technical assistance review by the Disability and Communication Access Board (DCAB) for compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for proposed new facilities will be provided with the construction plan submittal.
16. The applicant is aware that the project will be reviewed for building code compliance during the building permit applicant process.

Mr. Milton M. Arakawa
June 7, 2005
Page 2

17. The applicant is aware that the proposed consolidation/resubdivision requires compliance with Title 18 of the Maui County Code.
18. All grading and grubbing work for the project will comply with Chapter 20.08, Soil Erosion and Sedimentation Control, of the Maui County Code.
19. The applicant is aware that the project shall comply with Section 16.26.3304 of the Maui County Code.

Thank you for your consideration of the application. Should you have any questions, please contact myself, or Mr. Michael Summers, at 242-1955.

Sincerely yours,



Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

Feb-15-05 04:13pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242818

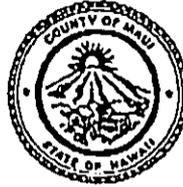
T-987 P.02/03 F-547

ALAN M. ARAKAWA
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

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



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND ENVIRONMENTAL MANAGEMENT
200 SOUTH HIGH STREET, ROOM 322
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Development Services Administration

TRACY TAKAMINE, P.E.
Wastewater Reclamation Division

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED
05 FEB 15 PM 2:24

February 14, 2005

MEMO TO: MICHAEL W. FOLEY, PLANNING DIRECTOR

FROM: *MMA* MILTON M. ARAKAWA, A.I.C.P., DIRECTOR OF PUBLIC WORKS
AND ENVIRONMENTAL MANAGEMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT, SPECIAL MANAGEMENT
AREA PERMIT APPLICATION, CHANGE IN ZONING, AND
COMMUNITY PLAN AMENDMENT
PAIA TOWN CENTER
TMK: (2) 2-6-005:004, 109,024, & 033
EA 2004/0004, CPA 2004/0004, CIZ 2004/0010, SM1 2004/0006,
CTB 2004/0005

We reviewed the subject application and have the following comments:

1. Submit plan for disposal/recycling of construction and demolition waste.
2. Although wastewater system capacity is currently available as of January 4, 2005, the developer should be informed that wastewater system capacity cannot be ensured until the issuance of the building permit.
3. Wastewater contribution calculations are required before building permit is issued.
4. Developer shall pay assessment fees for treatment plant expansion costs in accordance with ordinance setting forth such fees.
5. Developer is required to fund any necessary off-site improvements to collection system and wastewater pump stations.

Memo to Michael W. Foley, Planning Director
February 14, 2005
Page 2

6. Plans should show the installation of a single service lateral and an advance riser for each lot.
7. Non-contact cooling water, condensate, etc. should not drain to the wastewater system.
8. Kitchen Facilities within the proposed project shall comply with pre-treatment requirements (including grease interceptors, sample boxes, screens etc.).
9. The architect and owner are advised that the project is subject to possible tsunami and flood inundation. As such, said project must conform to Ordinance No. 1145, pertaining to flood hazard districts.
10. A verification shall be provided by a Registered Civil Engineer that the grading and runoff water generated by the project will not have an adverse effect on the adjacent and downstream properties.
11. A detailed and final drainage report and a Best Management Practices Plan (BMP) shall be submitted with the grading plans for review and approval prior to issuance of grading permits. The drainage report shall include hydrologic and hydraulic calculations and the schemes for disposal of runoff waters. It must comply with the provisions of the "Rules and Design of Storm Drainage Facilities in the County of Maui" and must provide adverse effect on adjacent and downstream properties. The BMP plan shall show the location and details of structural and non-structural measures to control erosion and sedimentation to the maximum extent practicable.
12. All existing features such as structures, driveways, drainage ways, edge of the pavement, etc. shall be shown on the project plat plan.
13. A site plan and a sight distance report to determine required sight distance and available sight distance at existing and proposed street intersections shall be provided for our review and approval.
14. A detailed, final Traffic Impact Assessment Report for the entire development shall be submitted for our review and approval. The report shall also address regional traffic impacts and include assessments from the local community police officer.

Memo to Michael W. Foley, Planning Director
February 14, 2005
Page 3

15. Preliminary construction plan submittal shall include a completed technical assistance review performed by the Disability and Communication Access Board (DCAB) for compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for all facilities. All structural infeasible assessments shall be the responsibility of the Developer and an agreement waiving the County of Maui of any future liability, including redesign and reconstruction for said facility, shall be recorded with the State's Bureau of Conveyances.
16. The plans submitted for this project do not adequately show sufficient detail to determine whether the project is compliant with building codes. We will review the project for building code requirements during the building permit application process.
17. The proposed consolidation/resubdivision requires compliance with Title 18 (Subdivision Ordinance) of the Maui County Code.
18. All grading/grubbing work for the subject project shall comply with Chapter 20.08 (Soil Erosion and Sedimentation Control) of the Maui County Code. Best Management Practices shall be implemented to the maximum extent practicable to prevent pollutants including dust and sediment from discharging off the project site.
19. The subject project shall comply with Section 16.26.3304 (Improvements to Public Streets) of the Maui County Code.

If you have any questions regarding this memorandum, please call Michael Miyamoto at 270-7845.

MMA:MMM:da
S:LUCAICZM\26005004_Pala_Town_Cntr_02_cpa_cuz_sm1_ctb_da.wpd



June 7, 2005

Mr. Clyde W. Nāmu'o
Administrator
State of Hawaii
Office of Hawaiian Affairs
Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

Dear Mr. Clyde W. Nāmu'o:

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Thank you for your letter dated March 16, 2005, which states that OHA believes that the proposed project will not have any adverse impacts on any known native Hawaiian traditional and customary practices, historic, or cultural sites in the immediate area.

Thank you very much for your consideration of this application. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours,


Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

Apr-05-05 04:48pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242818

T-327 P.02/03 F-298

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII '05 MAR 18 P12:25
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLANI BOULEVARD, SUITE 500 DEPT OF PLANNING
HONOLULU, HAWAII 96813 COUNTY OF MAUI
RECEIVED

March 16, 2005

HRD05/1289B

Kivette A. Caigoy
Staff Planner
Planning Department
250 South High Street
Wailuku, Hawai'i 96793

Re: Paia Town Center, 120 Hana Highway, LLC, Paia, Island of Maui TMK: (2) 2-6-005:004, 109, 025 and 033

Dear Ms. Caigoy:

The Office of Hawaiian Affairs (OHA) is in receipt of the Draft Environmental Assessment, Special Management Area Permit, Change in Zoning and Community Plan Amendment for the proposed Paia Town Center on the Island of Maui. The project consists of the construction of two commercial buildings, landscape planting improvements, the construction of an A.C. paved parking lot, drainage, electrical and other related improvements on approximately 75,718 square feet of land area in Paia on the Island of Maui.

OHA is please that the landowner undertook an archaeological inventory survey of the affected parcel as well as conducted a cultural impact assessment. OHA does not believe the proposed project will have any adverse impacts on any known native Hawaiian traditional and customary practices in the immediate area nor impact any historic or cultural sites.

If you have any questions or concerns, please contact Kai Markell, Policy Advocate, at 594-1945 or kaim@oha.org. Once again, thank you for your patience during our review and assessment of this important matter.

'O wau iho nō,

A handwritten signature in black ink, appearing to read "Clyde W. Nāmu'o".

Clyde W. Nāmu'o
Administrator



June 7, 2005

Mr. Valeriano F. Martin
Captain
Fire Prevention Bureau
County of Maui
Department of Fire and Public Safety
200 Dairy Road
Kahului, Maui, Hawaii 96732

RE: Draft Environmental Assessment and Special Management Area (SMA)
Permit for the Paia Town Center Project located at 120 and 142 Hana
Highway and 20 and 24 Luna Place within the commercial core of Paia
Town on property identified as TMK Parcel Nos: (2) 2-6-005:004, 109, 025,
and 033.

Dear Mr. Martin:

Thank you for your letter dated March 30, 2005, regarding the above-referenced project. Pursuant to your letter, the applicant acknowledges that fire hydrant(s) may be required in order to comply with fire flow requirements for the project.

Thank you very much for your consideration of this application. Should you have any questions, please contact myself, or Mr. Michael Summers, Chris Hart & Partners, at 242-1955.

Sincerely yours,



Rory Frampton
Senior Planner

cc. Mr. Bill Frampton, Frampton & Ward, LLC
Project File

Apr-05-05 04:48pm From-DEPT OF PLANNING COUNTY OF MAUI

808-242818

T-327 P.03/03 F-288

ALAN M. ARAKAWA
MAYOR



CARL M. KAUPALOLO
CHIEF

NEAL A. BAL
DEPUTY CHIEF

COUNTY OF MAUI
DEPARTMENT OF FIRE AND PUBLIC SAFETY

200 DAIRY ROAD
KAHULUI, MAUI, HAWAII 96732
(808) 270-7561
FAX (808) 270-7919

March 30, 2005

05 APR -1 P2:23
DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

Kivette A. Caigoy, Staff Planner
Department of Planning, County of Maui
250 South High Street
Wailuku, Hawaii 96793

Subject: EA 2004/0004; CPA 2004/0004; CIZ 2004/0010; SM1 2004/0006; CTB 2004/0005
TMK (2)2-6-005:004,109,025 & 033 Paia Town Center 120 Hana Hwy

Dear Ms. Caigoy,

I have read the subject application and have provided the following comments.

It appears that fire hydrant(s) will need to be provided to comply with fire flow requirements for the subject parcel. A thorough review will be conducted during the building permit process. Please contact Lt. Scott English @ 270-7122 if there are any questions.

Sincerely,

Valeriano F. Martin
Captain
Fire Prevention Bureau