



APPLICATION
Community Plan Amendment



COUNTY OF MAUI
DEPARTMENT OF PLANNING
250 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
TELEPHONE: (808) 270-7735 FAX: (808) 270-7634

APPLICATION TYPE: COMMUNITY PLAN AMENDMENT APPLICATION
DATE: 2/8/08 VALUATION: \$10,000,000.00
PROJECT NAME: Maui Economic Opportunity, Inc. (MEO) Transportation Center
PROPOSED DEVELOPMENT: Construction of a Transportation Center including an Administration Building, Transportation Services Building and Bus Transfer Station.
TAX MAP KEY NO.: (2) 3-8-06; por. 4 CPR/HPR NO.: _____ LOT SIZE: 10.041 acres
PROPERTY ADDRESS: Hansen Road
Maui Economic
OWNER: Opportunity Inc. PHONE: (B) 808-877-7651 (H) _____
ADDRESS: P.O Box 2122
CITY: Kahului STATE: HI ZIP CODE: 96733
OWNER SIGNATURE: *Sandy Baz*
APPLICANT: Sandy Baz
ADDRESS: P.O Box 2122
CITY: Kahului STATE: HI ZIP CODE: 96733
PHONE (B): 808-877-7651 (H): _____ FAX: 808-871-2171
APPLICANT SIGNATURE: *Sandy Baz*
AGENT NAME: Chris Hart and Partners, Inc.
ADDRESS: 115 N. Market Street
CITY: Wailuku STATE: HI ZIP CODE: 96793
PHONE (B): 808-242-1955 (H): _____ FAX: 808-242-1956
EXISTING USE OF PROPERTY: Vacant
CURRENT STATE LAND USE DISTRICT BOUNDARY DESIGNATION: URBAN
COMMUNITY PLAN DESIGNATION: AG ZONING DESIGNATION: Agriculture
OTHER SPECIAL DESIGNATIONS: none

DATE: 2/8/08

TO: Owners/Lessees

Please be informed that the undersigned has applied to the _____
Planning Commission of the County of Maui for a Community Plan Amendment at the
following parcel(s):

- a. Tax Map Key: _____ (2) 3-8-06: por. 4 _____ Acreage _____ 10.041
- b. Street Address _____ Hansen Road, Puunene, Maui, Hawaii
- c. State Land Use Designation: _____ URBAN
- d. Community Plan Amendment
From _____ Agriculture _____ To _____ Light Industrial
- e. Proposed Development: _____ Construction of a Transportation Center
_____ including an Administration Building, Transportation Services Building and Bus Transfer Station.

THIS SECTION TO BE COMPLETED BY THE PLANNING DEPARTMENT:

Public Hearing Date: _____

Time: _____

Place: _____

Attached please find a map identifying the location of the specific parcel(s) being considered in the request for Community Plan Amendment.

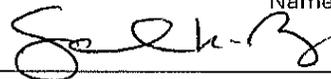
The hearing is held under the authority of Chapter 92, Hawaii Revised Statutes, Title 19 of the Maui County Code, and the appropriate Commission rules.

Testimony relative to this request may be submitted in writing prior to the hearing to the appropriate Planning Commission c/o the Maui Planning Department, 250 South High Street, Wailuku, Maui, Hawaii 96793, or presented in person at the time of the public hearing.

Information relative to the application is available for review at the Planning Department, 250 South High Street, Wailuku, Maui, Hawaii, Telephone (808) 270-7735; toll free from Molokai 1-800-272-0117, Extension 7735; and toll free from Lanai 1-800-272-0125, Extension 7735.

Sandy Baz

Name of Applicant



Signature

P.O. Box 2122 Kahului, HI 96733

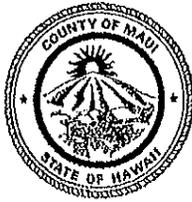
Address

() 808-877-7651

Telephone



APPLICATION
Maui County Change in Zoning



COUNTY OF MAUI
DEPARTMENT OF PLANNING
250 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
TELEPHONE: (808) 270-7735 FAX: (808) 270-7634

APPLICATION TYPE: CHANGE IN ZONING APPLICATION

DATE: 2/8/08 VALUATION: \$ \$10,000,000.00

PROJECT NAME: Maui Economic Opportunity, Inc. (MEO) Transportation Center

PROPOSED DEVELOPMENT: Construction of a Transportation Center including an Administration Building, Transportation Services Building and Bus Transfer Station.

TAX MAP KEY NO.: (2) 3-8-06: por. 4 CPR/HPR NO.: _____ LOT SIZE: 10.041 acres

PROPERTY ADDRESS: Hansen Road

OWNER: Maui Economic Opportunity Inc. PHONE: (B) 808-877-7651 (H) _____

ADDRESS: P.O. Box 2122

CITY: Kahului STATE: HI ZIP CODE: 96733

OWNER SIGNATURE: *Sandy Baz*

APPLICANT: Sandy Baz

ADDRESS: P.O. Box 2122

CITY: Kahului STATE: HI ZIP CODE: 96733

PHONE (B): 808-877-7651 (H): _____ FAX: 808-871-2171

APPLICANT SIGNATURE: *Sandy Baz*

AGENT NAME: Chris Hart and Partners

ADDRESS: 115 N. Market Street

CITY: Wailuku STATE: HI ZIP CODE: 96793

PHONE (B): 808-242-1955 (H): _____ FAX: 808-242-1956

EXISTING USE OF PROPERTY: vacant land

CURRENT STATE LAND USE DISTRICT BOUNDARY DESIGNATION: URBAN

COMMUNITY PLAN DESIGNATION: AG ZONING DESIGNATION: AGRICULTURE

OTHER SPECIAL DESIGNATIONS: none

ATTACHMENT A

TO:

DATE: 2-8-2008

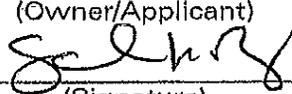
NOTICE OF FILING OF APPLICATION

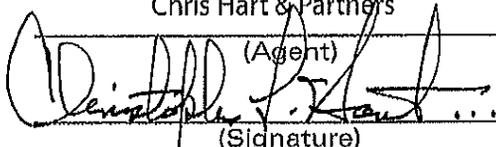
Check appropriate Line:

- CHANGE IN ZONING (From Agriculture to M-1 Light Industrial)
- COUNTY SPECIAL USE
- PROJECT MASTER PLAN

Please be advised that the undersigned will be applying to the Department of Planning of the County of Maui for the above-referenced application(s) for the following parcel(s):

1. Tax map Key No.: (2) 3-8-06: por of 4
(NOTE: Please attach an 8 1/2" x 14" location map)
2. Location (Street Address): Hansen Road, Puunene, Maui, Hawaii
3. Existing Land Use Designations:
 - a. State Land Use District: URBAN
 - b. Community Plan Designation: AG
 - c. County Zoning: Agriculture
4. Description of the Existing Uses on Property: Vacant Land
5. Description of the Proposed Uses on Property: Construction of a Transportation Center including an Administration Building, Transportation Services Building and Bus Transfer Station.

By: Sandy Baz
 (Owner/Applicant)

 (Signature)
P.O. Box 2122
Kahului, HI 96733
 (Address)
808-877-7651
 (Telephone)

Chris Hart & Partners
 (Agent)

 (Signature)
115 N. Market Street
Wailuku, HI 96793
 (Address)
808-242-1955
 (Telephone)

ATTACHMENT D
FORM 1 (CIZ) PLANNING COMMISSION

Date: 2/8/08

TO:

Please be informed that the undersigned has applied to the _____
Planning Commission for the following:

- _____ CHANGE IN ZONING (From Agriculture to M-1 Light Industrial)
1. Tax Map Key: (2) 3-8-06 por. of 4
 2. Location: In the vicinity of Hansen Road, Puunene, Maui, Hawaii
 3. Area of Parcel: 10.041 acres
 4. Proposed Development: Construction of a Transportation Center including an Administration Building, Transportation Services Building and Bus Transfer Station.

THIS SECTION TO BE COMPLETED BY THE PLANNING DEPARTMENT:

PUBLIC HEARING DATE: _____

TIME: _____

PLACE: _____

Attached please find a map identifying the location of the specific parcel(s) being considered in the above-referenced request.

The hearing is held under the authority of Chapter 92, Hawaii Revised Statutes, Title 19 of the Maui County Code and the Maui Planning Commission Rules.

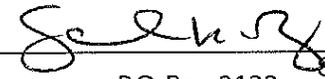
Relative to applications for change in zoning, protests may be filed with the appropriate planning commission prior to or on the public hearing date of the application being protested. In the case in which the owners or lessees of forty percent or more of the land located within a five-hundred-foot distance from the boundaries of the subject parcel have filed written protests, the ordinance which grants the application shall not become effective unless approved by a vote of seven members of the county council.

Testimony relative to this request may be submitted in writing to the appropriate Planning Commission, 250 South High Street, Wailuku, Maui, Hawaii, 96793, or presented in person at the time of the public hearing.

Information relative to the application is available for review at the Planning Department, 250 South High Street, Wailuku, Maui, Hawaii; Telephone: (808) 270-7735; toll free from Molokai 1-800-272-0117, Extension 7735; and toll free from Lanai 1-800-272-0125, Extension 7735.

Sandy Baz

Name of Applicant- Please print


Signature

P.O. Box 2122

Kahului, HI 96733

Address

() 808-877-7651

Telephone

GENERAL SUBMITTAL REQUIREMENTS

- See Change in Zoning Application form (2nd from Cover) 1. Application Form (original + 1 copy)
- Appendix A 2. Documents which identify the owner of the subject parcel of land.
- The applicant is the Owner See All Application Forms 3. If the applicant is not the owner of the subject parcel, then a notarized written authorization for the application by the owner shall be included. Said authorization shall include the owner's name, address and telephone number.
- See page 3 of Consolidated Application See Figure No. 1 4. Agent's name, address, and telephone numbers, if applicable.
5. Location Map identifying the site, adjacent roadways and identifying landmarks (8 1/2" x 11" format.)
- Appendix F 6. List of owners and lessees of record of real property located within a 500-foot radius of the subject parcel. The list shall be compiled from the most current list available at the Real Property Tax Division of the Department of Finance at the time of filing of the application with Director of Planning.
- This list shall include the names and addresses of each owner and recorded lessees by tax map key. A map drawn to scale which clearly identifies the 500-foot boundary surrounding the subject parcel and the parcels within the boundary shall be included.
- _____ 7. A report addressing the following (Original + 1 copy)
- Pages 37 - 39 of consolidated application a. Policies and objectives of the General Plan; the provisions of the community plan applicable to the application; the provisions of the applicable district; and an analysis of the extent to which the application, if granted, conforms to these provisions, objectives and provisions.
- Pages 12 - 13 of consolidated application b. Detailed land use history of the parcel which includes, but is not limited to former and existing State and County land use designations, violations and uses.
- Appendix D and Appendix I c. Preliminary archaeological and historical data and comments from the Department of Land and Natural Resources and the Office of Hawaiian Affairs of the State of Hawaii. If applicable, a preservation/mitigation plan which has been reviewed and approved by the Department of Land and Natural Resources and the Office of Hawaiian Affairs.

- d. Analysis of the secondary impacts of the proposed use on surrounding uses which includes, but is not limited to increases in property value, property, housing, community services and facility needs, secondary jobs and employment generated and compatibility with surrounding uses. If applicable, affordable housing program and comments from the Department of Housing and Human Concerns of the County and other mitigation plans and comments from the respective governmental and community service agencies.
- Pages 20 - 23
of Consolidated
Application
- e. Traffic impact analysis and, if applicable, a traffic master plan which includes, but is not limited to comments from the Department of Transportation of the State of Hawaii and Department of Public Works and Environmental Management of the County.
- Appendix E
- f. If applicable, an assessment of the impact which the proposed use may have on agricultural use of the parcel which includes, but is not limited to a feasibility analysis of potential agricultural uses suited to the site and written comments from the Department of Agriculture of the State of Hawaii and the U.S. Soil Conservation Service.
- Pages 13-14 of
Consolidated
Application
&
Appendix I
- g. Water source, supply and distribution system analysis which includes, but is not limited to methods of irrigation existing on the parcel and proposed for the application, location and use of groundwater and nonpotable water sources. If applicable, a water master plan which includes, but is not limited to comments from the Department of Land and Natural Resources of the State of Hawaii and Departments of Public Works and Environmental Management and Water Supply of the County.
- Appendix B
& Appendix I
- h. Sewage disposal analysis, a description of a proposed method of sewage disposal and comments, if applicable, from the Departments of Health and Land and Natural Resources of the State of Hawaii and the Departments of Public Works and Environmental Management and Water Supply of the County.
- Appendix B
& Appendix I
- i. Solid waste disposal analysis, a description of a proposed method of solid waste disposal and comments, if applicable from the Departments of Health and Land and Natural Resources of the State of Hawaii and the Departments of Public Works and Environmental Management and Water Supply of the County.
- Page 23 and
Appendix B
& Appendix I
- j. Identification of environmentally sensitive areas, habitats and botanical features which include, but are not limited to wetlands, streams, rock outcroppings, endangered plants and animals and exceptional trees. If applicable, baseline study and preservation/mitigation plan and comments, if applicable, from the Department of Land and Natural Resources of the State of Hawaii, the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers.
- Pages 12- 18 of
consolidated
application
- k. Identification of the topographical and drainage patterns
- Appendix B
& Appendix I

existing on the subject parcel and any proposed alterations to these patterns.

- Pages 4-5 of the Consolidated Applications
- Pages 8-9 of the Consolidated Applications
- Pages 6-9 of the Consolidated Applications
- Page 18 of the Consolidated Applications & Comment letters from DLNR, and OHA are in Appendix I.
- Page 14 of the Consolidated Applications & Comment letters from DLNR are in Appendix I.
- Figure Nos. 3, 11a & 11b
- Appendix G Architectural Drawings
- Figure No. 12
- I. Identification of all meetings held between the applicant and any community or residential group which may be impacted by the applicant's request, the issues raised by these meetings and any measures proposed by the applicant to deal with or to mitigate these issues.
 - m. Development Schedule.
 - n. Operations and management of the proposed use which includes but is not limited to number of employees, proposed employee housing plan, hours of operation, fees charged to residents and visitors and provisions for off-site parking.
 - o. Identification of traditional beach and mountain access trails and additional trails which may be required for public access to the beaches and mountains and, if applicable, preservation/mitigation plan and comments from the Department of Land and Natural Resources and the Office of Hawaiian Affairs.
 - p. Identification and assessment of chemicals and fertilizers used including, but not limited to detailing effects upon surface, underground and marine water resources and neighboring properties and surrounding flora and fauna. If applicable, a mitigation plan and maintenance program and schedule and comments from the Departments of Health and Land and Natural Resources of the State of Hawaii, the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency.
8. Photographs of the subject site, existing structures and surrounding area which are dated.
 9. Schematic Site Development Plans, if applicable, drawn to scale, which identify the following (rendered copy and 1 blueprint set):
 - a. Property lines and easements with its dimensions and area calculations;
 - b. Location, size, spacing, setbacks and dimensions of all existing and proposed building, structures, improvements, and uses;
 - c. Existing and proposed building elevations, sections, floor plans, and site sections which clearly define the character of the development;
 - d. Topographic information showing existing features and conditions and proposed grading;
 - e. Existing and proposed landscaping which depicts open spaces, plantings and trees;



REPORT



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Figure 5	Wailuku-Kahului Community Plan Map
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Figure 7	Flood Insurance Rate Map
Figure 8	Soils Map
Figure 9	Topographic Survey
Figure 10	Site Plan
Figure 11	Site Photographs
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APPENDICES

Appendix A	Proof of Ownership
Appendix B	Preliminary Engineering Report with Drainage Study
Appendix C	Cultural Impact Assessment
Appendix D	Archeological Assessment
Appendix E	Traffic Impact Assessment Report
Appendix F	List of Property Owners Within 500 feet of project site
Appendix G	Architectural Renderings and Plans
Appendix H	Zoning and Flood Confirmation
Appendix I	Early Consultation Letters and Responses
Appendix J	Parking Analysis
Appendix K	Hawaii Airports and Flying Safety Guide 2007-2008
Appendix L	Arborist Report dated July 15, 2008
Appendix M	MEO Master Plan Summary dated April 1, 2005
Appendix N	General Plan Advisory Committee Request Letter dated April 24, 2008
Appendix O	Metes and Bounds Description of MEO project site
Appendix P	Draft EA Comment Letters and Responses

I. PROJECT INFORMATION

A. OVERVIEW OF THE REQUEST

This Final Environmental Assessment (FEA) has been prepared, in order to assess the potential environmental impacts associated with the development of the Maui Economic Opportunity, Inc. (MEO) Transportation Center situated on a 10 acre site at TMK (2) 3-8-06: portion of 004, Puunene, Kahului, Island of Maui, State of Hawaii. The proposed project will be constructed in three phases, as follows: Phase 1 (Administrative Office Building; Maintenance Building; bus washing and fueling stations; emergency back-up generator; and vehicle storage and parking areas); Phase 2 (Transfer Station); and Phase 3 (Administrative Office Building). Access to the facility will be from Hansen Road.

Kahului is the regional center of the island of Maui, and the project site is at the hub of major roadways and highways that service the regions of Wailuku-Kahului, East Maui, Paia-Haiku, Upcountry, South Maui and the West Maui. Beginning 1969, MEO has provided transportation services for the elderly, persons with disabilities, the low income, and the youth. The proposed project will allow MEO to maintain and expand services to meet future needs.

The proposed project will require the following land use approvals: (1) Community Plan Amendment from Agriculture to Light Industrial; and (2) Change in Zoning from Agricultural District to M-1 Light Industrial District.

The Final Environmental Assessment is prepared, in accordance with the provisions of Hawaii Revised Statutes Chapter 343 and Hawaii Administrative Rules Title 11, Chapter 200, Environmental Impact Statement Rules, and is triggered by the filing of a Community Plan Amendment (CPA) and the use of State and County funds for project construction and use of State and County lands (e.g. easements; road widening; paving; striping; landscape planting; utility connections; etc.)



B. PROJECT PROFILE

The proposed MEO Transportation Center will consist of a 3-story Administrative Office Building; Bus Maintenance Building; Transfer Station; facilities for bus washing and fueling; paved bus, mini-bus, van and automobiles parking areas; emergency back-up generator; and related improvements. Additionally, MEO may construct a second 3-story Office Building, as needed.

District:	Wailuku District, Island of Maui
Tax Map Key:	(2) 3-8-06: portion of 004
Project Name:	MEO Transportation Center
Location:	Puunene in the vicinity of the A&B Sugar Museum
Site Area:	10.041 acres
Current Land Use Designations:	<u>State Land Use Classification -Urban District</u> <u>Wailuku- Kahului Community Plan - Agriculture</u> <u>County Zoning - Agricultural District (formerly R-1 Residential District before adoption of Ordinance No. 2749 (1998))</u> <u>Federal Flood Insurance Rate Map - Zone "C"</u>
Existing Land Use:	Vacant Land
Proposed Land Use:	Transportation Center
Access:	Hansen Road



C. IDENTIFICATION OF THE APPLICANT AND CONSULTANTS

Applicant/Developer: Maui Economic Opportunity, Inc.
P.O. Box 2122
Kahului, HI 96733
Phone: (808) 249-2990
Fax: (808) 249-2991
Contact: Mr. Sandy Baz, Executive Director

Planning Consultant: Chris Hart & Partners, Inc.
115 Market Street
Wailuku, Maui, HI 96793
Phone: (808) 242-1955
Fax: (808) 242-1956
Contact: Mr. Brett Davis

Architect: Maui Architectural Group
2331 W. Main Street
Wailuku, Maui, HI 96793
Phone: (808) 244-9011
Fax: (808) 242-1776
Contact: Mr. David Lundquist

Engineering Consultant: Otomo Engineering, Inc.
305 South High Street, Suite 102
Wailuku, Maui, HI 96793
Phone: (808) 242-0032
Fax: (808) 242-5779
Contact: Mr. Stacy Otomo

Traffic Consultant: Phillip Rowell and Associates
47-273 "D" Hui Iwa Street
Kaneohe, Oahu, Hawaii 96744
Phone: (808) 239-8206
Fax: (808) 239-4175
Contact: Mr. Phillip Rowell



Archaeological/Cultural

Consultant:

Scientific Consultant Services, Inc.
711 Kapiolani Blvd. Suite 975
Honolulu, Hawaii 96813
Phone: (808) 242-1955
Fax: (808) 242-1956
Contact: Mr. Michael Dega

HRS Chapter 343

Approving Agency:

Maui Planning Commission
C/o Maui County Planning Department
250 S. High Street
Wailuku, Hawaii 96793
Phone: (808) 270-7735
Fax: (808) 270-7634
Contact: Ms. Ann Cua

Pre-Consultation (* Responses received):

A. COUNTY OF MAUI

1. Department of Transportation*
2. Police Department*
3. Department of Fire and Public Safety*
4. Department of Parks and Recreation*
5. Department of Planning*
6. Department of Housing and Human Concerns
7. Department of Public Works
8. Department of Environmental Management
9. Department of Water Supply

B. STATE OF HAWAII

1. Department of Transportation*
2. Office of Hawaiian Affairs*
3. Department of Education*
4. Department of Health, Environmental Planning Office*
5. Department of Health, Maui District Health Office*
6. Department of Land and Natural Resources (DLNR)*
7. Department of Hawaiian Homelands*



8. Department of Health, Clean Water Branch
9. Department of Business Economic Development & Tourism (DBEDT)
10. DBEDT, Office of State Planning
11. DLNR, Office of Conservation and Coastal Lands
12. DLNR, State Historic Preservation Division
13. Department of Transportation, Statewide Planning Office
14. Department of Transportation, Maui District Engineer
15. University of Hawaii Environmental Center
16. University of Hawaii Sea Grant Extension Office

C. OTHER

1. Maui Electric Company*
2. Natural Resources Conservation Service, U.S. Department of Agriculture*
3. United States Army Corps of Engineers
4. United States Fish and Wildlife Service

Agency Comments for the Draft EA (* Responses received):

A. COUNTY OF MAUI

1. Department of Transportation
2. Police Department*
3. Department of Fire and Public Safety*
4. Department of Planning*
5. Department of Public Works*
6. Department of Environmental Management*
7. Department of Water Supply*

B. STATE OF HAWAII

1. Department of Transportation*
2. Department of Health, Environmental Planning Office*
3. Department of Health, Maui District Health Office*
4. Department of Land and Natural Resources (DLNR)*
5. Department of Business Economic Development & Tourism (DBEDT)
6. DBEDT, Office of State Planning
7. DLNR, State Historic Preservation Division
8. Department of Transportation, Statewide Planning Office



9. Department of Transportation, Maui District Engineer

C. OTHER

1. Hawaiian Telecom*
2. Maui Electric Company*
3. Natural Resources Conservation Service, U.S. Department of Agriculture*
4. United States Army Corps of Engineers*
5. United States Fish and Wildlife Service



II. DESCRIPTION OF THE PROPERTY AND PROPOSED ACTION

A. PROPERTY LOCATION

The project site is located on the eastern side of Kahului Town in the vicinity of the Puunene Sugar Mill and the A&B Sugar Museum. The site is bordered by an abandoned section of Puunene Avenue and the re-aligned section of Mokulele Highway, as identified by TMK (2) 3-8-006: portion 004 in Puunene, Maui, Hawaii. (**See:** Figure Nos. 1, 2, and 3, Regional Location, Tax Map Key, and Aerial Photograph).

B. OVERVIEW OF MAUI ECONOMIC OPPORTUNITY, INC.

Maui Economic Opportunity, Inc., a non-profit corporation, has 42 years of experience in managing an array of programs for the communities of Maui County. MEO oversees and administers programs in the following areas: Community Services (a human service case management and referral program for low-income individuals and families); Transportation (specialized service for elderly, disabled or disadvantaged persons, and youth); Employment and Training; Early Childhood Services (Head Start preschool, Infant/Toddler, and family services for low income families); Youth Services (teens and pre-teens); BEST Reintegration Program (serving persons returning from prison); Micro-Enterprise (business development through entrepreneurial training and small business loan program); and advocacy, including affordable housing and eradication of poverty. MEO has offices on Lanai, Molokai, and Maui and in Hana, Maui.

MEO employs about 300 individuals, oversees over 800 community volunteers, and participates in over 45 community events annually.

MEO operates under the direction of a 24-member tri-partite Board of Directors, which oversees funding from over 60 sources, including state, county, federal and private foundation grants and donations amounting to over \$18,000,000. MEO has a history of successful projects, fulfilling funding requirements, and achieving positive outcomes for the people of Maui County. Audits show no exceptions, and governmental reviews are positive. In 2003, MEO was recognized nationally as a stellar community action agency



and was presented the Award of Excellence for outstanding leadership, governance, fiscal and human resource policy, planning and advocacy. In 2008, MEO was recognized as the “Best Place to Work” in Maui County in the large business category.

MEO Transportation

In 1969, MEO began transportation services when the need for senior transportation in the community became apparent. Transportation began as a small start-up program with a single used vehicle.

Currently, MEO Transportation operates from two (2) locations. The administrative office and base yard is on a 5.4-acre State-owned property on Kane Street adjacent to the new Maui Community College dormitories and near the Queen Kaahumanu Shopping Center. The maintenance facility is located in the Kahului Trucking and Storage facilities at the Kahului Harbor, which is about 0.7 miles from the base yard.

The following are highlights of this operation:

- Over 283,000 trips were provided in 2007 to service the elderly, the low-income, persons with disabilities, residents with medical transportation needs, preschoolers and youth
- Staff consists of about 90 employees that serve in administration, driving, and repair/maintenance, including 4 ASE certified automotive technicians.
- MEO has a fleet of over 80 vehicles, including 77 buses in service on Maui, Molokai and Lanai and 45 buses with wheelchair lifts.
- Transportation service operates seven (7) days a week. The general operation begins as early as 5:00 a.m. and continues until 10:00 p.m., Monday through Saturday. A reduced schedule operates on Sunday and holidays.
- MEO is a participant in the County’s Civil Defense group and is ready to assist with emergency transportation needs when called upon.

Previously, a MEO Transportation Center site was granted a State Special Use Permit in 1996 by the Maui Planning Commission at the former Puunene Airport. The MEO Multifunctional Transportation Center Master Plan (April



1, 2005) concluded that a more centralized location in Kahului would improve delivery of services and keep down the operational costs. The proposed site will be accessed from Hansen Road and is in close proximity to the major population center of Wailuku-Kahului and at the crossroads of major roadways and highways to the communities of East Maui, Paia-Haiku, Upcountry, South Maui and West Maui. (See: Appendix M)

C. DESCRIPTION OF THE PROPOSED ACTION

The new facility will include a Bus Maintenance Building; a 3-story Administrative Office Building; facilities for bus washing and fueling stations; an emergency back-up generator; bus parking/storage and off-street parking; Transfer Station; site for a future Administrative Office Building, if needed; and related improvements. Access to the MEO Transportation Center will be from Hansen Road, a County roadway.

The proposed MEO Transportation Center will be constructed in phases, based on operational needs and availability of funding. The proposed project will be constructed in three phases, as follows: Phase 1 (Administrative Office Building; Maintenance Building; bus washing and fueling stations; emergency back-up generator; and vehicle storage and parking areas); Phase 2 (Transfer Station); and Phase 3 (Administrative Office Building). The proposed MEO Transportation Center will be developed in phases and grassed areas will be maintained, until the area is developed over time. Other improvements include landscape planting and any required offsite roadway improvements on Hansen Road, Mokulele Highway, and other State and County roadways.

The MEO Transportation Center is a light industrial use and the architecture of the Bus Maintenance Building will reflect a modern institutional character. The proposed 3-story office buildings will match the design of office buildings in the nearby Maui Business Park. (See: Appendix G, Architectural Renderings and Plans) Colored concrete will be incorporated within the parking lot and vehicle storage area to provide visual contrast and relief within the mass of paved surface. Also as previously noted, the project will incorporate a landscape-planting island and the re-location of wash and fuel stations with canopies.

Tree and hedge planting is proposed along the perimeter of the site to soften the visual impact from the re-aligned Mokulele Highway and adjacent properties. MEO will pursue obtaining a landscape easement from the State Department of Transportation, Highways Division, in order to maintain and improve the portion of the property facing Mokulele Highway. In this area,



there is a remnant section of the old Puunene Avenue and undeveloped land between the highway and the project site. MEO would like to landscape and maintain this area visible along the re-aligned Mokulele Highway. Subject to availability and cost, this area will be planted with field stock-sized trees. The proposed landscape-planting plan will provide substantial screening of the site from Mokulele Highway to include a hedge and tree planting along this frontage, in lieu of a solid wall or fence. The latter will provide 100% screening; however, a well-maintained landscaped buffer will effectively screen and soften the mass of building and pavement in a more natural fashion. Extensive landscape planting fronting Mokulele Highway is preferred and will compliment existing planting along the edge of the highway. MEO is working with the State Department of Transportation to secure a landscape easement between the MEO property and the edge of pavement of the old Puunene Avenue. The landscape frontage, including the easement area, will be maintained by MEO. Landscape-planting areas will be incorporated around buildings and automobile parking lots and along the perimeter of the site to provide shade. Additionally, the bus wash and gas pump facilities will be re-located within the site, and the canopies over these facilities will provide shade in the area of the parking lot.

Lighting of the parking lot will be comprised of low-level poles with down shielding, in order to reduce the impact to surrounding properties. Landscape and building lighting will utilize low voltage fixtures and will not be directed to neighboring properties. Energy conservation design and construction will be utilized, where feasible. For example, the Bus Maintenance Building will incorporate photovoltaic panels, skylights for internal lighting, and natural ventilation to reduce energy costs. The MEO Transportation Center will be registered as a LEED® project with the U.S. Green Building Council, and will be designed and constructed with the intent of qualifying for LEED® Certification. This alternative will result in additional costs related to certification review and project construction; however, long-term cost savings are anticipated, given current trends of increasing energy costs.

The 10-acre facility will be located at the central hub of Kuihelani and Mokulele Highways and Puunene Avenue and Dairy Road in Kahului, the regional center of the island Maui. MEO purchased 5 acres at a deep discount and obtained the remaining 5 acres as a donation by Alexander & Baldwin, Inc. The proposed MEO Transportation Center plan is a long term 20+ year plan. A bus transfer station was included, in the event that such a facility was needed. Similar to facilities operated by the Oahu Transit Service (OTS), the proposed bus transfer station is a facility for passengers to transfer to another bus. The OTS transfer stations are not Park and Ride facilities. A Park and Ride facility would require additional land for parking and vehicular access,



and MEO would need to acquire more land. Also, a Park and Ride facility would generate a substantial amount of traffic on Hansen Road, and a new Traffic Assessment Report (TIAR) would be necessary to assess the impacts of this facility, including the number of buses, bus routing, and the origins and destinations of potential Park and Ride users. The estimated cost of the new TIAR is between \$100,000 and \$200,000, and the study could take several months to complete. If new or expanded Park and Ride facilities are desired on the island, then the County should undertake a study, as part its long-range planning program, to identify potential Park and Ride sites, since the County administers the public transit system currently under contract to Robert's Hawaii. Park and Ride facilities should be integrated with the County's public bus system.

The site has adequate size to accommodate long-term program expansion and will allow the capacity to grow as need for services grow. Within the next 5 to 7 years, the fleet is expected to be about 100 vehicles.

D. ALTERNATIVES

1. No Action

The "no action" alternative for MEO is to continue leasing facilities for its base yard and maintenance facilities. Currently, these facilities are in two (2) locations in Kahului, namely State-owned land on Kane Street next to the new-constructed Maui Community College dormitories and at the maintenance facilities of Kahului Trucking and Storage on Hobron Avenue near Kahului Harbor. These facilities are located approximately 0.7 mile apart.

The site of the proposed new MEO Transportation Center would remain undeveloped for the time being.

Positive Impacts: With "no action", the short-term impacts associated with construction would be avoided. Also maintaining the site as undeveloped land would reduce energy consumption, and the number of vehicles in the immediate area.

Negative Impacts: The MEO Transportation operation would be marginalized by the existing, inadequate base yard and maintenance facilities and the capacity to expand services will be severely limited. With the new MCC dormitories and planned redevelopment on Kane Street, the State is urging MEO to relocate its Transportation offices and base yard. Similarly with



crowded conditions at Kahului Harbor, space near that facility is in high demand. Should the MEO transportation services be curtailed, the mobility and quality of life of many residents on Maui will be adversely affected, including the elderly, the low-income, the youth, persons with disabilities and special needs, and other disadvantaged residents on Maui who use MEO Transportation services.

2. Deferred Action

This alternative would delay development for an indefinite period.

Positive Impacts: There would be no immediate construction-related impacts associated with development.

Negative Impacts: A delay in commencing development would result in uncertainties related to future funding opportunities, interest rates, construction costs, availability of infrastructure, and MEO's ability to provide efficient, reliable transportation services in the immediate and long term future.

3. Alternative Site

This option would require that the applicant select and develop another property.

In the "Maui Economic Opportunity Multi-Function Transportation Center Master Plan" (April 1, 2005), alternative sites considered included the following: (a) the existing MEO site; (b) a site at the Kahului Shopping Center; (c) a site at the Maui Lani master planned development; (d) a site at the old Puunene Airport; (e) the proposed site near the A&B Sugar Museum; and (f) a site at Mokulele Highway-Hansen Road.

Site (e) near the A&B Sugar Museum was selected as the preferred location, due to proximity to existing operations; relatively small impact on operational costs; adequate size to accommodate the long term program; good highway access to the site; close proximity to available utilities; compatibility with adjacent land uses; and the opportunity to reuse an existing disturbed site.

Positive Impacts: The short term impacts related to construction at the proposed project site would be avoided.

Negative Impacts: The land costs involved in acquiring another suitable site could be very high. More importantly, the availability of a large parcel (± 10 acres) with access to major roadways and highways servicing the various regions of Maui is very limited. The Transportation Center project would be



delayed indefinitely, resulting in uncertainties related to future funding opportunities, interest rates, construction costs, availability of infrastructure, and MEO's ability to provide efficient, reliable transportation services in the immediate and long-term future.



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

A. PHYSICAL ENVIRONMENT

1. Land Use

Existing Conditions. The proposed project site is located at the hub of Kuihelani Highway and Mokulele Highway in Puunene on a 10.041-acre site. Land use designations are as follows: (a) State Land Use District classification is Urban District; (b) Wailuku-Kahului Community Plan designation is Agriculture (AG); and (c) County zoning designation is Agricultural District (formerly R-1 Residential District until adoption of Ordinance No. 2749 (1998) establishing zoning standards for the Agricultural District and provisions for automatic rezoning). The subject property is currently vacant and not under cultivation.

The following are land use designations and uses for surrounding properties:

North

Community Plan Designation: Light Industrial

State Land Use District Classification: Urban

Zoning: M-1 Light Industrial District

Existing use: Vacant land

South

Community Plan Designation: Heavy Industrial

State Land Use District Classification: Urban

Zoning: R-1 Residential District

Existing uses: Maui Fire Department training facility and A&B Sugar Museum



East

Community Plan Designation: Agriculture

State Land Use District Classification: Agricultural

Zoning: Agricultural District

Existing use: Vacant land

West

Community Plan Designation: Agriculture

State Land Use District Classification: Agricultural

Zoning: Agricultural District

Existing use: remnant of the old Puunene Avenue and re-aligned Mokulele Highway

Potential Impacts and Mitigation Measures. The subject property was previously zoned R-1 Residential District. From the early 1900's to the 1970's, this area was in residential use and part of Puunene Village, a large plantation community. The subject area included housing for teachers of the former Puunene School. In the 1970's, the teacher's cottages were demolished, and the area was planted in sugar cane, until about five (5) years ago with the development of the Maui Business Park Phase 1. Kahului Land Zoning Map No. 2 adopted on June 3, 1960 designated the site as R-1 Residential District; however in 1998, Ordinance No. 2749 (1998) was adopted to establish new zoning standards for the Agriculture District and provisions for automatic rezoning of lands designated Agriculture in the various community plans. The subject property was designated Agriculture in the Wailuku-Kahului Community Plan and rezoned to the Agriculture District under the provisions of the new ordinance.

The proposed project is compatible with surrounding land uses and established light industrial and heavy industrial land use patterns in the adopted Wailuku-Kahului Community Plan. To the north, the Maui County Council recently approved the change in zoning application by A&B Properties, Inc. for the establishment of M-1 Light Industrial District zoning for the planned Maui Business Park, Phase 2. The proposed MEO Transportation Center is compatible with industrial uses of the surrounding area, located within the major population center of Wailuku-Kahului and is situated at the hub of major roadways and highways with convenient access to outlying areas of the



island. The proposed site is located approximately 2 miles east of the existing 5.4 acre base yard on Kane Street in Kahului.

2. Topography and Soils

Existing Conditions. The elevation of the project site ranges from 66 feet above mean sea level at the southwestern corner to 50 feet above mean seal level at the northeastern corner, an average slope of approximately 1.5%. (**See:** Figure No. 9, Topographic Survey) Rocks and soil are stockpiled on the eastern half of the project site.

The majority of the project site is classified State Urban District and was previously in residential use. The Land Study Bureau developed an inventory and evaluation of agricultural lands in the State of Hawaii. The project site is classified Urban (U); the small portion in the State Agriculture District has an overall productivity rating of “A” indicating high productive capacity with irrigation. (**See:** Figure No. 13, Land Study Bureau Map)

Additionally, the State of Hawaii identified Agricultural Lands of Importance to the State of Hawaii (ALISH). A substantial portion of the property is identified as Urban; the remaining portion in the State Agriculture District is identified as “Prime” agricultural land. (**See:** Figure No.14, ALISH Map)

The soils on this site are classified WeB, WgB, and EaA, by the United States Department of Agriculture Soil Conservation Service Soil Survey. (**See:** Figure No. 8, Soils Map)

For Waiakoa very stony silty clay loam, 3 to 7 percent slopes (WeB), runoff is slow, and the erosion hazard is slight with moderate permeability.

For Waiakoa silty clay loam, 3 to 7 percent slopes (WgB), runoff is slow, and the erosion hazard is slight with moderate permeability.

For Ewa silty clay loam, 0 to 3 percent slopes (EaA), runoff is very slow, and the erosion hazard is slight to moderate.

As part of its agricultural operations, HC&S has and continues to use herbicides, pesticides, and fertilizers. The project site was previously in



residential development until the late 1970's and then in sugar cane cultivation for a brief period. The site has been vacant for a number of years. There is no evidence of soil contamination from previous agricultural cultivation on the subject site.

Potential Impacts and Mitigation Measures. Topographic and soil conditions are suitable for development, including the placement of buildings, driveways, parking, and landscape planting.

As mentioned, the proposed project is located on vacant land that is not in sugar cane production. Adverse effects on surface or underground resources are therefore not anticipated relative to the use of chemicals and fertilizers.

3. Flood and Tsunami Hazards

Existing Conditions. According to of the Flood Insurance Rate Map prepared by the United States Federal Emergency Management Agency, the project site is situated in Flood Zone "C", an area of minimal flood hazard potential. (See: Figure No. 7, Flood Insurance Rate Map, Panel Number 150003 0190 D, March 16, 1995).

Potential Impacts and Mitigation Measures. The project site is subject to minimal flood hazard and special flood mitigation measures will not be required for development of the proposed MEO Transportation Center.

4. Flora and Fauna

Existing Conditions. Existing vegetation consists of Monkey pod trees and shrub grass. Bird and animal species include rats, mice, mongoose, francolins and mynah commonly found in Kahului and other areas of Maui. The site does not contain significant wildlife habitats, streams or wetlands or any known species of rare, threatened or endangered flora and fauna.

Potential Impacts and Mitigation Measures. Mature Monkey pod trees are present on the perimeter of the site boundaries and along Mokulele Highway. A tree survey was conducted to identify Monkey pods



suitable for retention and relocation. To the extent practicable, the other Monkey pod trees will be relocated to other areas onsite. Due to the large and intrusive root system of Monkey pod, these trees will not be utilized in the paved parking areas of the project. (See: Appendix L)

5. Noise Characteristics

Existing Conditions. 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. The Puunene Sugar Mill area, which includes the proposed project site, is considered a Noise Sensitive Area according to the State of Hawaii Department of Transportation, Airports Division (See: Appendix K). However, the Puunene Sugar Mill area is directly below the recommended flight paths of the Kahului Airport, and therefore noise from airplane traffic is a condition of the site. The proposed project is also located in the vicinity of the Mokulele Highway.

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 areas, 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 long-term, buildings will be designed and constructed to incorporate features to reduce outside ambient noise from airplane over flights, automobile traffic, mechanical equipment, and other surrounding sources of ambient noise.

6. Air Quality

Existing Conditions. Air quality refers to the presence or absence of pollutants in the atmosphere. It is the combined result of the natural background and emissions from many pollution sources. The impact of land development activities on air quality differs by project phase (site preparation, construction, occupancy) and project type. In general, air



quality in Puunene 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 Puunene 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.

The project site is located upwind of the HC&S mill, which is located approximately a quarter mile away. The proposed Transportation Center should not be substantially affected by any emissions from the HC&S mill. Other long-standing facilities are in closer proximity to the mill (e.g. Puunene Post Office; A&B Sugar Museum; and the HC&S administrative offices), and there is no indication of issues or problems relative to the mill operations and its emissions.

Potential Impacts and Mitigation Measures. Air quality impacts attributed to the proposed project could include vehicular emissions and dust generated by the short-term construction-related activities. Site work such as grading and building construction, for example, could generate airborne particulates. 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. Mitigation measures could include the following:

- 1) Providing adequate water source on site, prior to start-up of construction activities.
- 2) Landscape planting and rapid covering of bare areas, including slopes, beginning with the initial grading phase.
- 3) Controlling of dust from shoulders, project entrances, and access roads.
- 4) Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities.
- 5) Controlling of dust from debris hauled away from project site.

The maintenance of MEO's fleet of buses and vehicles will contribute in keeping fleet vehicle emissions to a minimum. The MEO Transportation service is an existing operation with a fleet of 77 buses on Maui. This Transportation services contributes to a reduction in individual automobile trips and associated air quality impacts. On a long term basis, the MEO Transportation Center is not expected to contribute to significant adverse air quality impacts.



7. Archaeological Resources

Existing Conditions. Scientific Consultant Services Inc. (SCS) conducted an Archaeological Assessment of the proposed transportation center site. The project site is located on land that was previously in residential housing and later in sugar cultivation. Residential and agricultural use from the early historic to modern times has most likely obscured any trace of Hawaiian occupation on this parcel. (See: Appendix D, Archaeological Assessment).

Potential Impacts and Mitigation Measures. A 100-percent pedestrian survey was conducted on the project parcel yielding identification of no Traditional or Historical properties in the project area. No surface features were observed or recorded. There remains a chance that significant cultural properties may yet be identified. As such, Archaeological monitoring is recommended during the subsurface construction activities on this parcel. (See: Appendix D, Archaeological Assessment) Additionally, the proposed MEO Transportation Center is not located near traditional beach or mountain access trails. The proposed site is located on vacant land adjacent to the Mokulele Highway and A&B Sugar Museum in Puunene and will not interrupt public access to beaches and mountains. In a letter dated May 12, 2008 the State Historic Preservation Division determined that the Archaeological Assessment was acceptable and recommended monitoring during ground altering construction. (See: Appendix D)

8. Cultural Resources

Existing Conditions. Additionally, SCS conducted a Cultural Impact Assessment of the project site. Based on available information, the project area has not been used for traditional cultural purposes within recent times. Also based on historical research, it is concluded that Hawaiian rights to gather, access or other customary activities within the project area will not be affected, and there will be no direct adverse effect upon cultural practices or beliefs. (See: Appendix C, Cultural Impact Assessment)

Potential Impacts and Mitigation Measures. Based on research conducted by SCS, the exercise of native Hawaiian rights, or any ethnic group, related to gathering, access or other customary activities will not be affected by development activities on the project site. Because there were no cultural activities identified within the project area, no adverse effects are anticipated. (See: Appendix C, Cultural Impact Assessment)



Additionally, the proposed MEO Transportation Center is not located near traditional beach or mountain access trails. The proposed site is located on vacant land adjacent to the Mokulele Highway and A&B Sugar Museum in Puunene and will not interrupt public access to beaches and mountains.



B. SOCIO-ECONOMIC ENVIRONMENT

1. Population

Existing Conditions. Maui Island's population has grown from 117,644 in 2000 to 129,471 in 2005. Similarly, average daily visitor growth has increased from 41,817 in 2000 to 45,676 in 2005. Thus, the County's defacto population, defined as all persons physically present in an area, rose from 159,461 in 2000 to 175,147 in 2005.

Likewise, the Wailuku-Kahului region experienced growth as the population increased from 41,503 in 2000 to 46,626 in 2005. (Public Facilities Assessment Update, County of Maui March 9, 2007)

Potential Impacts and Mitigation Measures. The MEO Transportation Center will allow for the expansion of services to meet future community transportation needs. The aging "Baby Boomer" population will likely increase the demand for senior transportation services. Over the next 20 years, it is estimated that 29 additional jobs will be created by the MEO Transportation Center project. This increase in employment is insignificant, in terms of Maui's overall job growth and is not expected to adversely impact the island's housing market and public services and facilities.

2. Economy

Existing Conditions. The proposed project site is within the Wailuku-Kahului Community Plan region. Referred to as Central Maui, Wailuku-Kahului is the regional center of Maui and contains the island's only commercial harbor and major airport facility. The region contains major shopping centers; Maui Community College; Maui Arts and Cultural Center; the civic center in Wailuku; major recreational facilities at the War Memorial Complex and Keopuolani Park; visitor accommodations and attractions, including the Maui Ocean Center and Tropical Plantation; the HC&S sugar mill and agricultural fields; industrial projects; and a large inventory of small businesses offering a range of retail, professional, maintenance/repair, delivery, food and beverage and other services.

Potential Impacts and Mitigation Measures. The project will generate short-term employment during construction. The proposed MEO



Transportation Center will allow for the expansion of services to meet future needs and generate about 29 additional jobs over the long term.

3. Cultural Resources

Existing Conditions. As mentioned previously, a Cultural Impact Assessment was prepared and completed in accordance with the provisions of Act 50, SLH 2000 (See: Appendix C, Cultural Impact Assessment).

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 (See: Appendix C, Cultural Impact Assessment).

C. PUBLIC SERVICES AND FACILITIES

1. Recreational Facilities

Existing Conditions. According to the County's *Public Facilities Assessment Update, March 9, 2007*, the Wailuku-Kahului region has 35 County parks totaling 185.6 acres, providing a wide variety of facilities for the recreational needs of the community. Larger sub-regional park facilities include the Maui High playfields, Hoaloha Park and Kahului Community Park. Wailuku-Kahului is also the center of regional park facilities for the Island of Maui, such as the Maui War Memorial Complex, the Iron Maehara Baseball Stadium, Keopuolani Park and the Waiehu Golf Course.

Potential Impacts and Mitigation Measures. The proposed project will not contribute to significant population increase and accordingly is not anticipated to significantly impact public recreational facilities. The proposed development is not subject to the park dedication requirements, pursuant to MCC Section 18.16.320.



2. Police and Fire Protection

Existing Conditions. The Wailuku-Kahului Community Plan Region (CPR) falls within the Maui Police Department's (MPD) District I – Wailuku (Central), which also includes the CPR's of Makawao-Pukalani-Kula and Paia-Haiku.

By 2030, police needs in the Wailuku-Kahului CPR will increase by approximately 51 percent from the current allocation of 93 officers.

Three (3) fire stations serve Wailuku-Kahului. The Kahului Fire Station on Dairy Road would service the project site. This facility is within one (1) mile of the project site and could quickly respond in the event of a fire.

Potential Impacts and Mitigation Measures. The proposed project will incorporate a water system designed to meet domestic and fire flow requirements. The proposed project is not anticipated to increase the demand on police and fire emergency services.

3. Schools

Existing Conditions. According to the County's *Public Facilities Assessment Update, March 9, 2007* the Wailuku-Kahului region has four elementary schools, 2 intermediate schools, and two high schools. Enrollment in 2005 stood at 8,900. About 11% of the students are enrolled in special education. About 910 students attend private schools, or about 10% of public school enrollment.

Projections indicate the need for at least one additional elementary school beginning in 2005, and another by 2011. Maui Lani Elementary School opened in 2007 with 294 students and is expected to grow to 546 by 2011. By 2011, only two of the nine schools in the district will be under capacity.

Potential Impacts and Mitigation Measures. The proposed project will not result in significant population increase and a commensurate demand on the educational facilities in the Wailuku-Kahului District.



4. Medical Facilities

Existing Conditions. The Wailuku-based Maui Memorial Medical Center (MMMC) provides centralized medical services for the Island. Medical and dental offices are located in Wailuku and Kahului to serve the area's residents.

According to the County's *Public Facilities Assessment Update, March 9, 2007*, the status of hospital facilities on Maui in 2004 is as follows:

- **Obstetric and Pediatric Beds** are significantly underutilized throughout the County of Maui, with a maximum actual occupancy rate of 44% compared to the desirable rate of 75%.
- **Critical Care Beds**, available only at Maui Memorial Medical Center, were occupied at a 61% rate in 2004, compared to the desirable rate of 75%.
- **Acute Care Beds** appeared to be undersupplied at MMMC. Molokai and Kula experienced occupancy rates of less than 20% of acute care bed capacity, compared to the desired rate of 80-85%.
- **Long-term Care Beds** at Hale Makua appeared to be inadequate to handle demand in 2004, with occupancy rates exceeding the desired rate of 95%. Kula Hospital's long term care (Acute/SNF) beds were underutilized at 93%.
- **Specialty Care Beds** were generally underutilized in facilities in the County of Maui in 2004. The optimal occupancy rate for specialty care beds is 95% and this was not achieved by any of the facilities.

As for the existing capacity of Emergency Medical Services, the County's *Public Facilities Assessment Update, March 9, 2007*, notes that two ambulances currently serve the Wailuku-Kahului area. A third ambulance is not used for emergencies and is not part of the State Emergency Medical Services System. Due to expected population growth, a third ambulance for emergency purposes should be under serious consideration by 2030.

Potential Impacts and Mitigation Measures. The proposed project is not expected to result in significant population increase and therefore is not expected have a significant impact on the island's medical facilities.



5. Solid Waste

Existing Conditions. Only two landfills are currently operating on Maui, the Central Maui Landfill in Puunene, and the Hana landfill. Residential solid waste collection is provided by the County and taken to the Central Maui Landfill, which also accepts waste from private refuse collection companies.

According to the County's *Public Facilities Assessment Update, March 9, 2007*, existing capacity and planned expansion of the Central Maui Landfill will accommodate the Wailuku-Kahului Community Plan Region's waste disposal needs beyond the year 2020.

Potential Impacts and Mitigation Measures. All solid wastes generated during construction will be managed, in accordance with county, state and federal requirements. A detailed plan for recycling of construction material waste will be developed prior to the start of the construction phase. All other construction waste that is not suitable for recycling and does not require special handling will be disposed of at the Maui Demolition and Construction Landfill.

Solid waste collection for the proposed project will be contracted with a private collection company. Green waste from the site will be either mulched on site or deposited at the Central Maui landfill's green waste recycling facility. During construction the applicant will incorporate a job-site recycling plan in order to reduce the amount of construction related waste generated by the project.



D. INFRASTRUCTURE

A Preliminary Engineering Report and Drainage Study were prepared by Otomo Engineering, Inc., which addresses the project's infrastructure elements. (See: Appendix B, Preliminary Engineering Report)

1. Water

Existing Conditions. There is an existing 8-inch waterline, which traverses from Hookele Street, through the former cane fields to the east of the project site, and then onto Hansen Road. At Hansen Road, the waterline reduces to a 6-inch line. The 6-inch waterline then traverses along Puunene Avenue and terminates with a 4-inch line at the old Puunene School.

Domestic water and fire flow for the Kahului are serviced from the 3.0 million gallon Mokuahau tank and wells in Happy Valley, which is at elevation 358 feet. The source for this water system is from the Central Maui source.

Potential Impacts and Mitigation Measures. The MEO Transportation Center will have an average daily water demand of 60,246 gallons per day. The water demand was calculated in accordance with the Department of Water Supply's Domestic Consumption Guidelines for a business development. The fire flow demand for commercial development is 2,000 gallons per minute for 2-hour duration. The water system will be designed to meet the domestic and fireflow demands of the project.

The proposed project will connect to the existing 8-inch waterline traversing *mauka* of the project site. The required water meter size will be determined at the time the building permit is applied for. At the present time, the Department of Water Supply (DWS) cannot guarantee water for the MEO Transportation Center project. The project may be subject to the recently passed Water Availability Ordinance by the Maui County Council. A water meter can be applied for and secured



after the required improvements are installed, inspected and accepted by the DWS.

2. **Sewer**

Existing Conditions. There are no existing sewer facilities on or adjacent to the project site. The nearest sewer system is on Hookele Street, approximately 580 feet to the north of the project site. Wastewater collected from the Kahului area is transported to the Kahului Wastewater Treatment Plant in Naska.

Potential Impacts and Mitigation Measures. The proposed 15,000 square foot administrative building and 30,000 square foot bus maintenance building will generate approximately 3,000 gallons of wastewater daily. An offsite sewerline must be constructed from the north end of the project to the existing system on Hookele Street. Depending on the final alignment of the offsite sewerline, an onsite sewer pump station may be required to convey the project's wastewater to the existing sewer system.

Hawaiian Commercial & Sugar Company (HC&S) presently has plans to abandon the septic system at the mill site and to connect to the existing sewer system on Hookele Street. Plans have prepared plans for a force main and gravity system for the tie-in and are currently under review by the Department of Waste Management.

An alternative for the project is to connect to the gravity portion of the HC&S sewer system.



3. **Drainage**

Existing Conditions.

The elevation on the parcel ranges from 66 feet above mean sea level at the southwestern corner of the site to 50 feet above mean sea level at the northeastern corner, averaging approximately 1.5 %.

There are no existing drainage systems, in the vicinity of the project site. Presently, onsite runoff sheet flows in a southwest to northeast direction onto the adjacent parcel. There is a low berm along the western property line which prevents onsite runoff from sheet flowing on the old Puunene Avenue roadway. It is estimated that the 50-year, 1-hour runoff from the undeveloped portion of the project site is 8.18 cubic feet per second (cfs).

Potential Impacts and Mitigation Measures. The 50-year, 1-hour post development runoff from the project site is estimated to be 37.40 cfs, which is an increase of 29.22 cfs from the existing conditions. Onsite runoff will be collected by catch basins within the driveway and parking areas and conveyed to detention basins within the landscape areas and/or subsurface drainage systems located within the paved areas. The drainage system will be designed to accommodate at least the increase in runoff from a 50-year, 1-hour storm.

There will be no additional runoff sheet flowing from the project site to adjacent properties as a result of the development of the project. The proposed drainage system will be designed in accordance with chapter 4, "Rules for the Design of Storm Drainage Facilities in the County of Maui."

4. **Roadways and Traffic**

A Traffic Impact Analysis Report (TIAR) 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).

Existing Conditions. The project site is located immediately to the east of the Mokulele Highway, a two-way, four-lane divided highway in the project vicinity. The highway is the major thoroughfare nearest to the project site. Mokulele Highway connects South Maui with the central part of the island, running from Kihei in the south to Kahului in the



North. In Puunene, the Mokulele Highway intersects with Hansen Road, a signalized intersection, just north of the existing HC&S Sugar mill. The signalized intersection provides protected left turns off the Mokulele Highway to Hansen Road and visa-versa.

The TIAR evaluates traffic operations in the vicinity of the subject property using Level of Service (LOS) ratings, as determined by the Highway Capacity Manual –HCM 2000 methodology. This is a qualitative measurement ranging from “A” through “F” with LOS A representing ideal or free-flowing traffic operating conditions, LOS C representing average and acceptable traffic delays, and LOS F representing unacceptable or potentially congested traffic operating conditions. The LOS for the analyzed intersections was determined for both the morning (AM) and afternoon (PM) peak periods.

The TIAR analyzed the following intersections:

- Dairy Road at Puunene Avenue (Signalized)
- Hookele Street at Puunene Avenue (Signalized)
- Puunene Avenue/Mokulele Highway at Hansen Road (Signalized)
- Hansen Road at Pulehu Road (Unsignalized)
- Hansen Road at Hana Highway (Unsignalized)
- Hansen Road at MEO Main Driveway (Unsignalized)
- Hansen Road at Old Puunene Avenue (Unsignalized)

The results of that analysis are presented below:

	AM Peak	PM Peak
Dairy Road at Puunene Avenue (Signalized)	D	E
Eastbound Left	D	D
Eastbound Thru	C	D
Eastbound Right	C	C
Westbound Left	D	F
Westbound Thru	B	C
Westbound Right	B	C
Northbound Left	F	E
Northbound Thru	C	D
Northbound Right	C	C
Southbound Left	F	F
Southbound Thru	C	D



	AM Peak	PM Peak
Dairy Road at Puunene Avenue (Signalized)		
Southbound Right	B	C
Hookele Street at Puunene Avenue (signalized)	B	B
Eastbound Thru	B	B
Westbound Thru	B	B
Westbound Right	A	A
Northbound Left	A	A
Northbound Thru & Right	A	A
Southbound Left	A	A
Southbound Right	A	A
Puunene Avenue/Mokulele Highway at Hansen Road (Signalized)	B	B
Eastbound Left	C	D
Eastbound Thru	A	A
Westbound Thru	B	B
Westbound Right	B	B
Southbound Left	B	B
Southbound Right	B	B
Hansen Road at Pulehu Street (Unsignalized)		
Northbound Left, Thru & Right	A	A
Southbound Left, Thru & Right	A	A
Westbound Left, Thru & Right	F	C
Eastbound Left, Thru & Right	C	C
Hansen Road at Hana Highway (Unsignalized)		
Westbound Left	C	F
Northbound Left	F	F
Northbound Right	C	F

Potential Impacts and Mitigation Measures.

The proposed MEO Transportation Center will be constructed in three phases, as follows:

- Phase 1 consists of the transportation maintenance building, MEO administrative office building and related site improvements such as paving and landscaping. Phase 1 will occupy the site and start operation in 2012.



- Phase 2 is the bus transfer station. The bus transfer station can accommodate four buses at a time and will not provide park and ride services. It will be operational in 2012.
- Phase 3 is the second MEO administrative office building targeted for 2015.

The total trip generation analysis by phase is summarized in Table 7 below. As shown the proposed project will generate 95 inbound and 35 outbound trips during the morning peak hour. During the afternoon peak hour, the project will generate 45 inbound and 85 outbound trips.

Period & Direction	Phase 1 Light Industrial			Phase 2 Transfer Station	Phase 3 Administrative Office Building			Total Project Trips	
	Trips per Unit or Percent	Employees	Trips	Trips	Trips per Unit or Percent	Employees	Trips		
AM Peak Hour	Total	0.48	100	50	30	0.48	125	80	140
	Inbound	87%		40	15	88%		55	110
	Outbound	13%		10	15	12%		5	30
PM Peak Hour	Total	0.51		50	30	0.48		80	140
	Inbound	29%		15	15	17%		10	40
	Outbound	71%		35	15	83%		50	100

Note:
(1) All volumes are rounded to nearest five (5).

In general, the project is not anticipated to produce substantial adverse impacts to traffic movements. The project-generated traffic is less than 3.5% of the total peak hour traffic volumes at all intersections analyzed.

Two driveways will provide access from the property to Hansen Road. The main entrance will be through an access easement from the southeast corner of the property connecting to Hansen Rd. The proposed main entrance is approximately 600 feet from the intersection of Hansen Road at Mokulele Highway.

A second driveway will use a section of the abandoned Old Puunene Avenue that connects to Hansen Road. This driveway will be used by outbound traffic from the project site and will limit traffic to right turn only onto Hansen Road towards Puunene Avenue/Mokulele Highway.



The proposed project onsite parking requirements will comply with the comments provided in a January 31, 2008 letter from the department of Planning. (See: Appendix J, Parking Analysis)

The TIAR analyzed applicable LOS in the Year 2015 both with and without the project implementation, in order to gauge the project's traffic impacts. Both general traffic growth rates and area-specific data were used to estimate traffic increases.

The intersection of Puunene Avenue at Dairy Road will operate at Level-of-Service D during the morning peak hour and Level-of-Service F during the afternoon peak hour, both without and with project generated traffic. (Note: the intersection will be improved to mitigate the impacts of the Maui Business Park Phase II. The recommended improvements include additional through lanes and additional left turn lanes.

The intersection of Puunene Avenue at Hookele Street operates at Level-of-Service B during the morning peak hour without and with project generated traffic. All movements will operate at Level-of-Service A or B. During the afternoon peak hour, the level-of-service will change from Level-of-Service B without project-generated traffic to Level-of-Service C with project-generated traffic. All movements will operate at Level-of-Service C, or better, with project generated traffic.

The intersection of Puunene Avenue at Hansen Road will operate at a Level-of-Service B during the morning peak hour without project-generated traffic and Level-of-Service C with project generated traffic. The left turns from eastbound Puunene Avenue to northbound Hansen Road will operate at Level-of-Service D. All remaining movements will operate at Level-of-Service C, or better, with project generated traffic. The intersection will operate at Level-of Service C during the afternoon peak hour without and with project generated traffic. All movements will operate at Level-of-Service C or better, except the westbound to northbound left turn which will operate at Level-of-Service D without and with project generated traffic.

At the intersection of Hansen Road at Pulehu Road, all movements will operate at Level-of-Service D, or better. This is an improvement from



existing conditions because a separate turn lane was recommended as mitigation for the Puunene Base yard project.

At the intersection of Hana Highway at Hansen Road, the westbound left turn and the northbound left turn will operate at Level-of-Service F without and with project generated traffic. The northbound left turns are negligible as it is estimated that five or less vehicles will make this left turn during the morning peak hour. The delay to the westbound left turns from westbound Hana Highway to southbound Hansen Road will increase by 6.2 seconds per vehicle, but the estimated 95th percentile queue will only increase by two vehicles. This implies that the impacts of project-generated traffic on the westbound to southbound left turns will be negligible during the morning peak hour.

During the afternoon peak hour, all controlled movements will operate at Level-of-Service F, without and with project generated traffic. The estimated volume of the northbound to westbound left turn is negligible. The delay to the westbound to southbound left turns will increase 13.1 seconds per vehicle but the 95th percentile queue lengths will be negligible. The approach volumes along Hansen Road to Hana Highway are relatively low volumes. The volumes are not large enough to satisfy the warrants for a traffic signal.

At the intersection of Hansen Road at Old Puunene Avenue, only right turns will be allowed from the project site onto Hansen Road. All movements at this intersection will operate at Level-of-Service D, or better, during the morning peak hour. During the afternoon peak hour, the westbound left turn will operate at Level-of-Service E. All other movements will operate at level-of-Service A or B.

In conclusion, a separate left turn lane shall be provided for vehicles turning left from northbound Hansen Road at the MEO Main Driveway. A significant percentage of vehicles generated by the project will be buses; therefore it is recommended that the left turn storage lane be long enough to accommodate a minimum of two buses, which would make the minimum length 90 feet.



5. Electrical and Telephone

Existing Conditions. Existing overhead utility lines traverse the project site along the southern boundary. Overhead electrical and telephone lines along the east side of the Mokulele Highway, front the project site.

Potential Impacts and Mitigation Measures. The proposed electrical, telephone and cable TV distribution systems for the subject project will be installed underground from the existing facilities.



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 land use districts into which all lands in the State are classified. These districts are Urban, Rural, Agricultural, and Conservation. The project site is within the Urban District. (See: Figure No. 4)

B. GENERAL PLAN OF THE COUNTY

Current General Plan: 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. As stated in the Maui County Charter:

“The purpose of the General Plan is to recognize and state major problems and opportunities concerning the needs and the development of the County and the social, economic and environmental effects of such development and set forth the desired sequence, patterns and characteristics of future development.”

The proposed action is consistent with the following General Plan objectives and policies.

Land Use

Objective 2: *To use the land within the County for the social and economic benefit of all the County’s residents.*

Analysis: The proposed MEO Transportation Center will support the continuation of a needed service for residents of Maui, namely, transportation for the elderly, low income, youth, and persons with special needs that began in 1969. The new facility will provide for a centralized facility in Central Maui with access to major roadways and highways to all regions of the island. Importantly, the MEO



Transportation service provides residents with special needs, the opportunity for access to community resources, a sense of independence and an improved quality of life.

Urban Design

***Objective 1:** To see that all developments are well designed and are in harmony with their surroundings.*

Policies

- a. Require that appropriate principles of urban design be observed in the planning of all new developments.*
- b. Encourage expansion in the process to require all non single-family development to be reviewed by the Urban Design Review Board.*

Analysis: The proposed project reflects a style of architecture compatible with commercial and light industrial developments in the nearby Maui Business Park and along Dairy Road. Also, energy conservation design and construction will be incorporated, as feasible, including photovoltaic panels, skylights for internal lighting, and natural ventilation in the Bus Maintenance Building.

Transportation

***Objective 1:** To support an advanced and environmentally sensitive transportation system which will enable people and goods to move safely, efficiently and economically.*

Policies

- e. Support the development of specialized transportation systems for the young, the elderly, and the handicapped when such systems do not unfairly shift the burden of cost to others.*

Analysis: MEO Transportation began in 1969 and provides services for the elderly, low income, youth and persons with disabilities and special needs. The proposed MEO Transportation Center will allow for continued services and the opportunity to expand as the demand arises. The site is sufficiently large to meet long-term program needs, and the centralization of transportation facilities will keep operating costs down.



Special Programs

Objective 1. To create a community in which the needs of all segments of the population will be recognized and met.

Policies

a. Provide a variety of services and programs that meet the special needs of recent immigrants and of the young, the elderly and handicapped.

Analysis: MEO has been operating for over 42 years to meet the social needs of the Maui County community. The proposed Transportation Center is one of a number of services provided by this non-profit organization to improve the quality of life for residents with special needs, including the youth, the elderly, the disadvantaged and persons with disabilities.

General Plan Update- Maui Island Plan (Preliminary Draft March 2008): The draft Maui Island Plan does not include the subject site within the proposed Urban Growth Boundary (UGB). By letter dated April 24, 2008, MEO, Inc. requested inclusion of the subject site within the proposed UGB. This request is consistent with the current State Urban District classification of the subject site. (**See:** Appendix N)



C. WAILUKU- KAHULUI COMMUNITY PLAN

Maui County has adopted nine (9) community plans to guide the long-range development of these regions. Each Community Plan examines the conditions and needs of the planning region and outlines objectives, policies, planning standards and implementing actions to guide future growth and development, in accordance with the Maui County General Plan. Each community plan serves as a relatively detailed agenda for implementing the broad General Plan themes, objectives and policies.

The current Wailuku- Kahului Community Plan was updated on June 5, 2002 by Ordinance No. 3061. The MEO project site is designated for Agriculture. (See: Figure No. 5 Wailuku-Kahului Community Plan Map)

The Community Plan Amendment from Agriculture to Light Industrial for the proposed MEO Transportation Center is consistent with the following Wailuku-Kahului Community Plan objectives, policies, and standards:

On page 6, of the Wailuku-Kahului Community Plan (C. Circulation, Parking and Access for the Elderly, Persons with Disabilities, Pedestrians and Bicyclists.) is identified as a Major Problem for the region. The proposed MEO Transportation Center will continue to provide service for this segment of the population with the opportunity for expanded service to meet future needs.

Additionally on page 7, (e. Elderly and Young Persons), the community plan acknowledges that there will be an increase demand for services to accommodate the elderly, pre-school-aged children, and young persons. The proposed Transportation Center will address future demand for transportation services for the elderly, the youth, the low income, and persons with disabilities and special needs.

On page 10 of the Wailuku-Kahului Community Plan, Transportation is identified as an Interregional issue. Interregional issues are issues, which affect other regions or require a Countywide or island wide approach. On Maui, MEO Transportation serves all regions of the



island, including Wailuku-Kahului, Paia-Haiku, UpCountry, East Maui, South Maui and West Maui.

ECONOMIC ACTIVITY

Goal

A stable and viable economy that provides opportunities for growth and diversification to meet long-term community and regional needs and in a manner that promotes agricultural activity and preserves agricultural lands and open space resources.

Analysis: MEO Transportation services contribute to long-term community and regional needs by assisting residents with special needs to achieve mobility, access to community resources and improved quality of life.

SOCIAL INFRASTRUCTURE

Goal

Develop and maintain an efficient and responsive system of public services which promote a safe, healthy, and enjoyable lifestyle, accommodates the needs of young, elderly, disabled and disadvantaged persons, and offers opportunities for self improvement and community well-being.

Social Services/Health

Objectives and Policies

4. *Continue to assess the social needs in the community and facilitate a coordinated response in the delivery of social services and programs for young, elderly, disabled and disadvantaged persons.*

Analysis. MEO is a non-profit organization that provides a range of social services for residents in the community with special needs, including the elderly, low income, youth, and persons with disabilities. Transportation service is a major part of MEO's mission to support community well being on the islands of Maui, Molokai and Lanai.

Other MEO services include Community Services (a human service case management and referral program for low-income individuals and families); Employment and Training; Early Childhood Services (Head Start preschool, Infant/Toddler, and family services for low income



families); Youth Services (teens and pre-teens); BEST Reintegration Program (serving persons returning from prison); Micro-Enterprise (business development through entrepreneurial training and small business loan program); and advocacy, including affordable housing and eradication of poverty.

INFRASTRUCTURE

Goal

Timely and environmentally sound planning, development and maintenance of infrastructure systems which serve to protect and preserve the safety and health of the region's residents, commuters, and visitors through the provision of clean water, effective waste disposal and drainage systems, and efficient transportation systems which meet the needs of the community.

Transportation

Objectives and Policies

4. Support private efforts to expand public transit service, with an emphasis on service to the Kahului Airport and Wailuku Civic Center. Future growth in population will warrant and expanded public transportation system.

Analysis. MEO Transportation services are an important part of Maui's infrastructure, namely, an efficient transportation system serving the needs of the elderly, the youth, low income residents, and persons with disabilities. The proposed project is centrally located in the major urban center of Kahului and at the hub of major roadways and highways to all regions of the island. The site is also within close proximity to public services, facilities and other infrastructure.

URBAN DESIGN

Goal

An attractive and functionally integrated.

Objectives and Policies

7. Buffer public and quasi-public facilities and light-heavy industrial/Commercial type facilities from adjacent residential uses with appropriate landscape planting.

Analysis. The proposed MEO Transportation Center is not adjacent to residential uses. The site is located in the vicinity of the existing HC&S



Sugar Mill and Maui Business Park Phase 2. The Landscape Plan incorporates a landscape buffer between Old Puunene Road and the project site to soften the appearance of the proposed project. (See: Figure No. 12 Landscape Plan)

D. MAUI COUNTY ZONING

The applicant, MEO, Inc. is requesting a Change in Zoning from Agriculture District to M-1 Light Industrial District, in order to develop and operate a new transportation center in Central Maui. The proposed project includes a transfer station; 3-story administration building; future 3-story office building; bus maintenance building; bus, mini-bus, van and automobile parking and storage areas; bus wash facilities and fueling stations; emergency generator; and related improvements.

The proposed MEO Transportation Center relates to the following requirements of the M-1 Light Industrial District, pursuant to MCC Chapter 19.24, and Off-street Parking and Loading, pursuant to MCC Chapter 19.36:



Standard	Required/Allowable	Proposed	Comment
Permitted Use	- Included are allowable uses in the B-1, B-2 and B-3 Business Districts - Allowed: parking lots, repair shops and garages; painting and steam cleaning; storage yards; business offices and agencies; machine shop.	Transportation Center that includes repair and maintenance facilities for MEO's fleet of buses, vans and other vehicles; storage areas; and offices.	The proposed project is permitted in the M-1 Light Industrial District.
Height regulations	4 stories or 48 feet, provided that the height shall not exceed one and one-half times the width of the widest street which it fronts.	3 stories and 46 feet	The parcel does not front a public street. The proposed project complies with height regulations.
Area regulations	Minimum lot size of 7,500 square feet and an average width of 65 feet.	10.041 acres or 437,386 square feet	The proposed project complies with area regulations.
Yard spacing <ul style="list-style-type: none">• Front• Side• Rear	<ul style="list-style-type: none">• None• 10 feet• 10 feet	<ul style="list-style-type: none">• 33 feet• 23 feet• 106 feet	The proposed project complies with yard spacing regulations.
Off-Street Parking and Loading	- 235 stalls (<u>See:</u> Appendix J, Parking Analysis)	- 316 stalls (160 automobile stalls and 156 stalls for bus/mini-bus/van storage)	The proposed project complies with parking requirements.



E. Coastal Zone Management

The project site is not located within the Special Management Area (SMA) boundary, pursuant to HRS Chapter 205 A and the Special Management Area Rules for the Maui Planning Commission (Chapter 202). However, the following is a review of the proposed action, in accordance with the objectives, policies, and guidelines, pursuant to HRS Chapter 205A-2.

1. Recreational Resources

Objective: Provide coastal recreational resources accessible to the public.

Policies:

- (a) Improve coordination and funding of coastal recreational planning and management; and
- (b) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
 - (i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;
 - (ii) Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or 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 uses 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, and county authorities; and crediting such dedication against the requirements of Section 46-6, HRS.

Analysis. The MEO Transportation Center site is located several miles inland of the shoreline and will not directly impact coastal recreational opportunities or affect existing public access to the shoreline.

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. The project site was previously disturbed as a residential housing area and later in sugar cane cultivation. There are no known historical or cultural resources on the subject property. During construction, the contractor will be required to stop work immediately and contact the State Historic Preservation Division, in the event that unanticipated archaeological and cultural remains are discovered.

3. Scenic and Open Space Resources

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

Policies:



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

Analysis. The MEO Transportation site is not located along the shoreline and will not impact coastal scenic and open space resources. The MEO Transportation Center property will be screened from the Mokulele Highway with landscape planting to soften the light industrial nature of the proposed project.

4. Coastal Ecosystems

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

Policies:

- (a) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;
- (b) Improve the technical basis for natural resource management;
- (c) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;
- (d) 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
- (e) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and non-point source water pollution control measures.



Analysis. No direct impacts to the coastal or marine environment are anticipated. Appropriate Best Management Practices (BMP) will be utilized during grading and grubbing to ensure that there is no substantial adverse impact to coastal ecosystems. The proposed MEO Transportation Center drainage system will be designed, in accordance with applicable State and County requirements (e.g. grading; drainage; NPDES) and to retain onsite the additional storm water runoff generated by the project.

5. Economic Use

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 MEO Transportation Center is not a coastal dependant development and is located several miles inland of the shoreline and outside of the SMA boundaries.

The location of the proposed MEO Transportation Center was based on a site selection study. The "Maui Economic Opportunity Multi-Function Transportation Center Master Plan" (April 1, 2005) considered six (6) alternative sites. The site near the A&B Sugar Museum was selected as the preferred location, due to proximity to existing



operations; relatively small impact on operational costs; adequate size to accommodate the long term program; good highway access to the site; close proximity to available utilities; compatibility with adjacent land uses; and the opportunity to reuse an existing disturbed site.

The project site is sufficiently large to accommodate the long-term program needs of MEO Transportation to meet future public demand. Also, the project site is compatible with surrounding light and heavy industrial uses, in accordance with the adopted Wailuku-Kahului Community Plan.

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; and
- (d) Prevent coastal flooding from inland projects.

Analysis. The proposed MEO Transportation Center is not on the shoreline and is not likely to be impacted by tsunami or storm waves. The project site is reasonably free from danger of flood, unstable soil conditions and other adverse environmental conditions.

The proposed MEO Transportation Center drainage system will be designed, in accordance with drainage standards of the County of Maui to ensure that surface runoff from the site will not adversely affect downstream properties.

7. Managing Development

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



Policies:

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

Analysis. The proposed MEO Transportation Center will be subject to an extensive public and agency review process by the filing and concurrent processing of the following applications:

- a. HRS Chapter 343 Environmental Assessment Review
- b. Community Plan Amendment
- c. State Land Use District Boundary Amendment
- d. County Change in Zoning

The proposed project has been publicized in newspapers of local and State-wide circulation and to the employees and volunteer of the MEO organization.

8. Public Participation

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

Policies:

- (a) Promote public involvement in coastal zone management processes;
- (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 issues, developments, and government activities; and
- (c) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Analysis. Opportunities for public participation will be afforded during the public reviews of the HRS Chapter 343 Environmental



Assessment and the applications for Community Plan Amendment, and Change in Zoning before the Maui Planning Commission and the Maui County Council.

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, minimize interference with natural shoreline processes, and 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. The proposed MEO Transportation site is located a significant distance from the shoreline and therefore will not have adverse impacts on beaches, natural shoreline processes, or existing recreational and waterline activities. Appropriate BMP's will be utilized during grading, grubbing and construction activities to ensure that there is no substantial, adverse impact to coastal ecosystems.

10. Marine Resources

Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies:

- (a) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;
- (b) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;
- (c) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;



- (d) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and
- (e) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources. [L 1977, c 188, pt of §3; am L 1993, c 258, §1; am L 1994, c 3, §1; am L 1995, c 104, §5; am L 2001, c 169, §3]

Analysis. No direct impacts to the coastal or marine environment are anticipated as the project is located inland. The proposed MEO Transportation Center is located several miles inland of the shoreline and will not involve the use or development of marine and coastal resources.

The project will include mitigation measures and BMPs aimed at protecting the surrounding environment, including the installation of dust/silt fencing, watering for dust control, promptly vegetating bared areas, and controlling dust from equipment by covering truckloads. The grading plan and BMPs will be subject to subsequent review and approval by the Department of Public Works (grading and grubbing permit) and the State Department of Health (NPDES permit).

In addition to the foregoing objectives and policies, SMA permit review criteria pursuant to Act 244 (2005) provides that:

No special management area use permit or special management area minor permit shall be granted for structures that allow artificial light from floodlights, uplights, or spotlights used for decorative or aesthetic purposes when the light:

- (a) *Directly illuminates the shoreline and ocean waters; or*
- (b) *Is directed to travel across property boundaries toward the shoreline and ocean waters.*

Analysis. The proposed project will not directly illuminate the shoreline or ocean waters nor cause light to be directed across property boundaries in that direction.



F. 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 analysis contained herein, the proposed actions relates to the Significance Criteria, as follows:

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

Analysis. As previously noted, the proposed project will not involve the loss or destruction of any natural or cultural resources (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 was formerly used for residential housing and sugar cane cultivation and is now vacant. There are no known rare or endangered species present at the project site. The proposed light industrial use is compatible with planned light industrial development at the adjacent Maui Business Park, Phase 2, and development in the surrounding area along the Dairy Road/Hookele Street corridor. The proposed Transportation facility will not interfere with nearby HC&S mill operations. The proposed action will not curtail the range of beneficial uses of the environment.

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

Analysis. The proposed project is compatible with surrounding land uses in the State Urban District, in relation to the adopted Wailuku-Kahului Community Plan. The proposed project will be subject to extensive public review and comment, as part of the county's land use approval process. Subsequently, the proposed project will be subject to more detailed review of construction plans, in conjunction with grading, grubbing, building and other construction permit approvals. All of these requirements are part of the State's comprehensive management system under its approved Federal Coastal Zone



Management Program to insure that proposed actions do not conflict with State or County long-term environmental policies and goals.

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

Analysis. The MEO Transportation services currently enhance the economic and social welfare and activities of the community and County by supporting the needs of the elderly, the youth, low income residents, and persons with disabilities for safe, convenient and efficient access to community resources. The proposed MEO Transportation Center will provide for continued services in a centralized facility with the opportunity for expansion into the future and efficient delivery of services.

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

Analysis. The proposed project will provide for continued access to public health services by the elderly and persons with disabilities and special needs.

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

Analysis. The proposed project will not result in significant population increase, demands for housing, and burdens on public services and facilities. Planned roadway improvements to the Kahului Airport and the extension of Hookele Street and other improvements will improve traffic circulation in the area.

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 dust, noise and soil erosion. The project site is located several miles from the shoreline and significant impacts on shoreline and coastal resources are unlikely. The project will comply with County building and grading requirements and BMPs will be developed to minimize the discharge of petroleum products into the ground and other industrial related impacts. The project will include an onsite drainage system designed to retain



additional runoff generated by 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 MEO Transportation Center will not involve a commitment for larger actions, and the impacts of the project have been discussed in this Final Environmental Assessment document. The proposed transportation facility will replace existing facilities on Kane Street and on Hobron Street in Kahului.

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 known 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 previously discussed in this report. Since MEO is currently operating from facilities in Kahului approximately 2+ miles from the proposed new project site, significantly impacts on air quality and ambient noise levels are not expected during project operation. It is not anticipated that there will be significant long-term impacts on water quality during project operation.



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 land or coastal waters.**

Analysis. As previously discussed, the project site is not located within an area prone to flooding, unstable soil conditions, tsunami inundation or storm wave damage, and other environmental hazards.

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

Analysis. The project site is not identified as a scenic vista or view plane in County plans. The proposed project will be similar in architectural character and scale to developments along the Dairy Road and Hookele Street corridors. An extensive landscape buffer along the property's Mokulele Highway frontage is proposed to soften the mass of the maintenance building. The 3-story administrative buildings will be setback at least 400 feet from Mokulele Highway and perimeter tree and hedge plantings will be included as a visual amenity to soften the industrial nature of the project.

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

Analysis. Upon build-out of the project, energy consumption will be increased above existing and historic levels of usage in the area, since the project is a more intensive use of the site. As a mass transit operation, MEO Transportation serves to minimize automobile usage by residents. The Bus Maintenance Building will incorporate energy conservation design and construction, including photovoltaic panels, natural ventilation to reduce power consumption, and other energy efficient measures. Based on comments Maui Electric Company, the electrical power demands of the proposed project can be accommodated by the utility's generating system. Thus, it is not anticipated that the resultant increase in energy consumption will be significant in the context of existing levels of energy usage in the region, and on Maui.



V. FINDINGS AND CONCLUSIONS

This Final environmental assessment has examined the environmental and socio-economic impacts associated with the construction of the proposed MEO Transportation Center, as well as associated on-site infrastructure on property located in Puunene, Kahului, Maui, Hawaii; TMK (2) 3-8-006: portion of 004.

MEO Transportation services began in 1969 with a used van to provide transportation for the elderly. Today, MEO operates 77 buses on Maui and provides transportation services for the elderly, low income, preschoolers, youth, and persons with disabilities and special needs, a total of 283,000 trips in 2007.

Existing administrative offices and maintenance facilities are located in Kahului on leased land at two (2) different locations approximately 2+ miles from the proposed MEO Transportation project site. The existing facilities are inadequate for near and long term expansion of MEO Transportation services.

The analysis concludes that the project would not result in significant adverse environmental impacts to surrounding properties, near shore waters, natural resources, or archaeological and historic resources. With the incorporation of mitigation measures identified in this document, public infrastructure and services including roadways, sewer and water systems, fire protection, and parks will not be significantly impacted by the project. The proposed project will not significantly impact public view corridors and will not produce a significant adverse visual impact.

The Wailuku-Kahului Community Plan designation for the property is Agricultural. The subject property is situated within the State's Urban District and is zoned Agriculture District (formerly R-1 Residential District until adoption of Ordinance No. 2749 (1998) establishing zoning standards for the Agricultural District and provisions for automatic rezoning). The site is adjacent to lands zoned M-1 Light Industrial District (Maui Business Park Phase 2) and R-1 Residential District.



To develop the project site, the applicant is requesting a Community Plan Amendment from Agriculture to Light Industrial use. Additionally, the applicant is requesting a Change in Zoning from Agricultural District to M-1 Light Industrial District. Based upon the findings of this report, the proposed project is in conformance with State and County land use plans and policies, including Chapter 205A, HRS, as well as the policies of Wailuku-Kahului Community Plan and the M-1 Light Industrial District, pursuant to MCC Chapter 19.24, and parking requirements, pursuant to MCC Chapter 19.36.

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

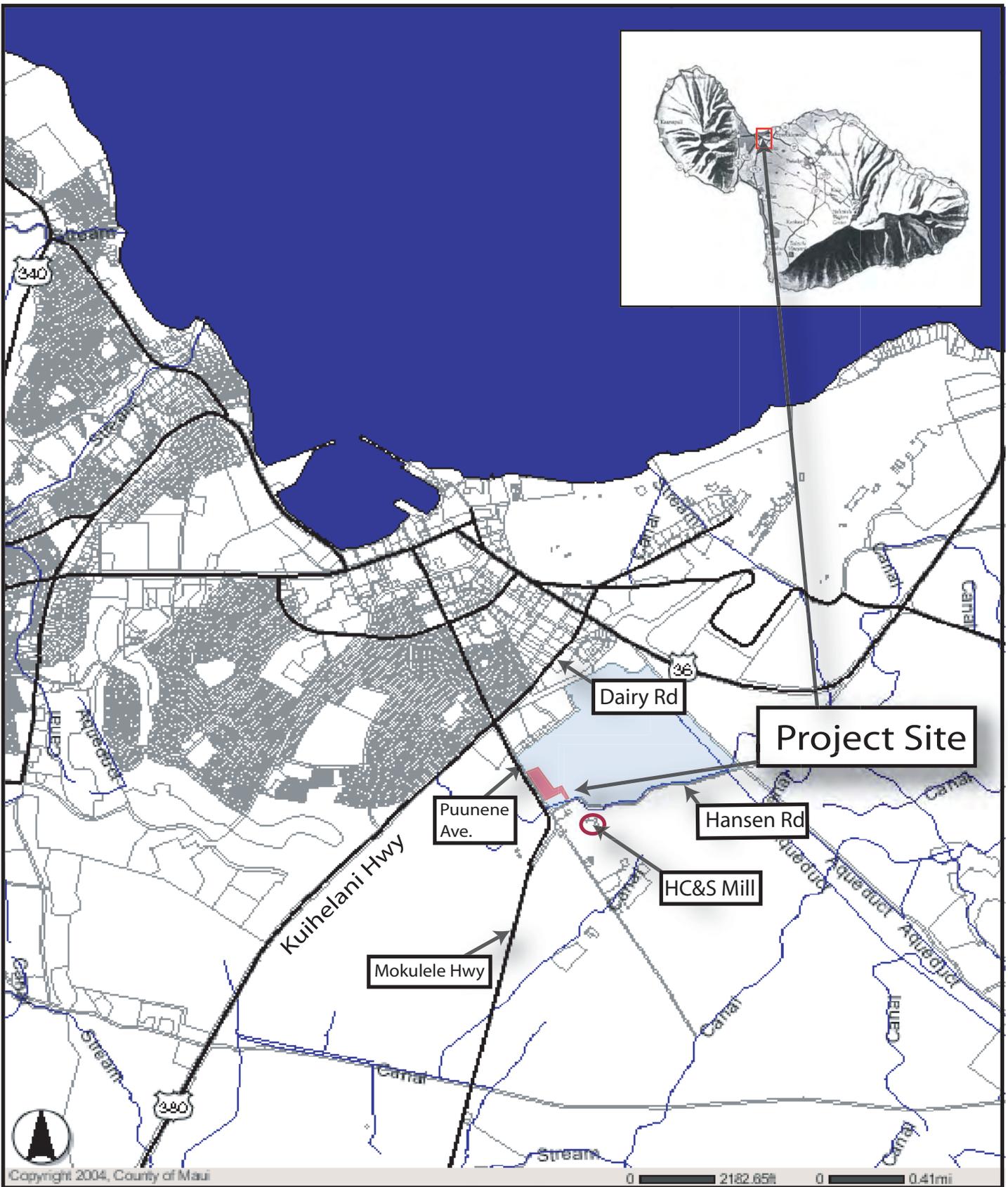


VI. REFERENCES

- County of Maui, Office of Economic Development. *Maui County Data Book*. 2005.
- County of Maui, Department of Planning. *Wailuku- Kahului Community Plan*. June 5, 2002.
- County of Maui, Department of Planning. *The General Plan of the County of Maui, 1990 Update*. 1991.
- Federal Emergency Management Agency. *Flood Insurance Rate Map*. Community Panel No. 150003/0255B, June 1, 1981.
- R.M. Towill Corporation. *Public Facilities Assessment Update, County of Maui*. March 9, 2007.
- U.S. Department of Agriculture, Soil Conservation Service in Cooperation with the University of Hawaii, Agricultural Experiment Station. *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. 1972.



FIGURES



MEO Transportation Center

Figure No. 1

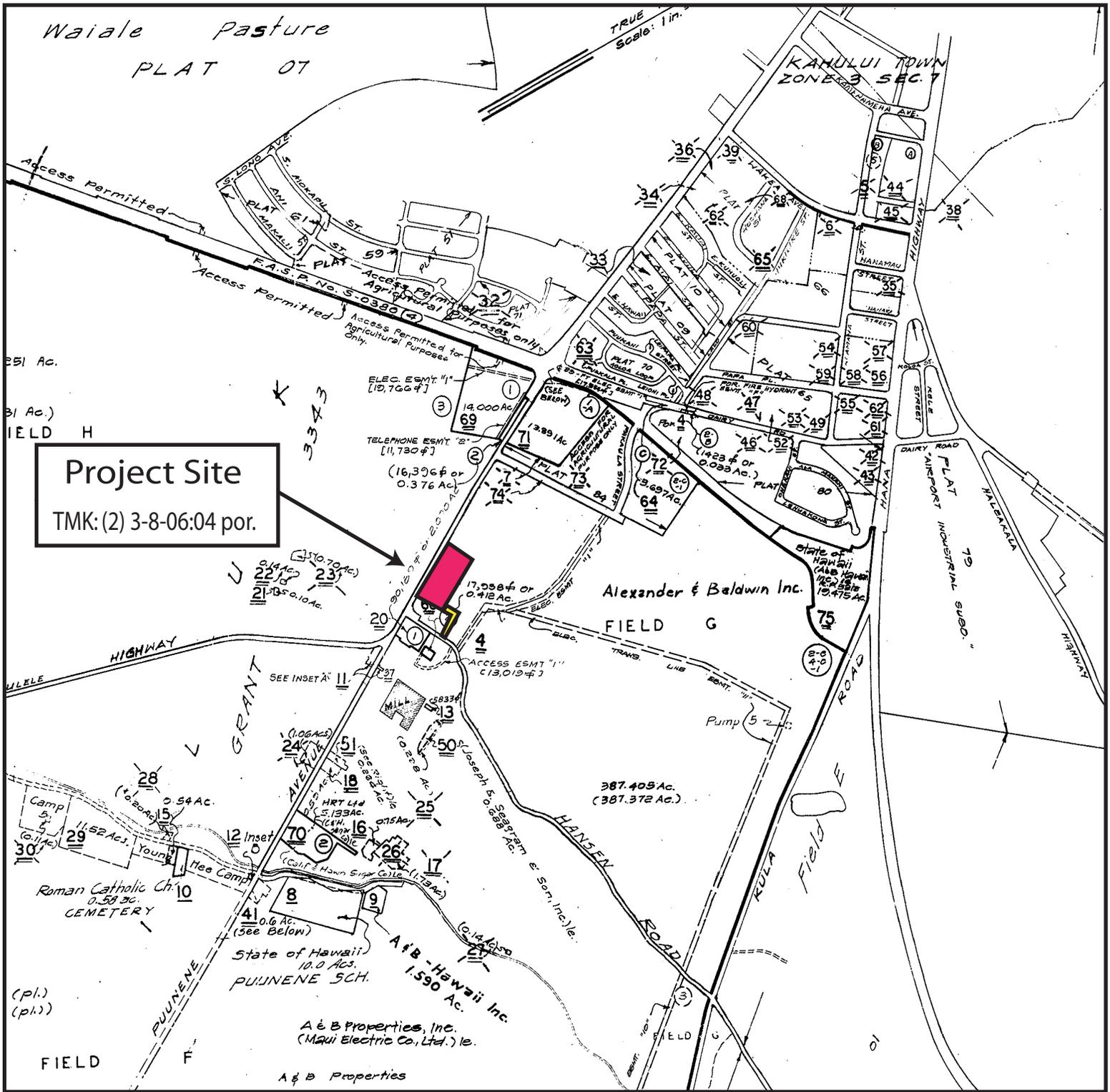
May
2006



Regional Location Map



CHRIS
HART
& PARTNERS, INC.



Project Site
 TMK: (2) 3-8-06:04 por.

- Roadway Easement A-1 (32,153 SF)
- Project Site (10.041 acres)

<p>MEO Transportation Center</p> <p>Figure No. 2</p>	<p>May 2006</p>
<p>Tax Map Key</p> <p>(not to scale)</p>	<p>CHRIS HART & PARTNERS, INC.</p>



Kahului

Dairy Road

First Assembly
of God Church

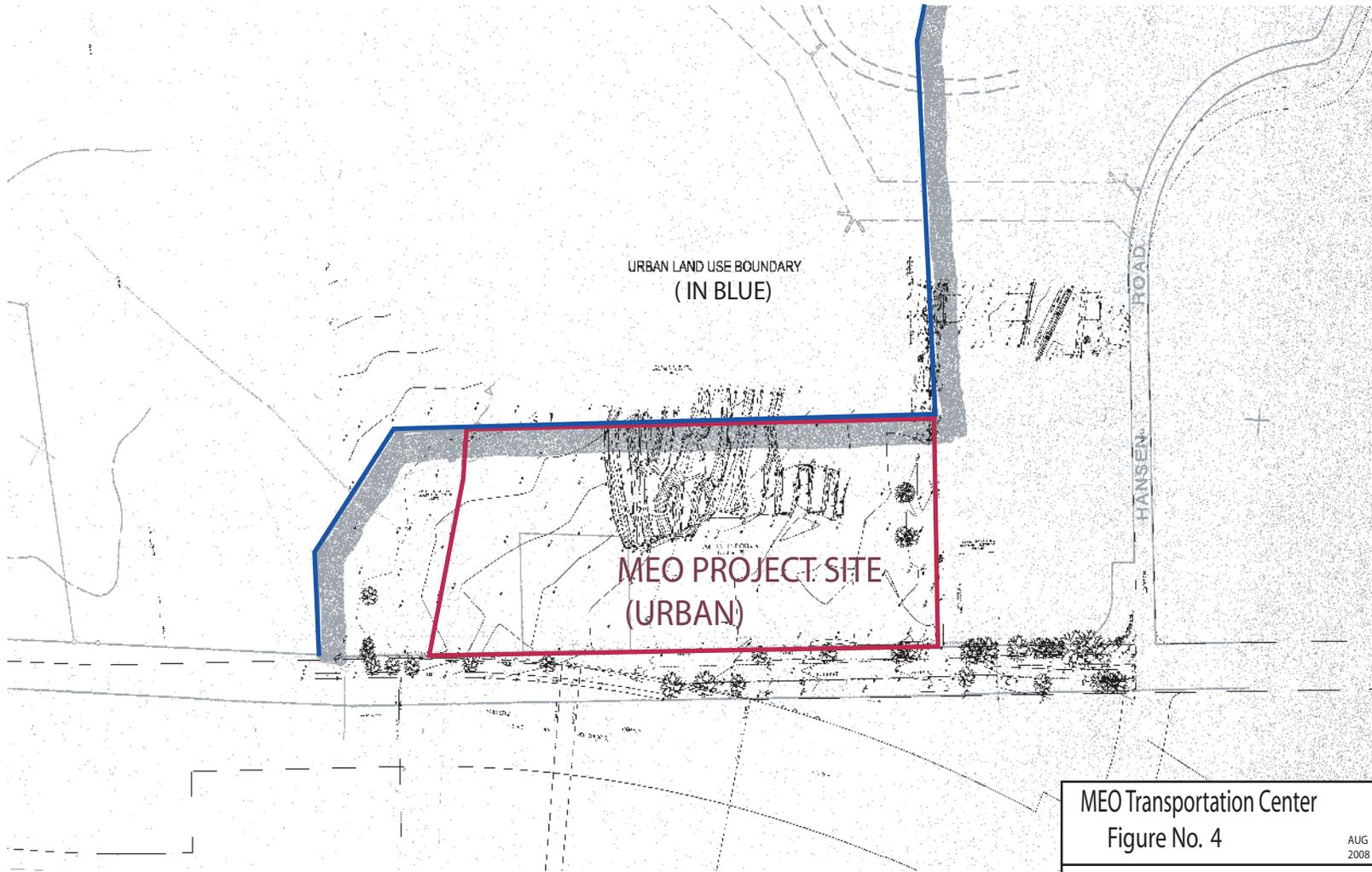
Maui Business
Park Phase II Site

Site Boundary
(approximate)

Mokulele
Highway

Project Site

MEO Transportation Center	Jan. 2008	
Figure No. 3		
Aerial Photograph (not to scale)		



URBAN LAND USE BOUNDARY
(IN BLUE)

MEO PROJECT SITE
(URBAN)

HANSEN ROAD

MEO Transportation Center
Figure No. 4

AUG
2008



State Land Use District Map

(Source Map: Land Use Commission
Boundary Interpretation No. 8858)

CHRIS
HART
& PARTNERS, INC.

MEO TRANSPORTATION CENTER

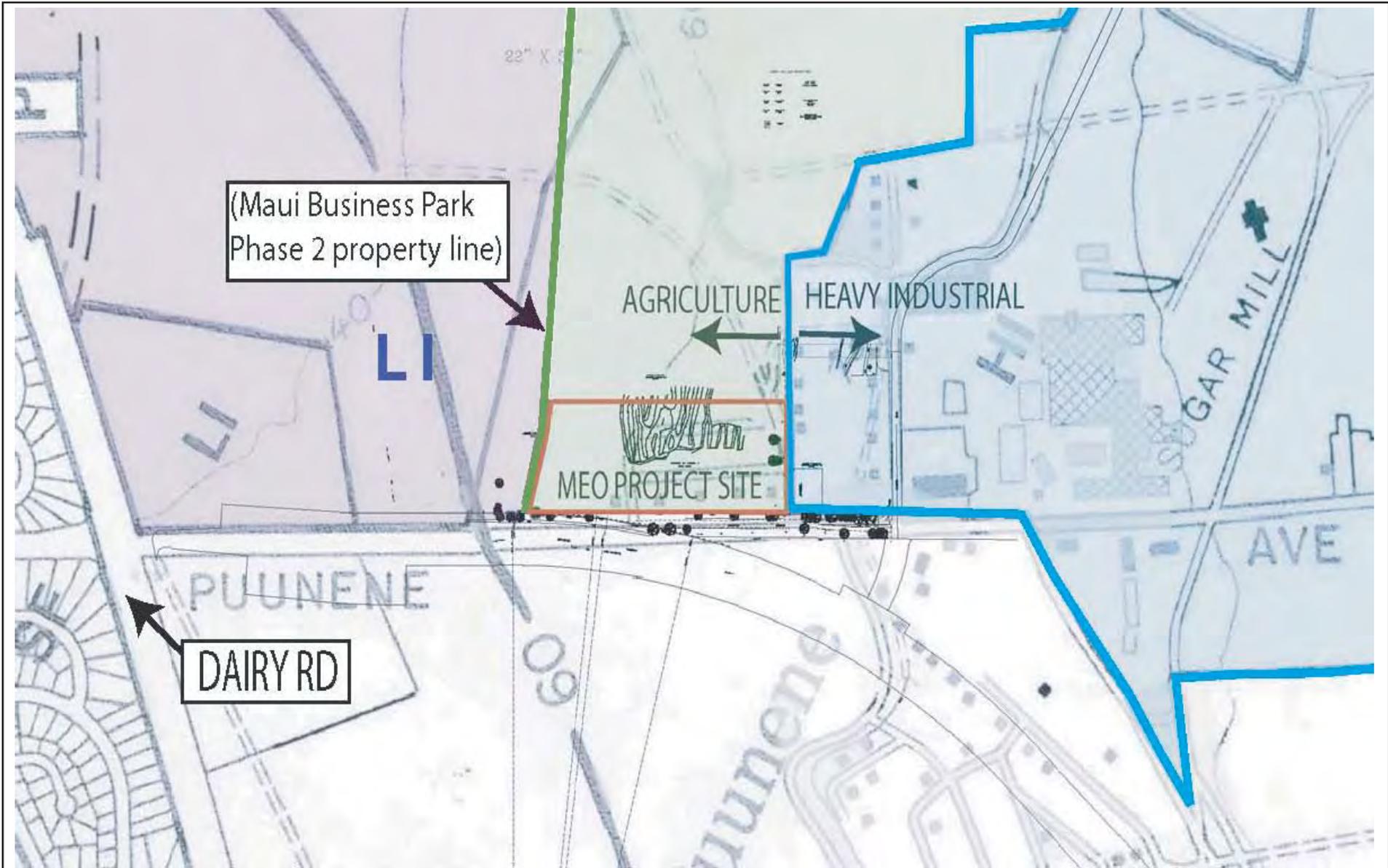
STATE LAND USE

PUJIKINI, MAUI, HAWAII



GRAPHIC SCALE
SCALE: 1" = 100' 3"





(Maui Business Park Phase 2 property line)

AGRICULTURE

HEAVY INDUSTRIAL

MEO PROJECT SITE

DAIRY RD

PUUNENE

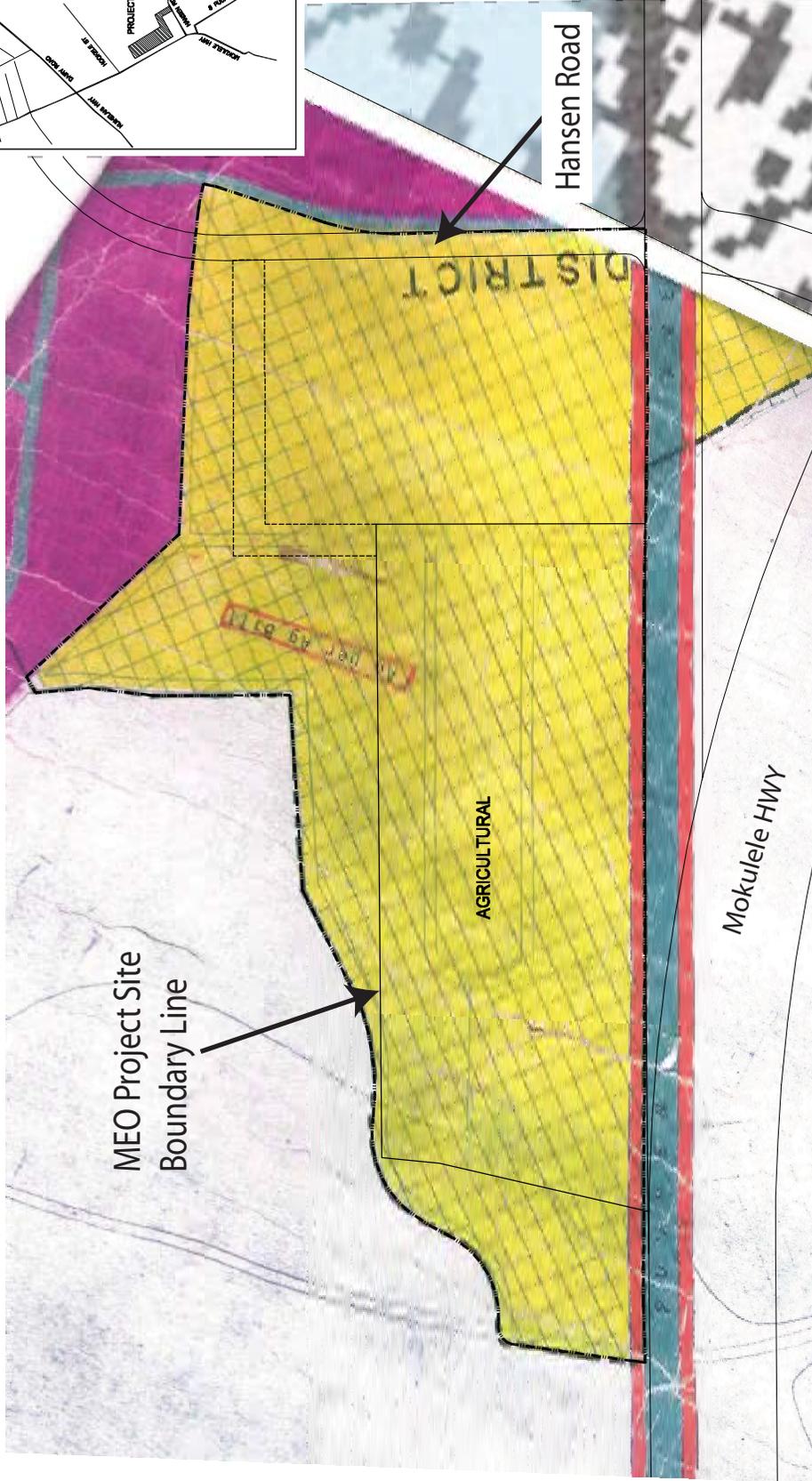
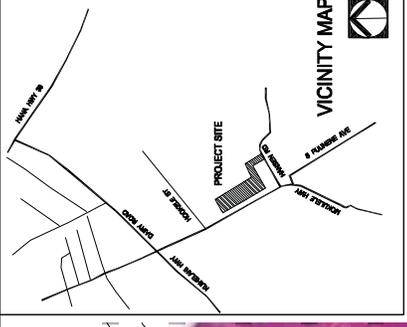
AVE

GAR MILL

MEO Transportation Center
Figure No. 5

Wailuku-Kahului
Community Map
(not to scale)





MEO TRANSPORTATION CENTER

COUNTY ZONING ANALYSIS
PU'UNENE, MAUI, HAWAII



MEO Transportation Center	AUG 2008
Figure No. 6	
Zoning Map	



APPROXIMATE SCALE IN FEET
 1000 0 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
 FLOOD INSURANCE RATE MAP

MAUI COUNTY, HAWAII

PANEL 190 OF 400
 (SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
 150003 0190 D

MAP REVISED:
 MARCH 16, 1995



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 title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

MEO Transportation Center

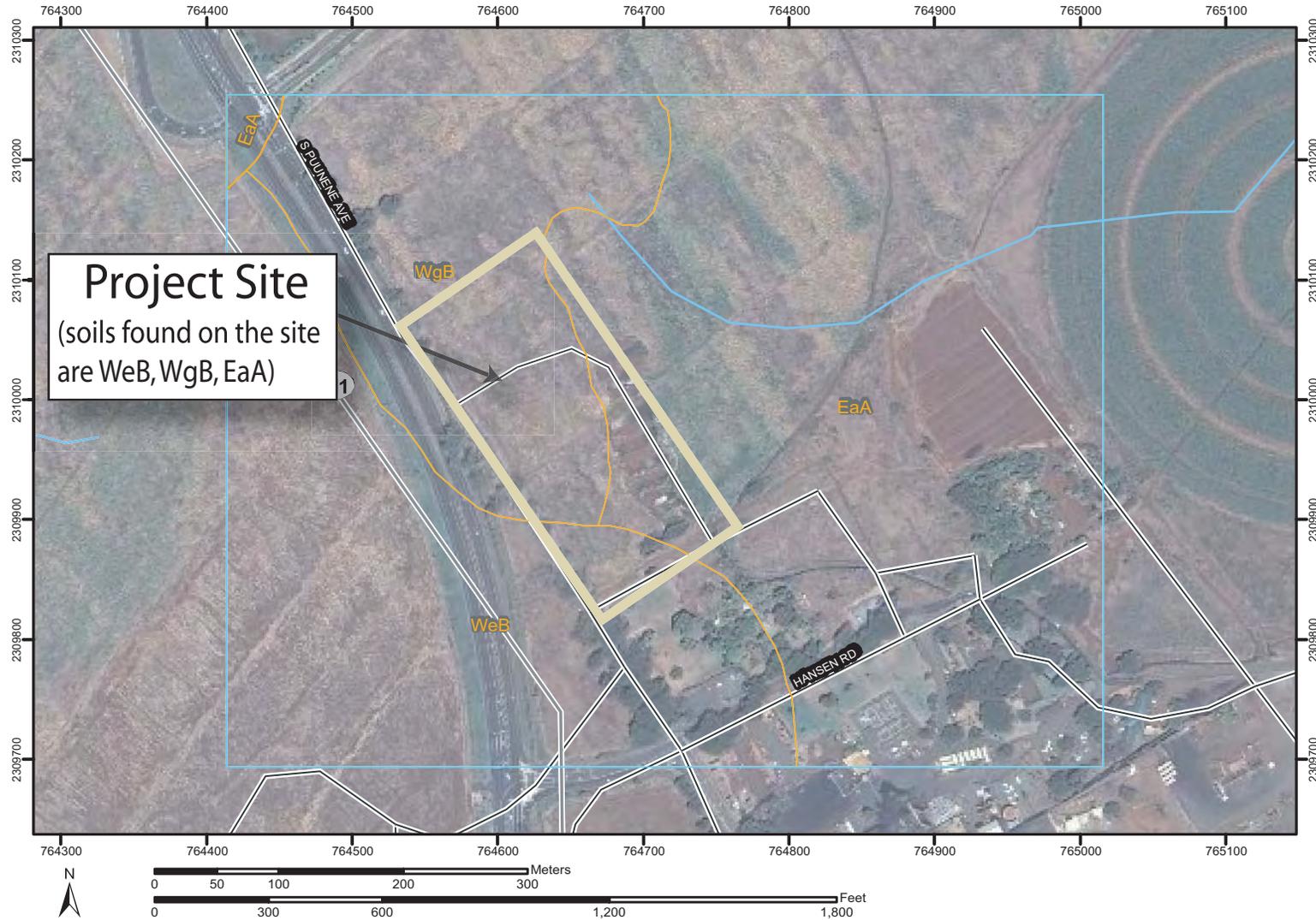
Figure No. 7

May
 2006

Flood Insurance Rate Map
 (not to scale)



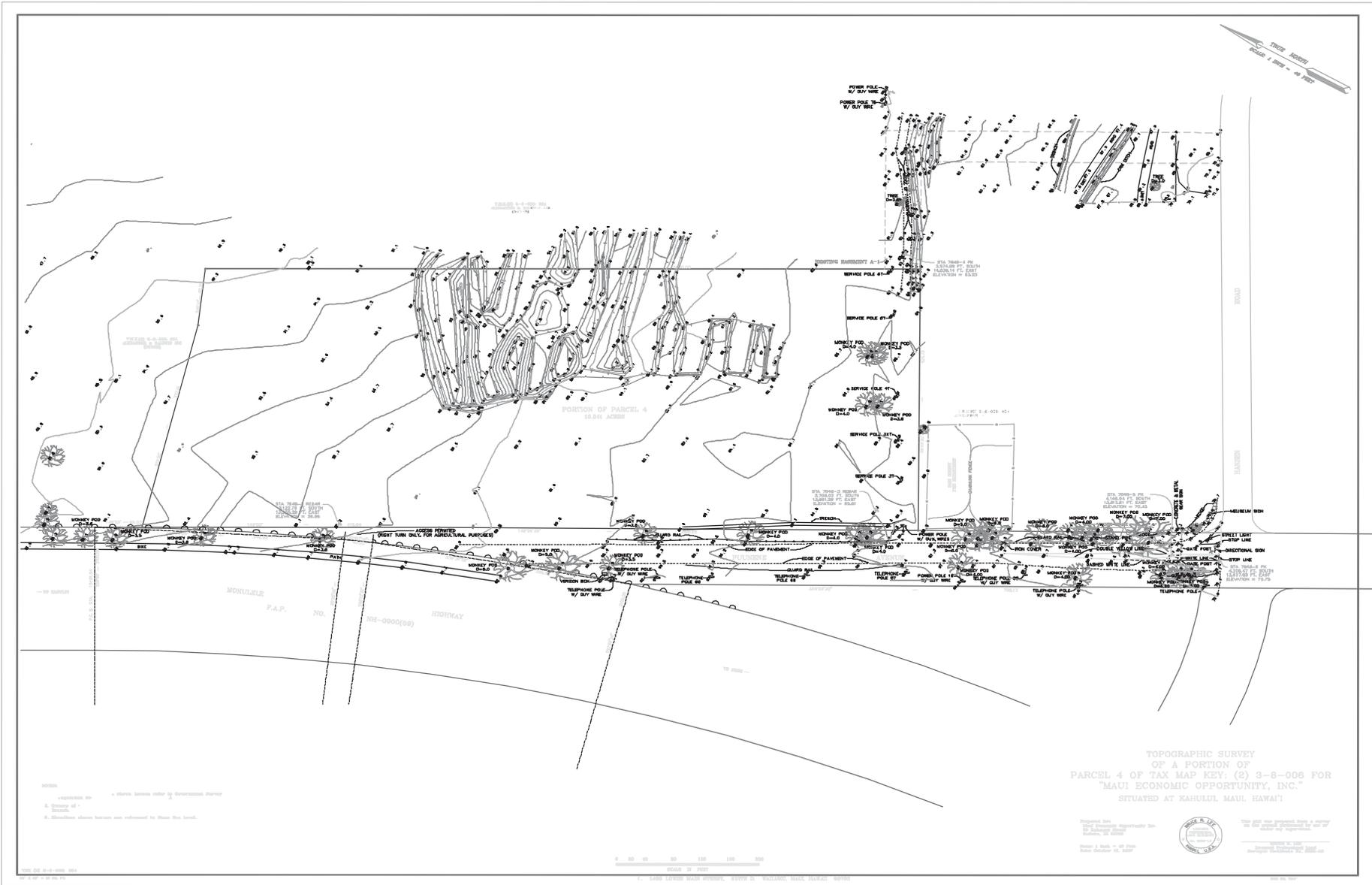
**CHRIS
 HART**
 & PARTNERS, INC.



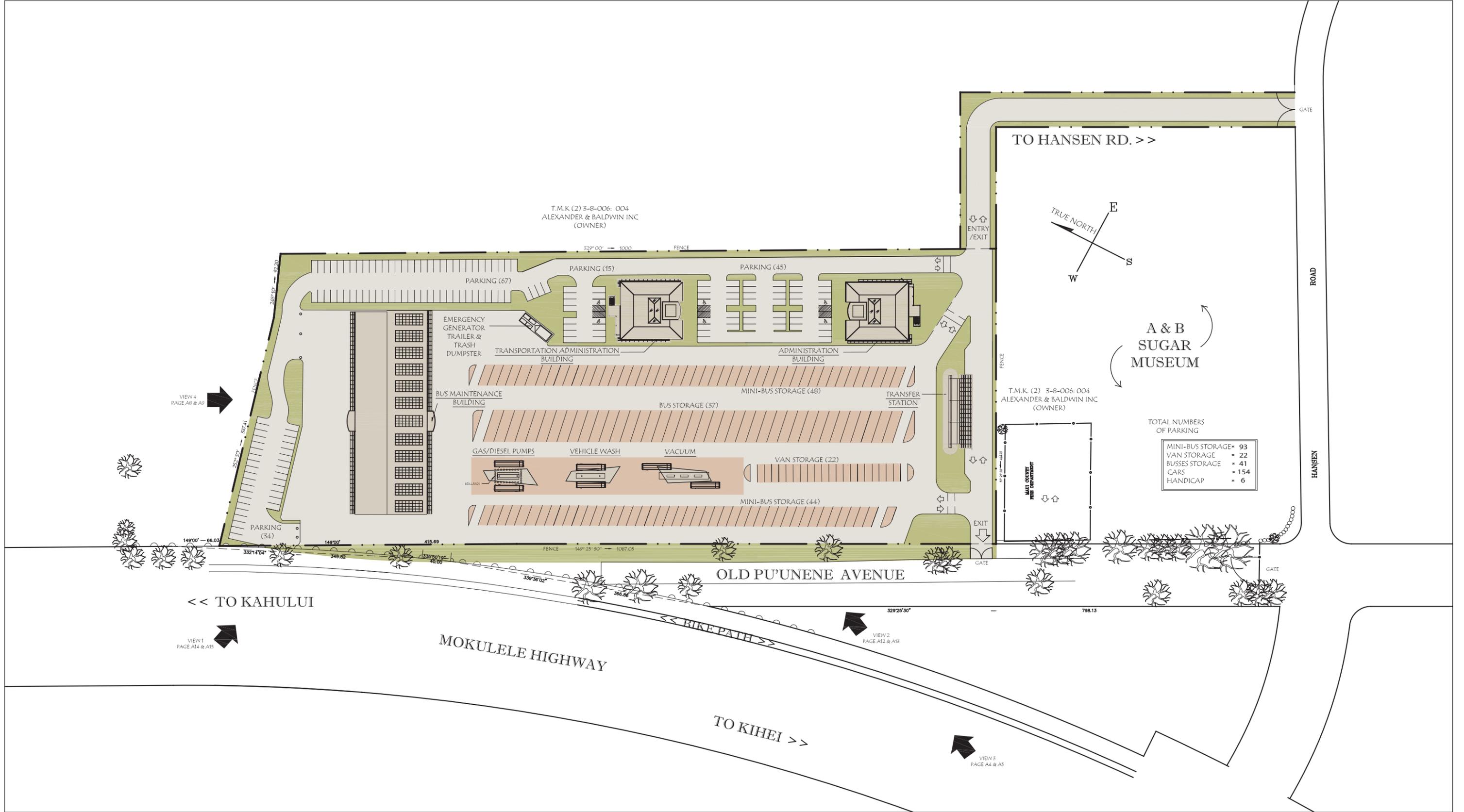
Web Soil Survey 2.0
National Cooperative Soil Survey

10/1/2007
Page 1 of 3

MEO Transportation Center	Dec. 2007	
Figure No. 8		
Soils Map	Project Site Not to Scale	



MEO Transportation Center
Figure No. 9
May 2006
Topographic Survey
(not to scale)



MAUI ARCHITECTURAL GROUP INC.
 www.maiarch.com
 WAILUKU, MAUI, HAWAII 96793
 2331 W. MAIN STREET
 TELEPHONE (808) 244-9011
 FAX (808) 242-1776
 email: mag@maiarch.com



MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, inc.
 Pu'unene, Maui, Hawaii

SITE PLAN PHASE III
 NOT TO SCALE

08/26/08

MEO Transportation Center
Figure No. 10
Site Plan









TOTAL NUMBERS OF PARKING	
MINI-BUS STORAGE	= 92
VAN STORAGE	= 22
BUSSES STORAGE	= 37
CARS	= 155
HANDICAP	= 6

LANDSCAPE LEGEND

TREES

- MONKEY POD - F.S., 5" caliper
- HAWAIIAN KOU - 2-1/2" caliper, Min. 6' ht. planted.
- NATIVE TREE - MILO - ALAHE'E - 2" caliper, Min. 6' ht. planted.

SHRUBS

- BE-STILL SCREEN HEDGE
- OLEANDER
- NAUPAKA PANEX

PALMS

- JOANNIS PALM

ALL LANDSCAPE MATERIAL TO BE WATERED WITH AN AUTOMATIC IRRIGATION SYSTEM
ALL TREES ON DRIP IRRIGATION

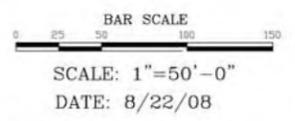
MEO TRANSPORTATION CENTER

CONCEPT LANDSCAPE PLAN

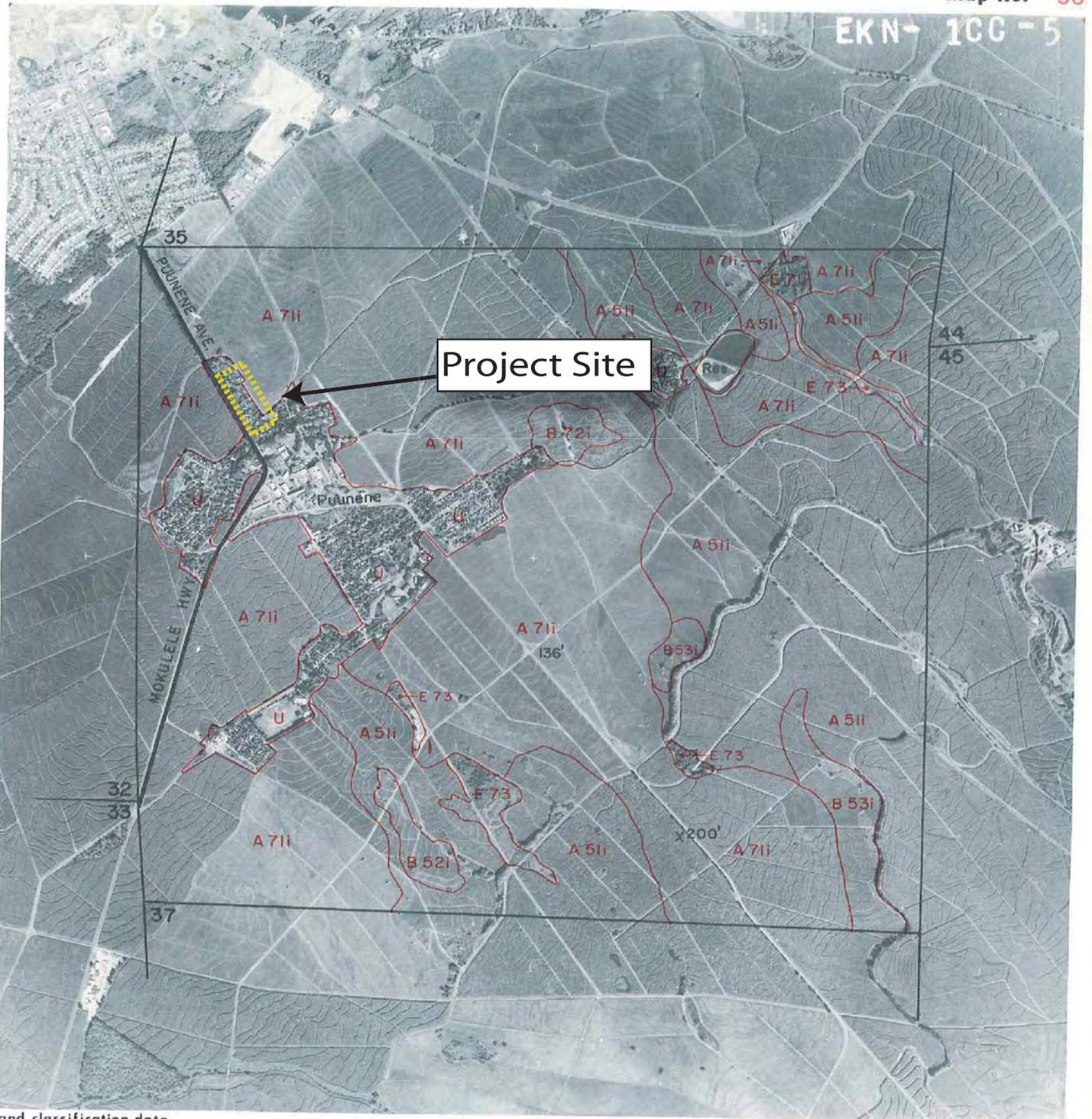
PU'UNENE, MAUI, HAWAII



MEO Transportation Center
Figure No. 12
May 2008
Landscape Plan



EKN-100-5



and classification data
field mapped 1966.

AND CLASSIFICATION SYMBOL

- Master Productivity Rating
- Land Type. Number and letter "i" if irrigated; number only if unirrigated. (See sections of text where land types are defined and rated by selected uses.)



U. S. G. S. Quad. References: Paia, Wailuku

Approx. Scale (ft./in.)=1/2,300 - Ground Elevation
6

Aerial Photographs: U. S. Dept. of Agriculture, A.S.C.S.

LAND STUDY BUREAU ··· UNIVERSITY OF HAWAII

MEO Transportation Center

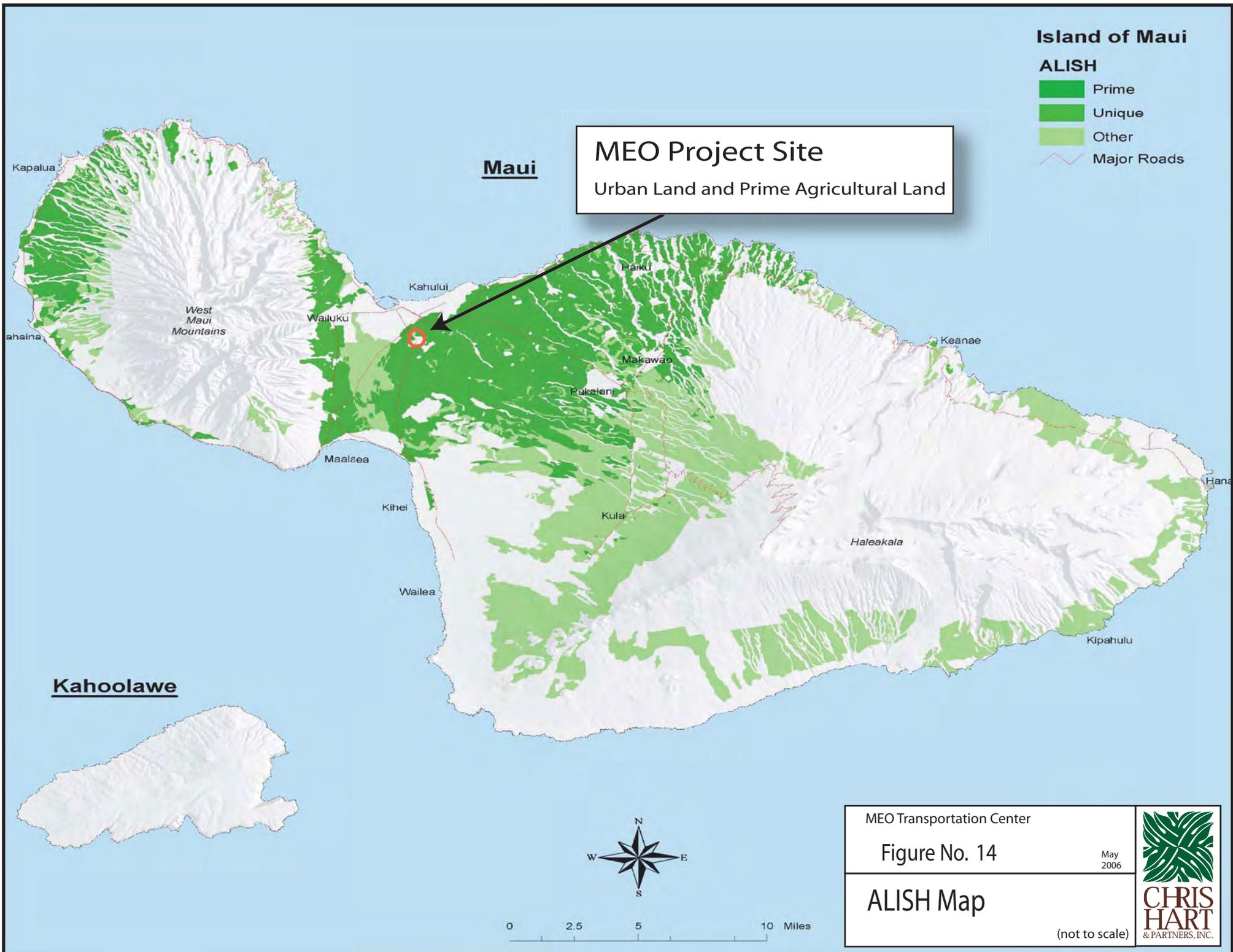
Figure No. 13

May
2006



Land Study Bureau Map
(not to scale)

CHRIS
HART
& PARTNERS, INC.





APPENDICES



APPENDIX A
Proof of Ownership



Title Guaranty Escrow Services, Inc.

KAHULUI OFFICE, 80 PUUNENE AVE, KAHULUI, HI 96732
Tel:(808) 871-2200 Fax:(808) 871-2222 Email:kahului@tghawaii.com

RECEIVED MA
SEP 05 2007

August 31, 2007

YOUR COPY

ATTN: CANDACE SAKUGAWA
MAUI ECONOMIC OPPORTUNITY INC
99 MAHALANI ST
WAILUKU, HI 96793

Escrow No:A72044151
Seller :ALEXANDER & BALDWIN INC
Buyer :MAUI ECONOMIC OPPORTUNITY INC
Tax Key :(2)3/8/006/004 0000
Property :3957 HANSEN RD

Tentative Closing Date: 7/01/2008

Dear Client:

Congratulations! An escrow account has been established with Title Guaranty Escrow Services, Inc. ("Escrow") covering the transaction identified above.

I will be processing this escrow and will be communicating with you. If you are represented by a real estate agent, I will contact your agent for any information needed to complete this transaction. I can communicate with you and your agent in a variety of ways. All of Title Guaranty's employees are accessible by email. My e-mail address as well as my associate's e-mail address is noted below. All correspondence sent to you that requires a reply, will include a postage paid return envelope.

In order to process your escrow in a timely manner, your immediate return of the following enclosures is necessary for me to promptly and efficiently serve you. These forms and instructions may also be viewed at our website at www.tghawaii.com under Real Estate Documents.

1. Escrow Instructions and General Provisions (For your review).
2. Buyer's Information Sheet (Please complete, sign and return).

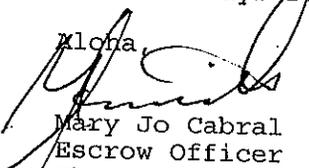
Please be informed Escrow has received the initial deposit in the amount of \$50,000.00. The additional deposit in the amount of \$1,200,000.00 is due on or before closing.

Escrow must hold valid funds prior to closing. Final payments to Escrow from out of state clients must be paid via Fed wire: BANK OF HAWAII, 2105 MAIN STREET, WAILUKU, HI 96793-1609, ABA 121301028, for further credit to the Account of Title Guaranty Escrow Services, Inc., Account #0080-938004, regarding Escrow Number A7-204-4151. Hawaii clients may submit a cashier's check drawn on a Hawaii financial institution. All other forms of payments will delay closing.

Paragraph 4 of the Escrow Instructions and General Provisions specifies how interest on funds deposited with Escrow will be treated. Unless Escrow is instructed otherwise in writing, an interest bearing account will not be opened and all interest or earnings on funds deposited will accrue to Escrow. Please read paragraph 4 carefully to understand your choices.

I look forward to working with you to assure the successful closing of your transaction. Please always reference your escrow number to expedite a response.

Aloha,


Mary Jo Cabral
Escrow Officer
Phone: (808)871-2209
E-mail: mcabral@tghawaii.com
MJC:MAF

Loretta V. Calina
Escrow Associate
Phone: (808)871-2218
E-mail: lcalina@tghawaii.com

**PURCHASE AND SALE AGREEMENT
WITH OPTION TO PURCHASE ADDITIONAL LAND**

THIS PURCHASE AND SALE AGREEMENT WITH OPTION TO PURCHASE ADDITIONAL LAND ("Agreement") is made effective this 16 day of August, 2007 (the "Effective Date") by and between **ALEXANDER & BALDWIN, INC.**, a Hawaii corporation ("Seller") whose principal place of business is 822 Bishop Street, Honolulu, HI 96813, and **MAUI ECONOMIC OPPORTUNITY, INC.**, a Hawaii nonprofit corporation ("Buyer") whose principal place of business is 99 Mahalani Street, Wailuku, HI 96793.

For good and valuable consideration, the receipt and sufficiency of which are acknowledged, Seller and Buyer agree as follows:

1. Property & Option Property. Subject to the terms and conditions set forth in this Agreement, Seller agrees to sell to Buyer and Buyer agrees to buy from Seller that certain fee simple real property located at Pu'unene, Maui, being a portion of Lot 2-C-4-C-1 of the First Assembly of God Subdivision (the "Existing Lot") containing approximately 5 acres, said portion being shown on the map attached hereto as **Exhibit A** as "The Property", together with all of Seller's right, title and interest in any other rights, privileges, easements, licenses, permits, rights of way, and other appurtenances to such real property (collectively, the "Property"). Concurrently with the closing of Buyer's purchase of the Property, Seller agrees to grant to Buyer an option, on the terms and conditions set forth in **Exhibit B**, to purchase an additional approximately 5-acre portion of the Existing Lot, said additional portion being shown on the map attached hereto as **Exhibit A** as "The Option Property", together with all of Seller's right, title and interest in any other rights, privileges, easements, licenses, permits, rights of way, and other appurtenances to such real property (collectively, the "Option Property").

2. Purchase Price. The purchase price ("Purchase Price") for the Property shall be ONE MILLION SIX HUNDRED THOUSAND DOLLARS (\$1,600,000.00).

3. Payment of Purchase Price. Buyer shall pay the Purchase Price as follows:

a. Initial Deposit. Within two (2) business days of the Effective Date, Buyer shall deposit FIFTY THOUSAND DOLLARS (\$50,000.00) with Title Guaranty Escrow Services, Inc. ("Escrow"), Kahului Branch.

b. Second Deposit. \$1,200,000 of the Purchase Price is being funded by a grant to Buyer by the State of Hawaii. Buyer shall deposit such funds with Escrow upon receipt from the State of Hawaii. Escrow shall hold the

initial and second deposits (the "Deposits") in escrow, and all interest thereon shall accrue to Buyer. The Deposits shall be applied to the purchase price at Closing.

c. Balance. Buyer shall pay to the Seller the balance of the purchase price in cash at Closing.

d. Bargain Sale. Buyer acknowledges that Seller anticipates that the appraised value of the Property will exceed the Purchase Price, and that Seller thus intends to make a claim of "bargain sale" tax treatment within the meaning of the Internal Revenue Code with respect to the difference between the appraised value and the Purchase Price. In furtherance of Seller's claim of such tax treatment, Buyer agrees to at all times remain qualified as a charitable organization under the U.S. Internal Revenue Code, and to cooperate reasonably with Seller's claim of bargain sale tax treatment. In furtherance of Seller's claim of such tax treatment, Buyer agrees to at all times remain qualified as charitable organization that is tax-exempt pursuant to section 501(c)(3) of the Internal Revenue Code and that is a public charity, as defined in section 509(a)(1) and (2) of the Internal Revenue Code.

4. Due Diligence; Sale is Strictly "As Is".

a. Due Diligence Period. For thirty (30) days from the Effective Date (the "Due Diligence Period"), Buyer, at Buyer's expense, may review, survey and investigate the physical and environmental condition of the Property, the character, quality, and general utility of the Property and the Option Property, their zoning, land use, environmental and building requirements and restrictions, the state of their title, and any and all other matters Buyer feels are necessary to evaluate the Property and the Option Property and determine its acceptability to Buyer ("Due Diligence"). The Buyer will not do any drilling or other intrusive testing on the property without the written consent of Seller, which will not be unreasonably withheld, and the Buyer will indemnify and hold Seller harmless from any claims or damages (including reasonable attorneys' fees) arising from the Buyer's or its agents' entry upon the Property to do its due diligence, which indemnification will survive the termination of the Agreement and Closing.

Buyer shall notify Seller at least twenty-four (24) hours prior to the date and time that Buyer intends to physically inspect the Property. All on-site inspections shall be made by Buyer or Buyer's agent, independent contractor, or consultant, accompanied by Seller or a representative of Seller. Buyer shall repair and restore any damage or disturbance to the Property caused by Buyer or its agents, independent contractors, or consultants during Buyer's investigations and due diligence inquiries, and shall restore the Property to substantially the same condition as it existed prior to any disturbance. Buyer shall also deliver to Seller copies of any reports, analyses, test results, and documentation received by Buyer relating to any inspections of the Property conducted by or for Buyer. Prior to performing any inspections, Buyer must provide Seller with satisfactory evidence that Buyer has

public liability insurance coverage with limits not less than \$1,000,000.00 for bodily or personal injury or death, property damage insurance coverage in an of at least \$500,000, and contractual liability insurance with respect to Buyer's indemnification obligations under this paragraph with respect to damage to the Property and injury to persons or property.

b. Due Diligence Materials. Within five (5) days of the Effective Date, Seller shall permit Buyer to inspect and, at Buyer's expense, copy the files of Seller relating to the Property and the Option Property. Files to be produced shall include, to the extent that they are presently in Seller's possession or control, (i) all existing leases, licenses, easements, covenants, restrictions, or other documents which affect title to or any right to possession of the Property or Option Property, (ii) environmental audit analyses, investigations, reports and studies, (iii) copies of all soil reports, site plans, engineering reports and plans, (iv) zoning entitlement and other land use documents and records, (v) copies of all notices from governmental agencies regarding any violations of laws or ordinances as to the Property or Option Property, and (vi) copies of any existing surveys of the Property, but shall not include any attorney-client privileged materials and any materials pertaining to the negotiation, approval and documentation of this transaction. Seller has no obligation to provide Buyer with a Phase 1 Environmental Assessment except to the extent there is one in Seller's files.

c. Title Report. Seller has provided Buyer with a Title Guaranty of Hawaii, Inc. Status Title Report dated April 5, 2007, regarding the Existing Lot (the "Title Report").

d. Due Diligence Cancellation Right. If during the Due Diligence Period, Buyer determines in its sole discretion that the Property is not acceptable for any reason, Buyer shall have the right on or before the last day of the Due Diligence Period to terminate this Agreement by giving written notice to Seller, whereupon this Agreement shall terminate, and the parties hereto shall be released from all further obligations and liabilities hereunder, except that Buyer shall restore any damage done as a result of its Due Diligence inspections. If Buyer fails to exercise this right to cancel on or before the last day of the Due Diligence Period, then Buyer shall be deemed to have waived its right to cancel this Agreement and Buyer's deposits shall thereafter be non-refundable (except in the event of default by Seller). Buyer shall defend, indemnify, and hold Seller harmless against any losses, damages, costs, and expenses including reasonable attorney's fees, arising from any entry on the Property or the Option Property by Buyer or any of its agents, employees, contractors or representatives to conduct Due Diligence.

e. As Is Sale. Notwithstanding any other provision of this Agreement, Buyer acknowledges that except as specifically represented and warranted by Seller in this Agreement: (i) any and all information supplied or made available by Seller, whether written or oral, prepared by Seller or other party, and

whether in the form of maps, surveys, plats, reports, studies or plans, or any other type of materials or information, whatsoever, is furnished to Buyer solely as a courtesy and is without representation or warranty on the part of Seller, express or implied; and (ii) Buyer is purchasing the Property on a strictly **"AS IS, WHERE IS, WITH ALL FAULTS"** basis. Buyer further acknowledges that no representation, written or oral, has been made by Seller, its officers, agents or employees in order to induce Buyer to enter into this Agreement. Buyer represents and warrants that neither Seller nor its officers, agents or employees has made any representation or statement to Buyer concerning the condition, development potential, merchantability, fitness for a particular purpose, operation, resale or investment potential of the Property, nor has Seller or its officers, agents or employees rendered any advice or expressed any opinion to Buyer regarding any tax consequences of ownership of the Property. Buyer represents and warrants that as of the Closing Date, Buyer will be familiar with the Property and will have made such independent investigation as Buyer deems necessary or appropriate in order for Buyer to have determined to acquire the Property.

5. Pre-Closing Entitlement of the Property and the Option Property.

The land comprising the Property and the Option Property is currently primarily within the State Land Use Urban District, with a portion in the State Land Use Agricultural District, zoned residential R-1 by the County of Maui, and designated Agriculture on the Wailuku-Kahului Community Plan. Seller agrees that it shall prior to Closing apply for and use reasonable efforts to secure a State Land Use District Boundary Amendment to designate the entirety of the Property and the Option Property within the Urban District, a community plan amendment to designate the Property and the Option Property "Light Industrial", and change in zoning for the Property and Option Property to the "M-1 Light Industrial" zoning classification (collectively, the "Entitlements"). Buyer acknowledges and agrees that Seller may concurrently seek to entitle additional properties in the area, and that Seller does not warrant or guaranty that the Entitlements will be secured. Seller shall pay all costs of securing the Entitlements. Seller shall be solely responsible for and in control of the entitlement process, and in no event shall Buyer consult with or contact the State of Hawaii ("State") or County of Maui ("County") or interfere in any way with the Entitlement process. All questions, comments, and other matters related to the Entitlements shall be directed by Buyer to Seller, and not to any third party, including, but not limited to the State or County. In the event that Seller deems, in its reasonable judgment, that any conditions to securing the Entitlements are impracticable, onerous, or cannot be satisfied in an economic fashion, or that in Seller's estimation the Entitlements cannot reasonably be expected to be secured by February 1, 2008, Seller may terminate this Agreement upon notice to Buyer, and upon such termination, the Deposits shall be returned to Buyer.

6. Pre-Closing Subdivision of the Property and the Option Property.

The Property and the Option Property are not currently subdivided lots. Seller agrees that it shall prior to Closing apply for any use reasonable efforts to secure final

subdivision approval for the subdivision of the Property and the Option Property from the Existing Lot (the "Subdivision"). Seller shall provide Buyer the preliminary subdivision map and subdivision application for review and comment. Seller shall pay all costs of securing final approval of the Subdivision, including without limitation surveyor and engineering fees, and costs of any surveys or studies that are required as a condition of subdivision approval, although Buyer shall be responsible for any rollback taxes assessed against the Property and the Option Property. Buyer acknowledges and agrees that Seller may concurrently seek to create additional lots in the Subdivision. Seller shall be solely responsible for and in control of the Subdivision, and in no event shall Buyer consult with or contact the County of Maui ("County") or interfere in any way with the Subdivision process. All questions, comments, and other matters related to the Subdivision shall be directed by Buyer to Seller, and not to any third party, including, but not limited to the County.

Buyer acknowledges that the Subdivision shall be processed as a "large lot" subdivision in which subdivision infrastructure (such as drainage systems, roads, and water and wastewater lines) is deferred. Buyer shall be responsible for constructing and installing all such infrastructure that serves only the Property and, if applicable, the Option Property when Buyer constructs its improvements. Buyer acknowledges and agrees that Buyer's infrastructure plans shall be subject to Seller's prior review and approval and must comply with Seller's infrastructure plans and design for the surrounding lands and all applicable County and utility provider requirements. Buyer further acknowledges and agrees that if an Agreement for Allocation of Future Subdivision Potential is required in connection with the Subdivision pursuant to Maui County Code Section 19.30A.040, Seller shall allocate the minimum number of lots possible to the Property and the Option Property (if either requires such an allocation), and the size of the potential lots allocated shall be selected by Seller in its sole discretion.

In the event that Seller deems, in its reasonable judgment, that any conditions to securing approval of the Subdivision are impracticable, onerous, or cannot be satisfied in an economic fashion, or that in Seller's estimation the Subdivision cannot reasonably be expected to be secured by July 1, 2008, Seller may terminate this Agreement upon notice to Buyer, and upon such termination, the Deposits shall be returned to Buyer. In accordance with Maui County Code Sections 18.04.020(B) and 18.12.080E, it is expressly agreed that the sale of the Property pursuant to this Agreement shall not occur or become effective unless and until approval for the recordation of the final plat is granted by the County Director of Public Works and Environmental Management as provided for under Maui County Code Section 18.12.080.

7. Closing, Prorations and Expenses.

a. Closing. Payment of the Purchase Price and recording of the Limited Warranty Deed conveying the Property to Buyer ("Closing") shall occur on a date selected by Seller ("the Closing Date") that is within 90 days of the date of

which Seller receives final approval for the Subdivision. Seller shall give Buyer at least 30 days advance written notice of the Closing Date that Seller selects.

b. Seller's Closing Obligations. On or before Closing Date, Seller shall deliver the following to Escrow Agent:

(1) Four (4) duplicate original copies of a Limited Warranty Deed with Reservations and Covenants in the form attached as **Exhibit C** (the "Warranty Deed"), duly executed and acknowledged by Seller, conveying to Buyer Seller's fee simple interest in the Property, subject to the Permitted Encumbrances. The Permitted Encumbrances include: (A) the encumbrances listed in the Title Report, except those that Seller in its sole discretion agrees to remove; (B) agreements, restrictions or encumbrances required by the County in connection with the Entitlements or the Subdivision; (C) the reservations and covenants contained in the form of Limited Warranty Deed attached hereto; (D) a reservation to Seller of such easements and rights-of-way upon, across, over, in, and under the Property and Option Property, or any portion of the Property or Option Property, together with the right to designate and grant to itself or any of its successors, subsidiaries, affiliates, or third parties, without notice to or the consent or joinder of Buyer, easements and other rights for water, electricity, sewer, cable, drainage, telecommunications, and other utility purposes and ancillary uses, access, the right to collect, use and appropriate all underground and percolating water, tributary and non-tributary, within and under the Property and Option Property, and the right to enter into other agreements similarly affecting the Property and Option Property, provided such right is not exercised in such a way as to unreasonably interfere with the occupancy, use, enjoyment or access of the Property and Option Property by the owner or occupant, which right is for the benefit of and to preserve and protect the value and desirability of Seller's lands adjoining or in the vicinity of the Property and Option Property.

(2) Four (4) duplicate original copies of an Option Agreement in the form attached as **Exhibit B** (the "Option"), duly executed and acknowledged by Seller and Buyer, by which Seller grants to Buyer and option to purchase the Option Property;

(3) A State of Hawaii conveyance tax certificate appropriately completed and executed by Seller;

(4) Certifications in the forms required by Section 1445(e) of the Internal Revenue Code (FIRPTA), and Section 235-68 of the Hawaii Revised States, as amended (HARPTA), duly executed by Seller;

(5) A certificate of Seller's Secretary, certifying that the board of directors of Seller authorized the execution of this Agreement and the transaction contemplated herein; and

(6) Such funds as are necessary to cover expenses which are to be paid by Seller under this Agreement. Seller may, as an alternative to providing such funds, deposit with Escrow a written authorization satisfactory to Escrow providing for the payment of such expenses out of the sales proceeds due Seller.

c. Buyer's Closing Obligations. On or before the Closing Date, Buyer shall deliver the following to Escrow Agent:

(1) Four (4) duplicate original copies of the Limited Warranty Deed, duly executed and acknowledged by Buyer;

(2) Four (4) duplicate original copies of the Option, duly executed and acknowledged by Buyer;

(3) Such cash funds as are necessary to pay the balance of the Purchase Price and to cover expenses which are to be paid by Buyer under this Agreement; and

(4) Resolutions of Buyer authorizing the execution of this Agreement and the transaction contemplated herein.

d. Closing Costs. Buyer shall pay the following closing costs: (a) the premium for any title insurance coverage that Buyer elects to secure; (c) Buyer's notary fees; (d) the recording fee for the deed; (e) 50% of the Escrow Agent's fees; and (f) Buyer's attorney's fees. Seller shall pay the following closing costs: (a) costs of drafting the deed; (b) Seller's notary fees; (c) conveyance tax; (d) any recording fees necessary to clear Seller's title; (e) 50% of the Escrow Agent's fees; and (f) Seller's attorney's fees.

e. Prorations. All real property taxes, assessments and utility charges against the Property shall be prorated between Seller and Buyer as of the Closing Date.

f. 1031 Exchange. Buyer acknowledges and agrees it is Seller's overriding intent to dispose of the Property by means of an exchange pursuant to Section 1031 of the Internal Revenue Code (a "**1031 Exchange**"). Buyer agrees to cooperate fully with Seller to effectuate Seller's 1031 Exchange by, among other things, (1) executing all necessary agreements, instruments, addenda, assignments, escrow instructions, consents and other documents necessary or convenient to implement the 1031 Exchange, and (2) entering into an exchange agreement with a qualified intermediary which provides for the 1031 Exchange, provided that Buyer shall not be required to incur any additional expenses with respect to the 1031 Exchange. Buyer further agrees that Seller may assign this

Agreement to a qualified intermediary in order to facilitate a 1031 Exchange, and Buyer agrees to cooperate with Seller in effecting such transaction, including, without limitation, consenting to the assignment of this Agreement to a qualified intermediary. In connection with and without limiting the foregoing, Buyer agrees to execute and deliver to Seller at Closing, the Assignment and Assumption Agreement attached hereto as **Exhibit D** and the Assignment and Release Agreement attached hereto as **Exhibit E**. The obligations of Buyer under this Section shall survive the Closing and shall not be merged therein.

8. Additional Conditions Precedent to Closing.

a. Buyer's Conditions Precedent to Closing. The obligations of Buyer hereunder are subject to satisfaction of all the conditions set forth in this section. Buyer may in its discretion waive any or all of such conditions in whole or in part but any such waiver shall be effective only if made in writing. If such conditions are not satisfied or waived, Buyer may cancel this Agreement without liability and receive a full refund of its deposits.

(1) All of Seller's representations and warranties shall be true and correct in all material respects as if made on and as of the Closing Date;

(2) Seller shall not be in default in the performance of any material covenant to be performed by Seller under this Agreement;

(3) Title Guaranty of Hawaii, Inc. shall have committed to issue to Buyer an Owner's Policy of Title Insurance (the "Title Policy") insuring fee simple title to the Property, subject only to the Permitted Encumbrances and the standard terms, conditions, exclusions and exceptions contained in the Title Policy. Buyer shall obtain its title insurance commitment during the due diligence period and closing shall be contingent on there being no material adverse change in title after the due diligence period is ended;

(4) There has been no material damage or adverse developments to the condition of the Property since the expiration of the Due Diligence Period, and if there is material damage to the property after the expiration of the due diligence period, but Seller repairs the damage prior to the closing date, the Buyer shall be required to close;

(6) The County of Maui shall have approved the Entitlements and the Subdivision; and

(7) Buyer's Board of Directors shall have approved this Agreement.

b. Seller's Conditions Precedent. The obligations of Seller hereunder are subject to satisfaction of all the conditions set forth in this section. Seller may waive any or all of such conditions in whole or in part but any such waiver shall be effective only if made in writing. If such conditions are not satisfied, Seller may cancel this Agreement without liability, whereupon Buyer's deposits shall be refunded to it, unless the failure of a condition is caused by the default of Buyer, in which event Seller shall not be obligated to return the deposits.

(1) All of Buyer's representations and warranties shall be true and correct in all material respects as if made on and as of the Closing Date;

(2) Buyer shall not be in default in the performance of any material covenant to be performed by Buyer under this Agreement;

(3) The County of Maui shall have approved the Entitlements and the Subdivision; and

(4) Seller's Board of Directors shall have approved this Agreement. Buyer understands that this Agreement will not be submitted to Seller's Board of Directors until a scheduled board meeting that is close to the dates Seller receives the Entitlements and completes the Subdivision.

9. Representations.

a. Seller's Representations. Seller hereby represents and warrants to Buyer, which representations and warranties are true as of the date of this Agreement, will be true as of the Closing Date and will survive the Closing:

(1) All the documents executed by Seller which are to be delivered to Buyer at Closing will be: duly authorized, executed, and delivered by Seller; legal, valid, and binding obligations of Seller; sufficient to convey fee simple title to the Property (if they purport to do so); and not in violation of any mortgage, agreement or undertaking to which Seller is a party or to which Seller is subject or by which Seller or the Property, may be bound or affected.

(2) Seller is duly organized, existing and authorized to do business under the laws of the State of Hawaii.

(3) Seller is not a "foreign person" within the meaning of Section 1445(f)(3) of the Internal Revenue Code (the "Code") and is not a "nonresident person" within the meaning of §235-68(a) of the Hawaii Revised Statutes.

b. Buyer's Representations. Buyer hereby represents and warrants to Seller, which representations and warranties are true as of the date of this Agreement, will be true as of the Closing Date and will survive the Closing:

(1) All the documents executed by Buyer which are to be delivered to Seller at Closing will be: duly authorized, executed, and delivered by Buyer; legal, valid, and binding obligations of Buyer; and not in violation of any mortgage, agreement or undertaking to which Buyer is a party or to which Buyer is subject or by which Buyer may be bound or affected.

(2) Buyer is duly organized and existing under the laws of the State of Hawaii. Buyer has not filed or been the subject of any filing of a petition under the Federal Bankruptcy Law or any federal or state insolvency laws or laws for composition of indebtedness or for the reorganization of debtors.

10. Brokerage. Buyer and Seller each represent to the other that it has not engaged any broker, agent, finder or other party in connection with this transaction to whom a finder's fee or commission is owed or will be owed at Closing or otherwise. In the event of any claim for a broker's fee, finder's fee, commission or other similar compensation in connection herewith arising out of any claim by reason of services alleged to have been rendered to, or at the request of either party, such party agrees to indemnify, defend, protect and hold the other party harmless against any and all liability, loss, cost, damage or expense (including reasonable attorneys' fees and costs) which the other party may sustain or incur by reason of such claim. The provisions of this Section shall survive the termination of this Agreement or the Closing.

11. Assignment. This Agreement may not be assigned by Buyer without the prior written consent of Seller, which may be withheld or conditioned in Seller's sole discretion. Seller may assign this Agreement without Buyer's consent to any affiliate or subsidiary of Seller to which Seller's transfers the land including the Property and the Option Property for purposes of development.

12. Default; Remedies; Attorneys' Fees & Costs. Except as otherwise provided in this Agreement, in the event that a party shall fail to perform its obligations under this Agreement, the other party may: (a) bring an action for damages for breach of contract; (b) file and maintain a suit for specific performance of this Agreement; or (c) pursue any other legal remedy as shall be allowed at law or in equity. In the case of a default by Buyer, Seller may also, as an additional remedy, retain all deposits made by Buyer, to the extent permitted by law. If any party hereto shall ever be in default with respect to this Agreement, and the other party shall incur expenses, fees and costs or employ legal counsel to make any demand or otherwise to protect or enforce its rights herein, the party in default shall pay all such costs and expenses incurred by the other party, including court costs and reasonable attorneys' fees.

13. Miscellaneous.

a. Entire Agreement. This Agreement is the entire agreement between the parties and shall not be modified except by an instrument in writing signed by all of the parties. This Agreement supersedes any and all other understandings or agreements, whether written or oral, between Seller and Buyer concerning the sale and purchase of the Property.

b. No Waiver; Time of the Essence. No failure by either party to insist upon strict performance by the other party of any of the terms and provisions of this Agreement shall constitute or be deemed to be a waiver of any such term or provision, or constitute an amendment or waiver of any such term or provision by course of performance. Time is of the essence with respect to the obligations under this Agreement.

c. Notices. Any notice given by either party pursuant to this Agreement shall be valid if in writing and personally delivered, sent by facsimile transmission, or if sent by registered or certified mail, return receipt requested, postage prepaid, to the last known address of the other party, and copies of notices will be concurrently sent to Seller's and Buyer's attorneys. Such notice shall be effective upon such personal delivery, completion of facsimile transmission with confirmation of successful transmission, or two (2) days after such mailing. Either party may, at any time and from time to time, in the manner set forth for the giving of notices, give notice to the other party hereunder of any change of address, and such address shall be sufficient as the last known address of the party hereunder. The following addresses and facsimile numbers shall be used until notice to the contrary:

To Seller at: Alexander & Baldwin, Inc.
 822 Bishop Street
 Honolulu, Hawaii 96813
 Attn: Mr. Robert K. Sasaki

To Buyer at: Maui Economic Opportunity, Inc.
 99 Mahalani Street
 Wailuku, HI 96793
 Attn: Sananda K. Baz

d. Headings. All headings used in this Agreement are for reference convenience only and are not to be construed as limiting in any manner the content of any Section, paragraph or particular provision.

e. Applicable Law. This Agreement is governed by and shall be construed in accordance with the laws of the State of Hawaii.

f. Severability. If any provisions of this Agreement is held invalid, illegal or unenforceable in any respect, the invalidity, illegality or unenforceability shall not affect the validity, legality or enforceability of any other provision hereof.

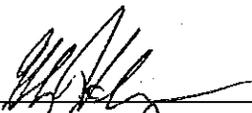
g. Binding Effect. This Agreement shall be binding upon and shall inure to the benefit of the parties herein named and their respective successors and permitted assigns.

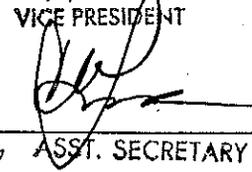
h. Counterparts. This Agreement may be executed by fax and in counterparts. Each counterpart shall, irrespective of the date of its execution and delivery, be deemed an original, and the counterparts together shall constitute one and the same instrument. If this Agreement is executed by fax, the party signing by fax will promptly provide original signatures.

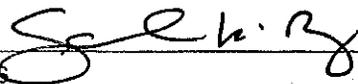
IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first set forth above.

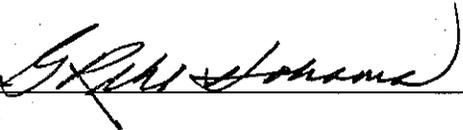
ALEXANDER & BALDWIN, INC.

MAUI ECONOMIC OPPORTUNITY, INC.

By 
Its _____
VICE PRESIDENT

By 
Its _____
ASST. SECRETARY

By 
Its _____

By 
Its _____

"Seller"

"Buyer"

Attachments:

- Exhibit A – Map of the Property and Option Property
- Exhibit B – Form of Option Agreement
- Exhibit C – Form Limited Warranty Deed with Reservations and Covenants
- Exhibit D – Form Assignment and Assumption Agreement
- Exhibit E – Form Assignment and Release Agreement

Exhibit B to Purchase and Sale Agreement

OPTION AGREEMENT

THIS OPTION AGREEMENT ("Agreement") is made effective this _____ day of _____, 200____ (the "Effective Date") by and between **ALEXANDER & BALDWIN, INC.**, a Hawaii corporation ("Seller") whose principal place of business is 822 Bishop Street, Honolulu, HI 96813, and **MAUI ECONOMIC OPPORTUNITY, INC.**, a Hawaii nonprofit corporation ("Buyer") whose principal place of business is 99 Mahalani Street, Wailuku, HI 96793, with reference to the following facts:

A. Buyer and Seller are parties to a Purchase and Sale Agreement with Option to Purchase Additional Land dated June ____, 2007 (the "PSA");

B. Concurrently with the execution of this Agreement, Buyer closed its acquisition of approximately 5-acres of land pursuant to and in accordance with the PSA; and

C. By this Agreement, Seller grants to Buyer an option, for a period of two years, to purchase an adjoining parcel which is more particularly described in **Exhibit A** attached hereto (the "Property").

In consideration of Buyer's close of its purchase under the PSA, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Seller and Buyer agree as follows:

1. Grant of Option; Term; Exercise of Option. Subject to the terms and conditions set forth in this Agreement, Seller grants to Buyer the exclusive option (the "Option") to purchase the Property from Seller. The term of this Option shall begin on the date hereof and shall terminate at midnight on the second anniversary following the date of this Option (the "Option Period"). Buyer may exercise this Option at any time before the end of the Option Period (time being of the essence) by giving written notice to Seller at its address set forth at the beginning of this Agreement, pursuant to the notice provisions set forth in Section 11(c) below. If Buyer does not timely exercise this Option in accordance with this Section, then this Option shall expire and thereafter Buyer shall have no further option, right or interest of any kind with respect to the Property or the acquisition thereof.

2. Purchase Price. If Buyer exercises the Option, the purchase price ("Purchase Price") for the Property shall be based on the fair market value of the Property at its highest and best use, as of the date on which Buyer exercises of this Option (the "Market Value"). Such Value shall be determined by mutual agreement of the parties, provided that if they are unable to reach

agreement within thirty (30) days of Buyer's exercise of the Option, the Market Value shall be determined by arbitration as follows (the "Arbitration"). Either party may deliver to the other its determination of the Market Value, and shall identify such determination as such party's final determination (the "Delivering Party"). Within fifteen (15) days after receipt of such determination, the receiving party (the "Receiving Party") shall deliver to the Delivering Party the Receiving Party's own final determination of the Market Value. Arbitration shall commence as soon as practicable after receipt by each party of the other party's determination. The determination of the arbitrator(s) shall be limited to the sole issue of deciding which of Buyer's or Seller's submitted determination of the Market Value is closest to the actual Market Value, as determined by the arbitrator(s). The determination of Market Value submitted by Buyer or Seller that the arbitrator(s) determine to be closest to the actual Market Value shall be the Purchase Price. If the parties agree upon a single arbitrator, such arbitrator's decision shall be final, conclusive and binding upon both parties. If the parties fail to agree upon a single arbitrator within ten (10) days of receipt by the Delivering Party of the Receiving Party's determination, there shall be an arbitration by three (3) appraisers, in which case either party shall name one of the appraisers by written notice to the other party, whereupon the other party shall, within ten (10) days after receipt of such notice, name a second appraiser, and in case of failure to do so, the party who has already named an appraiser may have the second appraiser selected or appointed by a judge of the Second Circuit Court of the State of Hawaii; and the two appraisers so appointed, in either manner, shall select and appoint a third appraiser, and if the two appraisers so appointed shall fail to appoint the third appraiser within ten (10) days after the naming of the second appraiser, either party may have the third appraiser selected or appointed by such judge; and the three appraisers so appointed shall thereupon proceed to make the determination required by this Arbitration provision, and the decision and award of any two of them shall be final, conclusive and binding upon both parties, subject to the minimum limitations stated in this Arbitration provision, unless such decision and award shall be vacated, modified or corrected, all as provided in Chapter 658A, Hawaii Revised Statutes, as amended. The appraisers shall be recognized real estate appraisers who are members of the American Institute of Real Estate Appraisers (MAI) or Society of Real Estate Appraisers or any similar appraisal organization and shall have all of the powers and duties prescribed by Chapter 658A, as amended, and judgment may be entered upon any such decision and award as therein provided. The cost of such Arbitration shall be borne equally by the parties, except that each party shall bear its own costs for attorneys' fees and witness fees.

3. Payment of Purchase Price. Buyer shall pay the Purchase Price as follows:

a. Initial Deposit. Within two (2) business days of Buyer's exercise of the Option, Buyer shall deposit FIFTY THOUSAND

DOLLARS (\$50,000.00) with Title Guaranty Escrow Services, Inc. ("Escrow"), Kahului Branch.

b. Balance. Buyer shall pay to the Seller the balance of the purchase price in cash at Closing.

4. Due Diligence; Sale is Strictly "As Is".

a. No Due Diligence Contingency; Inspection Rights. Buyer acknowledges that Buyer has had an adequate opportunity to inspect the Property pursuant to Section 4 of the PSA. Accordingly, this Agreement is not subject to a due diligence or inspection contingency.

Notwithstanding the foregoing, from and after the Effective Date Buyer may enter onto the Property for purposes of such inspections as may be necessary in connection with its land and development planning, provided that Buyer will not do any drilling or other intrusive testing on the property without the written consent of Seller, which will not be unreasonably withheld, and the Buyer will indemnify and hold Seller harmless from any claims or damages (including reasonable attorneys' fees) arising from the Buyer's or its agents' entry upon the Property, which indemnification will survive the termination of the Agreement and Closing. Buyer shall notify Seller at least twenty-four (24) hours prior to the date and time that Buyer intends to physically inspect the Property. All on-site inspections shall be made by Buyer or Buyer's agent, independent contractor, or consultant, accompanied by Seller or a representative of Seller. Buyer shall repair and restore any damage or disturbance to the Property caused by Buyer or its agents, independent contractors, or consultants during Buyer's investigations and inspections, and shall restore the Property to substantially the same condition as it existed prior to any disturbance. Buyer shall also deliver to Seller copies of any reports, analyses, test results, and documentation received by Buyer relating to any inspections of the Property conducted by or for Buyer. Prior to performing any inspections, Buyer must provide Seller with satisfactory evidence that Buyer has public liability insurance coverage with limits not less than \$1,000,000.00 for bodily or personal injury or death, property damage insurance coverage in an of at least \$500,000, and contractual liability insurance with respect to Buyer's indemnification obligations under this paragraph with respect to damage to the Property and injury to persons or property.

b. Title Report. Seller has provided Buyer with a Title Guaranty of Hawaii, Inc. Status Title Report dated April 5, 2007, regarding the large lot which the Property is subdivided from (the "Title Report"). If Buyer exercises the Option, Buyer will accept the Property subject to all matters shown in the Title Report (in addition to other Permitted Encumbrances as provided below).

c. As Is Sale. Notwithstanding any other provision of this Agreement, Buyer acknowledges that except as specifically represented and warranted by Seller in this Agreement: (i) any and all information supplied or made available by Seller, whether written or oral, prepared by Seller or other party, and whether in the form of maps, surveys, plats, reports, studies or plans, or any other type of materials or information, whatsoever, is furnished to Buyer solely as a courtesy and is without representation or warranty on the part of Seller, express or implied; and (ii) Buyer is purchasing the Property on a strictly **"AS IS, WHERE IS, WITH ALL FAULTS"** basis. Buyer further acknowledges that no representation, written or oral, has been made by Seller, its officers, agents or employees in order to induce Buyer to enter into this Agreement. Buyer represents and warrants that neither Seller nor its officers, agents or employees has made any representation or statement to Buyer concerning the condition, development potential, merchantability, fitness for a particular purpose, operation, resale or investment potential of the Property, nor has Seller or its officers, agents or employees rendered any advice or expressed any opinion to Buyer regarding any tax consequences of ownership of the Property. Buyer represents and warrants that as of the Closing Date, Buyer will be familiar with the Property and will have made such independent investigation as Buyer deems necessary or appropriate in order for Buyer to have determined to acquire the Property.

5. Closing, Prorations and Expenses.

a. Closing. Payment of the Purchase Price and recording of the Limited Warranty Deed conveying the Property to Buyer ("Closing") shall occur on a date selected by Seller ("the Closing Date") that is within 180 days of the date on which Buyer exercises the Option. Seller shall give Buyer at least 30 days advance written notice of the Closing Date that Seller selects.

b. Seller's Closing Obligations. On or before Closing Date, Seller shall deliver the following to Escrow Agent:

(1) Four (4) duplicate original copies of a Limited Warranty Deed with Reservations and Covenants in the form attached as **Exhibit B** (the "Warranty Deed"), duly executed and acknowledged by Seller, conveying to Buyer Seller's fee simple interest in the Property, subject to the Permitted Encumbrances. The Permitted Encumbrances include: (A) the encumbrances listed in the Title Report, except those that Seller in its sole discretion agrees to remove; (B) agreements, restrictions or encumbrances required by the County in connection with the Entitlements or the Subdivision, as those terms are defined in Sections 5 and 6 of the PSA; and (C) the reservations and covenants contained in the form of Limited Warranty Deed attached hereto.

(2) A State of Hawaii conveyance tax certificate appropriately completed and executed by Seller;

(3) Certifications in the forms required by Section 1445(e) of the Internal Revenue Code (FIRPTA), and Section 235-68 of the Hawaii Revised States, as amended (HARPTA), duly executed by Seller;

(4) A certificate of Seller's Secretary, certifying that the board of directors of Seller authorized the execution of this Agreement and the transaction contemplated herein; and

(5) Such funds as are necessary to cover expenses which are to be paid by Seller under this Agreement. Seller may, as an alternative to providing such funds, deposit with Escrow a written authorization satisfactory to Escrow providing for the payment of such expenses out of the sales proceeds due Seller.

c. Buyer's Closing Obligations. On or before the Closing Date, Buyer shall deliver the following to Escrow Agent:

(1) Four (4) duplicate original copies of the Limited Warranty Deed, duly executed and acknowledged by Buyer;

(2) Such cash funds as are necessary to pay the balance of the Purchase Price and to cover expenses which are to be paid by Buyer under this Agreement; and

(3) Resolutions of Buyer authorizing the execution of this Agreement and the transaction contemplated herein.

d. Closing Costs. Buyer shall pay the following closing costs: (a) the premium for any title insurance coverage that Buyer elects to secure; (c) Buyer's notary fees; (d) the recording fee for the deed; (e) 50% of the Escrow Agent's fees; and (f) Buyer's attorney's fees. Seller shall pay the following closing costs: (a) costs of drafting the deed; (b) Seller's notary fees; (c) conveyance tax; (d) any recording fees necessary to clear Seller's title; (e) 50% of the Escrow Agent's fees; and (f) Seller's attorney's fees.

e. Prorations. All real property taxes, assessments and utility charges against the Property shall be prorated between Seller and Buyer as of the Closing Date.

f. 1031 Exchange. Buyer acknowledges and agrees it is Seller's overriding intent to dispose of the Property by means of an exchange pursuant to Section 1031 of the Internal Revenue Code (a "**1031 Exchange**"). Buyer agrees to cooperate fully with Seller to effectuate Seller's 1031 Exchange.

by, among other things, (1) executing all necessary agreements, instruments, addenda, assignments, escrow instructions, consents and other documents necessary or convenient to implement the 1031 Exchange, and (2) entering into an exchange agreement with a qualified intermediary which provides for the 1031 Exchange, provided that Buyer shall not be required to incur any additional expenses with respect to the 1031 Exchange. Buyer further agrees that Seller may assign this Agreement to a qualified intermediary in order to facilitate a 1031 Exchange, and Buyer agrees to cooperate with Seller in effecting such transaction, including, without limitation, consenting to the assignment of this Agreement to a qualified intermediary. In connection with and without limiting the foregoing, Buyer agrees to execute and deliver to Seller at Closing, the Assignment and Assumption Agreement attached hereto as **Exhibit C** and the Assignment and Release Agreement attached hereto as **Exhibit D**. The obligations of Buyer under this Section shall survive the Closing and shall not be merged therein.

6. Additional Conditions Precedent to Closing.

a. Buyer's Conditions Precedent to Closing. The obligations of Buyer hereunder are subject to satisfaction of all the conditions set forth in this section. Buyer may in its discretion waive any or all of such conditions in whole or in part but any such waiver shall be effective only if made in writing. If such conditions are not satisfied or waived, Buyer may cancel this Agreement without liability and receive a full refund of its deposits.

(1) All of Seller's representations and warranties shall be true and correct in all material respects as if made on and as of the Closing Date;

(2) Seller shall not be in default in the performance of any material covenant to be performed by Seller under this Agreement;

(3) Title Guaranty of Hawaii, Inc. shall have committed to issue to Buyer an Owner's Policy of Title Insurance (the "Title Policy") insuring fee simple title to the Property, subject only to the Permitted Encumbrances and the standard terms, conditions, exclusions and exceptions contained in the Title Policy; and

(4) There has been no material damage or adverse developments to the condition of the Property since Buyer's exercise of the Option, and if there is material damage to the property after the expiration of the due diligence period, but Seller repairs the damage prior to the closing date, the Buyer shall be required to close.

b. Seller's Conditions Precedent. The obligations of Seller hereunder are subject to satisfaction of all the conditions set forth in this

section. Seller may waive any or all of such conditions in whole or in part but any such waiver shall be effective only if made in writing. If such conditions are not satisfied, Seller may cancel this Agreement without liability, whereupon Buyer's deposits shall be refunded to it, unless the failure of a condition is caused by the default of Buyer, in which event Seller shall not be obligated to return the deposits.

(1) All of Buyer's representations and warranties shall be true and correct in all material respects as if made on and as of the Closing Date; and

(2) Buyer shall not be in default in the performance of any material covenant to be performed by Buyer under this Agreement.

7. Representations.

a. Seller's Representations. Seller hereby represents and warrants to Buyer, which representations and warranties are true as of the date of this Agreement, will be true as of the Closing Date and will survive the Closing:

(1) All the documents executed by Seller which are to be delivered to Buyer at Closing will be: duly authorized, executed, and delivered by Seller; legal, valid, and binding obligations of Seller; sufficient to convey fee simple title to the Property (if they purport to do so); and not in violation of any mortgage, agreement or undertaking to which Seller is a party or to which Seller is subject or by which Seller or the Property, may be bound or affected.

(2) Seller is duly organized, existing and authorized to do business under the laws of the State of Hawaii.

(3) Seller is not a "foreign person" within the meaning of Section 1445(f)(3) of the Internal Revenue Code (the "Code") and is not a "nonresident person" within the meaning of §235-68(a) of the Hawaii Revised Statutes.

b. Buyer's Representations. Buyer hereby represents and warrants to Seller, which representations and warranties are true as of the date of this Agreement, will be true as of the Closing Date and will survive the Closing:

(1) All the documents executed by Buyer which are to be delivered to Seller at Closing will be: duly authorized, executed, and delivered by Buyer; legal, valid, and binding obligations of Buyer; and not in

violation of any mortgage, agreement or undertaking to which Buyer is a party or to which Buyer is subject or by which Buyer may be bound or affected.

(2) Buyer is duly organized and existing under the laws of the State of Hawaii. Buyer has not filed or been the subject of any filing of a petition under the Federal Bankruptcy Law or any federal or state insolvency laws or laws for composition of indebtedness or for the reorganization of debtors.

8. Brokerage. Buyer and Seller each represent to the other that it has not engaged any broker, agent, finder or other party in connection with this transaction to whom a finder's fee or commission is owed or will be owed at Closing or otherwise. In the event of any claim for a broker's fee, finder's fee, commission or other similar compensation in connection herewith arising out of any claim by reason of services alleged to have been rendered to, or at the request of either party, such party agrees to indemnify, defend, protect and hold the other party harmless against any and all liability, loss, cost, damage or expense (including reasonable attorneys' fees and costs) which the other party may sustain or incur by reason of such claim. The provisions of this Section shall survive the termination of this Agreement or the Closing.

9. Assignment. This Agreement may not be assigned by Buyer without the prior written consent of Seller, which may be withheld or conditioned in Seller's sole discretion. Seller may assign this Agreement without Buyer's consent to any affiliate or subsidiary of Seller to which Seller's transfers the land including the Property for purposes of development.

10. Default; Remedies; Attorneys' Fees & Costs. Except as otherwise provided in this Agreement, in the event that a party shall fail to perform its obligations under this Agreement, the other party may: (a) bring an action for damages for breach of contract; (b) file and maintain a suit for specific performance of this Agreement; or (c) pursue any other legal remedy as shall be allowed at law or in equity. In the case of a default by Buyer, Seller may also, as an additional remedy, retain all deposits made by Buyer, to the extent permitted by law. If any party hereto shall ever be in default with respect to this Agreement, and the other party shall incur expenses, fees and costs or employ legal counsel to make any demand or otherwise to protect or enforce its rights herein, the party in default shall pay all such costs and expenses incurred by the other party, including court costs and reasonable attorneys' fees.

11. Miscellaneous.

a. Entire Agreement. This Agreement is the entire agreement between the parties and shall not be modified except by an instrument in writing signed by all of the parties. This Agreement supersedes any and all other understandings or agreements, whether written or oral, between Seller and Buyer concerning the sale and purchase of the Property.

b. No Waiver; Time of the Essence. No failure by either party to insist upon strict performance by the other party of any of the terms and provisions of this Agreement shall constitute or be deemed to be a waiver of any such term or provision, or constitute an amendment or waiver of any such term or provision by course of performance. Time is of the essence with respect to the obligations under this Agreement.

c. Notices. Any notice given by either party pursuant to this Agreement shall be valid if in writing and personally delivered, sent by facsimile transmission, or if sent by registered or certified mail, return receipt requested, postage prepaid, to the last known address of the other party, and copies of notices will be concurrently sent to Seller's and Buyer's attorneys. Such notice shall be effective upon such personal delivery, completion of facsimile transmission with confirmation of successful transmission, or two (2) days after such mailing. Either party may, at any time and from time to time, in the manner set forth for the giving of notices, give notice to the other party hereunder of any change of address, and such address shall be sufficient as the last known address of the party hereunder. The following addresses and facsimile numbers shall be used until notice to the contrary:

To Seller at: Alexander & Baldwin, Inc.
822 Bishop Street
Honolulu, Hawaii 96813
Attn: Mr. Robert K. Sasaki

To Buyer at: Maui Economic Opportunity, Inc.
99 Mahalani Street
Wailuku, HI 96793
Attn: Sananda K. Baz

d. Headings. All headings used in this Agreement are for reference convenience only and are not to be construed as limiting in any manner the content of any Section, paragraph or particular provision.

e. Applicable Law. This Agreement is governed by and shall be construed in accordance with the laws of the State of Hawaii.

f. Severability. If any provisions of this Agreement is held invalid, illegal or unenforceable in any respect, the invalidity, illegality or unenforceability shall not affect the validity, legality or enforceability of any other provision hereof.

g. Binding Effect. This Agreement shall be binding upon and shall inure to the benefit of the parties herein named and their respective successors and permitted assigns.

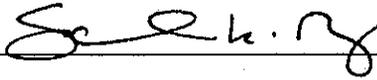
h. Counterparts. This Agreement may be executed by fax and in counterparts. Each counterpart shall, irrespective of the date of its execution and delivery, be deemed an original, and the counterparts together shall constitute one and the same instrument. If this Agreement is executed by fax, the party signing by fax will promptly provide original signatures.

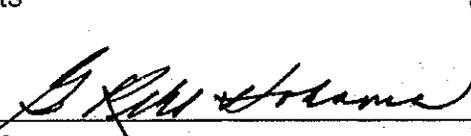
IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first set forth above.

ALEXANDER & BALDWIN, INC.

MAUI ECONOMIC OPPORTUNITY, INC.

By _____
Its

By 
Its

By 
Its

"Seller"

"Buyer"

Attachments:

- Exhibit A – Map of the Property and Option Property
- Exhibit B – Form Limited Warranty Deed with Reservations and Covenants
- Exhibit C – Form Assignment and Assumption Agreement
- Exhibit D – Form Assignment and Release Agreement

EXHIBIT A to Option Agreement

Map of the Property

[To be inserted when Subdivision of the Property pursuant to the PSA is complete]

Exhibit B to Option Agreement

LIMITED WARRANTY DEED WITH RESERVATIONS AND COVENANTS

See Exhibit C to the Purchase and Sale Agreement

Exhibit C to Option Agreement

ASSIGNMENT AND ASSUMPTION AGREEMENT

See Exhibit D to the Purchase and Sale Agreement

Exhibit D to Option Agreement

ASSIGNMENT AND RELEASE AGREEMENT

See Exhibit E to the Purchase and Sale Agreement

Exhibit C to Purchase and Sale Agreement

Return by Mail () Pickup () To:

Document contains ___ pages

Tax Map Key: (2)

LIMITED WARRANTY DEED WITH RESERVATIONS AND COVENANTS

ALEXANDER & BALDWIN, INC., a Hawaii corporation, whose address is 822 Bishop Street, Honolulu, Hawaii 96813, hereinafter called the "Grantor", in consideration of the sum of Ten Dollars (\$10.00) and other valuable consideration to it paid by **MAUI ECONOMIC OPPORTUNITY, INC, INC.**, a Hawaii non-profit corporation, whose address is 99 Mahalani Street, Wailuku, Hawaii 96793, hereinafter called the "Grantee", the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto the Grantee and its successors and assigns:

ALL of that certain parcel of land situate at Kahului, District of Wailuku, Island and County of Maui, State of Hawaii (the "Property), more fully described in Exhibit "A" attached hereto and made a part hereof, subject, however, to the encumbrances mentioned in said Exhibit "A";

AND the reversions, remainders, rents, issues and profits thereof, together with all buildings, improvements, tenements, rights, easements, privileges

and appurtenances to the same belonging or appertaining or held and enjoyed therewith, and all of the estate, right, title and interest of the Grantor both at law and in equity therein and thereto;

TO HAVE AND TO HOLD the same unto the Grantee and its successors and assigns, forever, subject, however, to the encumbrances mentioned in said Exhibit "A";

AND for the consideration aforesaid, the Grantor, for itself and its successors, hereby covenants with the Grantee, its successors and assigns: THAT the Grantor is the owner in fee simple of the Property; that the same is free and clear of and from all encumbrances made or suffered by Grantor except as mentioned in said Exhibit "A"; that it has good right to grant and convey the Property unto the Grantee as aforesaid, and will WARRANT AND DEFEND the same unto the Grantee forever against the lawful claims and demands of all persons claiming by, through, or under Grantor, except as aforesaid.

GRANTEE SPECIFICALLY ACKNOWLEDGES AND AGREES THAT (A) GRANTOR SHALL CONVEY AND GRANTEE SHALL ACCEPT THE PROPERTY **"AS IS, WHERE IS AND WITH ALL FAULTS,"** AND (B) GRANTEE IS NOT RELYING ON ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND WHATSOEVER, WHETHER ORAL OR WRITTEN, EXPRESS OR IMPLIED, FROM GRANTOR, OR ANY OFFICER, EMPLOYEE, ATTORNEY, AGENT OR BROKER OF GRANTOR, AS TO ANY MATTER, CONCERNING THE PROPERTY, OR SET FORTH, CONTAINED OR ADDRESSED IN ANY MATERIALS (INCLUDING BUT NOT LIMITED TO, THE COMPLETENESS THEREOF), INCLUDING BUT NOT LIMITED TO: the condition of the soil, subsoil, surface or other physical condition of the Property; the existence or nonexistence of hazardous or toxic materials, wastes or substances or archaeological matters, including without limitation, access, and gathering rights, trails, fishing rights, burial sites and sites of religious significance; the fitness or suitability of the Property for any particular use or purpose; applicable restrictive covenants, governmental laws, rules, regulations, and limitations; the zoning, subdivision, use, density, location or development of the Property; the necessity or availability of any rezoning, zoning variances, conditional use permits, special management area permits, building permits, environmental impact statements and other governmental permits, approvals or acts; the physical condition of the Property, including, without limitation, the structural elements, if any, appurtenances, access, landscaping, and any electrical, mechanical, plumbing, sewage and utility systems, facilities and appliances; the Property's compliance with any building code, OSHA, the Americans with Disabilities Act of 1990, as amended, and other laws, statutes, regulations or ordinances; the size, dimension, or topography of the Property, including without limitation, any flood hazard area or tsunami inundation area, any surface, soil, geologic, drainage, flooding or groundwater conditions or other physical conditions and characteristics of or affecting the Property or adjoining land, such as aircraft overflight, traffic, drainage, flooding, erosion, air, water or minerals; the

availability or adequacy of water, sewage, gas, electrical or other utilities serving the Property; and its investment value or resale value.

AND GRANTEE FURTHER acknowledges and agrees that the Property is subject to the following reservations and covenants:

1. Agricultural Activities. Grantee acknowledges that the Property is adjacent to, nearby or in the vicinity of lands being, or which in the future may be, actively used for the growing, harvesting and processing of sugar cane, coffee, and other agricultural products (such growing, harvesting and processing activities being herein collectively called the "Agricultural Activities"), which activities may from time to time bring upon the Property or result in smoke, dust, noise, heat, agricultural chemicals, particulates and similar substances and nuisances (collectively, the "Agricultural By-Products").

(a) Grantee hereby assumes complete risk of and forever releases Grantor and all Grantor Parties (defined below) from all claims for damages (including, but not limited to, consequential, special, exemplary and punitive damages) and nuisances occurring on the Property and arising out of any Agricultural Activities or Agricultural By-Products. Without limiting the generality of the foregoing, Grantee hereby, with full knowledge of its rights, forever: (i) waives any right to require Grantor and all Grantor Parties, and releases Grantor and all Grantor Parties from any obligation, to take any action to correct, modify, alter, eliminate or abate any Agricultural Activities or Agricultural By-Products, and (ii) waives any right to file any suit or claim against Grantor and any Grantor Parties for injunction or abatement of nuisances.

(b) Grantee shall indemnify, defend and hold harmless Grantor and all Grantor Parties from and against all claims, demands, actions, losses, damages, liabilities, costs and expenses, including, without limitation, attorneys' fees, asserted against or incurred by Grantor or any Grantor Parties, which arise out of any injury, death or damage to person, property or business that occurs on the Property and is the result of any Agricultural Activities or Agricultural By-Products, irrespective of the theory of liability asserted against Grantor and any Grantor Parties; provided, however, this indemnification shall not apply to claims, demands, actions, losses, damages, liabilities, costs and expenses caused by the proven (and not merely alleged) willful misconduct of Grantor or any Grantor Parties, but unless Grantor's or any Grantor Party's willful misconduct shall be established by a final, nonappealable judgment of a court of competent jurisdiction, Grantor and all Grantor Parties shall be entitled to the full benefits of this indemnification, including the right to reimbursement for all costs and expenses, including attorneys' fees, incurred in the defense of any claims or demands asserted by any party against Grantor and any Grantor Parties.

(c) Any Agricultural Activities or Agricultural By-Products, and any claim, demand, action, loss, damage, liability, cost or expense arising therefrom, shall not constitute a breach of any covenant or warranty of Grantor

under this Instrument or be the basis for a suit or other claim for injunction or abatement of nuisances, and Grantee hereby forever waives any right to file any such suit or claim.

(d) As used in this Instrument, all references to "Grantor Parties" shall mean and include Grantor and all parent, subsidiary, sister and other affiliated companies, officers, directors, and employees of Grantor, in their respective capacities as the current owner of the Property, the owner of the lands on which the Agricultural Activities are or may be conducted, and the person conducting or who may conduct the Agricultural Activities, and all successors and assigns of Grantor and its parent, subsidiary, sister and affiliated companies. "Grantee" shall mean and include Grantee and all of its successors and assigns.

2. Reserved Right to Grant Utility and Drainage Easements and to Amend, Relocate or Delete Designated Easements. Grantor reserves to itself, and its successors and assigns the right to designate and to grant to the State of Hawaii, the County of Maui, Maui Electric Company, the Department of Water Supply of the County of Maui, Hawaiian Telcom, or any other appropriate governmental agency or to any public utility or other public or private person or entity, easements for electrical, water, gas, cable television, communications, drainage and other utility facilities and purposes over, under, along, across or through the Property, all of which easements may be in favor of such lands as Grantor may determine in its sole discretion. Grantor further reserves the right to amend, modify, expand, relocate, or delete any easements that are currently designated on the Property for electrical, water, gas, cable television, communications, sewer, other utility purposes, or for drainage, access, landscaping, or other purposes, to the extent Grantor deems necessary in its discretion to accurately reflect the layout and location of any utility, drainage, access, landscaping or other improvements "as built". Grantor may exercise these reserved rights without notice to or the consent of joinder of Grantee, or of Grantee's successors and assigns, and easements granted by Grantor pursuant to this reservation may be on such terms and conditions as Grantor may determine in its sole discretion. Grantee hereby acknowledges and consents to such reservation, and irrevocably consents to easements designated and granted pursuant to such reservation. Further, Grantee irrevocably appoints Grantor as Grantee's attorney-in-fact to grant such easements and do all other things necessary to effectuate such grants. This power-of-attorney is coupled with interest and is irrevocable. Notwithstanding such appointment, Grantee shall promptly upon Grantor's request and for no additional consideration, join in and execute such documents and instruments to effectuate such grants as may be requested by Grantor. Grantor's reserved rights in this paragraph may without Grantee's consent be assigned to Grantor's affiliates, including without limitation, A&B Properties, Inc., a Hawaii corporation.

3. Restriction on Use; Approval of Improvements. Grantee, for itself and its successors and assigns, covenants and agrees that the Property shall be used only as a baseyard, including parking, storage and maintenance of

Grantee's busses, vans and other vehicles and employee cars; maintenance, wash, and fueling facilities for the foregoing vehicles; bus transfer station for Grantee's busses; administrative and operational offices for Grantee's use; classroom and meeting facilities for Grantee; parts and supplies storage; and improvements required by county or state law for Grantee's permitted uses. Regardless of the uses of the Property which may from time to time be permitted under applicable zoning, no other use of the Property shall be allowed unless approved in advance by Grantor in writing. Prior to constructing any improvements on the Property, Grantee shall submit its complete plans for the improvements to Grantor for its review and approval. Grantee acknowledges and agrees that Grantor may withhold its approval of proposed improvements if Grantor reasonably determines that the design, construction, height, location, massing, density, setbacks or finish of the proposed improvements would have a material and adverse effect on adjoining properties or would be materially inconsistent with the improvements permitted in the surrounding Maui Business Park. Grantor shall issue its approval or disapproval within sixty (60) days of Grantee's submission of complete and final plans. Upon approval, Grantee may proceed to construct its improvements in accordance with the approved plans, and Grantee may not deviate from such plans unless proposed changes are approved in accordance with this provision. The requirement of Grantor's approval of proposed improvements shall remain in effect so long as Grantor or its affiliates or subsidiaries own any land within one (1) mile of the Property.

4. Reservation of All Water Rights. Grantor reserves to itself and its successors and assigns all waters and water rights of every nature on, under or otherwise appurtenant or belonging to the Property, including without limitation the right to collect, use and appropriate all underground and percolating water, tributary and non-tributary, within and under the Property, and the right to enter into other agreements similarly affecting the Property, provided such right is not exercised in such a way as to unreasonably interfere with the occupancy, use, enjoyment or access of the Property by the owner or occupant, and provided further that this reservation shall not be construed to give Grantor or its successors or assigns the right to enter upon the Property or any improvements thereon to drill for, intercept or convey any such water except in the exercise of any easement or other encumbrance which affects the Property. Grantee hereby acknowledges and consents to such reservation, irrevocably acknowledges and agrees that by virtue of such reservation Grantee, and its successors and assigns, may not, among other things, drill any wells at the Property, and further acknowledges that this reservation is for the benefit of and to preserve and protect the value and desirability of Grantor's lands adjoining or in the vicinity of the Property.

5. Flowage. Grantor reserves to itself and its successors and assigns an easement for the free flow and discharge over and onto the Property of surface water and run-off from any adjacent or nearby lands that are owned by Grantor or its affiliates or subsidiaries, but only as such flow and discharge exists

as of the date hereof or upon completion of the roadways and other subdivision infrastructure of the Maui Business Park Phase II development.

The parties hereto agree that this instrument may be executed in counterparts, each of which shall be deemed an original, and said counterparts shall together constitute one and the same Instrument, binding all of the parties hereto, notwithstanding all of the parties are not signatory to the original or the same counterparts. For all purposes, including, without limitation, recordation, filing and delivery of this Instrument, duplicate unexecuted and unacknowledged pages of the counterparts may be discarded and the remaining pages assembled as one document.

IN WITNESS WHEREOF, the Grantor and the Grantee have executed these presents this _____ day of _____, 200__.

ALEXANDER & BALDWIN, INC.

By _____

Its

By _____

Its

Grantor

MAUI ECONOMIC OPPORTUNITY, INC.

By *Samantha K. Baez*

Its EXECUTIVE DIRECTOR

By *G. Riki Hokama*

Its BOARD PRESIDENT

Grantee

[Note: Recording Caption, Notary Pages, and Exhibit A (including Property Description and List of the Permitted Encumbrances) to be Attached at Closing]

Exhibit D to Purchase and Sale Agreement

ASSIGNMENT AND ASSUMPTION AGREEMENT

(ABI)

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (this "Assignment Agreement") is entered into as of this ___ day of _____, 200__ (the "Effective Date"), by and among (i) T. G. EXCHANGE, INC., a Hawaii corporation ("Assignee"); (ii) ALEXANDER & BALDWIN, INC., ("Assignor"); and (iii) MAUI ECONOMIC OPPORTUNITY, INC., a Hawaii nonprofit corporation ("Transferee").

THE PARTIES ENTER INTO THIS ASSIGNMENT AGREEMENT on the basis of the following facts, understandings and intentions:

A. Assignor and Transferee entered into that certain PURCHASE AND SALE AGREEMENT dated _____, 2007 (such agreement, as the same may be amended, is hereinafter called the "Disposition Agreement"), whereby, subject to certain terms and conditions, Assignor agreed to convey to Transferee the Property. Capitalized terms used herein without definition shall have the meanings ascribed to such terms in the Disposition Agreement.

B. Assignor desires to assign to Assignee all of Assignor's right, title and interest in, to and under the Disposition Agreement.

C. As of the Effective Date (which is the day prior to the date of closing of escrow and transfer of the Property), Assignee desires to assume and accept all of Assignor's right, title and interest in, to and under the Disposition Agreement.

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and promises of the parties hereto the parties agree as follows:

1. Assignment by Assignor. As of the Effective Date, Assignor shall and does hereby assign and transfer to Assignee all of Assignor's right, title and interest in, to and under the Disposition Agreement, and Assignee shall and does hereby accept Assignor's assignment and does hereby assume all of Assignor's right, to and interest in, to and under the Disposition Agreement. The foregoing assignment shall not release Assignor from any liability under the Disposition Agreement.

2. Benefit. This Assignment Agreement and all of the terms, covenants, and conditions hereof shall extend to the benefit of and be binding upon the respective successors, successors in trust and permitted assigns of the parties hereto.

3. Consent by Transferee. As of the Effective Date, Transferee shall and does hereby consent to the foregoing assignment and assumption of the Disposition Agreement.

4. Modifications. This Assignment Agreement may not be amended, modified or otherwise changed in any manner except in writing and executed by the parties to be charged.

5. Governing Law. This Assignment Agreement shall be governed and construed in accordance with the laws of the State of Hawaii.

6. Liability. Any liability which may arise as a consequence of the execution of this Assignment Agreement by or on behalf of Assignor shall be a liability of Assignor and not the personal liability of any officer, director, shareholder or employee of Assignor.

7. Counterparts. This Assignment Agreement may be executed in counterparts, each of which so executed shall, irrespective of the date of its execution and delivery, be deemed an original, and the counterparts together shall constitute one and the same instrument. This Assignment Agreement may be executed by facsimile and each party shall have the right to rely upon a facsimile counterpart signed by the other party to the same extent as if such party had received an original counterpart from the party signing such facsimile counterpart.

IN WITNESS WHEREOF, Assignor, Assignee and Transferee have executed this Assignment Agreement as of the day and year first above written.

ASSIGNEE

T. G. EXCHANGE, INC.,
a Hawaii corporation

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

ASSIGNOR

ALEXANDER & BALDWIN, INC.,

By: _____
Name: _____
Title: _____

By: _____
Name: _____

Title: _____

TRANSFeree

MAUI ECONOMIC OPPORTUNITY,
INC.,
a Hawaii nonprofit corporation

By: S. K. B.
Name: Samantha K. B.
Title: EXECUTIVE DIRECTOR

By: G. R. H.
Name: G. R. HOKAMA
Title: Board President

Exhibit E to Purchase and Sale Agreement

ASSIGNMENT AND RELEASE AGREEMENT

(ABI)

THIS ASSIGNMENT AND RELEASE AGREEMENT (this "Release Agreement") is entered into as of this ___ day of _____, 200__ (which is the day after the Closing as defined below) (the "Effective Date"), by and among (i) T. G. EXCHANGE, INC., a Hawaii corporation ("Assignor"); (ii) ALEXANDER & BALDWIN, INC., ("Assignee"); and (iii) MAUI ECONOMIC OPPORTUNITY, INC., a Hawaii nonprofit corporation ("Transferee").

THE PARTIES ENTER INTO THIS RELEASE AGREEMENT on the basis of the following facts, understandings and intentions:

A. Assignee and Transferee entered into that certain PURCHASE AND SALE AGREEMENT dated _____, 2007 (such agreement, as the same may be amended, is hereinafter called the "Disposition Agreement"), whereby, subject to certain terms and conditions, Assignee agreed to convey to Transferee the Property. Capitalized terms used herein without definition shall have the meanings ascribed to such terms in the Disposition Agreement.

B. Assignee assigned to Assignor all of its right, title and interest in, to and under the Disposition Agreement pursuant to an Assignment and Assumption Agreement dated as of _____, 200__.

C. The Property was transferred to Transferee pursuant to the Disposition Agreement.

D. Assignor now desires to reassign to Assignee any remaining representations, warranties, indemnities, covenants and obligations which survive the date of closing of escrow and transfer of the Property (the "Closing").

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and promises of the parties hereto, the parties agree as follows:

1. Assignment by Assignor. As of the Effective Date, Assignor shall and does hereby reassign and transfer to Assignee all of Assignor's right, title and interest in, to and under each of the representations, warranties, indemnities, covenants and obligations in the Disposition Agreement which by their terms survive the Closing; and Assignee hereby assumes the same.

2. Benefit. This Release Agreement and all of the terms, covenants, and conditions hereof shall extend to the benefit of and be binding upon the respective successors, successors in trust and permitted assigns of the parties hereto.

3. Consent and Release of Assignor. As of the Effective Date, Transferee shall and does hereby (a) consent to the foregoing assignment and (b) release Assignor of

and from any and all obligations Assignor may now have or may in the past have had or in the future may have towards Transferee arising under or in connection with the Disposition Agreement. This Release Agreement does not release Assignee from any liability under the Disposition Agreement.

4. Modifications. This Release Agreement may not be amended, modified or otherwise changed in any manner except in writing and executed by the parties to be charged.

5. Governing Law. This Release Agreement shall be governed and construed in accordance with the laws of the State of Hawaii.

6. Liability. Any liability which may arise as a consequence of the execution of this Release Agreement by or on behalf of Assignee shall be a liability of Assignee and not the personal liability of any officer, director, shareholder or employee of Assignee.

7. Counterparts. This Release Agreement may be executed in counterparts, each of which so executed shall, irrespective of the date of its execution and delivery, be deemed an original, and the counterparts together shall constitute one and the same instrument. This Release Agreement may be executed by facsimile and each party shall have the right to rely upon a facsimile counterpart signed by the other party to the same extent as if such party had received an original counterpart from the party signing such facsimile counterpart.

IN WITNESS WHEREOF, Assignor, Assignee and Transferee have executed this Release Agreement as of the day and year first above written.

ASSIGNOR

T. G. EXCHANGE, INC.,
a Hawaii corporation

By: _____

Name: _____

Title: _____

By: _____

Name: _____

Title: _____

ASSIGNEE

ALEXANDER & BALDWIN, INC.,

By: _____

Name: _____

Title: _____

By: _____

Name: _____

Title: _____

TRANSFEREE

MAUI ECONOMIC OPPORTUNITY,
INC.,

a Hawaii nonprofit corporation

By: Sarah K. Bao

Name: Sarah K. Bao

Title: Executive Director

By: G. Riki Hokama

Name: G. RIKI HOKAMA

Title: Board President



APPENDIX B
Preliminary Engineering Report with Drainage Study

PRELIMINARY ENGINEERING REPORT

FOR

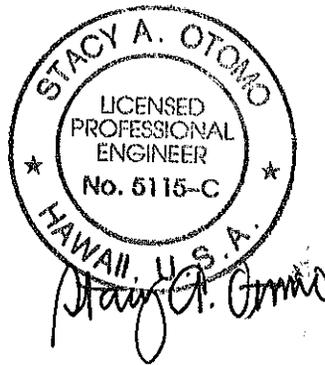
**MAUI ECONOMIC OPPORTUNITY
TRANSPORTATION CENTER**

Kahului, Maui, Hawaii

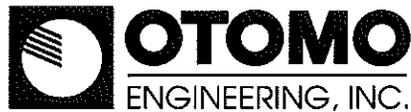
T.M.K.: (2) 3-8-006: por. 004

Prepared for:

**Maui Economic Opportunity, Inc.
99 Mahalani Street
Wailuku, Maui, Hawaii 96793**



Prepared by:



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

December 2007

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**PRELIMINARY ENGINEERING REPORT
FOR
MAUI ECONOMIC OPPORTUNITY
TRANSPORTATION CENTER
T.M.K.: (2) 3-8-006: por. 004**

1.0 INTRODUCTION

The purpose of this report is to provide information on the existing infrastructure which will be servicing the proposed project. It will also evaluate the adequacy of the existing infrastructure and anticipated improvements which may be required for the proposed project.

The subject property is identified as T.M.K.: (2) 3-8-006: portion of 004, which contains approximately 10.041 acres. The project site is bordered by vacant land to the north, east, and south, and Puunene Avenue and Mokulele Highway to the west. Hansen Road is approximately 500 feet to the south of the subject parcel. The project site and surrounding areas were previously used for sugar cane cultivation.

The development plan is to construct a transfer station, 3-story administration building, transportation services building, bus storage area, mini-bus storage area, van storage, and vehicle parking. Associated improvements include utility connections, paved parking areas and landscaping.

2.0 EXISTING INFRASTRUCTURE

2.1 ROADWAYS

Mokulele Highway is the major arterial highway which links Kahului and the Upcountry areas to Kihei. It is a State-owned, four-lane roadway. Improvements are ongoing on the final phase to upgrade it to a four-lane highway to Kihei.

Puunene Avenue is a County-owned, two-lane roadway, with a terminus at Kaahumanu Avenue and the old Puunene camp. The Mokulele Highway improvements at the Dairy Road intersection replaced Puunene Avenue roadway improvements between Dairy Road and Hansen Road. Remnants of the old pavement exist between Mokulele Highway and the project site.

Hansen Road is a County-owned, two-lane roadway connecting Mokulele Highway and Hana Highway. This road is primarily used for local traffic between East and Upcountry Maui to South Maui.

There is an existing access easement from Hansen Road to the southeast corner of the property. However, there are no improvements within the easement.

2.2 DRAINAGE

The elevation on the parcel ranges from 66 feet above mean sea level at the southwestern corner of the site to 50 feet above mean sea level at the northeastern corner, averaging approximately 1.5%. Rocks and soil are stockpiled on the eastern half of the project site.

According to Panel No. 150003 0190 D of the Flood Insurance Rate Map, dated March 16, 1995, the project site is situated in Flood Zone C. Flood Zone C is designated as areas of minimal flooding.

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 Ewa silty clay loam, 0 to 3 percent slopes (EaA), Waiakoa silty clay loam (WeB), 3 to 7 percent slopes, and Waiakoa very stony silty clay loam (WgB), 3 to 7 percent slopes. Ewa silty clay loam is characterized as having very slow runoff and a no more than a slight erosion hazard. Waiakoa silty clay loam and Waiakoa very stony silty clay loam are characterized as having moderate permeability, slow runoff, and a slight erosion hazard. Approximately 80 percent of the site consists of the Waiakoa series.

There are no existing drainage systems in the vicinity of the project site. Presently, onsite runoff sheet flows in a southwest to northeast direction onto the adjacent parcel. There is a low berm along the western property line which prevents onsite runoff from sheet flowing onto the old Puunene Avenue roadway. It is estimated that the 50-year, 1-hour runoff from the undeveloped portion of the project site is 8.18 cfs.

2.3 SEWER

There are no existing sewer facilities on or adjacent to the project site. The nearest sewer system is on Hookele Street, approximately 580 feet to the north of the project site. Wastewater collected from the Kahului area is transported to the Kahului Wastewater Treatment Plant in Naska.

2.4 WATER

Domestic water and fire flow will be provided by the County's water system. There is an existing 8-inch waterline which traverses from Hookele Street, through the former cane lands to the east of the project site, and then onto Hansen Road. At Hansen Road, the waterline reduces to a 6-inch line. The 6-inch waterline then traverses along Puunene Avenue and terminates with a 4-inch line at the old Puunene School.

Domestic water and fire flow for the Kahului area are serviced from the 3.0 million gallon Mokuhaul tank and wells in Happy Valley, which is at elevation of 358 feet. The source for this water system is from the Central Maui source.

2.5 ELECTRIC, TELEPHONE AND CABLE TV

There are existing overhead utility lines traversing through the project site along the southern boundary. There are also overhead electrical and telephone lines along the east side of Mokulele Highway fronting the project site.

3.0 ANTICIPATED INFRASTRUCTURE IMPROVEMENTS

3.1 ROADWAYS

Access to the project site will be from the existing access and utility easement from Hansen Road to the southeast corner of the project site. The widths and radius of the access roadway will be designed to accommodate the movement of the buses which will be used to service the facility.

In addition to the designated access, a possible exit from the project site is at the southwest corner of the parcel. Vehicles exiting the project site will make a left turn onto the remnant roadway on Puunene Avenue and approach a stop condition at the intersection of Puunene Avenue and Hansen Road. Approvals must be secured from the Department of Public Works, County of Maui and the State Department of Transportation.

The conclusions and recommendations in the *Traffic Impact Assessment Report for the MEO Transportation Center*, prepared by Phillip Rowell & Associates recommended the following mitigation measures for the project:

"The intersection of Hansen Road at the project entrance should be improved to provide a separate left turn lane for northbound to westbound left turns. Because a significant percentage of vehicles generated by the project will be buses, it is recommended that the left turn storage lane be long enough

to accommodate a minimum of two buses, which would make the minimum length 90 feet.”

3.2 DRAINAGE

The 50-year, 1-hour post development runoff from the project site is estimated to be 37.40 cfs, which is an increase of 29.22 cfs from the existing conditions. Onsite runoff will be collected by catch basins within the driveway and parking areas and conveyed to detention basins within the landscape areas and/or subsurface drainage systems located within the paved areas. The drainage system will be designed to accommodate at least the increase in runoff from a 50-year, 1-hour storm.

There will be no additional runoff sheet flowing from the project site to adjacent properties as a result of the development of the project. The proposed drainage system will be designed in accordance with Chapter 4, “Rules for the Design of Storm Drainage Facilities in the County of Maui.”

3.3 SEWER

The proposed 15,000 square feet administrative building and 30,000 square feet transportation services building will generate approximately 3,000 gallons of wastewater daily (See Appendix C). An offsite sewerline must be constructed from the north end of the project to the existing system on Hookele Street. Depending on the final alignment of the offsite sewerline, an onsite sewer pump station may be required to convey the project’s wastewater to the existing sewer system.

Hawaiian Commercial & Sugar Company (HC&S) presently has plans to abandon their septic system at their mill site and connect to the existing sewer system on Hookele Street. They have prepared plans for a force main and gravity system for the tie-in and are close in securing the necessary approvals for the construction of the system.

An alternative for the project is to connect to the gravity portion of the HC&S sewer system.

3.4 WATER

In accordance with the Department of Water Supply's Domestic Consumption Guidelines for a business development, the average daily demand for the proposed project is approximately 60,246 gallons per day (See Appendix B). Fire flow demand for commercial development is 2,000 gallons per minute for a 2-hour duration. The water system will be designed to meet the domestic and fire flow demands of the project.

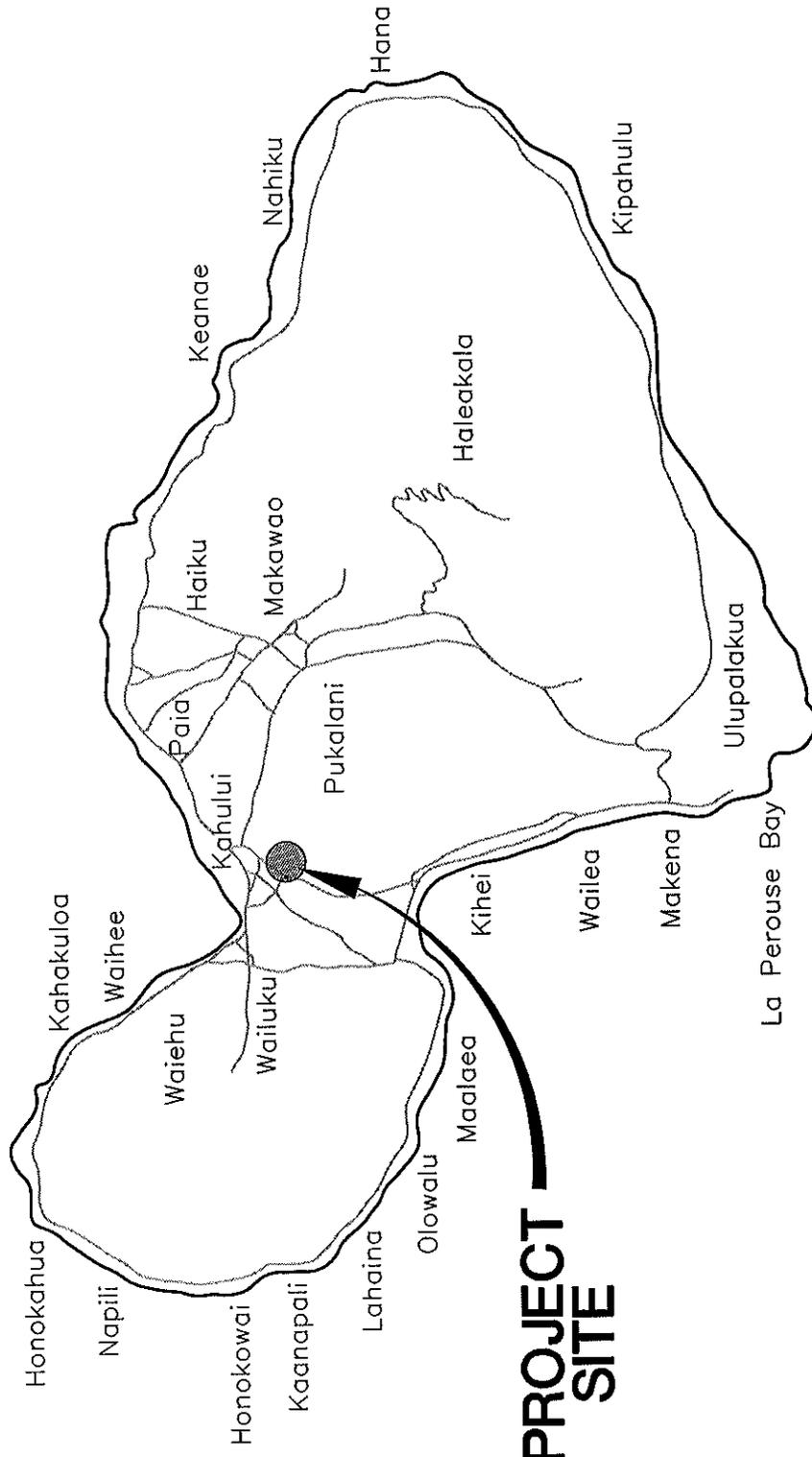
The project will connect to the existing 8-inch waterline traversing mauka of the project site. The required water meter size will be determined at the time the building permit is applied for. At the present time, the Department of Water Supply (DWS) cannot guarantee water for the project. The project may be subject to the Water Availability Ordinance which was recently passed by the Maui County Council. A water meter can be applied for and secured after the required improvements are installed, inspected and accepted by the DWS.

3.5 ELECTRIC, TELEPHONE AND CABLE TV

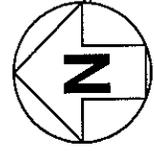
The proposed electrical, telephone and cable TV distribution systems for the subject project will be installed underground from the existing facilities along the Maalaea Road or the adjacent developments.

EXHIBITS

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

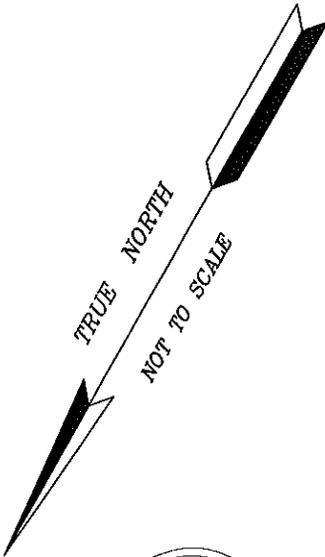


**PROJECT
SITE**

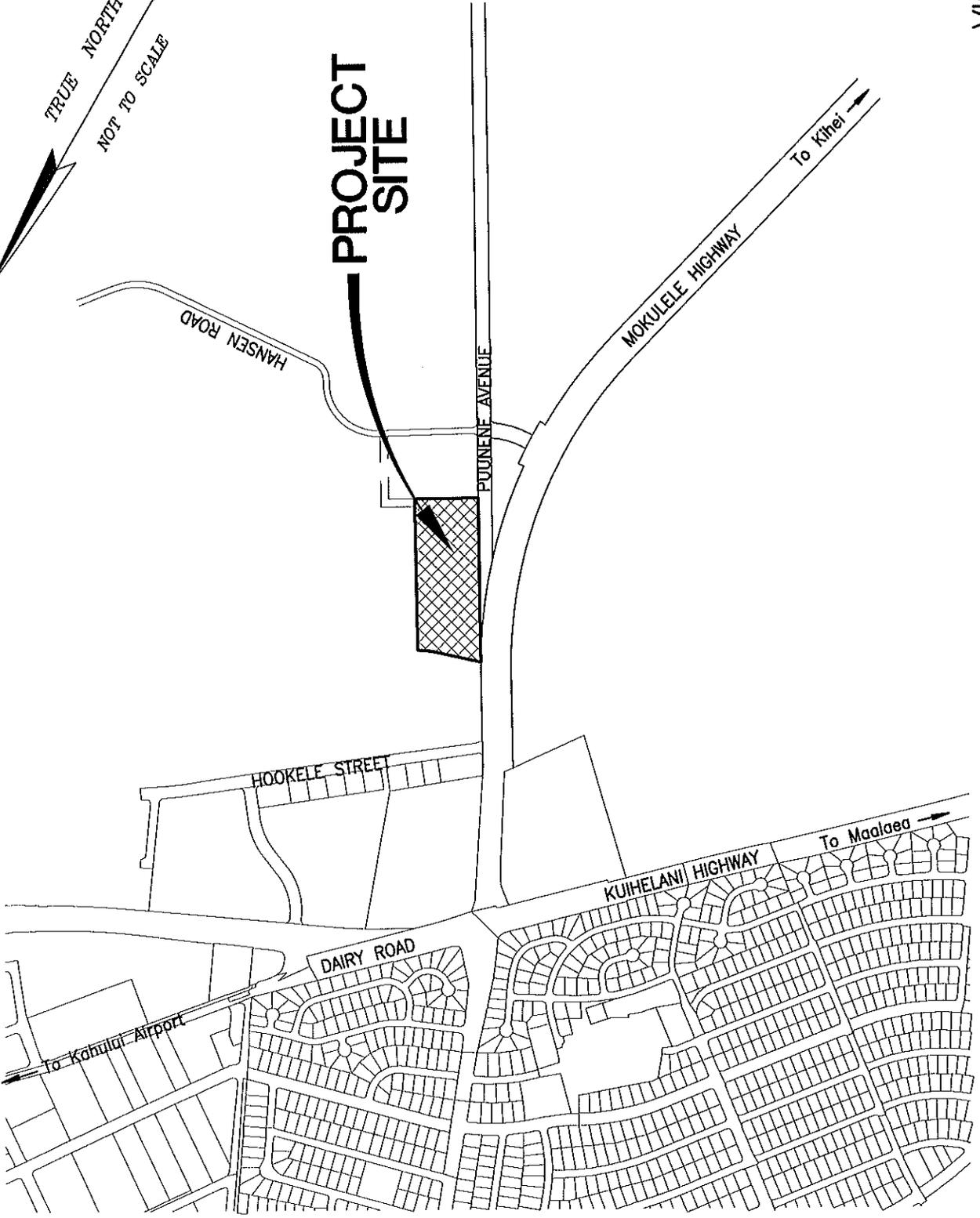


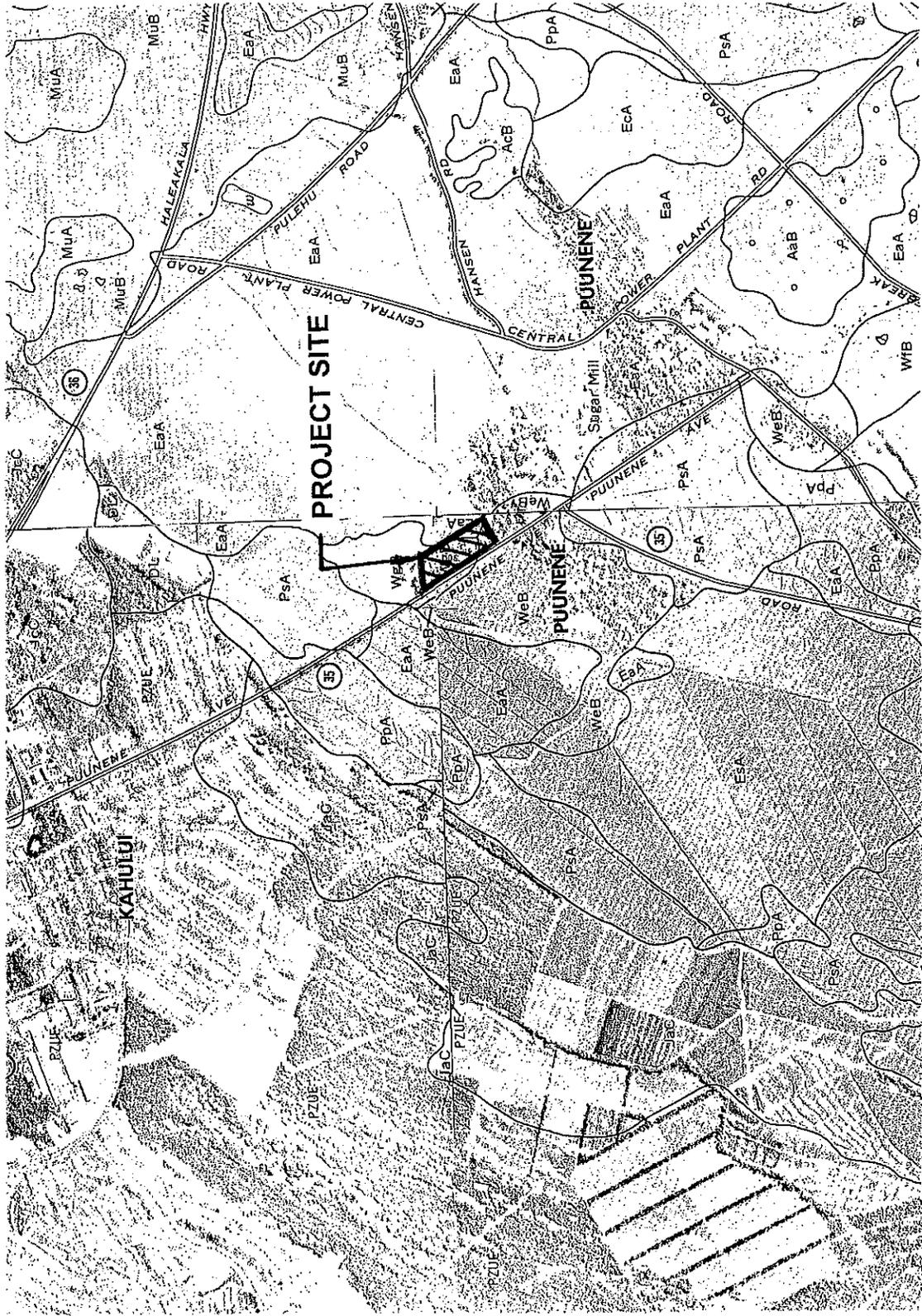
ISLAND OF MAUI

NOT TO SCALE



**PROJECT
SITE**

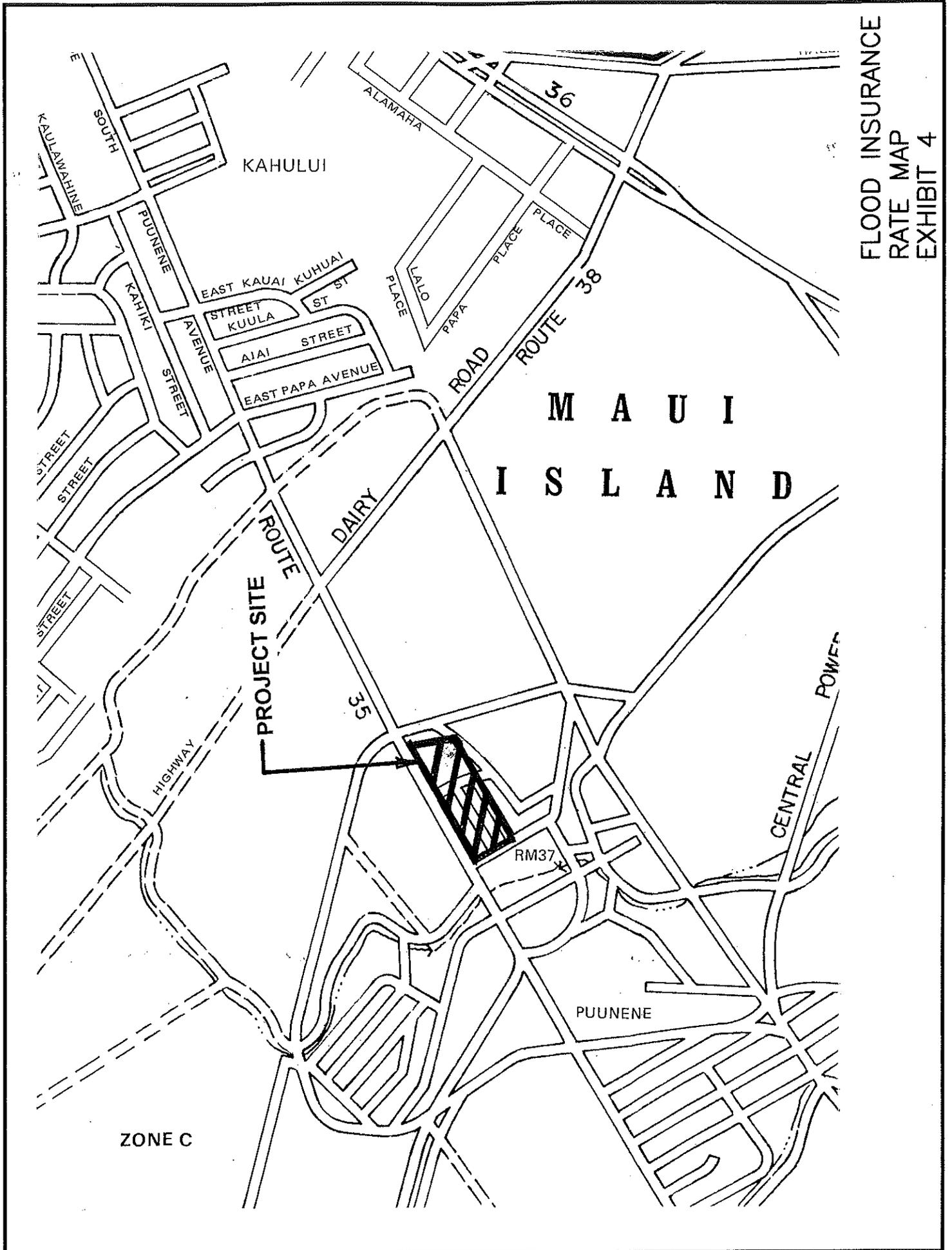




SOIL SURVEY MAP
EXHIBIT 3

FLOOD INSURANCE
RATE MAP
EXHIBIT 4

M A U I
I S L A N D



APPENDIX A
HYDROLOGIC CALCULATIONS

Hydrologic Calculations

Purpose: Determine the increase in onsite surface runoff from the undeveloped portion of the project site based on a 50-year, 1-hour storm.

A. Determine the Runoff Coefficient (C):

EXISTING CONDITIONS:

Infiltration (Medium)	= 0.07
Relief (Flat)	= 0.00
Vegetal Cover (Good)	= 0.03
Development Type (Ag)	= <u>0.15</u>
C	= 0.25

DEVELOPED CONDITIONS:

ROOF AREAS:

Infiltration (Negligible)	= 0.20
Relief (Hilly)	= 0.06
Vegetal Cover (None)	= 0.07
Development Type (Roof)	= <u>0.55</u>
C	= 0.88

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

LANDSCAPE AREAS:

Infiltration (Medium)	= 0.07
Relief (Flat)	= 0.00
Vegetal Cover (Good)	= 0.03
Development Type (Landscape)	= <u>0.15</u>
C	= 0.25

DEVELOPED CONDITIONS:

Paved Area = 8.26 Acres

Roof Area = 0.58 Acres

Landscaped Area = 1.20 acres

WEIGHTED C = 0.76

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:

$$T_c = 35 \text{ minutes}$$

$$I = 3.26 \text{ inches/hour}$$

Developed Condition:

$$T_c = 13 \text{ minutes}$$

$$I = 4.90 \text{ inches/hour}$$

C. Drainage Area (A) = 10.041 Acres

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

$$Q = CIA$$

Existing Conditions:

$$Q = (0.25)(3.26)(10.04)$$

$$= 8.18 \text{ cfs}$$

Developed Conditions:

$$Q = (0.76)(4.90)(10.04)$$

$$= 37.40 \text{ cfs}$$

The increase in runoff due to the development of the proposed development is 37.40 - 8.18 = 29.22 cfs.

Hydrograph Plot

English

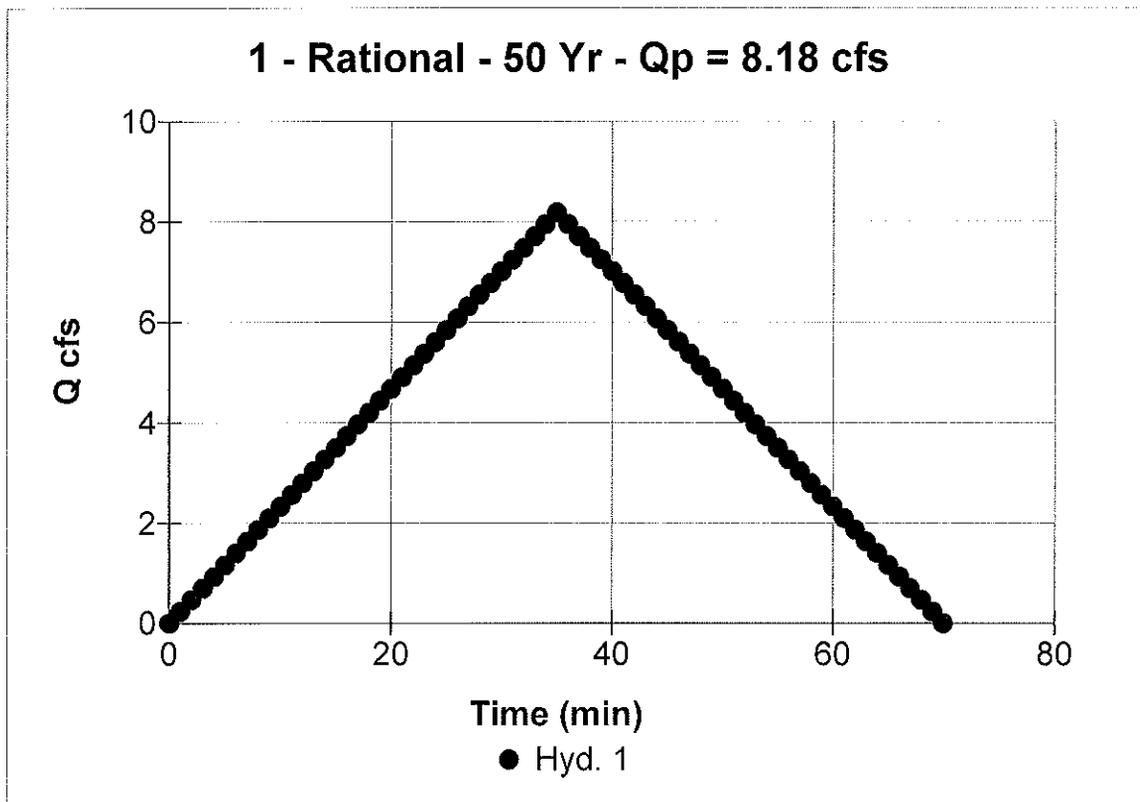
Hyd. No. 1

EXISTING CONDITIONS

Hydrograph type = Rational
Storm frequency = 50 yrs
Drainage area = 10.0 ac
Intensity = 3.26 in
I-D-F Curve = 2-5.IDF

Peak discharge = 8.18 cfs
Time interval = 1 min
Runoff coeff. = 0.25
Time of conc. (Tc) = 35 min
Reced. limb factor = 1

Total Volume = 17,175 cuft



Hydrograph Plot

English

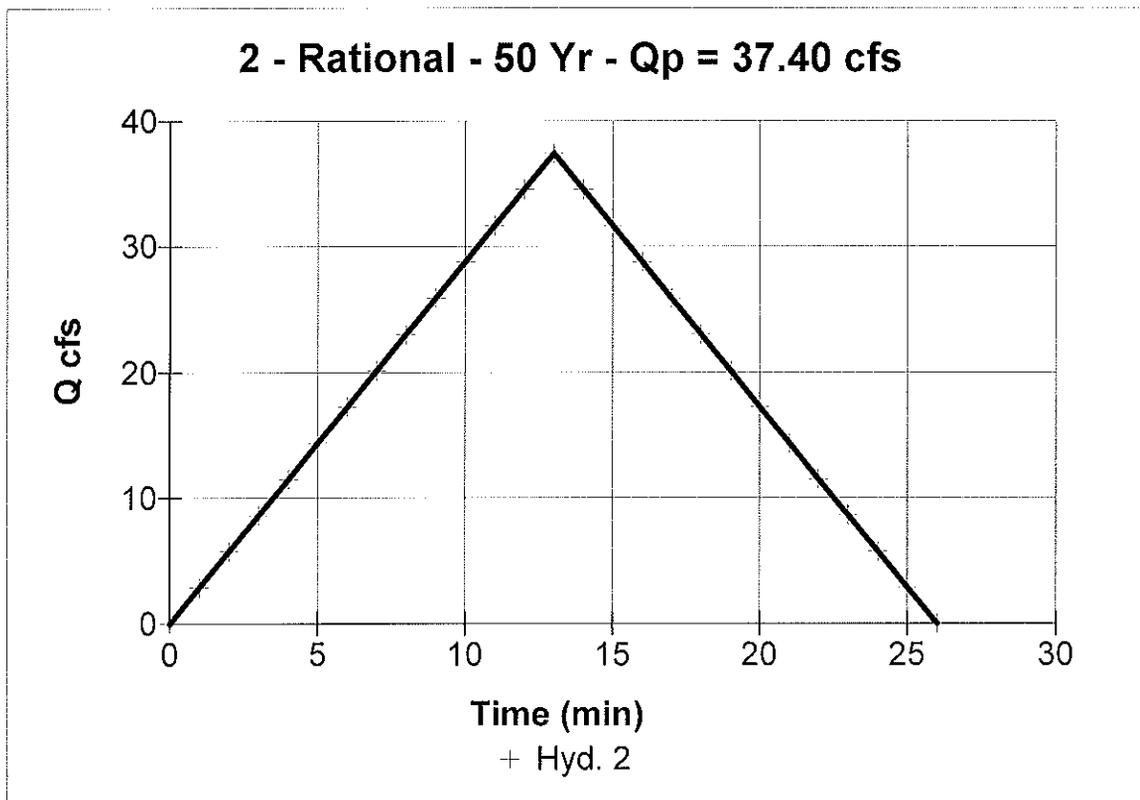
Hyd. No. 2

DEVELOPED CONDITIONS

Hydrograph type = Rational
Storm frequency = 50 yrs
Drainage area = 10.0 ac
Intensity = 4.90 in
I-D-F Curve = 2-5.IDF

Peak discharge = 37.40 cfs
Time interval = 1 min
Runoff coeff. = 0.76
Time of conc. (Tc) = 13 min
Reced. limb factor = 1

Total Volume = 29,173 cuft



APPENDIX B
WATER DEMAND CALCULATIONS

WATER DEMAND CALCULATIONS

Per 2002 Water System Standards:

Average Daily Demand (ADD) = 6,000 gallons per acre for commercial

ADD = (6,000 gal/acre) (10.041 acres) = 60,246 gpd

APPENDIX C
WASTEWATER CALCULATIONS

WASTEWATER CALCULATIONS

Per the 2000 Wastewater Flow Standards:

Wastewater Contribution for Office use is 20 gallons/employee/day

Wastewater Contribution for Industrial Shop is 25 gallons/employee/day

Office Employees is 1 per 200 square feet of floor area

Office Area = 15,000 square feet, Total Employees = 75 Employees

Industrial Employees is 1 per 500 square feet of floor area

Industrial Area = 30,000 square feet, Total Employees = 60 Employees

Wastewater Contribution = (75 employees) x (20 gallons/employee/day) +
(60 Employees)(25 gallons/employee/day) = 3,000 gpd



APPENDIX C
Cultural Impact Assessment

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✓Sandy
✓Leinaala
✓Harry-O

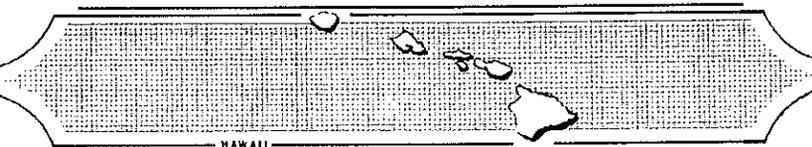
SCS Project Number 768-CIA-1

**A CULTURAL IMPACT ASSESSMENT
ON A LAND PARCEL LOCATED IN PU'UNĒNĒ
AHUPUA'A, WAILUKU DISTRICT,
MAUI ISLAND, HAWAII
[TMK 3-8-06: por. 004]**

Prepared By:
Leann McGerty, B.A.
And
Robert L. Spear, Ph.D.
April 2007

Prepared For:
Harry Johnson,
Transportation Assistant Director,
Maui Economic Opportunity, Inc.

SCIENTIFIC CONSULTANT SERVICES Inc.



711 Kapiolani Blvd. Suite 975 Honolulu, Hawai'i 96813

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INTRODUCTION

At the request of Maui Economic Opportunity, Inc., Scientific Consultant Services, Inc. (SCS) conducted a Cultural Impact Assessment, on a piece of property (TMK: 3-8-06: por. 004) located in Pu'unēnē Ahupua`a, Wailuku District, Maui Island (Figure 1). Documents submitted by Maui Economic Opportunity Inc., describe the proposed the development of the Maui Economic Opportunity Transportation Center, which will include administrative offices, repair and maintenance facilities, bus parking and related improvements (Figure 2).

The Constitution of the State of Hawai`i clearly states the duty of the State and its agencies is to preserve, protect, and prevent interference with the traditional and customary rights of native Hawaiians. Article XII, Section 7 requires the State to “protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by *ahupua`a* tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778” (2000). In spite of the establishment of the foreign concept of private ownership and western-style government, Kamehameha III (Kauikeaouli) preserved the peoples traditional right to subsistence. As a result in 1850, the Hawaiian Government confirmed the traditional access rights to native Hawaiian *ahupua`a* tenants to gather specific natural resources for customary uses from undeveloped private property and waterways under the Hawaiian Revised Statutes (HRS) 7-1. In 1992, the State of Hawai`i Supreme Court, reaffirmed HRS 7-1 and expanded it to include, “native Hawaiian rights...may extend beyond the *ahupua`a* in which a native Hawaiian resides where such rights have been customarily and traditionally exercised in this manner” (Pele Defense Fund v. Paty, 73 Haw.578, 1992).

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].

Act 50 requires state agencies and other developers to assess the effects of proposed land use or shore line developments on the “cultural practices of the community and State” as part of the HRS Chapter 343 environmental review process (2001). Its purpose has broadened, “to promote and protect cultural beliefs, practices and resources of native Hawaiians [and] other

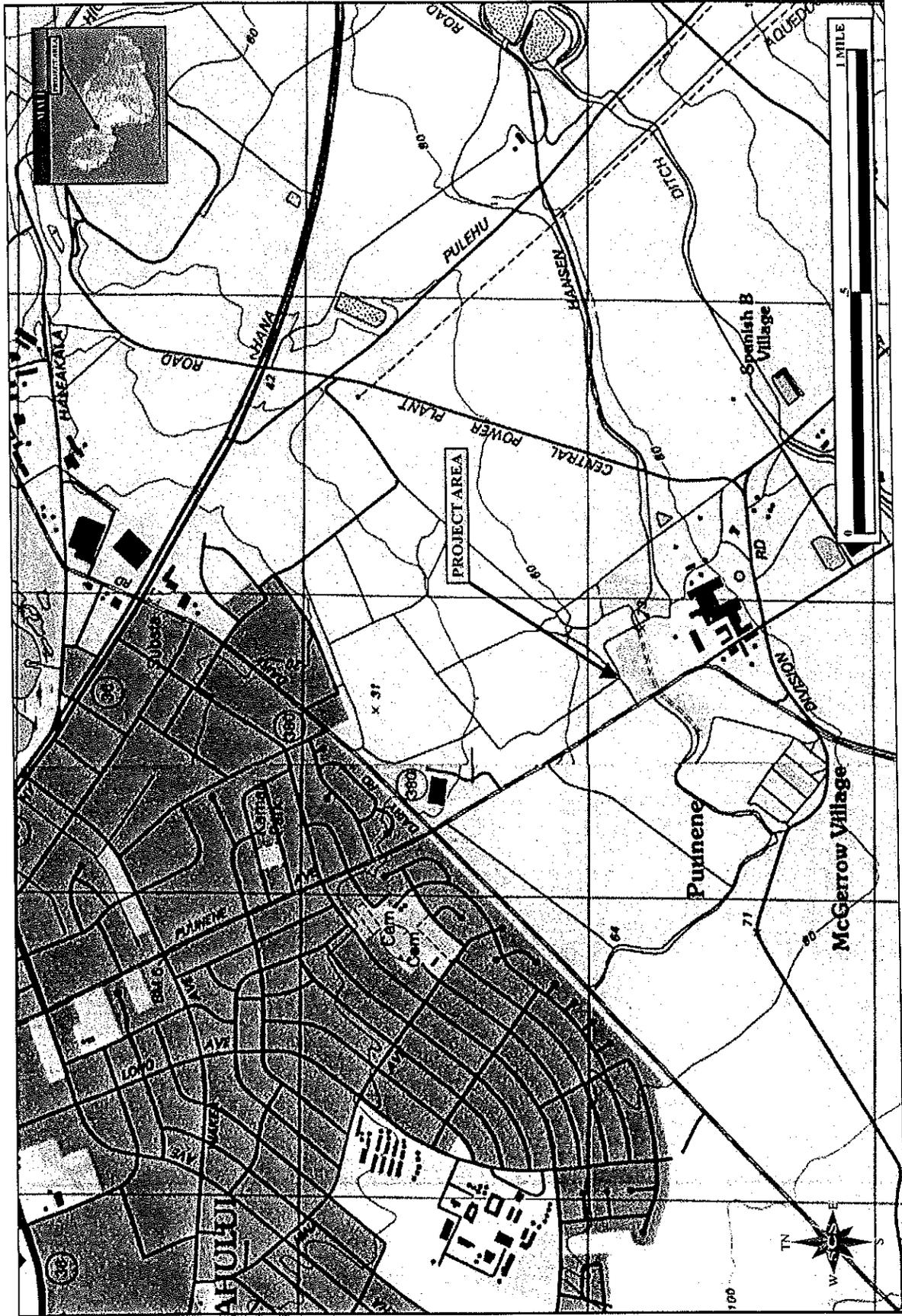


Figure 1: USGS Quadrangle Map Showing Project Area Location.

ethnic groups, and it also amends the definition of 'significant effect' to be re-defined as "the sum of effects on the quality of the environment including actions that are...contrary to the State's environmental policies...or adversely affect the economic welfare, social welfare, or cultural practices of the community and State" (H.B. 2895, Act 50, 2000).

Thus, Act 50 requires an assessment of cultural practices to be included in the Environmental Assessments and the Environmental Impact Statements, 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.

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 manmade and natural, which support such cultural beliefs.

This Cultural Impact Assessment involves evaluating the probability of impacts on identified cultural resources, including values, rights, beliefs, objects, records, properties, and stories occurring within the project area and its vicinity cultural values and rights within the project area and its vicinity (H.B. 2895, Act 50, 2000).

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). In outlining the "Cultural Impact Assessment Methodology", the OEQC state:

...information may be obtained through scoping, community meetings, ethnographic interviews and oral histories... (1997).

The report contains archival and documentary research, as well as communication with organizations having knowledge of the project area, its cultural resources, and its practices and beliefs. This Cultural Impact Assessment was prepared in accordance with the methodology and content protocol provided in the Guidelines for Assessing Cultural Impacts (OEQC 1997). The assessment concerning cultural impacts should address, but not be limited to, the following matters:

- (1) a discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained;
- (2) a description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken;
- (3) ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained;
- (4) biographical information concerning the individuals and organizations consulted, their particular expertise, and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed, their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area;
- (5) a discussion concerning historical and cultural source materials consulted, the institutions and repositories searched, and the level of effort undertaken, as well as the particular perspective of the authors, if appropriate, any opposing views, and any other relevant constraints, limitations or biases;
- (6) a discussion concerning the cultural resources, practices and beliefs identified, and for the resources and practices, their location within the broad geographical area in which the proposed action is located, as well as their direct or indirect significance or connection to the project site;
- (7) a discussion concerning the nature of the cultural practices and beliefs, and the significance of the cultural resources within the project area, affected directly or indirectly by the proposed project;
- (8) an explanation of confidential information that has been withheld from public disclosure in the assessment;
- (9) a discussion concerning any conflicting information in regard to identified cultural resources, practices and beliefs;

- (10) an analysis of the potential effect of any proposed physical alteration on cultural resources, practices or beliefs; the potential of the proposed action to isolate cultural resources, practices or beliefs from their setting; and the potential of the proposed action to introduce elements which may alter the setting in which cultural practices take place, and;
- (11) the inclusion of bibliography of references, and attached records of interviews, which were allowed to be disclosed.

Based on the inclusion of the above information, assessments 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.

INTERVIEW METHODOLOGY

Interviews are conducted in accordance with Federal and State laws and guidelines. Individuals and/or groups who have knowledge of traditional practices and beliefs associated with a project area or who know of historical properties within a project area are sought for consultation. Individuals who have particular knowledge of traditions passed down from preceding generations and a personal familiarity with the project area are invited to share their relevant information. Often people are recommended for their expertise, and indeed, organizations, such as Hawaiian Civic Clubs, the Island Branch of Office of Hawaiian Affairs, historical societies, Island Trail clubs, and Planning Commissions are depended upon for their recommendations of suitable informants. These groups are invited to contribute their input, and suggest further avenues of inquiry, as well as specific individuals to interview.

If knowledgeable individuals are identified, personal interviews are sometimes taped and then transcribed. These draft transcripts are returned to each of the participants for their review and comments. After corrections are made, each individual signs a release form, making the information available for this study. When telephone interviews occur, a summary of the information is often sent for correction and approval, or dictated by the informant and then incorporated into the document. Key topics discussed with the interviewees vary from project to

project, but usually include: personal association to the *ahupua`a*, land use in the project's vicinity; knowledge of traditional trails, gathering areas, water sources, religious sites; place names and their meanings; stories that were handed down concerning special places or events in the vicinity of the project area; evidence of previous activities identified while in the project vicinity.

In this case, letters briefly outlining the development plans along with maps of the project area were sent to individuals and organizations whose jurisdiction includes knowledge of the area with an invitation for consultation. Consultation was sought from Lance Foster, the Director of Native Rights, Land and Culture, Office of Hawaiian Affairs on O`ahu; Thelma Shimaoka, Coordinator of the Maui branch of the Office of Hawaiian Affairs; the Central Maui Hawaiian Civic Club; Hinano Rodrigues, Cultural Historian with State Historic Preservation Division; and the Cultural Resources Commission of the Maui Planning Department. If cultural resources are identified based on the information received from these organizations and additional informants, an assessment of the potential effects on the identified cultural resources in the project area and recommendations for mitigation of these effects can be proposed.

PROJECT AREA AND VICINITY

The project area is located in Pu`unēnē Ahupua`a and is bordered on the west by Pu`unēnē Avenue, the east by a dirt road and former sugar cane Field G to the south by Hansen Road and to the north by Kahului Town. The project area consists of ten acres which will be developed in two phases (Figure 3). Presently, the land is under sugar cane cultivation.

CULTURAL HISTORICAL CONTEXT

The island of Maui ranks second in size of the eight main islands in the Hawaiian Archipelago. Pu`u Kukui, forming the west end of the island (1,215m above mean sea level), is composed of large, heavily eroded amphitheater valleys that contain well-developed permanent stream systems that watered fertile agricultural lands extending to the coast. The deep valleys of West Maui and their associated coastal regions have been witness to many battles in ancient times and were coveted productive landscapes.

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

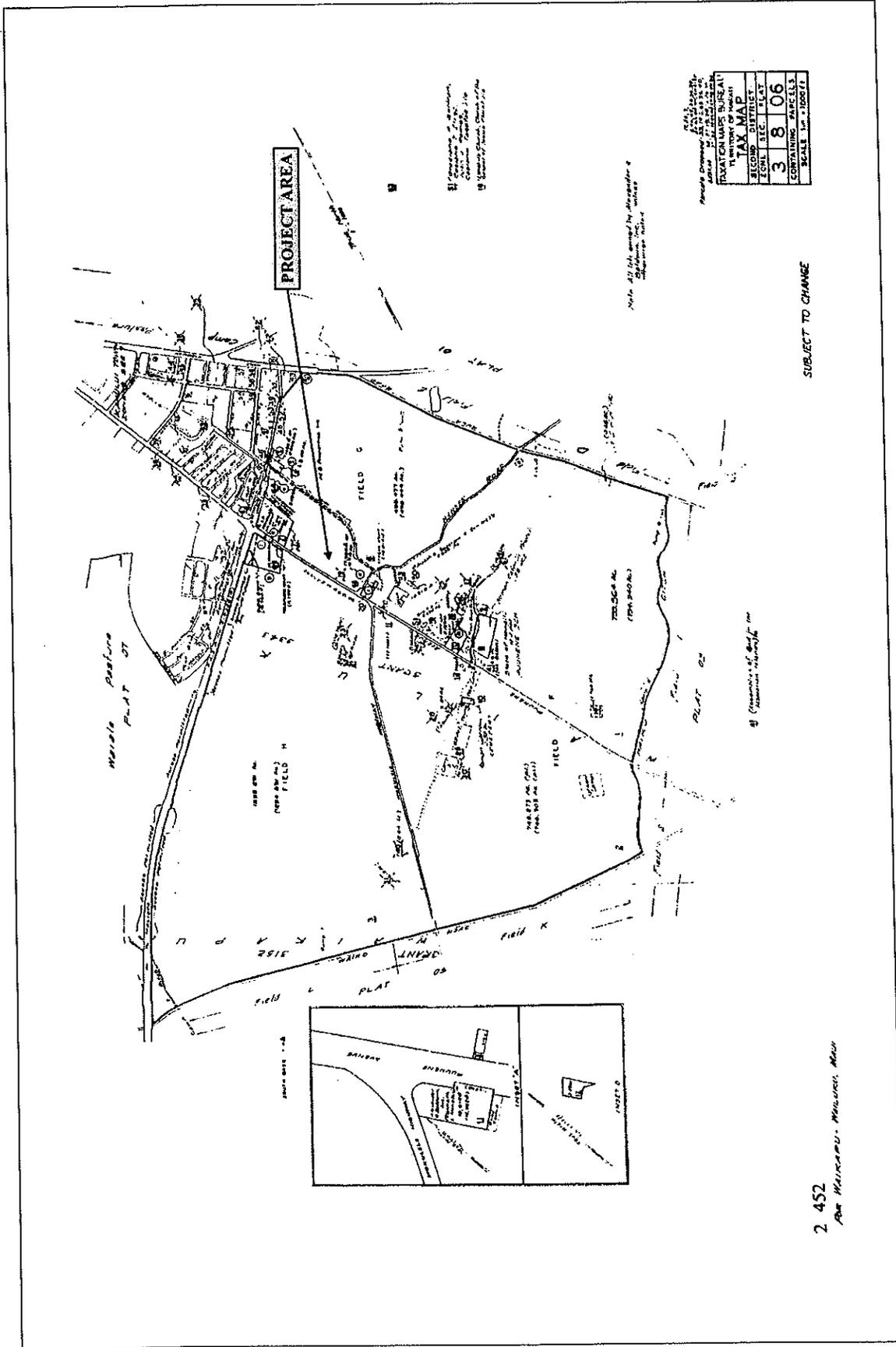


Figure 3: Tax Map Key [TMK] Showing Project Area.

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 pertaining 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`āinana* (commoners) worked the individual plots of land.

In general, several terms, such as *moku*, *ahupua`a*, *`ili* or *`ili`āina* 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`āina* or *`ili* were smaller land divisions next in 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`āina* were narrow strips of land within an *`ili*. The land holding of a tenant or *hoa`āina* residing in a *ahupua`a* was called a *kuleana* (Lucas 1995:61). The project area is located in the *ahupua`a* of Pu`unēnē, which translated literally means "goose hill" (Pukui *et al.*:202).

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). Between A.D. 600-1100, sometimes referred to as the Developmental Period, the major focus of permanent settlement continued to be the fertile and well-watered windward valleys, such as those in the West Maui mountains in close proximity to Kahului (Kirch 1985).

WAHI PANI (LEGENDARY PLACES)

Scattered amongst the agricultural and habitation sites were other places of cultural significance to the *kama`āina* of the district. Near the project area were the *kuapa* (fishponds) of Kanaha and Mau`oni, also known as the twin ponds of Kapi`ioho (a chief of O`ahu and half of Moloka`i in the early 18th century; Cordy 2002). It was told that stones were passed hand-to-hand by a line of men extending from Makawela to Kanaha during the building of the banks. Kapi`ioho was killed before they were finished and Kamehamehanui (brother of Kahekili) finished their construction and placed a *kapu* on the bank dividing the two ponds (Sterling 1998). Another version published in *Ka Nupepa Kuokoa* stated that after Kapi`ioho was killed, Kihapi`ilani began the construction of the ponds and it was he who separated the water with a wall, giving it two names (August 23, 1884). The twin ponds supplied mullet to the population during the times of fishing *kapu* (Bartholomew 1994).

Wailuku District was a center of political power often at war with its rival in Hana. By the end of the 18th century, Kahekili resided with his entourage in Wailuku and it was on the sand dunes that Kahekili and his warriors engaged those of Kalani`ōpu`ū, Chief from Hawai`i Island.

In his bid to conquer Kahekili and obtain Maui, Kalani`ōpu`ū brought his famous and fearless Alapa warriors who were slaughtered by Kahekili's men. "The dead lay in heaps strewn like *kukui* branches; corpses lay heaped in death; they were slain like fish enclosed in a net..." (Kamakau 1961:85-89).

George W. Bates recounted his journey from Wailuku to Kahului in 1854:

Leaving Wai-lu-ku [town], and passing along toward the village Kahului, a distance of three miles, the traveler passes over the old battle-ground named after the village. It is distinctly marked by moving sand-hills, which owe their formation to the action of the northeast trades. Here these winds blow almost with the violence of a sirocco, and clouds of sand are carried across the northern side of the isthmus to a height of several hundred feet. These sand-hills constitute a huge "Golgotha" for thousands of warriors who fell in ancient battles. In places laid bare by the action of the winds, there were human skeletons projecting, as if in the act of struggling for resurrection from their lurid sepulchers. In many portions of the plain who cart-loads were exposed in this way. Judging of the numbers of the dead, the contest of the old Hawaiians must have been exceedingly bloody. . . . [Sandwich Island Notes, 309]

The 1776 encounter between Kahekili and Kalani`ōpu`ū resulted in a temporary truce which was broken in 1790 by the battle of Kepaniwai, when Kamehameha I consolidated his control over Maui Island. There were so many warriors and canoes invading from Hawai`i Island that it was called the Great Fleet. During Kamehameha's campaign, it was recorded that the bay from Kahului to Hopukoa was filled with war canoes and they extended to Kalae`ili`ili at Waihe`e and below Pu`uhele and Kamakailima:

. . . Kamehameha and his chiefs went on to the principal encounter at Wailuku. The bay from Kahului to Hopukoa was filled with war canoes. For two days there was constant fighting in which many of the most skilful warriors of Maui took part, but Kamehameha brought up the cannon, Lopaka, with men to haul it and the white men, John Young and Isaac Davis, to handle it; and there was great slaughter. (Kamakau 1961: 148).

From Kahului, Kamehameha marched on to Wailuku Village where Kalanikupule, Kahekili's son, waited with his warriors.

In 1837, the village of Kahului consisted of twenty-six *pili*-grass houses living close to the sea and depending on fishing in the coastal waters for the majority of their food (Bartholomew 1994). Mullet was still harvested from the twin ponds in the early 1900s and people swam in the spring waters that were continuously refreshed (*ibid.*). Thomas Hogan built the first western building, a warehouse, near the shoreline of Kahului in 1863 (Clark 1980). The dredging of Kahului harbor through the years filled in large sections of the ponds, eventually blocking the outlet to the sea.

As the sugar industry developed, Kahului became a cluster of warehouses, stores, wheelwright and blacksmith shops close to the harbor. A small landing was constructed in 1879 to serve the sugar company (Clark 1980). In the late 1800s, Kahului possessed a new custom house, a saloon, Chinese restaurants, a railroad and a small population of residents. Kahului's main focus was shipping. The 1900 bubonic plague outbreak destroyed much of the town as officials decided to burn down the Chinatown area in an effort to contain the epidemic. The Chinese, Japanese and Hawaiian residents were displaced by this action. To further insure isolation, authorities encircled the entire town with corrugated iron rat-proof fences which ended the spread of the plague (Bartholomew 1994). The Kahului Railroad Company built a 1,800 foot long rubble-mound breakwater in 1910 and dredging of the harbor now allowed ships with a 25-foot draft to dock at the new 200-foot wharf (Clark 1980).

THE GREAT MĀHELE

In the 1840s, traditional land tenure shifted drastically with the introduction of private land 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 economy to that of a market economy (Kame`eleihiwa 1992:169-70, 176; Kelly 1983:45, 1998:4; Daws 1962:111; Kuykendall 1938 Vol. I:145). The Great Māhele of 1848 divided Hawaiian lands between the king, the chiefs, the government, and began the process of private ownership of lands. The subsequently awarded parcels were called Land Commission Awards (LCAs). Once lands were thus made available and private ownership was instituted, the *maka`āinana* (commoners), if they had been made aware of the procedures, were able to claim the plots on which they had been cultivating and living. These claims did not include any previously cultivated but presently fallow land, `okipū (on O`ahu), stream fisheries, or many other resources necessary for traditional survival (Kelly 1983; Kame`eleihiwa 1992:295; Kirch and Sahlins 1992). If occupation could be established through the testimony of two witnesses, the petitioners were awarded the claimed LCA and issued a Royal Patent after which they could take possession of the property (Chinen 1961:16).

There were over 400 *kuleana* awarded in the district of Wailuku, but none were identified in the project area.

HISTORIC LAND USE

Kahului was Maui's main harbor during the 20th century and provided employment to residents through the railroad, as dock workers, clerks, cannery workers and in the cane fields (Bartholomew 1994). Pu`unēnē Avenue bordering the project area to the east, sported Kahului Store a retail operation owned by Hawaiian Commercial & Sugar Company and Pu`unēnē Store, which supplied all of the plantation camp stores. The section of Kahului where the project is located contained commercial establishments and homes that spread *makai*, down Pu`unēnē Avenue to the former Maui County Fairgrounds. Stands of *kiawe* and plantation camps were scattered across Kahului town (*ibid.*).

In January of 1942, Japanese submarines shelled Kahului Harbor as part of a harassment scheme and 75 mm shoreline artillery returned fire (Clark 1980). After WW II, the Kahului development company built houses that were sold to the employees of HC&S. In 1950, Kahului shopping center was open for business catering to the new homeowners. In February of 2005, a fire destroyed approximately 50% of the 99,563 square feet of retail space in the Kahului Shopping Center.

SUMMARY

The "level of effort undertaken" to identify potential effect by a project to cultural resources, places or beliefs (OEQC 1997) has not been officially defined and is left up to the investigator. A good faith effort can mean contacting agencies by letter, interviewing people who may be affected by the project or who know its history, research identifying sensitive areas and previous land use, holding meetings in which the public is invited to testify, notifying the community through the media, and other appropriate strategies based on the type of project being proposed and its impact potential. Sending inquiring letters to organizations concerning development of a piece of property that has already been totally impacted by previous activity and is located in an already developed industrial area may be a "good faith effort". However, when many factors need to be considered, such as in coastal or mountain development, a good faith effort might mean an entirely different level of research activity.

In the case of the present parcel, letters of inquiry were sent to organizations whose expertise would include the project area. Consultation was sought from Lance Foster, the Director of Native Rights, Land and Culture, Office of Hawaiian Affairs on O`ahu; Thelma Shimaoka, Coordinator of the Maui branch of the Office of Hawaiian Affairs; the Central Maui Hawaiian Civic Club; Hinano Rodrigues, Cultural Historian with the State Historic Preservation Division, Maui; and Michael Foley, Planning Director for the Maui Planning Department.

Historical and cultural source materials were extensively used and can be found listed in the References Cited portion of the report. Such scholars as I`i, Kamakau, Beckwith, Chinen, Kame`eleihiwa, Fornander, Kuykendall, Kelly, Handy and Handy, Puku`i and Elbert, Thrum, Sterling, and Cordy have contributed, and continue to contribute to our knowledge and understanding of Hawai`i, past and present. The works of these and other authors were consulted and incorporated in the report where appropriate. Land use document research was supplied by the Waihona `Aina 2007 Data base.

CIA INQUIRY RESPONSE

As suggested in the "Guidelines for Accessing Cultural Impacts" (OEQC 1997), CIAs incorporating personal interviews should include ethnographic and oral history interview procedures, circumstances attending the interviews, as well as the results of this consultation. It is also permissible to include organizations with individuals familiar with cultural practices and features associated with the project area.

As stated above, consultation was sought from the Director of Native Rights, Land and Culture, Office of Hawaiian Affairs on O'ahu; the Maui branch of the Office of Hawaiian Affairs; the Central Maui Hawaiian Civic Club; Cultural Historian with the State Historic Preservation Division, Maui; and the Maui Planning Department. None of the native Hawaiian organizations, or the Maui Planning Department that is mandated "to preserve and protect customary and traditional practices of Native Hawaiians" (94 Haw. 31, 45, 2000) responded with information concerning the potential for cultural resources to occur in the project area (TMK 3-8-06:004), or with additional suggestions for further contacts. Therefore, no interviews were conducted for this property, as there were no interviewees identified.

Analysis of the potential effect of the project on cultural resources, practices or beliefs, its potential to isolate cultural resources, practices or beliefs from their setting, and the potential of the project to introduce elements which may alter the setting in which cultural practices take place is a requirement of the OEQC (No. 10, 1997). To our knowledge, the project area has not been used for traditional cultural purposes within recent times. Based on historical research and no response from the above listed contacts, it is reasonable to conclude that Hawaiian rights related to gathering, access or other customary activities within the project area will not be affected and there will be no direct adverse effect upon cultural practices or beliefs. The visual impact of the project from surrounding vantage points, e.g. the highway, mountains, and coast is minimal.

CULTURAL ASSESSMEMNT

Based on organizational lack of response, and archival research, it is reasonable to conclude that, pursuant to Act 50, the exercise of native Hawaiian rights, or any ethnic group, related to gathering, access or other customary activities will not be affected by development activities on a portion 004. Because there were no cultural activities identified within the project area, there are no adverse effects.

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APPENDIX D
Archaeological Assessment

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

Laura H. Thiele
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COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUI
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AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND HISTORIC PRESERVATION

HISTORY AND WILDLIFE
HISTORIC PRESERVATION
KAOLOAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

May 12, 2008

Michael F. Dega, Ph.D.
Scientific Consultant Services, Inc.
711 Kapiolani Boulevard, Suite 975
Honolulu, Hawai'i 96813

LOG NO: 2007.1338
DOC NO: 0805PC16
Archaeology

Dear Dr. Dega:

SUBJECT: Chapter 6E-42 Historic Preservation Review of an Archaeological Assessment of Approximately 10 Acres, Wailuku Ahupua'a, Wailuku District, Island of Maui TMK: (2) 3-8-006:004 por.

Thank you for the opportunity to review this report, which our staff received in April of 2007 (Shefcheck and Dega 2007): *An Archaeological Assessment of Approximately 10 Acres in Wailuku...* Scientific Consultant Services, Inc. Please accept our apologies for the lengthy delay in commenting.

The survey area as described in the report consists of a 10 acre (4 hectare) portion of a much larger parcel owned by Alexander and Baldwin, the lesser of which is the proposed location of the Maui Economic Opportunity Transportation Center. Fieldwork, which was comprised of a 100% pedestrian survey and the excavation of three backhoe trenches, was undertaken between November 22 and 24, 2006. The pedestrian survey and sample trenching conducted for the current project produced no new sites, effectively turning the inventory survey into an assessment.

Although not required for assessment reports, the included background section acceptably establishes the *ahupua'a* settlement pattern and predicts the likely site pattern in the project area, with historical information provided to summarize pre- and post-Contact period land use, and a summary of previous archaeological work conducted in the near vicinity to provide a baseline for current work.

The report contains the required information as specified in IIAR §13-276-5 regarding report documentation of inventory level field work completed in general and is acceptable.

We also concur that regardless of a lack of significant finds during the current study, that precautionary monitoring is warranted during further ground altering disturbance within the subject parcel due to the potential that subsurface culturally significant deposits may still be found below the previously disturbed agricultural substrate. Should you have any questions or comments regarding this review, please contact Patty Conte (Patty.J.Conte@hawaii.gov).

Aloha,

Nancy McMahon, Archaeologist and Acting Archaeology Branch Chief
State Historic Preservation Division

c: Jeff Hunt, Director, Dept. of Planning, 250 S. High Street, Wailuku, Hawai'i 96793

**AN ARCHAEOLOGICAL ASSESSMENT OF
APPROXIMATELY 10 ACRES
IN WAILUKU, WAILUKU AHUPUA`A (FORMERLY PU`UNĒNĒ),
WAILUKU DISTRICT,
ISLAND OF MAUI, HAWAII
[TMK: 3-8-6:04 por.]**

Prepared By:
Donna M. Shefcheck, B.A.
and
Michael F. Dega, Ph.D.
April 2007

Prepared for:
Harry Johnson
Maui Economic Opportunity, Inc.
P.O. Box 2122
Kahului, HI 96732

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INTRODUCTION

At the request of Harry Johnson of the MEO Transportation Center, Scientific Consultant Services, Inc. (SCS) performed an Archaeological Inventory Survey of approximately 10 acres in a larger parcel of sugarcane land located in Pu`unēnē, Wailuku Ahupua`a, Wailuku District, Island of Maui, Hawai`i [TMK: 3-8-06:04 por.] (Figures 1 and 2). The parcel is the planned location for the Maui Economic Opportunity (MEO) Transportation Center, a mass transit facility located adjacent to the Kahului Airport, the Maui Business Park, and the Kahului metropolitan area. The focus of this work was to investigate the parcel for the presence or absence of archaeological structures or artifacts on the parcel's surface and subsurface. Fieldwork was conducted from November 22 to 24, 2006 by SCS archaeologists Lauren Morawski, B.A. and Jenna Mathews, B.A. under Principal Investigator Michael Dega, Ph.D. The Inventory Survey consisted of a systematic pedestrian survey as well as subsurface testing for archaeological materials. Due to the fact that fieldwork results were negative, the survey is presented herein as an Archaeological Assessment.

PROJECT AREA DESCRIPTION

The project area is located in Wailuku Ahupua`a and is bordered on the northeast by Hāna Highway and Pūlehu Road, on the northwest by Dairy Road and the Maui Business Park, on the southwest by Pu`unēnē Avenue, and on the southwest by sugarcane field 7120 (Figure 3). The project area borders Kahului Town, with commercial and residential developments to the north and the Kahului Airport to the northeast. Presently, the project area is under sugarcane cultivation. It lies at the heart of sugar country; Pu`unēnē Sugar Mill is located to the south at 20 to 60 feet amsl (above mean sea level), on the isthmus between Haleakalā and Pu`u Kukui.

Soils in the project area include Ewa and Alae soils. The project area consists primarily of Ewa silty clay loam (EaA) and Ewa cobbly silty clay loam (EcA), soil types that make up more than 85% of the project area (Foote *et al.* 1972). As part of the Ewa Series, these soils are predominantly found on gentle slopes where runoff is generally slow and erosion is very slight (*ibid*: 29). These soils are particularly well suited for sugarcane cultivation and homesites. Finally, the small remaining portion of the project area consists of Alae cobbly sandy loam (AcB) (*ibid*: 14), a soil type also strongly associated with sugar cultivation in Maui's isthmus.

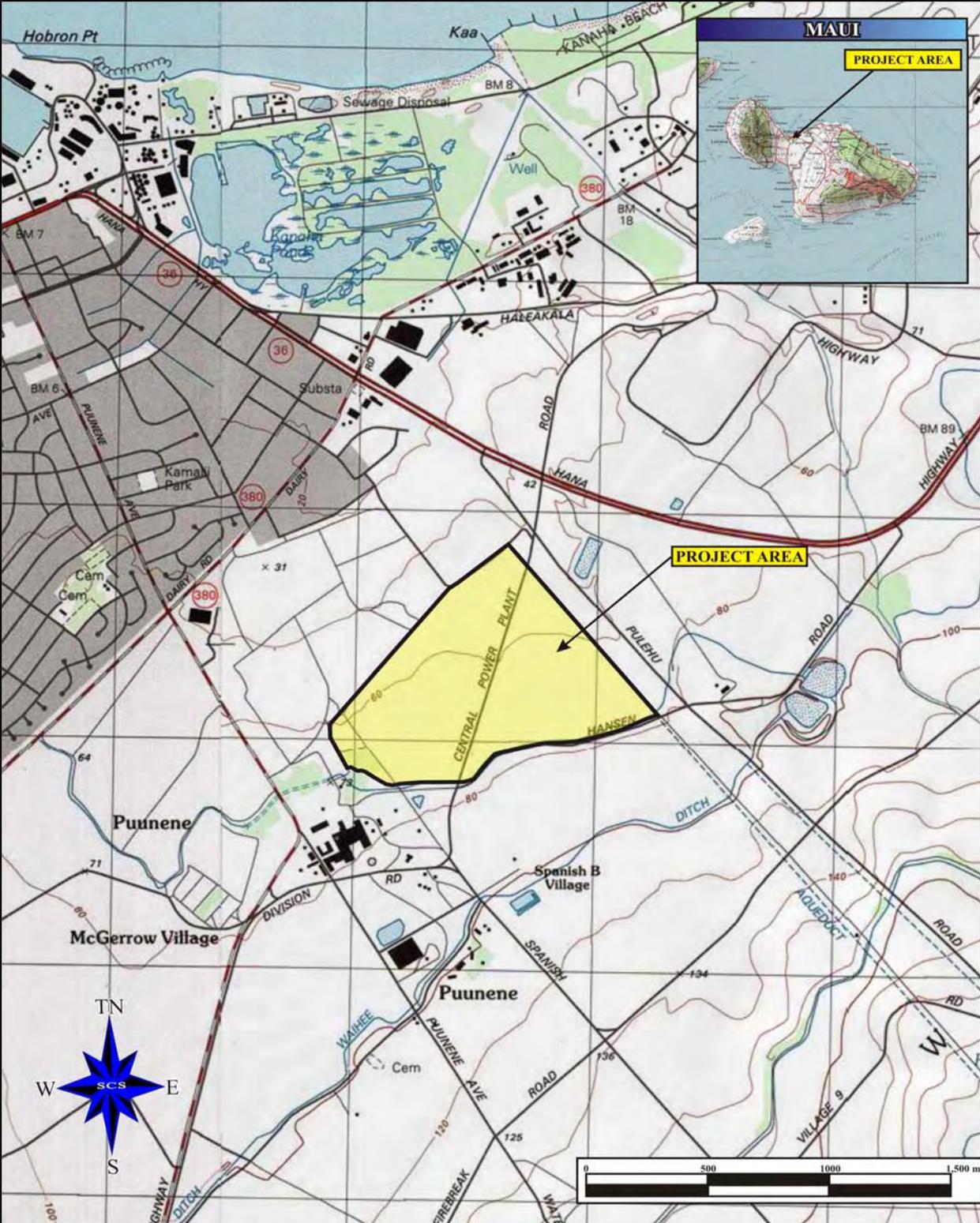


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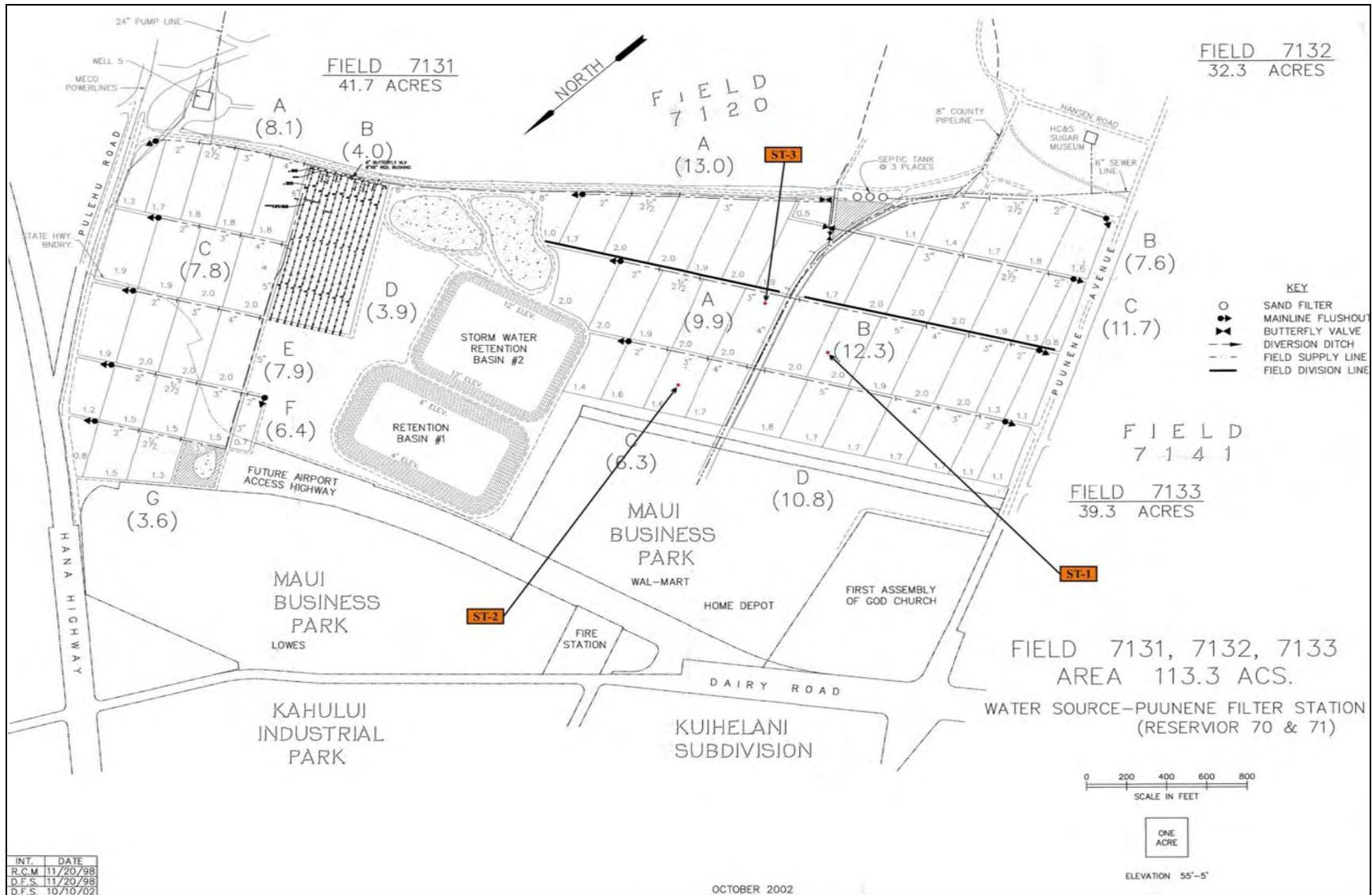


Figure 3: Plan View of the Project Area Showing Stratigraphic Trench (ST) Locations.

TRADITIONAL AND HISTORIC LAND USE

The following section summarizes land use changes through the Traditional and Historic periods. It is a condensed version of the more detailed synopsis of Kahului's history found in McGerty and Spear (2007).

The traditional Hawaiian economy was based on agricultural production and marine exploitation, and included raising livestock and collecting wild plants and birds. Settlements were concentrated in river valleys most amenable to wet taro (*kalo*) cultivation that incorporated pond fields and irrigation canals. Between A.D. 600 and 1100, sometimes referred to as the Developmental Period, the major focus of permanent settlement continued to be in the fertile and well-watered windward valleys, such as those in the West Maui Mountains in close proximity to Kahului (Kirch 1985). This community thrived throughout the Traditional Period due to its rich resources of land and sea. Wailuku District came to be a cultural center for Maui and was the scene of many important legends and battles, including the battle of Kepaniwai, the epic battle in which Kamehameha I overtook Maui and unified Hawai'i.

Western contact brought changes to the region landscape, cultural exchanges, and lifestyle reforms; however, Kahului remained a population center in Central Maui. In 1837, the village of Kahului consisted of 26 *pili*-grass houses. The residents of these homes depended on fishing in the coastal waters for the majority of their food (Bartholomew 1994). Mullet was still harvested from the twin ponds in the early 1900s and people swam in the spring waters that were continuously refreshed (*ibid.*). Thomas Hogan built the first western building, a warehouse, near the shoreline of Kahului in 1863 (Clark 1980). The dredging of Kahului harbor through the years filled in large sections of the ponds, eventually blocking the outlet to the sea.

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Kahului was Maui's main harbor during the twentieth century and provided employment to residents through the railroad, as dock workers, clerks, cannery workers and in the cane fields (Bartholomew 1994). Pu`unēnē Avenue bordering the project area to the east sported Kahului Store, a retail operation owned by Hawaiian Commercial & Sugar Company, and Pu`unēnē Store, which supplied all of the plantation camp stores. The section of Kahului where the project is located contained commercial establishments and homes that spread *makai*, down Pu`unēnē Avenue to the former Maui County Fairgrounds. Stands of *kiawe* (*Prosopis pallida*) and plantation camps were scattered across Kahului town (*ibid.*).

PREVIOUS ARCHAEOLOGICAL RESEARCH

There is no shortage of archaeological studies focused in the Wailuku Town area, but little work has taken place in and around the current project area. Generally to date, Fredericksen and Fredericksen (1988, 1989) have conducted the only intensive study of the Pu`unēnē area, in two large lots (cumulatively 232 acres) immediately north of the current project area. Their inventory surveys have led to the documentation of several possible volcanic glass concentrations, historic irrigation ditches, and old stream gravels. The volcanic glass debris was later re-interpreted as slag associated with mill production. No subsurface deposits were identified near Dairy Road in the former sugar cane lands to the south of the present project area.

Recent work at the Kahului Airport, northeast of the current project parcel, has led to the identification of extensive subterranean cultural deposits. As this area is close to the Kahului coastline, a number of culturally significant sites, including midden deposits, artifacts, rock alignments and coral pavements have been identified. An extended discussion of these findings is presented in Dagher and Dega (2007) (in review).

With these exceptions, archaeological research in relative proximity to the current project area is non-existent. To place the project parcel into archaeological context, it is necessary to discuss Wailuku District as a whole. The following section provides a brief overview of

archaeological research in Wailuku District itself and is presented in two arbitrary sections: Upper Wailuku and Lower Wailuku District. Upper Wailuku is considered to be the lands to the north of Kūihelani Highway, while Lower Wailuku extends southward from Kūihelani Highway to Mā`alaea Bay in Waikapū Ahupua`a.

UPPER WAILUKU DISTRICT

The majority of archaeological work is associated with the Pu`u One region in the northern-most section of Wailuku District. Prior archaeological work in the Pu`u One region has indicated an emerging pre-Contact settlement pattern in this region. SCS (Dunn and Spear 1995) conducted research at the intersection of Naniloa and Waiale Roads where habitation features and a cultural layer interspersed with hearth and pit features were identified during a monitoring project. These features all occurred in sandy substrate. Radiocarbon dates submitted from these features yielded dates ranging from A.D. 1434 to A.D. 1807, dates suggestive of pre-Contact sites and early historic land use. SCS (Burgett and Spear 1995) conducted Archaeological Inventory Survey in the sand hills along lower Main Street. One habitation site (50-50-04-4004), located in a remnant of a once larger cultural deposit, was identified. Radiocarbon samples dated the site to A.D. 1420 and A.D. 1640, or to the early to mid-prehistoric time range. SCS (Morawski and Spear 2001) conducted Archaeological Monitoring during the installation of a water pipeline and fire hydrants on Naniloa, Helenani, Leilani, Kainani, Naniluna, and Ka`ahumanu Highway roads with the town of Wailuku. During the research, a historic refuse dump and the remains of previously disturbed human burials were discovered. SCS (Buffum and Spear 2001; Zachman and Spear 2002) conducted Archaeological Monitoring at the Maui Medical Center. Due to extensive landscape modifications, no archaeological or traditional materials were identified during excavation.

Pantaleo and Sinoto (1996) conducted archaeological work at the Maui Lani Development to the east of the present project area. As of the 1996 publication, only one concentration of multiple burials was discovered, while the remaining burials were isolated individual burials at the tip of the dune (in the highest elevational locations). A more contemporary report documenting additional burial finds at Maui Lani should aid in clarifying the overall results of that project. Research conducted by Fredericksen and Fredericksen (1997) indicated that this section of dunes was primarily used during prehistoric times as an interment area, a contention easily supported by the previous year's study. Habitation sites, several with associated burials, have been found mostly in the dune area associated with the Lower Main Street/Waiale Road Corridor. Conversely, studies east of this corridor have yielded only human burials (Fredericksen and Fredericksen 1998). Fredericksen and Fredericksen (1998) list many

of the archaeological studies conducted in the Lower Main Street/Waiale Road Corridor and Central Maui area.

LOWER WAILUKU DISTRICT

A limited number of archaeological projects have been conducted in this particular land section, much of which was disturbed during the massive sugar cane cultivation. The fair amount of archaeological work conducted along Lower Main Street is summarized elsewhere (see Morawski and Dega 2003).

SCS (Burgett and Spear 1997) conducted large-scale Archaeological Inventory Survey of the Pu`unēnē Bypass/Mokulele Highway improvements stretching across the majority of Wailuku District. Although no sites were identified, this absence may account for the lack of archaeological remains: extensive disturbance associated with prior sugar cane cultivation, highway and private construction activities, and little or no prehistoric occupation of the area. However, *lo`i* (irrigated terrace) cultivation was reported to be intensive in this area (Handy and Handy 1972). The replacement of *lo`i* with sugar cane during historic times would be the most likely cause for the destruction of all traditional sites related to prehistoric cultivation in the area.

METHODOLOGY

FIELD METHODOLOGY

Fieldwork consisted of a 100 percent pedestrian survey and limited subsurface testing. The pedestrian survey was conducted in order to identify archaeological sites and to assess the geographical features of the project area. Interval spacing of ten meters between SCS personnel was employed to ensure adequate coverage during the survey. During the pedestrian survey, results were compiled on standard graphing paper as well as with digital photography. All measurements were recorded in metric units. Finally, a mechanical backhoe with a 0.7 m wide bucket was employed to mechanically excavate Stratigraphic Trenches (STs). Soil stratigraphy encountered during excavation was documented utilizing metric graph paper and United States Department of Agriculture (USDA) Munsell soil color charts.

LABORATORY METHODOLOGY

All field notes and digital photographs have been curated at the SCS laboratory in Honolulu. A representative stratigraphic profile was drafted for presentation within this report.

FIELDWORK RESULTS

A 100 percent pedestrian survey was conducted on the project parcel, yielding identification of no Traditional or Historic properties in the project area. No surface features were observed or recorded.

The subsurface component of this project consisted of three stratigraphic trenches mechanically excavated, and dispersed throughout the center of the parcel (see Figure 3). Each differed in its dimensions, but they were similar in stratigraphic profile. ST-1 yielded no cultural material, and no dimensional data was recorded for this trench. ST-2 measured 12.5 m long, and went to a maximum depth of 1.4 m. ST-3 was 18.0 m long and 1.4 m deep. A single layer of soil was identified in each of these trenches; it consisted of heavily disturbed, mottled reddish-brown clay (10R 3/6 and 10R 2.5/2) containing black plastic debris in the upper 1.0 m (Figure 4). This finding was consistent with expectations for the area. No cultural materials or historic properties, with the exception of modern plastic debris, were observed in the subsurface strata.

RECOMMENDATIONS

The current parcel is located in a geographically distinct part of Kahului. While work in the vicinity of Dairy Road and the Kahului Airport has yielded extensive cultural properties dating to Traditional times, the current project parcel is located in land that has long been cultivated with sugarcane. Intense sugar cultivation from the early Historic to Modern times has most likely obscured any trace of Traditional Hawaiian occupation on this parcel. However, due to its geographic proximity to the ocean and its role in the Historic period, there remains a chance that significant cultural properties may yet be identified. As such, full-time Archaeological Monitoring is recommended for any subsurface construction activities on this parcel.

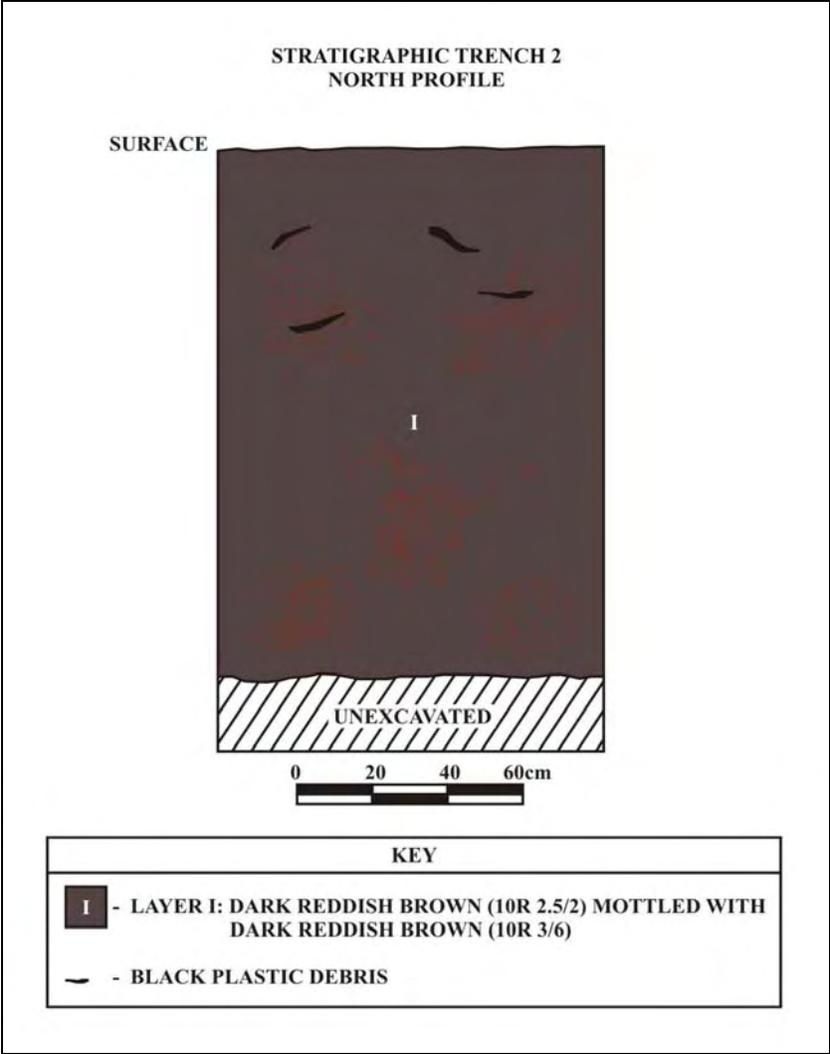


Figure 4: Stratigraphic Trench 2, North Profile Representing Stratigraphy throughout the Project Area.

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APPENDIX E
Traffic Impact Assessment Report

TRAFFIC IMPACT ASSESSMENT REPORT FOR

MEO TRANSPORTATION CENTER

IN PUUNENE, MAUI, HAWAII

Prepared For

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1. INTRODUCTION

Phillip Rowell and Associates prepared this Traffic Impact Analysis Report for the proposed MEO Transportation Center in the Puunene area of Maui. This introductory chapter describes the proposed project, purposes of the traffic study, study methodology and order of presentation.

Project Location and Description

1. The proposed MEO Transportation Center will be located on a 10-acre parcel along the north side of Old Puunene Avenue west of Hansen Road. This portion of Puunene Avenue was abandoned when Puunene Avenue and Mokulele Highway were realigned several years ago. The general location within the Puunene area of Maui is shown in [Figure 1](#).
2. The project is a new MEO baseyard for their bus operations and maintenance. See [Appendix A](#). The project will be developed in three phases as follows:

Phase 1 will consist of the transportation services of MEO. This includes the transportation administrative, maintenance and operations staff which is approximately 100 persons. Phase 1 will occupy the site and start operation in 2012.

Phase 2 will consist of a new transfer station in the southwest portion of the site. For purposes of this traffic study, the transfer station will have a capacity of four buses at a time. It is also understood that this will not be a park-and-ride type of facility. Only, transfers from one bus to another bus will be allowed. The transfer station will become operational in 2012.

Phase 3 is a new administration office building for MEO. This building will be approximately 12,640 square feet in size and will accommodate approximately 125 employees. Phase 3 will occur around 2015.

3. Access to and egress from the property will be provided by two driveways. The main entrance will be a new driveway, referred to as "Drive A," along the west side of Hansen Road approximately 600 feet north of the intersection of Hansen Road at Old Puunene Avenue. All traffic movements will be allowed at this intersection. This traffic study will determine if a separate left turn lane for traffic turning into the project is needed.

The second driveway will use the section of Old Puunene Avenue west of Hansen Road. This driveway will be used by outbound traffic from the project and all traffic must turn right onto Hansen Road toward Puunene Avenue/Mokulele Highway.

4. A total of 305 parking stalls will be provided as follows:

165	Standard Stalls
49	Bus Stalls
66	Mini-Bus Stalls
25	Van Stalls
305	Total

Purpose and Objectives of Study

1. Determine and describe the traffic characteristics of the project.
2. Quantify and document the traffic related impacts of the proposed project.
3. Identify and evaluate traffic related improvements required to provide adequate access to and egress from the project and to mitigate the project's traffic impacts.

Study Area

The study area includes the following intersections:

1. Puunene Avenue at Dairy Road
2. Puunene Avenue at Hookele Street
3. Puunene Avenue/Mokulele Highway at Hansen Road
4. Hansen Road at Pulehu Road
5. Hana Highway at Hansen Road
6. Hansen Road at MEO Main Driveway
7. Hansen Road at Old Puunene Avenue

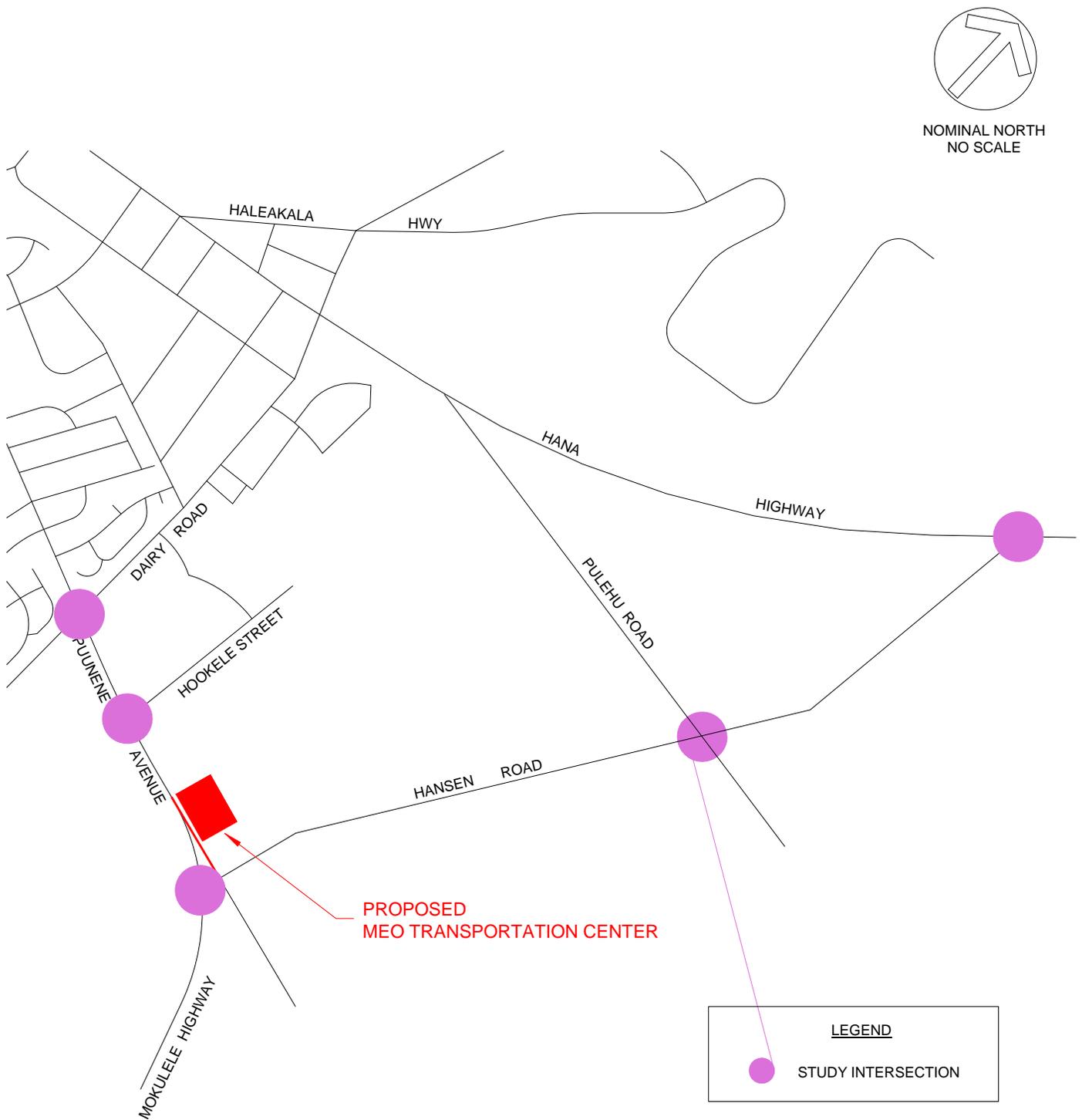


Figure 1
PROJECT LOCATION MAP

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 were 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 roadway improvement projects.
5. Future background traffic volumes at the study intersections without traffic generated by the proposed project were estimated.
6. Peak hour traffic that the 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 project was performed.
8. The impacts of project generated traffic at the study intersections were quantified and summarized.
9. Locations where 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 LOS analysis of existing conditions.

Chapter 3 describes the process used to estimate 2010 background traffic volumes and the resulting background traffic projections. Background conditions are defined as future background traffic conditions without traffic generation by the project.

Chapter 4 describes the methodology used to estimate the traffic characteristics of the proposed project, including 2010 background plus project traffic projections.

Chapter 5 describes the traffic impacts of the project, identifies potential mitigation measures and summarizes the traffic impact study.

2. EXISTING CONDITIONS

This chapter presents the existing traffic conditions on the roadways adjacent to the project. The Level-of-Service (LOS) concept and the results of the level-of-service 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.

Existing Roadway and Traffic Conditions

A schematic of the existing roadway network serving the project is shown in [Figure 2](#). Shown are the existing lane configurations and right-of-way controls of the study intersections.

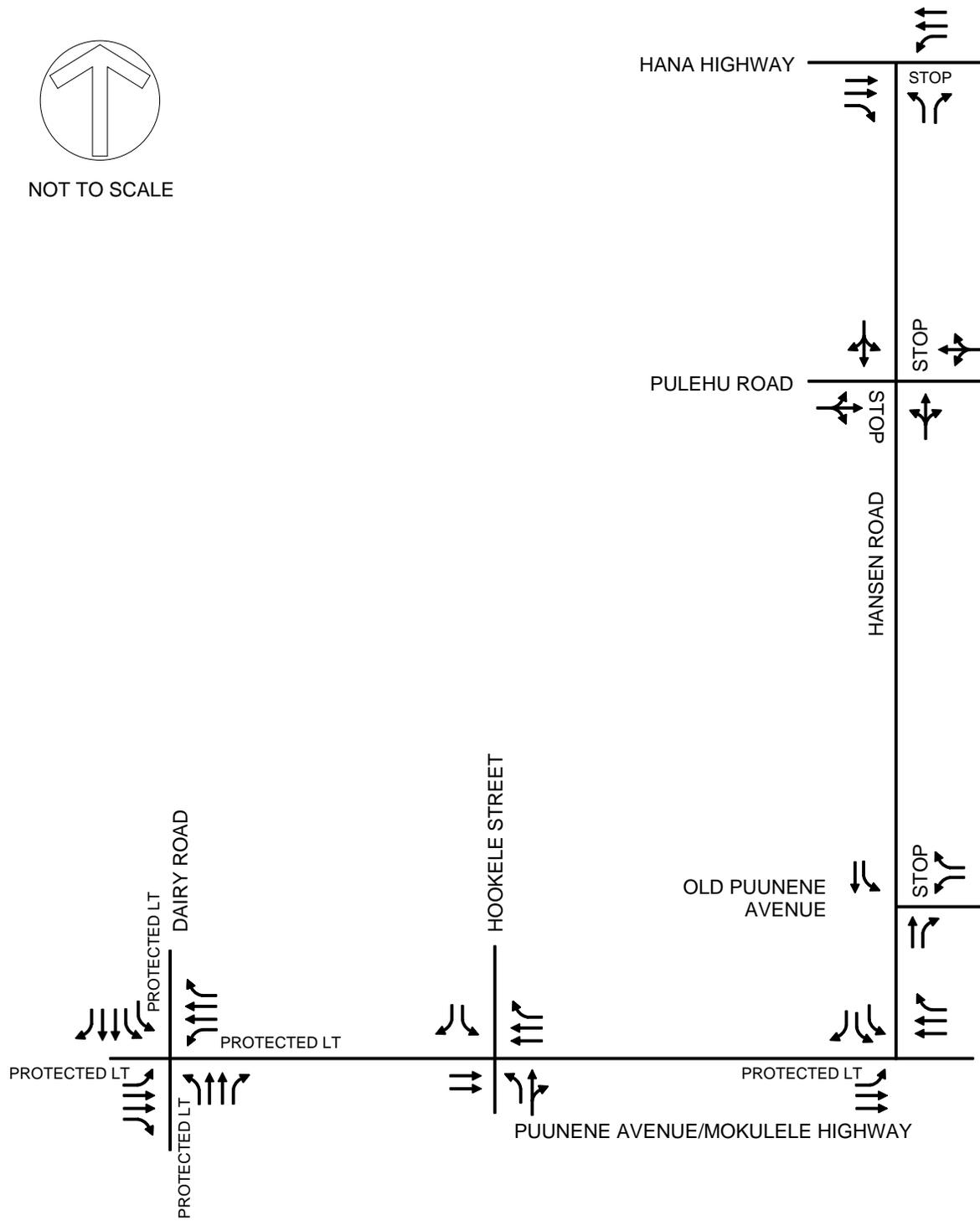


Figure 2
EXISTING ROADWAY NETWORK AND INTERSECTION CONFIGURATIONS

Existing Peak Hour Traffic Volumes

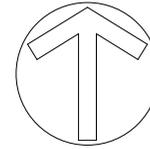
Existing peak hourly traffic volumes of the study intersections were obtained from field surveys conducted during September, 2007. The traffic count schedule is shown in [Table 1](#).

Table 1 Traffic Count Schedule

Intersection		Day	Date
1	Dairy Road at Puunene Avenue	Tuesday	September 4, 2007
2	Hookele Street at Puunene Avenue	Thursday	September 6, 2007
3	Hansen Road at Puunene Avenue/Mokulele Highway	Tuesday	September 11, 2007
4	Hansen Road at Pulehu Road	Tuesday	September 18, 2007
5	Hansen Road at Hana Highway	Thursday	September 13, 2007

The morning and afternoon peak hourly traffic volumes are shown in [Figures 3 and 4](#), respectively.

1. The traffic counts include buses, trucks, motorcycles, mopeds and other large vehicles. Bicycles and pedestrians were not counted.
2. Schools were in session during the traffic counts.
3. The counts were performed from 6:30 AM to 9:00 AM and from 3:00 PM to 6:00 PM.
4. The traffic volumes shown are the peak hourly volume of each movement rather than the peak sum of all approach volumes.
5. The traffic volumes of adjacent intersections may not match the volumes shown for an adjacent intersection because the peak hours of the adjacent intersections may not coincide and there are driveways between the intersections.
6. Pedestrian activity was negligible during the traffic counts.



NOT TO SCALE

NOTE:
 1. COUNTS WERE PERFORMED DURING SEPTEMBER 2007.
 2. ALL VOLUMES ARE ROUNDED TO NEAREST FIVE (5).

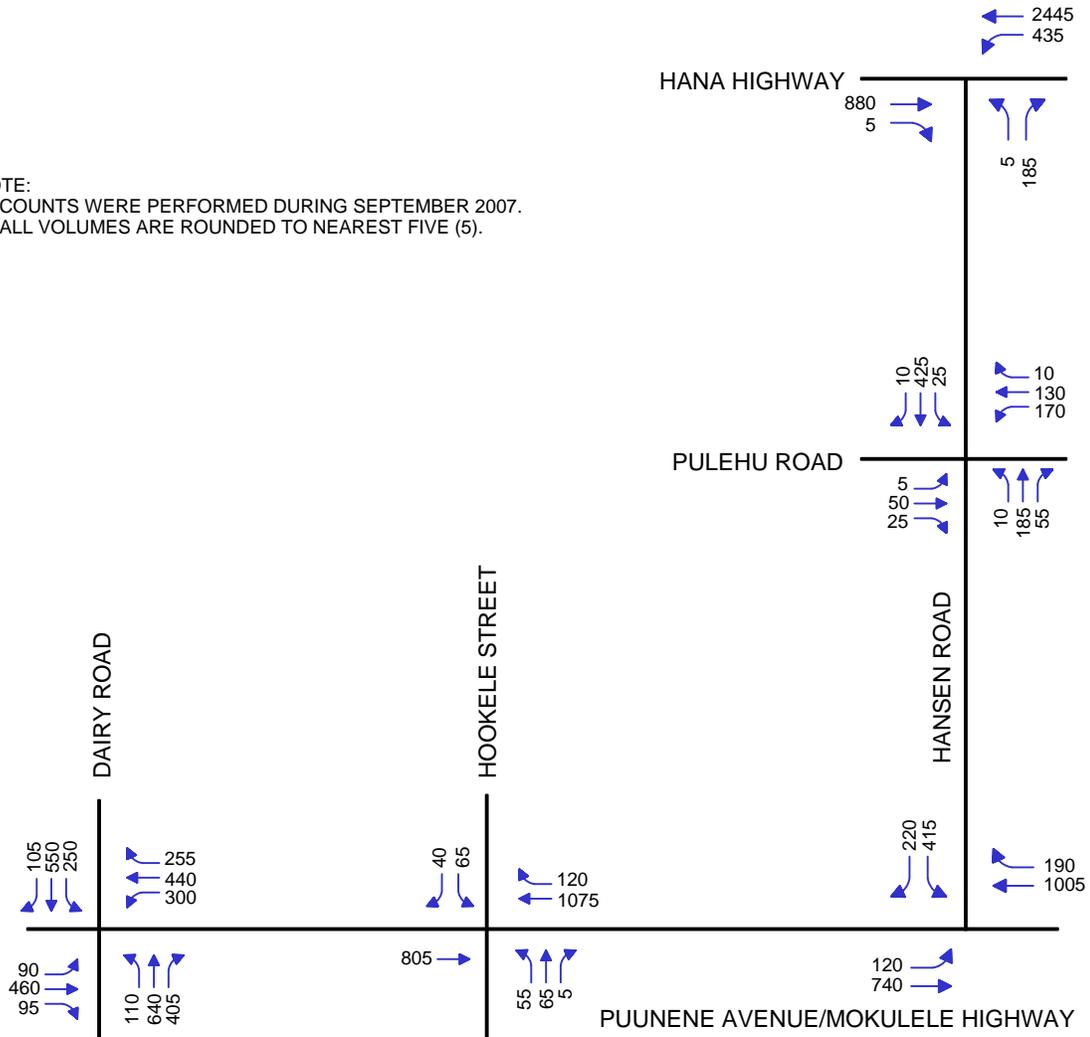
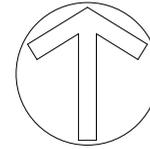


Figure 3
EXISTING (2007) AM PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

NOTE:
 1. COUNTS WERE PERFORMED DURING SEPTEMBER 2007.
 2. ALL VOLUMES ARE ROUNDED TO NEAREST FIVE (5).

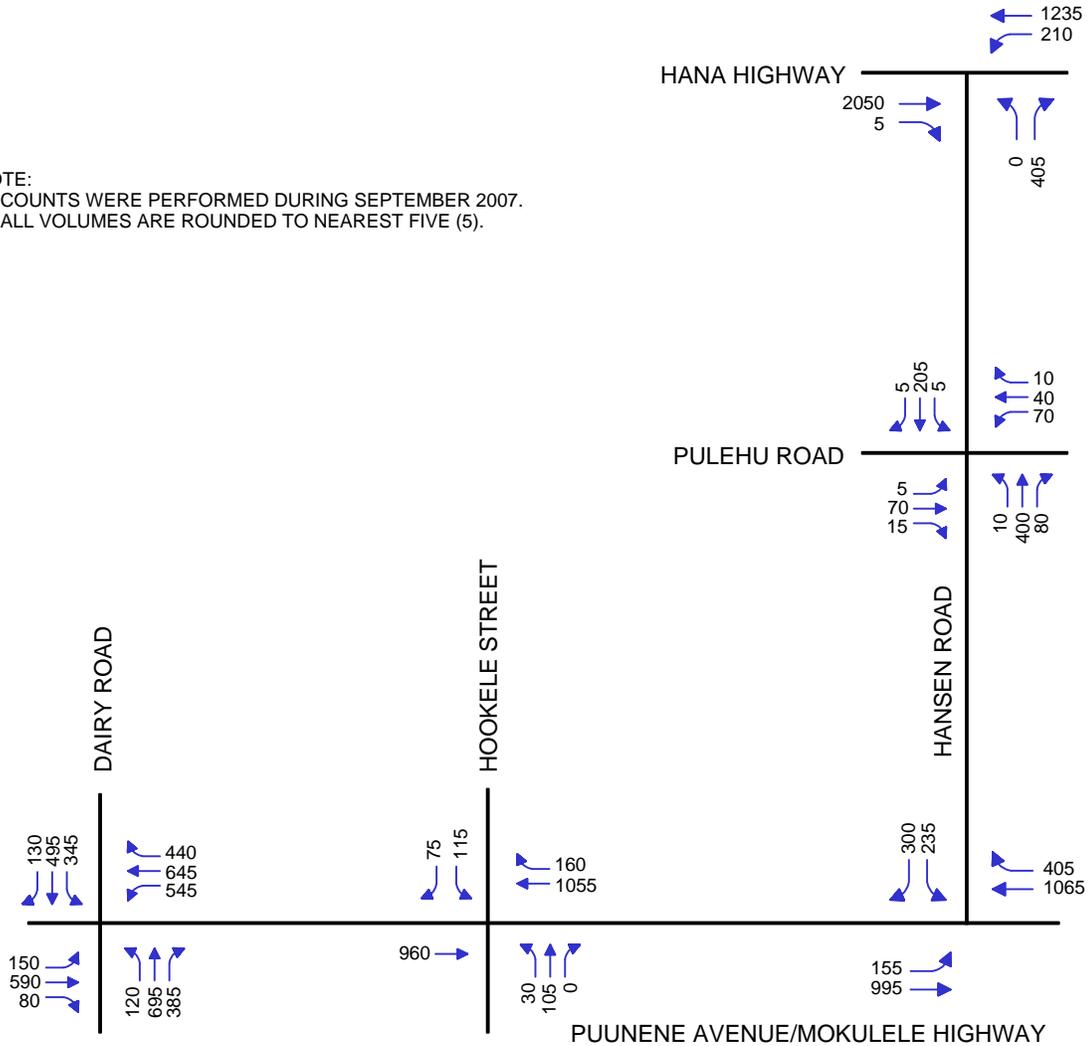


Figure 4
EXISTING (2007) PM PEAK HOUR TRAFFIC VOLUMES

Level-of-Service Concept

Signalized Intersections

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

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each Level-of-Service are summarized in [Table 2](#). In general, LOS A represents free-flow conditions with no congestion. LOS F, on the other hand, represents severe congestion with stop-and-go conditions. *Level-of-Service D is typically considered acceptable for peak hour conditions in urban areas.*

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

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

Level of Service	Interpretation	Volume-to-Capacity Ratio ⁽²⁾	Control Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<10.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	10.1-20.0
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	20.1-35.0
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	35.1-80.0
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 Level-of-Service from A to F. However, the method for determining Level-of-Service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for Level-of-Service at an unsignalized intersection is therefore based on delay of each turning movement. [Table 3](#) summarizes the definitions for Level-of-Service and the corresponding delay.

Table 3 Level-of-Service Definitions for Unsignalized Intersections⁽¹⁾

Level-of-Service	Expected Delay to Minor Street Traffic	Control Delay (Seconds)
A	Little or no delay	>10
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 Level-of-Service analysis for the signalized intersections are shown in [Table 4](#). Shown in the table are the volume-to-capacity ratios, average control delays and the levels-of-service for each lane group and the overall intersection.

The results of the Level-of-Service analysis for unsignalized intersections are also shown in [Table 5](#). The average control delays and levels-of-service are shown for controlled movements only. Volume-to-capacity ratios are not shown for unsignalized intersections. Overall intersection volume-to-capacity ratios, delays and levels-of-service are not calculated for unsignalized intersections.

Table 4 Existing (2007) Levels-of-Service - Signalized Intersections

Intersection, Approach and Movement	AM Peak Hour			PM Peak Hour		
	V/C ¹	Delay ²	LOS ³	V/C	Delay	LOS
Dairy Road at Puunene Avenue	0.81	37.5	D	1.01	65.0	E
Eastbound Left	0.63	41.1	D	0.67	51.1	D
Eastbound Thru	0.71	31.7	C	0.81	45.8	D
Eastbound Right	0.07	24.8	C	0.05	32.7	C
Westbound Left	0.80	37.7	D	1.12	113.6	F
Westbound Thru	0.39	19.2	B	0.51	25.5	C
Westbound Right	0.18	17.6	B	0.48	25.3	C
Northbound Left	0.95	100.2	F	0.71	58.1	E
Northbound Thru	0.67	27.1	C	0.84	47.4	D
Northbound Right	0.28	22.2	C	0.26	33.6	C
Southbound Left	1.20	161.3	F	1.46	276.4	F
Southbound Thru	0.59	25.7	C	0.68	42.6	D
Southbound Right	0.07	20.0	B	0.09	33.3	C
Hookele Street at Puunene Avenue	0.47	12.3	B	0.53	12.6	B
Eastbound Thru	0.60	10.9	B	0.75	12.6	B
Westbound Thru	0.80	14.8	B	0.82	14.8	B
Westbound Right	0.08	8.0	A	0.11	7.7	A
Northbound Left	0.08	8.2	A	0.05	7.3	A
Northbound Thru & Right	0.10	8.3	A	0.15	7.9	A
Southbound Left	0.13	8.7	A	0.24	8.9	A
Southbound Right	0.04	8.0	A	0.11	7.7	A
Hansen Road at Puunene Avenue/Mokulele Highway	0.67	15.3	B	0.78	16.7	B
Eastbound Left	0.62	30.0	C	0.82	49.1	D
Eastbound Thru	0.39	6.9	A	0.52	7.9	A
Westbound Thru	0.79	18.8	B	0.80	19.5	B
Westbound Right	0.13	11.6	B	0.03	11.1	B
Southbound Left	0.46	18.9	B	0.26	18.1	B
Southbound Right	0.15	16.4	B	0.26	18.9	B

NOTES:

(1) V/C denotes volume-to-capacity ratio.

(2) Delay in seconds per vehicle.

(3) LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.

Table 5 Existing (2007) Levels-of-Service - Unsignalized Intersection

Intersection, Approach and Movement	AM Peak Hour		PM Peak Hour	
	Delay ¹	LOS ²	Delay	LOS
Hansen Road at Pulehu Street				
Northbound Left, Thru & Right	8.3	A	7.7	A
Southbound Left, Thru & Right	7.8	A	8.4	A
Westbound Left, Thru & Right	130.0	F	24.9	C
Eastbound Left, Thru & Right	18.0	C	18.0	C
Hansen Road at Hana Highway				
Westbound Left	17.3	C	72.5	F
Northbound Left	173.9	F	153.3	F
Northbound Right	15.0	C	482.4	F

NOTES:
(1) Delay in seconds per vehicle.
(2) LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.
(3) Delay calculations for the AM peak hour could not be calculated as all movements are free-flowing except the northbound to eastbound right turn, which is a negligible number of vehicles during the AM peak hour.

The conclusions of the Level-of-Service analysis are:

Signalized Intersections

1. The results of the level-of-service are consistent with traffic conditions observed during the traffic counts and field reconnaissance.
2. The intersection of Dairy Road at Puunene Avenue operates at Level-of-Service D during the morning peak hour and Level-of-Service E during the afternoon peak hour. During the morning peak hour, the northbound and southbound left turns operate at Level-of-Service F. The major through movements operate at Level-of-Service B and C. During the afternoon peak hour, the southbound and westbound left turns operate at Level-of-Service F and the northbound left turn operates at Level-of-Service E. The through movements operate at Level-of-Service C and D.
3. The intersection of Puunene Avenue at Hookele Street operates at Level-of-Service B during both morning and afternoon peak hours. All movements operate at Level-of-Service A or B, which indicates good operating conditions.
4. The intersection of Puunene Avenue at Hansen Road operates at Level-of-Service B during both peak hours. During the morning peak hour, the eastbound left turn operates at Level-of-Service C. All remaining movements operate at Level-of-Service A or B. During the afternoon peak hour, the westbound left operates at Level-of-Service D. All the remaining movements operate at Level-of-Service A or B.

Unsignalized Intersections

5. At the intersection of Hansen Road at Pulehu Road, the westbound approach operates at Level-of-Service F and the remaining approaches operate at Level-of-Service A and C. During the afternoon peak hour, all movements operate at Level-of-Service A or C.
6. At the intersection of Hana Highway at Hansen Road, the left turn from northbound Hansen Road to westbound Hana Highway operates at Level-of-Service F during both peak periods. However, the left turn volume is less than five vehicles per hour during the peak hours. During the morning peak hour, the left turn from westbound Hana Highway to southbound Hansen Road operates at Level-of-Service C and the right turns from northbound Hansen Road to eastbound Hana Highway operates at Level-of-Service C. During the afternoon peak hour, all movements operate at Level-of-Service F.

3. BACKGROUND TRAFFIC CONDITIONS

The purpose of this chapter is to discuss the assumptions and data used to estimate 2010 background traffic conditions. Background traffic conditions are defined as future traffic volumes without the proposed project.

Future traffic growth consists of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This growth factor also considers traffic associated with minor, or small, projects for which no traffic data is available. 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 Plan*¹ concluded that traffic in Maui would increase an average of 1.6% per year from 1990 to 2020. This growth rate was used to estimate the background growth between 2007 and 2015, which is the design year for this project. The growth factor was calculated to be 1.135 using the following formula:

$$F = (1 + i)^n$$

where F = Growth Factor

i = Average annual growth rate, or 0.016

n = Growth period, or 8 years

This growth factor was applied to all traffic movements at the study intersections and rounded to nearest five (5). The background growth projections are shown in [Figures 5 and 6](#).

¹ Kaku Associates, October 1996

Related Projects

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

The related development projects identified are listed in [Table 6](#).

Table 6 List of Related Projects

A	Dairy Road Retail Center
B	Zippy's (Under Construction)
C	Hookele Street Extension
D	Maui Business Park Phase II ⁽¹⁾
E	Airport Hotel
F	Puunene Baseyard ⁽²⁾

Note:

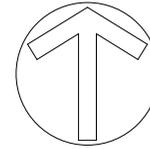
(1) Build-out for Maui Business Park Phase II is beyond 2025. It is estimated that a maximum of 25% of the project will be completed by 2015.

(2) Includes modification of the intersection of Hansen Road at Pulehu Road to provide a new westbound left turn lane.

The traffic projections of the related projects are shown on [Figures 7 and 8](#).

2015 Background Traffic Projections

2015 background traffic projections were calculated by expanding existing traffic volumes by the appropriate growth rates and then superimposing traffic generated by the related project. The resulting 2015 background weekday morning and afternoon peak hourly traffic projections are shown in [Figures 8 and 9](#), respectively.



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

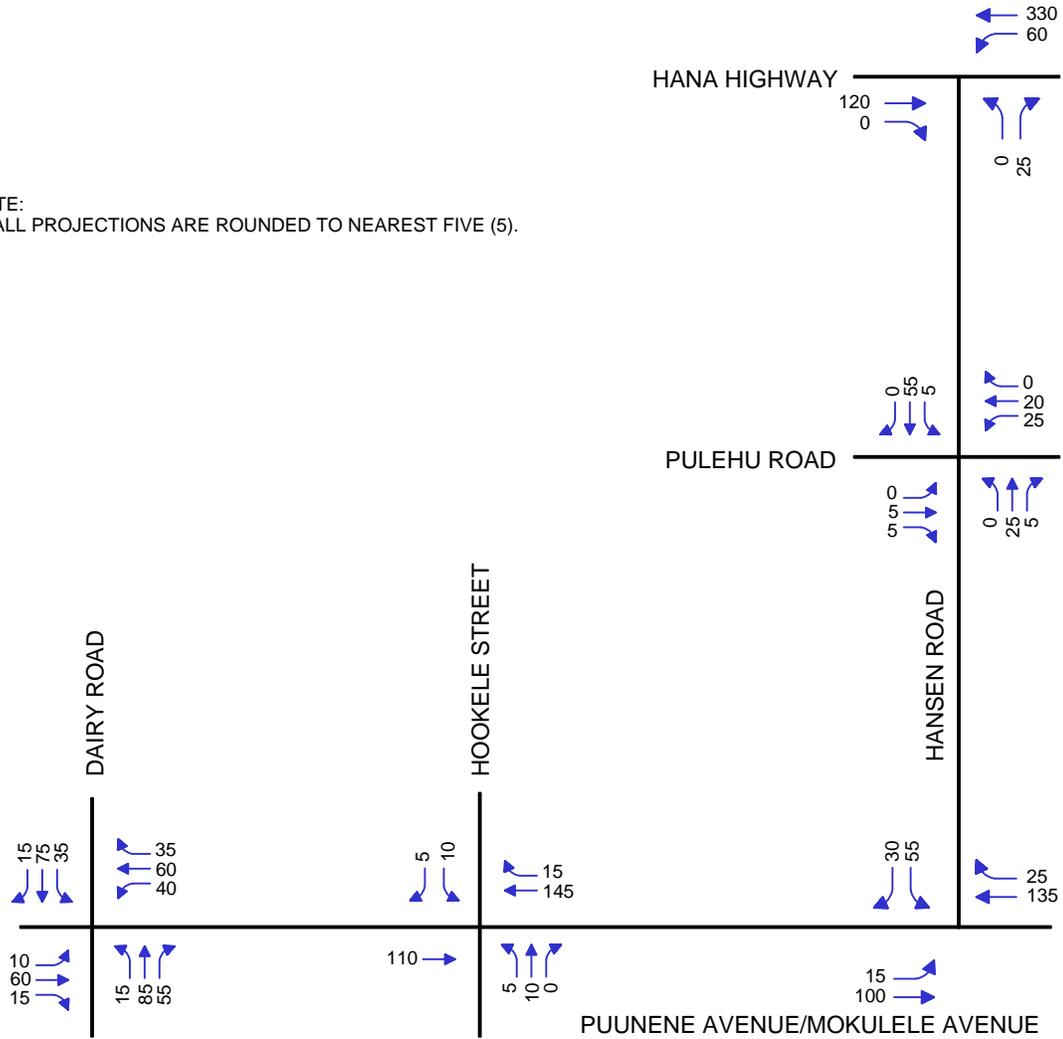
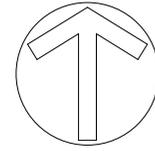


Figure 5
AM BACKGROUND GROWTH 2007 TO 2015



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

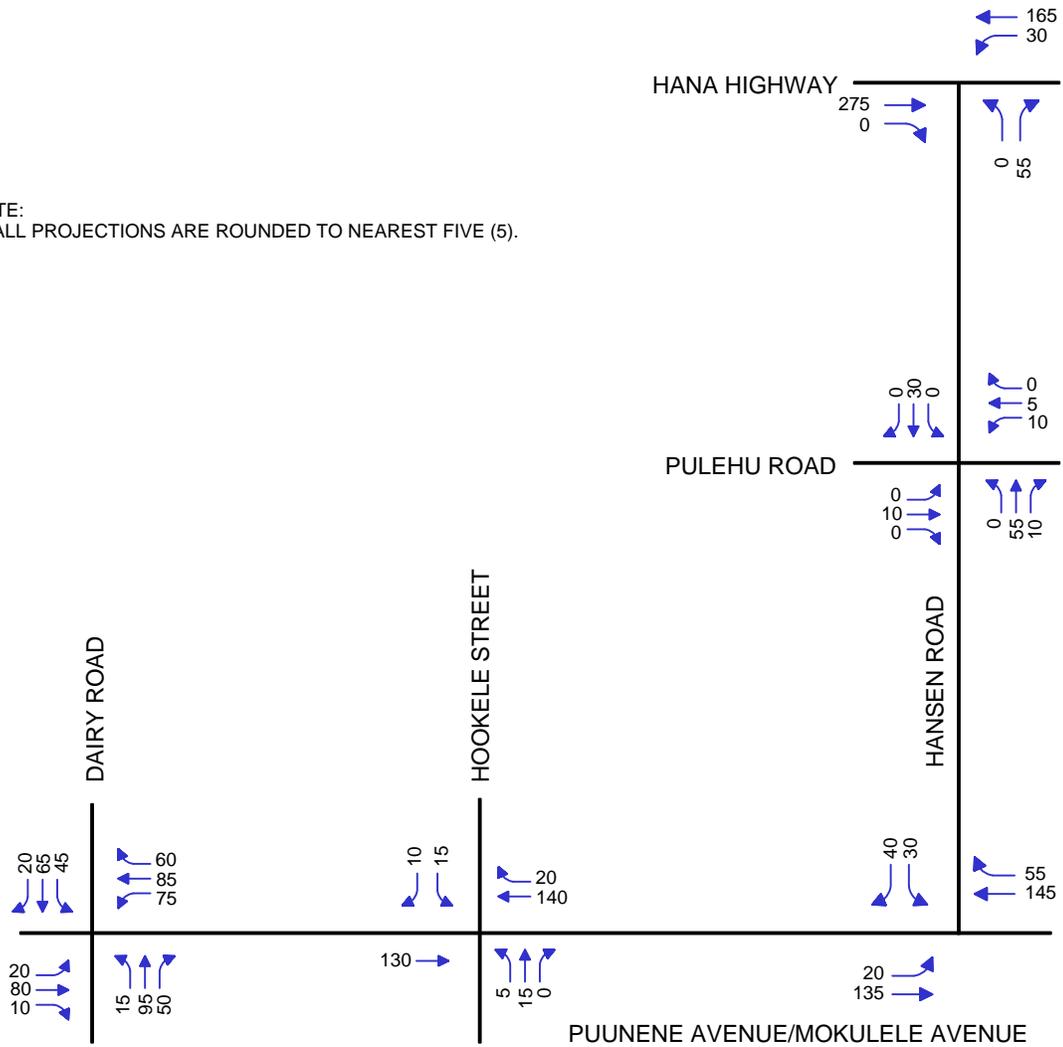
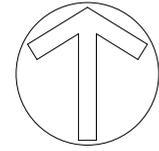


Figure 6
PM BACKGROUND GROWTH 2007 TO 2015



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

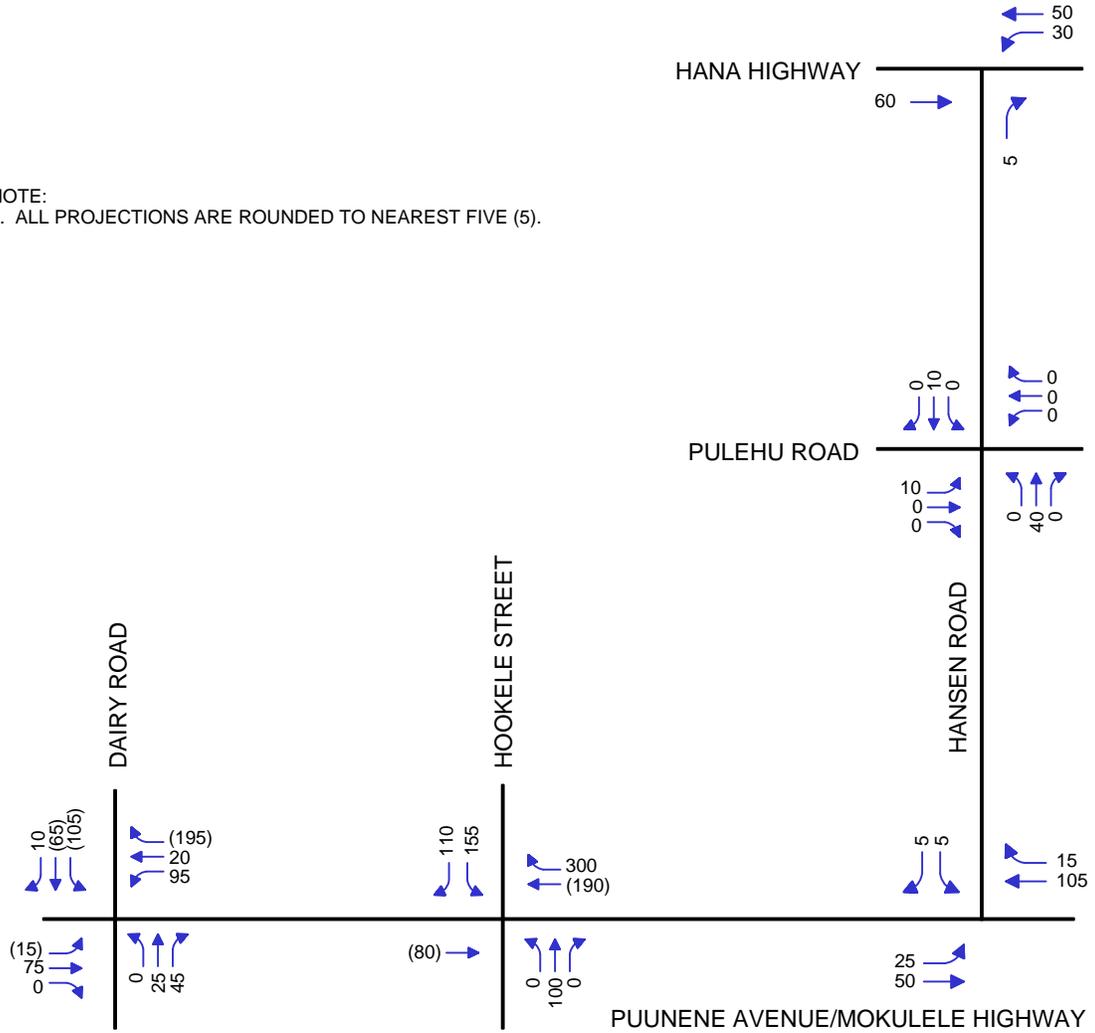
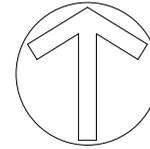


Figure 7
RELATED PROJECTS' TRIPS - AM PEAK HOUR



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

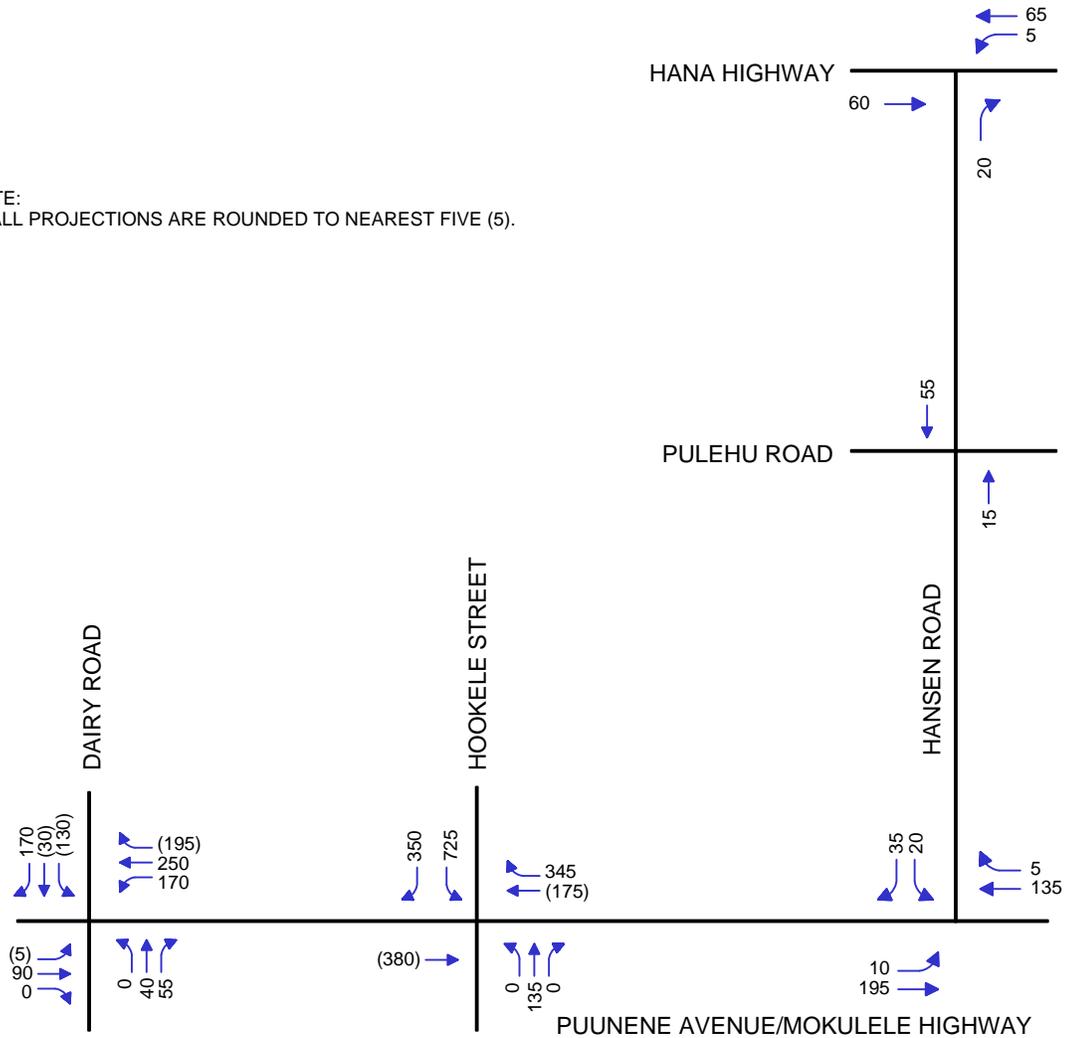
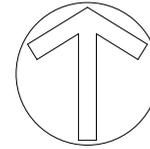


Figure 8
RELATED PROJECTS' TRIPS - PM PEAK HOUR



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

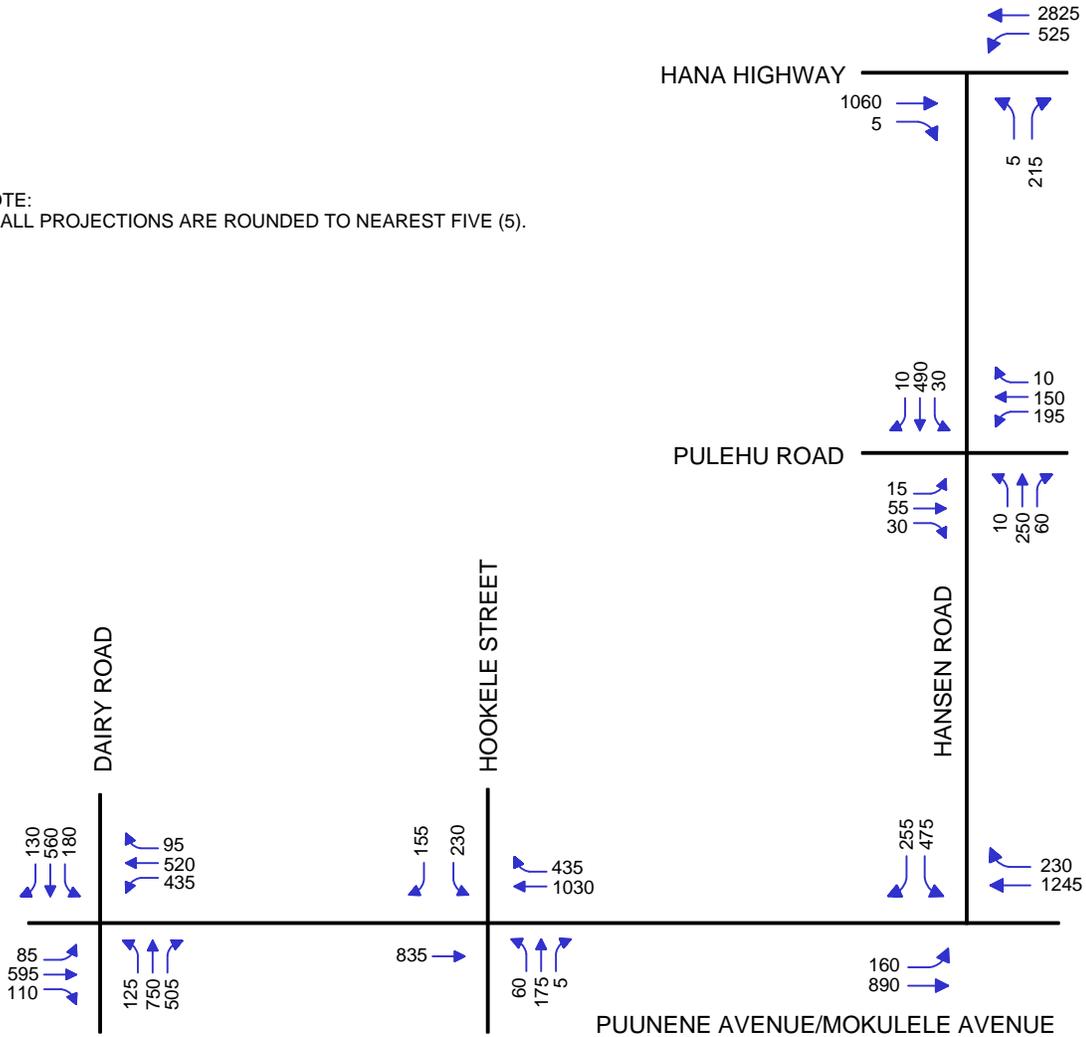
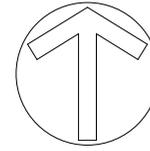


Figure 9
2015 BACKGROUND AM PEAK HOUR TRAFFIC PROJECTIONS



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

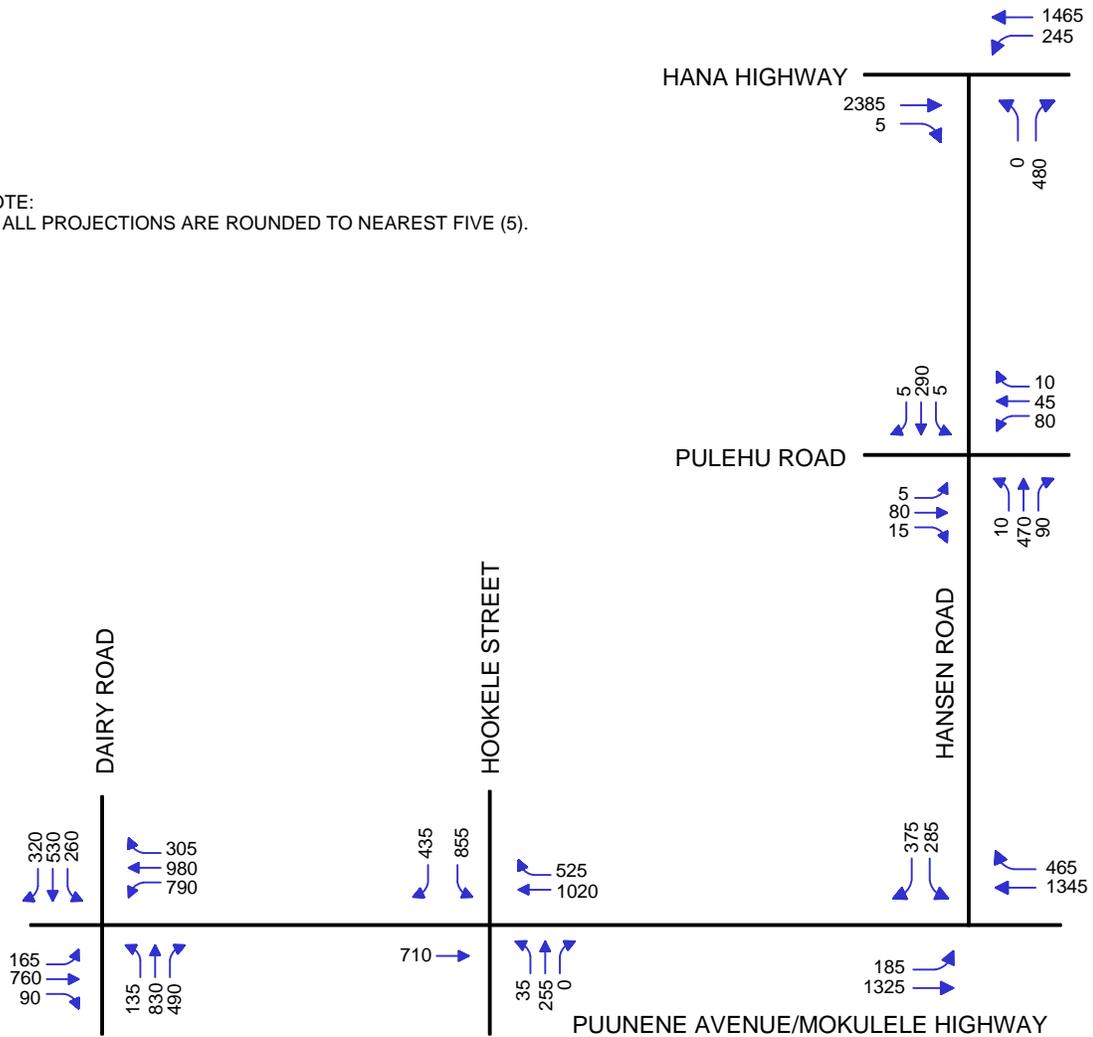


Figure 10
2015 BACKGROUND PM PEAK HOUR TRAFFIC PROJECTIONS

4. PROJECT-RELATED TRAFFIC CHARACTERISTICS

This chapter discusses the methodology used to identify the traffic-related characteristics of the proposed project. Generally, the process involves the determination of peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections and driveways subsequent to implementation of the project. This chapter presents the generation, distribution and assignment of project generated traffic and the background plus project traffic projections. The results of the Level-of-Service analysis of background plus project conditions is presented in the following chapter.

Project Trip Generation

Future traffic volumes generated by the project were estimated using the procedures described in the *Trip Generation Handbook*² and data provided in *Trip Generation*³. This method used trip generation rates to estimate the number of trips that the project will generate during the peak hours of the project and along the adjacent street. Separate trip generation calculations were developed for each phase.

Phase 1

Phase 1 of the project consist of the transportation related functions of MEO. *Trip Generation* does not contain any traffic generation data for this type of proposed used. A review of the land uses for which trip generation data is available concluded that the most comparable land use for which data is available is the light industrial uses, which is the proposed zoning for this property. The Institute of Transportation Engineers defines general light industrial as follows:

*Light industrial uses usually employ fewer than 500 persons, they have an emphasis on activities other than manufacturing and typically have minimal office space.*⁴

Trip generation rates are based on the floor area of the building in square feet, the area of the site in acres, and the number of employees. It was determined that it would be inappropriate to base the trip generation analysis on the building area because the buildings include garages and maintenance areas that have a low employee to area ratio, or the parcel area because a large portion of the area will be parking for employees and buses. Therefore, the trip generation analysis for Phase 1 is based on the number of employees.

Phase 2

Phase 2 is the transfer station. The only traffic associated with the transfer station will be buses. Trip generation provides no data for this type of use. Therefore, the number of trips that the transfer station will generate was estimated using the following assumptions:

- a. The transfer station can accommodate four buses at a time.
- b. The average turnover time is 15 minutes. This means that 15 minutes is allowed for each bus to load and unload.
- c. The transfer station will be used to the maximum capacity during both morning and afternoon peak hours.
- d. The transfer station will not provide park and ride services.

Using these assumptions, there will be a maximum of 16 inbound and 16 outbound trips during the peak hour.

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

³ Institute of Transportation Engineers, *Trip Generation, 7th Edition*, Washington, D.C., 2003

⁴ Institute of Transportation Engineers, *Trip Generation, 7th Edition*, Washington, D.C., 2003, p 89

Phase 3

Phase 3 is the MEO administrative office building. This building will have a floor area of 12,640 gross square feet and accommodate 125 employees. The peak hour trips that the office building will generate is estimated using the rates based on the number of employees for general office buildings.

Total Project Trip Generation

The trip generation analysis is summarized in [Table 7](#). As shown the proposed project will generate 95 inbound and 35 outbound trips during the morning peak hour. During the afternoon peak hour, the project will generate 45 inbound and 85 outbound trips.

Table 7 Trip Generation Analysis

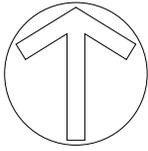
Period & Direction		Phase 1 Light Industrial			Phase 2 Transfer Station	Phase 3 Administrative Office Building			Total Project Trips
		Trips per Unit or Percent	Employees	Trips	Trips	Trips per Unit or Percent	Employees	Trips	
AM Peak Hour	Total	0.48	100	50	30	0.48	125	60	140
	Inbound	87%		40	15	88%		55	110
	Outbound	13%		10	15	12%		5	30
PM Peak Hour	Total	0.51		50	30	0.46		60	140
	Inbound	29%		15	15	17%		10	40
	Outbound	71%		35	15	83%		50	100

Note:
(1) All volumes are rounded to nearest five (5).

2015 Background Plus Project Projections

Project generated traffic was distributed and assigned based on the existing approach and departure pattern of traffic along the adjacent roadways. The morning and afternoon peak hour traffic assignments are shown in [Figures 11 and 12](#), respectively.

2015 background plus project traffic projections were estimated by superimposing the peak hourly traffic generated by the proposed project on the 2015 background (without project) peak hour traffic projections. This assumes that the peak hourly trips generated by the project coincide with the peak hour of the adjacent street. This represents a worse-case condition. The resulting 2015 background plus project peak hour traffic projections are shown in [Figures 13 and 14](#), respectively.



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

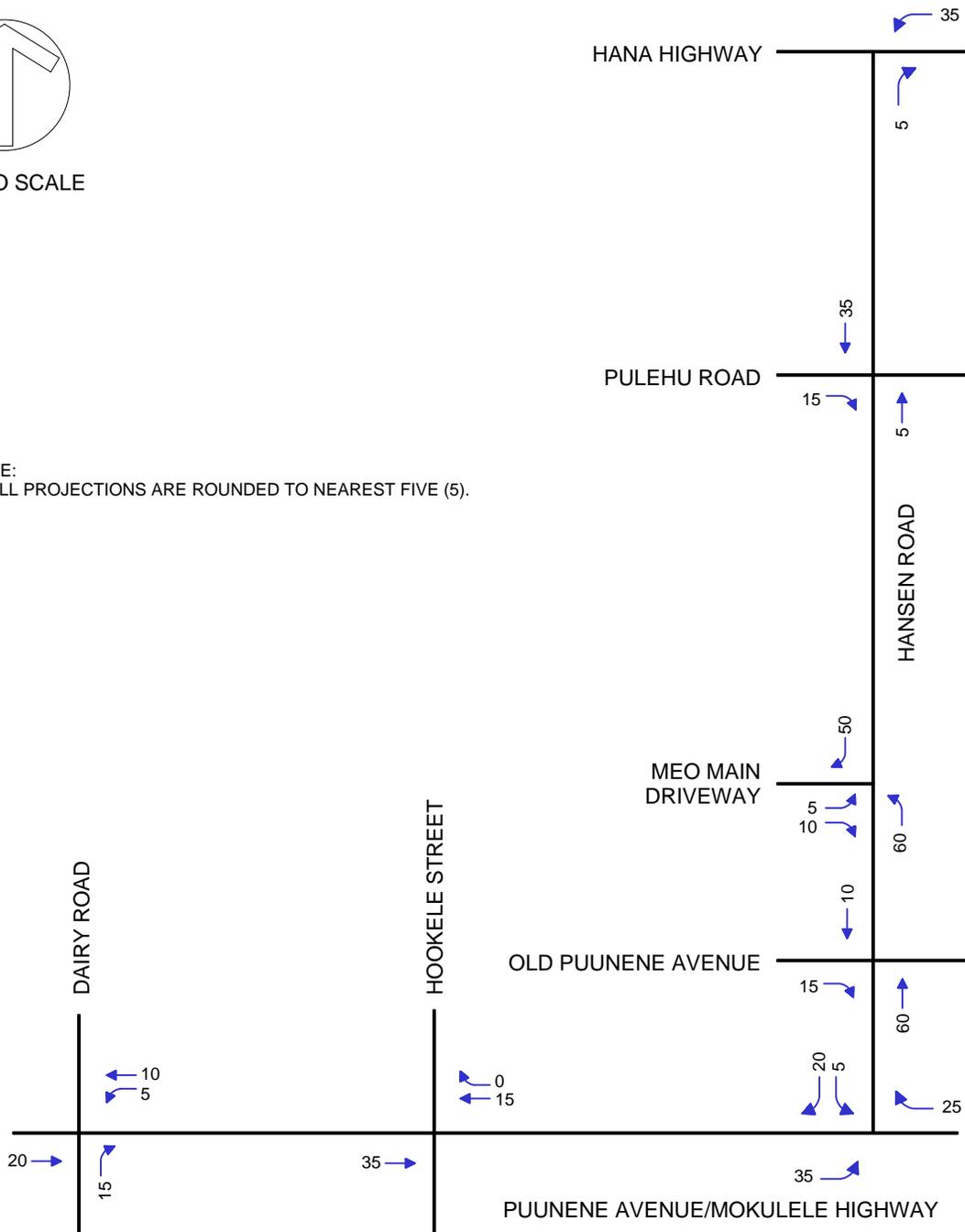
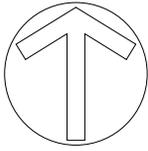


Figure 11
AM PEAK HOUR PROJECT TRIP ASSIGNMENTS



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

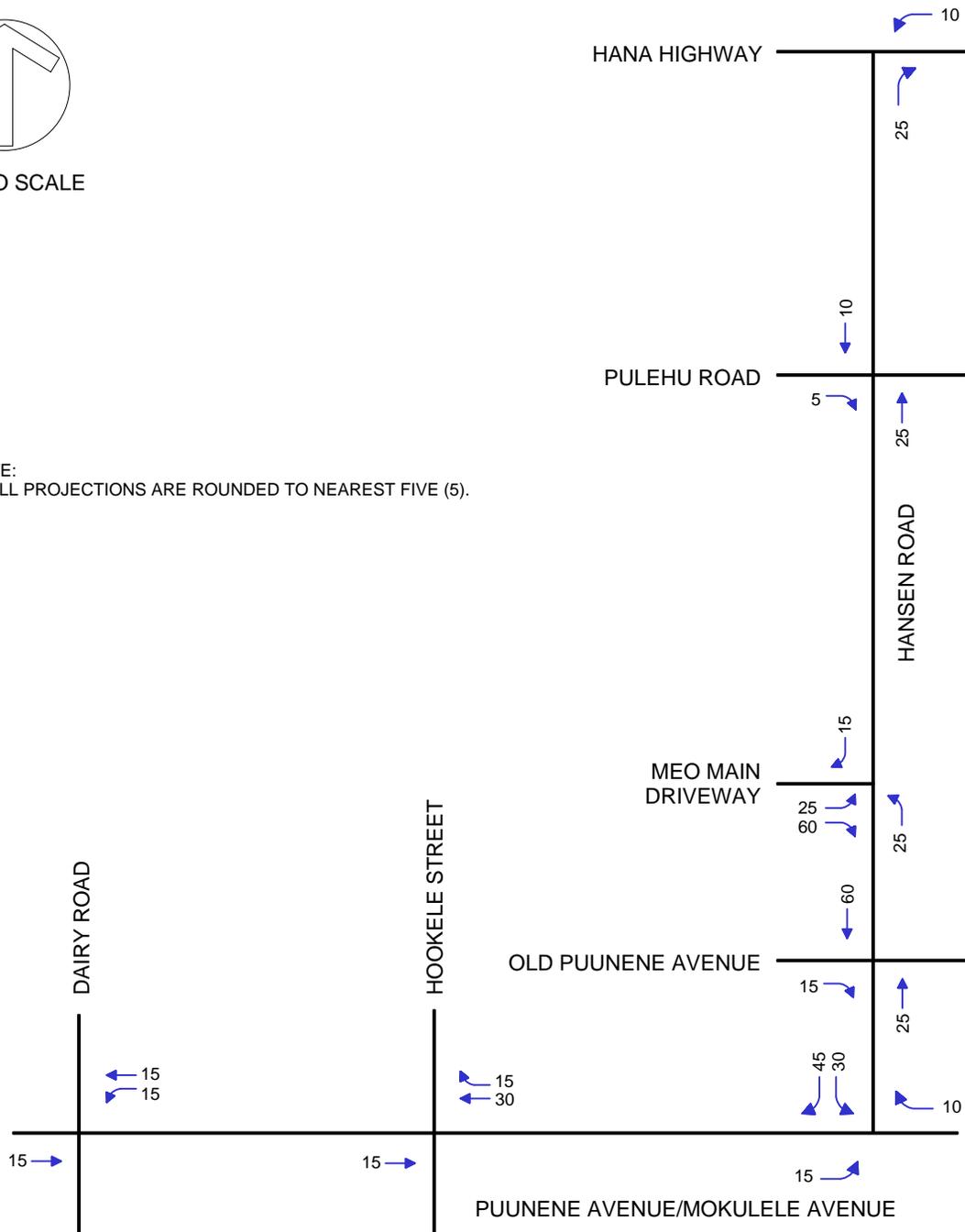
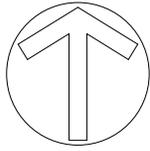


Figure 12
PM PEAK HOUR PROJECT TRIP ASSIGNMENTS



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

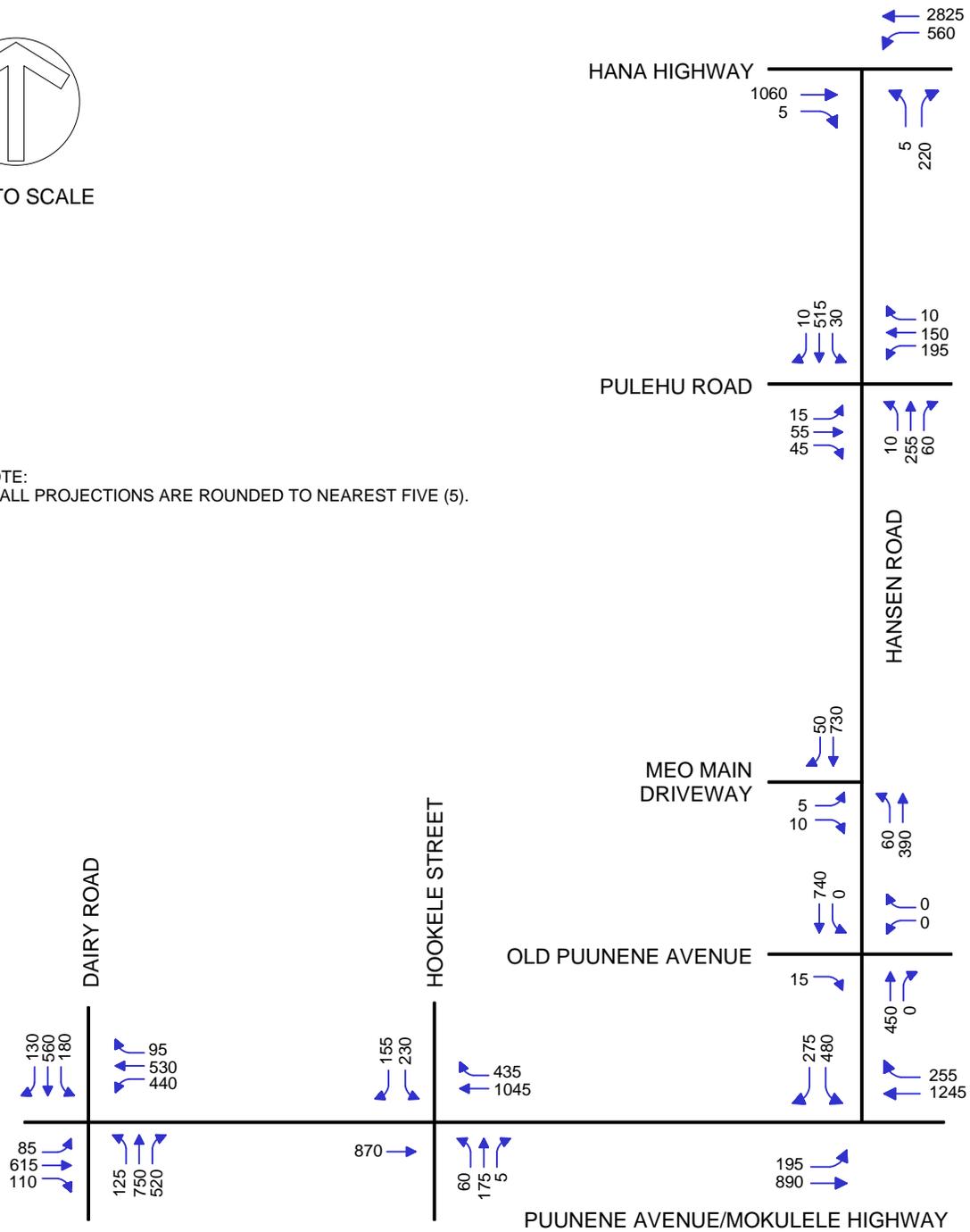
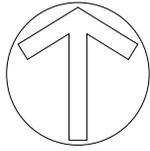


Figure 13
2015 BACKGROUND PLUS PROJECT AM PEAK HOUR TRAFFIC PROJECTIONS



NOT TO SCALE

NOTE:
1. ALL PROJECTIONS ARE ROUNDED TO NEAREST FIVE (5).

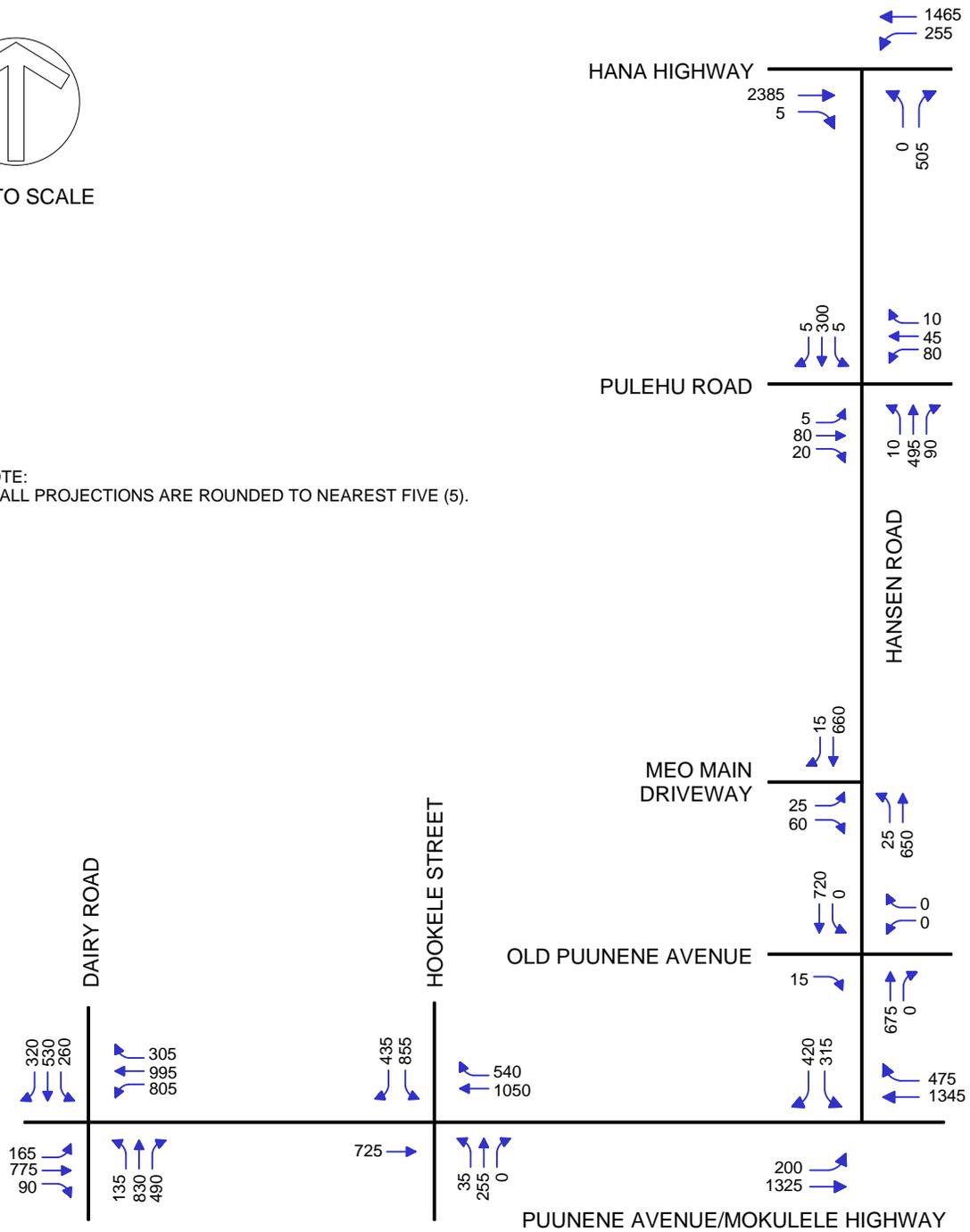


Figure 14
2015 BACKGROUND PLUS PROJECT PM PEAK HOUR TRAFFIC PROJECTIONS

5. TRAFFIC IMPACT ANALYSIS

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

The impact of the project was assessed by analyzing the changes in traffic volumes and levels-of-service at the study intersections. Mitigation measures are also described in this chapter.

Changes in Total Intersection Volumes

An analysis of the project's share of 2015 background plus project intersection approach volumes at the study intersections is summarized in [Table 8](#). The table summarizes the project's share of total 2015 peak hour approach volumes at each intersection. Also shown are the percentage of 2015 background plus project traffic that is the result of background growth and traffic generated by related projects.

As shown in the table, project generated traffic will represent a minor percentage of traffic at the intersections. In all cases, project generated traffic will represent less than 3.5% of the total peak hour traffic volumes. At the major intersections of Puunene Avenue at Dairy Road and Hana Highway at Hansen Road, project generated traffic will represent 1.2%, or less, of the peak hour traffic.

Table 8 Analysis of Project's Share of Total Intersection Approach Volumes ⁽¹⁾

Intersection	Period	Existing	2015 Background	2015 Background Plus Project	Background Growth		Project Traffic	
					Trips	Percent of Total Traffic ⁽²⁾	Trips	Percent of Total Traffic ⁽³⁾
Puunene Av at Dairy Rd	AM	3700	4090	4140	390	9.4%	50	1.2%
	PM	4620	5655	5700	1035	18.2%	45	0.8%
Puunene Av at Hookele St	AM	2230	2925	2975	695	23.4%	50	1.7%
	PM	2500	3835	3895	1335	34.3%	60	1.5%
Puunene Av at Hansen Rd	AM	2690	3255	3340	565	16.9%	85	2.5%
	PM	3155	3980	4080	825	20.2%	100	2.5%
Hansen Rd at Pulehu Rd	AM	1100	1305	1350	205	15.2%	45	3.3%
	PM	915	1105	1145	190	16.6%	40	3.5%
Hana Hwy at Hansen Rd	AM	3955	4635	4675	680	14.5%	40	0.9%
	PM	3905	4580	4615	675	14.6%	35	0.8%

Notes:

(1) Volumes shown are total intersection approach volumes or projections.

(2) Percentage of total 2015 background plus project traffic.

Methodology for Level-of-Service Analysis

1. Synchro 6 was used to analyze the signalized intersections. The Highway Capacity Software was used to analyze the unsignalized intersections. Both software packages are based on the *Highway Capacity Manual*. Neither Synchro nor the Highway Capacity Software results report a volume-to-capacity ratio for unsignalized intersections or results for the overall unsignalized intersection.
2. We have used the Institute of Transportation Engineers standard that a Level-of-Service D is the minimum acceptable level-of-service and that the criteria is applicable to the overall intersection and the major movements on the major roadways rather than each controlled lane group. Minor movements, such as left turns and side street approaches may operate at Level-of-Service E for short periods. "Although this level is generally considered undesirable for a signalized intersection, Level-of-Service E is sometimes tolerated for minor movements such as left turns when there are no feasible mitigating measures or if it helps maintain the main through movements at acceptable levels-of-service."⁵ If project generated traffic causes the level-of-service to drop below Level-of-Service D, then mitigation should be provided to improve the level-of-service to Level-of-Service D or better. However, in many cases the intersection operates at Level-of-Service E or F without project generated traffic. If the change in the volume-to-capacity ratio and delay are insignificant, then no mitigation is required. If the changes are significant, then mitigation should be provided to improve the volume-to-capacity ratio and delay to the level that they were before project generated traffic was added.
3. As the *Highway Capacity Manual* defines level-of-service by delay, we have used the same definitions.

⁵ M&E Pacific, Inc. *Traffic Impact Analysis Report for Lihue Civic Center Master Plan*, October 2005, p. 25

Volume-to-Capacity and Level-of-Service Impact Analysis

The Level-of-Service analysis was performed for 2015 background and 2015 background plus project conditions to identify the impacts of the project and locations where mitigation measures should be investigated. The level-of-service analysis calculates the volume-to-capacity ratio and delay of each controlled lane group. The delay defines the level-of-service of the intersection and the controlled movements. The change in the volume-to-capacity ratio and delay quantifies the impact of the project. As previously noted in Chapter 2, Level-of-Service D is generally considered an acceptable level-of-service.

The 2015 level-of-service analysis incorporates the traffic projections resulting from the related projects discussed previously and the anticipated roadway improvements associated with those projects.

The results of the Level-of-Service analysis is summarized in [Tables 9 and 10](#).

Puunene Avenue at Dairy Road

The intersection of Puunene Avenue at Dairy Road will operate at Level-of-Service D during the morning peak hour and Level-of-Service F during the afternoon peak hour, both without and with project generated traffic. Project generated traffic increases the volume-to-capacity ratio 0.01 during either the morning or afternoon peak hour. The average vehicle delay increases only 0.4 seconds per vehicle during the afternoon peak hour and 1.8 seconds per vehicle during the afternoon peak hour as a result of project generated traffic. As the volume-to-capacity ratio and average vehicle delay are minimal, no mitigation is recommended. It should be noted that this intersection will be improved to mitigate the impacts of the Maui Business Park Phase II. These improvements have not been considered in the level-of-service analysis for this project even though a portion of the traffic generated by the business park was included in the traffic projections. The recommended improvements include additional through lanes and additional left turn lanes.

Puunene Avenue at Hookele Street

The intersection of Puunene Avenue at Hookele Street will operate at Level-of-Service B during the morning peak hour without and with project generated traffic. All movements will operate at Level-of-Service A or B. During the afternoon peak hour, the level-of-service will change from Level-of-Service B without project generated traffic to Level-of-Service C with project generated traffic. All movements will operate at Level-of-Service C, or better, with project generated traffic.

Puunene Avenue at Hansen Road

The intersection of Puunene Avenue at Hansen Road will operate at Level-of-Service B during the morning peak hour without project generated traffic and Level-of-Service C with project generated traffic. The left turns from eastbound Puunene Avenue to northbound Hansen Road will operate at Level-of-Service D. However, the volume-to-capacity ratio implies Level-of-Service C. All the remaining movements will operate at Level-of-Service C, or better, with project generated traffic. The intersection will operate at Level-of-Service C during the afternoon peak hour without and with project generated traffic. All movements will operate at Level-of-Service C, or better, except the westbound to northbound left turn which will operate at Level-of-Service D without and with project generated traffic.

Table 9 Levels-of-Service for 2015 Conditions - Signalized Intersections

Intersection, Approach and Movement	AM Peak Hour						PM Peak Hour					
	Without Project			With Project			Without Project			With Project		
	V/C ¹	Delay ²	LOS ³	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
Dairy Rd at Puunene Av	1.02	39.6	D	1.04	40.5	D	1.33	95.9	F	1.35	98.8	F
Eastbound Left	0.60	42.1	D	0.60	42.1	D	0.72	55.2	E	0.72	55.2	E
Eastbound Thru	0.88	42.6	D	0.91	46.1	D	0.95	60.4	E	0.97	64.0	E
Eastbound Right	0.08	25.9	C	0.08	25.9	C	0.06	31.9	C	0.06	31.9	C
Westbound Left	0.98	65.2	E	0.99	68.0	E	1.67	348.1	F	1.70	361.8	F
Westbound Thru	0.41	17.9	B	0.41	17.9	B	0.76	31.1	C	0.77	31.6	C
Westbound Right	0.07	15.3	B	0.07	15.3	B	0.25	22.5	C	0.25	22.5	C
Northbound Left	0.89	78.1	E	0.89	78.1	E	0.79	68.6	E	0.79	68.6	E
Northbound Thru	0.89	41.0	D	0.89	41.0	D	1.04	82.3	F	1.04	82.3	F
Northbound Right	0.42	27.9	C	0.46	28.7	C	0.42	38.2	D	0.43	38.5	D
Southbound Left	0.92	78.8	E	0.92	78.8	E	1.13	148.2	F	1.13	148.2	F
Southbound Thru	0.73	34.2	C	0.73	34.2	C	0.76	47.8	D	0.76	47.8	D
Southbound Right	0.09	24.6	C	0.09	24.8	C	0.22	37.2	D	0.22	37.2	D
Hookele St at Puunene Av	0.64	11.7	B	0.66	11.9	B	0.94	19.8	B	0.96	20.8	C
Eastbound Thru	0.62	11.2	B	0.65	11.4	B	0.62	17.2	B	0.64	17.4	B
Westbound Thru	0.77	13.8	B	0.78	14.0	B	0.90	27.1	C	0.92	29.9	C
Westbound Right	0.30	9.0	A	0.30	9.0	A	0.39	15.1	B	0.42	15.3	B
Northbound Left	0.09	8.3	A	0.09	8.3	A	0.04	7.2	A	0.04	7.2	A
Northbound Thru & Right	0.25	9.4	A	0.25	9.5	A	0.29	9.0	A	0.29	9.0	A
Southbound Left	0.52	13.7	B	0.53	14.0	B	0.88	23.4	C	0.89	23.9	C
Southbound Right	0.23	9.4	A	0.23	9.4	A	0.57	12.8	B	0.57	12.8	B
Hansen Rd at Puunene Av/Mokulele Avenue	0.81	19.6	B	0.85	20.5	C	0.95	20.3	C	0.99	21.3	C
Eastbound Left	0.67	32.3	C	0.79	40.5	D	0.81	46.3	D	0.86	53.1	D
Eastbound Thru	0.44	6.3	A	0.44	6.3	A	0.63	8.1	A	0.63	8.1	A
Westbound Thru	0.92	27.0	C	0.92	27.7	C	0.93	28.6	C	0.93	29.0	C
Westbound Right	0.16	11.8	B	0.17	12.1	B	0.32	12.8	B	0.33	13.0	B
Southbound Left	0.60	24.4	C	0.61	24.9	C	0.37	23.2	C	0.41	23.8	C
Southbound Right	0.18	19.8	B	0.19	20.2	C	0.52	27.8	C	0.65	32.0	C

NOTES:

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

Table 10 Levels-of-Service for 2015 Conditions - Unsignalized Intersection

Intersection, Approach and Movement	AM Peak Hour				PM Peak Hour			
	Without Project		With Project		Without Project		With Project	
	Delay ¹	LOS ²	Delay	LOS	Delay	LOS	Delay	LOS
Hansen Road at Pulehu Road								
Northbound Left, Thru & Right	8.5	A	8.5	A	7.9	A	7.9	A
Southbound Left, Thru & Right	8.0	A	8.0	A	8.6	A	8.7	A
Westbound Left	29.5	D	35.0	D	19.1	C	20.5	C
Westbound Thru & Right	21.0	C	21.9	C	15.0	B	15.4	C
Eastbound Left, Thru & Right	28.5	D	27.2	D	24.2	C	25.2	D
Hansen Road at Hana Highway								
Westbound Left	37.7	E	46.9	E	259.6	F	283.7	F
Northbound Left	1294.0	F	NC	F	NC	F	NC	F
Northbound Right	19.1	C	19.4	C	976.9	F	1047.0	F
Hansen Road at MEO Main Driveway								
Northbound Left			9.8	A			9.1	A
Eastbound Left			27.5	D			34.9	D
Eastbound Right			14.1	B			14.4	B
Hansen Road at Old Puunene Avenue								
Southbound Left			8.3	A			9.0	A
Westbound Left			31.5	D			42.9	E
Westbound Right			11.1	B			13.3	B
Eastbound Right			14.4	B			14.1	B

NOTES:

(1) Delay in seconds per vehicle.

(2) LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.

Hansen Road at Pulehu Road

At the intersection of Hansen Road at Pulehu Road, all movements will operate a Level-of-Service D, or better. This is an improvement from existing conditions because a separate left turn lane was recommended as mitigation as part of the Puunene Baseyard project.

Hana Highway at Hansen Road

During the morning peak hour, the westbound left turn and the northbound left turn will operate at Level-of-Service F without and with project generated traffic. The northbound left turns are negligible as it is estimated that five, or less, vehicles will make this left turn during the morning peak hour. The delay to the westbound left turns from westbound Hana Highway to southbound Hansen Road will increase by 8.2 seconds per vehicle, but the estimated 95th percentile queue will only increase by two vehicles. This implies that the impacts of project generated traffic on the westbound to southbound left turns will be negligible during the morning peak hour.

During the afternoon peak hour, all controlled movements will operate at Level-of-Service F, without and with project generated traffic. The estimated volume of the northbound to westbound left turn is negligible. The delay to the westbound to southbound left turns will increase 24.1 seconds per vehicle but the 95th percentile queue will increase only one vehicle length.

In conclusion, the levels-of-service will be below acceptable levels-of-service, but the changes in delay and queue lengths will be negligible. The approach volumes along Hansen Road to Hana Highway are relatively low volumes. The volumes are not large enough to satisfy the warrants for a traffic signal.

Hansen Road at MEO Main Driveway

This is a new intersection. Therefore, there are no level-of-service calculations for background conditions.

An assessment of the need for a separate left turn lane concluded that a separate left turn lane is not warranted based on the projected traffic volumes. However, because there will be a significant number of buses and other large vehicles turning into the project, it was decided that a left turn lane should be provided for vehicles turning from Hansen Road into the project because buses typically accelerate slowly and this may have a negative impact on traffic safety.

Eastbound left turns from the project will operate at Level-of-Service D during the morning and afternoon peak hours. All remaining movements will operate at Level-of-Service A or B.

Hansen Road at Old Puunene Avenue

Only right turns will be allowed from the project onto Hansen Road. It should also be noted that no traffic was counted turning into or out of the east leg of the intersection. This leg of the intersection goes to and from the sugar mill and there are other access and egress points. It appears that traffic is using these other approaches. In order to calculate a level-of-service for movements into and out of this leg of the intersection, a minimum number of five (5) vehicles per hour was assigned to the controlled movements.

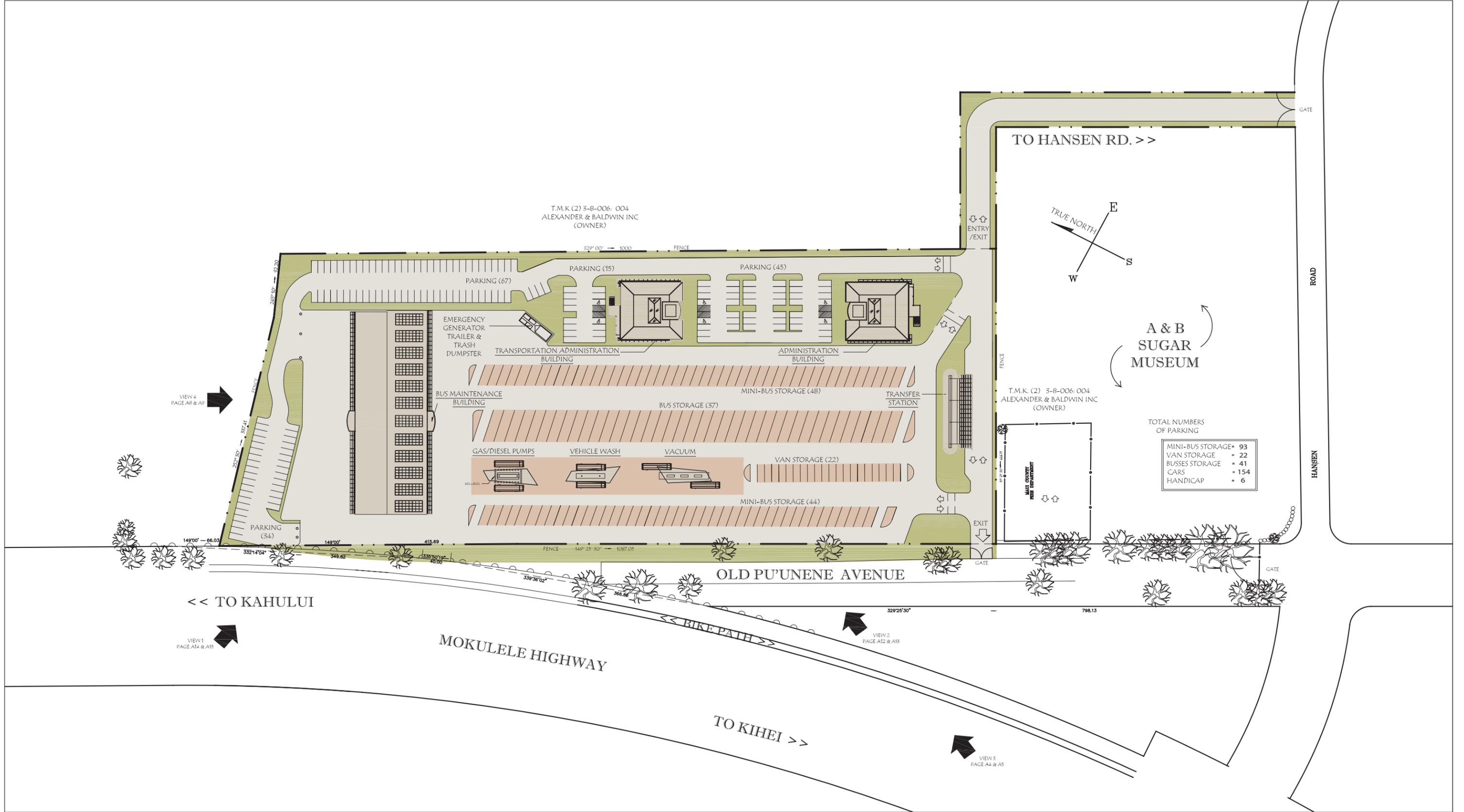
All movements will operate at Level-of-Service D, or better, during the morning peak hour. During the afternoon peak hour, the westbound left turn will operate at Level-of-Service E. All other movements will operate at Level-of-Service A or B.

Mitigation

1. A separate left turn lane should be provided for vehicles turning left from northbound Hansen Road into the project at the MEO Main Driveway. Because a significant percentage of vehicles generated by the project will be buses, it is recommended that the left turn storage lane be long enough to accommodate a minimum of two buses, which would make the minimum length 90 feet.
2. At the intersection of Hansen Road at Old Puunene Avenue, the eastbound approach will be modified to allow right turns of buses exiting the project.

Appendix A

PRELIMINARY SITE PLAN



MAUI ARCHITECTURAL GROUP INC.
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MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

SITE PLAN PHASE III
NOT TO SCALE

08/26/08

MEO Transportation Center
Figure No. 10
Site Plan

**Consolidated Applications for a
HRS Chapter 343 FINAL Environmental Assessment, Change in
Zoning, and Community Plan Amendment.**

MEO Transportation Center

Puunene, Maui, Hawaii
TMK: (2) 3-8-06:4 por.

Prepared for:
Maui Economic Opportunity Inc.
P.O. Box 2122 Kahului, HI 96733

Submitted by:
Chris Hart and Partners
Landscape Architecture and City & Regional Planning
115 N. Market Street
Wailuku, HI 96793
Phone: 242-1955
Fax: 242-1956



**CHRIS
HART**
& PARTNERS, INC.

LANDSCAPE ARCHITECTURE
& LAND USE PLANNING

August 29, 2008



APPENDIX F
List of Property Owners within 500 feet with Map

TMK	CPR	Owner	C/O Owner	Street Address	City
238001001	0	ALEXANDER & BALDWIN INC		PO BOX 156	KAHALUI HI 96732 0000
238001002	0	ALEXANDER & BALDWIN INC		PO BOX 156	KAHALUI HI 96732 0000
238006001	0	A & B PROPERTIES, INC		P. O. BOX 156	KAHALUI HI 96732
238006003	0	A & B PROPERTIES, INC		P. O. BOX 156	KAHALUI HI 96732
238006004	0	ALEXANDER & BALDWIN INC		P O BOX 156	KAHALUI HI 96732
238006013	0	ALEXANDER & BALDWIN INC		PO BOX 156	KAHALUI HI 96732 0000
238006020	0	A & B - HAWAII INC		P O BOX 156	KAHALUI HI 96732
238006050	0	ALEXANDER & BALDWIN,INC		PO BOX 156	KAHALUI HI 96732 0000
238006064	0	A & B PROPERTIES, INC		P. O. BOX 156	KAHALUI HI 96732
238006066	0	ALEXANDER & BALDWIN INC		PO BOX 156	KAHALUI HI 96732 0000
238006069	0	A & B - HAWAII INC		PO BOX 156	KAHALUI HI 96733 6656
238006071	0	FIRST ASSEMBLY OF GOD	KING'S CATHEDRAL & CHAPELS	777 MOKULELE HWY	KAHALUI HI 96732 0000
238009001	0	TANAKA,TOMOYO TRUST	TOMOYO TANAKA TRS	142 E PAPA AVE	KAHALUI HI 96732 0000
238009002	0	SHODA,KIYOHARU/TSUAYAKO TR	C/O RICHARD SHODA	9001 IMMELMANN CT	KAHALUI HI 96732 0000
238009003	0	MONIZ,ROBERT STEVEN	C/O MONIZ, ROBERT M/M	128 E PAPA AVE	FAIR OAKS CA 95628
238009004	0	DECAMBRA,ANITA BASQUE		431 MAKAWAO AVE	KAHALUI HI 96732 2916
238065014	0	FERGUS & COMPANY A LLC	C/O MICHAEL FERGUS	4211 WAIALAE AVE	MAKAWAO HI 96768
238065015	0	FERGUS & COMPANY A LLC	C/O MICHAEL FERGUS	4211 WAIALAE AVE	HONOLULU HI 96816
238065029	0	FERGUS & COMPANY A LLC	C/O MICHAEL FERGUS	4211 WAIALAE AVE	HONOLULU HI 96816
238065030	0	FERGUS & COMPANY LLC	C/O MICHAEL FERGUS	4211 WAIALAE AVE	HONOLULU HI 96816
238070001	0	BARUT, ELISEO S/LINDA N		156 PUUKANI ST	KAHALUI HI 96732 0000
238070002	0	VILLON, AGNES S TRS		20 LEIONI PL	KAHALUI HI 96732 0000
238070003	0	BALLESTEROS,PEDRO		10 LEIONI PL	KAHALUI HI 96732
238070004	0	MACADANGDANG,ARNOLD		P O BOX 330136	KAHALUI HI 96733
238070005	0	SAGABAEAN,ANTHONY JR		PO BOX 2423	WAILUKU HI 96793 0000
238070006	0	PULU,AISEA		122 AOLOA LP	KAHALUI HI 96732 2947
238070007	0	ORTEGA,LILLIAN A TR		116 AOLOA LP	KAHALUI HI 96732 0000
238070008	0	VALDEZ, FEDERICO V ETAL		110 AOLOA LP	KAHALUI HI 96732 0000
238070008	0	VALDEZ, WILMA		63 KANAWAI ST	WAILUKU HI 96793 0000
238070009	0	PASCUAL,DOMINGO P	PASCUAL, DOMINGO P/SHIRLEY G	104 AOLOA LP	KAHALUI HI 96732
238070054	0	RAMORAN,JOHNNY G TRUST		121 PUUKANI ST	KAHALUI HI 96732 0000
238070055	0	YAGIN,MELVIN TRUST		131 PUUMAKANI ST	KAHALUI HI 96732
238070056	0	DOMINGO ADOLFO F/EDITA		141 PUUKANI ST	KAHALUI HI 96732 0000
238070057	0	PAZ,ZACH PAZ SR		145 PUUKANI ST	KAHALUI HI 96732 0000
238070058	0	CASTILLO,REYNALDO SALVIEJO		109 HAMAU PL	LAHAINA HI 96761 0000
238070059	0	TAROMA,WILLIE O		153 PUUKANI ST	KAHALUI HI 96732
238070060	0	YOSHIOKA, KAZUKO		PO BOX 284	PUUNENE HI 96784 0000
238070061	0	VILLANUEVA,AMELITA	C/O VILLANUEVA,AMELITA	25 LEIONI PL	KAHALUI HI 96732
238070062	0	LISTA,INOCENCIO G TRUST	LISTA INOCENCIO GIESTRELLA	125 AOLOA LP	KAHALUI HI 96732
238070063	0	ALONZO,ERNESTO VILORIA		117 AOLOA LOOP	KAHALUI HI 96732 0000
238070064	0	ARCONADO,HONORATO Q JR	ARCONADO,HONORATO Q JR/ANNIE	109 AOLOA LP	KAHALUI HI 96732 2948
238070060	0	TOYAMA,DOUGLAS I TRUST		212 HANALANI ST	MAKAWAO HI 96768 0000
238070081	0	VIELA,ROBERT E		135 AOLOA LP	KAHALUI HI 96732
238080001	0	MAUI MARKETPLACE INVEST GRP		770 L ST STE 920	SACRAMENTO CA 95814
238080002	0	CYCLE CITY LTD		600 PUULOA RD	HONOLULU HI 96819 2003
238080015	0	HENDRICKS COMMERCIAL PROPE		655 THIRD ST, STE 301	BELOIT WI 53511 0000
238080017	0	4PAR PROPERTIES LLC		400 LEHUAKONA ST	KAHALUI HI 96732
238080018	0	C R DISPATCH SERVICE IN		P O BOX 2073	HONOLULU HI 96805 0000

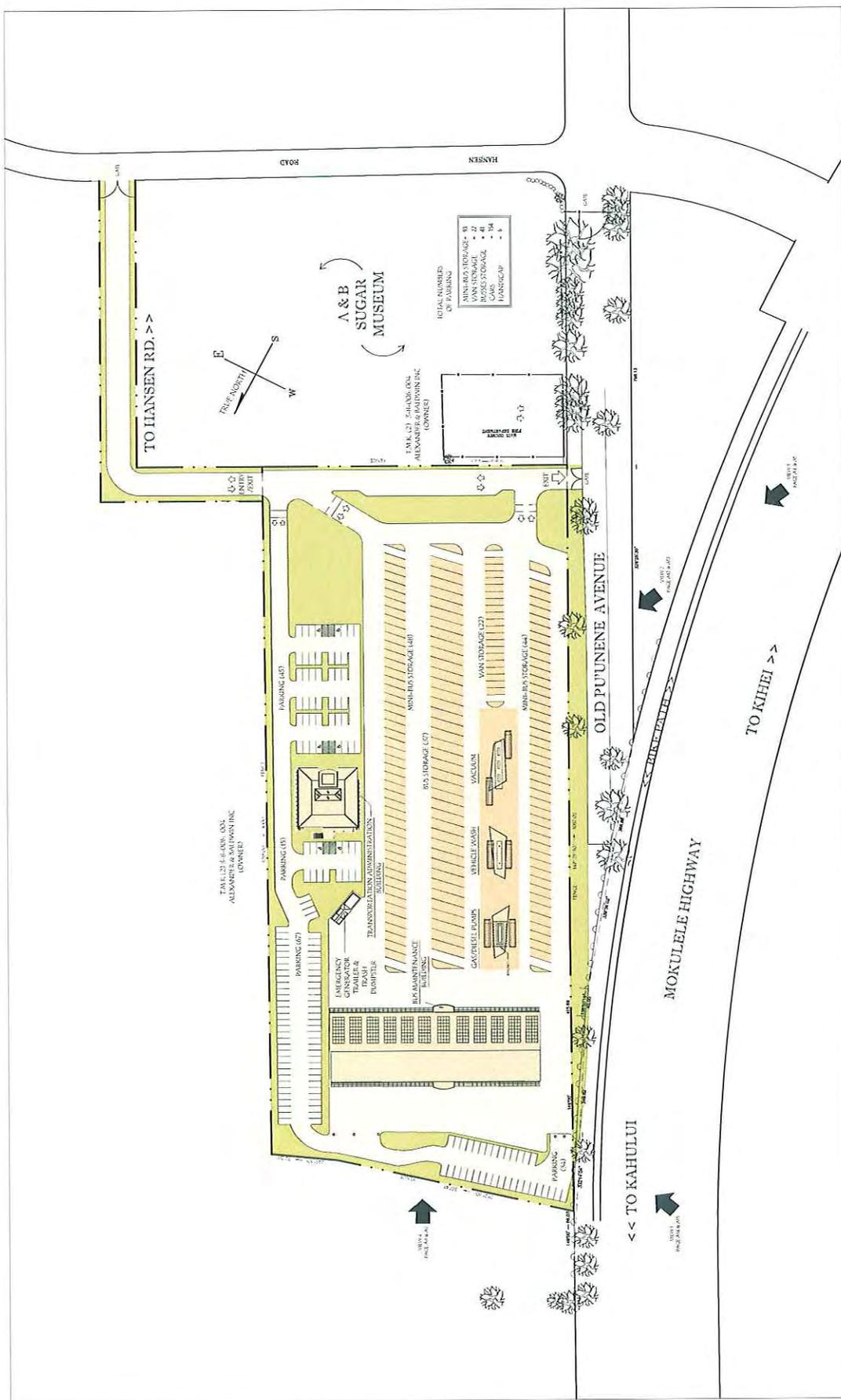
238080019	0 OTA, CHARLES S TR ETAL	0 OTA, CHARLES S TR ETAL	368 LEHUAKONA ST	KAHULUI HI 96732 0000
238080021	0 OTA, CHARLES S TR ETAL	0 OTA, CHARLES S TR ETAL	368 LEHUAKONA ST	KAHULUI HI 96732 0000
238080022	0 MAUI MARKETPLACE INVEST GRP	0 MAUI MARKETPLACE INVEST GRP	770 L ST STE 920	SACRAMENTO CA 95814 3361
238080023	0 MAUI MARKETPLACE INVEST GRP	0 MAUI MARKETPLACE INVEST GRP	770 L ST STE 920	SACRAMENTO CA 95814
238080024	0 AAAAA RENT-A-SPACE-MAUI LTD	0 EXTRA SPACE PROPERTIES TWO, PTA-EX#1375	PO BOX 19156	ALEXANDRIA VA 22320 0156
238080032	0 IRRIGATION SYSTEMS INC	0 IRRIGATION SYSTEMS INC	368 LEHUAKONA ST	KAHULUI HI 96732 0000
238080033	0 IRRIGATION SYSTEMS INC	0 IRRIGATION SYSTEMS INC	368 LEHUAKONA ST	KAHULUI HI 96732 0000
238080038	0 ALEXANDER & BALDWIN INC	0 ALEXANDER & BALDWIN INC	P O BOX 156	KAHULUI HI 96732 0000
238084001	0 FCH ENTERPRISES INC	0 FCH ENTERPRISES INC	1765 S KING ST	HONOLULU HI 96826
238084002	0 WEI WEI HOLDINGS LLC	0 WEI WEI HOLDINGS LLC	28 PAPAHI LP	KAHULUI HI 96732
238084003	0 FAT CAT MAUI LLC	0 FAT CAT MAUI LLC	45 HOOKELE ST	KAHULUI HI 96732
238084004	0 BAKER,BOBBY C M D INC	0 BAKER,BOBBY C M D INC	227 MAHALANI ST	WAILUKU HI 96793
238084005	0 HOME DEPOT USA INC	0 HOME DEPOT USA INC	P O BOX 105842	ATLANTA GA 30348 5842
238084006	0 77 HO'OKELE - CONDO MASTER	0 77 HO'OKELE - CONDO MASTER	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	1 BOERINGA LLC	1 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	2 BOERINGA LLC	2 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	3 BOERINGA LLC	3 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	4 BOERINGA LLC	4 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	5 BOERINGA LLC	5 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084006	6 BOERINGA LLC	6 BOERINGA LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	0 89 HO'OKELE - CONDO MASTER	0 89 HO'OKELE - CONDO MASTER	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	1 MEGLA, WILLIAM & MARJORY TRU	1 MEGLA, WILLIAM & MARJORY TRU	PO BOX 668	PUUNENE HI 96784 0668
238084007	2 REVOLUTION VENTURES LLC	2 REVOLUTION VENTURES LLC	89 HOOKELE ST #102	KAHULUI HI 96732 3513
238084007	3 555 LLC	3 555 LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	4 555 LLC	4 555 LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	5 77 LLC	5 77 LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	6 77 LLC	6 77 LLC	77 HOOKELE ST #302	KAHULUI HI 96732
238084007	7 TALBOY FAMILY PARTNERSHIP LL	7 TALBOY FAMILY PARTNERSHIP LL	1414 WARM SPRINGS AVE	BOISE ID 83712
238084007	8 TALBOY FAMILY PARTNERSHIP LL	8 TALBOY FAMILY PARTNERSHIP LL	1414 WARM SPRINGS AVE	BOISE ID 83712
238084008	0 LIUZZI, ROCKY/DOREEN FAMILY TR	0 LIUZZI, ROCKY/DOREEN FAMILY TR	1220 - 8TH ST	MANHATTAN BEACH CA 90266
238084011	0 CYCLE CITY LTD	0 CYCLE CITY LTD	600 PUULOA RD	HONOLULU HI 96819 2003
238084012	0 WAL-MART REAL ESTATE BUSINE	0 WAL-MART REAL ESTATE BUSINE	PO BOX 8050	BENTONVILLE AR 72712 8050
			PROPERTY TAX DEPT #1703	
			BOERINGA LLC C/O MIMI HU	
			C/O MIMI HU	
			C/O MIMI HU	
			C/O MIMI HU	
			C/O MIMI HU	
			C/O MIMI HU	
			C/O MIMI HU	
			555 LLC C/O MIMI HU	
			CHARLES & PHILIP MEGLA, TTEES	
			THE HEARING AID CENTER	
			C/O MIMI HU	
			C/O MIMI HU	
			C/O 77 LLC- K BOERINGA	
			C/O 77 LLC- K BOERINGA	
			TALBOY FAMILY PARTNERSHIP LL	
			TALBOY FAMILY PARTNERSHIP LLC	
			LIUZZI, ROCKY/DOREEN FAMILY TR	
			CYCLE CITY LTD	
			WAL-MART REAL ESTATE BUSINE	
			PROPERTY TAX DEPT 0555	



<p>MEO Transportation Center Feb. 2008</p>	
<p>500 Ft Mailing List Map</p>	<p>CHRIS HART & PARTNERS, INC.</p>



APPENDIX G
Preliminary Architectural Plans

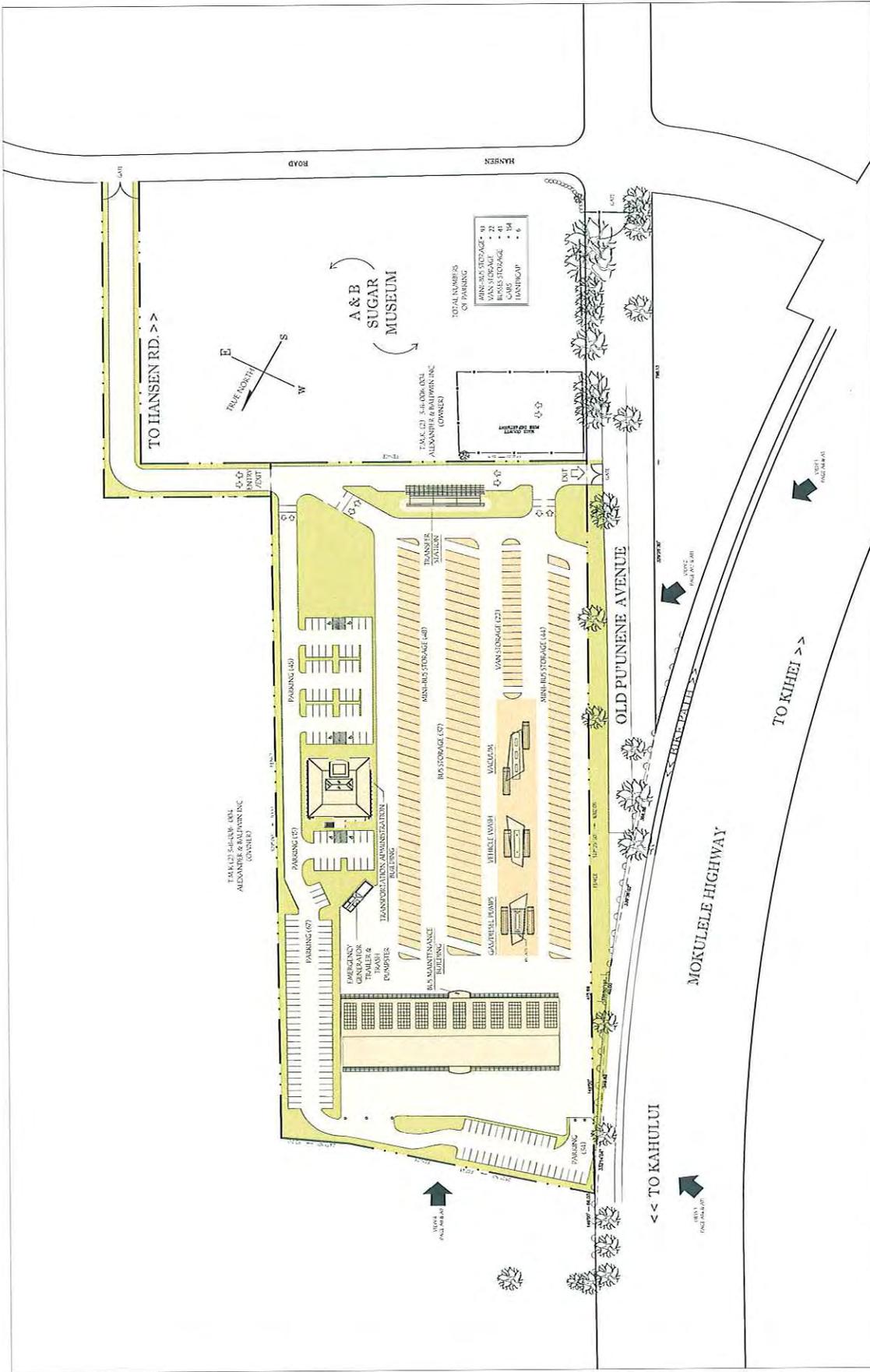


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SITE PLAN PHASE I
 NOT TO SCALE

MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, Inc.
 Pu'unene, Maui, Hawaii

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 www.mauiarch.com
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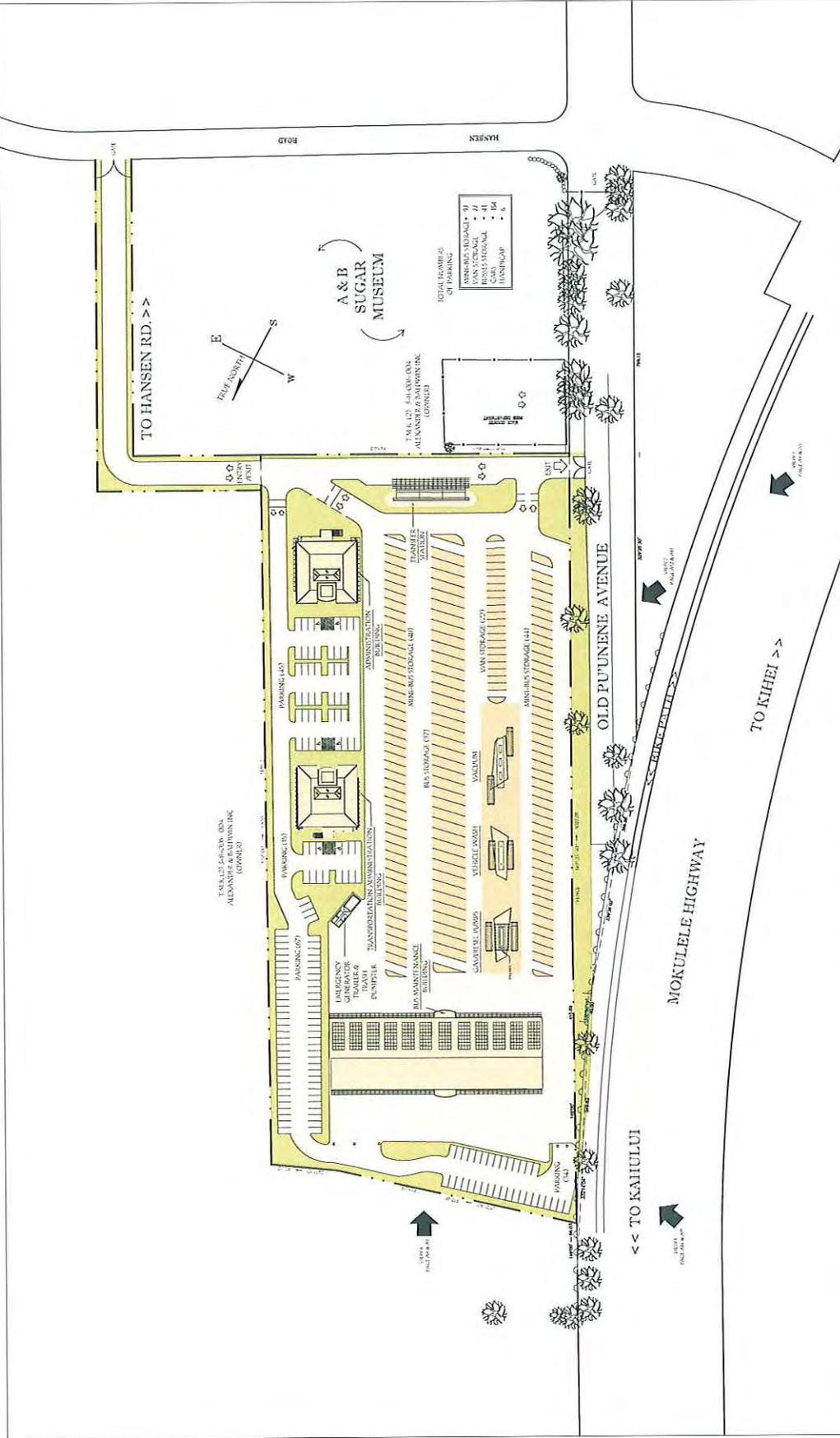
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MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, inc.
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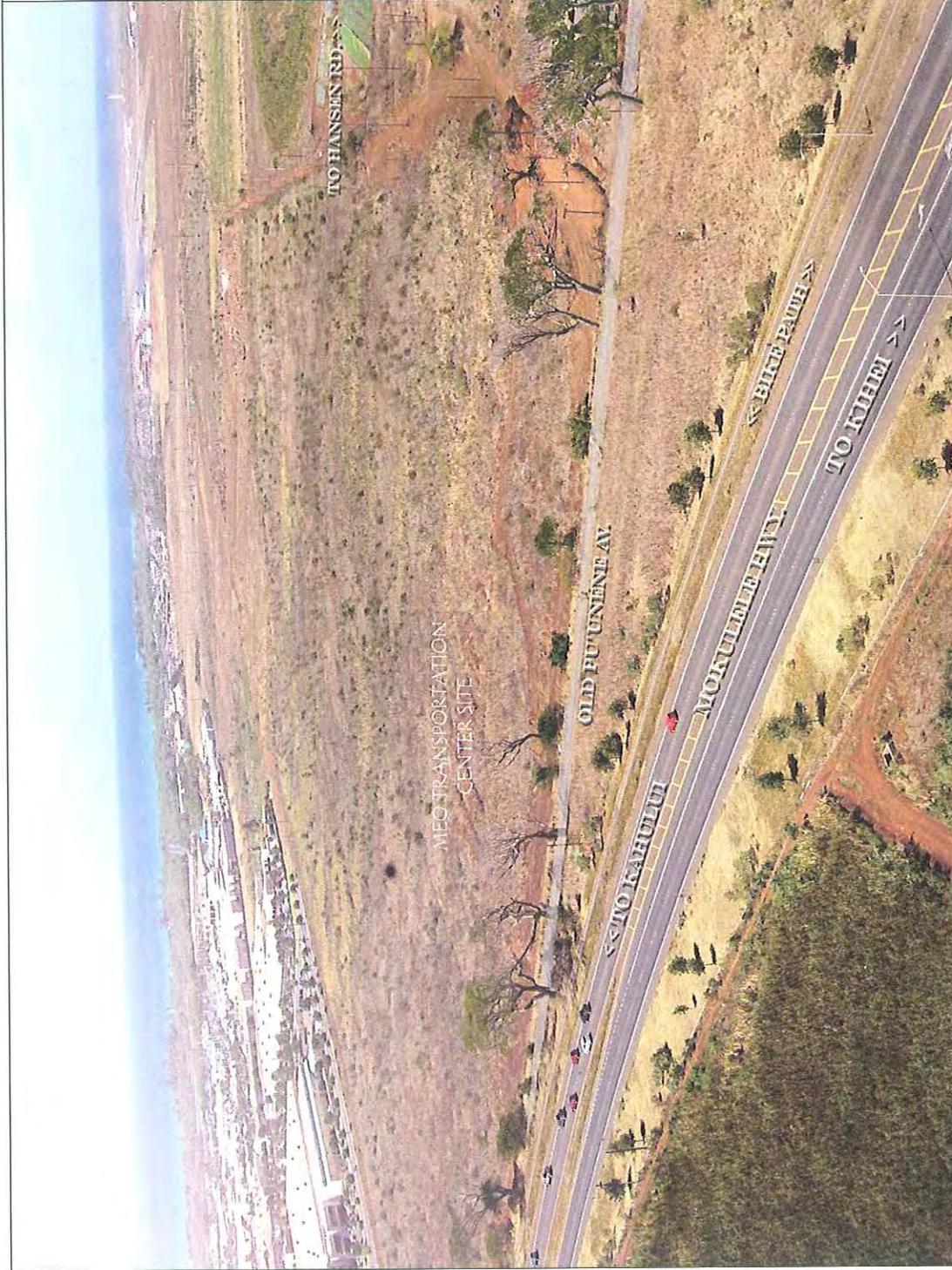


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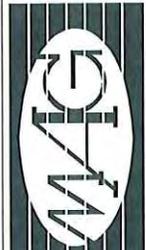
SITE PLAN PHASE III
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MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, Inc.
 Pu'unene, Maui, Hawaii

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MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

VIEW LOOKING TOWARD AIRPORT

08/21/08

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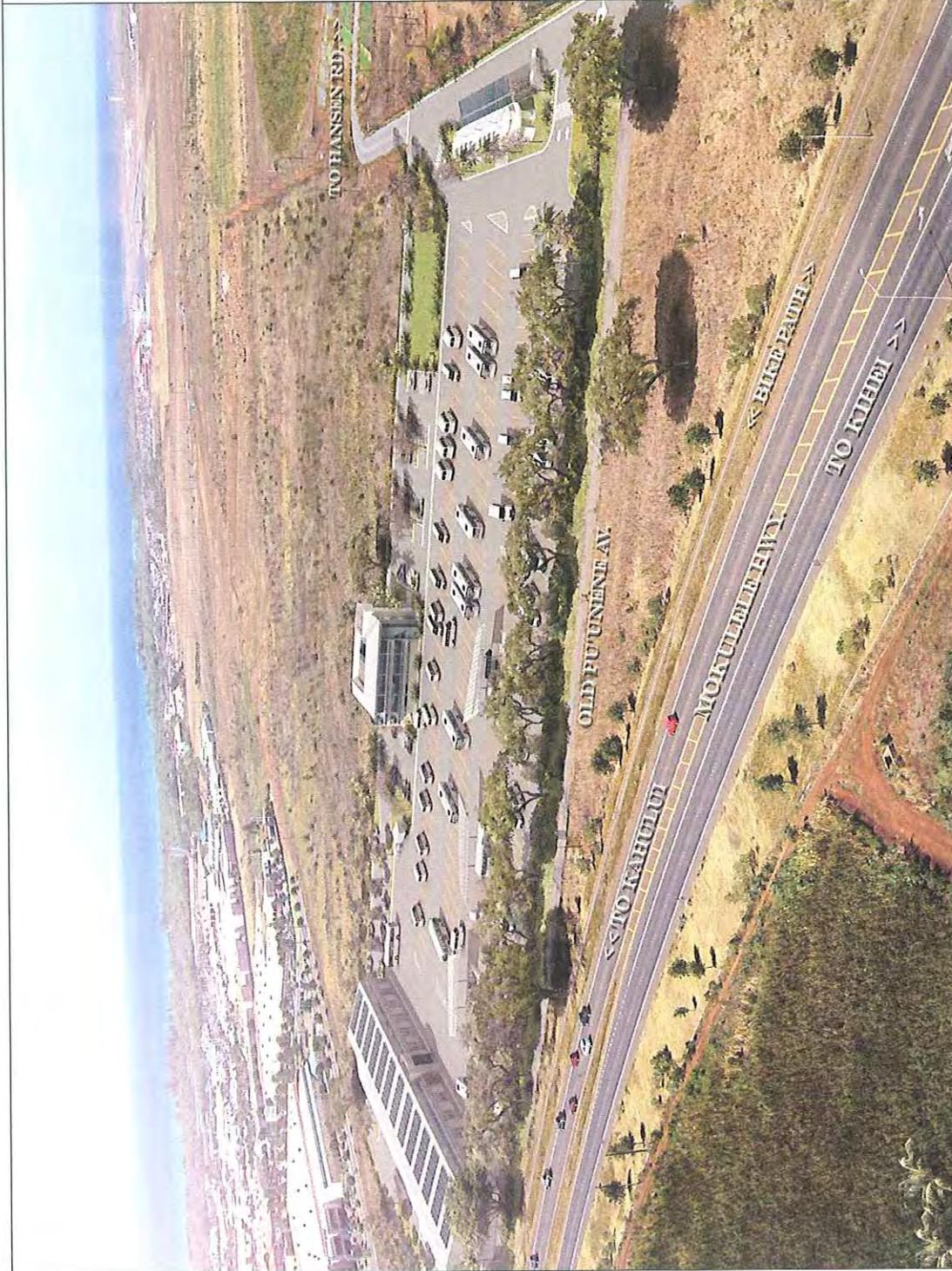
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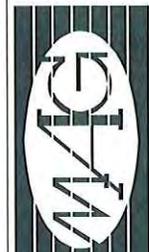
MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

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PHASE I



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MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

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PHASE II

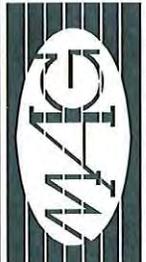
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MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, inc.
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VIEW LOOKING TOWARD AIRPORT
 PHASE III



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MEO TRANSPORTATION CENTER

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VIEW LOOKING TOWARD KIHEI



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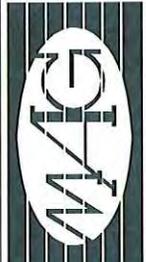
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MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, inc.
 Pu'unene, Maui, Hawaii

VIEW LOOKING TOWARD KIHEI
 PHASE II



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VIEW LOOKING TOWARD KIHIEI
PHASE III

MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii



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MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

EYE LEVEL VIEW APPROACHING KAHULUI

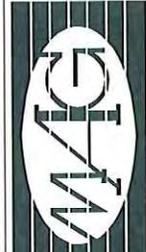
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MEO TRANSPORTATION CENTER

Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

EYE LEVEL VIEW APPROCHING KAHULUI

08/21/08

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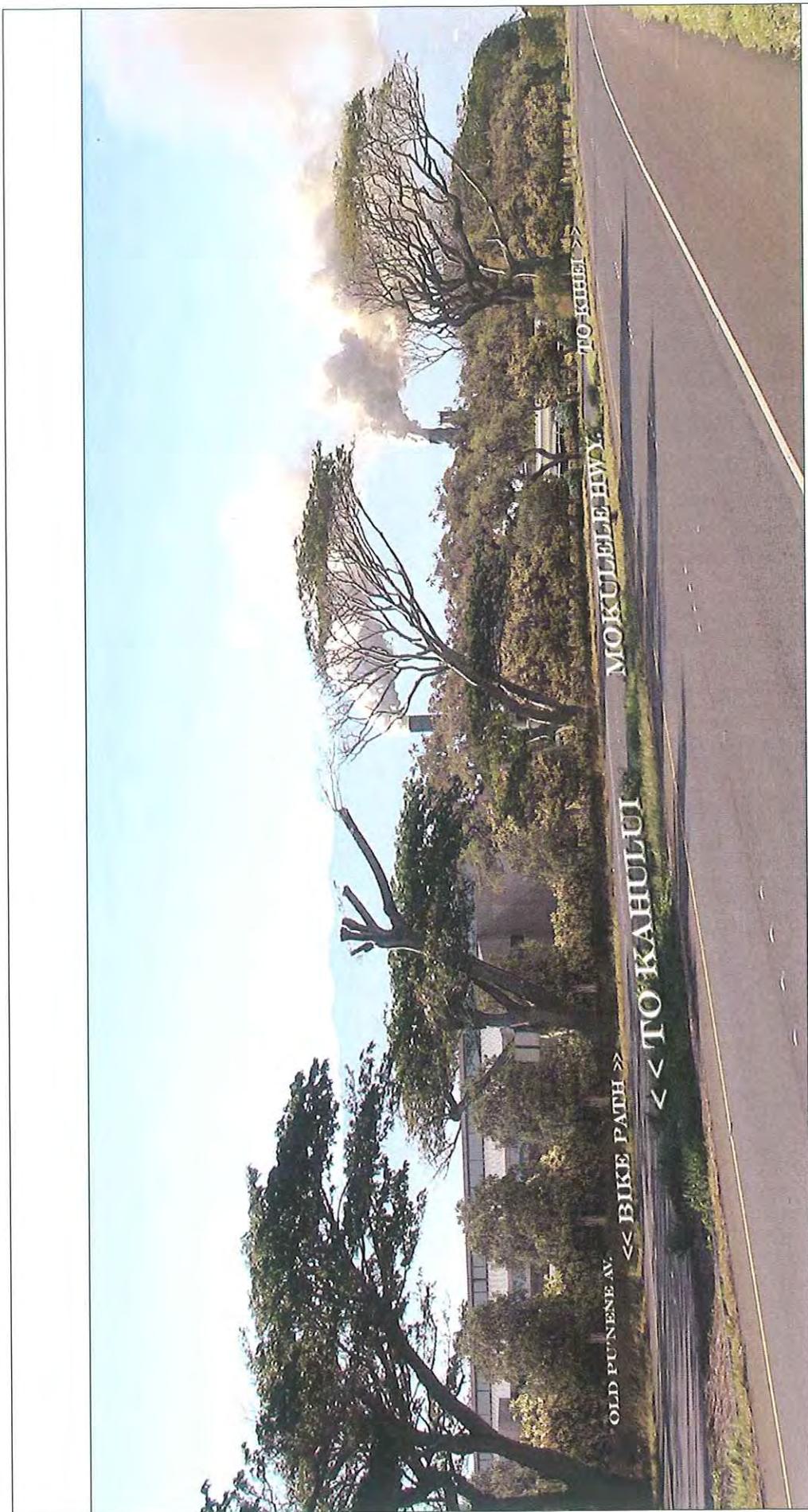
Sheet of



EYE LEVEL VIEW GOING TO KIHEI

MEO TRANSPORTATION CENTER
 Maui Economic Opportunity, inc.
 Pu'unene, Maui, Hawaii

MAUI ARCHITECTURAL GROUP INC.
 www.mauiarch.com
 2015 W. BERRY STREET, SUITE 101
 P.O. BOX 242176
 HONOLULU, HAWAII 96824



MAUI
ARCHITECTURAL
GROUP
INC.
www.mauiarch.com
2531 W. MAUI STREET
MAUI, HAWAII 96753
PH: (808) 242-1700
info@mauiarch.com



MEO TRANSPORTATION CENTER
Maui Economic Opportunity, inc.
Pu'unene, Maui, Hawaii

EYE LEVEL VIEW GOING TO KIHEI

09/21/08

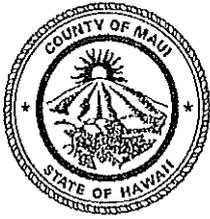
A15

Sheet of



APPENDIX H

Zoning and Flood Confirmation Sheet



COUNTY OF MAUI
 DEPARTMENT OF PLANNING
 250 South High Street,
 Wailuku, Hawaii 96793
 Telephone: (808) 270-7735
 Facsimile: (808) 270 7634
 E-mail: planning@co.mauhi.us

'08 AUG 29 11:56
 Date: 8-26-08

ZONING AND FLOOD CONFIRMATION REQUEST FORM
 DEPT OF PLANNING
 COUNTY OF MAUI
 RECEIVED 8-26-08

APPLICANT: Maui Economic Opportunity Inc. (Brett Davis) PHONE NO.: _____

ADDRESS: P.O. Box 2122 Kahului, Maui, Hawaii 96732

PROJECT NAME: MEO Transportation Center

ADDRESS AND/OR LOCATION: _____
 TMK NUMBER(S): (2) 3-8-6:04 por. lot 2-C-4-B-1 (10.041) AC

ZONING INFORMATION

STATE LAND USE Urban COMMUNITY PLAN Agriculture

COUNTY ZONING Agriculture SPECIAL DISTRICT None

OTHER _____

FLOOD INFORMATION

FLOOD HAZARD AREA ZONE C

BASE FLOOD ELEVATION _____ mean sea level, 1929 National Geodetic Vertical Datum
 or for Flood Zone A0, FLOOD DEPTH _____ feet.

FLOODWAY [] Yes or [X] No

FLOOD DEVELOPMENT PERMIT IS REQUIRED [] Yes or [X] No

* For flood hazard area zones B or C; a flood development permit would be required if any work is done in any drainage facility or stream area that would reduce the capacity of the drainage facility, river, or stream, or adversely affect downstream property.

FOR COUNTY USE ONLY

REMARKS/COMMENTS: Reference Map - DSA Survey 3.1597 dated 8/22/08

- Additional information required.
- Information submitted is correct.
- Correction has been made and initialed.

Reviewed and Confirmed by:



 (Signature)

8/29/08

 (Date)

Zoning Administration and Enforcement Division

Brett Davis

From: Fred Talon [FTalon@dbedt.hawaii.gov]
Sent: Friday, August 29, 2008 2:34 PM
To: Brett Davis
Cc: Dan Davidson
Subject: State of Hawai'i Land Use Commission Verbal Interpretation per Tax Map Key: 3-8-006: por. 04, Proposed Maui Economic Opportunity Inc. Transportation Center (Lot 2-C-4-B-1), Pu'unene, Maui, Hawai'i
Attachments: bdavis_238006004_survey.pdf

Dear Mr. Davis,

Attached is a "pdf" file of a survey map entitled, "First Assembly of God Subdivision" with the Proposed Maui Economic Opportunity Inc. Transportation Center (Lot 2-C-4-B-1) located in metes and bounds, containing approximately 10.041 acres. Please be advised that the subject Lot 2-C-4-B-1, containing approximately 10.041 acres is entirely within the State Land Use Urban District.

A formal boundary interpretation request letter dated August 8, 2008, is being processed and will be forwarded at a later time of finalization. If you require clarification or further assistance please feel free to contact our office at 808.587.3822.

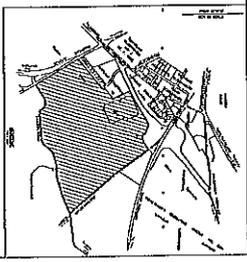
Mahalo,
Fred Talon
State Land Use Commission
Phone: (808) 587-3822
Fax: (808) 587-3827
E-Mail: ftalon@dbedt.hawaii.gov or luc@dbedt.hawaii.gov
Website: <http://luc.state.hi.us>

8/29/2008

1. All dimensions are in feet and inches.
2. All dimensions are to the center of the line unless otherwise noted.
3. All dimensions are to the center of the line unless otherwise noted.
4. All dimensions are to the center of the line unless otherwise noted.
5. All dimensions are to the center of the line unless otherwise noted.
6. All dimensions are to the center of the line unless otherwise noted.
7. All dimensions are to the center of the line unless otherwise noted.
8. All dimensions are to the center of the line unless otherwise noted.
9. All dimensions are to the center of the line unless otherwise noted.
10. All dimensions are to the center of the line unless otherwise noted.



FIRST ASSEMBLY OF GOD SUBDIVISION
 SUBDIVISION OF LOT 2-C-4 (L.U.C.A. FILE NO. 3-1597) INTO LOTS 2-C-4-A, 2-C-4-B AND 2-C-4-B-1
 Being a portion of Grant 3343 to Class Specimens
 PULJENE, MAULUKU, MAUI, HAWAII
 SCALE: 1 inch = 200 feet
 Prepared by: [Signature]
 Owner: Alexander S. Baldwin, Inc.



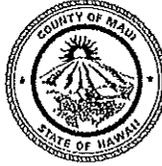
[Signature]
 [Name]
 [Title]



APPENDIX I

Early Consultation Letters and Responses

CHARMAINE TAVARES
MAYOR



DON A. MEDEIROS
Director
WAYNE A. BOTELHO
Deputy Director
Telephone (808) 270-7511
Facsimile (808) 270-7505

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
200 South High Street
Wailuku, Hawaii, USA 96793-2155

November 19, 2007

RECEIVED
NOV 20 2007

CHRIS HART & PARTNERS
Landscape Architecture & Planning
CC: Brett
05/184

Mr. Christopher L. Hart, ASLA
President
Landscape Architect-Planner
Chris Hart & Partners, Inc.
1955 Main Street, Suite 200
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Letter for the Proposed Maui Economic Opportunity, Inc. Transportation Center at TMK: (2) 3-8-06:04 (approximately 10 acres total) in Puunene, Maui, Hawaii.

Dear Mr. Hart:

Thank you for the opportunity to comment. We have reviewed the letter and attached map regarding the above mentioned project and have no comments to make at this time.

Please do not hesitate to contact me at 270-7511 if I can be of any assistance or clarification.

Sincerely,

DON MEDEIROS
Director of Transportation



January 16, 2008

Mr. Don Medeiros, Director
County of Maui
Department of Transportation
200 South High Street
Wailuku, HI 96793

~~Dear: Mr. Medeiros,~~

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated November 19, 2007 indicating no comments at this time.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

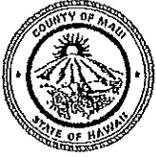
Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956



POLICE DEPARTMENT
COUNTY OF MAUI



CHARMAINE TAVARES
MAYOR

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

THOMAS M. PHILLIPS
CHIEF OF POLICE

GARY A. YABUTA
DEPUTY CHIEF OF POLICE

OUR REFERENCE
YOUR REFERENCE

November 26, 2007

RECEIVED
NOV 28 2007

CHRIS HART & PARTNERS
115 N. MARKET STREET WAILUKU, HI 96793-1706

05/184

CC: PHILLIPS

Mr. Christopher L. Hart, ASLA
President
Chris Hart & Partners, Inc.
115 N. Market Street
Wailuku, HI 96793-1706

Dear Mr. Hart:

SUBJECT: Early Consultation Letter for the Proposed Maui Economic Opportunity, Inc. Transportation Center at TMK (2) 3-8-06:04 (approximately 10 acres)

Thank you for your letter of October 22, 2007, requesting comments on the above subject.

We have reviewed the information submitted for this project. Please refer to a copy of the to-from submitted by Sergeant Stephen Orikasa of our Wailuku Patrol District.

Thank you for giving us the opportunity to comment on this project.

Very truly yours,

Assistant Chief Wayne T. Ribao
for: Thomas M. Phillips
Chief of Police

c: Jeffrey Hunt, Maui County Planning Department

COPY

TO : THOMAS PHILLIPS, CHIEF OF POLICE, COUNTY OF MAUI
VIA : CHANNELS
FROM : STEPHEN ORIKASA, ADMINISTRATIVE SERGEANT, WAILUKU PATROL DIVISION
SUBJECT : RESPONSE TO REQUEST FOR EARLY CONSULTATION COMMENTS FOR THE PROPOSED MAUI ECONOMIC OPPORTUNITY INC. TRANSPORTATION CENTER

CONCUR WITH

Sgt. ORIKASA

AC [Signature]

11/19/07

This communication is submitted as a response to request by Christopher Hart of Chris Hart & Partners, Inc. for early consultation comments for the proposed Maui Economic Opportunity, Inc. Transportation Center at TMK: (2) 3-8-06:04 in Puunene.

REVIEW AND RESPONSE:

A review of the development's description and maps appears much consideration was given to the ergonomics of the proposed development. Although there are a few areas of concern from the police perspective.

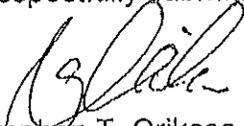
1. Is there adequate space (length and width) of the entry/exit point to this property. The concern is if it is able to handle a back of traffic within this driveway should the buses not be able to exit onto Hansen Road. If there is a back up within the property, is there a safety impact to pedestrians in the Transfer Station area.
2. Is there is going to be a modification to the travel lanes on Hansen Road to include a dedicated left turn pocket for vehicles entering the Transportation Center from Hansen Road. The turn pocket may alleviate a back up of vehicles towards the Mokulele Highway & Hansen Road Intersection.
3. Does the location of the entry/exit point take into consideration the bicycle/ pedestrian path on the east side of Mokulele Highway.

Early Consultation Request for Proposed
M.E.O. Transportation Center, Puunene, Maui
TMK: (2) 3-8-06:04
Page 2 of 2

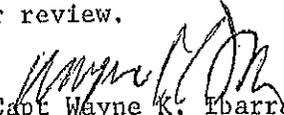
CONCLUSION:

The improvements in recent years to the Mokulele Highway and Hansen Road area make it feasible to have the transportation center at this location. Although user and public convenience and safety concerns need to be addressed for the area surrounding the proposed transportation center.

Respectfully submitted for your perusal.


Stephen T. Orikasa E#716
Administrative Sergeant/Wailuku Patrol Division
11/19/07 @ 0850 Hours

Concur with Sgt. ORIKASA. Forward
for review.


A/Capt Wayne K. Ibarra 9229
11/19/07



January 25, 2008

Chief Thomas M. Phillips
Maui Police Department
55 Mahalani Street
Wailuku, HI 96793

Dear: Chief Phillips,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated November 26, 2007 that indicates the improvements in recent years to the Mokulele Highway and Hansen Road area make it feasible to have the transportation center at the proposed location.

The proposed project will require a HRS Chapter 343 Environmental Assessment that will include a Traffic Impact Analysis Report (TIAR) to address the existing and potential traffic conditions as a result of the proposed project.

Responses to the Police Department's comments are as follows;

1. The proposed Transfer Station is separated from the main transportation facility parking lot driveway and pedestrian activity at the proposed transfer station will not be affected in the event busses could not exit onto Hansen Road.
2. A Traffic Impact Assessment Report (TIAR) has been prepared to identify existing and proposed impacts related to traffic. The TIAR is included in the HRS Chapter 343 Environmental Assessment and supports creating a left turn pocket for vehicles entering the MEO Transportation Center.
3. The entry/exit for the project is at Hansen Road that connects to Mokulele Highway at a signalized intersection. The existing pedestrian and bike paths on the east side of Mokulele Highway will not be affected by the proposed project.

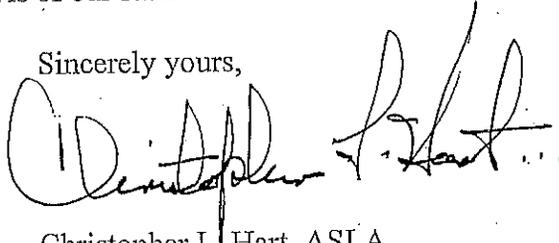
LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

Chief Thomas M. Phillips
Police Early Consultation Letter
January 25, 2008
Page 2 of 2

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

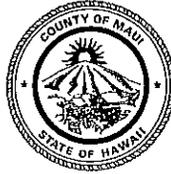
Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

CHARMAINE TAVARES
MAYOR



CARL M. KAUPALOLO
CHIEF

NEAL A. BAL
DEPUTY CHIEF

COUNTY OF MAUI
DEPARTMENT OF FIRE AND PUBLIC SAFETY
FIRE PREVENTION BUREAU

780 ALUA STREET
WAILUKU, HAWAII 96793
(808) 244-9161
FAX (808) 244-1363

RECEIVED
OCT 29 2007

CHRIS HART & PARTNERS
Landscape Architecture & Planning
cc: prot 05/189

October 25, 2007

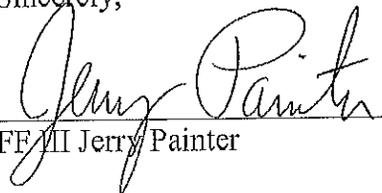
Mr. Chris Hart
Chris Hart & Partners
115 N. Market Street
Wailuku, Hawaii 96793

Subject: Early Consultation Request for MEO Relocation to Puunene

Dear Mr. Hart,

Thank you for the opportunity to review the subject project during this early consultation phase. At this time, we are requesting that detailed plans for fire protection be submitted during the building permit process. A detailed review will be conducted at that time, which will also include emergency vehicle access.

Sincerely,



FE III Jerry Painter



January 16, 2008

Chief Carl M. Kaupalolo
Department of Fire and Public Safety
780 Alua Street
Wailuku, HI 96793

Attn: Jerry Painter

Dear: Chief Kaupalolo,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, thank you for your letter dated October 25, 2007. At the time of the building permit process, the applicant will provide detailed plans for fire protection.

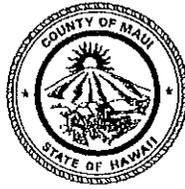
Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

CHARMAINE TAVARES
Mayor



TAMARA HORCAJO
Director

ZACHARY Z. HELM
Deputy Director

(808) 270-7230
Fax (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nako Street, Unit 2, Wailuku, Hawaii 96793

October 26, 2007

RECEIVED
OCT 31 2007

CHRIS HART & PARTNERS
Local Area Architecture & Planning

cc: Brett 05/184

Chris Hart & Partners
Attention: Mr. Brett Davis
115 N. Market Street
Wailuku, HI 96793

Dear Mr. Brett Davis

Subject: Proposed Maui Economic Opportunity Inc Transportation Center at TMK
(2) 3-8-006:004 Puunene, Maui, Hawaii

We have reviewed the proposed Maui Economic Opportunity Inc Transportation Center, and we have no comments or objections to the subject project.

Thank you for the opportunity to comment. Please contact me or Patrick Matsui, Chief of Planning and Development, at 270-7387 if there are any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tamara Horcajo".

TAMARA HORCAJO
Director, Parks & Recreation

xc: Patrick Matsui, Chief of Planning & Development

TH:PM:tk



January 16, 2008

Mrs. Tamara Horcajo, Director
Department of Parks and Recreation
700 Hali'a Nakoa Street, Unit 2
Wailuku, HI 96793

~~LA 11 424...~~
Dear: Mrs. Tamara Horcajo,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated October 26, 2007 indicating no comment.

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

CHARMAINE TAVARES
Mayor
JEFFREY S. HUNT
Director
COLLEEN M. SUYAMA
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

December 15, 2007

Mr. Christopher L. Hart, AICP
Chris Hart and Partners, Inc.
115 North Market Street
Wailuku, Hawaii 96793

Dear Mr. Hart:

SUBJECT: Pre-consultation Comments regarding the Proposed Maui Economic Opportunity, Inc. Transportation Center located at TMK: (2) 3-8-006: 004, Puunene, Maui, Hawaii (EAC 2007/0037)

The Maui Department of Planning (Department) has reviewed your letter dated October 22, 2007, requesting pre-consultation and provides the following comments in preparation of the Draft Environmental Assessment (EA). These are generally organized in the order of the list of the "topics to be addressed in the EA" as found on the second page of your letter:

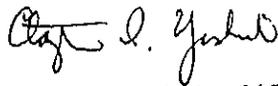
1. The Maui Planning Commission will be the accepting authority;
2. Land Use: Please address conversion from agricultural use and land use designations as well as relationships of the proposed use to existing and proposed adjoining uses;
3. Topography and Soils: Please identify historical use of chemicals and fertilizers and historical use of pesticides on the site. There is a potential that residual levels of the pesticides or the chemical breakdown might exceed regulated levels. This is more likely to occur in the vicinity of mixing or bulk storage stations or in sedimentation basins, and is less likely to occur if the property was used solely for cultivation;
4. Air Quality: Please address air quality in relation to the nearby sugar mill and its exhaust gasses;

Mr. Christopher L. Hart, AICP
December 15, 2007
Page 2

5. Transportation: Please fully explore and address bus operational access to Puunene/Mokulele Highway; and
6. Drainage and Grading: The site and surroundings appear relatively flat. Significant areas of impervious surfaces are expected to be added. This may call for special attention to possible drainage issues.

Thank you for your cooperation. If you require further clarification, please contact Mr. Jeffrey Dack, AICP, Staff Planner, at jeffrey.dack@mauicounty.gov or at 270-6275.

Sincerely,



Clayton I. Yoshida, AICP
Planning Program Administrator

CIY:JPD:bg

c: Jeffrey P. Dack, Staff Planner

EAC File

General File

K:\WP_DOCS\PLANNING\EAC\2007\0037_MEO_TRANSPORTCENTER\PRECONSULTATION.DOC



February 6, 2008

Mr. Jeffrey S. Hunt, A.I.C.P., Director
County of Maui Planning Department
250 South High Street #200
Wailuku, HI 96793

Attention: JEFFREY DACK

Dear: Mr. Hunt,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated December 15, 2007 and respond to the Department of Planning comments, as follows:

Land Use

The proposed project is compatible with surrounding land uses and established light industrial and heavy industrial land use patterns in the vicinity of the project site, consistent with the Wailuku-Kahului Community Plan. To the north, the Maui County Council is currently reviewing the change in zoning application by A&B Properties, Inc. for the establishment of M-1 Light Industrial District zoning for the planned Maui Business Park, Phase 2. The proposed MEO Transportation Center is compatible with industrial uses of the surrounding area, located within the major population center of Wailuku-Kahului, and is situated at the hub of major roadways and highways with convenient access to outlying areas of the island. The proposed site is located approximately 2 miles east of the existing 5.4 acre base yard on Kane Street in Kahului.

A substantial portion of the site is classified in the State Urban District. From the early 1900's to the 1970's, this area was in residential use, including housing for teachers at the old Puunene School. In the 1970's, the teacher's cottages were demolished and the area was planted in sugar cane. Within the past five years, sugar cane cultivation in the area was discontinued with the development of the Maui Business Park. With the urbanization of former sugar lands, HC&S has shifted cultivation to other lands, in order to maintain its production acreage. According to the Land Study Bureau, the small portion of the site

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

Mr. Jeffrey Hunt, AICP, Director
Early Consultation Comment Response Letter
MEO Transportation Center
February 6, 2008
Page 2 of 3

classified in the State Agricultural District has an overall productivity rating of "A", indicating high productive capacity of prime agricultural land. Also according to the Agricultural Lands of Importance to the State of Hawaii (ALISH) maps, the portion of the site classified in the State Agricultural District is designated as "Prime" agricultural land. The removal of the portion of the site currently in the State Agricultural District will not substantially impact sugar cane production or agricultural production, in general, on the island of Maui.

Topography and Soils

Historically, the subject property was used for residential housing and later sugar cultivation and therefore the potential of high residual levels of pesticides or chemicals is unlikely. The site was not previously used for the storage or stockpiling of chemicals, petroleum products, or other potentially toxic materials.

Air Quality

The project site is located upwind of the HC&S mill, which is located approximately a quarter mile away. The air quality in the area of the project site is relatively good, given the normal trade wind conditions, and the proposed project should not be substantially affected by any emissions from the HC&S mill. Other long-standing facilities are in closer proximity to the mill (e.g. Puunene Post Office; A&B Sugar Museum; and HC&S administrative offices), and there is no indication of issues or problems relative to the mill operations and its emissions.

Transportation

The proposed MEO Transportation Center will access Mokulele highway from Hansen Road. The applicant has retained a Traffic Engineer to prepare a Traffic Impact Assessment Report that will address bus operational access to Puunene Avenue/Mokulele Highway, other potential traffic issues and recommended mitigation measures.

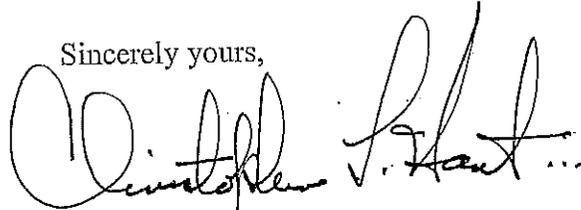
Drainage and Grading

The proposed Transportation Center will create a large area of impervious surface. The applicant, MEO has retained an engineer to prepare a drainage study addressing the impacts and recommended mitigation measures.

Mr. Jeffrey Hunt, AICP, Director
Early Consultation Comment Response Letter
MEO Transportation Center
February 6, 2008
Page 3 of 3

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Christopher I. Hart". The signature is written in black ink and is positioned above the printed name.

Christopher I. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LINDA LINGLE
GOVERNOR



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

RECEIVED
NOV 27 2007

BARRY FUKUNAGA
DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

STP 8.2681

OS1184
CC: Brett

November 20, 2007

Mr. Christopher L. Hart, ASLA
President
Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Hawaii 96793

Dear Mr. Hart:

Subject: Early Consultation
Maui Economic Opportunity, Inc.
Proposed Transportation Center, Puunene, Maui
TMK: (2) 3-8-06: 04

Thank you for your early consultation letter. We have the following comments on the proposed subject transportation center.

1. Impacts to and any access or traffic connections to our State highways will need to be addressed. This includes traffic mitigation measures, roadway and intersection improvements, right-of-way uses and drainage affecting the highways. A traffic impact analysis report (TIAR) will need to be submitted to us for review and approval by our Highways Division. Access onto a highway may require an environmental assessment review.
2. The proposed location of the transportation center will be subject to aircraft overflights and potential aircraft incidences to and from Kahului Airport. The location will also be within the 60-65 DNL airport noise contour. Occupancy of offices and similar building spaces that will be sensitive to the noise will need to be designed and constructed with proper noise attenuation. Both of these aircraft impacts will have to be addressed.

We appreciate the courtesy of your advance notification on the transportation center and for the opportunity to provide our comments. We are an interested party and look forward to receiving copies of your land use applications and/or environmental assessments.

Mr, Christopher Hart
Page 2
November 20, 2007

STP 8.2681

Please provide at least five (5) copies of your applications or reports so that we may distribute the material for review and comment by our Highways and Airports staff.

Very truly yours,



BARRY FUKUNAGA
Director of Transportation



January 21, 2008

Mr. Barry Fukunaga, Director
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Dear: Mr. Fukunaga,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated November 20, 2007, and responses to the Department of Transportation comments as follows:

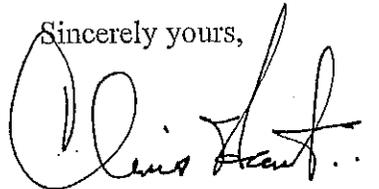
1. The applicant (MEO) has retained a Traffic Engineer to prepare a TIAR that will be part of a HRS Chapter 343 Environmental Assessment currently underway.
2. The applicant has retained an Architect and the building will be designed with proper noise attenuation to reduce noise impacts created by aircraft overflights.

At the time of government agency distribution, Chris Hart and Partners, Inc. will provide five (5) copies to your department, as requested in your November 20, 2007 letter.

Mr. Barry Fukunaga, Director
DOT Early Consultation Letter
January 21, 2008
Page 2 of 2

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Chris Hart". The signature is fluid and cursive, with a large initial "C" and "H".

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

HRD07/3309

November 20, 2007

Chris Hart, President
Chris Hart & Partners
115 N. Market Street
Wailuku, Maui, HI 96793-1706

**RE: Early Consultation for Proposed Maui Economic Opportunity Inc.
Transportation Center, Pu'unēnē, Maui, TMK: 3-8-06:04.**

Dear Mr. Hart,

The Office of Hawaiian Affairs (OHA) is in receipt of your request for written comments regarding early consultation for a transportation center in Pu'unēnē on Maui.

OHA understands that the applicant proposes that the project is necessary due to the location's greater size and better highway access. OHA also notes that this proposed project will require a number of land use entitlements including a State Land Use District Boundary Amendment from Agriculture to Urban, as well as a County Change in Zoning from R-1 Residential District to the M-1 Light Industrial District.

OHA is concerned about the potential effects of these changes and how much of the 387-acre parcel the applicant is proposing to change the land entitlements for, especially as the project site is 10 acres.

As this is an early consultation, OHA does not have any further substantial comments at this time, but does look forward to further consultation as information is provided. If you have any further questions or concerns please contact Grant Arnold at (808) 594-0263 or granta@oha.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Clyde W. Nāmu'o".

Clyde W. Nāmu'o
Administrator

RECEIVED
NOV 29 2007

CHRIS HART & PARTNERS
Architecture, Interiors & Planning

cc: Brett
05/184



January 16, 2008

Mr. Clyde W. Nāmu'ō, Administrator
Office of Hawaiian Affairs
711 Kapiolani Blvd, Suite 500
Honolulu, HI 96813

Dear Mr. Nāmu'ō,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, thank you for your letter dated November 20, 2007.

The proposed project site is approximately at 10-acre portion of a larger 387-acre parcel. The proposed land entitlements changes for this project are for the 10-acre portion only. The proposed land entitlement changes include a State Land Use District Boundary Amendment from Agricultural to Urban, as well as a County Change in Zoning from R-1 Residential District to M-1 Light Industrial District. Your agency will have additional opportunities to review and comment on the proposed project, as part of the required public review process.

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

RECEIVED
NOV - 9 2007

OFFICE OF THE SUPERINTENDENT

CHRIS HART & PARTNERS
Landscape Architecture & Planning
C. O. Brett
051184

November 7, 2007

Mr. Christopher L. Hart, President
Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Hawaii 96793

Dear Mr. Hart:

SUBJECT: Early Consultation Letter for the Proposed Maui Economic Opportunity, Inc.
Transportation Center at TMK: (2) 38-06:04, Puunene, Maui, Hawaii

The Department of Education has no comment or concern to offer as early consultation about the proposed plans for the Maui Economic Opportunity, Inc. Transportation Center. Should you have any questions, please call George Casen of the Facilities Development Branch at (808) 733-4862.

Very truly yours,

A handwritten signature in cursive script that reads "Patricia Hamamoto".

Patricia Hamamoto
Superintendent

PH:jmb

cc: Randolph Moore, Assistant Superintendent, OSFSS
Duane Kashiwai, Public Works Administrator, FDB
Bruce Anderson, CAS, Baldwin/King Kekaulike/Maui High Complex Areas



January 16, 2008

Mrs. Patricia Hamamoto
Department of Education
P.O. Box 2360
Honolulu, HI 96804

Dear: Mrs. Hamamoto,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated November 7, 2007 indicating no comment.

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:

EPO-07-200

November 20, 2007

Mr. Christopher L. Hart, ASLA
Landscape Architect-Planner
115 North Market Street
Wailuku, Maui, Hawaii 96793

RECEIVED
NOV 20 2007

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

CC: Brett
051184

Dear Mr. Hart:

SUBJECT: Pre-Assessment Consultation for Proposed Maui Economic Opportunity, Inc.
Transportation Center in Puunene, Maui, Hawaii
TMK: (2) 3-8-006: 004; 10 acres

Thank you for allowing us to review and comment on the subject application. The application was routed to the various branches of the Environmental Health Administration. We have the following Wastewater Branch and General comments.

Wastewater Branch

The project proposes to construct a centralized Transportation Center that will consist of administrative offices, repair and maintenance facilities, a transfer station, bus parking and related infrastructure improvements.

The project is located in the Critical Wastewater Disposal Area (CWDA) where no new cesspools will be allowed.

Wastewater treatment and disposal need to be adequately addressed in the project's environmental assessment. Use of an onsite wastewater system is acceptable provided that it treats domestic or domestic-like wastewater. Wastewater containing industrial wastes need to be pretreated prior to disposal into an individual wastewater system. In addition, our records show that the Department has approved plans for a treatment individual wastewater system (septic tank), File # 5757, to be built on the TMK mentioned above. Construction completion of the project is still pending. Please update the Department of Health on the status of the IWS plans.

Mr. Hart
November 20, 2007
Page 2

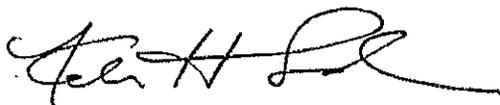
All wastewater plans must meet Department's Rules, HAR Chapter 11-62, "Wastewater Systems." We do reserve the right to review the detailed wastewater plans for conformance to applicable rules. If you have any questions, please contact the Planning & Design Section of the Wastewater Branch at 586-4294.

General

We strongly recommend that you review all of the Standard Comments on our website: www.state.hi.us/health/environmental/env-planning/landuse/landuse.html. Any comments specifically applicable to this project should be adhered to.

If there are any questions about these comments please contact Jiakai Liu with the Environmental Planning Office at 586-4346.

Sincerely,



KELVIN H. SUNADA, MANAGER
Environmental Planning Office

c: EPO
WWB
EH-Maui

Enclosure: Individual Wastewater System (IWS) Profile

LINDA LINGLE
GOVERNOR OF HAWAII



CHIYOME LEINAALA FUKINO, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

In reply, please refer to:
EMD / WB

Wastewater Branch
919 Ala Moana Blvd. Room 309
Honolulu, Hawaii 96814-4920
Phone (808) 586-4294 Fax (808) 586-4300

INDIVIDUAL WASTEWATER SYSTEM (IWS) PROFILE

An individual wastewater system (IWS) file has been found and the following information is provided. In general, the Department of Health has reviewed and approved of the plans based on the information submitted as verification that a treatment IWS such as a septic tank/aerobic unit was constructed and authorized to be used for wastewater disposal from a building/dwelling.

IWS septic tank profile.wpd sam as of Oct 30, 2007

General Information: Application Information

Permit ID	<u>7008</u>	IWS type	<u>septic tank</u>	Status	<u>Review</u>
File Number	<u>5757</u>	Submit		<u>1</u>	<u>1/24/2005</u>
Engineer	<u>Anthony Crew</u>	Reviewed		<u>1</u>	<u>1/24/2005</u>
TMK (2)	<u>3-0-006:004</u>	Plan Approved		<u>1</u>	<u>1/24/2005</u>
Address	<u>paunene</u>	Inspection		<u>1</u>	<u>1/24/2005</u>
		Final Approval		<u>1</u>	<u>1/24/2005</u>
		Termination Date		<u>1</u>	<u>1/24/2005</u>

Site Information: Property Owner & Dwelling Information

First Name _____ Lot Size _____ Dwelling Type _____
 Last Name HCLS Total Bdrms _____ Bldg Type Commercial
 Flow Rate 10,000

IWS System Information: Septic Tank Information

Septic Tank Liquid Volume (gal) _____ Manufacturer _____
 6" Inspection Port(s) to Grade _____ Disposal Type Bed

- For further information, please feel free to call the Wastewater Branch engineer as listed:
- [] Johnny Ong, Oahu, Wastewater Branch (808) 586-4294 Fax 586-4300
 - Roland Tejano, Maui, Maui District Health Office (808) 984-8232 Fax 984-8237
 - [] Dane Hiromasa, Kona, Kealahou Health Center (808) 322-1963 Fax 322-1511
 - [] Jerry Nunogawa, Hilo, Hawaii District Health Office (808) 933-0401 Fax 933-0400
 - [] Lori Vetter, Kauai, Kauai District Health Office (808) 241-3323 Fax 241-3566



January 21, 2008

Mr. Kelvin H. Sunada, Manager
Environmental Planning Office
State Department of Health
P.O. Box 3378
Honolulu, HI 96801

Dear: Mr. Sunada,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated November 20, 2007, and responses to the Department of Health wastewater and general comments, are as follows:

Waste Water

At this time the status of the IWS plans is still pending. Additionally, the applicant will prepare wastewater plans that meet the Department's Rules, HAR Chapter 11-2, "Wastewater Systems."

General

We have also reviewed the Standard Comments and will comply, as applicable to the proposed project.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz.
Mr. Harry Johnson
Project File



February 6, 2008

Mr. Kelvin H. Sunada, Manager
Environmental Planning Office
State Department of Health
P.O. Box 3378
Honolulu, HI 96801

Dear: Mr. Sunada,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we are providing this addendum to our previous letter dated January 16, 2008 in response your letter dated November 20, 2007. The following update is offered:

Wastewater

The proposed IWS was intended to manage wastewater from HC&S' Puunene Mill. Since filing the IWS plan, HC&S has prepared plans for a sewerline that will connect the Puunene Mill to the County's sewer system at Ho'okele Street. The plans have been submitted to Maui County's Wastewater Reclamation Division for approval. If the sewerline is approved, the IWS application (No. 5757) will be withdrawn. The connection to the County's wastewater system will eliminate the need for the individual wastewater system.

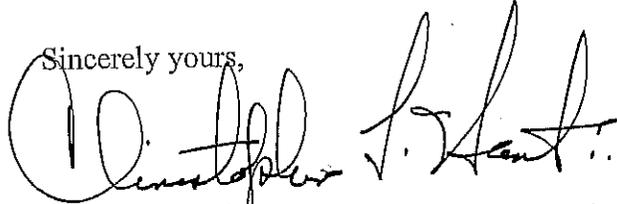
General

As previously noted, we have reviewed the Standard Comments and will comply, as applicable to the proposed project.

Mr. Kelvin H. Sunada, Manager
DOH Early Consultation Letter Addendum
February 6, 2008
Page 2 of 2

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is fluid and cursive, with a large initial "C" and "H".

Christopher L. Hart, ASLA
Landscape Architect - Planner

ENCLOSURE

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File



A&B PROPERTIES, INC.
A SUBSIDIARY OF ALEXANDER & BALDWIN, INC.

January 29, 2008

11 Puunene Avenue
Kahului, Hawaii 96732-1608
P.O. Box 156
Kahului, HI 96733-6656
www.abprop.com
Tel (808) 877-5523
Fax (808) 871-7497

Mr. Chris Hart
Chris Hart & Partners
115 North Market Street
Wailuku, Hawaii 96793

Subject: Maui Economic Opportunity, Inc.
Proposed Transportation Center
Puunene, Maui
TMK: (2) 3-8-006:004

Dear Mr. Hart:

This is in response to the State Department of Health's Pre-Assessment Consultation letter, dated November 20, 2007, with comments from the Wastewater Branch regarding the individual wastewater system (IWS) File No. 5757. This IWS application was filed by Hawaiian Commercial & Sugar Company (HC&S), a division of Alexander & Baldwin, Inc.

The proposed IWS referenced in File No. 5757 is located within the 385-acre Parcel 4 of TMK: (2) 3-8-006, but will not be located on the 10 acres of the proposed MEO facility. Therefore, there would not be any conflict between the proposed IWS and MEO.

The proposed IWS was intended to manage domestic wastewater from HC&S' Puunene Mill. After filing the IWS application, HC&S prepared plans for a sewerline that will run from Puunene Mill and connect to the County's sewer system at Ho'okele Street. The plans have been submitted to Maui County's Wastewater Reclamation Division for approval. An easement across MEO's proposed 10-acre lot will be required for this sewerline.

This sewerline connection would be environmentally preferable to an installation of a septic system. If this connection is made, the IWS application (No.5757) will be withdrawn.

Please contact me at 872-4317 should you have any questions.

Sincerely,

A&B PROPERTIES, INC.

H. Kawahara, Manager
Engineering & Construction

HK:sl

cc: Properties, Honolulu (w/enclosure)

LINDA LINGLE
GOVERNOR OF HAWAII



CHIYOME L. FUKINO, M. D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M. D., M. P. H.
DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2102

November 9, 2007

RECEIVED
NOV 13 2007

CHRISTOPHER L. HART
Landscape Architecture & Planning

cc: Pref
05/184

Mr. Christopher L. Hart, ASLA
Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Hawai'i 96793

Dear Mr. Hart:

Subject: **Early Consultation for Proposed Maui Economic Opportunity,
Inc. Transportation Center**
TMK: (2) 3-8-06: 04

Thank you for the opportunity to participate in the early consultative process for the proposed Maui Economic Opportunity, Inc. Transportation 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. All wastewater plans must conform to applicable provisions of the Hawaii Administrative Rules (HAR), Chapter 11-62, "Wastewater Systems". Plan review and approval of all new wastewater disposal systems is required prior to construction of the systems.
3. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in HAR, Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.

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.

Mr. Christopher L. Hart
November 9, 2007
Page 2

It is strongly recommended that the Standard Comments found at the Department's website: www.state.hi.us/health/environmental/env-planning/landuse/landuse.html be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Matsubayashi', with a large, stylized flourish above the name.

Herbert S. Matsubayashi
District Environmental Health Program Chief



January 16, 2008

Mr. Herbert S. Matsubayashi
District Environmental Health Program Chief
Maui District Health Office
54 High Street
Wailuku, HI 96793

Dear: Mr. Matsubayashi,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated November 9, 2007 and response to the Maui District Health Office comments, as follows:

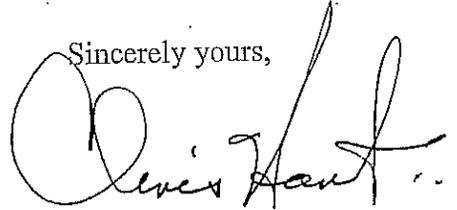
1. The applicant will obtain the required National Pollutant Discharge Elimination System (NPDES) permit prior to the time of construction.
2. All new wastewater disposal system plans will conform to the applicable provision of the Hawaii Administrative Rules (HAR), Chapter 11-26, "Wastewater Systems".
3. The noise created during the construction phase of the project is not anticipated to exceed maximum allowable levels as set forth in (HAR), Chapter 11-46, "Community Noise Control". Prior to the time of construction a noise permit will be obtained if necessary.

Mr. Herbert S. Matsubayashi
Maui District Health Office
Early Consultation Letter
January 16, 2008
Page 2 of 2

We have also reviewed the Standard Comments and will comply, as applicable to the proposed project.

Thank you for your comment on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Chris Hart". The signature is fluid and cursive, with a large initial "C" and a long, sweeping horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

November 21, 2007

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NOV 20 2007

CHRIS HART & PARTNERS
Landscape Architecture & Planning

CC: Brett
05/184

Chris Hart & Partners Inc.
115 N. Market Street
Wailuku, Hawaii 96793-1706

Attention: Mr. Brett Davis

Gentlemen:

Subject: Early Consultation Letter for Proposed Maui Economic Opportunity Inc.
Transportation Center, Puunene, Maui, Tax Map Key: (2) 3-8-6:4

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Engineering Division, Commission on Water Resource Management, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charlene E. Urdahl".

A handwritten signature in cursive script, appearing to read "Morris M. Atta".
Morris M. Atta
Administrator

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

October 24, 2007

MEMORANDUM

TO: **DLNR Agencies:**
 Div. of Aquatic Resources
 Div. of Boating & Ocean Recreation
 Engineering Division
 Div. of Forestry & Wildlife
 Div. of State Parks
 Commission on Water Resource Management
 Office of Conservation & Coastal Lands
 Land Division - Keith Chun

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LAND DIVISION
2007 NOV -7 P 3:24
DEPT OF LAND & NATURAL RESOURCES
STATE OF HAWAII
07 OCT 24 PM 12:16 SSM:ERB

FROM: *R* Russell Y. Tsuji *Chaulene*
SUBJECT: Pre-Consultation for Proposed Maui Economic Opportunity Inc Transportation Center
LOCATION: Puunene, Maui, TMK: (2) 3-8-6:4
APPLICANT: Chris Hart on behalf of Maui Economic Opportunity, Inc.

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by November 20, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed *Christine*
Date: 11/7/07

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/RYT

Ref.: PreConMauiEconomicOpporTransportation
Maui.380

COMMENTS

- () We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone ____.
- (X) Please take note that project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone C. The National Flood Insurance Program does not have any regulations for developments within Zone C.
- () Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ____.
- () 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 Coordinators below:

- () Mr. Robert Sumitomo at (808) 768-8097 or Mr. Mario Siu Li at (808) 768-8098 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 Ms. Suzie S. Agraan of the Planning Branch at 587-0258.

Signed: Eric T. Hirano

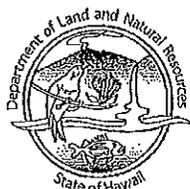
ERIC T. HIRANO, CHIEF ENGINEER

Date: 11/7/07

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

October 24, 2007

MEMORANDUM

From
TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division - Keith Chun

To
FROM:

Russell Y. Tsuji

SUBJECT: Pre-Consultation for Proposed Maui Economic Opportunity Inc Transportation Center

LOCATION: Puunene, Maui, TMK: (2) 3-8-6:4

APPLICANT: Chris Hart on behalf of Maui Economic Opportunity, Inc.

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by November 20, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: W. Poye/ach

Date: 11/20/07

LINDA LINGLE
GOVERNOR OF HAWAII



RECEIVED
DIVISION

2007 NOV -9 P 1:43

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

November 7, 2007

LAURA H. THIELEN
CHAIRPERSON
MEREDITH J. CHING
JAMES A. FRAZIER
NEAL S. FUJIWARA
CHIYOME L. FUKINO, M.D.
DONNA FAY K. KIYOSAKI, P.E.
LAWRENCE H. MIKE, M.D., J.D.
KEN C. KAWAHARA, P.E.
DEPUTY DIRECTOR

REF:

TO: Morris Atta, Acting Administrator
Land Division

FROM: Ken C. Kawahara, P.E., Deputy Director
Commission on Water Resource Management

SUBJECT: MEO Transportation Center, Puunene, Maui

FILE NO.: TMK: (2) 3-8-006:004

FR

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <http://www.hawaii.gov/dlnr/cwrm>.

Our comments related to water resources are checked off below.

- 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- 2. 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.
- 3. There may be 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.

Permits required by CWRM: Additional information and forms are available at www.hawaii.gov/dlnr/cwrm/forms.htm.

- 4. The proposed water supply source for the project is located in a designated ground-water management area, and a Water Use Permit is required prior to use of ground water.
- 5. A Well Construction Permit(s) is (are) required before the commencement of any well construction work.
- 6. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

DRF-IA 03/02/2006

- 7. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.
- 8. Ground-water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.
- 9. A Stream Channel Alteration Permit(s) is (are) required before any alteration can be made to the bed and/or banks of a stream channel.
- 10. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is constructed or altered.
- 11. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.
- 12. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.
- 13. We recommend that the report identify feasible alternative non-potable water resources, including reclaimed wastewater.
- OTHER:

The primary water source for this project is the Iao Ground Water Management Area under the State Commission on Water Resource Management (CWRM). New uses initiated after July 21, 2003 will be addressed under new applications by the Maui Department of Water Supply. Limited pumpage from Iao is augmented from other sources, but inadequate supplies 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. Alternative sources for irrigation should be considered.

If there are any questions, please contact Charley Ice at 587-0251.

CI:ss



January 16, 2008

Mr. Morris M. Atta
Department of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809

Dear: Mr. Atta,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated November 21, 2007 and respond to the Department of Land and Natural Resources (DLNR) comments, as follows:

Engineering Division

Thank you for confirming that project site is located in Flood Zone "C", an area of minimal flood hazard potential.

Commission on Water Resource Management

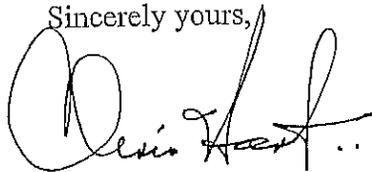
The applicant intends to meet with the County Planning Department and Department of Water Supply to discuss incorporating the project into the county's Water Use and Development Plan.

It is acknowledged that the primary water source for the proposed project site water source is located in the Iao Ground Water Management Area. The applicant will consider alternative sources of irrigation for the proposed project.

Mr. Morris M. Atta
DLNR Early Consultation Letter
January 16, 2008
Page 2 of 2

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Chris Hart". The signature is fluid and cursive, with a large initial "C" and a long horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LINDA LINGLE
GOVERNOR
STATE OF HAWAII



MICAH A. KANE
CHAIRMAN
HAWAIIAN HOMES COMMISSION

BEN HENDERSON
DEPUTY TO THE CHAIRMAN

KAULANA H. PARK
EXECUTIVE ASSISTANT

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

RECEIVED
NOV 20 2007

November 16, 2007

CHRIS HART & PARTNERS
Artistic Architects & Planning

CC: Brett 05184

Mr. Christopher L. Hart, ASLA
Chris Hart & Partners Inc.
115 N. Market Street
Wailuku, Hawaii 96793-1706

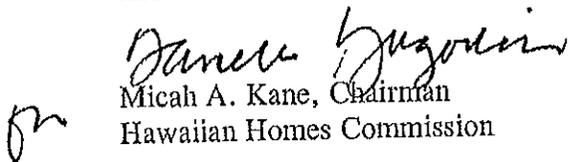
Attention: Mr. Brett Davis

Dear Mr. Hart:

Thank you for the opportunity to participate in the early consultation phase of a centralized transportation center project in Puunene, Maui, that is being proposed by Maui Economic Opportunity, Inc. The Department of Hawaiian Home Lands has no comments.

Should you have any questions, please call the Planning Office at (808) 586-3836.

Aloha and mahalo,


Micah A. Kane, Chairman
Hawaiian Homes Commission



January 16, 2008

Mr. Micah A. Kane, Chairman
Hawaiian Homes Commission
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, HI 96805

Dear: Mr. Kane,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we thank you for your letter dated November 16, 2007 indicating no comment.

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File



RECEIVED
NOV - 5 2007

CHRIS HART & PARTNERS
Landscape Architecture & Planning

cc: Brett 05/184

November 1, 2007

Mr. Christopher L. Hart, ASLA
Chris Hart & Partners
115 N. Market Street
Wailuku, Hawaii 96793-1706

Dear Mr. Hart,

Subject: Early Consultation Letter for the Proposed Maui Economic Opportunity, Inc.
Transportation Center
Puunene, Maui, Hawaii
TMK: (2) 3-8-06:004

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

In reviewing our records and the information received, Maui Electric Company (MECO) may be requiring access and electrical easements for our facilities to serve the subject project site. We encourage the customer's electrical consultant to meet with us as soon as practical to verify the project's electrical demand requirements and indicate the desired service location so that service can be provided on a timely basis.

In addition, we suggest that the Customer and/or their consultant make contact with Mr. Sage Kiyonaga of our Demand Side Management (DSM) group at 872-3283 to review potential energy conservation and efficiency opportunities for their project.

If you have any questions or concerns, please call Ray Okazaki at 871-2340.

Sincerely,

Neal Shinyama
Manager, Engineering

NS/ro:lh

c: Sage Kiyonaga – MECO DSM



CHRIS
HART
& PARTNERS INC.

January 16, 2008

Mr. Neal Shinyama, Manager
Engineering
Maui Electric Company, Ltd. (MECO)
210 West Kamehameha Avenue
Kahului, HI 96733


Dear: Mr. Shinyama,

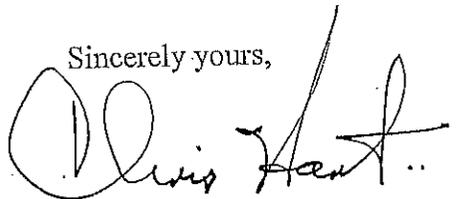
RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated November 1, 2007. The applicant will coordinate with MECO to verify the projects electrical demand requirements and the desired service location.

Additionally we will coordinate our project with your Demand Side Management (DSM) group to review potential energy conservation and efficiency opportunities.

Thank you for your comments on the proposed project. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,



Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

United States Department of Agriculture



Natural Resources Conservation Service
210 Ima Kala St. Ste 209
Wailuku, HI 96793
808-244-3100

RECEIVED
OCT 26 2007

October 24, 2007

CHRIS HART & PARTNERS
Landscape Architecture & Planning
cc: Brett 05/184

Mr. Christopher L. Hart
Chris Hart & Partners
115 N. Market St.
Wailuku, HI 96793

Subject: Early Consultation Letter for the Proposed Maui Economic Opportunity, Inc.
Transportation Center, Puunene; TMK: 3-8-06: 04

Dear Mr. Hart:

We have no comments at this time.

Sincerely,

A handwritten signature in black ink, appearing to read "Ranae Ganske-Cerizo".

Ranae Ganske-Cerizo
District Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer



January 16, 2008

Mrs. Ranae Ganske-Cerizo
District Conservationist
Natural Resources Conservation Service
210 Imi Kala St. Ste 209
Wailuku, HI 96793

Dear: Mrs. Ranae Ganske-Cerizo,

RE: Early Consultation request for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated October 24, 2007 indicating no comments or objections to the proposed project.

Thank you for your comments. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956



APPENDIX J
Parking Analysis

CHARMAINE TAVARES
Mayor

JEFFREY S. HUNT
Director

COLLEEN M. SUYAMA
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

January 31, 2008

John Min
Maui Economic Opportunity Inc.
99 Mahalani Street,
Wailuku, Hawaii 96793

Dear Mr. Min:

RE: RFS NO. 2008-0000167 FOR THE PROPOSED MAUI ECONOMIC OPPORTUNITY "MEO" BUS TRANSIT CENTER AT PUUNENE HIGHWAY, MAUI, HAWAII, TMK NO. (2) 3-8-006:004 (PORTION)

We have reviewed your request for vehicular parking determination and have the following comments:

1. Provide the total number of taxi and buses operating from this facility. One parking space shall be provided for each vehicle.
2. The generator building, repair bus building and storage tanks will be considered as industrial uses and parking will be assessed as one parking space for every six hundred square feet of floor area of building or twenty-five percent of lot area, whichever is greater, except for warehouses or storage facilities, in which instance the parking requirement may be reduced upon approval of the Planning Director based upon the provisions for employee parking and proposed uses.
3. The gas and diesel station, vacuum, and vehicle wash are considered accessory structures to the principal use and are used by the same users of the facility. Therefore, additional parking will not be required for these buildings.
4. The landscape requirements of one large crown shade tree for every five parking stalls can be located in the front landscape area and grouped together provided that the total number of trees are not reduced from the total requirement of one shade tree per five parking stalls.

John Min
January 31, 2008
Page 2

5. To determine the total required parking stalls for the proposed buildings and uses, please submit a detailed comprehensive parking analysis, to include but not be limited to, square footage of floor areas, uses of each unit, and parking calculations.

If you have any questions regarding this letter, please call Ms. Avelina L. Cabais, Land Use and Building Plans Examiner, by email at avelina.cabais@co.maui.hi.us or by phone (808)270-7139.

Sincerely,



AARON SHINMOTO
Planning Program Administrator

xc: Avelina Cabais, Land Use and Building Plans Examiner
Development Services Administration
Jeffrey Dack, Staff Planner

AHS:ALC:smb

08/ZAED TMK File
General File

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8/29/2008

PARKING ANALYSIS 1			
	FLOOR AREA	STALL PER SQ. FT.	REQ'D STALLS
<u>ADMINISTRATION BLDG.</u>			
Ground Floor	4060 SF.		
Second Floor	4477 SF.		
Third Floor	4102 SF.		
	12639 SF.	1/500	25
<u>FUTURE OFFICE BLDG.</u>			
Ground Floor	4060 SF.		
Second Floor	4477 SF.		
Third Floor	4102 SF.		
	12639 SF.	1/500	25
<u>TRANSFER STATION</u>	1115 SF.		2
		Subtotal	52
<u>TRANSPORTATION SERVICES BLDG.</u>			
Maintenance / Repair Bays	28754 SF.	1/600	48
Office	437 SF.	1/500	1
Breakroom	455 SF.	1/500	1
Parts / Storage	3288 SF.	1/600	5
<u>VEHICLE SERVICE AREAS</u>	1697 SF.	1/600	3
<u>EMERGENCY GENERATOR</u>	1600 SF.	1/600	3
		Subtotal	61
		TOTAL REQUIRED STALLS	113

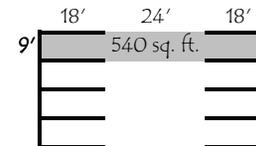
PARKING SUMMARY	
STANDARD STALLS	160
BUS STALLS	41
MINI-BUS STALLS	93
VAN STALLS	22
TOTAL STALLS PROVIDED	316

PARKING ANALYSIS 2						
	FLOOR AREA	STALL PER SQ. FT.	REQ'D STALLS	BUILDING GROUND FLR.	PARKING AREA	BLDG. & PRK'G AREA
ADMINISTRATION BLDG.						
Ground Floor	4060 SF.			4060 SF.		
Second Floor	4477 SF.					
Third Floor	4102 SF.					
Subtotal	12639 SF.	1/500	34	4060 SF.	9720 SF.	
FUTURE OFFICE BLDG.						
Ground Floor	4060 SF.			4060 SF.		
Second Floor	4477 SF.					
Third Floor	4102 SF.					
Subtotal	12639 SF.	1/500	25	4060 SF.	720 SF.	
TRANSFER STATION						
	1115 SF.		2	1115 SF.	540 SF.	
Subtotal	26393 SF.		61	9235 SF.	10980 SF.	20215 SF.
TRANSPORTATION SERVICES BLDG.						
Maintenance / Repair Bays	25% OF LOT AREA SEE CALC. BELOW					
Office						
Breakroom						
Parts / Storage						
VEHICLE SERVICE AREAS						
EMERGENCY GENERATOR						
25% Net Lot Area / 600 =			174			
TOTAL REQUIRED STALLS			235			

STANDARD STALL LAYOUT

60'x9' = 540 sq. ft.

60'



PARKING SUMMARY	
STANDARD STALLS	160
BUS STALLS	41
MINI-BUS STALLS	93
VAN STALLS	22
TOTAL STALLS PROVIDED	316

Total Lot Area (Sq. Ft.)	Non-Industrial Bldg. & Parking Coverage (Sq. Ft.)	Net Total Lot Area (Sq. Ft.)	25% of Net Lot Area (Sq. Ft.)	TOTAL STALLS
				25% Net Lot Area 600
437,386	- 20,215	= 417,171	104,292	174



APPENDIX K
Hawaii Airports and Flying Safety Guide 2007-2008

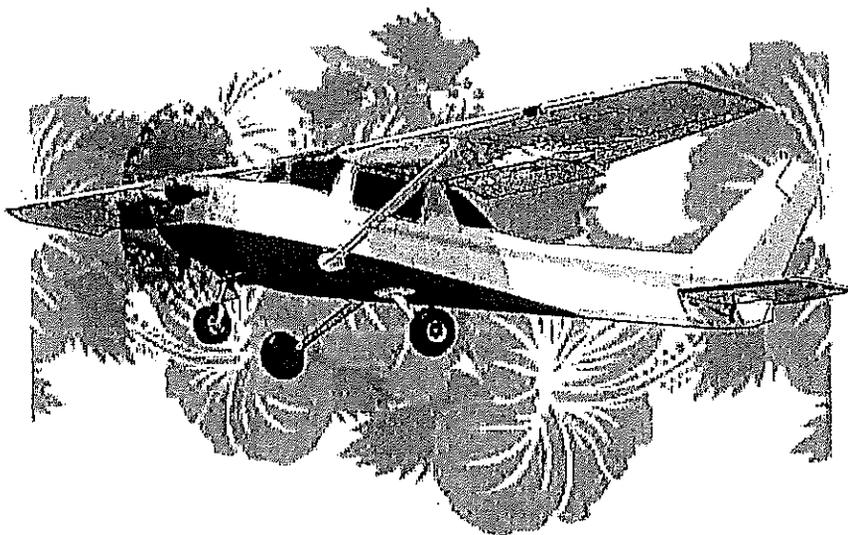


**HAWAII AIRPORTS
and FLYING SAFETY**

GUIDE

2007-2008

Third Edition



**State of Hawaii • Department of Transportation
AIRPORTS DIVISION**

HAWAII AIRPORTS and FLYING SAFETY GUIDE

This guide is published by the State of Hawaii, Department of Transportation, Airports Division, in the interest of flight safety and the promotion of aviation in the Hawaiian Islands.

You will find a list of airport facilities, including field diagrams, traffic patterns and details which should be useful for visual approach to each airport. For special notices covering up-to-date field conditions, fuel availability, etc., consult the current Pacific Chart Supplement and NOTAMS. Every reasonable attempt has been made to insure the accuracy of material contained in this guide, however, the Department of Transportation is not responsible for omissions or errors that may appear. Please be aware that the information contained herein is for informational purposes only.

We hope that this guide will be of assistance in using the State Airport System. Any comments which you may have concerning information for future revisions will be appreciated.

NOT FOR NAVIGATION

Compliments of

**Department of Transportation
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880**

**Telephone (808) 838-8701
Facsimile (808) 838-8760
email: airoperations@hawaii.gov**

Transient aircraft park on East Ramp near Airport Fire Station.

Extensive helicopter operations on and from East Ramp.

Avoid noise sensitive areas (Spreckelsville, Haiku, Paia, etc.).

RWY 5-23, Max. Auth. Landing Weight:

S-130, D-170, DT-270

RWY 2-20, Max. Auth. Landing Weight:

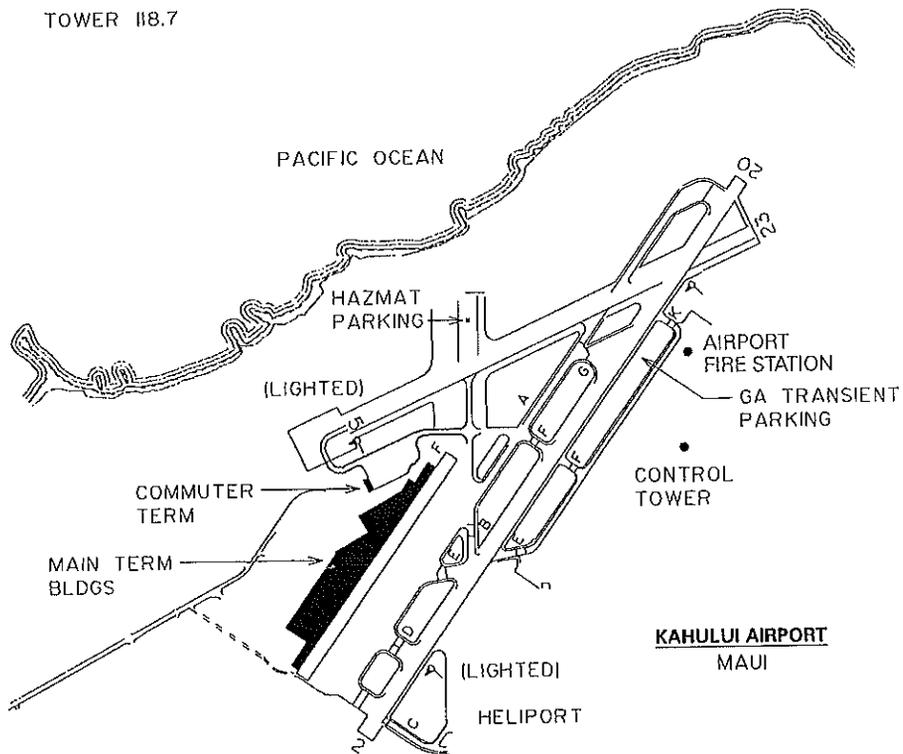
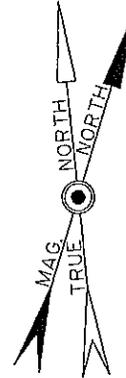
S-130, D-170, DT-360, DDT-750

TRAFFIC PATTERN

SMALL AIRCRAFT 800' MSL (HELICOPTERS 500' MSL)

LARGE AIRCRAFT 1500' MSL

TOWER 118.7

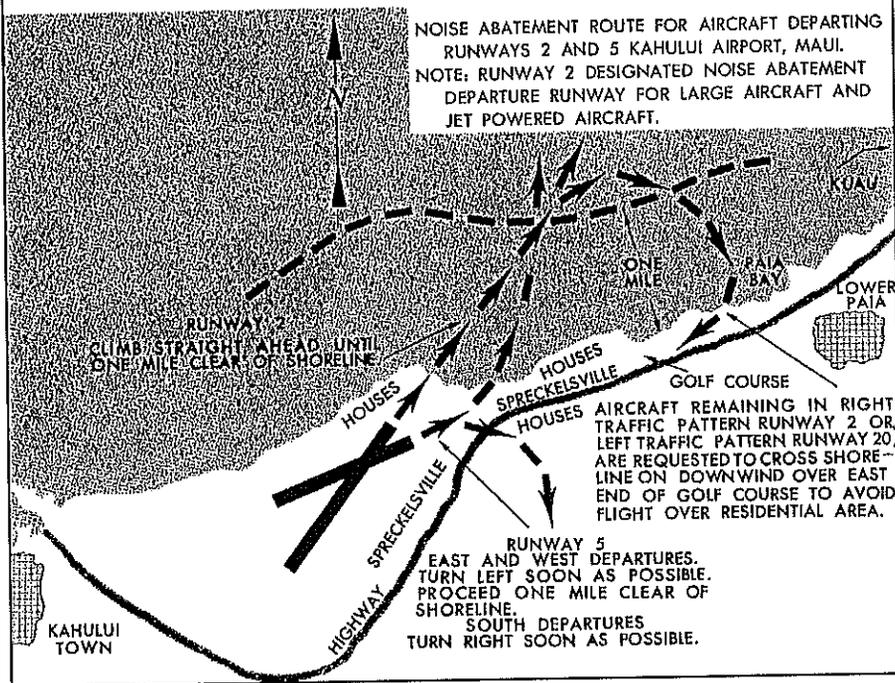


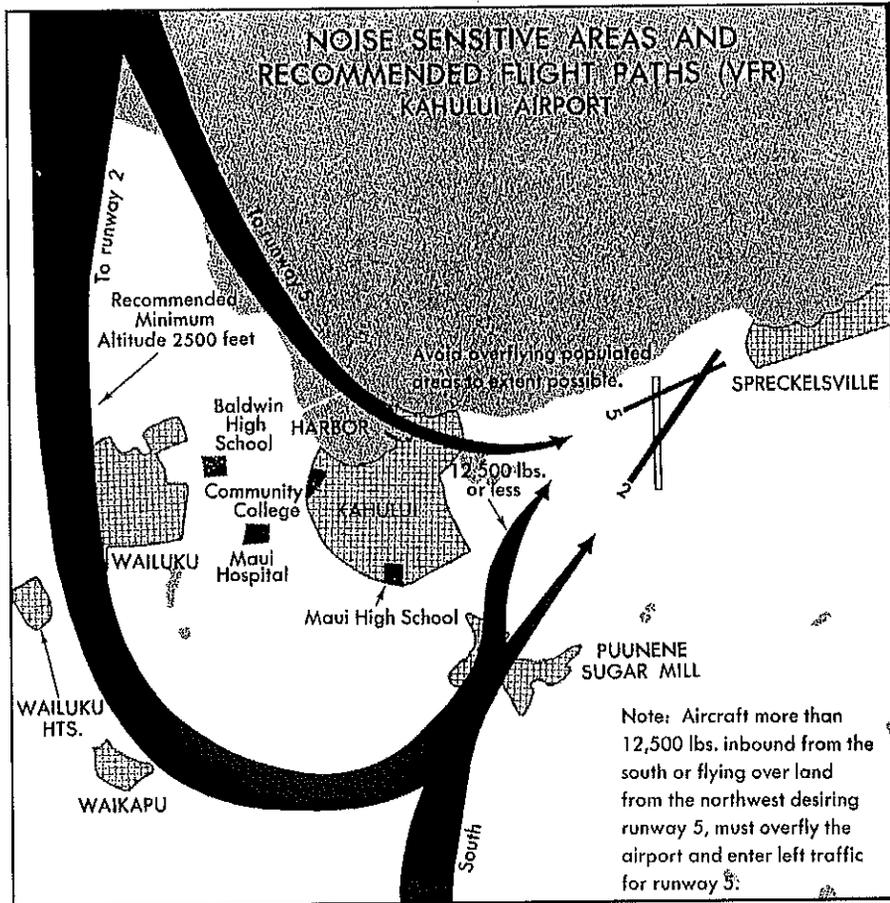
PHOG

OGG

INFORMAL RUNWAY USE PROGRAM—KAHULUI ARPT, MAUI

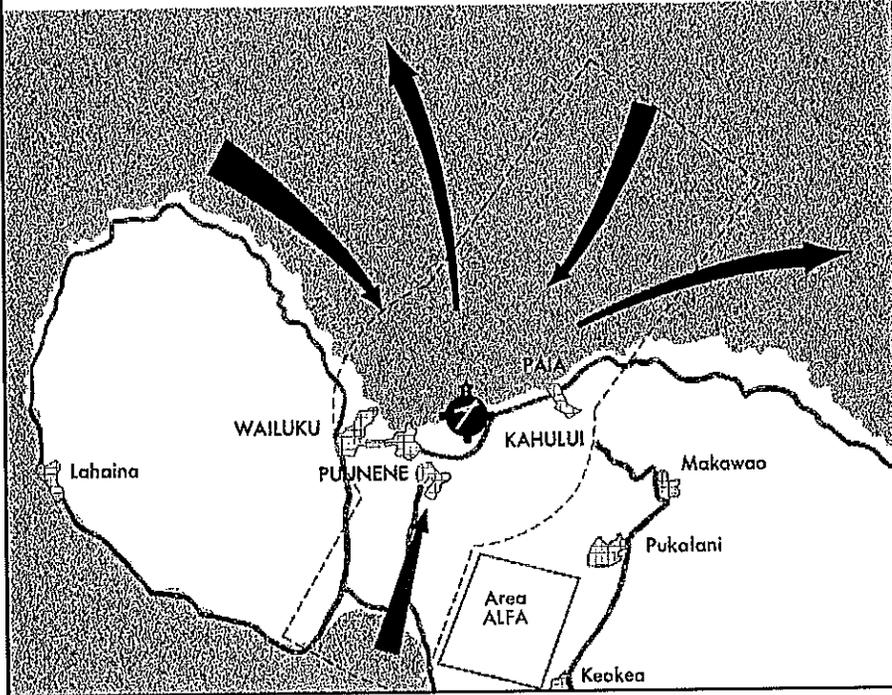
Aircraft noise complaints from Spreckelsville Beach area located adjacent to Kahului Airport have become a matter of serious concern. To alleviate the situation, noise abatement departure runways and flight patterns have been developed. All pilots are urged to follow these procedures to the maximum extent possible consistent with operational and safety requirements. Runway 2 is designated as the noise abatement departure runway for both large and jet powered aircraft. Departure flight pattern runway 2: - Climb straight ahead until one mile clear of shoreline before commencing turns. If takeoff on runway 5 is necessary, both large and jet powered aircraft are requested to: if east or westbound, turn left as soon as possible and proceed one mile clear of shoreline; if southbound, turn right as soon as possible if traffic permits, otherwise turn left.





KAHULUI, MAUI

Shown are the most heavily traveled routes for high performance aircraft arriving and departing Kahului Airport, Maui. Light plane pilots flying VFR in these areas should maintain an alert lookout and monitor HCF Approach Control frequency. Aircraft transiting north of the Kahului Airport in VFR conditions are requested to remain at least 8NM north of the airport at or below 4500 ft. if westbound, 3500 ft. if eastbound, or following the shoreline at or below 2500 ft. and be responsive to routing changes issued by HCF Approach Control or Maui Tower. The area depicted as "ALFA" is a light aircraft local training area. Area is outside Kahului Airport Class C airspace. Aircraft training in area normally operate at or below 3000 ft. and monitor HCF Approach Control.





APPENDIX L
Arborist Report dated July 15, 2008

Tree & Landscape Decisions LLC

808 Makawao Ave.

Makawao, HI 96768-8936

May 9, 2008

July 15, 2008 (includes additional tree assessments)

Ms. Lyn McNeff, Deputy Director

Maui Economic Opportunity, Inc.

99 Mahalani St.

Wailuku, HI 96793

Dear Ms. McNeff,

I was at the MEO's transportation project site on May 8, 2008 with John Min and David Sereda. Together, we established the property limits to enable my investigation of the appropriate trees. I was asked to do a health and safety assessment of the existing large trees along the old Puunene Avenue and any significant trees on the project site.

My investigation started just beyond the Kahului end of Puunene Avenue where it meets with Mokulele Highway. I traveled towards the Sugar Museum and HC&S sugar mill. I did not check any of the new trees planted along the Mokulele Highway.

Observations:

1. Earpod tree, *Enterolobium cyclocarpum*.

This tree has a trunk diameter of 48 inches measured at 54 inches above ground. This height for diameter measurements is typical for the use by arborists and foresters. The tree's stems and limbs are mostly dead and have insect borers. Only about 20% of the remaining tree is alive.

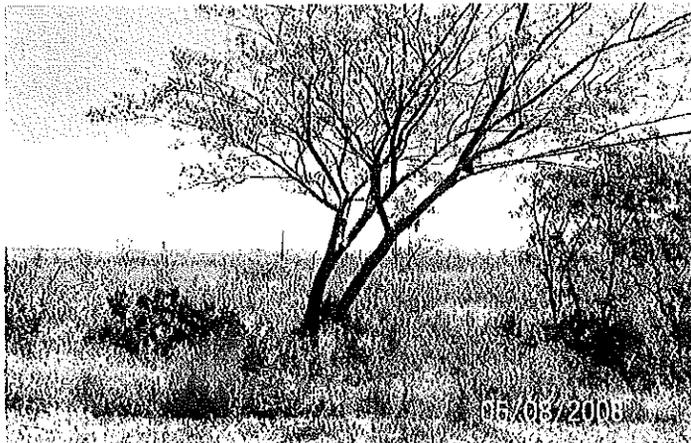
Recommendations: This tree is a hazard and should be removed.



Tree number one is mostly dead and should be removed.

2. A young earpod tree with two trunks, codominant. If the right trunk (as you face east) is removed, it would be a well-shaped tree. However, the tree is growing on the edge of a rock pile with a thin layer of soil on top. There are air cavities between the rocks. If any leveling will be necessary (due to a drop in elevation to the property) this tree would need to be moved. The rocks will make it difficult not to cause injury to the tree.

Recommendations: In spite of the tree being a good specimen, its elevated position compared to the property and rocks surrounding its roots make transplanting survival questionable. The tree should be destroyed if it needs to be moved to accomplish site preparation. If the tree will not need to be transplanted or area leveled, the tree can remain in place. Then remove the right stem and convert it into a single trunk tree.



Second tree. Young tree.

1. Remove the right stem by making a proper pruning cut. A single trunk tree is desired.

3. Large earpod tree (diameter at breast height is 54") with large stubs that are full of insect borers. There are a small amount of living branches. The tree will become a worse hazard in the future.

Recommendations: The tree should be removed.



1. Tree No 3.
2. Tree No. 4. Young tree with multiple trunks.

4. Young earpod tree with multiple trunks. The tree is growing from a large stump of a previously removed tree. The stump is badly decayed. The young tree is growing attached to this decayed stump.

Recommendations: Because the tree is growing from a badly decayed stump it does not have a firm foundation. It should be removed.

Entering the old Puunene Avenue. Trees on the left, eastern, side of the road.

5. Kiawe seedling with thorns. If it were a thornless tree it would be worth saving.
Recommendation: Remove the tree because its thorns make it dangerous for people and tires.
6. A small earpod tree with multiple trunks growing from the base of an old tree stump.
Recommendations: Because it is growing from the base of an old stump, the tree does not have a firmly attached rooting system. The tree should be removed.
7. A tall dead earpod tree with a trunk diameter of 54 inches. A Chinese banyan is growing on its trunk. The banyan seed was planted by birds and is an epiphyte (a plant that grows on another plant). **This earpod tree has a bee hive in the upward facing surface of the large stub cut.**
Recommendations: The earpod should be removed because it is dead. The banyan tree is just a "free rider". The bees need to be removed prior to doing any work.



1. Tree number 7.
Large dead earpod tree.
2. Tree number 5. Kiawe tree.
3. Tree number 6. Multiple trunked earpod.

8. A Chinese banyan growing on an old tree stump.

Recommendations: Remove this tree and stump. The banyan is not well attached to the ground because it is growing on a dead stump. It is also an invasive tree whose seeds will be scattered by birds.

9. A young earpod tree growing from the base of an old tree stump.

Recommendations: Remove this tree because it is not firmly planted and is not independent from the dead stump.

10. A 36" diameter earpod tree with a Java plum seedling at its base. There is a lot of dead wood on the tree making it mostly dead. There is a vertical crack on the NW side of trunk.

Recommendations: Remove the tree because it is mostly dead and will become a greater hazard in time.



- 1. Tree number 10. An earpod tree with a broken top.
- 2. Tree number 8, Chinese banyan.
- 3. Tree number 9. Multiple trunk earpod tree.

11. A Chinese banyan growing on a dead stump.

Recommendations: Remove the tree because it is growing on a dead stump. Invasive tree.

12. A Chinese banyan growing on a dead tree stump.

Recommendations: Remove the tree because it is growing on a dead stump. Invasive tree.

13. A dead earpod tree.

Recommendations: Remove this tree because it is very hazardous.

14. Dead earpod tree with a Chinese banyan at its base.

Recommendations: Remove this tree because it is very hazardous.



- 1. Tree number 13. Dead earpod tree.
- 2. Tree number 14. Dead earpod tree.
- 3. Tree number 12. Chinese banyan growing on a dead tree stump.
- 4. Chain link fence around Fire Department's enclosure.
- 5. Puunene Avenue.

Chain link fence for the Fire Department's trailer.

15. Large dead earpod tree.

Recommendation: Remove this tree because it is a hazard.

16. Large earpod tree whose main upright trunk is dead. Branch growing into Fire Department's area is alive. The main trunk is infested with borers living in the dead wood about 6-8 feet above ground. A low small branch is alive. **There are bees in the old wound about 4 feet above ground facing west.**

Recommendations: Except for the branch growing into the chain linked area, the tree is mostly dead. Remove the bees first. The tree is a hazard and should be removed.



- 1. Electric wires collide with each other in the wind.
- 2. Tree number 15. The tree is dead.
- 3. Tree number 16. Living branch growing into the Fire Department's enclosure.
- 4. Tree number 27. Remove the dead branch growing over the road.
- 5. Young earpod seedling tree. This tree is not suitable here because of the overhead wiring. It was not evaluated.



Tree No. 16.

1. Living branch growing into the Fire Department's training area.
2. Wound with cavity where bees are living.

17. Large earpod tree with a trunk diameter of about 6 feet. Very large surface roots. Few small dead branches.

Recommendations: Remove the dead wood and vine. Keep the tree.

Trees adjacent to the Sugar Museum's grassed and parking areas.

18. Most of this earpod tree is dead; only about 10% is alive. There is a banyan epiphyte growing on the tree as well as a vine.

Recommendation: Remove this tree because it is a hazard. Eradicate the vine because it is a threat to other trees.

19. Earpod tree with a vine growing on its trunk. **Bees are living in a tree cavity.** There is dead wood that will require large cuts to remove.

Recommendations: Remove the bees. Remove the dead wood. Kill the vine. The tree is salvageable.



Tree number 19.

1. Vine to be removed or killed.
2. Bees live in this hollow. This side faces east.

20. Earpod tree with a vine and Chinese banyan growing on it. It has some dead wood. It is the fourth tree from the intersection with Hansen Road.

Recommendations: Remove the banyan. Remove the vine. Remove the dead wood. The tree is a keeper.

21. Earpod tree, third from intersection with Hansen Road. Main leader is almost all dead. The one living branch growing into the museum's yard originates from the dead leader. This branch will fall off by virtue of its weight and poor attachment to the dead leader.

Recommendations: Remove this tree because it is a hazard.

22. Earpod tree, second from intersection with Hansen Road. There is a banyan epiphyte growing on the tree. **Bees are living in a west facing cavity about 25 feet above ground.**

Recommendations: Remove the bees. Remove the banyan epiphyte. Remove the dead wood. Tree is a keeper.

23. A very large earpod tree, first from the intersection with Hansen Road. It has a trunk diameter of about 9 feet and small amount of dead wood.

Recommendations: Remove the dead wood. Tree is a keeper.



- 1. Tree number 20. Note banyan.
- 2. Tree number 21. Large dead leader.
- 3. Tree number 22. Bees are in this area.
- 4. Tree number 23. Tree closest to Hansen Road.

Tree inspections on the right side of Puunene Avenue as you travel towards Hansen Road beginning where Puunene Avenue and Mokulele Highway meet.

24. Earpod tree with dead wood that will require some large cuts. Some foliage will remain. Borers are in the south side of the trunk; bark is growing over this wound.
Recommendations: Remove the dead wood. Tree is salvageable.

25. Dead earpod tree.
Recommendation: Remove this tree. It is a hazard.



- 1. Tree number 24. Remove dead wood.
- 2. Tree number 25. Dead tree. Remove it. It is a hazard.
- 3. These trees may be the responsibility of the State DOT.

26. A young and healthy monkeypod seedling across of tree number 10. It has a 3 inch diameter trunk.

Recommendations: It should be transplanted somewhere else, or if left to remain pruned into a "V" as it grows taller not to impact with the utility lines.

Tree opposite the chain link fence at Fire Department's enclosure.

27. Earpod tree. Branch above the road is dead. Some dead branches higher up. Main leader may be dead higher up because it has no new growth. Trees in this area are just putting out new growth.

Recommendations: Remove the dead branch across the road and higher up dead branches. If more leaves and branches emerge from main trunk, the tree can be salvaged. If new leaves do not grow from main trunk, remove the tree. Make this judgment call when the pruner is on site.

Trees opposite the Sugar Museum's grass and parking areas.

28. Two young seedling earpod trees growing side by side next to the utility pole.

Recommendations: Cut to a stump the seedling closest to the utility lines. Keep the other one.

29. Monkeypod tree, fourth tree from the Hansen Road intersection. The tree has dead wood and a banyan epiphyte.

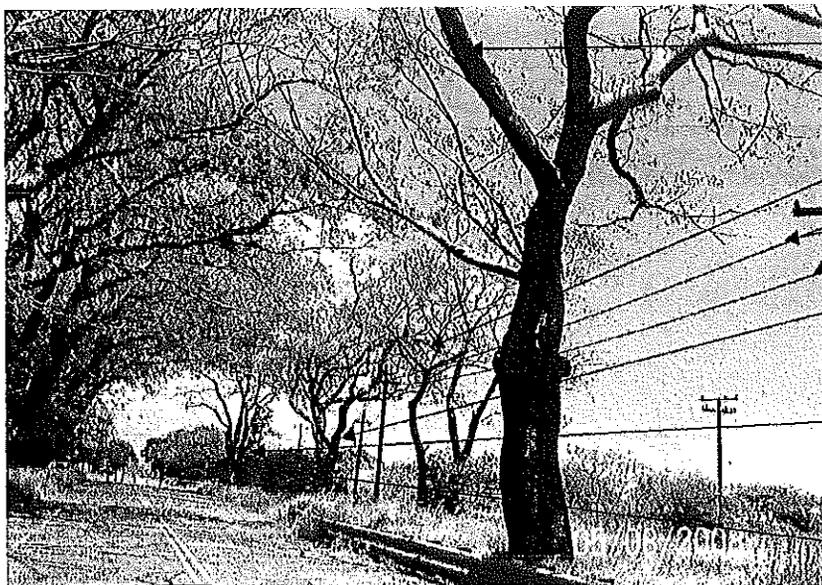
Recommendations: Remove the dead wood and banyan. Tree is salvageable.

30. Monkeypod tree badly stubbed. Remove the north facing stem. There are just a few living branches but the tree is salvageable.

Recommendation: Keep the tree.

31. Earpod tree, second from the Hansen Road intersection. Tree has very little dead wood, has a vine growing on it, and water sprouts from its lower trunk. It is a young tree and is a keeper.

Recommendation: Remove any dead wood, lower water sprouts, and vine. Keep the tree.



- 1. Tree No. 27. Dead branch across road.
- 2. Two seedling earpod trees (No 28). Remove the one closest to the utility lines.
- 3. Utility lines.
- 4. Monkeypod tree (No 29). Remove dead wood. Tree is salvageable.
- 5. Monkeypod tree (No 30) badly stubbed. Remove north stem. Keep tree.
- 6. Two earpod trees (Nos. 31 & 32). Remove dead wood and lower sprouts. Good trees.

32. Earpod tree with a vine growing on it. It has a small amount of dead wood and water sprouts (shoots) from its lower trunk.

Recommendations: Remove the vine, dead wood, and water sprouts. Tree is a keeper.

Trees within the open field, north of the Fire Department's enclosure.

33. Western tree is dead. Remove it.

34. Monkeypod tree with a large amount of dead wood and borers.

Recommendations: If the tree needs to be moved, cut it down. It will most likely not survive a transplanting because of its size and poor health. If it can be left in place and protected from root and crown damage during construction, it can remain. Remove its dead wood and give it water.



1. Tree No. 33 is dead. Remove it.
2. Tree No. 34. If kept in place, remove dead wood and save tree. If it must be moved, it will most likely not survive and be expensive to attempt to do so. Remove the tree in this case.

Easement on Post Office side.

35. Very tall tree that appears to be a type of Bauhinia, judging from its leaves. There is some dead wood in its canopy.

Recommendations: This tree will not survive a transplanting because of its age and size. If it can remain where it is growing, remove the dead wood, water, and keep the tree.

36. Trees between Kubota's house and the monkeypod in the open field. These trees are dead.

Recommendation: Remove the trees. They are hazardous.



1. No. 36. Dead cluster of several trees in the open field behind museum curator's house. These should be removed.
2. Monkeypod tree in the field. Tree No. 34.
3. Abandoned ditch.

Additional tree on the right side of Puunene Avenue as you travel towards HC&S.

37. Third large tree on the right side as you enter Puunene Avenue. This earpod tree has been previously cut down. Its lower trunk is on the ground.

Three trees just outside of the property owned by A & B, beginning from the most northern specimen and traveling towards HC&S.

- A. This is a monkeypod tree with a diameter of about 30 inches. It has a vine crawling up its trunk and a very large bee hive in a trunk cavity. It has dead wood in its canopy.
Recommendations: Remove the bees, the vine, and the dead wood. The tree is a keeper.
- B. This is a monkeypod tree with a diameter of about 38 inches. It has a bee hive about 15 feet above ground and a vine crawling up its trunk. It has dead wood in its canopy.
Recommendations: Remove the bees, vine, and dead wood. Tree is a keeper.
- C. This is a monkeypod tree with a diameter of 40 inches. It has a spiny stem that looks like the night blooming cereus crawling up its trunk. It also has dead wood.
Recommendations: Remove the night blooming cereus and dead wood. The tree is a keeper.

Conclusions:

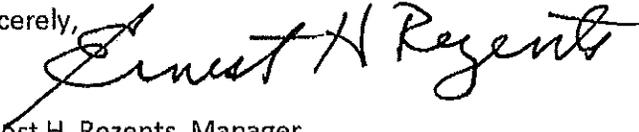
1. For the most part the trees are in very poor health. Those that are recommended to be kept need to have their dead wood removed. Water would be very beneficial to them as well.
2. Trees on both sides of the road, especially on the Hansen intersection end, should be kept to restore the tree canopy that once existed.
3. The vine removal might be difficult. If an herbicide, such as Roundup, can be applied without wetting the tree's leaves, this would make it easier. Roundup is absorbed by trunk and branch fresh cuts, green bark, and green leaves. Roundup is not absorbed by old brown bark and dead wood. Other herbicides are also available.
4. Banyan epiphytes need to be removed otherwise they will eventually strangle the primary tree.
5. Retained trees will benefit from an irrigation system.

Recommendations:

1. Removal of bees should be first. I have previously used the services of Tropical Apiary Products (244-8080).
2. **Before doing work on any of the trees check for bees first. Some bees may have gone undetected by me.**
3. The wind was extremely strong in the area. Consider using wind tolerant trees.
4. Design around trees destined to be kept. These trees should have a barricade to protect them from construction damage – trenching, soil compaction, storage of building material, parked vehicles, grade changes, etc. Trees are valuable assets.
5. Matured trees do not tolerate removal of green wood unnecessarily. This is where they store energy to ward off disease and insects. Be judicious when pruning matured trees.

If you have any questions I can be reached at 572-8663.

Sincerely,



Ernest H. Rezens, Manager
ASCA, Registered Consulting Arborist #380, and
ISA, Certified Arborist WE2135A

Appendix: Arborist's Disclosure form.

Arborist Disclosure Statement

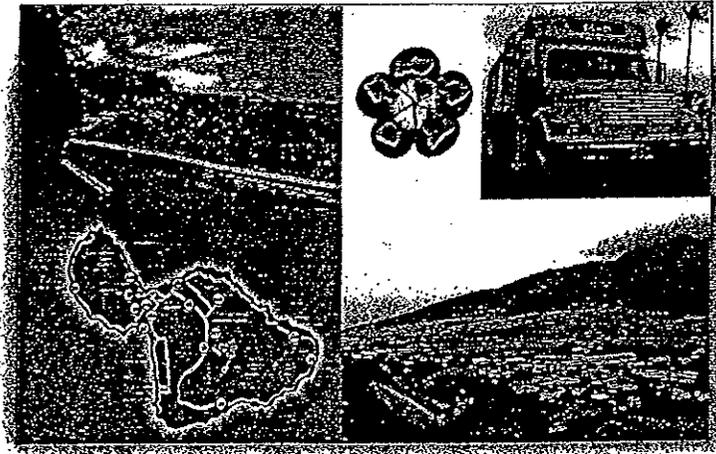
1. Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or seek additional advice.
2. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.
3. Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures.
4. Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.
5. This report and any values expressed herein represent the opinion of the consultant, and the consultant's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
6. Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees.



APPENDIX M
MEO Master Plan Summary dated April 1, 2005

MAUI ECONOMIC OPPORTUNITY MULTIFUNCTION TRANSPORTATION CENTER MASTER PLAN

SUMMARY



Prepared for the

Community Transportation Association of America

Prepared by

LSC Transportation Consultants, Inc.
BMESG, Inc.

April 1, 2005

EXECUTIVE SUMMARY: MAUI ECONOMIC OPPORTUNITY MULTIFUNCTION TRANSPORTATION CENTER MASTER PLAN

The Community Transportation Association of America retained LSC Transportation Consultants, Inc. and BMI-SG, Inc. to prepare a Master Plan for the Maui Economic Opportunity Multifunction Transportation Center.

EXISTING COMMERCIAL TRANSIT SERVICES

The following companies provide bus transportation services on the island of Maui:

- **Roberts Hawaii** provides three County-subsidized public fixed routes in the west and central regions.
- **Akina Aloha Tours and Akina Bus Service** provides school transportation in Kihei, Central Maui, and Upcountry.
- **Speedi Shuttle** provides general public transportation service to and from the airport.

EXISTING MEO TRANSIT SERVICES

Established in 1965, MEO provides a wide range of social service and human service programs. MEO provides County-subsidized paratransit services for the elderly, low-income, persons with disabilities, children and youth, and also provides public, fixed route transit services, seven days a week up to 18 hours a day. These services are provided either through reservation or on fixed route/schedule basis. The following are MEO's public transportation systems:

- **MEO Public Shuttle** – Routes 1 and 2 provide general public fixed route service in the Wailuku-Kahului communities. **DISCONTINUED AS OF JUNE 30, 2005**
- **Rural Shopping Shuttle** – The shuttle operates countywide Monday through Saturday. This is a general public shuttle, with medical appointments as first priority when dropping off passengers.
- **Ala Hou** – Ala Hou is a county program providing people with disabilities transportation for medical appointments and social and recreational activities. The service operates in Kihei, Lahaina, Wailuku/Kahului and Upcountry on Tuesday, Friday, Saturday, Sunday, and on holidays. Hours of service vary by day.

The County contracts with MEO to provide transportation for seniors to eleven sites in each community at least twice a week, except weekends. In addition, the County contracts with MEO to provide transportation for the youth to seven community youth centers

EXISTING FACILITIES

Transit operations and vehicle storage occurs on a 5.4-acre site in central Kahului, owned by the State of Hawaii. It is located adjacent to largely commercial land uses, and includes several older or temporary buildings, bus and employee vehicle parking areas, and a bus wash area. Vehicle maintenance occurs in leased bays in a building originally used as the roundhouse for a narrow-gauge railroad, 0.7 miles to the east. Both facilities are severely constrained in space, and limit the ability of the transportation program to expand.

SITES EVALUATED

While other sites were also considered at a preliminary level, the study focused on the provision of improvements to transit operations and maintenance functions at a total of six sites:

- The Existing MEO Site
- Kahului Shopping Center Site
- Maui Lani Site
- Old Pu'unene Airport Site
- Sugar Museum Site
- Mokulele-Hansen Site

RECOMMENDED PLAN

The recommended site for the new MEO Multifunction Transportation Center is the "Sugar Museum site" just north of Hansen Road and east of the Sugar Museum, roughly 2 miles southeast of the existing site. A new transit facility on the Sugar Museum site would provide the following primary benefits:

- Relocation to this site would have a relatively small impact on operational costs, keeping the facility close to the center of MEO transit operations.
- The site is of adequate size to accommodate the long-term program.
- There is good highway access to the site.
- Providing utilities to the site can be accomplished at a relatively lost cost.
- Use of the site is compatible with adjacent lands uses.
- Use of the site provides the opportunity to reuse an existing disturbed site.

This facility is recommended to consist of the following:

- A single-story MEO Transportation Operations Building.
- A single-story MEO Transit Maintenance Building.
- A small Transit Passenger Center.
- Transit vehicle parking bays.
- Employee and visitor parking bays.
- Bus wash and fueling facilities
- Improvements to Hansen Road, including provision of a left-turn lane.

A total site area of 9.6 acres is recommended.

COST ESTIMATE

The total project is estimated to cost approximately \$8,100,000. This figure is exclusive of land costs, as cost of acquiring the parcel has yet to be negotiated. Of this total, roughly \$3,170,000 is required for site work, on-site circulation and parking. \$4,460,000 is required for the two connected buildings, and \$340,000 is required for the improvements to Hansen Road.

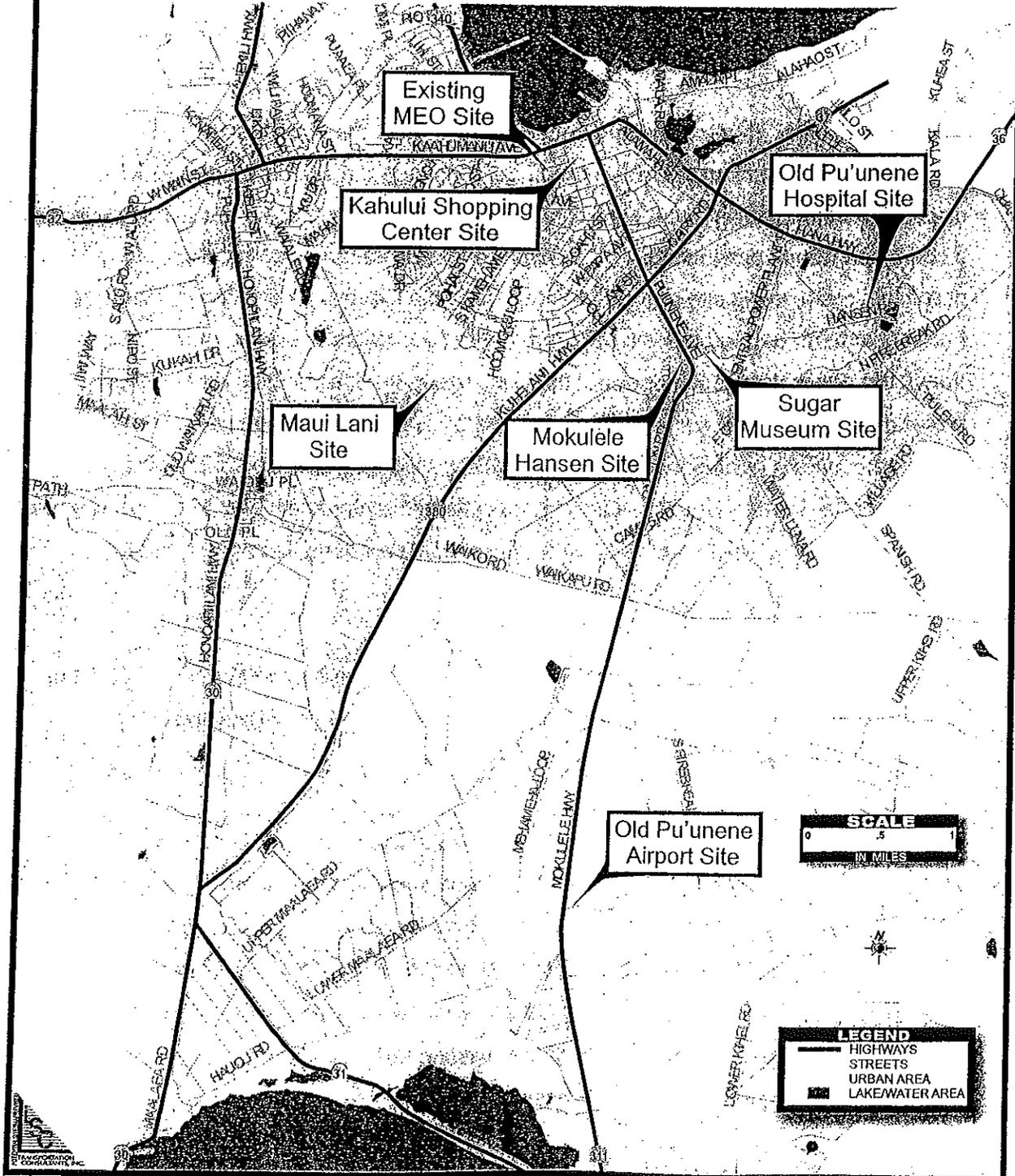
JOB CREATION

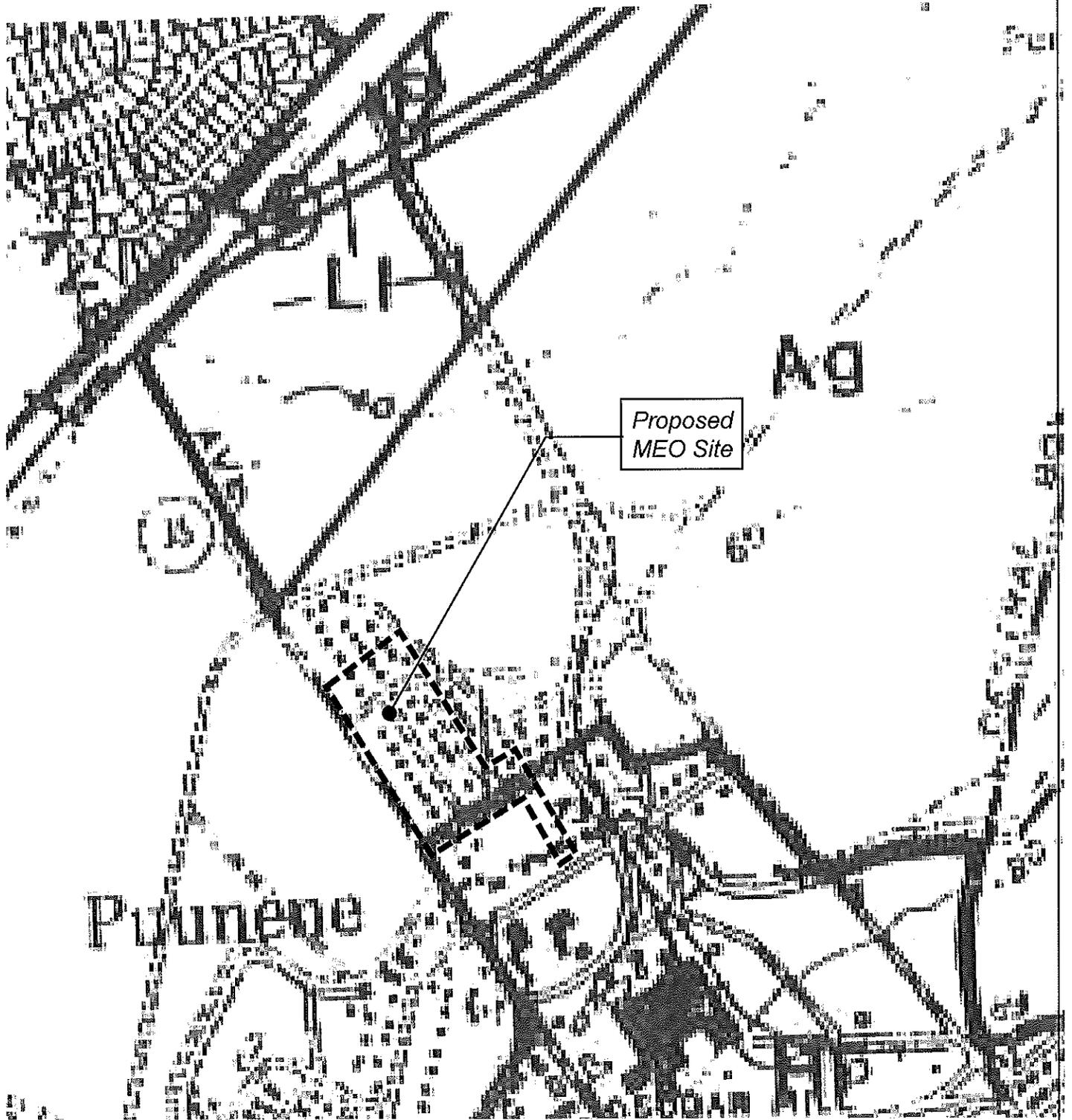
The project is expected to create a total of 29 additional jobs in the community.



FIGURE 5

POTENTIAL MAUI MULTIFUNCTION TRANSPORTATION CENTER SITES

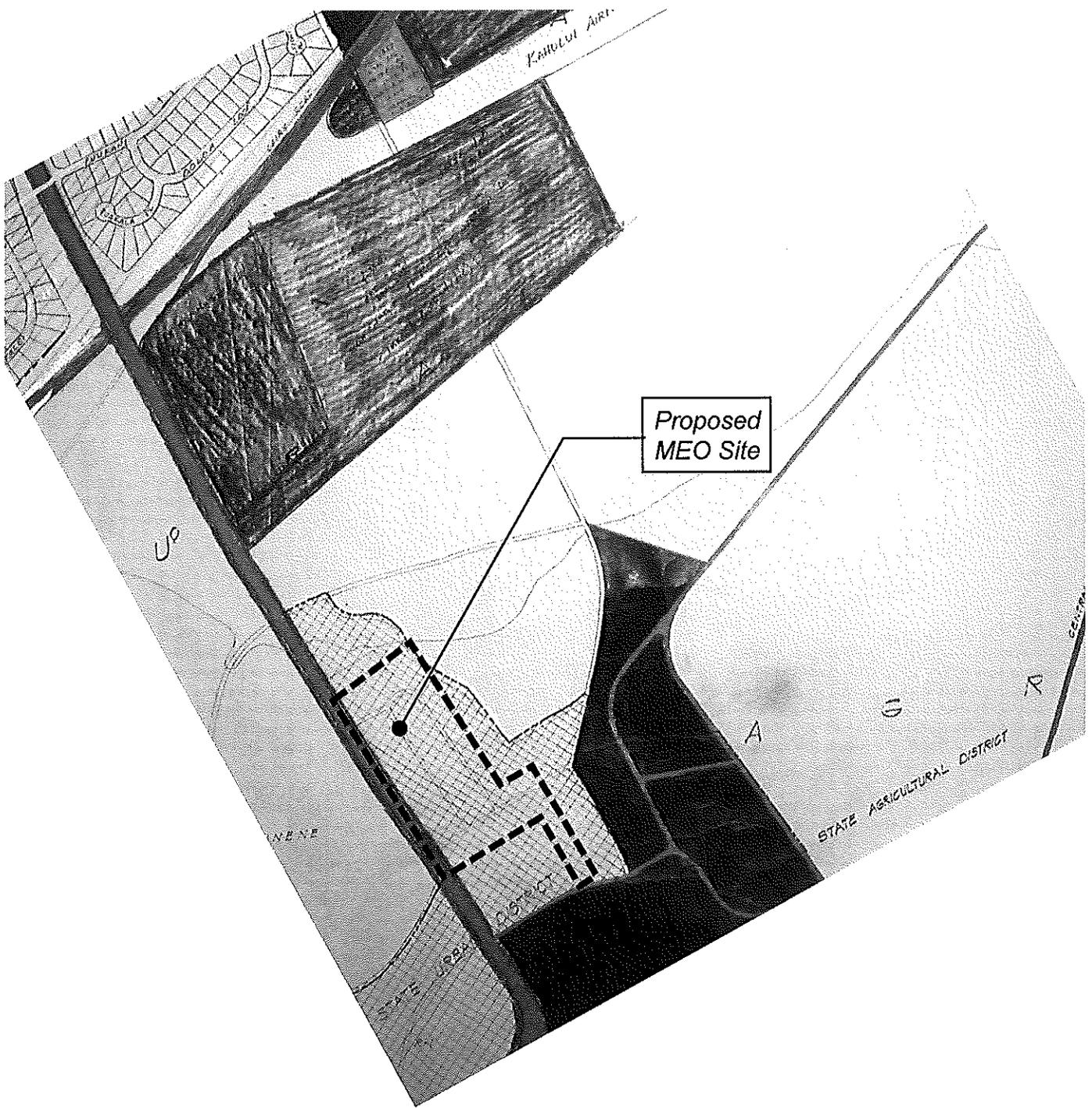




WAILUKU-KAHULUI COMMUNITY PLAN MAP

MAUI ECONOMIC OPPORTUNITY
TRANSPORTATION CENTER

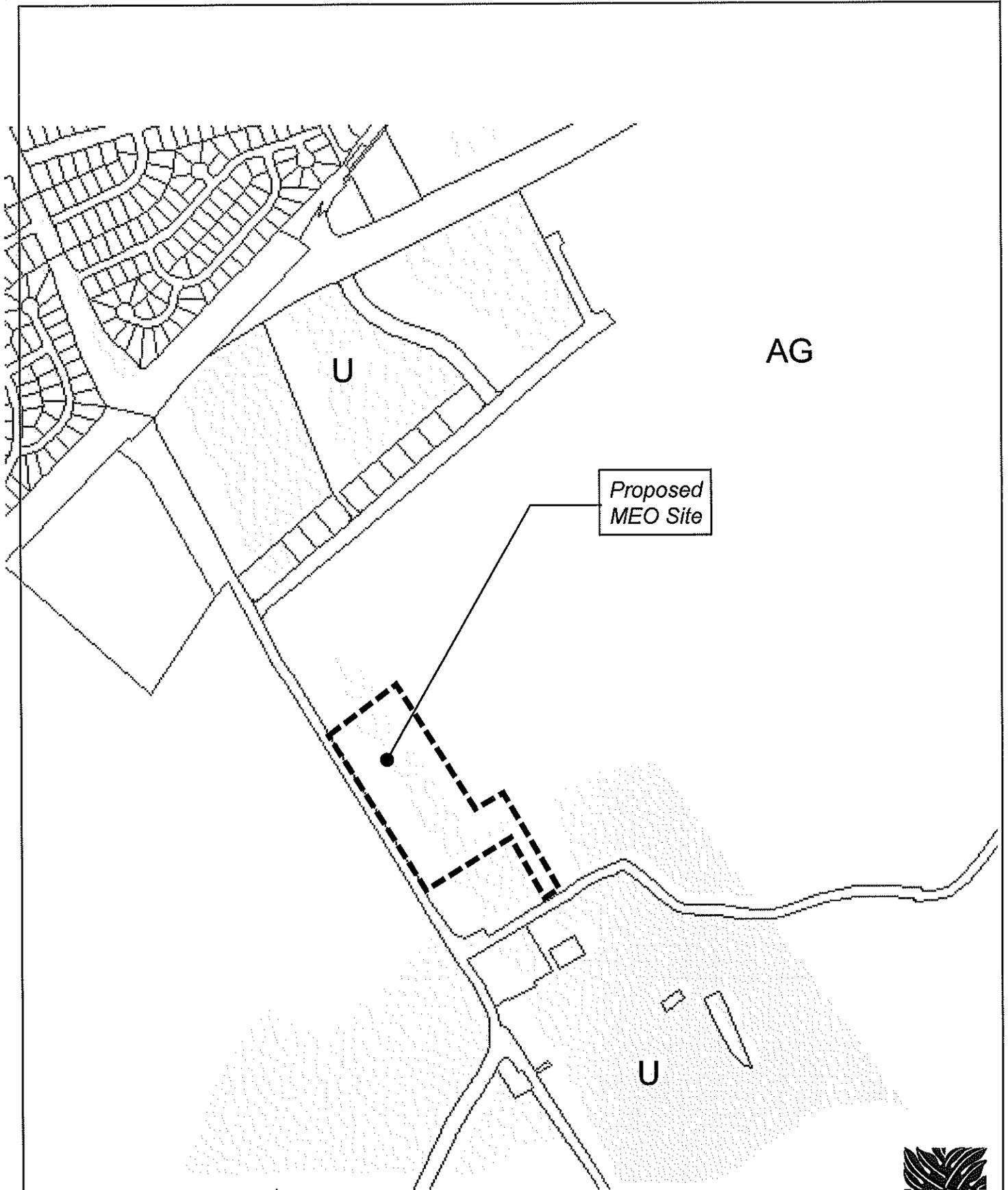




MAUI COUNTY ZONING MAP

MAUI ECONOMIC OPPORTUNITY
TRANSPORTATION CENTER





STATE LAND USE CLASSIFICATION MAP

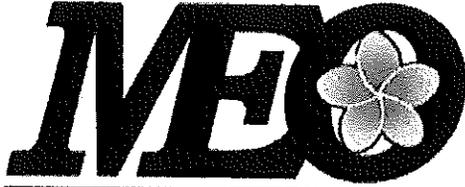
MAUI ECONOMIC OPPORTUNITY
TRANSPORTATION CENTER





APPENDIX N

**General Plan Advisory Committee Request Letter
Dated April 24, 2008**



Maui Economic Opportunity, Inc.

P.O. Box 2122
Kahului, HI 96733
808-249-2990
Fax: 808-249-2991
www.meoinc.org

April 24, 2008

Mr. Tom Cannon, Chairman
And Members
General Plan Advisory Committee
C/o Department of Planning
250 S. High Street
Wailuku, Hawaii 96793

Dear Chair Cannon and Members of the GPAC,

Re: Maui Island General Plan (Preliminary Draft March 2008)

On behalf of Maui Economic Opportunity, Inc., I would like to request your consideration of the following revisions to the subject draft of the Maui Island General Plan:

- Inclusion of the new MEO Transportation Center site within the "Urban Growth Boundary" on the Wailuku-Kahului Land Use Policy Map.
- Inclusion of an existing General Plan policy related to support of specialized transportation systems for the young, the elderly and the handicapped.

Proposed MEO Transportation Center

On February 14, 2008, MEO filed with the Planning Department a Draft HRS Chapter 343 Environmental Assessment and applications for a Community Plan Amendment to Light Industrial, a State Land Use District Boundary Amendment to Urban District, and a Change in Zoning to M-1 Light Industrial District for its new Transportation Center. The 10-acre site is located off of Hansen Road in the vicinity of the A&B Sugar Museum and adjacent to the recently approved Maui Business Park, Phase 2. See Attachments: Land Use Policy Map with the proposed MEO Transportation Center site; Aerial Location Map; State Land Use Commission District Map; Wailuku-Kahului Community Plan Map; and MEO Transportation Center Project Summary.

The property was part of the former Puunene Village and in residential use until the late 1970's. The Wailuku-Kahului Community Plan designation is Agriculture and Heavy Industrial. Most of the site is classified in the State Urban District with a small portion in the State Agricultural District. The current zoning is County Agricultural District.

The selection of this site was based on recommendations from the Site Selection Study: Maui Economic Opportunity Multi-Function Transportation Center Master Plan (April 1, 2005). The proposed site is located at the central hub of Kuihelani and Mokulele Highways, Puunene Avenue, and Dairy Road for convenient access to Central Maui and outlying areas. MEO purchased 5 acres of the site at a deep discount and obtained the remaining 5 acres as a donation by Alexander & Baldwin, Inc.

The new facility will contribute to efficiencies with the centralized location of storage, maintenance and administration and will keep operational costs down. Improvements will include a maintenance building, administrative office building, washing and fueling stations, bus parking/storage, off-street parking, and related improvements. The site will accommodate expansion to meet long term needs of MEO.

The Promise of Community Action

Community Action changes people's lives, embodies the spirit of hope, improves communities, and makes America a better place to live. We care about the entire community, and we are dedicated to helping people help themselves and each other.



April 22, 2008

Accordingly, MEO requests inclusion of its proposed 10-acre Transportation Center site (TMK (2) 3-8-006: portion of 004) within the "Urban Growth Boundary" on the Wailuku-Kahului Land Use Policy Map.

Transit Policies - Infrastructure and Public Facilities (pp. 62 to 63)

Please consider retaining the following policy in the existing General Plan: "Support the development of specialized transportation systems for the young, the elderly, and the handicapped when such systems do not unfairly shift the burden of cost to others."

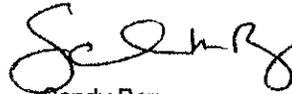
Over 283,000 trips were provided by MEO in 2007 to service the elderly, low-income, persons with disabilities, residents with medical transportation needs, preschoolers and youth. These services are made possible through various funding sources, including Federal, State and County grants.

Retaining the subject General Plan policy will reaffirm County support for these needed specialized transportation services.

Conclusion

In closing, your favorable consideration is respectfully requested. Should you have any questions, please don't hesitate to contact me at 249-2990.

Sincerely,



Sandy Baz
Executive Director

Enclosures

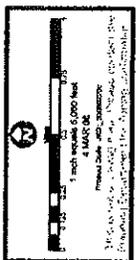
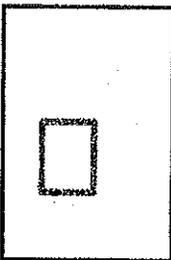
Cc: Jeff Hunt, Planning Director
John Summers, Administrator, Long Range Planning Division

**Land Use Policy
Map**
Waialuku - Kahului

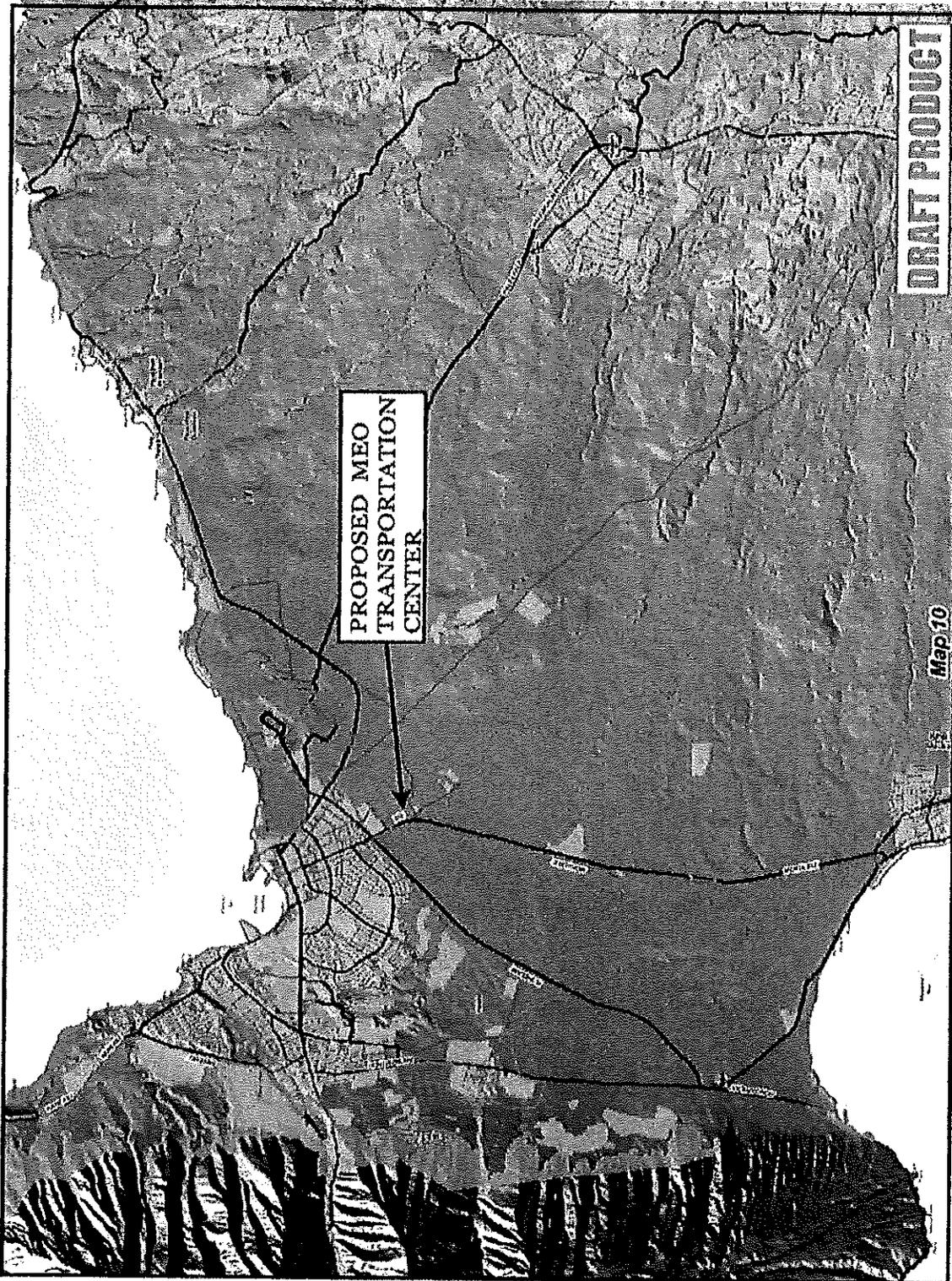
Legend

Code

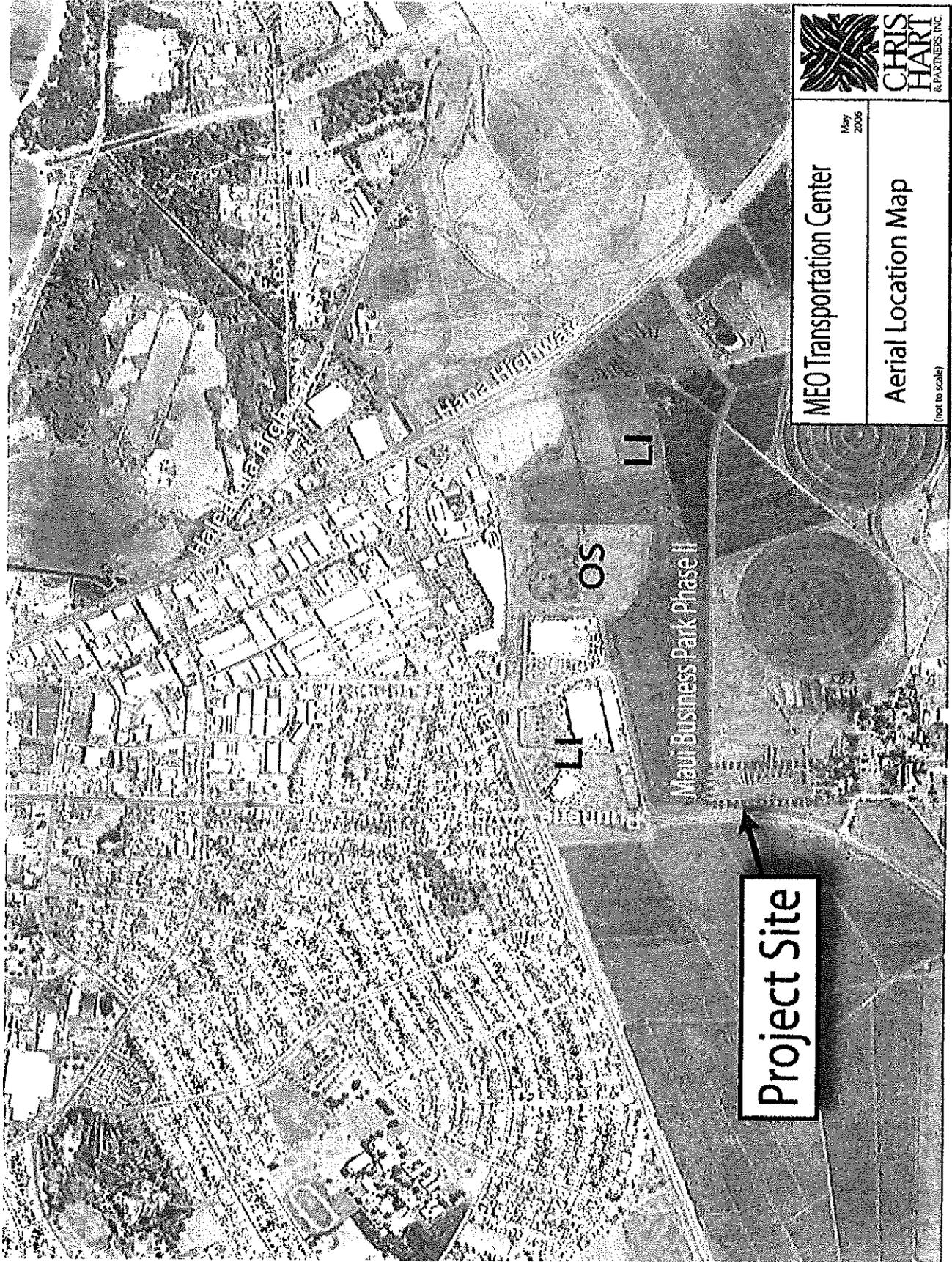
- Urban Growth Boundary
- Resort Areas
- Developed
- Sensitive Lands



PREPARED BY:
Long Range Planning Division
Department of Planning
County of Maui
259 South High Street
Waialuku, Hawaii 96752

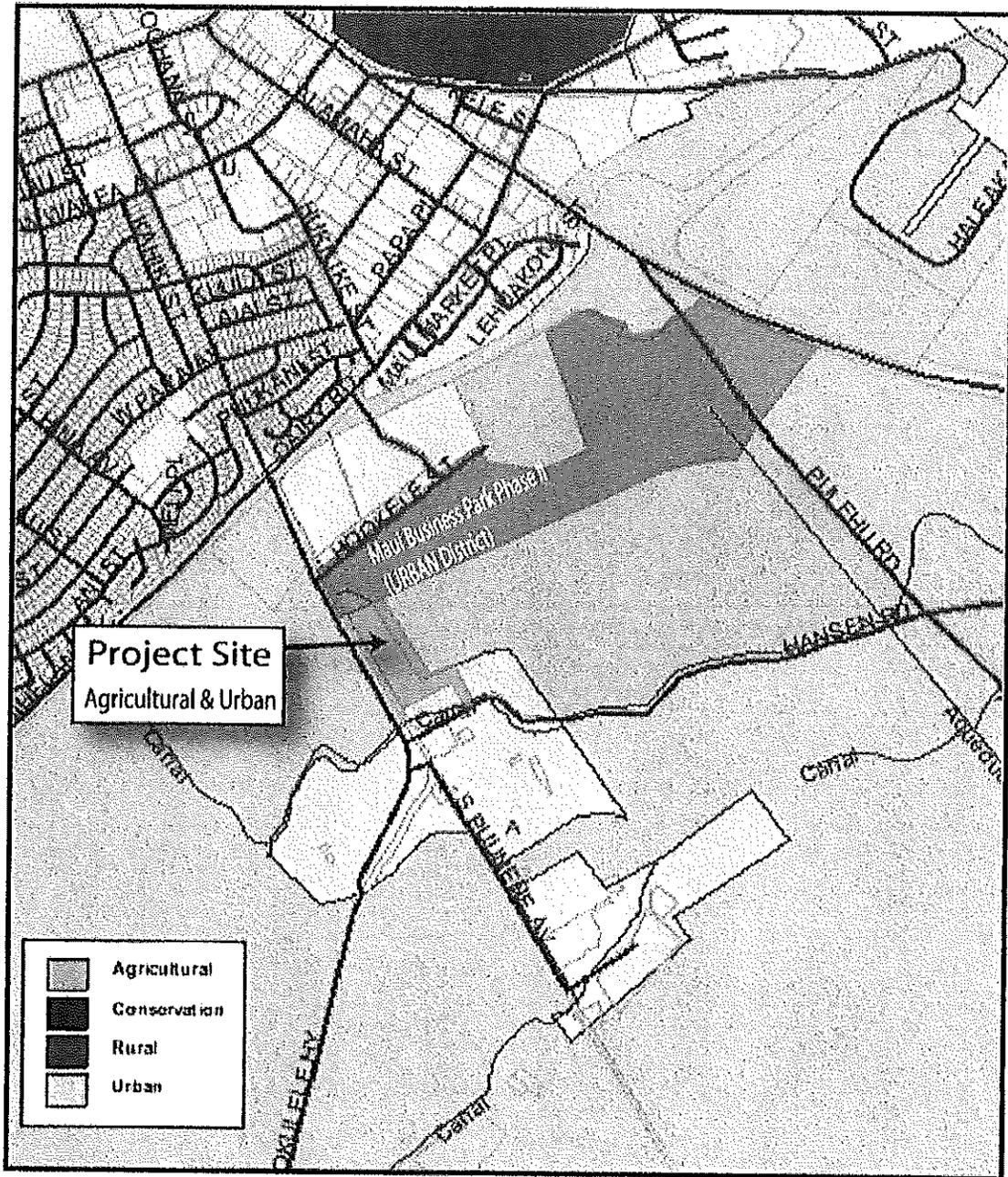


DRAFT PRODUCT



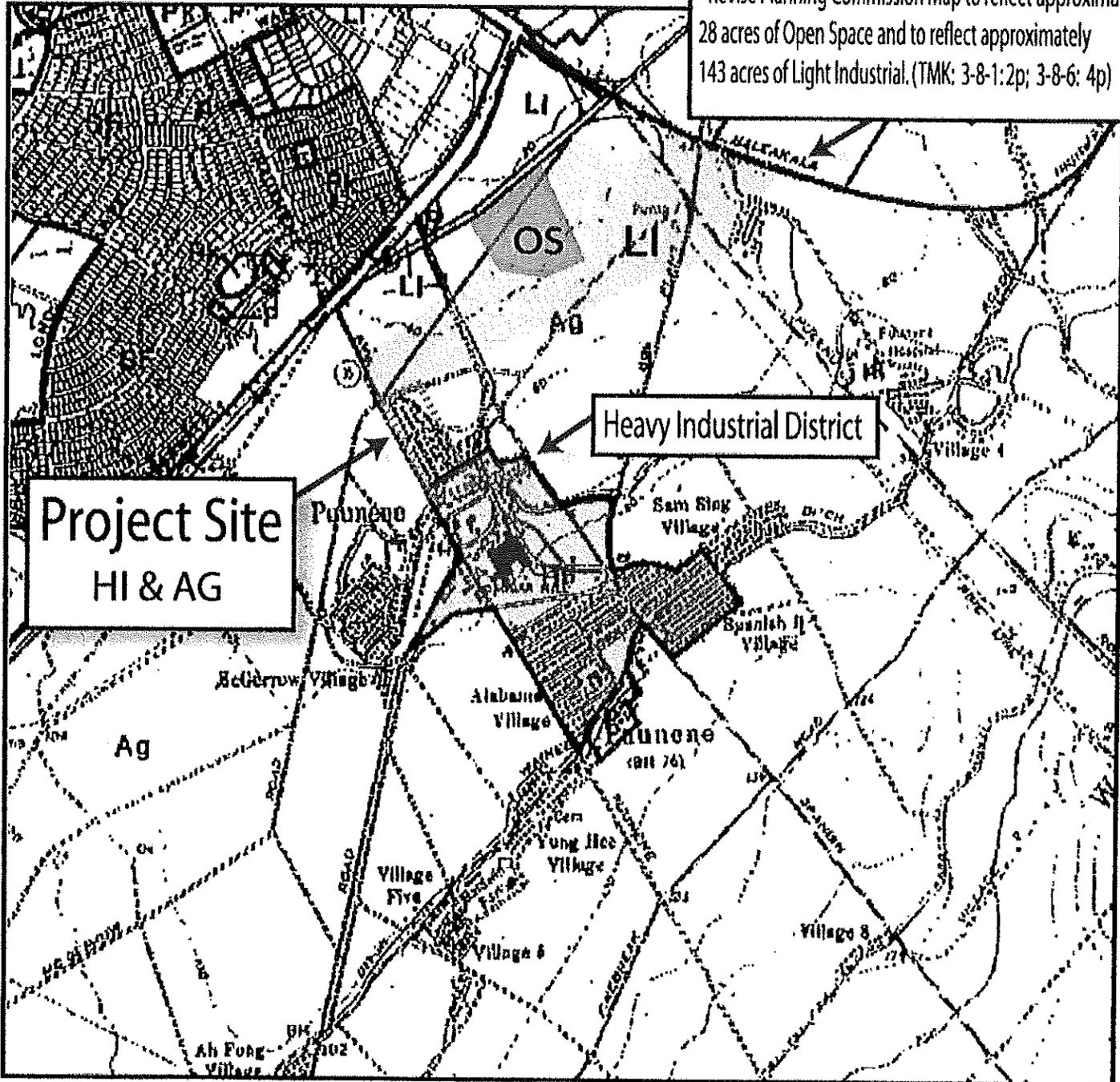
MEO Transportation Center
May 2006

Aerial Location Map
(not to scale)



<p>MEO Transportation Center Figure No. 4</p>		<p>May 2006</p>  <p>CHRIS HART ® PARTNERS, INC.</p>
<p>State Land Use District Map</p> <p>(not to scale)</p> 		

Matrix No. 33 (Dairy Road Light Industrial Expansion)
- Revise Planning Commission Map to reflect approximately
28 acres of Open Space and to reflect approximately
143 acres of Light Industrial. (TMK: 3-8-1:2p; 3-8-6: 4p)



MEO Transportation Center

Figure No. 5

May
2006

Wailuku-Kahului
Community Map

(not to scale)



April 21, 2008

Maui Economic Opportunity, Inc.
Proposed Transportation Center

PROJECT SUMMARY

Overview

Maui Economic Opportunity, Inc. has 42 years of experience in managing an array of programs for the communities of Maui County. MEO oversees and administers programs in the following areas: Community Services (a human service case management and referral program for low-income individuals and families); Transportation (specialized service for elderly, disabled or disadvantaged persons, and youth); Employment and Training; Early Childhood Services (Head Start preschool, Infant/Toddler, and family services for low income families); Youth Services (teens and pre-teens); BEST Reintegration Program (serving persons returning from prison); Micro-Enterprise (business development through entrepreneurial training and small business loan program); advocacy, including affordable housing and eradication of poverty. MEO has offices on Lanai, Molokai, and Maui and in Hana, Maui.

MEO employs about 300 individuals, oversees over 800 community volunteers, and participates in over 45 community events annually.

MEO operates under the direction of a 24-member tri-partite Board of Directors, which oversees funding from over 60 sources, including state, county, federal and private foundation grants and donations amounting to over \$18,000,000. In 2003, MEO was recognized nationally as a stellar community action agency and was presented the Award of Excellence for outstanding leadership, governance, fiscal and human resource policy, planning and advocacy. In 2008, MEO was recognized as the "Best Place to Work" in Maui County in the large business category. MEO has a history of successful projects, fulfilling funding requirements, and achieving positive outcomes for the people of Maui County. Audits show no exceptions, and governmental reviews are positive.

MEO Transportation

In 1969, MEO began transportation services when the need for senior transportation in the community became apparent. Transportation began as a small start-up program with a single used vehicle.

Currently, MEO Transportation operates from two (2) locations on Maui. The administrative office and base yard is on a 5.4 acre State-owned property on Kane Street adjacent to the new Maui Community College dormitories and in the vicinity of the Queen Kaahumanu Shopping Center. The maintenance facility is a few service bays in the Kahului Trucking and Storage facilities at the Kahului Harbor located about 0.7 miles away from the base yard. These existing facilities are cramped and inadequate.

The following are highlights of this operation:

- Over 283,000 trips were provided in 2007 to service the elderly, low-income, persons with disabilities, residents with medical transportation needs, preschoolers and youth
- Staff consists of about 90 employees that serve in administration, driving, and repair/maintenance, including 4 ASE certified automotive technicians. MEO has a fleet of over 80 vehicles, including 77 buses in service on Maui, Molokai and Lanai and 45 buses with wheel chair lifts.
- The general operation begins as early as 5:00 a.m. and continues until 10:00 p.m., Monday through Saturday. A reduced schedule operates on Sunday and holidays. MEO is also a participant in the County's Civil Defense group and is ready to assist with transportation needs when called upon.

New MEO Transportation Center

- The selection of this site was based on recommendations in the Site Selection Study- Maui Economic Opportunity Multi-Function Transportation Center Master Plan (April 1, 2005). The 10-acre site is located at the central hub of Kuihelani and Mokulele Highways, Puunene Avenue and Dairy Road for convenient access to Central Maui and outlying areas. MEO purchased 5 acres at a deep discount and obtained the remaining 5 acres as a donation by Alexander & Baldwin, Inc. The site was part of the former Puunene Village plantation and in residential use up to the 1970s. Most of the site is classified in the State Urban District.
- The proposed use is compatible with adjacent land uses, including the planned light industrial expansion of Maui Business Park, Phase 2.
- The new facility will contribute to efficiencies with the centralized location of storage, maintenance and administration and will keep operational costs down. Improvements will include a maintenance building; an administrative office building; facilities for bus washing and fueling; an emergency back-up generator; bus parking/storage; off-street parking; and related improvements. If needed, future expansion may include a Bus Transfer Station and a second administrative office building.
- The site has adequate size to accommodate long-term program expansion and will allow the capacity to grow as need for services grow. Within the next 5 to 7 years, the fleet is expected to be about 100 vehicles.
- The proposed project will ensure the continuation and improved delivery of needed transportation services on Maui for the young, the elderly, the low income, and persons with special needs.



APPENDIX O
Metes and Bounds Description of MEO project site

DESCRIPTION

FIRST ASSEMBLY OF GOD SUBDIVISION

PORTION OF

LOT 2-C-4-C-1

(TAX MAP KEY: (2) 3-8-006:004

All of that certain parcel of land, being a portion of Lot 2-C-4-C-1 of the First Assembly of God Subdivision, being also a portion of Grant 3343 to Claus Spreckels situated at Puunene, Wailuku, Island and County of Maui, State of Hawaii

Beginning at a point at the northwesterly corner of this parcel of land, on the westerly side of Puunene Avenue, the coordinates of said point of beginning referred to Government Survey Triangulation Station "LUKE" being 2,888.88 feet South and 13,107.78 feet East and running by azimuths measured clockwise from True South:

- | | | | |
|----|--------------|--------------|---|
| 1. | 252° 30' | 337.41 feet | along the remainder of Lot 2-C-4-C-1 of the First Assembly of God Subdivision to a point; |
| 2. | 245° 10' | 92.20 feet | along same to a point; |
| 3. | 329° 00' | 1000.00 feet | along same to a point; |
| 4. | 59° 25' 30" | 424.73 feet | along same to a point; |
| 5. | 149° 25' 30" | 669.85 feet | along the easterly side of Puunene Avenue to a point; |
| 6. | 149° 00' | 415.69 feet | along same to the point of beginning and containing an Area of 10.041 Acres. |

TOGETHER, WITH, EASEMENT MEO-1 for access and utility purposes over, under and across Lot 2-C-4-C-1 of the First Assembly of God Subdivision and being more particularly described as follows:

Beginning at a point at the southwesterly corner of this easement, the coordinates of said point of beginning referred to Government Survey Triangulation Station "LUKE" being 3,605.87 feet South and 14,028.28 feet East and running by azimuths measured clockwise from True South:

- | | | | |
|----|--------------|-------------|--|
| 1. | 149° 00' | 50.00 feet | over and across Lot 2-C-4-C-1 of the First Assembly of God Subdivision to a point; |
| 2. | 239° 25' 30" | 225.64 feet | over and across same to a point; |
| 3. | 329° 25' 30" | 467.26 feet | over and across same to a point; |
| 4. | 58° 32' 30" | 50.00 feet | along the northerly side of Hansen Road to a point; |
| 5. | 149° 25' 30" | 418.03 feet | over and across Lot 2-C-4-C-1 of the First Assembly of God Subdivision to a point; |
| 6. | 59° 25' 30" | 175.28 feet | over and across same to the point of beginning and containing an Area of 55,300 Square Feet. |

Prepared by: A&B Properties, Inc.
Kahului, Maui, Hawaii

August 11, 2008

This work was prepared by me or under my supervision.



Ken T. Nomura 4/30/2010
 Ken T. Nomura
 Licensed Professional Land Surveyor
 Certificate No. LS-7633
 Expiration Date: 4/30/2010

ME
11/45-n

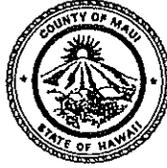


APPENDIX P
Draft EA Comment Letters and Responses

CHARMAINE TAVARES
Mayor

JEFFREY S. HUNT
Director

COLLEEN M. SUYAMA
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

June 30, 2008

Mr. Sandy Baz, Executive Director
Maui Economic Opportunity, Inc.
P. O. Box 2122
Kahului, Hawaii 96732

Dear Mr. Baz:

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR THE
PROPOSED MAUI ECONOMIC OPPORTUNITY (MEO)
TRANSPORTATION CENTER ON 10.041 ACRES AT
KAHULUI, MAUI, HAWAII TMK: (2) 3-8-006:004
(EA 2008/0003)**

At its regular meeting on June 10, 2008, the Maui Planning Commission (Commission) reviewed the above-referenced document and provided the following comments:

1. Provisions for additional shade shall be incorporated within the parking lot area;
2. Provide mitigative measures to break the massing of the asphalt within the parking lot possibly through the use of planting and raised or decorative walkways;
3. Discuss the alternative of providing 100 percent screening of parking area from Mokulele Highway;
4. Consider phasing of the parking lot to maintain grassy areas until additional parking is required;
5. Discuss whether or not the project is included in the Maui Island Plan's Urban Growth Boundary;
6. Provide additional historical land use history for the subject property;

Mr. Sandy Baz
June 30, 2008
Page 2

7. Discuss project lighting and mitigative measures to reduce impacts to the surrounding area;
8. Discuss the alternative of having the project obtain LEED Certification; and
9. Discuss the alternative of having a "Park and Ride" component added to the project.

At the meeting, two individuals provided testimony in support of the proposed project.

Should you require further clarification, please contact Current Planning Supervisor Ann Cua via email at ann.cua@mauicounty.gov or by telephone at 270-7521.

Sincerely,



JEFFREY S. HUNT, AICP
Planning Director

xc: Clayton I. Yoshida, AICP, Planning Program Administrator
Ann T. Cua, Staff Planner
Christopher L. Hart, ASLA, Chris Hart & Partners, Inc.
EA Project File
General File

JSH:ATC:vb
K:\WP_DOCS\PLANNING\EA\2008\0003_MEOTransportationFacility\MPCcommentsDEA.wpd



August 28, 2008

Mr. Jeffrey S. Hunt, A.I.C.P., Director
County of Maui Planning Department
250 South High Street #200
Wailuku, HI 96793

Attention: Ann Cua

Dear: Mr. Hunt,

RE: Draft Environmental Assessment (DEA) for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center on 10.041 acres, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.
(EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of the Maui Planning Commission comments by letter dated June 30, 2008 and respond to the comments, as enumerated below:

1. Provisions for additional shade shall be incorporated within the parking lot area. Landscape-planting areas will be incorporated around buildings and automobile parking lots and along the perimeter of the site to provide shade. Additionally, the bus wash and gas pump facilities will be re-located within the site, and the canopies over these facilities will provide shade in the area of the parking lot.
2. Provide mitigative measures to break the massing of the asphalt within the parking lot possibly through the use of planting and raised or decorative walkways. Colored concrete will be incorporated within the parking lot and vehicle storage area to provide visual contrast and relief within the mass of paved surface. Also as previously noted, the project will incorporate a landscape-planting island and the re-location of wash and fuel stations with canopies.
3. Discuss the alternative of providing 100 percent screening of parking area from Mokulele Highway. The proposed landscape-planting plan will provide substantial screening of the site from Mokulele Highway to include a hedge and tree planting along this frontage, in lieu of a solid wall or fence. The latter will

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provide 100% screening; however, a well-maintained landscaped buffer will effectively screen and soften the mass of building and pavement in a more natural fashion. Extensive landscape planting fronting Mokulele Highway is preferred and will compliment existing planting along the edge of the highway. MEO is working with the State Department of Transportation to secure a landscape easement between the MEO property and the edge of pavement of the old Puunene Avenue. The landscape frontage, including the easement area, will be maintained by MEO. Subject to availability and cost, this area will be planted with field stock-sized trees.

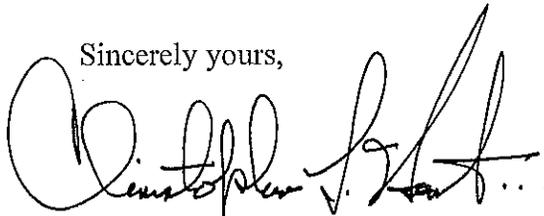
4. Consider phasing of the parking lot to maintain grassy areas until additional parking is required. The proposed MEO Transportation Center will be developed in phases and grassed areas will be maintained, until the area is developed over time.
5. Discuss whether or not the project is included in the Maui Island Plan's Urban Growth Boundary. By letter dated April 24, 2008, Mr. Sandy Baz, Executive Director, MEO, Inc. requested inclusion of the proposed MEO Transportation Center site within the proposed Urban Growth Boundary in the draft Maui Island General Plan under review. A substantial portion of the MEO site is currently classified in the State Urban District. Also, the MEO site is adjacent to properties in the State Urban District, including the recently-approved Maui Business Park Phase 2 property and the A&B Sugar Museum site.
6. Provide additional land use history for the subject property. From the early 1900's to the 1970's, this area was in residential use and part of Puunene Village, a large plantation community. The subject area included housing for teachers of the former Puunene School. In the 1970's, the teacher's cottages were demolished, and the area was planted in sugar cane, until about five (5) years ago with the development of the Maui Business Park Phase 1. Kahului Land Zoning Map No. 2 adopted on June 3, 1960 designated the site as R-1 Residential District; however in 1998, Ordinance No. 2749 (1998) was adopted to establish new zoning standards for the Agriculture District and provisions for automatic rezoning of lands designated Agriculture in the various community plans. The subject property was designated Agriculture in the Wailuku-Kahului Community Plan and rezoned to the Agriculture District under the provisions of the new ordinance.
7. Discuss project lighting and mitigative measures to reduce impacts to the surrounding areas. Lighting of the parking lot will be comprised of low-level poles with down shielding, in order to reduce the impact to surrounding properties. Landscape and building lighting will utilize low voltage fixtures and will not be directed to neighboring properties.

8. Discuss the alternative of having the project obtain LEED® Certification. The MEO Transportation Center will be registered as a LEED® project with the U.S. Green Building Council, and will be designed and constructed with the intent of qualifying for baseline-level LEED® Certification. This alternative will result in additional costs related to certification review and project construction, which may delay the completion of all phases of the project; however, long-term cost savings are anticipated, given current trends of increasing energy costs.

9. Discuss the alternative of having a "Park and Ride" component added to the project. The proposed MEO Transportation Center plan is a long term 20+ year plan. A bus transfer station was included, in the event that such a facility was needed. Similar to facilities operated by the Oahu Transit Service (OTS), the proposed bus transfer station is a facility for passengers to transfer to another bus. The OTS transfer stations are not Park and Ride facilities. A Park and Ride facility would require additional land for parking and vehicular access, and MEO would need to acquire more land. Also, a Park and Ride facility would generate a substantial amount of traffic on Hansen Road, and a new Traffic Assessment Report (TIAR) would be necessary to assess the impacts of this facility, including the number of buses, bus routing, and the origins and destinations of potential Park and Ride users. The estimated cost of the new TIAR is between \$100,000 and \$200,000, and the study could take several months to complete. If new or expanded Park and Ride facilities are desired on the island, then the County should undertake a study, as part its long-range planning program, to identify potential Park and Ride sites, since the County administers the public transit system currently under contract to Robert's Hawaii. Park and Ride facilities should be integrated with the County's public bus system.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,



Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

Phillip Rowell and Associates

47-273 'D' Hui Iwa Street

Kaneohe, Hawaii 96744

Phone: (808) 239-8206

FAX: (808) 239-4175

Email: prowell@hawaiiantel.net

August 28, 2008

Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Maui, Hawaii 96793

Attn: Brett Davis

Re: MEO Transportation Center

Dear Ann:

I have been asked to respond to the Planning Commission's comment relative to providing park and ride service at the proposed MEO Transportation Center. The following are my comments:

1. A park and ride service will generate a large number of vehicles into and out of the Center. Given the condition of Hansen Road, major mitigation would be required to accommodate the additional traffic.
2. Estimating the traffic that the park and ride service will generate is a major project outside the Traffic Impact Analysis Report. This would be a major study considering the number of buses, bus routing and the origins and destinations of potential park and ride users. This type of study would require months of work and would be expensive (\$100,000 to \$200,000).
3. Parking would have to be provided for the park and ride users. The study referenced in No. 2 above would also be required to estimate the amount of parking that should be provided.

I hope these comments are useful. If you have questions, please call me at 808-239-8206.

Very truly yours,

PHILLIP ROWELL AND ASSOCIATES



Phillip J. Rowell, P.E.
Principal

ANN

C 12 50/01
CPA 08/01
DBA 08/01

United States Department of Agriculture



Natural Resources Conservation Service
210 Iml Kala St. Ste 209
Wailuku, HI 96793
808-244-3100

2008 JUN 17 PM 2 36

DEPARTMENT OF PLANNING
COUNTY OF MAUI
RECEIVED

June 12, 2008

Mr. Jeff Hunt
Planning Department
County of Maui
250 S. High St.
Wailuku, HI 96793

Subject: Maui Economic Opportunity, Inc Transportation Center; TMK: 3-8-006:004

Dear Mr. Hunt:

We have no comments at this time.

Thank you for the opportunity to comment.

Sincerely,

Ranae Gansko-Cerizo
District Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer





July 23, 2008

Ms. Ranae Ganske-Cerizo
District Conservationist
Natural Resources Conservation Service
210 Imi Kala St. Suite 209
Wailuku, HI 96793

Dear: Ms. Ganske-Cerizo,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated June 12,
2008 indicating no comments at this time.

Thank you for your consideration of this application. Should you have any questions,
please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

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LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2102

June 9, 2008

CHIYOME L. FUKINO, M. D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M. D., M. P. H.
DISTRICT HEALTH OFFICER

2008 JUN 11 AM 9 06

DEPARTMENT OF PLANNING
COUNTY OF MAUI
RECEIVED

Mr. Jeffrey S. Hunt
Director
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawai'i 96793

Attention: Ann T. Cua

Dear Mr. Hunt:

Subject: **Maui Economic Opportunity, Inc. Transportation Center**
TMK: (2) 3-8-006: 004
/ CPA 2008/0001, DBA 2008/0001, CIZ 2008/0001, EA 2008/0003 ✓

Thank you for the opportunity to comment on the Maui Economic Opportunity, Inc. Transportation Center. We acknowledge the statements in the application regarding wastewater disposal, that the expected 3,000 gallons will be conveyed either through a force main/pump station system or by gravity flow via the HC&S system to Hookele Street.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

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

Herbert S. Matsubayashi
District Environmental Health Program Chief

c: EPO



July 23, 2008

Mr. Herbert S. Matsubayashi
District Environmental Health Program Chief
Department of Health, Maui District Health Office
54 High Street
Wailuku, HI 96793

Dear: Mr. Matsubayashi,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated June 9, 2008 that acknowledges the statements made regarding wastewater disposal. The expected 3,000 gallons will be conveyed to the site through a gravity line from Hookele Street.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

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CHARMAINE TAVARES
Mayor



JEFFREY K. ENG
Director
ERIC H. YAMASHIGE, P.E., L.S.
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.maulwater.org

July 9, 2008

Ms. Ann T. Cua, Staff Planner
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawaii 96793

Re: I.D.: EA 2008/0003, CPA 2008/0001, DBA 2008/0001, and CIZ 2008/0001
TMK: (2) 3-8-006:004 (por)
Project Name: Maui Economic Opportunity, Inc. (MEO) Transportation Center

Dear Ms. Cua:

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 Iao aquifer, Waihee aquifer, the Iao tunnel and the Iao-Waikapu Ditch from the recently designated Na Wai Eha. New source development projects include Maui Lani Wells, Waikapu South well and Waiale Surface Water Treatment Plant. The property is served by several DWS meters. As stated in the applicant's environmental assessment, the MEO Transportation Center will have an average daily water demand of 60,246 gallons per day. Domestic and irrigation calculations will be required in the building permit process. There is currently no additional source available according to system standards on the Central Maui System. The applicant should be made aware that the Department may delay issuance of additional or larger meters, if needed, until new sources are on line. The Department will not issue temporary construction meters for Central Maui projects. Note that there is a private well, Puunene Pump 5, on the property.

System Infrastructure

There is an 8-inch waterline which traverses from Hookele Street to the east of the site, then onto Hansen Road, where it reduces to a 6-inch line. A 12-inch waterline runs to the north along Hookele Street. There are no hydrants within 250' of the lot. Fire flow calculations and a backflow preventer will be required in the building permit process.

"By Water All Things Find Life"

The Department of Water Supply is an Equal Opportunity provider and employer. To file a complaint of discrimination, write: USDA, Director, Office of Civil Rights, Room 326-W, Whitten Building, 14th and Independence Avenue, SW, Washington DC 20250-9410. Or call (202) 720-5964 (voice and TDD)



Conservation

To alleviate demand on the Central Maui system, please find attached a conservation checklist for Commercial Buildings, and our planting brochure. We recommend implementation of the following conservation measures:

Use Non-potable Water: Use brackish or reclaimed water for landscaping and other non-potable purposes when available. Reclaimed water or brackish water should be used for dust control, and landscaping 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.

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. Owners should establish a regular maintenance program.

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, water closets, and hose bibs. Water conserving washing machines, ice-makers and other units are also available.

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

Use Climate-adapted Plants: Consider using climate-adapted native plants for all landscaping. The project is located in the "Maui County Planting Plan" - Plant Zone 3. Native plants adapted to the area conserve water and protect the watershed from degradation due to invasive alien species.

Pollution Prevention

In order to protect ground and surface water sources, Best Management Practices (BMPs) designed to minimize infiltration and runoff from construction should be implemented during construction. The mitigation measures below should be required as a condition for approval of the applications:

1. Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the water.
2. Properly and promptly dispose of all loosened and excavated soil and debris material from drainage structure work.
3. Retain ground cover until the last possible date.
4. 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.
5. Avoid fertilizers and biocides, or apply only during periods of low rainfall to minimize chemical run-off.
6. Keep run-off on site.

Ann T. Cua
Page 3

Also attached for your reference are BMPs for Commercial Car and Truck Washes and Fueling Stations.

Should you have any questions, please contact our Water Resources and Planning Division at 808-244-8550.

Sincerely,



Jeffrey K. Eng, Director
mlb

cc: engineering division

Attachments:

Commercial Car and Truck Washes and Fueling Stations, Water Quality Best Management Practices Manual for Commercial and Industrial Businesses, City of Seattle 1989
A Checklist of Water Conservation Ideas for Commercial Buildings
Plant Brochure: "Saving Water in the Yard"

LAND USE TYPE: Commercial/Industrial

LAND USE: Fuel station

CONCERN:

Fuel handling

GOAL:

Prevent compounds and metals to reach ground and surface water sources

SUGGESTED PRACTICES:

Fueling Stations:

In addition to general service gas stations, fueling may also occur at 24-hour convenience stores, construction firms, warehouses, car washes, and businesses with fleet vehicles. Fuels contain organic compounds and metals that adversely affect aquatic life.

1. The fuel island shall be covered to prevent the direct entry of precipitation. See graphic field.
2. Longitudinal drains shall be located at the perimeter along the "downhill" side of the island. This drain shall be connected to the sanitary sewer. The drain shall have a valve to allow shutoff in the event of a large fuel spill.
3. The island shall be paved using Portland cement concrete, not asphalt.
4. Suitable cleanup materials shall be kept on site to allow prompt cleanup.

No waste liquids or chemicals of any kind are to be discharged to the storm sewers. Antifreeze and radiator flush can be discharged to the Sanitary sewers. All other liquids shall be recycled or properly disposed to permitted landfills.

Washing or steam cleaning of vehicles or vehicle parts outside shall occur in a designated area incorporating the requirements of BMP for steamcleaning.

Businesses generating Dangerous Wastes shall properly segregate and dispose the wastes as required by state regulations.

If stored above ground, waste container drums shall be kept inside the service bay; or if kept outside, be covered by a "lean-to" structure that keeps rainfall from reaching the drums (see BMP for above ground storage).

Dumpsters that store items awaiting transfer to a landfill such as used oil filters shall also be located in a lean-to (see BMP for above ground storage).

-Signs shall be painted on storm drain inlets to indicate that they are not to receive liquid or solid wastes.

-No waste liquids or chemicals of any kind are to be discharged to the storm sewers. Antifreeze and radiator flush can be discharged to the sanitary sewers. All other liquids shall be recycled or properly disposed to permitted landfills.

STORMWATER-TREATMENT BMPs: Stormwater from parking and maintenance areas where dripping oil or hydraulic fluids is likely to be occurring shall be treated by an API or CPI-separator (see BMP for oil/water separation).

Stormwater runoff from rooftops shall discharge to the storm sewer below the treatment system as long as the County's drainage requirements are met.

REFERENCE:

Water Quality, Best Management Practices Manual for Commercial and Industrial Businesses, City of Seattle 1989



July 23, 2008

Mr. Jeffrey K. Eng, Director
Department of Water Supply
200 South High Street
Wailuku, HI 96793

Dear: Mr. Eng,

RE: Request for comments on the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated July 9, 2008 and respond to your comments, as follows:

Source Availability and Consumption

The applicant is aware that there is currently no additional source available on the Central Maui System and that the Department may delay issuance of additional or larger meters, if needed, until new sources are online. It is our understanding that plans for additional source in the area are under review. The applicant will submit detailed domestic and irrigation calculations during the building permit review.

System Infrastructure

At the time of building permit application, detailed fire flow calculations and plans for a backflow preventer will be provided.

Conservation

We have also reviewed the Standard Conservation measures and will comply, as applicable, with the proposed project.

Pollution Prevention

Best Management Practices (BMPs) will be designed to minimize infiltration and runoff from construction. Mitigation measures will include the following:

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the water.

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

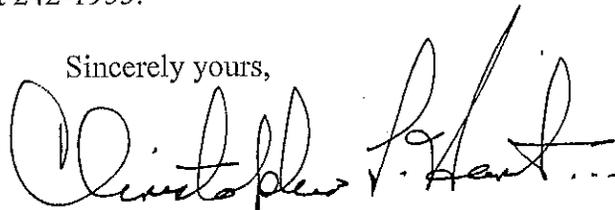
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Mr. Jeffrey Eng
DWS Comment Response
Page 2 of 2

- 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.
- Avoid fertilizers and biocides, or apply only during periods of low rainfall to minimize chemical run-off.
- Keep run-off on site.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File



June 25, 2008

Ms. Ann T. Cua, Planning Supervisor
County of Maui – Department of Planning
250 South High Street
Wailuku, Hawaii 96793

Dear Ms. Cua,

Subject: Maui Economic Opportunity, Inc. (MEO) – Transportation Center
Puunene, Maui, Hawaii
CPA 2008/0001; DBA 2008/0001; CIZ 2008/0001; EA 2008/0003
TMK: (2) 3-8-06:004

Thank you for allowing us to comment on the Draft Environmental Assessment (EA) for the subject project.

In reviewing our records and the information received, Maui Electric Company (MECO) may be requiring access and electrical easements for our facilities to serve the subject project site. Based on our estimated demand from the building elevation plans received, it appears that an electrical line extension would be required from our distribution line that originates from our Kanaha Substation. The existing electrical facilities mentioned within the EA documents has a very limited capacity and may not be adequate for this project. Thus, we encourage the customer's electrical consultant to meet with us as soon as practical to verify the project's electrical demand requirements and indicate the desired service location so that service can be provided on a timely basis.

If you have any questions or concerns, please call me at 871-2340.

Sincerely,

A handwritten signature in black ink that reads "Ray Okazaki". The signature is written in a cursive, slightly slanted style.

Ray Okazaki
Staff Engineer

Cc: Mr. Christopher L. Hart – Chris Hart & Partners

RECEIVED

JUN 26 2008

CHRIS HART & PARTNERS, INC.
Landscape Architecture and Planning



July 23, 2008

Mr. Ray Okazaki, Staff Engineer
Maui Electric Company, Ltd. (MECO)
210 West Kamehameha Avenue
Kahului, HI 96733

Dear: Mr. Okazaki,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated June 25, 2008. As more detailed plans are developed, the applicant will coordinate with MECO to verify the projects electrical demand requirements and the desired service location.

Thank you for your comments on the proposed project. Should you have any questions, please contact Mr. Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File



CHARMAINE TAVARES
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

GARY A. YABUTA
DEPUTY CHIEF OF POLICE

June 10, 2008

MEMORANDUM

TO : ANN T. CUA, CURRENT PLANNING SUPERVISOR
DEPARTMENT OF PLANNING

FROM : THOMAS M. PHILLIPS, CHIEF OF POLICE

SUBJECT : I.D. : CPA 2008/0001; DBA 2008/0001; CIZ
2008/0001; EA 2008/0003
TMK : (2) 3-8-006:004
Project
Name : Maui Economic Opportunity, Inc.
Transportation Center
Applicant : Maui Economic Opportunity, Mr. Sandy Baz,
Executive Director

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.

Assistant Chief Wayne T. Ribao
For: THOMAS M. PHILLIPS
Chief of Police

Enclosure

TO : THOMAS PHILLIPS, CHIEF OF POLICE
VIA : CHANNELS
FROM : STEPHEN ORIKASA, ADMINISTRATIVE SERGEANT, WAILUKU
PATROL DIVISION
SUBJECT : REQUEST FOR COMMENTS AND RECOMMENDATIONS REGARDING
THE MAUI ECONOMIC OPPORTUNITY, INC, (MEO) TRANSPORTATION
CENTER

CONCUR:
AC Wayne [Signature]
06/05/08

This communication is submitted as a response to a request for comments and recommendations by County of Maui, Department of Planning, current Planning Supervisor, Ann T. Cua, regarding the below subject:

PROJECT NAME : MAUI ECONOMIC OPPORTUNITY, INC. (MEO)
TRANSPORTATION CENTER
APPLICANT : MAUI ECONOMIC OPPORTUNITY (MEO)
MR. SANDY BAZ, EXECUTIVE DIRECTOR
SUBJECT I.D. : CPA 2008/0001; DBA 2008/0001; CIZ 2008/0001;
EA 2008/0003
TMK : (2) 3-8-006:004
SUBJECT : CONSOLIDATED APPLICATIONS FOR A HRS CHAPTER 343
ENVIRONMENTAL ASSESSMENT, STATE DISTRICT BOUNDARY
AMENDMENT, COMMUNITY PLAN AMENDMENT AND CHANGE
IN ZONING DATED FEBRUARY 2008

REVIEW AND RESPONSE:

At this time, from the police perspective, the focus will remain upon the areas of concern cited in my response dated 11/19/07.

Following review of the provided documents, a few other points come to attention.

Traffic mitigation efforts should be carried out to include this growth, and possible future mitigation issues. Roadway improvements including widening, dividers, control signals and timing throughout the impact area needs to be strongly considered to minimize congestion.

This development will increase in pedestrian traffic along surrounding roadways which should include adequate set backs and/or separate dedicated walking paths and corridors. Pedestrian safety is always an existing concern as the increases are apparent in day to day activities.

During the construction phases of this project, extreme efforts should be made to minimize dust & debris so not to inhibit those whose health and well being may be affected. Adequate traffic control devices and personnel should be utilized to minimize the impact of heavy equipment and vehicles traveling in and out of the area.

CONCLUSION:

There are no objections to the proposed project at this time. Emphasis must be placed on minimizing or eliminating any impacts which may adversely affect the residents, businesses, public facilities and public traveling through the area, at all times.

Respectfully Submitted,


Stephen T. Orikasa E#716
Administrative Sergeant/Wailuku Patrol Division
06/05/08 @ 1000 Hours



July 23, 2008

Chief Thomas M. Phillips
Maui Police Department
55 Mahalani Street
Wailuku, HI 96793

Dear: Chief Phillips,

RE: Request for comments on the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge the receipt of your letter dated June 10, 2008 and respond to your comments, as follows:

- The project's Traffic Impact Analysis Report (TIAR) evaluates existing and potential traffic conditions and recommends traffic mitigation measures. Future growth conditions are assumed in the traffic forecasts contained in the TIAR. Recommended project improvements include the installation of a left turn lane on Hansen Road at the project entry and restricted right-turn only movements at the second access from the old Puunene Avenue onto Hansen Road. In addition, other improvements are planned in the area in the near future, including the realignment of a section of Hansen Road near the project entry and the extension of Hookele Street to Hana Highway.
- The proposed project will generate a minimal amount of pedestrian traffic, given the nature of the project. An existing pedestrian/bike path along Mokulele Highway that connects to Hookele Street is located in the vicinity of the MEO site. The proposed project will not affect the use of the existing pedestrian/bike path in the area.
- During the construction phase of the project, Best Management Practices (BMP) will be in place, including efforts to minimize dust and debris. Additionally adequate traffic control devices and personnel will be utilized, as warranted, to minimize the impact of heavy equipment and vehicles traveling in and out of the area.

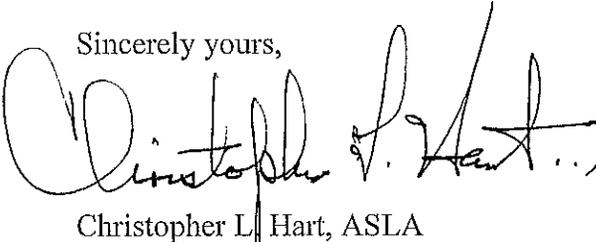
LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

Chief Thomas M. Phillips
Police Comment Response
Page 2 of 2

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is fluid and cursive, with a large initial "C" and a long horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz
Mr. Harry Johnson
Project File

From: "Watanabe, Farley K POH" <Farley.K.Watanabe@usace.army.mil>
To: <ann.cua@mauicounty.gov>
Date: 6/25/2008 3:51 PM
Subject: Comments 4 MEO Transportation Center: CPA 2008/0001, DBA 2008/0001, CIZ 2008/0001, EA 2008/0001

Good afternoon Ann: the Corps has determined that parcel 4 of TMK (2) 3-8-06 is entirely uplands and has no Waters of the U.S. subject to regulation under Section 404 of the Clean Water Act. As such, the proposed project will not require a Dept. of the Army (DA) permit.

Thank you for affording the Regulatory Branch an opportunity to comment.

Farley K. Watanabe, Archaeologist
U.S. Army Engineer District, Honolulu
ph: 808-438-7701
fax: 808-438-4060



July 30, 2008

Mr. Farley K. Watanabe, Archaeologist
Regulatory Branch
U.S. Army Corp. of Engineers
Building 230
Fort Shafter, HI 96858-5440

Dear: Mr. Watanabe,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your email dated June 25,
2008 indicating that the proposed project will not require a Department of the Army (DA)
permit.

Thank you for your consideration of this application. Should you have any questions,
please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

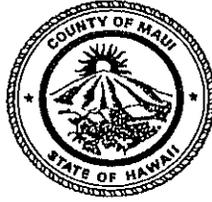
Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

CHARMAINE TAVARES
Mayor
CHERYL K. OKUMA, Esq.
Director
GREGG KRESGE
Deputy Director



TRACY TAKAMINE, P.E.
Solid Waste Division
DAVID TAYLOR, P.E.
Wastewater Reclamation
Division

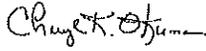
2008 JUL 10 PM 1 18

DEPARTMENT OF PLANNING
COUNTY OF MAUI
RECEIVED

COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT
2200 MAIN STREET, SUITE 175
WAILUKU, MAUI, HAWAII 96793

July 7, 2008

MEMO TO: JEFF HUNT, PLANNING DIRECTOR

FROM: CHERYL K. OKUMA, ESQ., DIRECTOR OF ENVIRONMENTAL
MANAGEMENT 
Digitally signed by Cheryl K. Okuma
Date: 2008.07.08 08:30:59 -10'00'

SUBJECT: MAUI ECONOMIC OPPORTUNITY, INC. (MEO)
TRANSPORTATION CENTER
CPA 2008/0001, DBA 2008/0001, CIZ 2008/0001, EA 2008/0003
TMK (2) 3-8-006:004, KAHULUI

We reviewed the subject applications and have the following comments:

1. Solid Waste Division comments:
 - a. No further comments.
2. Wastewater Reclamation Division (WWRD) comments:

The following comments are applicable if the subject project will connect to the County of Maui's wastewater system.

- a. Although wastewater system capacity is currently available as of 7/7/2008, the developer should be informed that wastewater system capacity cannot be ensured until the issuance of the building permit.
- b. Wastewater contribution calculations are required before building permit is issued.
- c. Developer shall pay assessment fees for treatment plant expansion costs in accordance with ordinance setting forth such fees.
- d. Developer is required to fund any necessary off-site improvements to collection system and wastewater pump stations.
- e. Show or list minimum slope of new sewer laterals.

- f. Plans should show the installation of a single service lateral and a service manhole near the property line prior to connection to the County sewer.
- g. Indicate on the plans the ownership of each easement (in favor of which party). Note: County will not accept sewer easements that traverse private property.
- h. Kitchen facilities within the proposed project shall comply with pre-treatment requirements (including grease interceptors, sample boxes, screens etc.)
- i. Non-contact cooling water and condensate should not drain to the wastewater system.

If you have any questions regarding this memorandum, please contact Gregg Kresge at 270-8230.



July 30, 2008

Ms. Cheryl K. Okuma, Director
Department of Environmental Management
2200 Main Street, Suite 175
Wailuku, HI 96793

Dear: Ms. Okuma,

RE: Request for comments for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion (EA 2008/0003).

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated July 7, 2008 and respond to your comments, as follows:

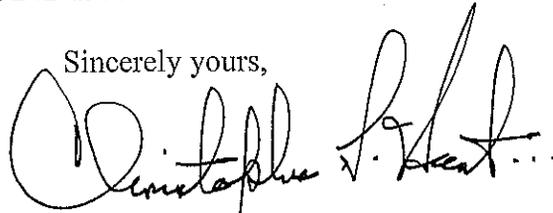
1. We acknowledge that the Solid Waste Division has no further comments at this time.
2. Wastewater Reclamation Division (WWRD) comments:
 - a. The applicant acknowledges that wastewater system capacity cannot be ensured until the issuance of the building permit.
 - b. A licensed Civil Engineer will provide wastewater contribution calculations, prior to or in conjunction with building permit application.
 - c. MEO will pay assessment fees for treatment plant expansion costs, in accordance with applicable ordinances.
 - d. The applicant acknowledges responsibility to fund necessary off-site improvements to collection system and wastewater pump stations.
 - e. Plans prepared by the project Civil Engineer will show or list minimum slopes for the new sewer laterals.

Ms. Cheryl K. Okuma, Director
Department of Environmental Management
Response to Comments on the MEO Transportation Center Draft EA
Page 2 of 2

- f. The Plan will also show the installation of a single service lateral and a service manhole near the property line, prior to connection to the County sewer system.
- g. Plans will include information on the ownership of easements.
- h. Kitchen facilities within the proposed project will comply with pre-treatment requirements.
- i. The applicant will work with the Civil Engineer to insure that non-contact cooling water and condensate will not drain into the wastewater system.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is fluid and cursive, with a long horizontal stroke at the end.

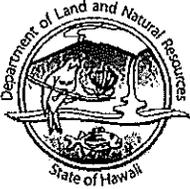
Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



'08 JUL -1 P2:26

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 30, 2008

County of Maui
Department of Planning
250 South High Street
Wailuku, HI 96793

Attention: Ms. Ann T. Cua
Current Planning Supervisor

Dear Ms. Cua:

SUBJECT: Maui Economic Opportunity, Inc. (MEO) Transportation Center
Puunne, Island of Maui; TMK: (2) 3-8-006:004 por.

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

In connection to the comments previously sent you, enclosed are comments from the Engineering Division on the subject matter. Should you have any questions, please feel free to call Darlene Nakamura at (808) 587-0417. Thank you.

Sincerely,

Charlene E. Condon
for Morris M. Atta
Administrator

Enclosures

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 30, 2008

MEMORANDUM

- TO: **DLNR Agencies:**
- Div. of Aquatic Resources
 - Div. of Boating & Ocean Recreation
 - Engineering Division
 - Div. of Forestry & Wildlife
 - Div. of State Parks
 - Commission on Water Resource Management
 - Office of Conservation & Coastal Lands
 - Land Division – Maui District

FROM: *for* Morris M. Atta, Administrator *Maileve*

SUBJECT: Consolidated Applications for an Environmental Assessment, State District Boundary Amendment, Change in Zoning, and Community Plan Amendment for Maui Economic Opportunity, Inc. (MEO) Transportation Center

LOCATION: Puunene, Island of Maui; TMK: (2) 3-8-006:004 por.

APPLICANT: Maui Economic Opportunity, Inc. (MEO)

RECEIVED
 LAND DIVISION
 2008 JUN 27 A 10:24
 DEPT. OF LAND &
 NATURAL RESOURCES
 STATE OF HAWAII

08 MAY 30 PM 02:37 ENGINEERING

Transmitted for your review and comments on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 25, 2008.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Craig T. Spencer*
 Date: 6/27/08

cc: Central Files

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LM/MorrisAtta
REF.:EABndryAmend,MEOTransCenterChangeZone
Maui.419

COMMENTS

- (X) We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone C. The National Flood Insurance Program does not have any regulations for developments within Zone C.
- () Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone.
- () Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ____.
- () 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.

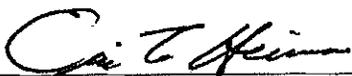
Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

- () Mr. Robert Sumitomo at (808) 768-8097 or Mr. Mario Siu Li at (808) 768-8098 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 water demands and infrastructure required to meet project needs. Please note that projects within State lands requiring water service from the Honolulu Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.
 - () 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 Ms. Suzie S. Agraan of the Planning Branch at 587-0258.

Signed: 
ERIC T. HIRANO, CHIEF ENGINEER

Date: 6/27/08



July 30, 2008

Mr. Morris M. Atta, Administrator
State Department of Land and Natural Resources
Engineering Division
P.O. Box 621
Honolulu, HI 96809

Dear: Mr. Atta,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated June 30,
2008, confirming that the project site is located in Zone "C", according to the Federal
Flood Insurance Rate Map (FIRM).

Thank you for your consideration of this application. Should you have any questions,
please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

Jun-27-2008 02:55pm From-COUNTY OF MAUI DEPT OF TRANS

8082707505

T-881 P.001/002 F-432

Attn: Lyn



June 26, 2008

Judith
Michaels
President

Mr. Jeffrey S. Hunt, Director
County of Maui
Department of Planning
250 South High Street
Wailuku, HI 96793

Roh
Parsons
Vice President

Trip
Lynch
Treasurer

Re: Proposed MEO Transportation Center

Manny
King
Secretary

Aloha Mr. Hunt,

James
Ulmer

Mauï Tomorrow Foundation has reviewed the May 2008 report for Maui Economic Opportunity Inc.'s proposed Transportation Center, submitted by Chris Hart and Partners. One issue that seems undefined is how MEO's transportation program coordinates with Maui County's Maui Bus public transit service currently operated by Roberts Hawaii.

Mark
Sheehan

Ed
Lindsey

As the County's public transit service presently includes 9 routes plus a Maui Bus commuter service and the Social Service Transportation program (operated by MEO) it is unclear from the submitted report how or if the two systems will be integrated.

Richard
Michaels

On page 29 of the MEO Transportation Center report it states that Phase 2 is a bus transfer station that will not provide Park and Ride services when the Center becomes operational in 2012. This lack of public parking and access should be addressed before the project is given approval.

Michael
Howden

Elle
Cochran

- In the Maui County 2030 General Plan, under the Infrastructure & Public Facilities Transportation section it states that long range transit planning must be integrated with land use decisions. It goes on to state that "expansive parking, segregated land uses and a lack of pedestrian infrastructure are deterrents to transit use."

← pg 62
bullet #2

Irene
Bowie
Executive Director

- The 2030 General Plan's Regional Transportation Map 7 draft shows the public transportation corridor system as having a hub in the general area of MEO's proposed site but this report makes no mention of it.

6/27/08
DOF

Jun-27-2008 02:55pm From-COUNTY OF MAUI DEPT OF TRANS

8082707505

T-881 P.002/002 F-432



MEO Transportation Center pg. 2

Both MEO and the County's public transit service needs should be considered and coordinated in the planning of this Transportation Center and a Park and Ride area should be included in the plan as part of the County's proposed public transportation corridor system. Adding a Park and Ride area would encourage more public transit ridership from all segments of the community and would help to reduce the number of vehicles on Maui's roads. Park and Ride areas are the norm in communities throughout the United States where use of public transportation is a priority.

Please factor in a more complete public transportation plan for the community as you consider this application.

Sincerely,

A handwritten signature in cursive script that reads "Irene Bowie".

Irene Bowie
Executive Director

Cc: Mayor Charmaine Tavares
Don Medeiros, County Transportation Director
Sandy Baz, Executive Director, MEO, Inc.



July 30, 2008

Ms. Irene Bowie, Executive Director
Maui Tomorrow Foundation, Inc.
P.O. Box 299
Makawao, Hawaii 96768

Dear Ms. Bowie:

Re: Request for comments on the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion (EA 2008/0003).

On behalf of the applicant, MEO, thank you for your comments by letter dated June 26, 2008 on the Draft Environmental Assessment report for the proposed Transportation Center.

The following responses address points raised in your letter:

- How does MEO's transportation program coordinate with Maui County's Bus public transit service currently operated by Roberts Hawaii? Currently, the two transportation services are independent operations. MEO, a non-profit corporation, provides transportation services to the elderly, low income, pre-school children, youth, and persons with disabilities and special medical needs. Roberts Hawaii, a large private company, is under contract with the County of Maui to provide transportation services for the general public on fixed routes. In addition, Roberts Hawaii is contracted for public school bus services and also operates private tour transportation services.
- How or if the two transportation systems will be integrated? The County's public bus system is currently a contracted service, subject to competitive bidding under the State and County procurement procedures. In the future, MEO may decide to compete for the County's bus contract, if this scenario is feasible and will not adversely affect services to its current clientele. In short, the integration of transportation systems will be a business decision and the result of a competitive bid process and contract award by the County of Maui.

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

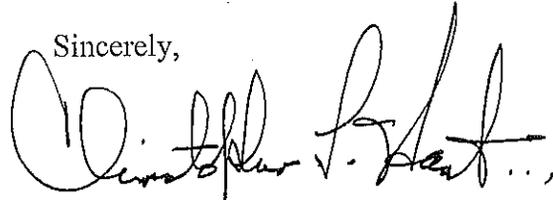
115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

- The Draft EA states that Phase 2 is a bus transfer station that will not provide Park and Ride services when the Center becomes operational in 2012, and the lack of public parking and access should be addressed. The plan contained in the Draft EA is a long-term 20+ year plan for MEO Transportation services. The bus transfer station was incorporated in the plan, in the event that such a facility is needed. Similar to the Oahu Transit Service (OTS) facilities, the proposed bus transfer station would be a staging area for passenger transfers to another bus and not function like a Park and Ride facility. If MEO substantially expands its transportation services in the future, then the bus transfer station may be needed. Currently and for the level of services provided, a bus transfer station is not needed for MEO Transportation. The proposed bus transfer station was not intended to be a Park and Ride, since this facility would require a substantial amount of dedicated public parking and access that cannot be accommodated within the existing 10-acre MEO site. A Park and Ride facility would also result in a substantial increase in automobile traffic on Hansen Road. A new Traffic Impact Assessment Report would be necessary to evaluate the impact of a Park and Ride facility at this location and is estimated to cost between \$100,000 and \$200,000. If new or expanded Park and Ride facilities are desired on the island, then a study should be undertaken by the County to identify suitable sites, based on location, access, compatibility with surrounding uses, proximity to public bus routes, improvement costs, and other considerations.
- The draft Maui County 2030 General Plan's Regional Transportation Map shows the transportation corridor system as having a hub in the general area of MEO's proposed site but the Draft EA report makes no mention of it. The Final EA will be revised to state that the proposed MEO Transportation Center site is in the general location of a transit station identified in the draft General Plan's Regional Transportation Map.
- Both MEO and the County's public transit service needs should be considered and coordinated in the planning of this Transportation Center and a Park and Ride area should be included in the plan as part of the County's proposed transportation corridor system. The proposed MEO Transportation Center plan was developed in consultation with the County Department of Transportation and meets MEO's long term needs. As previously noted, the County's public transit service is a contracted service with Roberts Hawaii and subject to competitive bidding under State and County procurement procedures. Finally as previously noted, it would be more appropriate for the County, in conjunction with its long range planning program, to conduct a study to identify proposed new and expanded Park and Ride facility sites on the island.

Maui Tomorrow Foundation, Inc.
Response to Comments on the MEO Transportation Project
Page 3

In closing, thank you for your comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher L. Hart", written in a cursive style.

Christopher L. Hart, ASLA
Landscape Architect – Planner

Cc: Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

AT

LINDA LINGLE
Governor

JAMES R. AIONA, JR.
Lieutenant Governor

THEODORE E. LIU
Director

MARK K. ANDERSON
Deputy Director



LAND USE COMMISSION JUL 10 P1 28
Department of Business, Economic Development & Tourism
State of Hawai'i

ORLANDO "DAN" DAVIDSON
Executive Officer

SANDRA M. MATSUSHIMA
Chief Clerk

BERT K. SARUWATARI
Senior Planner

MICHAEL A. MURPHY
Planner

FRED A. TALON
Drafting Technician

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

July 3, 2008

Mr. Jeffrey S. Hunt, Planning Director
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawaii 96793

Dear Mr. Hunt:

Subject: Consolidated Applications for an HRS Chapter 343 Environmental Assessment
(EA 2008/0003), State District Boundary Amendment (DBA 2008/0001), Change
in Zoning (CIZ 2008/0001), and Community Plan Amendment (CPA 2008/0001)
Maui Economic Opportunity, Inc. Transportation Center
Tax Map Key: 3-8-06: por. 4

We have reviewed the subject applications and confirm that the project site, as generally represented on Figure No. 4, is designated within the State Land Use Urban and Agricultural Districts. We note that the area under the State District Boundary Amendment has been identified as approximately 2.4 acres. Is this acreage supported by a metes and bounds map that is signed and stamped by a registered professional land surveyor? If so, we request that it be provided for our review.

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

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

Sincerely,

ORLANDO DAVIDSON
Executive Officer



August 19, 2008

Mr. Orlando Davidson, Executive Officer
Land Use Commission
P.O. Box 2359
Honolulu, HI 96804

Dear: Mr. Davidson,

RE: Request for comments on the proposed Maui Economic Opportunity Inc.
(MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-
06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated July 3, 2008. The acreage identified in the draft EA was approximate. A stamped and signed survey including a metes and bounds description of the property will be provided under separate cover.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Mr. Sandy Baz, MEO
Mr. Harry Johnson, MEO
Ms. Ann Cua, Maui Planning Department
Project File

LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

LINDA LINGLE
GOVERNOR

C12 08/01
CPA 08/01
DBA 08/01
EA 08/03



BRENNON T. MORIOKA
DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:
STP 08-128
STP 8.2917

2008 JUL 10 PM 12 48
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
DEPARTMENT OF PLANNING
COUNTY OF MAUI
RECEIVED

July 2, 2008

Ms. Ann Cua
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawaii 96793

Dear Ms. Cua:

Subject: Maui Economic Opportunity Inc. (MEO) – Transportation Center, Draft Environmental Assessment (Draft EA) Supporting Land Use District Boundary Amendment, Community Plan Amendment and Change in Zoning

The Department of Transportation (DOT) submits the following comments for the proposed transportation center project as presented in the Draft EA:

1. The project will impact both DOT highway and airport facilities.
2. Highways Division comments:
 - a. The revised traffic impact assessment report (TIAR), dated May 15, 2008, does not properly characterize the proposed transportation center. A transportation center has a significantly higher trip generation potential than light industrial land uses. As such, the TIAR significantly underestimates the potential impacts of the proposed transportation center on the surrounding roadway system. The TIAR should be revised, addressing the points provided herein, and resubmitted to the Highways Division, ATTN: Planning Branch, for review.

General land use categories, (e.g., light industrial) may be used when specific development characteristics are not clearly known. In the subject case, however, specific details of the proposed project are known. The proposed project is the development of a sizeable transportation center that will house and service over 100 transit vehicles as well as administrative offices.

Phase I of the project includes an administrative office building, bus maintenance building, bus wash and fueling stations, emergency back-up generator, vehicle storage and parking areas with 304 parking stalls for automobiles, buses, mini buses and vans. Phase II contains a transfer station. Another administrative building is added to the complex in Phase III.

The TIAR should be revised to account for transit drivers entering the site in personal vehicles, then exiting the site driving transit buses during the morning peak hours of the generator, and with the corresponding return travel pattern during the evening peak hours. Any mid-day peaks should also be addressed.

Additionally, the TIAR should account for other staff and workers (administrative, repair, maintenance & service) entering and exiting the site during peak commuter periods.

- b. The TIAR should be revised to provide greater substantiation of the assumptions on which the subject land use application is based, including the number of staff to be employed at the site by function, the number and type of transit, service and support vehicles that will be stored and used at the site, and the operation of the transit fleet, including start and end times and whether these vehicles return to the transportation center during the day for fuel, driver change, and/or service.

The TIAR should provide greater documentation of MEO's current and future service areas on the island and correlate the service areas to the assumed distribution of project-generated traffic.

The TIAR should also include greater documentation of the operation of the transfer station, e.g., the routes and service areas that will be connected through the transfer station. Since the number of transit vehicles using the transfer station is an operational decision that can be modified at will, the TIAR should include a worst case scenario based on the maximum potential use of the transfer station.

- c. The TIAR must convert transit vehicle trips to passenger car equivalence (PCE) to properly evaluate the potential impacts of the proposed transportation center.
- d. Access to the proposed development should be provided as far away from the Puunene Avenue/Mokulele Highway intersection as possible. The TIAR's recommendation of a left-turn storage lane for only a "minimum of two buses" into the project site is not acceptable. The need for far greater storage capacity should be provided for a transportation center that will house over 100 transit vehicles. A dedicated left-turn pocket or lane should be provided on Hansen Road into the transportation center due to the significantly high volume of transit vehicles entering the site.

- e. The TIAR should include a channelization plan identifying the existing and proposed roadway and intersection layout on and at Mokulele Highway/Puunene Avenue and Hansen Road. The plan should clearly identify the proposed channelization and geometric layout for the proposed project access(es) along Hansen Road. A dedicated right-turn lane on Hansen Road into the project site should be considered and discussed in the plan.

The DOT Highways Division foresees a need to lengthen the southbound left-turn lane on Puunene Avenue/Mokulele Highway at Hansen Road due to project-generated impacts. The TIAR should evaluate this potential need and appropriately address the need. The TIAR should also evaluate and address the potential to improve Hansen Road to provide sufficient storage capacity for westbound vehicles turning left onto Puunene Avenue/Mokulele Highway due to the significant increase in transit vehicle traffic. The adequacy of the dedicated northbound right-turn lane on Puunene Avenue/Mokulele Highway at Hansen Road is another element that should be evaluated and addressed.

- f. Generally, the DOT Highways Division would not recommend granting the second driveway access onto Old Puunene Avenue for outbound traffic turning right onto Hansen Road toward the Puunene Avenue/Mokulele Highway/Hansen Road intersection. The Division is concerned that this second transit vehicle access off Old Puunene Avenue may impact operations at the Puunene Avenue/Mokulele Highway/Hansen Road intersection due its the relatively close proximity.

The TIAR should also identify the right-of-way ownership for Old Puunene Avenue, where the access will be constructed. If the right-of-way is found to be owned by the State/DOT, then significantly greater traffic detail and additional analyses are required.

- g. The Draft EA and TIAR state that the transfer station will not be a park-and-ride facility. Conditions should be placed on the project, requiring the mitigation of all additional project-generated impacts in the event the subject applicant operates the transfer station as a park-and-ride and/or if use and operation of the transportation center project significantly increases beyond the 100-vehicle transit fleet. Such conditions should include the requirement for an updated TIAR, prepared by the applicant. The updated TIAR should identify and discuss all additional traffic impacts and include the applicant's commitment to implement all necessary and recommended mitigation measures. The updated TIAR should also be submitted to the DOT for review and approval.

Ms. Ann Cua
July 2, 2008
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STP 08-128
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- h. Page 8 of the Draft EA states, "MEO will pursue obtaining a landscape easement from the State Department of Transportation". The applicant must contact the DOT Highways Right-of-Way Branch, located in Kapolei, Oahu, (Tel No. 692-7325) for information regarding the easement. It is also recommended that the applicant apprise the Highways Division Maui District Office and Highways Division Planning Branch of any discussions and agreements with the Right-of-Way Branch.

3. Airports Division comments:

- a. The Draft EA acknowledges the aircraft/airport impacts to the transportation center that were presented in DOT's earlier comment letter, STP 8.2681, dated November 20, 2007.
- b. Based on the applicant's representations in the Draft EA, it is DOT's understanding that the applicant will implement the appropriate measures and arrangements in the use, occupancy, design and construction of the transportation center to mitigate and address the noise impacts and incidents of overflight from aircraft operations. Mitigation measures are also required for any future additions or changes in use of the facilities.

The DOT appreciates the opportunity to provide its comments.

Very truly yours,



BRENNON T. MORIOKA, Ph.D, P.E.
Director of Transportation



August 28, 2008

Dr. Brennon T. Morioka, P.E., Director
Department of Transportation
State of Hawaii
869 Punchbowl St.
Honolulu, HI 96813

Dear: Dr. Morioka,

RE: Draft Environmental Assessment (DEA) for the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center on 10.041 acres, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion.
(EA 2008/0003)

On behalf of the applicant, MEO, we are responding to comments in your letter dated July 2, 2008 from the Highways Division and Airport Division, as follows:

1. The project will impact both DOT highway and airport facilities: We will address related comments and issues in this response letter.
2. Comments from the Highways Division (Item Nos. 2.a. through 2.h.): See attached response letter from Phillip Rowell, PE, addressing Item Nos. 2.a. through 2.h.). Regarding Item 2.h, MEO, Inc. has consulted with the Highways Division Maui District Office and will work with the Right-of-Way Branch to secure a landscape easement for an area adjacent to the old Puunene Avenue.
3. Comments from the Airports Division:
 - a. The Draft EA acknowledges the aircraft/airport impacts to the transportation center that were presented in DOT's earlier comment letter, STP 8.2681, dated November 20, 2007. This comment is so noted.
 - b. Implementation measures to address the noise impacts and incidents of over flight from aircraft operations. As noted in the Draft EA, the proposed MEO Transportation Center will implement appropriate

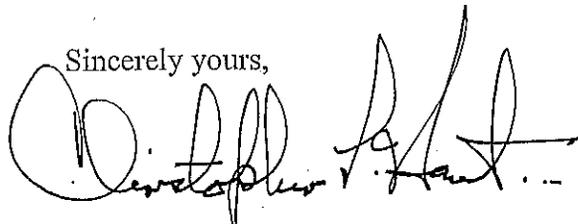
LANDSCAPE ARCHITECTURE
CITY AND REGIONAL PLANNING

measures and arrangements in the use, occupancy, design and construction of this facility. It is acknowledged that this would also apply to any future additions or changes in use.

Concluding Remarks

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Christopher L. Hart, ASLA
President

Enclosure

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File

Phillip Rowell and Associates

47-273 'D' Hui Iwa Street Kaneohe, Hawaii 96744 Phone: (808) 239-8206 FAX: (808) 239-4175 Email: prowell@hawaiiantel.net

August 20, 2008

Mr. Brennon T. Morioka, Director
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Re: Maui Economic Opportunity Inc. (MEO) - Transportation Center, Draft Environmental Assessment (Draft EA) Supporting Land Use District Boundary Amendment, Community Plan Amendment and Change in Zoning

Dear Mr. Morioka:

I have received a copy of SDOT's comment letter dated July 2, 2008, relative to the above project and have been asked to respond to the comments relative to the Traffic Impact Assessment Report. The following responses are provided.

1. No response required.
- 2a. The Traffic Impact Assessment Report used trip generation rates for Light Industrial because the description of the land use characteristics in Trip Generation of comparable to the proposed uses as I understand the project. It is understood that employees, such as bus drivers and mechanics, will arrive before the typical commute peak period which is comparable to light industrial uses, and that the administration employees will represent a small proportion of the total employees (for Phase 1) and will arrive and depart during typical commute peak hours. The trip generation analysis uses the number of employees as the independent variable.

There is no correlation between the number of buses at the site and the number of peak hour trips. MEO drivers do not come to work and immediately drive out of the project with a bus. The MEO system is a demand responsive system and drivers exit based on the times to pick up passengers. MEO buses depart and return to the center over the day based on demand.

As confirmation of the trip generation rates used, counts were conducted at the existing MEO facility in Kahului. The results are compared to the trip generation analysis for Phase 1 as follows:

Time Period and Direction		Trips Counted ¹	Phase 1 Trips Estimated in TIAR
AM Peak Hour	Total	32	50
	In	18	40
	Out	14	10
PM Peak Hour	Total	35	50
	In	19	15
	Out	16	35

Note:
1. Traffic counts were conducted August 5 and 6, 2008

The results confirm that the estimated number of peak hour trips that will be generated by Phase 1 are comparable to the peak hour trips generated by the existing facility.

- 2b. The number of staff/employees by function of the transportation center is not available and the traffic study is based of the estimated number of future employees. Since this information is not available, use of the trip generation data for light industrial uses seemed the most appropriate.

Because the MEO system is demand responsive, service areas vary based on demand. There is no defined service area upon which to base the trip distribution. The trip distribution was therefore based on the conditions of the roadways and the current distribution of traffic at the study intersections. For instance, we did not assign buses along Hansen Road because of the narrow width, sharp turns and poor condition of the pavement surface.

The number of trips generated by the transfer station is based of the number of bus bays provided (4) and the estimated time to unload and the load passengers (15 minutes), which was reviewed and discussed with MEO. Therefore, a worse-case scenario was used for the TIAR.

- 2c. The capacity analysis assumed heavy vehicles will represent 2% of the total traffic. This analysis is not very sensitive to vehicle size. For instance, if I assume that all project generated traffic will be heavy vehicles at the intersection of Hansen Road at Puunene Avenue-Mokulele Highway, the average vehicle delay increases only 1.1 seconds per vehicle, which does not change the level-of-service or the conclusions of the analysis. It should also be noted that MEO are not the large 40-passenger vehicles but are smaller vehicles with at capacity of 10 to 12 persons. MEO has several large buses (40 passenger school buses or 20 passenger buses) but the majority of the bus trips are the smaller 10 passenger buses that are not considered large vehicles (18 of 23 trip during the morning peak hour and 10 of 16 trips during the afternoon peak hour.
- 2d. The main access to the transportation center is along the west property line of the project and is far away for Puunene Avenue as possible. The Traffic Impact Assessment Report recommended that a separate left turn lane be provided, even though the guidelines for one were not satisfied, to accounts for the size and acceleration characteristics of the buses. The Traffic Impact Assessment Report also recommended that the minimum length be for at least two buses. The left turn lane will be as long as adjacent conditions allow. It should also be noted that Hansen Road is a County road and the design of the intersection will have to comply with Maui County design standards and requirements.
- 2e. It is our intention to provide a drawing of Hansen Road between the main project entrance and Puunene Avenue/Mokulele Highway considering comments from the County and State of Hawaii Department of Transportation in the final draft of the Traffic Impact Assessment Report. We will also include an assessment of the adequacy of the left turn storage lanes. The northbound deceleration lane is a function of the design speed of the roadway and not capacity or design volume and therefore should not be impacted by the proposed project.
- 2f. The exit proposed at the intersection of Hansen Road at Old Puunene Avenue will allow right turns from the project only. As the Hansen Road approach to Puunene Avenue-Mokulele Road allows two left turning lanes and a channelized right turn lane, the impacts should be minimal. This will be clarified in the final draft of the Traffic Impact Assessment Report.
- 2g. It is my understanding that the if the transfer station is to be used as a park-and ride lot, a new Traffic Impact Assessment Report will have to be prepared.

Very truly yours,
PHILLIP ROWELL AND ASSOCIATES



Phillip J. Rowell, P.E.
Principal

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

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



RALPH NAGAMINE, L.S., P.E.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

08 JUL 10 10:37
DEPT. OF PLANNING
COUNTY OF MAUI
RECEIVED

July 8, 2008

MEMO TO: JEFFREY S. HUNT, A.I.C.P., PLANNING DIRECTOR

FROM: MILTON M. ARAKAWA, A.I.C.P., DIRECTOR OF PUBLIC WORKS
Milton M. Arakawa

SUBJECT: **CONSOLIDATED APPLICATIONS FOR HAWAII REVISED STATUTES, CHAPTER 343 ENVIRONMENTAL ASSESSMENT, STATE DISTRICT BOUNDARY AMENDMENT, COMMUNITY PLAN AMENDMENT AND CHANGE IN ZONING FOR MAUI ECONOMIC OPPORTUNITY, INC. (MEO); TMK: (2) 3-8-006:004 CPA 2008/0001; DBA 2008/0001; CIZ 2008/0001; EA 2008/0003**

We reviewed the subject application and have the following comments:

1. Verify ownership of the abandoned portion of Puunene Avenue that is proposed for use as an exit from the facility. If ownership belongs to the County, Puunene Avenue would need to be improved to County standards (curb, gutter, sidewalk).
2. Due to the sharp turns on Hansen Road at the irrigation channel/ditches, in the vicinity of the Hawaiian Commercial & Sugar Company (HC&S) offices, we would recommend against bus traffic from the facility heading towards Pulehu Road on Hansen Road and vice versa. All bus traffic should utilize Mokulele Highway.
3. As the facility is proposed to be used in the early morning, 5:00 a.m., and in the evening (to 10:00 p.m.), we would recommend that area lighting be provided for the parking areas and around buildings.
4. Does the Traffic Impact Analysis take into account the heavy (large) truck traffic and vehicular traffic to and from the Central Maui Landfill?

Memo to Jeffrey S. Hunt, A.I.C.P., Planning Director
July 8, 2008
Page 2

5. The architect and owner are advised that the project is subject to possible flood inundation. As such, said project must conform to Ordinance No. 1145, pertaining to flood hazard districts.
6. A road-widening lot shall be provided for the adjoining half of Hansen Road to provide for future 60 foot wide right of way and improved to County standards to include, but not be limited to pavement widening, construction of curb, gutter and sidewalk, street lights and relocation of utilities underground. Said lot shall be dedicated to the County upon completion of the improvements.
7. 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.
8. Sight distance setbacks and easements will not be allowed for all roadways, public or private. Road right of way must accommodate sight distance allowances.
9. The applicant shall be responsible for all required improvements as required by Hawaii Revised Statutes, Maui County Code and rules and regulations.
10. Construction plans shall be designed in conformance with Hawaii Standard Specifications for Road and Bridge Construction dated 2005 and Standard Details for Public Works Construction, 1984, as amended.
11. Worksite traffic-control plans/devices shall conform to "Manual on Uniform Traffic Control Devices for Streets and Highways", 2003.
12. Access to Hansen Road shall be coordinated with the County of Maui project, Hansen Road Realignment, under the jurisdiction of the Engineering Division.

If you have any questions regarding this memorandum, please call Michael Miyamoto at 270-7845.

MMA:MMM:ls

xc: Highways Division
Engineering Division

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August 28, 2008

Mr. Milton Arakawa, A.I.C.P., Director
Department of Public Works
200 S. High Street, Room No. 434
Wailuku, HI 96793

Dear: Mr. Arakawa,

RE: Draft Environmental Assessment (DEA) the proposed Maui Economic Opportunity Inc. (MEO) Transportation Center, Pu'unene, Maui, Hawaii at TMK: (2) 3-8-06:04 portion. (EA 2008/0003)

On behalf of the applicant, MEO, we acknowledge receipt of your letter dated July 8, 2008 and respond to your department's comments, as follows:

1. Verify ownership of the abandoned portion of Puunene Avenue that is proposed for use as an exit. The abandoned portion of Puunene Avenue is owned by the State of Hawaii, and MEO is working with the State Department of Transportation to secure necessary approval for use as an access.
2. Due to the sharp turns on Hansen Road in the vicinity of the HC&S offices, the DPW recommends against bus traffic from the facility heading towards Pulehu Road on Hansen Road and vice versa. All bus traffic should utilize Mokulele Highway. MEO will comply with this recommendation and restrict exiting buses to right-turn only onto Hansen Road.
3. Since early morning (5:00 am) and evening use (10:00 pm) is proposed, provide area lighting for the parking areas and buildings. Area lighting will be provided for parking areas and around buildings.
4. Clarify if the Traffic Impact Assessment Report (TIAR) takes into account the heavy (large) truck traffic and vehicular traffic to and from the Central Maui landfill. The TIAR assumes that 2 percent of the traffic is from heavy trucks on Hansen Road. Much of the heavy truck traffic to and from the landfill is on Pulehu Road.

LANDSCAPE ARCHITECTURE
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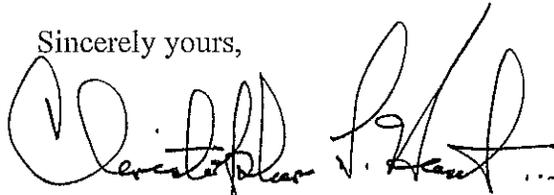
115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

5. The project must conform to Ordinance No. 1145, pertaining to flood hazard districts. The subject project is located in Zone "C", an area of minimal flood hazard potential, according to the Flood Insurance Rate Map. All applicable requirements will be met.
6. A road-widening lot shall be provided for the adjoining half of Hansen Road to provide for future 60 foot wide right of way and improved to County standards to include, but not limited to pavement widening, construction of curb, gutter and sidewalk, street lights and relocation of utilities underground. Said lot shall be dedicated to the County upon completion of the improvements. The MEO parcel does not abut Hansen Road. Access from Hansen Road to the MEO parcel is from an access easement.
7. Provide a site plan and sight distance report to determine required and available sight distance at existing and proposed street intersections. This information will be provided at the time of building permit review.
8. Be advised that sight distance setbacks and easements will not be allowed for all public or private roadways and that the road right-of-way must accommodate sight distance allowances. The applicant acknowledges that the road right-of-way must allow for the sight distance allowances.
9. The applicant shall be responsible for all required improvements, as required by Hawaii Revised Statutes, Maui County Code and rules and regulations. The applicant will comply.
10. Construction Plans shall be designed, in conformance with Hawaii Standard Specifications for Road and Bridge Construction dated 2005 and Standard details for Public Works Construction, 1984, as amended. The applicant will comply.
11. Worksite traffic-control plans/devices shall conform to the "Manual on Uniform Traffic Control Devices for Streets and Highways", 2003. The applicant will comply.
12. Access to Hansen Road shall be coordinated with the County of Maui project, Hansen Road Realignment, under jurisdiction of the Engineering Division. The applicant will comply.

Thank you for your consideration of this application. Should you have any questions, please contact Brett Davis of our staff at 242-1955.

Mr. Milton Arakawa, Director
Department of Public Works
Response to Comments on the MEO Transportation Center Draft EA
Page 3 of 3

Sincerely yours,

A handwritten signature in black ink, appearing to read "Christopher L. Hart". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Christopher L. Hart, ASLA
Landscape Architect - Planner

Cc. Sandy Baz, MEO
Harry Johnson, MEO
Ann Cua, Maui Planning Department
Project File



**CHRIS
HART**
& PARTNERS, INC.

LANDSCAPE ARCHITECTURE & LAND USE PLANNING