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**COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS**

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September 22, 2015

Ms. Jessica Wooley, Director
Office of Environmental Quality Control
Department of Health, State of Hawai'i
235 South Beretania Street, Room 702
Honolulu, Hawai'i 96813

Dear Ms. Wooley:

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT (FONSI) DETERMINATION FOR THE KUHUA STREET EXTENSION AND IMPROVEMENT PROJECT AT VARIOUS TAX MAP KEYS (2) 4-5-024; (2) 4-5-025; (2) 4-5-009:007; (2) 4-5-010:005, 006, 008 AND 034; (2) 4-5-011:007; (2) 4-5-024:068; (2) 4-6-013:001 AND 006; (2) 4-6-014:001; (2) 4-6-015:001 AND 004; (2) 4-6-016:004, 005, AND 039, LAHAINA, MAUI, HAWAII

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

15 SEP 25 P1:13

RECEIVED

With this letter, the County of Maui Department of Public Works hereby transmits the Final Environmental Assessment and Finding of No Significant Impact (FEA-FONSI) for the Kuhua Street Extension and Improvement Project situated at TMK Nos. (2) 4-5-024; (2) 4-5-025; (2) 4-5-009:007; (2) 4-5-010:005, 006, 008 and 034; (2) 4-5-011:007; (2) 4-5-024:068; (2) 4-6-013:001 and 006; (2) 4-6-014:001; (2) 4-6-015:001 and 004; (2) 4-6-016:004, 005, and 039, in the Lahaina District on the island of Maui for publication in the next available edition of the Environmental Notice.

The County of Maui Department of Public Works has included copies of comments and responses that it received during the 30-day public comment period on the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI).

Enclosed is a completed OEQC Publication Form, two (2) copies of the FEA-FONSI, an Adobe Acrobat PDF file of the same, and an electronic copy of the

Ms. Jessica Wooley, Director
September 22, 2015
Page 2

publication form in MS Word. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to your office.

Should you have any questions, do not hesitate to contact Colleen Suyama of Munekiyo Hiraga at (808) 244-2015.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG:jso

Enclosures

xc: Colleen Suyama, Munekiyo Hiraga

K:\DATA\KLMC\MillStreet\FEA\OEQC FONSI letter.doc

send both the summary and PDF to oeqchawaii@doh.hawaii.gov; no comment period ensues upon publication in the periodic bulletin.

___ Section 11-200-23
Determination

The accepting authority simultaneously transmits its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS to both OEQC and the proposing agency. No comment period ensues upon publication in the periodic bulletin.

___ Section 11-200-27
Determination

The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is not required. No EA is required and no comment period ensues upon publication in the periodic bulletin.

___ Withdrawal (explain)

Summary (Provide proposed action and purpose/need in less than 200 words. Please keep the summary brief and on this one page):

The County of Maui, Department of Public Works (DPW), proposes the development of the Kuhua Street Extension and Improvement Project in Lahaina, Maui, Hawaii. The project will be aligned east (mauka) of and roughly parallel to Honoapi'ilani Highway and will span approximately two (2) miles from Keawe Street to its southern terminus with Honoapi'ilani Highway, across from the Front Street intersection.

The proposed roadway alignment is mainly east (mauka) and parallel to the existing Mill Street cane haul road until it nears the Lahaina Recreation Center. The roadway alignment veers around the Lahaina Recreation Center between the park and Na Hale O Wainee housing project and then travels west towards Mill Street and terminates at the Front Street intersection. The project also includes the intersecting streets of Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, and Aholo Road. Due to severe grade differences at Honoapi'ilani Highway, Prison Street is currently not identified as an intersecting street. The proposed project will provide an alternate local transportation corridor parallel to Honoapi'ilani Highway. The County of Maui will need to obtain funding for land acquisition, portion of the design, and construction of the project.

Final Environmental Assessment

KUHUA STREET EXTENSION AND IMPROVEMENT PROJECT, LAHAINA, MAUI, HAWAII

VOLUME I OF II

Prepared for:

**County of Maui,
Department of Public Works**

September 2015

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by Munekiyo Hiraga



MUNEKIYO HIRAGA

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List of Acronyms

AFNSI	Anticipated Finding of No Significant Impact
AIS	Archaeological Inventory Survey
ALISH	Agricultural Lands of Importance to the State of Hawaii
AM	Morning
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
ATA	Austin Tsutsumi & Associates, Inc.
BMP	Best Management Practices
CATV	Cable Television
CFS	Cubic Feet Per Second
CIA	Cultural Impact Assessment
DA	Department of Army
DEM	Department of Environmental Management
DLNR	Department of Land and Natural Resources
DOE	Department of Education
DOFAW	Division of Forestry and Wildlife
DOT	Department of Transportation
DPW	Department of Public Works
DPWEM	Department of Public Works and Environmental Management
EA	Environmental Assessment
EaA	Ewa Silty Clay Loam
EB	Eastbound
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	U.S. Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Findings of No Significant Impact
HAR	Hawaii Administrative Rules
HCZMP	Hawaii Coastal Zone Management Program
HHFDC	Hawaii Housing Finance and Development Corporation
HRS	Hawaii Revised Statutes
KLMC	Kaanapali Land Management Corp.
KSE	Kuhua Street Extension
KSFC	Kahoma Stream Flood Control Channel
LBR	Lahaina Bypass Road
Leq	Equivalent Continuous Noise Level
LID	Low Impact Development
LGM	Lahaina Gateway Mall
LOS	Level of Service
LSB	Land Study Bureau
LT	Left Turn
LWFC	Lahaina Watershed Flood Control

LWWRF	Lahaina Wastewater Reclamation Facility
MECO	Maui Electric Company, Ltd
MG	Million Gallon
MGD	Million Gallons Per Day
MIP	Maui Island Plan
NPDES	National Pollutant Discharge Elimination System
NPS	Non Point Source
NRCS	Natural Resource Conservation Service
OHA	Office of Hawaiian Affairs
OS	Open Space
PDR	Preliminary Drainage Report
PER	Preliminary Engineering Report
PM	Afternoon
PpA	Pulehu Silt Loam
PtB	Pulehu Cobbly Clay Loam
RGB	Rural Growth Boundary
ROW	Right of Way
RT	Right Turn
SB	Southbound
SHPD	State Historic Preservation Division
SIHP	State Inventory of Historic Places
SMA	Special Management Area
STB	Small Town Boundary
STIP	Statewide Transportation Improvement Program
TH	Through
TIAR	Traffic Impact Analysis Report
TMK	Tax Map Key
UH-MC	University of Hawaii – Maui College
UGB	Urban Growth Boundary
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
WB	Westbound
WdB	Wahikuli Very Stony Silty Clay
WSUE	Warren S. Unemori Engineering, Inc.
WWRF	Wastewater Reclamation Facility
WxB	Wainee Very Stony Silty Clay
WyC	Wainee Extremely Stony Silty Clay

Executive Summary

Project Name: Kuhua Street Extension and Improvement Project

Type of Document: Draft Environmental Assessment

Legal Authority: Chapter 343, Hawaii Revised Statutes

Agency Determination: Anticipated Finding of No Significant Impact (AFNSI)

Applicable Environmental Assessment Review "Trigger": Use of State and County Lands and Funds, possible location in the Lahaina National Historic Landmark District

Location: TMK: 4-5-024; 4-5-025; 4-5-009:007; 4-5-010:005, 006, 008, and 034; 4-5-011:007; 4-5-024:068, 4-6-013:001, and 006; 4-6-014:001; 4-6-015:001 and 004; 4-6-016:004, 005, and 039
Lahaina
Maui Island

Applicant: Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawaii 96793
Contact: David Goode, Director
Phone: (808) 270-7845

Approving Agency: Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawaii 96793
Contact: David Goode, Director
Phone: (808) 270-7845

Consultant: Munekiyo Hiraga
305 High Street, Suite 104
Wailuku, Hawaii 96793
Contact: Colleen Suyama, Senior Associate
Phone: (808) 244-2015

Project Summary: The County of Maui, Department of Public Works (DPW), proposes the development of the Kuhua Street Extension and Improvement Project in Lahaina, Maui, Hawaii. The lands to be utilized for the project area are primarily owned by the

County of Maui and Pioneer Mill Company, Ltd., (a subsidiary of Kaanapali Land Management Corp. (KLMC)). Specifically, the project will be aligned east (mauka) of and roughly parallel to Honoapiilani Highway and will span approximately two (2) miles in the vicinity of Keawe Street to its southern terminus in the vicinity of Honoapiilani Highway, across from the Front Street intersection.

Heading in a northerly to southerly direction from its northern terminus at Keawe Street, the proposed roadway alignment generally follows the former Pioneer Mill cane haul road, crosses the Kahoma Stream Flood Control Channel, and continues along the existing Kuhua Street until it intersects with Lahainaluna Road. The proposed roadway alignment then continues in a southerly direction, east (mauka) and parallel to the existing Mill Street cane haul road until it nears the Lahaina Recreation Center. The roadway alignment veers around the Lahaina Recreation Center between the park ballfields and Na Hale O Wainee housing project and then travels west towards Mill Street and terminates at the Front Street intersection. In addition, the proposed project improvements include extending and/or improving the following east-west (mauka-makai) roadways between KSE and Honoapiilani Highway: Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street. The Lahaina Bypass Road will be located to the east (mauka) of the proposed Kuhua Street Extension and Improvement Project.

The proposed project will provide an alternate local transportation corridor parallel to Honoapiilani Highway that will enhance access to the regional roadway network, alleviate existing traffic congestion, and improve circulation, including pedestrian-friendly access by incorporating a landscaped multi-use trail greenway along its entire length. It provides a pedestrian-oriented streetscape and gateway westward for connectivity to Lahaina town. The proposed roadway will also serve as an alternate route in the event of emergencies or during unexpected closures of Honoapiilani Highway. The County of Maui will need to obtain funding for land acquisition, portion of the design and construction of the project.

I. PROJECT OVERVIEW

I. PROJECT OVERVIEW

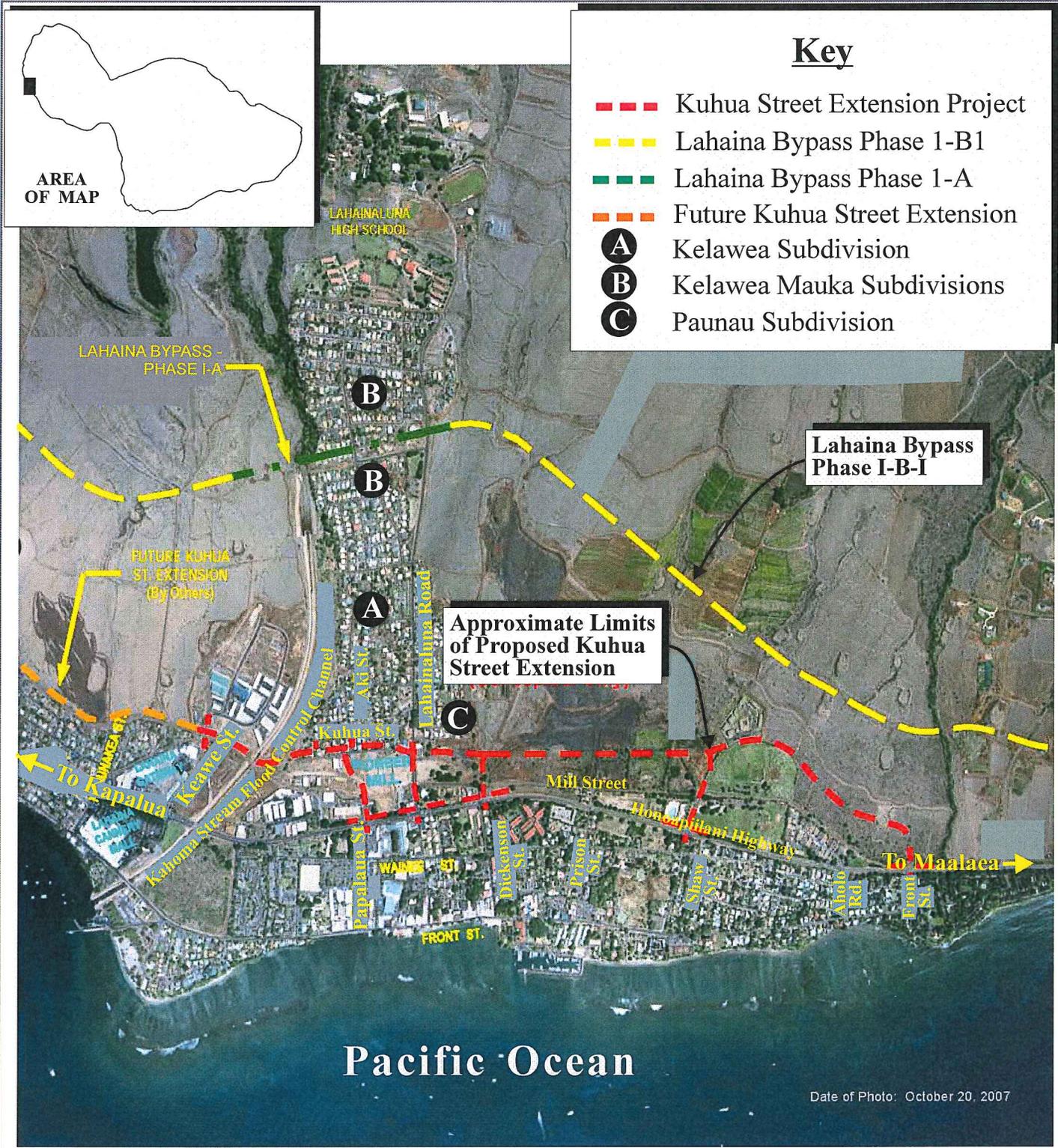
A. PROJECT LOCATION, EXISTING USE, AND OWNERSHIP

The project area for the Kuhua Street Extension and Improvement Project is located in Lahaina, Maui to the east (mauka) of the existing Honoapiilani Highway. See **Figure 1**. The proposed roadway project will extend the existing Kuhua Street in the vicinity of Keawe Street in the north to its southern terminus in the vicinity of Honoapiilani Highway at the Front Street intersection. See **Figure 2**. The proposed alignment for the Kuhua Street Extension and Improvement Project has been designed to integrate with the existing roadway network constraints and seeks to minimize impacts to existing land uses in the vicinity.

In conjunction with the Kuhua Street Extension (KSE), improvements to intersecting roadways, Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street will need to be coordinated upon construction of the roadway extension. Due to severe grade differences at Honoapiilani Highway, a future connection at Prison Street is not proposed.

The project area from Keawe Street toward Dickenson Street is urbanized while the area south of Dickenson Street is largely vacant and undeveloped, much of which was formerly used for sugarcane cultivation or operations. See **Figure 3** and **Figure 4**. Existing land uses bordering the project area include agricultural, multi-family and single-family residential, park, commercial, and heavy industrial uses. Kuhua Street is an existing County roadway with a right-of-way width of approximately 25 feet with 20 feet of asphalt pavement which intersects with Lahainaluna Road to the south, directly across the Maui Electric Company, Ltd. (MECO) substation. To the north, Kuhua Street terminates at the former cane haul road that crosses the Kahoma Stream Flood Control Channel.

Most of the lands within the project area are owned by the County of Maui and Pioneer Mill Company, Ltd. (a subsidiary of Kaanapali Land Management Corp. (KLMC)). Right-of-way acquisition involving portions of adjacent properties may be required. The proposed KSE corridor will affect the following Tax Map Keys (TMKs) identified in **Table 1**. See **Figure 5**, Affected Tax Map Keys Reference Map.



Source: Warren S. Unemori Engineering, Inc.

Figure 1 **Kuhua Street Extension and Improvement Project**
Regional Location Map

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works



**View at Keawe Street/Kuhua Street
Extension Intersection (North Terminus)**



**View South at Kahoma Stream Flood Control Channel
Crossing (Cane Haul Road and LKPR Sugar
Cane Train Track)**

Source: Munekiyo Hiraga

Figure 3 **Kuhua Street Extension and
Improvement Project
Site Photos**

NOT TO SCALE



View North on Kuhua Street toward Kahoma Stream Flood Control Channel. Pioneer Mill Site on Left and Old Kuhua Tract Subdivision on Right

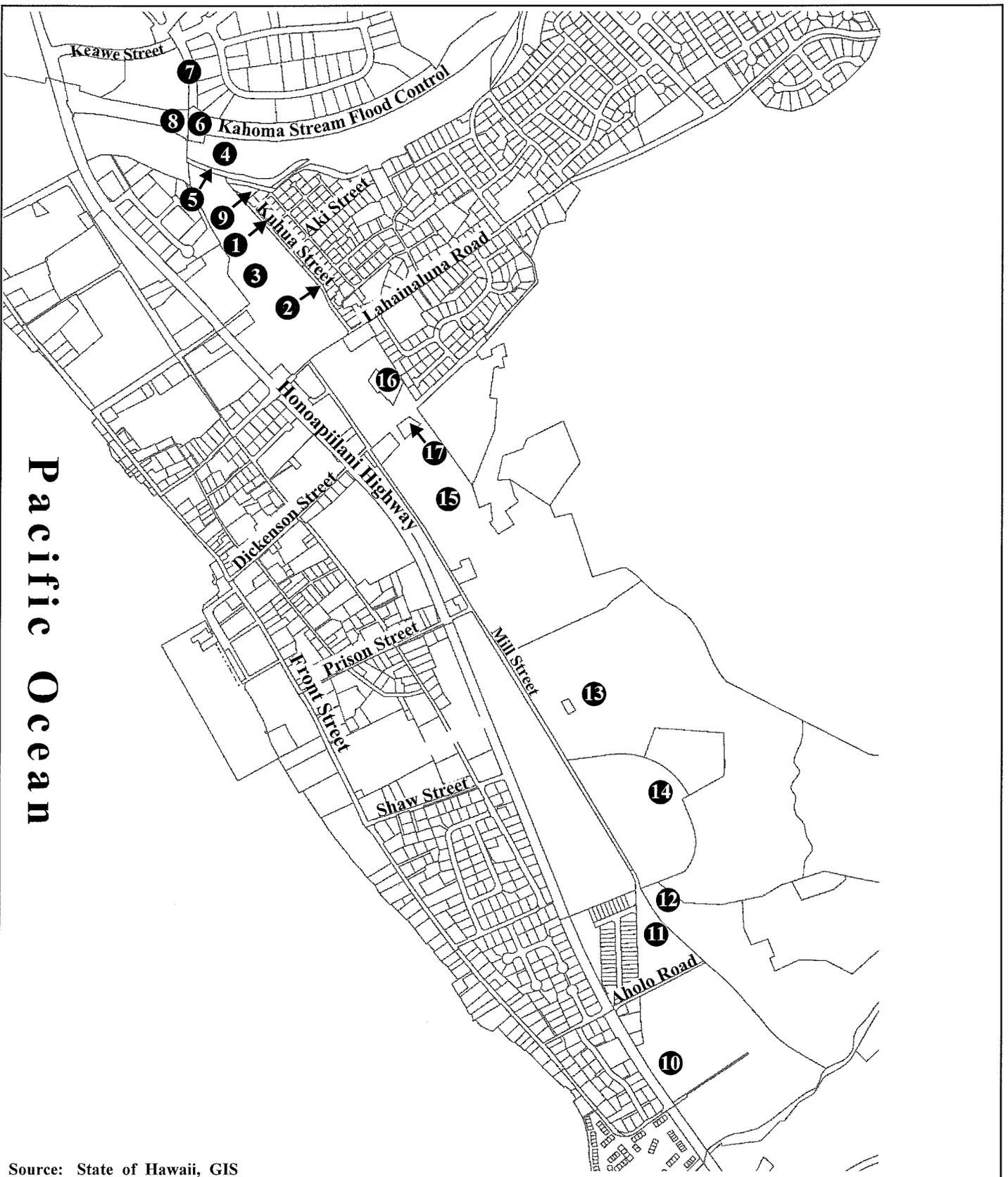


View South Near Keone Street on Kuhua Street Toward Lahainaluna Road Intersection. Old Kuhua Tract Subdivision on Left and Pioneer Mill Site Quonset Huts on Right

Source: Munekiyo Hiraga

Figure 4 **Kuhua Street Extension and
Improvement Project
Site Photos**

NOT TO SCALE



Source: State of Hawaii, GIS

Figure 5

Kuhua Street Extension and Improvement Project
 Affected Tax Map Keys in Roadway Corridor Reference Map

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works

 MUNEKIYO HIRAGA

Table 1. Affected Tax Map Keys in KSE Roadway Corridor

Reference No.	Tax Map Keys	Owners
1	(2)4-5-024 (Kuhua Street)	County of Maui
2	(2)4-5-025 (Kuhua Street)	County of Maui
3	(2)4-5-009:007 (Old Mill Site)	Pioneer Mill Company, Ltd.
4	(2)4-5-010:005	West Maui Land Company, Inc.
5	(2)4-5-010:006 (Old Kahoma Stream)	County of Maui
6	(2)4-5-010:008 (Kahoma Stream Channel)	Pioneer Mill Company, Ltd.
7	(2)4-5-010:034	West Maui Venture Group
8	(2)4-5-011:007 (Kahoma Stream Channel)	Hawaii Omori Corporation
9	(2)4-5-024:068	Alvin and Teresita Panlasigui
10	(2)4-6-013:001	Pioneer Mill Company, Ltd.
11	(2)4-6-013:006	Pioneer Mill Company, Ltd.
12	(2)4-6-014:001	Pioneer Mill Company LLC
13	(2)4-6-015:001	Pioneer Mill Company, Ltd.
14	(2)4-6-015:004 (Lahaina Recreation Center)	County of Maui
15	(2)4-6-016:001	Earl Yamauchi
16	(2)4-6-016:005	Pioneer Mill Company, Ltd.
17	(2)4-6-016:039	Pioneer Mill Company, Ltd.

Source: County of Maui, Real Property Tax

B. BACKGROUND

In 2005, the County of Maui identified the “Mill Street Collector Road” as a possible remedy to disperse traffic from Honoapiilani Highway and provide an alternative route to Lahainaluna Road and the three (3) public schools located along the road.

On February 22, 2005, the Maui Planning Commission granted approval of a Special Management Area Use Permit (SMA) (SM1 2004/0017) and Step 2 Planned Development Approval (PD 2004/0005) for the Honua Kai Resort project on Lot 4 of the Kaanapali North

Beach Subdivision. In granting SMA Permit No. SM1 2004/0017, the Maui Planning Commission acknowledged the applicant's (Maui Beach Resort Limited Partnership) representation that traffic-related improvements totaling \$2.5 million may be implemented, as determined by the County of Maui and State Department of Transportation. The "fair share" regional traffic improvements identified included the "Mill Street Collector Road traffic studies and road design fees from Keawe Street to Aholo Road". See **Appendix "A"**.

The "Mill Street Collector Road" would be a future County roadway parallel to Honoapiilani Highway under the jurisdiction of the County of Maui, Department of Public Works. Originally, the collector road was envisioned to follow the existing Mill Street alignment, which is privately owned. Based on technical considerations and input from the community and State and County transportation stakeholders, the alignment of the collector roadway was revised to a more mauka (east) alignment utilizing the existing Kuhua Street. As such, the project was renamed "Kuhua Street Extension".

C. PROJECT NEED

The County of Maui, Department of Public Works (DPW) is proposing the Kuhua Street Extension and Improvement Project to respond to the growing demand for additional roadway capacity in and around Lahaina Town. The proposed project, which incorporates a pedestrian-friendly multi-use trail greenway along its entire alignment, is viewed as an integral part of the regional transportation system for West Maui. In conjunction with the construction of the Lahaina Bypass Road and widening of Honoapiilani Highway from Lahainaluna Road to Aholo Road, the proposed roadway is anticipated to improve traffic circulation for the neighboring communities in the area, reduce increasing traffic congestion on local roadways, and provide a pedestrian-oriented streetscape from Kuhua Street westward for connectivity to Lahaina town. The proposed roadway will also serve as an alternative route in case of emergency, such as during unforeseen closures of Honoapiilani Highway in the area.

D. PROPOSED ACTION

The DPW proposes the development of a new public collector roadway, including an adjacent multi-use trail greenway, which will be aligned east (mauka) of and roughly parallel to Honoapiilani Highway and will span approximately two (2) miles in the vicinity of Keawe Street in the north to its southern terminus in the vicinity of the Front Street/Honoapiilani Highway intersection. The roadway alignment is mainly east (mauka) of and parallel to the existing Mill Street cane haul road until it nears the Lahaina Recreation Center. The

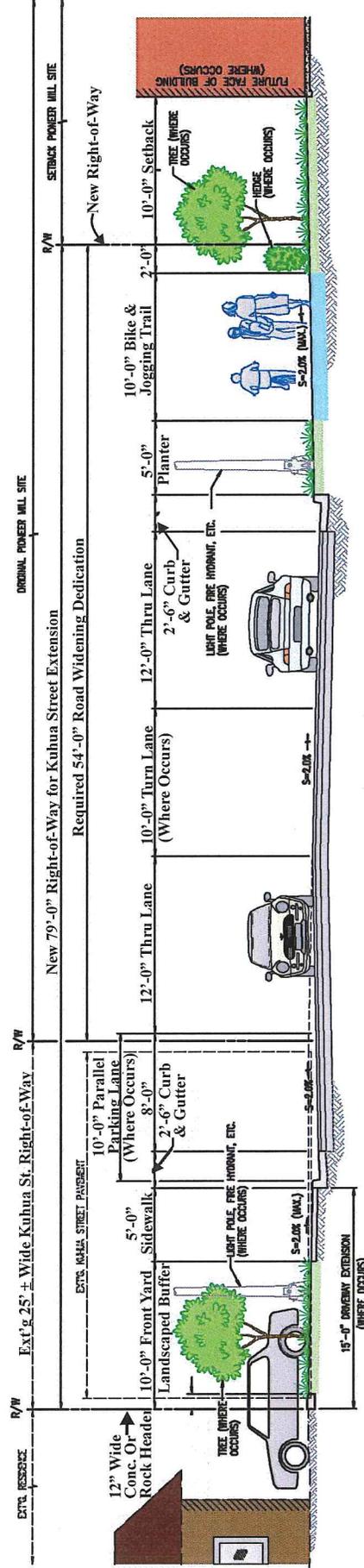
alignment veers around the Lahaina Recreation Center between the park ballfields and Na Hale O Wainee housing project operated by Ka Hale A Ke Ola, and then westward toward Mill Street to its southern terminus at the Front Street intersection. The Lahaina Bypass Road will be located to the east (mauka) of the proposed project. Refer to **Figure 2**.

The proposed roadway will be constructed with two (2) travel lanes (one (1) in each direction) with dedicated right-turn and left-turn storage lanes at major intersections, as required, in accordance with County standards, including curbs, gutters, and sidewalks. See **Figure 6**. It is anticipated that east-west connections between Honoapiilani Highway and the proposed roadway will occur at Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street. In addition to a landscaped planting strip on both sides of the roadway, a pedestrian-friendly multi-use trail will be incorporated mainly along the west (makai) side of the roadway. See **Figure 7**. The closed Lahaina Kaanapali and Pacific Railroad (LKPR) Sugar Cane Train tracks are located on the makai side of the approximate 48 feet wide Kahoma-Uka cane haul bridge. To eliminate potential traffic conflicts and improve safety, portions of the multi-use trail near the Kahoma Stream Flood Control Channel will cross to the mauka side of the roadway and a new 10 feet wide multi-use trail pedestrian bridge will be constructed across the stream separated and parallel to the existing bridge built in 1988, which will not be structurally altered or widened. New utility lines for sewer and water will be attached to the existing bridge, and upgrades to the bridge are expected to include new railings, pavement, curb and signage. See **Figure 8**.

The proposed KSE roadway improvements include the following:

1. Existing Kuhua Street

- Widen right-of-way from 25 feet to a 79 feet wide right-of-way as a two-lane roadway with a multi-use trail greenway, landscape buffer, and refuge lane
- Construct curbs, gutters and sidewalk, and provisions for residential parking
- Realign the existing intersection with Lahainaluna Road further west of the MECO substation



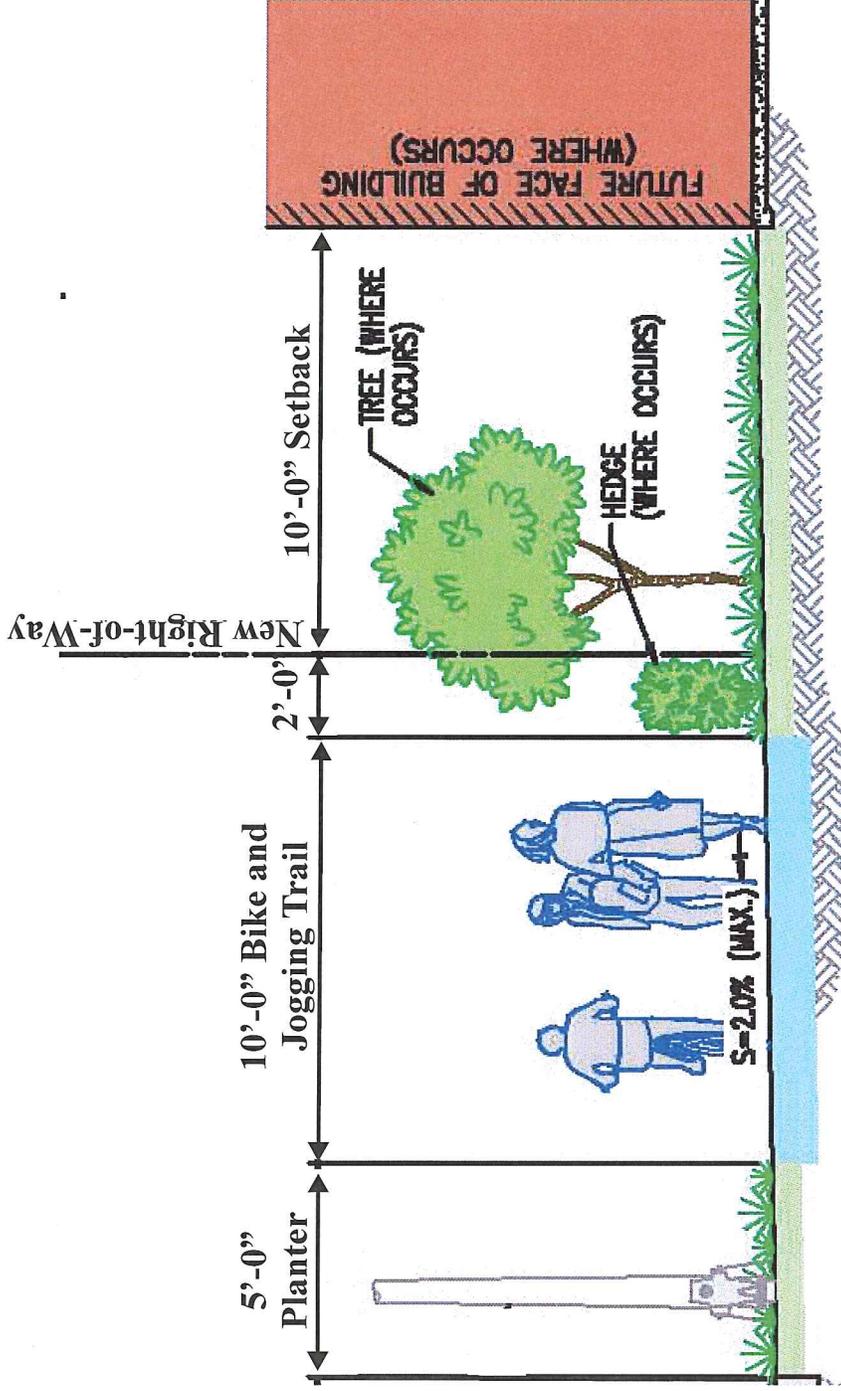
Source: Warren S. Unemori Engineering, Inc.

Figure 6 Kuhua Street Extension and Improvement Project
 Typical Roadway Section Between Old Kuhua Tract
 Subdivision and Pioneer Mill Site

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works

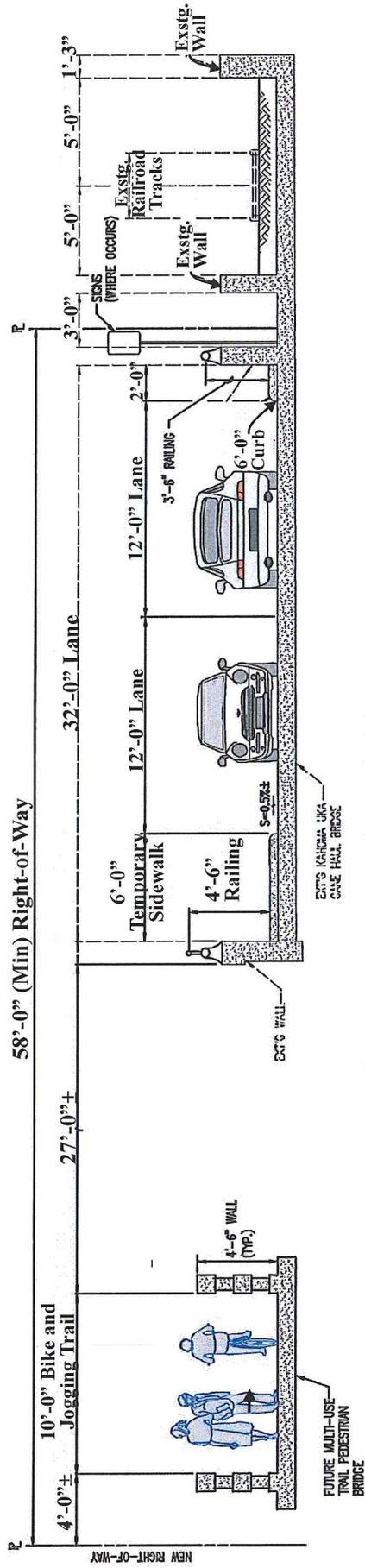


Source: Warren S. Unenori Engineering, Inc.

Figure 7 Kuhua Street Extension and Improvement Project
Multi-Use Trail

NOT TO SCALE





Source: Warren S. Unemori Engineering, Inc.

Figure 8 Kuhua Street Extension and Improvement Project

Kahoma Stream Flood Control Channel Crossing Section

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works

- Include an auxiliary 10 ft. wide refuge lane along the east edge of the roadway
- Landscape both sides of the roadway and add a multi-use trail (pedestrian and bicycles) greenway predominantly along the west side of the roadway

2. **KSE from Keawe Street (north) to Honoapiilani Highway/Front Street intersection**

- Extend Kuhua Street as a two-lane roadway to Keawe Street to the north
- Extend Kuhua Street as a two-lane roadway to the south from Lahainaluna Road to the Honoapiilani Highway/Front Street intersection
- Construct curbs, gutters and sidewalks
- Landscape both sides of the roadway and include a multi-use trail greenway

3. **Papalaua Street Extension to Papalaua Drive (private driveway) from Honoapiilani Highway to Kuhua Street across Aki Street**

- Two-lane roadway extension
- Construct left turning lanes into the KSE, future Mill site, West Maui Center and on Honoapiilani Highway
- Install curbs, gutters, sidewalks, and provisions for a bike lane where feasible
- Install landscaping
- Provide a new access to the corner lot south of the Papalaua Street, Papalaua Drive, and Honoapiilani Highway intersection

4. **Lahainaluna Road Intersection With Honoapiilani Highway**

- Widen intersection with additional turning lanes and possible acceleration/deceleration lanes
- Install curbs, gutters and sidewalks
- Traffic signal modifications

5. **Dickenson Street Extension to KSE**

- Two-lane roadway extension
- Install curbs, gutters, and sidewalks
- Landscaping

6. **Shaw Street Extension to KSE**

- Two-lane roadway extension
- Install curbs, gutters, and sidewalks
- Landscaping
- Install turning lanes
- Consider a roundabout at the KSE and Shaw Street intersection

7. **Aholo Street Extension to KSE**

- Two-lane roadway extension
- Restricted right-turn in and right-turn out at Honoapiilani Highway

8. **Keawe Street Intersection with KSE**

- Install new traffic signal with provisions to integrate the existing signals for train crossing should the railroad reopen

9. **Lahainaluna Road Intersection with KSE**

- Install left turning lanes and new traffic signal
- Widen Lahainaluna Road toward Honoapiilani Highway
- Install curbs, gutters, and sidewalks

The area currently lacks a drainage system. The KSE project will include construction of a drainage system to handle existing and post development runoff. See Section III, D.4., Drainage. During the construction design phase, additional roadway improvements, such as,

but not limited to, acceleration/deceleration lanes and extension of left storage lanes may be required by the DPW and State Department of Transportation (DOT).

In addition to the roadway and drainage improvements, the KSE Extension and Improvement project will include the following associated work:

- Clearing, grubbing, and grading the existing and proposed roadway corridors
- Retaining walls, railings, fencing, and sound attenuation walls (where required)
- Streetlights along the roadways, pole mounted lighting along the multi-use trail greenway, and appurtenances
- Underground electrical, telephone, cable television (CATV) systems in addition to maintaining existing overhead electrical power transmission lines
- Relocation of existing power poles and reconnections of existing utility services such as water, sewer, electrical, telephone, CATV, etc.
- Temporary modifications to existing railroad tracks during construction should the railroad reopen.

E. CHAPTER 343, HAWAII REVISED STATUTES COMPLIANCE

Portions of the connecting roadways from Front Street to Lahainaluna Road may be located within the Lahaina National Historic Landmark District. Current available funding for the project is limited to planning. Should there be remaining funds provided by the Honua Kai Resort project, design of a portion of the KSE may be initiated. The County will need to obtain funding for land acquisition and construction which may take several years to accomplish. In addition, the proposed project will require connections to a number of existing County and State roadways. Possible funding may include State and County sources. The possible location of the connecting roadways within the Lahaina National Historic Landmark District and use of State and County lands and funds are triggers for an environmental impact review pursuant to Chapter 343, Hawaii Revised Statutes (HRS) and Chapter 11-200, Hawaii Administrative Rules (HAR). The Draft Environmental Assessment (EA) was published on March 23, 2013 in the Office of Environmental Quality Control, "The Environmental Notice". The statutory deadline for comments was on April 22, 2013.

This EA is intended to cover any use of State and County lands and funds for purposes including, but not limited to, any roadway, infrastructure, or utility system or other

improvements relating to the project, as well as its possible location of said improvements in the Lahaina National Historic Landmark District. This would also include, but not be limited to, roadway, infrastructure, utility systems or other improvements to the adjoining roadways of Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street, as well as offsite locations.

F. PROJECT COST AND IMPLEMENTATION SCHEDULE

The implementation of the proposed Kuhua Street Extension and Improvement Project will commence upon completion of the Chapter 343 EA process, additional funding allocations, land acquisition, and acquisition of applicable regulatory permits. Upon completion of the Chapter 343 EA process, preparation and approval of construction plans will be required, as well as, obtaining all required regulatory permits. The preparation and approval of construction plans is estimated to take approximately two (2) years to complete and is dependent on available funding allocations. Cost sharing with developers of adjacent properties may be considered. Once additional funding is obtained, roadway plans completed and land acquisition completed, roadway construction will be initiated with an estimated construction duration of approximately one (1) year for each of the proposed two (2) phases, Phase 1 north of Lahainaluna Road and Phase 2 south of Lahainaluna Road. The project is estimated to cost approximately \$36 million (2013 dollars) to construct.

II. ALTERNATIVES ANALYSIS

II. ALTERNATIVES ANALYSIS

To respond to the growing demand for additional roadway capacity in and around Lahaina Town, a Traffic Impact Analysis Report (TIAR) was prepared by Austin, Tsutsumi & Associates, Inc. See Appendix C in **Appendix “B”** of the Draft EA. The preferred alternative was evaluated as an integral part of the regional transportation system for West Maui. The following alternatives were evaluated by the County of Maui during the process of selecting the proposed alignment for the Kuhua Street Extension (KSE) and Improvement Project.

A. PREFERRED ALTERNATIVE (ALTERNATIVE 1)

In conjunction with the construction of the Lahaina Bypass and widening of Honoapiilani Highway from Lahainaluna Road to Aholo Road, the proposed roadway, which incorporates a multi-use trail greenway along its entire alignment, is anticipated to improve local traffic circulation for the neighboring communities in the area and reduce increasing traffic congestion on local roadways. It also provides a pedestrian-oriented streetscape westward from Kuhua Street for connectivity to Lahaina town. The proposed roadway will also serve as an alternative route in case of emergency, such as during unforeseen closure of Honoapiilani Highway in the project vicinity.

The “preferred” alternative was selected after a thorough evaluation of the other potential alternatives with respect to minimizing economic, social, and environmental impacts, as well as input from the affected residents and the West Maui Community. The preferred alternative is east (mauka) of and parallel to the existing Mill Street cane haul road until it nears the Lahaina Recreation Center. The roadway alignment veers around the Lahaina Recreation Center between the park and Na Hale O Wainee housing project operated by Ka Hale A Ke Ola and then travels west towards Mill Street and terminates at the existing Honoapiilani Highway and Front Street intersection. Refer to **Figure 2**.

This alternative maximizes the separation distance from Honoapiilani Highway, reducing the potential for vehicles to stack beyond the area between the highway and the KSE. This alternative would also have the least impact on the Lahaina Recreation Center and the County’s Komohana Hale Housing project in the vicinity of Aholo Road. This alignment will go around the Lahaina Recreation Center and will be further away from the housing project. The underlying lands for the Kuhua Street alignment are owned predominantly by

one (1) major landowner, Pioneer Mill Company, Ltd., which reduces obstacles associated with land acquisition for the future County right-of-way.

B. OTHER ALTERNATIVE ROUTES CONSIDERED

1. Aholo Road Terminus Alternative (Alternative 2)

The alignment is identical to the preferred alternative, except the southernmost terminus is at Aholo Road instead of Front Street. At community meetings conducted by the Department of Public Works, the residents of the County's Komohana Hale Housing located off of Aholo Road expressed a preference that Aholo Road not be used as the southern terminus and that a proposed connection to the KSE from the internal streets of the housing project be deleted. The residents also expressed concerns that the additional traffic would adversely impact the unsignalized Aholo Road intersection with Honoapiilani Highway. See **Figure 9**.

2. Mill Street Alignment Alternative (Alternative 3)

This alignment south of Lahainaluna Road would follow the existing cane haul road alignment of Mill Street. This alignment would bifurcate the existing Lahaina Recreation Center, crossing between the two (2) parking areas for the east and west baseball fields and recreation areas and create potential conflicts between vehicular and pedestrian traffic. Both the County Department of Parks and Recreation and Lahaina Bypass Now requested the roadway extend around the Lahaina Recreation Center so it would not separate the Lahaina Recreation Center and pose a safety concern for park users crossing the roadway. Refer to **Figure 9**.

The close proximity of Mill Street to Honoapiilani Highway lacks adequate separation between intersections and will create longer lines at the Lahainaluna Road intersections at Honoapiilani Highway and Mill Street. The lines have the potential to stack beyond the area between the two (2) intersections.

3. **Frontage Road Alignment Alternative (Alternative 4)**

In the vicinity of the Old Pioneer Mill Site, this alignment would keep Kuhua Street as a frontage road with a new two-lane roadway built parallel to Kuhua Street. Kuhua Street would become “Old Kuhua Street” and maintain its existing physical characteristics with access to the KSE via an extension of Aki Street, however, it would dead end at Lahainaluna Road. Refer to **Figure 9**.

One (1) benefit of this alignment would be the shielding of existing driveways and local traffic from the heavier traffic utilizing the KSE. This benefit would, however, be overshadowed by additional design and safety challenges. The frontage road will increase the number of conflicting traffic movements, create awkward turning movements leading to confusing roadway patterns and separations which can lead to wrong-way entry, limited sight distance and potential for traffic on the frontage road to back up at its intersection with the KSE. The frontage road will create more complex design and traffic control problems. This alternative also will require a wider right-of-way in order to create an additional two (2) travel lanes and a separation median between the frontage road and KSE creating greater land acquisition costs. Refer to inset in **Figure 9**.

C. ROADWAY WIDENING ALTERNATIVES

1. **Honoapiilani Highway**

The State Department of Transportation (DOT) completed widening Honoapiilani Highway between Lahainaluna Road and Aholo Road from two (2) travel lanes to four (4) travel lanes. Completion of this State DOT project created additional roadway capacity over this particular stretch of Honoapiilani Highway. However, despite these efforts, additional roadway capacity is warranted along a larger portion of Honoapiilani Highway involving widening the highway from Lahaina Town to Maalaea. The State DOT is in the process of preparing an Environmental Impact Statement for the widening and relocation of Honoapiilani Highway between Launiupoko and Maalaea. However, implementation of the project is several years away. The proposed KSE roadway, when built, would temporarily in effect bridge a larger portion of the congested area of Honoapiilani Highway in Lahaina by providing an alternative route to disperse traffic through the area, as well as provide

enhanced access to existing residential properties east (mauka) of Honoapiilani Highway. The mauka residential properties will have another roadway option to exit the area in addition to Honoapiilani Highway and the Lahaina Bypass Road (LBR).

2. Wainee Street and Front Street

Roadway alternatives west (makai) of Honoapiilani Highway would involve either the widening of existing roadways in the vicinity or the acquisition of developed residential and park lands for new roadway development. The existing roadways west of Honoapiilani Highway, such as Wainee Street and Front Street, cannot be widened without significant right-of-way acquisition, which would result in hardships to existing residential and commercial owners and recreational users. Similarly, the acquisition of already developed lands would result in displacement of these owners and lessees. Consequently, alternatives situated to the west of Honoapiilani Highway are not deemed economically or socially feasible.

Further, portions of Wainee Street and Front Street are located within the Lahaina National Historic Landmark District, established by the U.S. Department of Interior and designated as Historic Districts 1 and 2 by the County of Maui. Widening of portions of the roadways will involve land acquisition that will significantly impact historic sites placed on both the National and Hawaii Register of Historic Places, such as Lahaina Prison and Waiola Church and Cemetery on Wainee Street.

D. NO ACTION ALTERNATIVE

The ‘no action’ or ‘no build’ alternative would forego the implementation of the proposed project and maintain the status quo. The widening of Honoapiilani Highway to Aholo Road provided some relief but in the absence of the proposed project, access along Honoapiilani Highway through Lahaina is anticipated to eventually deteriorate over time as Maui’s population grows and until the highway is widened to Maalaea and the Lahaina Bypass Road is completed beyond Keawe Street. In recent years, travelers have often experienced significant rush hour vehicle queuing along Honoapiilani Highway due to insufficient roadway capacity. Accordingly, the no action alternative is not considered a viable or desirable scenario in light of existing and projected traffic conditions in the area.

E. DEFERRED ALTERNATIVE

The deferred alternative will have the same effect as the No Action Alternative in which current traffic congestion on Honoapiilani Highway will continue until the proposed project is implemented or the highway is widened to Maalaea and the Lahaina Bypass is completed. Further, deferral of the improvements would result in increased costs associated with land acquisition and construction (i.e. labor and materials).

F. CONNECTION STREETS

Construction of the Kuhua Street Extension requires connection to the existing connector streets with Honoapiilani Highway consisting of Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street.

Papalaua Drive Extension

Across Papalaua Street on the mauka side of Honoapiilani Highway is an approximate 250 feet long two-way driveway (Papalaua Drive) providing access to the West Maui Center to the north and the Prudential Maui Real Estate (Prudential) office to the south which are offset and not directly across from each other and dead ends at the former Pioneer Mill site. The paved driveway access is located on the 25 ft. wide flag portion of the Pioneer Mill property. Also, on the West Maui Center property there is a 25 ft. easement in favor of Pioneer Mill Company.

The Papalaua Street/Papalaua Drive/Honoapiilani Highway intersection operates at Level of Service (LOS) C in both morning (AM) and afternoon (PM) peak hours of traffic, except for the southbound left-turn at the Lahainaluna Road and Honoapiilani Highway intersection which backs up through Papalaua Street. The eastbound approach shared through and left-turn lane operates at LOS F and over capacity conditions during both the AM and PM peak hours of traffic while the northbound left-turn (AM and PM) and southbound (PM) left-turn operate at LOS E. Refer to Appendix C in **Appendix "B"** of the Final EA.

The Papalaua Drive Extension will provide a new connection between Honoapiilani Highway and Kuhua Street to accommodate future traffic demands. The improvements include widening the westbound approach of Papalaua Drive to not only accommodate future traffic demand but also to improve operations at the Papalaua Street/Papalaua Drive/Honoapiilani Highway intersection in conjunction with the Lahainaluna

Road/Honoapiilani Highway intersection improvements to improve existing over capacity conditions (LOS F). The improvements will require reconfiguration of the Prudential site right-of-way (ROW); utilizing the existing access easement along the West Maui Center's property; and reconfiguration and consolidation of the driveways to the West Maui Center and Prudential site. Reconfiguration and consolidation of the driveways are necessary due to increased traffic volumes, proximity to Honoapiilani Highway, and the potential for traffic to block (spillback) the intersection. The proposed configuration of the Papalaua Drive Extension maximizes the distance of the driveway locations to Honoapiilani Highway reducing the potential for spillback between the highway and the KSE. Refer to Appendix C in **Appendix "B"** of the Final EA.

The cessation of operations and demolition of Pioneer Mill provides an opportunity to master plan the area to provide a future connector roadway from Honoapiilani Highway to Kuhua Street in order to improve connectivity within Lahaina Town. The existing access easements total approximately 50 ft. in width. This does not meet County of Maui requirements for a connector street within a commercial/industrial district. To extend Papalaua Drive to Kuhua Street, additional land acquisition will be required from the adjacent properties for a ROW between 64 and 76 feet in width. This will allow landscaping, pedestrian-friendly shoulders and bike lanes, where feasible, to be constructed similar to the northern side of Papalaua Street below Honoapiilani Highway creating an inviting, unobstructed view of the ocean for motorist, pedestrians, and bicyclists from the mauka side of Honoapiilani Highway toward Front Street. Refer to Appendix C in **Appendix "B"** of the Final EA.

The extension of Papalaua Drive will bi-furcate the Pioneer Mill site. New access points will be required during future redevelopment of the site. As part of this master plan effort, the Papalaua Drive Extension will include future access points to the Pioneer Mill site meeting County of Maui requirements. Also, the driveway accesses to the West Maui Center and Prudential Maui Real Estate office will need to be reconfigured so as not to conflict with future traffic on the Papalaua Drive Extension roadway and the Papalaua Street/Papalaua Drive/Honoapiilani Highway intersection.

Lahainaluna Road and Honoapiilani Highway Intersection

Lahainaluna Road is a two-lane roadway while Honoapiilani Highway is a four-lane State highway. The intersection on Honoapiilani Highway is improved with dedicated left-turn pockets, a through lane and a through/right-turn lane. On Lahainaluna Road, the west-bound

traffic at the intersection has left-turn, through and right-turn lanes while the east-bound traffic has left-turn and through/right-turn lanes.

The intersection experiences significant congestion during the AM peak hour of traffic during a 20 to 30 minute period which corresponds when parents are dropping off their kids at school and operate at LOS F and over capacity conditions. The southbound left-turn traffic on Honoapiilani Highway was observed to stack as far back as Papalaua Street, while the west-bound traffic on Lahainaluna Road was observed to stack as far back as Ikena Street, roughly 3,700 feet. During the PM peak hour of traffic, the southbound left turn operates at LOS F and over capacity conditions, the northbound left-turn lane at LOS F and the east-bound shared through/right-turn and westbound left-turn lane at LOS F and E, respectively. Refer to Appendix C in **Appendix “B”** of the Final EA.

To accommodate existing and future traffic demand at the Lahainaluna Road/Honoapiilani Highway intersection, future widening and improvements will be required. Proposed improvements consist of lengthening the west-bound left-turn and right-turn lanes on Lahainaluna Road and providing two (2) east-bound lanes on Lahainaluna Road. This may require modifying the shape location and accesses to the gas station property on the northeast corner of the intersection. Refer to Appendix C in **Appendix “B”** of the Final EA.

In 2012, Austin, Tsutsumi & Associates, Inc. (ATA) reviewed the traffic counts taken in 2008 and determined the data provided in the 2012 TIAR remained valid. See **Appendix “B-1”**.

Since publication of the Draft EA, the Lahaina Bypass from Keawe Street to Hokiokio Street opened. It should be noted that the 2012 TIAR accounted for the Lahaina Bypass in its projections, analysis, and recommendations. Refer to **Appendix “C”**. Further, ATA noted that in 2010, additional data was collected to confirm that traffic volumes along Honoapiilani Highway had not significantly changed. In 2015, ATA reevaluated the TIAR and determined its projections and recommendations remain applicable for future conditions. However, the build-out year of 2020 would need to be revised due to the slower pace of development in West Maui in recent years. See **Appendix “B-2”**.

**III. EXISTING
ENVIRONMENT,
POTENTIAL IMPACTS,
AND MITIGATION
MEASURES**

III. EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES

A. PHYSICAL SETTING

1. Surrounding Land Uses

a. Existing Conditions

The project area is located in Lahaina town east (mauka) of Honoapiilani Highway, between Keawe Street to the north and Front Street to the south. Near the northern terminus at Keawe Street is the Lahaina Gateway shopping complex, Lahaina Business Park, Hoonanea, and Opukea multi-family project. Along the proposed corridor, single-family residences are located on the mauka side of Kuhua Street with the former Pioneer Mill site located on the west (makai) side of Kuhua Street and commercial-industrial development along Honoapiilani Highway. The area south of the existing Kuhua Street includes the Maui Electric Company substation and West Maui Senior Center mauka of the proposed alignment. Kuhua Street is a substandard County roadway with a right-of-way of approximately 25 feet. Except for the area within Lahaina town, the majority of the project will be located on former agricultural lands which were part of the former Pioneer Mill Company, Ltd. plantation. Near the southern terminus of the roadway alignment is the Lahaina Recreation Center, Na Hale O Wainee housing project, the County's Komohana Hale housing project, and the Puehuhuiki Cemetery. Refer to **Figure 2**.

The Lahaina National Historic Landmark District is bounded to the east by the Mill Street cane haul road from the Lahaina Recreation Center to Lahainaluna Road. The KSE roadway alignment is mauka of Mill Street, except near its southern terminus at the Front Street intersection which is south of the Lahaina Recreation Center. Improvements to intersections at Honoapiilani Highway between Front Street and Lahainaluna Road may be within the Lahaina National Historic Landmark District.

The Lahaina Small Boat Harbor is located approximately 0.4 mile to the west of the project area in Lahaina Town. The coastal area of Lahaina, to the west of the project area, includes the visitor oriented commercial areas along Front Street and the commercial core of Lahaina town, which serves the West Maui resident and visitor populations. The Lahaina town area east (mauka) of the proposed project comprises the major residential area of the town and the main education facilities for the West Maui region with Princess Nahienaena Elementary School, Lahaina Intermediate School, and Lahainaluna High School located off of Lahainaluna Road.

b. Potential Impacts and Proposed Mitigation Measures

The surrounding land uses along the proposed roadway corridor are commercial, industrial, public/quasi-public, single-family, multi-family, and agricultural uses. The proposed project is compatible with the surrounding uses and is not anticipated to have an adverse impact on the surrounding land uses.

The proposed project is viewed as an integral part of the regional transportation system for West Maui. In conjunction with the construction of the Lahaina Bypass Road (LBR) and completion of the widening of Honoapiilani Highway from Lahainaluna Road to Aholo Road, the proposed roadway is anticipated to improve traffic circulation for the neighboring communities in the area and lessen increasing traffic congestion on local roadways. The proposed roadway will also serve as an alternative route in case of emergency, such as during unforeseen closures of Honoapiilani Highway in the project vicinity.

2. Climate

a. Existing Conditions

Like most areas of Hawaii, West Maui's climate is relatively uniform year-round. The region's tropical latitude and its position relative to storm tracts, the Pacific anticyclone, and the surrounding ocean combine to produce a stable climate. Variations in climate among the different regions on Maui are largely dependent on local terrain.

In Lahaina (readings taken at Kapalua Airport), annual average high temperature is 82 degrees and the annual average low temperature is 69 degrees. Historically, September is the warmest month and February is the coolest month (County of Maui, Office of Economic Development, 2013).

Rainfall in Lahaina (readings taken at Kapalua Airport) is highly seasonal. Most of the precipitation occurs from December to January when winter storms hit the area. Precipitation data for Lahaina shows that December has historically been the wettest month, with 4.61 inches on average, while only 0.92 inch of precipitation occurred in September, the driest month. The annual average precipitation in Lahaina was 29 inches (County of Maui, Office of Economic Development, 2013).

The winds in the region are also quite seasonal. The northeasterly tradewinds occur 90 percent of the time during the summer and just 50 percent of the time in the winter with average wind speeds of approximately 10 miles per hour. However, wind patterns vary on a daily basis, with tradewinds generally being stronger in the afternoon. During the day, winds blow onshore toward the warmer land mass. In the evening, the reverse occurs, as breezes blow toward the relatively warm ocean (Atlas of Hawaii, 1998).

b. Potential Impacts and Proposed Mitigation Measures

In order to minimize the potential of an elevated heat island profile, a number of landscaping measures are being incorporated into the project design. A landscaped greenway is proposed for the multi-use trail which will include shade trees and landscape vegetation. The KSE will take advantage of the natural cooling effects of shading and the evaporative effects of water from the soil and leaves. It is anticipated that these mitigation measures will serve to offset the potential heat island effect associated with the roadway pavement.

As a result, the proposed action is not anticipated to alter local micro-climates. Also, the proposed roadway project will be relatively at ground level and is not anticipated to alter wind patterns in the area.

3. Topography and Soils

a. Existing Conditions

The project area varies in elevation from 14 feet to approximately 52 feet above mean sea level (amsl) with slopes generally in the easterly to westerly direction. The project area is characterized by a gently sloping topography with longitudinal slopes ranging from 0 to five (5) percent and cross slopes of approximately one (1) to four (4) percent. Refer to **Appendix “B”**.

Underlying the subject property are soils from the Pulehu-Ewa-Jaucas association. See **Figure 10. The Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii** characterizes the soils of the Pulehu-Ewa-Jaucas association as consisting of deep, nearly level to moderate sloping, well-drained and excessively drained soils that have a moderately fine-textured to coarse-textured subsoils or underlying material.

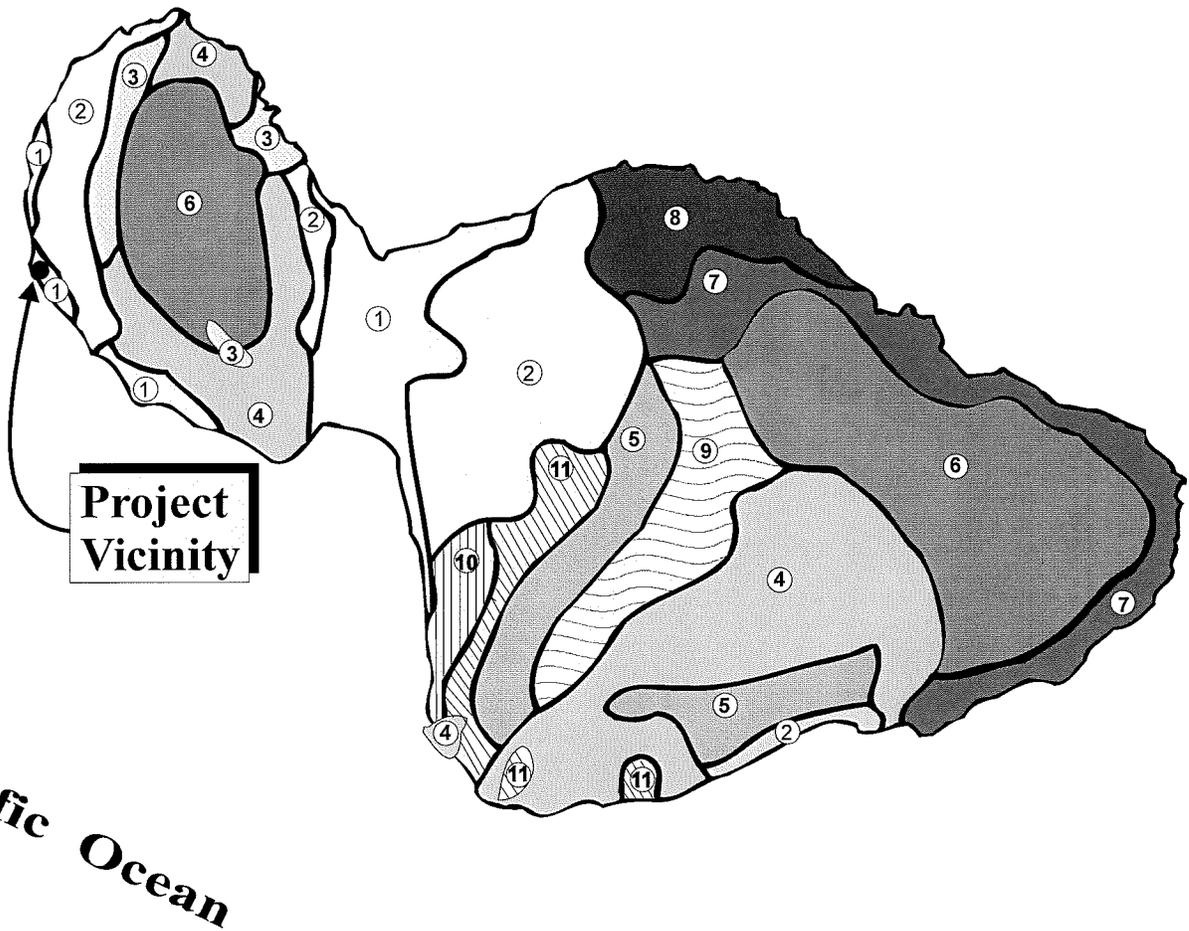
The specific soil type underlying the project area consists almost exclusively of Ewa silty clay loam (EaA), 0 to 3 percent slopes, with small portions of the project area consisting of Wahikuli very stony silty clay (WdB), 3 to 7 percent slopes, Wainee very stony silty clay (WxB), 3 to 7 percent slopes. Wainee extremely stony silty clay (WyC), 7 to 15 percent slopes, Pulehu cobbly clay loam (PtB), 3 to 7 percent slopes, and Pulehu silt loam (PpA), 0 to 3 percent slopes. See **Figure 11**. EaA soils are well-drained in basins and on alluvial fans. Soils are nearly level to moderately sloping and used for sugarcane, truck crops and pasture.

WdB soils are well-drained on uplands derived from weathered basic igneous rock. These soils are mostly used for sugarcane with small portions used for homesites. The natural vegetation consists of bermuda grass, feather finger grass, kiawe and uhaloa.

WxB soils are well-drained, on alluvial fans and are derived from weathered basic igneous rock. Soils are gently to moderately sloping. These soils are mostly used for sugarcane with small portions for pasture and homesites. The natural vegetation is finger grass, kiawe and uhaloa.

LEGEND

- | | |
|--|-------------------------------------|
| ① Pulehu-Ewa-Jaucas association | ⑦ Hana-Makaalae-Kailua association |
| ② Waiakoa-Keahua-Molokai association | ⑧ Pauwela-Haiku association |
| ③ Honolua-Olelo association | ⑨ Laumaia-Kaipoi-Olinda association |
| ④ Rock land-Rough mountainous land association | ⑩ Keawakapu-Makena association |
| ⑤ Puu Pa-Kula-Pane association | ⑪ Kamaole-Oanapuka association |
| ⑥ Hydrandepts-Tropaquods association | |



Map Source: USDA Soil Conservation Service

Figure 10

Kuhua Street Extension and
Improvement Project
Soil Association Map

NOT TO SCALE



WyC soils are well drained on alluvial fans and have a slight to moderate erosion hazard. Gravel, cobblestones and stones make up 30 to 80 percent of the volume. These soils are used mostly for sugarcane with small portions for pasture and homesites.

PtB and PpA soils are well-drained on alluvial fans and stream terraces and in basins and are developed in alluvium washed from basic igneous rock. Soils are nearly level to moderately sloping. These soils are used for sugarcane, truck crops, pasture, homesites, and wildlife habitat. The natural vegetation consists of dry grasslands that is dominated by buffelgrass and scattered trees (Koa haole) and shrubs.

Soils from the Ewa, Wahikuli, Wainee, and Pulehu series exhibit very slow to medium runoff and a slight to moderate erosion hazard. Refer to **Appendix “B”** (Soil Conservation Service, 1972).

b. Potential Impacts and Proposed Mitigation Measures

There are no geologic or soil hazard limitations associated with the project area. As such, the proposed roadway is compatible with its underlying soil characteristics.

4. Agricultural Land Characteristics

a. Existing Conditions

In 1977, the State Department of Agriculture developed a classification system to identify Agricultural Lands of Importance to the State of Hawaii (ALISH), based primarily, though not exclusively, on their soil characteristics. The three (3) classes of ALISH lands are: “Prime”, “Unique”, and “Other Important” agricultural lands, with the remaining non-classified lands categorized as “Unclassified”. When utilized with modern farming methods, “Prime” agricultural lands have a soil quality, growing season, and moisture supply to produce sustained crop yields economically; while “Unique” agricultural lands possess a combination of soil quality, growing season, and moisture supply to produce sustained high yields of a specific crop. “Other Important” agricultural lands include those important

agricultural lands that have not been designated “Prime” or “Unique”. As reflected by the ALISH map for the Lahaina area, the proposed roadway corridor includes portions of land which have been defined as either “Prime”, “Other Lands” and “Unclassified” agricultural lands. See **Figure 12**.

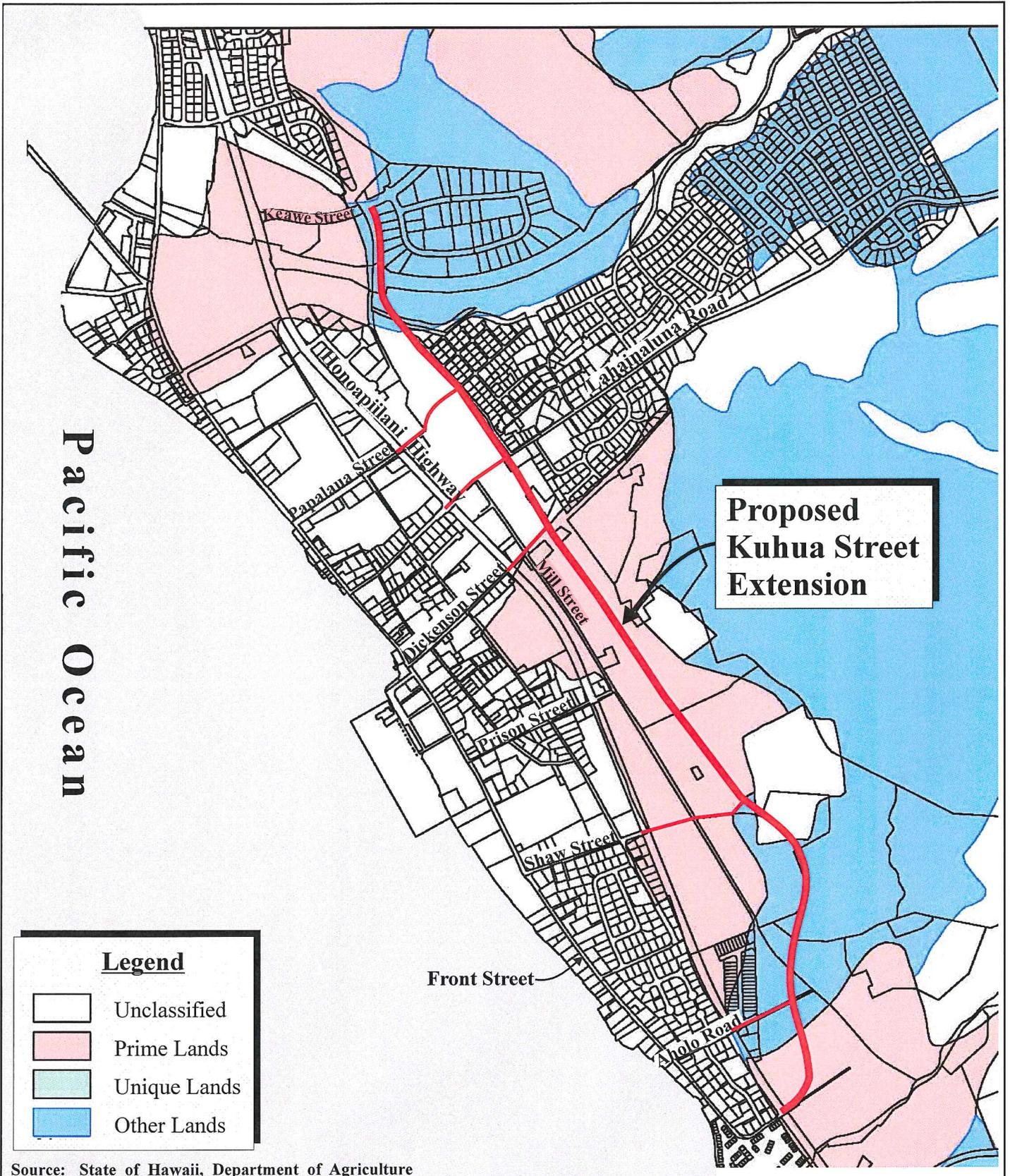
The “Other Lands” identified north of the existing Kuhua Street are currently urbanized with an existing roadway and adjacent multi-family and industrial uses. The lands south of Dickenson Street are identified as “Prime”, “Other Lands”, and “Unclassified” agricultural lands. Portions of these lands are developed as the Lahaina Recreation Center and West Maui Resource Center, while the remaining areas are vacant, formerly used for sugarcane cultivation.

In addition, the University of Hawaii, Land Study Bureau (LSB) classifies productivity characteristics on a scale of “A” through “E”, with lands designated as “A” reflecting the highest productivity and “E” representing lands with the lowest productivity. These letters are followed by numbers which further classify the soil types and convey information such as texture, drainage, and stoniness (University of Hawaii, Land Study Bureau, 1967).

Lands underlying the project area have been classified by the LSB as A7li and B72i. See **Figure 13**. These lands generally have well to moderately suited machine tillability and are primarily used for sugarcane cultivation and grazing. The soil is moderately fine and well-drained (University of Hawaii, Land Study Bureau, 1967).

b. Potential Impacts and Proposed Mitigation Measures

Portions of the roadway alignment lie within the State Agricultural district and are designated “Prime” agricultural lands, the highest classification of important agricultural land, as well as “Other Lands”. However, the roadway alignment and immediate surrounding areas are in close proximity to Lahaina Town and are no longer used for agricultural purposes with the closure of Pioneer Mill Company in 1999. The closure of Pioneer Mill Company and Maui Land & Pineapple Company discontinued large-scale agricultural operations in West Maui. This resulted in large acres of vacant agricultural lands, some of which are designated for future developments. Much of the



Source: State of Hawaii, Department of Agriculture

Figure 12 Kuhua Street Extension and Improvement Project
 Agricultural Lands of Importance to the State of Hawaii Map

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works

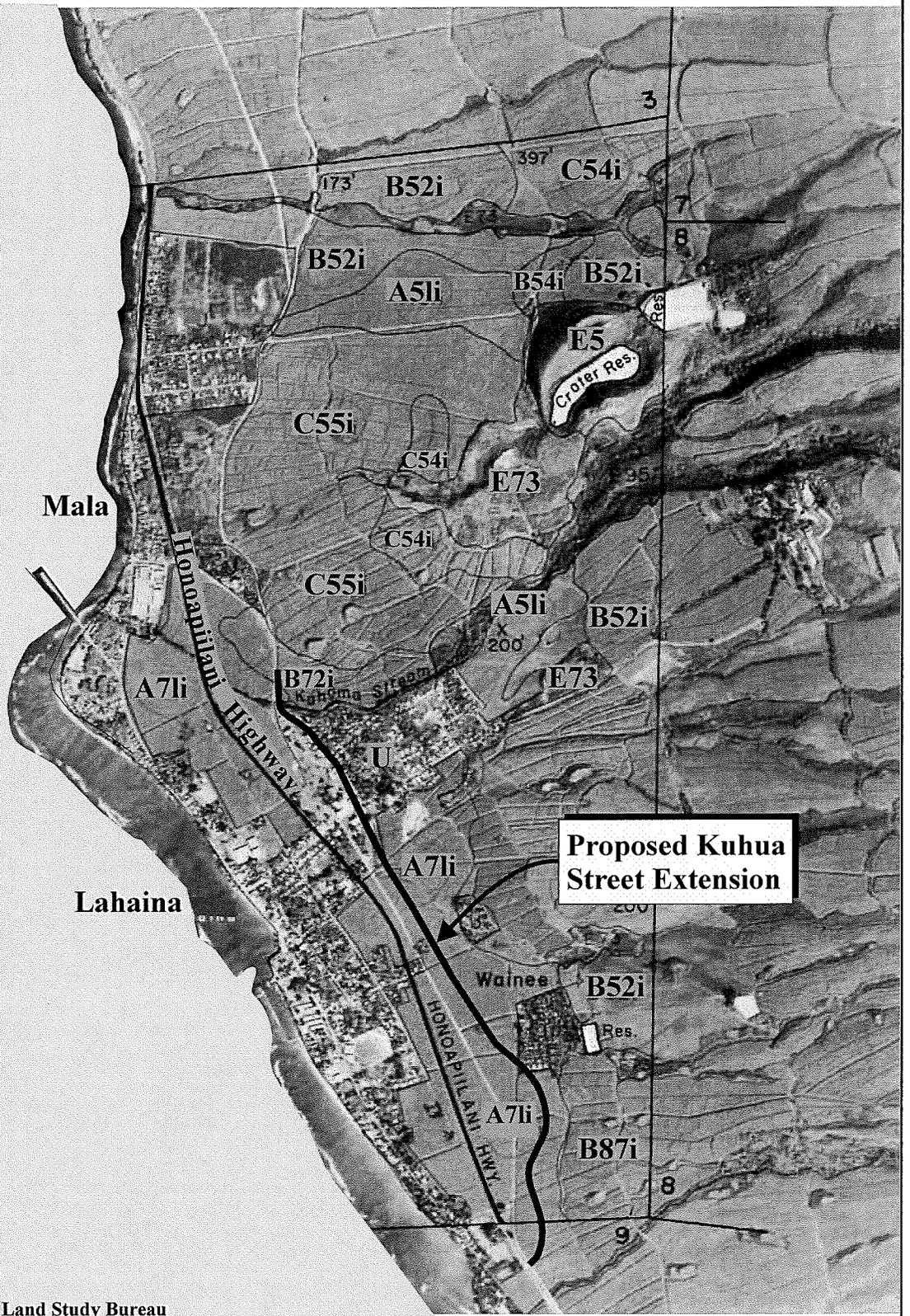
Pacific Ocean

Puunoa Point

Mala

Lahaina

Wainee



Proposed Kuhua Street Extension

Source: University of Hawaii, Land Study Bureau

Figure 13

Kuhua Street Extension and Improvement Project

NOT TO SCALE

Land Study Bureau Agricultural Productivity



Prepared for: County of Maui, Department of Public Works

 MUNEKIYO HIRAGA

KLMC/MillStreet/FEA/LandStudyBureauAgriculturalProductivity

undeveloped surrounding lands along the KSE are contemplated for future residential, commercial, and park development as identified in the Maui Island Plan and West Maui Community Plan.

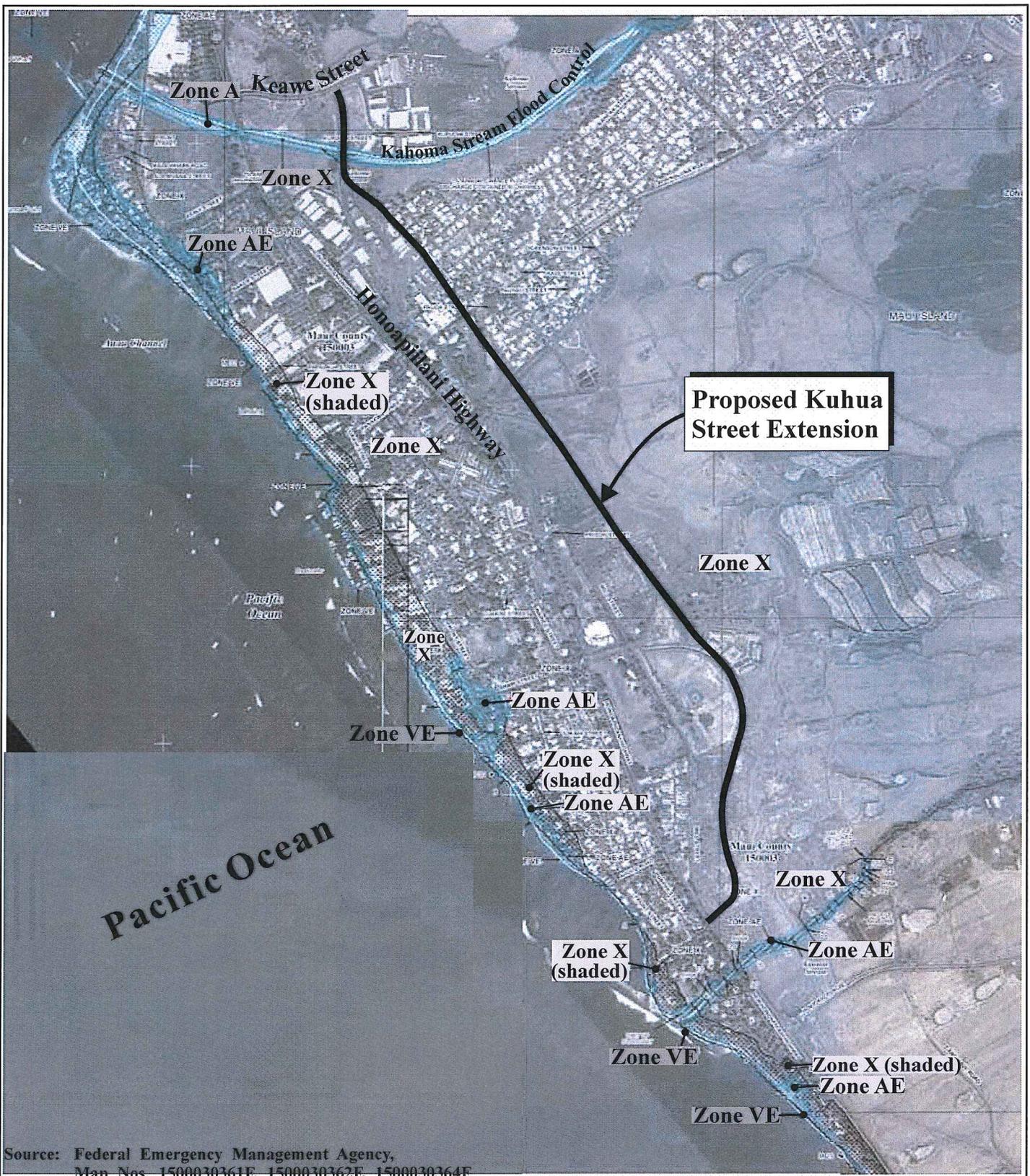
The Kuhua Street Extension (KSE) will have seven (7) connections to Honoapiilani Highway through the existing intersections at Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street. Dickenson Street, Shaw Street, and Aholo Road currently connect to the existing Mill Street, while Keawe Street and Lahainaluna Road will have future connections to the Lahaina Bypass Road. The KSE will enhance the existing roadway system in Lahaina Town. It will provide another roadway option for local traffic circulation throughout the Lahaina area, especially for the mauka residential neighborhoods below the school sites on Lahainaluna Road. The lower speed pedestrian-friendly roadway with its multi-use trail greenway will serve as an alternate route for residents from the higher speed Honoapiilani Highway and LBR. It will also provide access to future planned developments identified in the Maui Island Plan (MIP) and provide emergency access during times when Honoapiilani Highway may be closed in the vicinity.

The proposed project's importance to the Lahaina Town roadway network to support and connect various economic, industrial, residential, public, and recreation centers of the community has been weighed against the use of vacant prime agricultural lands for this purpose. The public benefit that will result from project implementation warrants the use of these lands for the proposed project. Moreover, based on the project's location contiguous with existing developed lands, no significant impacts to agriculture are anticipated as a result of project implementation.

5. **Flood and Tsunami Hazards**

a. **Existing Conditions**

As indicated by the Flood Insurance Rate Map (FIRM) for the Lahaina area, the project area is located within Zone X (unshaded), denoting areas outside the 0.2 percent chance floodplain and of minimal hazard, except for the bridge crossing the Kahoma Stream Flood Control Channel. See **Figure 14**.



Source: Federal Emergency Management Agency,
Map Nos. 1500030361F, 1500030362F, 1500030364F

Figure 14 Kuhua Street Extension and Improvement Project
Flood Insurance Rate Map

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works



As noted in **Figure 14**, Zone A (denoting areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage) is contained within the Kahoma Stream Flood Control Channel. The project area is situated outside the tsunami inundation zone as identified by the VE Zone along the shoreline. In Lahaina Town, the tsunami evacuation zone is essentially makai of Honoapiilani Highway until near the Front Street intersection where it is slightly mauka of the highway, south of Aholo Road.

b. Potential Impacts and Proposed Mitigation Measures

There are no restrictions on development as it pertains to the Zone X (unshaded) designation. The proposed roadway will traverse the Kahoma Stream Flood Control Channel by means of an existing concrete bridge crossing. New water and sewerlines will be attached to the existing bridge. As such, the KSE will be unaffected by the channel's Zone A designation. A separate new multi-use trail bridge for pedestrians and bicycles will be constructed east and parallel to the existing bridge crossing, which will require compliance with the applicable Flood Hazard requirements of the County of Maui. Refer to **Figure 8**. Moreover, because the project area is located outside of the tsunami inundation area, there are no threats to the surrounding areas from coastal wave action. Therefore, the KSE will provide another evacuation route from the low lying areas of Lahaina Town located in the tsunami evacuation zone.

6. Flora and Fauna

a. Existing Conditions

A Biological Resources Survey of the project area was conducted by Robert Hobdy, Environmental Consultant, in April 2010. See **Appendix "C"**. The study noted that the area had been intensively cultivated for agricultural crops during the Hawaiian Government period in the mid 1800s, and has since been repeatedly plowed, planted, burned, and harvested by Pioneer Mill Company until its sugar operations ceased in the project area in 1999. Since that time, dry grassland and shrub species have grown in this arid area.

Buffelgrass was the only species of vegetation listed as abundant within the project area and best defined the botanical landscape of the property. Spiny amaranth and koa haole were also common onsite. Only three (3) native plants (uhaloa, ilima, and aalii) were found within the project area, all of which are common indigenous plants and widespread on Maui. No endangered or threatened plant species were identified within the project area.

Avifauna and mammals expected to be common to the project area and surrounding areas are typical of species found near other developed areas in Lahaina. It is likely that rats, mice, mongoose, cats and dogs frequent the area given its proximity to domestic habitation. A special effort was made to look for the endangered Hawaiian hoary bat at the subject properties. Observations were made at four (4) locations along the roadway corridor. Bat activity was only detected at the southernmost areas of the corridor, mauka of the Front Street intersection. Periodic modulated echolocation “calls” indicated the possible presence of two (2) or more bats in the area.

There was good bird diversity in the area with 14 species of non-native birds observed consisting of 13 resident species and one (1) migratory specie. No native insects were identified. However, an endangered specie of native moth, the Blackburn’s sphinx moth (*manduca blackburn*), could occur in this type of habitat. Four (4) of its host plant, the non-native tree tobacco (*Nicotiana glauca*) were found along the corridor. The plants were carefully examined and no Blackburn’s sphinx moths or their larvae were detected.

b. Potential Impacts and Proposed Mitigation Measures

According to the Biological Resources Survey, except for bat activity detected at the southernmost areas of the corridor, the flora and fauna encountered within the project area were generally limited to non-native, abundant species. With the implementation of appropriate mitigation measures, the proposed project is not anticipated to have a significant adverse impact on biological resources in the region.

The Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) noted that a sediment basin near the Lahaina Aquatic Center located approximately 400 feet west or makai of the KSE

attracts the endangered nene (*Branta Sandvicensis*). Also, the U.S. Fish and Wildlife Service (USFWS) has noted that the threatened Newell's shearwater (*Puffinus auricularis newelli*) and endangered Hawaiian petrel (*Pterodroma phaeopygia sandwichensis*) (collectively referred to as seabirds), endangered Hawaiian coot (*Fulica americana alai*) and endangered Hawaiian stilt (*Himantopus mexicanus knudseni*) (collectively referred to as waterbirds), endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) and endangered Hawaiian goose (*Branta sandvicensis*) are known to occur in the vicinity of the project area. In addition, the candidate yellow-faced bee (*Hylaeus assimulans*) is known to occupy a lowland site near Lahainaluna. However, except for the possible Hawaiian hoary bat activity, none of these species were encountered during the biological survey. These species are prone to collisions with objects in artificially lighted areas and such impacts can be minimized by shielding outdoor lights throughout the construction period and during operation of the roadway.

The USFWS also cautioned that the project may also affect endangered plants, such as *Pauoa (Ctenitis squamigera)*, *Diellia, aspenium-leaved (Diellia erecta)*, *Gouania hillebrandii*, *Hesperomannia arbuscula*, *Maui Remya (Remya mauiensis)*, *Spermolepis hawaiiensis*, *Pamakani (Tetramolopium capillare)*, and *Tetramolopium remyi*, as well as designated critical habitat for plants, such as *mahoe (Alectryon micrococcus)*, *Kawila (Colubrina oppositifolia)*, *Pauoa (Ctenitis squamigera)*, *Haha (Cyanea glabra and Cyanea lobata)*, *Haiwale (cyrtandra munroi)*, *Gouania vitifolia*, *Hesperomannia arbuscula*, and *Maui Remya (Remya mauiensis)*. In the biological survey conducted by Robert W. Hobdy, none of these endangered plant species were observed in the proposed roadway corridor.

In early consultation, the USFWS recommended several mitigation measures. The DPW will consider incorporating the following recommended measures:

- *Potential impacts to seabirds could be minimized by shielding outdoor lights in the project footprint throughout the construction and post-construction period so the bulb can only be seen from below, by avoiding use of lights at night during the peak fallout period of September 15 through December 15, and by providing all project staff and residents with information about seabird fallout.*

- *Potential impacts to the Hawaiian stilts include harm and harassment associated with vegetation clearing. In order to minimize or avoid vehicle and machinery impacts to nesting stilts, vegetation clearing in the vicinity of ponds and streams could be limited to periods when biological surveys indicate the area is free of waterbird nests.*
- *Information about Hawaiian hoary bat use of the project is incomplete. Because bat pups are found in nursery trees during the April through August breeding season, it is particularly important to avoid disturbance to trees during this period in areas where bats occur. Bat surveys could be conducted in areas where cutting or removal of trees is proposed. If Hawaiian hoary bats are found in the project area, you should contact our office for additional information about how to address potential impacts to this species.*
- *Hawaiian geese may be attracted to ditches and mowed grass areas in the road shoulder area, increasing their vulnerability to collision with vehicles. If Hawaiian geese are found in the project area, you should contact our office for additional information about how to address potential impacts to this species.*
- *Measures to minimize fire risk should be incorporated into your project. The West Maui Fire Task Force has formed to support efforts to coordinate development of area firebreaks, a system of fire suppression helicopter dip-sites, and fire prevention materials to minimize impacts of fires associated with increases in the West Maui area population.*
- *To minimize erosion, sedimentation, and other adverse impacts to aquatic fish and wildlife resources and nearby coral reef ecosystems, we recommend that applicable measures identified in the enclosed list of Standard Best Management Practices (BMP) for fish and wildlife be incorporated into the project's BMP Plan.*

Since bat activity was detected at the southern terminus of the KSE, the Department of Public Works (DPW) will coordinate with the USFWS and implement the recommendation that woody plants greater than 15 feet tall should not be removed or trimmed during the Hawaiian Hoary bat breeding season. Also prior to construction, a qualified biologist shall resurvey the project area and areas adjacent to the project area for the presence of native

and non-native Blackburn's sphinx moth host plants. If presence of the Blackburn's sphinx moth is confirmed, the USFWS shall be contacted for further guidance.

Further, to protect seabirds, the DPW will initiate the following measures:

- Lighting will be appropriately down-shielded
- The project will be scheduled so night construction work will be limited during the seabird fledging season between September 15 through December 15
- Information on seabird fallout will be provided to all workers
- As may be necessary, chainlink fences will be constructed around the perimeter of detention, retention basins

In response to the USFWS comments on the nene, if construction is conducted during the nene's breeding season (November through April), a biologist will resurvey the area prior to the initiation of construction. If a nest is discovered within a radius of 150 feet of the proposed construction activity, all work will cease and the USFWS contacted for further guidance. Also, if a nene appears within 100 feet of ongoing work during the construction phase, all work activity shall be temporarily suspended until the nene moves to a safe distance of its own volition. Also, the DPW will complete the grass planting within the corridor in advance of the roadway opening. This will allow the grass to become established and no longer dependent on irrigation which will allow the irrigation system to be removed removing the potential attraction to the nene.

The DPW will notify and seek guidance from the USFWS if necessary to ensure waterbird nests, Hawaiian hoary bats, or Hawaiian geese are not adversely impacted by construction activity. The DPW will also coordinate the project with the West Maui Fire Task Force.

USFWS also recommended that a biosecurity assessment be conducted to address the potential impacts of invasive species introduction and transport during construction. Of concern is transport of invasive species in construction-related materials and by heavy vehicles. Highway construction

projects are generally fairly clean as most of the corridor is pavement, concrete drainage improvements, or manicured grassed shoulders. If required, a biosecurity assessment can be performed near the completion of the project to look for any incipient invasive species and target for removal any species found before it can become established.

7. **Streams, Wetlands, and Reservoirs**

a. **Existing Conditions**

Kahoma Stream originates in the West Maui Mountains at Puu Kukui and flows towards the ocean. Kahoma Stream intersects with Kanaha Stream near the Honokohau Ditch approximately one (1) mile upstream from its mouth near Mala Wharf. The lower portion of Kahoma Stream was channelized in the 1970s as a flood control project by the U.S. Army Corps of Engineers. The existing Kahoma-Uka Bridge for the former cane haul road crosses the Kahoma Stream Flood Control Channel. The Kahoma Stream Flood Control Channel cuts perpendicularly across the northern portion of the project area. Refer to **Figure 2**. Aside from moderate to heavy rains, there is no active flow in the Kahoma Stream Flood Control Channel. There are no other streams, wetlands, or reservoirs within the project area.

b. **Potential Impacts and Proposed Mitigation Measures**

The project roadway alignment is situated below the flood area attributable to the Kahoma Stream Flood Control Channel. The drainage characteristics within the channel are not expected to be adversely altered by the proposed project. Mitigation measures, such as Best Management Practices (BMPs) for erosion and sediment control, will be implemented during construction to ensure that the functional integrity of the Kahoma Stream Flood Control Channel is not affected. See Section III.D.4., Drainage, in this document.

The existing bridge across the Kahoma Stream Flood Control Channel will not be expanded or structurally altered and will be utilized for the KSE and utility lines. On the mauka side of the Kahoma-Uka bridge, a new multi-use trail bridge for pedestrians and bicycles will be constructed, separated, and parallel to the existing Kahoma-Uka bridge structure. The new multi-use trail

bridge will need to comply with Section 404 of the Clean Water Act and applicable State and County Permits.

8. Archaeological Resources

a. Existing Conditions

An Archaeological Inventory Survey (AIS) was prepared by Cultural Surveys Hawaii, Inc. See **Appendix “D”**. The AIS found that the project area was previously affected by past large-scale sugarcane agriculture and smaller private agricultural activities. Further modifications to the ground in the area include construction of stormwater retention basins, soil erosion control berms, and residential and commercial buildings.

Eight (8) sites were identified in the project area consisting of seven (7) post-contact features and one (1) possible pre-contact site. The eight (8) sites include 12 component features consisting of five (5) water control features, three (3) shelter/storage features, two (2) transportation retaining wall features (Features A and C), a property boundary wall (Feature B) and a previously disturbed pre-contact human burial feature. Refer to **Appendix “D”**.

Of the five (5) water control features, State Inventory of Historic Places (SIHP) site -7103 is a segment of ditch that was constructed from cut basalt boulders and concrete, probably associated with the mid-plantation era while the other features were irrigation pipes. The shelter/storage features consist of three (3) quonset huts located along the southwest-side of the existing Kuhua Street associated with World War II. The two (2) transportation retaining walls and boundary wall (SIHP site-7101) consist of a retaining wall that extends from the northeast side of Honoapiilani Highway to along the southeast side of Lahainaluna Road to the southwest side of Mill Street (Feature A); a wall extending from Feature A (Feature B) and a partially destroyed wall along the southeast side of Lahainaluna Road between Mill Street and Kuhua Street (Feature C). The previously unidentified and disturbed human burial site (SIHP 50-50-03-7102) was identified and documented. Refer to **Appendix “D”**.

b. Potential Impacts and Proposed Mitigation Measures

The AIS noted that two (2) human burials (SIHP-5239 and -6473) were encountered during previous subsurface testing associated with two (2) inventory surveys conducted by Xamanek Researches LLC. (E. M. Fredericksen and Fredericksen, 2003) and identified within the area of potential effect (APE). The AIS confirmed that SIHP-6473 was within the project right of way (ROW) which prompted a realignment of the southern portion of the corridor. The ROW at the southern portion was adjusted to create a 50 ft. buffer between the location of the burials and the limits of the construction activity, placing SIHP-6473 outside of the proposed County ROW.

The eight (8) historic properties within the APE for the proposed project have been documented. Seven (7) post-contact sites out of the eight (8) historic properties were recommended as significant only for their information content (Criterion D) while SIHP-7102, the previously unidentified and disturbed human burial, was recommended as significant under multiple criteria (Criterion D and E).

Cultural Surveys Hawaii, Inc. recommended no further historic preservation work for the proposed action at seven (7) of the historic properties. Under Criterion D the information available from these properties through location documentation, written descriptions, photographs, plan view maps to scale, and oblique view renderings have been completed.

With regard to SIHP-7102, the previously disturbed pre-contact burial find, Cultural Surveys Hawaii, Inc. recommended preservation in place and avoidance. Therefore, a Burial Treatment Plan written in accordance with HAR 13-300-33 would need to be prepared for review and determination by the Maui/Lanai Islands Burial Council prior to initiation of any ground altering work.

In accordance with Section 6E-43.6, Hawaii Revised Statutes (HRS) and Chapter 13-300, Hawaii Administrative Rules (HAR), if any significant cultural deposits or human skeletal remains are encountered during ground altering activities, work will stop in the immediate vicinity of the find and the State Historic Preservation Division (SHPD) and the Office of Hawaiian

Affairs (OHA) will be contacted to identify the appropriate level of mitigation.

By letter dated July 26, 2015, the State Historic Preservation Division (SHPD) (see **Appendix “D-1”**) concurred with the APE and findings of the AIS with corrections. The main corrections requested are as follows:

- Inclusion of CSH-3 and CSH-9 into Site 6776 as general mill/sugarcane infrastructural remains.
- Sites 1598/4420 (Pioneer Mill Company mill [remnants?]), 5239 (burial), 6473 (burial), and 6478 (railroad bed) should be described, assessed for significance and project effect, and evaluated for mitigation recommendations.
- Significance assessments, determinations of effect, and mitigation recommendations are needed for Sites 1598/4420, 5239, 6473, and 6478.

SHPD further determined no further work or mitigation is recommended for Sites 6775-6779, 7101, and 7103. Archaeological monitoring following procedures described in an accepted Archaeological Monitoring Plan is recommended for all ground-disturbing activities associated with road construction.

9. **Cultural Assessment**

a. **Existing Conditions**

A Cultural Impact Assessment (CIA) was prepared by Cultural Surveys Hawaii, Inc. See **Appendix “E”**.

Mythological and Traditional Accounts

The name Lahaina traditionally refers to the “cruel sun”, possibly associated with the drought that has impacted the surrounding area from time to time. (Pukui, et al, 1974) Mythological accounts relevant to the study area are those associated with *moo*, or serpent/lizard like gods. Considered guardians or *aumakua*, Kamehameha worshiped the most famous *moo*, Kihawahine who lived at Loko o Mokuhinia, the pond surrounding Mokuula in Lahaina.

Early Historic Period

The Lahaina District was considered to be a favorite place by high chiefs because of its climate, natural resource qualities and its proximity to Lanai and Molokai. Lahaina served as the center of government for the Kingdom of Hawaii until the 1840's when the government moved to Oahu (Handy et al, 1991).

Historical accounts document Lahaina as an important population center. Such accounts note the continued presence of agriculture through the early 1800's. Crops included taro, potatoes, yams, and sugarcane.

With the decline of the whaling industry, which brought a new populace to Lahaina, the sugar industry began to evolve. The sugar industry was developed in the mid-1800's and, over the next few years, further developed with the eventual consolidation of multiple smaller mills into what was known today as Pioneer Mill Company, Ltd. As with other sugar plantation communities, the late 1800's and early 1900's saw the rapid expansion and growth of the Pioneer Mill Company.

1900s to Modern Era

In the early part of the 20th century, Pioneer Mill Company expanded its cane enterprise as far as Ukumehame to the southeast with the acquisition of the Olowalu Sugar Company (Conde and Best, 1973). The Pioneer Mill Company thrived until faced with foreign competition, which had lower land and labor cost, and the company closed in 1999. Today the fields are fallow, only the smoke stack remains of the Mill and a six-mile segment of railroad track remains that is used by the LKPR Sugar Cane Train as a tourist attraction.

In addition to sugar, pineapple was established as a viable commercial crop in West Maui. Baldwin Packers opened a cannery in Lahaina in 1919 to provide the product-processing component of the pineapple industry. Pineapple cultivation lands are generally delineated from Honokowai to Honokohau.

The historic significance of Lahaina Town itself is well documented. Lahaina was the home of Kahekili until his death in 1794. It became the home of Kamehameha I and was the designated capital of the Hawaiian Kingdom until 1843. Evidence of this historic era is apparent today and includes remnants of Kamehameha's Brick Palace, which was built at Lahaina Harbor in 1803. Today, Lahaina is designated as a National Historic Landmark District.

b. Potential Impacts and Proposed Mitigation Measures

The project area has been heavily impacted by the historical agricultural activities related to sugar cultivation since the 1800's. As a result, there is little, if any, evidence of surface cultural sites within the project area. Moreover, much of the proposed roadway alignment is parallel to the former cane haul road used by the Pioneer Mill Company and located in the former sugarcane fields.

According to the CIA, the area was used extensively for traditional habitation and agriculture. Cultural interviews with persons familiar with the area described *loi* cultivation which took place, and continues to take place, on *kalo* lands located east of the project area in the Kahoma and Kauaula Valleys as well as in Lahaina Town. Although surrounded by sugarcane, the Oponui property at the corner of Aholo Road and Honoapiilani Highway grew *kalo* on their property. Also, several persons explained that medicinal herbs such as *uhuloa* and popolo berry could be found on the lands of the proposed project area.

The Oponui property was also the home of well-known *kumu hula*, Mrs. Rebecca Kauhai Likua, who taught many including the late *kumu hula* Mrs. Emma (Farden) Sharpe. Mrs. Likua secretly taught the *hula* in the cane fields mauka of Lahaina Town. An enduring hula tradition continues to be perpetuated by her students.

Informants of the group Polanui Hiu consisting of fishermen, kupuna and other community members voiced concerns relating to potential construction runoff and the effects of such runoff on the nearshore fisheries that the Polanui Hiu is managing and working to restore. According to Polanui Hiu one of the main factors for the decline in the areas "keystone" species of marine life involves sediment runoff.

The CIA prepared for the Lahaina Bypass Modified Alignment (2009) indicated that individuals interviewed for that study described a continual traversing from coastal Lahaina *ahupuaa* to obtain marine resources, to *mauka ahupuaa* located in Kahoma and Kanaha Stream Valleys for the purpose of cultivating and harvesting their family *loi* plots as well as maintaining homes in these valleys. Individuals described walking into the valleys on a weekly basis to farm their family *loi*, while fishing, squidding or gathering *limu* when at their ocean home (Dagan, et al, 2009). Their paths would have crossed the proposed roadway alignment.

The Kapu family live and farm taro in Kauaula Valley, mauka of Waiee and the current project area. They presently access their home through Shaw Street, which crosses the proposed project area and then connects to the old Kauaula Road, located at the end of the baseball field at Lahaina Recreation Center. The Lahaina Bypass constructed a tunnel under a section of the Bypass to allow the family to access their home and farm. Accommodation will be necessary to ensure that the Kapu Family continues to have access to their home and farm.

Traditional cultural practices were identified as having existed, or as ongoing practices within the study area. These practices may be impacted by the construction of the proposed KSE. The CIA recommended the following mitigation measures:

1. Avoid adverse impacts to traditional subsistence fishing practices of Lahaina resulting from damage caused by the siltation of Lahaina's reef ecosystem. It is recommended that runoff generated from the proposed roadway construction be contained in retention basins or as BMPs mandate. The Polanui Hui requests continued consultation with their group as the planning of such measures continues.
2. Individuals consulted continue to access mauka lands by crossing the route of the proposed KSE. Also, individuals access the area due to the regeneration of traditional medicinal plants now growing in the fallow fields to practice the traditional *la'au lapa'au*. To maintain routes that cross the proposed roadway corridor, it is recommended

that access routes to mauka lands be developed with the involvement of Lahaina families and community members.

3. Caution should be taken during all phases of ground disturbing activities to minimize potential for encountering previously unidentified human burials. If human burials are inadvertently discovered, personnel on-site shall contact the SHPD.
4. The Maui/Lanai Burial Council also recommended that a burial treatment plan be completed for the burial find discovered during the AIS. Close consultation with the Lahaina community is recommended for the development of this plan.

The DPW will incorporate the recommended mitigation measures during implementation of the KSE and Improvement project.

10. Air and Noise Quality

a. Existing Conditions

The air quality of the Lahaina area is considered good with existing airborne pollutants attributed primarily to automobile exhaust from the region's roadways. There are no point sources of airborne emissions in the immediate vicinity of the project area. Other sources of airborne emissions may include construction activities at various sites around Lahaina town. These sources are intermittent, however, and prevailing tradewinds quickly disperse any particulates which are generated.

An Acoustic Study for the KSE was prepared by Y. Ebisu & Associates in July 2012. See **Appendix "F"**. The study measured existing traffic and background ambient noise levels at 18 locations in the project area near existing and future noise sensitive residences along the proposed KSE, as well as at locations in the vicinity of Honoapiilani Highway. Existing background noise levels at locations removed from Honoapiilani Highway and Lahainaluna Road are controlled by local traffic, distant traffic, aircraft noise, birds, and foliage moving with the wind. Along Honoapiilani Highway, existing noise levels are controlled entirely by traffic along the highway.

Existing background noise levels along the proposed KSE do not exceed the U.S. Federal Highway Administration (FHWA) and State DOT, Highways Division noise abatement criteria. Noise levels do not exceed the State DOT 66 Leq (Equivalent Continuous Noise Level) noise abatement criteria at noise sensitive receptor locations or the State DOT 71 Leq noise abatement criteria at commercial/industrial receptor locations. Existing noise levels along Honoapiilani Highway are relatively high and exceed the State DOT 66 Leq noise abatement criteria at 110 feet from the highway centerline.

b. Potential Impacts and Proposed Mitigation Measures

The primary potential short-term air quality impact of the project will occur from the emission of fugitive dust during construction. Site work, such as clearing, grubbing and grading, and construction, will generate airborne particulates. In addition to regular watering and sprinkling, the following measures will be implemented, as required, by the applicant's contractor during construction activities to minimize the proliferation of fugitive dust, in accordance with Hawaii Administrative Rules (HAR), Chapter 11-60.1, Air Pollution Control:

- The use of wind screens and/or limiting the area that is disturbed at any given time will help to contain fugitive dust emissions.
- Wind erosion of inactive areas of the site that have been disturbed will be controlled by mulching, as soon as practicable. Trucks hauling soil material will be covered to mitigate dust.
- A routine road cleaning and tire washing program will help reduce fugitive dust emissions from trucks and vehicles tracking dirt onto nearby paved roadways.
- Installation of landscaping, as soon as practicable, early in the construction schedule will also help to control dust.
- Completed graded and grubbed areas will be vegetated or otherwise stabilized to mitigate dust-generated impacts.

Future development in Lahaina Town will increase traffic. The KSE is not a generator of traffic but is expected to alleviate traffic congestion. The KSE will provide an alternative route between Honoapiilani Highway and the Lahaina Bypass Road. It is expected to disperse traffic in Lahaina Town and

improve ambient air quality along the Honoapiilani Highway corridor. In the long term, the proposed project is not expected to adversely impact local and regional ambient air quality.

The Acoustic Study evaluated future traffic noise levels in the immediate vicinity of the proposed KSE with and without the project in the year 2020. The analysis of the noise conditions with the proposed project was conducted with two (2) scenarios based on the posted speed limit along Kuhua Street. The posted speed limits used in the analysis are shown in **Table 2** below. The analysis was conducted with respect to the State DOT “66 Leq” noise abatement criteria for noise sensitive receptors, State DOT “77 Leq” noise abatement criteria for commercial/industrial receptors, and the “15 dBA increase” noise abatement criteria. Future traffic noise levels are not expected to exceed these noise abatement criteria in 2020 with the proposed project if the “With Speed Reduction” scenario of posted speed limits is used along the KSE. However, the analysis concluded that certain segments of the KSE could operate at the higher “Without Speed Reduction” scenario. **Table 3** summarizes the recommendations presented in the Acoustic Study regarding appropriate posted speed levels to ensure that noise abatement criteria are not exceeded.

Table 2. Posted Speed Limit With and Without Speed Reduction

	Without Speed Reduction	With Speed Reduction
Keawe Street to Lahainaluna Road	25 mph	20 mph
Lahainaluna Road to Shaw Street	35 mph	30 mph
Shaw Street to Honoapiilani Highway	25 mph	20 mph

Table 3. Recommended Speed Limit for Noise Mitigation

	Recommended Posted Speed Limit	Notes
Keawe Street to Lahainaluna Road	20 mph	Reduced speed limit required to avoid HDOT “66 Leq” or “15 dBA increase” criteria
Lahainaluna Road to Shaw Street	30 mph or 35 mph	No exceedances of HDOT criteria under either speed limit
Shaw Street to Aholo Road	20 mph or 25-30 mph	A 25-30 mph speed limit may be used if a memorandum of understanding is executed with Lahaina Recreation Center regarding noise levels at two (2) ball fields
Aholo Road to Honoapiilani Highway	30 mph	No exceedances of HDOT criteria under this speed limit

Source: Y. Ebisu & Associates, 2012.

The Acoustic Study concluded that the use of lowered posted speed limits at locations where existing noise sensitive receptors are relatively close to the Kuhua Street right-of-way may be more effective in meeting the State DOT’s noise abatement criteria than would sound attenuating walls. This is particularly true along the existing section of Kuhua Street between the Kahoma Channel and Lahainaluna Road, where the need to provide openings for driveways will negate the sound attenuation effectiveness of walls. As such, the use of lowered posted speed limits in appropriate areas is the recommended noise mitigation measure for the project. It is anticipated that potential noise impacts at any new noise sensitive or commercial establishments located along the KSE may be mitigated through the inclusion of noise abatement measures that would be incorporated into the planning of these future projects. Examples of mitigation measures could include installation of air conditioning, adequate setbacks, or sound attenuating walls or berms.

Construction of the proposed project will result in short-term noise impacts along the Kuhua Street Extension corridor, predominantly from heavy construction equipment, such as bulldozers, front-end loaders, and material-transport vehicles. The State Department of Health regulates noise from construction activities through the Community Noise Permit System as set forth in HAR, Chapter 11-46. Under current procedures, noisy construction

activities are restricted to Monday through Friday, 7:00 AM to 6:00 PM. Noisy construction on Saturdays is limited to 9:00 AM to 6:00 PM; noisy construction is not permitted on Sundays or holidays. Construction noise may also be mitigated through the use of quieted portable engine generators and diesel equipment within 500 feet of noise sensitive properties. Heavy truck and equipment staging areas should be located beyond 500 feet of noise sensitive properties whenever possible. Truck routes should avoid residential communities when possible.

11. Scenic and Open Space Resources

a. Existing Conditions

The project area is located mauka of Honoapiilani Highway with the West Maui Mountains visible to the east and the island of Lanai visible to the west along sections of the corridor surrounded by vacant agricultural land. The project area is not located within a designated scenic view corridor.

b. Potential Impacts and Proposed Mitigation Measures

The proposed roadway will be developed to integrate with the neighboring residential and commercial areas. The KSE and Improvement Project will include a pedestrian-friendly landscaped, multi-use trail greenway along its entire length creating a scenic and open space resource. Landscaping along existing uses will be established as part of the roadway improvements to provide visual buffering and softening of the built landscape. Refer to **Figure 5**. Vertical construction is expected to include light poles and traffic signals. Significant adverse impacts to scenic and open space resources resulting from the project are not anticipated.

B. SOCIO-ECONOMIC SETTING

1. Land Use and Community Character

a. Existing Conditions

The vast majority of lands in West Maui are either State designated “Conservation” or “Agricultural”. Generally, “Conservation” lands occupy the higher elevations, while the “Agricultural” district spans the middle

ground. Major exceptions to this trend are the Honolua Stream and Pohakupule Gulch areas north of Kapalua, where the “Conservation” district extends down to sea level.

“Urban” designated lands, then, are left to occupy the lower elevations along the coast. Lahaina Town encompasses a diverse mix of land uses, including residential, business, light and heavy industrial, recreational, and agricultural uses. The town of Lahaina is the commercial center of West Maui. The town contains several shopping centers and retail business areas, and serves as a hub for the region’s residential housing. To the east (mauka) of the Pioneer Mill smokestack in Lahaina, there exists a multitude of single-family homes for island residents.

West Maui’s attraction can be attributed to its year-round dry and warm climate, complemented by its many white-sand beaches and scenic landscapes. Visitor accommodations are located in Lahaina and the resort communities of Kaanapali, Kahana, Napili, and Kapalua. The State of Hawaii’s Kapalua-West Maui Airport at Mahinahina links the region to Oahu and other neighbor islands.

Diversified agriculture and vacant formerly cultivated land occupy much of the remaining land in the West Maui region.

b. Potential Impacts and Proposed Mitigation Measures

The project area within Lahaina town is located adjacent to existing developed areas of Lahaina and is, therefore, consistent with land uses present in the region. The regional character of the Lahaina area will not be adversely impacted by implementation of the proposed roadway project. In the context of the burgeoning traffic congestion in West Maui, the project’s location, situated in the vicinity of residential, commercial, and recreational uses of Lahaina and future growth areas, presents an opportunity to master plan a new collector roadway. The new roadway can be properly aligned with existing and future development, alleviate traffic congestion and improve traffic circulation and connectivity within Lahaina Town.

2. Population and Demography

a. Existing Conditions

The population of the County of Maui has exhibited relatively strong growth over the past decade. The resident population of the County of Maui in 2010 was 154,834 and is projected to increase to approximately 174,450 by 2020 and 199,550 by 2030 (County of Maui, Planning Department, June 2006).

The subject property is located near the western coast of Maui, within the West Maui region. Just as the County's population has grown, the resident population of the West Maui region has also increased. The population of Lahaina in 2000 was 17,967 (County of Maui, Office of Economic Development, 2012), which comprised 15 percent of the island's population. The resident population in 2010 was 22,156 people (U.S. Census, 2010). The projection of the resident population for this region is estimated to be 25,096 persons in 2020 and 28,903 in 2030 (County of Maui, Planning Department, June 2006).

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not considered a population generator. As such, the proposed project is not anticipated to adversely affect population parameters of the region.

3. Economy

a. Existing Conditions

As of August 2015, the seasonally unadjusted unemployment rate for Maui County and the island of Maui were 3.4 percent and 3.2 percent, respectively. The County of Maui and island of Maui experienced a 0.9 and 0.8 percent decrease, respectively, in unemployment from August 2014 (State Department of Labor and Industrial Relations, September 2015).

Approximately 40 percent of West Maui workers are employed in the service industry, indicating a heavy dependence on the visitor industry. Less than two (2) percent of workers are employed in the agricultural industry (County of Maui, Planning Department, June 2006).

The lower percentage of agricultural jobs in West Maui is reflective of the end of sugarcane cultivation by Pioneer Mill Company, Ltd. in September 1999. The agricultural operations of Pioneer Mill Company, Ltd in the past was a vital component of the West Maui economy. The cessation of sugarcane cultivation left most of its former 6,700 acres of sugarcane fields fallow. KLMC, the successor to Pioneer Mill Company, Ltd. is in the process of diversifying its agricultural operations by utilizing portions of its lands for coffee production. Also, in November 2009, Maui Land & Pineapple Company, Inc. ceased its pineapple operations in West Maui.

b. Potential Impacts and Proposed Mitigation Measures

In the short term, the project will have a beneficial impact on the local economy during the period of construction. In the long term, the project is not anticipated to affect the labor market and no significant negative impacts on labor conditions are anticipated.

From a long-term perspective, the proposed project will provide an alternative route which will help to relieve traffic on Honoapiilani Highway, as well as provide enhanced access to residential, economic, and employment centers. The proposed project is anticipated to have economic benefits associated with increased mobility for goods and services, especially with easier access to the commercial and industrial uses along Keawe Street.

4. Housing

a. Existing Conditions

The project area is located in Lahaina, the commercial and residential center of West Maui. A range of housing types and conditions exists within the area, from owner-occupied homes to luxury condominiums for part-time residents.

West Maui is presently experiencing an acute shortage of housing. In Lahaina Town, the current average year to date median sales price of a single-family home and a condominium unit in 2015 was \$700,000.00 and \$422,500.00, respectively. Under current conditions, the demand for home

ownership exceeds the supply in West Maui (Realtors Association of Maui, Inc., September 2015).

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to significantly affect housing conditions in the region although it will provide another transportation route for existing and future housing developments.

C. PUBLIC SERVICES

1. Recreational Facilities

a. Existing Conditions

West Maui has numerous recreational facilities offering diverse opportunities for the region's residents. There are seventeen (17) County parks and three (3) State beach parks in West Maui. Approximately one-third of the County parks are situated along the shoreline and offer excellent swimming, diving, and snorkeling areas. In addition, Kaanapali and Kapalua Resorts operate world-class golf courses available for public use.

Recreational facilities in Lahaina town include the Lahaina Aquatic Center, a skatepark, the West Maui Boys and Girls Club, and the Lahaina Recreation Center located mauka of Honoapiilani Highway with access from Shaw Street. The Lahaina Aquatic Center contains an Olympic-size swimming pool, a children's wading pool, a paved parking lot, office, meeting and conference rooms, storage space, as well as shower, restroom, and changing room facilities. The Lahaina Maui Skatepark is located adjacent to the aquatic center. The 15-acre Wahee Park expansion to the east of the Lahaina Recreation Center includes new fields, parking, and washroom facilities. The West Maui Boys and Girls Club, located adjacent to the Lahaina Recreation Center, has a recently renovated building for youth activities, as well as paved parking, an outdoor playground, and a basketball court. The Lahaina Recreation Center, south of the Aquatic Center, has baseball fields and other playfields for soccer and football, as well as basketball and gateball courts, restrooms and paved parking facilities.

The clear ocean waters and well-developed reef systems along the Lahaina coast offer many recreational opportunities for residents. Fishing, by shorecasting and netting, is practiced in the waters near the outlet of Kauaula Stream and Makila Point. Edible seaweed collecting, octopus diving, and spearfishing occur on the adjacent reef flat.

b. Potential Impacts and Proposed Mitigation Measures

To minimize impacts to the Lahaina Recreation Center, a roadway alignment mauka of the park site was selected rather than the existing Mill Street alignment which would separate the park site. The proposed alignment for the project is not anticipated to adversely impact recreational resources of the region. The project includes a pedestrian-friendly, multi-use trail greenway along its entire length which is expected to enhance access to the existing recreational facilities. Continued coordination with the Department of Parks and Recreation will be undertaken as the project progresses to minimize impacts to public park resources in the vicinity resulting from implementation of the roadway extension.

2. Police and Fire Protection

a. Existing Conditions

The project area is located within the Lahaina Police Station service area, which includes the entire Lahaina district. The Lahaina Station, built in the early 1970's, is located in the Lahaina Civic Center complex at Wahikuli.

Fire prevention, suppression, and protection services for the Lahaina District are provided by personnel assigned to the Lahaina Fire Station, also located in the Lahaina Civic Center, and the Napili Fire Station, located about nine (9) miles to the north of the project area.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not expected to create a need for additional police and fire protection. The KSE will be utilized by police patrols and emergency vehicles but is not expected to increase the need for additional patrols or emergency personnel. The service area for emergency response for both police and fire will not be significantly increased by the proposed action.

Implementation of the proposed project will provide an alternate method of access to Lahaina in the event of an unforeseen closure of Honoapiilani Highway in the area.

3. Solid Waste

a. Existing Conditions

Single-family residential solid waste collection is provided in Lahaina by the County of Maui on a weekly basis. Residential solid waste collected by County crews is disposed of at the County's Central Maui Landfill in Puunene, located four (4) miles southeast of the Kahului Airport. Private refuse collectors provide solid waste disposal services for certain multi-family, commercial, and institutional accounts.

A refuse transfer station at Olowalu accepts household and green wastes, as well as used oil, for transport to the Central Maui Landfill. The disposal of commercial and institutional refuse is not permitted at the Olowalu transfer station.

b. Potential Impacts and Proposed Mitigation Measures

Construction waste will be disposed of according to a construction waste disposal, recycling, and reuse plan, which will be addressed during the construction plans preparation phase of the project. In the long term, the proposed project will not generate solid waste and is not anticipated to adversely impact the County solid waste disposal capacity.

4. Medical Facilities

a. Existing Conditions

The only major medical facility on the island is Maui Memorial Medical Center, located midway between Wailuku and Kahului. This 213-bed facility provides general, acute, and emergency care services (Maui Memorial Medical Center, 2014). A West Maui Hospital is currently being planned in the Kaanapali area.

Private medical offices in West Maui include the Maui Medical Group, Lahaina Physicians, West Maui Healthcare Center, and Kaiser Permanente Lahaina Clinic.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to adversely affect the service capabilities of emergency medical or general care operations. The project will benefit emergency responders through the provision of an alternative access route to the Lahaina area in the event of an unforeseen closure of Honoapiilani Highway.

5. Educational Facilities

a. Existing Conditions

The West Maui region is served by four (4) public schools (Lahainaluna High School, Lahaina Intermediate School, Princess Nahienaena Elementary School, and Kamehameha III Elementary School) operated by the State of Hawaii, Department of Education (DOE) and two (2) smaller private schools (Sacred Hearts School and Maui Preparatory Academy). All four (4) of the public schools are located within Lahaina town and three (3) of these schools are located off of Lahainaluna Road, mauka of Honoapiilani Highway. The enrollments in the four (4) public schools have grown in concert with the expansion of residential development in the area. See **Table 4**.

Table 4. Actual Enrollments at Department of Education Schools

School	SY 14-15
Lahainaluna High School	1,014
Lahaina Intermediate	635
Kamehameha III Elementary	773
Princess Nahienaena Elementary	724
Source: Department of Education, 2015.	

University of Hawaii - Maui College (UH-MC), which is located in Kahului, is part of the University of Hawaii system. There is a UH-MC Lahaina Education Center in Lahaina that opened in Fall 2007. UH-MC is the primary higher education institution serving Maui.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to adversely impact educational resources and opportunities in the region. The proposed project will provide another roadway option in addition to Honoapiilani Highway and the Lahaina Bypass Road to access the three (3) schools located along Lahainaluna Road.

D. INFRASTRUCTURE

1. Roadways

a. Existing Conditions

A Traffic Impact Analysis Report (TIAR) was prepared by Austin, Tsutsumi & Associates, Inc. (ATA) in 2012 and included as an appendix in the Preliminary Engineering Synopsis. Refer to Appendix C in **Appendix “B”** of the EA. In 2012, ATA also reviewed the traffic counts taken in 2008 and determined the data provided in the 2012 TIAR remained valid. Refer to **Appendix “B-1”**.

Since the publication of the Draft EA, roadway improvements have been completed in Lahaina. The impacts of these improvements were projected and analyzed in the 2012 TIAR. Refer to Appendix “C” in **Appendix “B”**.

ATA noted that in 2010, additional data was collected to confirm that traffic volumes along Honoapiilani Highway had not significantly changed. Refer to **Appendix “B-2”**.

The TIAR identified the roadways within the project area. Access to the Lahaina region is provided by Honoapiilani Highway from Central (Wailuku/Kahului) and South (Kihei/Wailea) Maui. The following is a summary of the major roadways in the vicinity of the project area. Refer to **Figure 1**.

Honoapiilani Highway

Honoapiilani Highway is a principal arterial roadway, owned by the State of Hawaii, and provides north-south regional mobility and access to communities in the region. For most of its length, Honoapiilani Highway is a two-lane, two-way arterial roadway with median left-turn lanes provided at major intersections. From Lahaina town (at north of Dickenson Street) to the Honokowai Stream bridge, Honoapiilani Highway functions as a four-lane arterial roadway. Honoapiilani Highway between Lahainaluna Road and Aholo Road was recently widened to four (4) lanes.

Keawe Street

Keawe Street is a local roadway owned by the County of Maui, that currently terminates at the Lahaina Cannery Mall at its western terminus. Eventually, this four-lane, two-way roadway will connect to Ikena Street as part of the first phase of the Lahaina Bypass Road. Currently, from the Lahaina Cannery Mall, Keawe Street crosses Honoapiilani Highway at a signalized intersection and serves the Lahaina Gateway Mall, Lahaina Business Park, Opukea and Hoonanea Condominiums, and Walgreens located east (mauka) of Honoapiilani Highway.

With the development of the Lahaina Gateway Mall and Walgreens near the intersection with Honoapiilani Highway, traffic has increased significantly along this road, causing difficulty in making the westbound left-turn onto Honoapiilani Highway during the morning (7:00 a.m. to 8:00 a.m.) and afternoon (3:30 p.m. to 4:30 p.m.) peak hours of traffic.

Papalaua Street

Papalaua Street is an east-west, two-way, two-lane County roadway crossing Honoapiilani Highway where it becomes Papalaua Drive (a private driveway) and terminating in the east at the former Pioneer Mill site and to the west at Front Street. The existing segment of Papalaua Street west (makai) of Honoapiilani Highway is improved with a wide, landscaped, pedestrian-friendly shoulder along its north side. The eastern portion is a private

driveway access and does not meet current County standards for commercial streets (i.e., right-of-way, pavement width, curbs, gutters and sidewalks).

Aki Street

Aki Street is an east-west, narrow substandard two-way, two-lane County residential roadway connected to the existing Kuhua Street providing access to residences in the area. Travel through Aki Street is hindered by parked vehicles on both sides of the street that narrows the roadway to one (1) narrow lane of traffic. Aki Street does not meet current County standards for residential streets (i.e., right-of-way width, pavement width, curbs, gutters and sidewalks).

Lahainaluna Road

Lahainaluna Road is a County collector roadway that provides east-west circulation for mauka residential areas to Honoapiilani Highway, as well as the commercial areas of Lahaina. There are three (3) public schools, (Princess Nahienaena Elementary, Lahaina Intermediate, and Lahainaluna High School) located off of this two-lane, two-way collector roadway. The former Pioneer Mill Company facility and MECO substation are located off of Lahainaluna Road between Honoapiilani Highway and Kuhua Street. The intersection of Lahainaluna Road and Honoapiilani Highway is signalized. The eastern portion of the roadway near the existing Kuhua Street narrows with insufficient right-of-way, curbs, gutters and sidewalks.

According to the TIAR, Lahainaluna Road experiences heavy congestion due to its narrow roadway widths and sole provision of access to Lahaina residents and three (3) of the four (4) existing public schools within West Maui. Congestion is heaviest during the morning (AM) peak hour when schools are in-session. During this period, the southbound left-turn from and westbound approach onto Honoapiilani Highway, in general, experiences severe overcapacity conditions. During the busiest 30 minutes, the southbound left-turn traffic on Honoapiilani Highway was observed to queue as far back as Papalaua Street, while the westbound approach on Lahainaluna Road was observed to queue back to Ikena Street, roughly 3,700 feet east of the intersection. As previously noted, however, the opening of the Phase 1A

and 1B1 of the Lahaina Bypass should provide some relief for Lahainaluna Road at the Honoapiilani Highway intersection.

During the afternoon (PM) peak hour, the southbound left-turn traffic on Honoapiilani Highway experiences over capacity conditions.

Dickenson Street

Dickenson Street is an east-west, two-way, two-lane County roadway crossing Honoapiilani Highway and providing access to a gas station before connecting to Mill Street approximately 150 feet from Honoapiilani Highway and to the west terminating at Front Street. The eastern portion of Dickenson Street is a driveway access to the gas station and does not meet County standards for a commercial street.

Shaw Street

Shaw Street is an east-west, two-way, two-lane County roadway crossing Honoapiilani Highway. To the east of the highway crossing, Shaw Street provides access to the Lahaina Aquatic Center, Lahaina Maui Skatepark, West Maui Boys and Girls Club and Ball Field, Lahaina Resource Center and the Lahaina Recreation Center, and Na Hale O Wainee housing project. To the west, it provides access to the Lahaina Baptist Church, makai residential and business areas and terminates at Front Street.

Aholo Road

Aholo Road is an east-west, two-way, two-lane County residential roadway providing access to the County's Komohana Hale housing project on the mauka side of Honoapiilani Highway and to residences on the makai side of the highway. To the east, the roadway dead ends at the housing project before the cane haul road, while to the west it terminates at Front Street.

Front Street

Front Street is a two-lane, two-way County collector roadway which stretches the entire span of Lahaina town from Puamana in the south to Wahikuli in the

north. A multitude of apparel stores, restaurants, curio shops, and art galleries dot the Front Street landscape. Front Street generally parallels Honoapiilani Highway throughout its length. Residential neighborhoods bracket the commercial core of Front Street to the north and the south.

Mill Street

Mill Street is a north-south, two-way, two-lane private roadway aligned east (mauka) of and parallel to Honoapiilani Highway. This former cane haul road originates at Keawe Street to the north, continues across Kahoma Stream, through the Pioneer Mill site, crosses Lahainaluna Road, continuing south where it veers toward Honoapiilani Highway after the Lahaina Recreation Center and continues as a former cane haul road parallel to the highway towards Olowalu.

Kuhua Street

Kuhua Street is a north-south, two-way, two-lane substandard County roadway. Kuhua Street has a right-of-way of approximately 25 feet with 20 feet of asphalt pavement which does not meet current County standards for residential streets. There are no existing curbs, gutters, or sidewalks. The adjacent residences utilize this substandard street as parking. Access to Kuhua Street is from Lahainaluna Road at its southern terminus. To the north, Kuhua Street dead ends before Kahoma Stream at the last residential lot.

Portions of some of these existing roadways are privately-owned and will require land dedication to the County of Maui, such as the Kahoma Bridge and both approaches.

After the 2008 traffic counts, updated counts were taken in 2009, 2010, and 2011. The new counts had a relatively small change in traffic and ATA determined the 2008 data provided in the TIAR remains valid. Refer to **Appendix “B-1”** and **Appendix “B-2”**. The TIAR identified the existing Level of Service (LOS) at the various intersections in the vicinity of the proposed KSE and Improvement Project. The existing roadways operate at

adequate LOS during the AM and PM peak hours, except for the movements identified in **Table 5**.

Table 5. Level of Service Summary, 2008 Conditions

	AM LOS	PM LOS
Front Street & Honoapiilani Highway		
EB LT/RT	C	E
Aholo Street & Honoapiilani Highway		
EB LT/TH/RT	F	E
WB LT/TH	D	D
WB RT	D	D
Shaw Street & Honoapiilani Highway		
EB LT/TH	E	E
EB RT	E	E
WB LT/TH	E	E
WB RT	E	D
Dickenson Street & Honoapiilani Highway		
EB LT/TH/RT	E	E
WB LT/TH/RT	E	E
NB LT	E	E
SB LT	E	E
Lahainaluna Road & Honoapiilani Highway		
EB/LT	D	D
EB TH/RT	F	F
WB LT	F*	E
WB TH	F	D
WB RT	F*	C
NB LT	E	F
SB LT	F	F*
Overall	F*	D

Table 5. Level of Service Summary, 2008 Conditions
(Continue)

	AM LOS	PM LOS
Papalaua & Honoapiilani Highway		
EB LT/TH	F*	F*
EB RT	D	D
WB LT/TH/RT	D	D
NB LT	E	E
NB TH/RT	B	B
SB LT	D	E
SB TH/RT	B	B
Overall	C	C
Keawe Street & Honoapiilani Highway		
EB LT/TH	E	D
EB RT	E	C
WB LT/TH	E	E
WB RT	E	D
NB LT	F	E
NB TH	A	A
NB RT	A	A
SB LT	F	F*
SB TH/RT	A	A
Overall	B	B
Mill Street & Lahainaluna Road		
WB LT/TH	A	A
NB LT/RT	F	C
Kuhua Street & Lahainaluna Road		
EB LT/TH	A	A
SB LT	F	D
SB RT	F*	B
Note: *= Over Capacity Conditions EB = Eastbound RT = Right Turn WB = Westbound LT = Left Turn		

b. **Potential Impacts and Proposed Mitigation Measures**

The TIAR assumes that by the Year 2020, within Lahaina Town, the Wainee Residential Community, the Pioneer Mill sites, the Kahoma Residential Housing, and the Hawaii Housing Finance and Development Corporation (HHFDC) Villages of Leialii developments will be built, necessitating new collector roads and connectivity to Honoapiilani Highway to accommodate their respective traffic demands. In addition, planned projects north of Lahaina Town, including Kaanapali 2020, Pulelehua and Kapalua Mauka, will increase traffic on Honoapiilani Highway. Phase 1A and 1B1 of the Lahaina Bypass Road (LBR) from Keawe Street to Hokiokio Street has been constructed, as well as, the Keawe Street Extension to the LBR.

The LBR allows school traffic from the north to access the schools with an alternative access to Lahainaluna Road. Hence, the LBR relieves a portion of traffic at the Lahainaluna Road/Honoapiilani Highway intersection. The LBR also increased traffic on Keawe Street, especially at the Keawe Street/Honoapiilani Highway intersection. On October 2010, improvements to this intersection were completed to allow traffic exiting the Lahaina Gateway Mall to use a dedicated left-turn lane with a green arrow to make an unobstructed left turn heading south onto Honoapiilani Highway (Lahaina Bypass Now, October 2010).

With construction of Phase 1B1 of the LBR completed, vehicles traveling northbound along Honoapiilani Highway are able to access the LBR at its south connection with Honoapiilani Highway at the Hokiokio Street connection which relieves some of the traffic congestion along Honoapiilani Highway.

ATA reviewed the 2012 TIAR in the context of the completed improvements. Although the 2012 TIAR has not been updated since construction of the LBR, the Keawe Street Extension, and widening of Honoapiilani Highway, ATA concludes the projections and recommendations remain applicable for future conditions. However, the buildout year of 2020 would need to be revised due to the slower pace of development in recent years within West Maui. Refer to **Appendix “B-2”**.

Honoapiilani Highway is expected to continue to operate with long delays. Phases 1A and 1B1 of the LBR was projected to accommodate approximately 20 percent of the projected traffic on Honoapiilani Highway, with 80 percent of the projected traffic continuing to use Honoapiilani Highway. Despite all of the roadway improvements, many movements to intersections along Honoapiilani Highway will continue to experience LOS F and overcapacity conditions as a result of the projected increase in traffic throughout the corridor due to the lack of regional capacity, which is served primarily by Honoapiilani Highway.

Phases 1A and 1B1 of the LBR allows school traffic to access Lahainaluna Road and relieves a portion of the traffic at its intersection with Honoapiilani Highway. The improvements reduce trips along Honoapiilani Highway while increasing trips on the southbound left-turn lane and westbound right-turn movements at the Keawe Street/Honoapiilani Highway intersection. Keawe Street is the interim terminal connection to the LBR and, as such, traffic will continue to increase until new outlets to the LBR are constructed. An approximate 187 percent increase in traffic is projected by 2020 along Keawe Street. To accommodate this increase in traffic, the following improvements are recommended in conjunction with the LBR, which are not within the scope of the KSE and Improvement project:

Honoapiilani Highway/Keawe Street

Southbound Approach: widen to provide two (2) left-turn lanes. This will likely require ROW acquisition.

Eastbound Approach: widen to provide dedicated left-turn and through lane. This will likely require ROW acquisition.

Westbound Approach: re-stripe to provide a dedicated left-turn, a shared left-turn/through/right-turn lane, and dedicated right-turn lane. This requires the construction of a larger-radius channelized island at the northeast corner, which will likely require ROW acquisition.

Crosswalk: remove eastbound crosswalk (south side).

The widening of Honoapiilani Highway to Aholo Road provides additional capacity to the highway and improves through movement operation while the side streets at the unsignalized intersections experience longer delays. Despite the widening, a bottleneck still occurs at the Honoapiilani Highway intersections with Lahainaluna Road and Papalaua Street. Northbound traffic along Honoapiilani Highway experience long queues that could affect operations at Dickenson Street, Shaw Street, Aholo Road, and Front Street during the morning and afternoon peak hours of traffic.

An approximate 50 percent increase in traffic is projected by 2020 for southbound traffic along Honoapiilani Highway. It is likely bottlenecks will begin to occur south of Aholo Road, where the highway narrows to two (2) lanes, and where it intersects Hokiokio Street, which serves as the southern terminus of the LBR.

The lack of regional capacity has resulted in traffic congestion on Honoapiilani Highway. According to the TIAR, the following State highway improvements are necessary to increase regional capacity to accommodate the projected regional traffic:

1. Extension of the LBR further northward beyond Keawe Street increasing access and diversion to the LBR.
2. Widening of Honoapiilani Highway to four (4) lanes between Maalaea and Aholo Road to reduce the bottlenecks and long lines that would be caused by merging down to two (2) lanes.

Although the State of Hawaii has initiated the Environmental Impact Statement (EIS) process for the widening and relocation of Honoapiilani Highway from Maalaea to Launiupoko, the timing of the implementation of this improvement will depend on the availability of Federal funding. Similarly, the timing of future phases of the LBR is dependent on the availability of funding. The Statewide Transportation Improvement Program (STIP) for Federal Fiscal Year (FFY) 2015 thru FFY 2018 includes Phase 1B2 of the LBR from Hokiokio Street to the Realigned Southern Terminus

north of Olowalu, with ROW acquisition and construction proposed for FFY 2017 and 2018.

Resolving the overall regional traffic issues within the Lahaina area are ongoing and is anticipated to involve a coordinated effort between the State, County, and private entities for the funding and construction of improvements. The proposed project is viewed as a short-term solution which may be implemented in an earlier time frame than the overall regional roadway improvements. Construction of the KSE and Improvement project will provide a mitigation measure for local traffic congestion in the Lahaina area. A discussion of the proposed project follows.

KSE:

The KSE and Improvement Project will improve localized access for circulation within the Lahaina community and improve accessibility for pedestrians and bicyclists. The community benefit of the KSE and Improvement Project will be the following:

1. Improve north-south corridor capacity between Keawe Street and Front Street, providing another route for the transport of people and goods within Lahaina Town.
2. Provide improved local access for Lahaina residents, employees, and patrons originating from/destined for Lahaina areas mauka of Honoapiilani Highway.
3. Improve pedestrian and bicycle accessibility, connectivity, and safety through the provision of a separated pedestrian/bicycle multi-use trail greenway connecting the residential areas of Lahaina Town with the commercial, industrial, and park areas.
4. Reduce traffic on Honoapiilani Highway and the number of turning movements onto and off of the highway, thus reducing traffic delays.

In conjunction with the KSE and Improvement project, the following intersection improvements are proposed:

KSE and Keawe Street Intersection

Signalize and design, as may be necessary, so vehicle stacking does not obstruct the path of the LKPR Sugar Cane Train should the railroad reopen. See **Figure 15**.

Papalaua Drive Extension

Extend Papalaua Drive (private driveway) eastward to connect with the KSE and provide accesses to the bifurcated Pioneer Mill Site 1 and Site 2. See **Figure 16**.

Honoapiilani Highway/Papalaua Street/Papalaua Drive (private driveway)

Westbound Approach: Widen to provide a dedicated left-turn lane, a dedicated through lane, and a dedicated right-turn lane; provide two (2) receiving lanes in the eastbound direction. This will require ROW acquisition. Refer to **Figure 16**.

Honoapiilani Highway/Lahainaluna Road

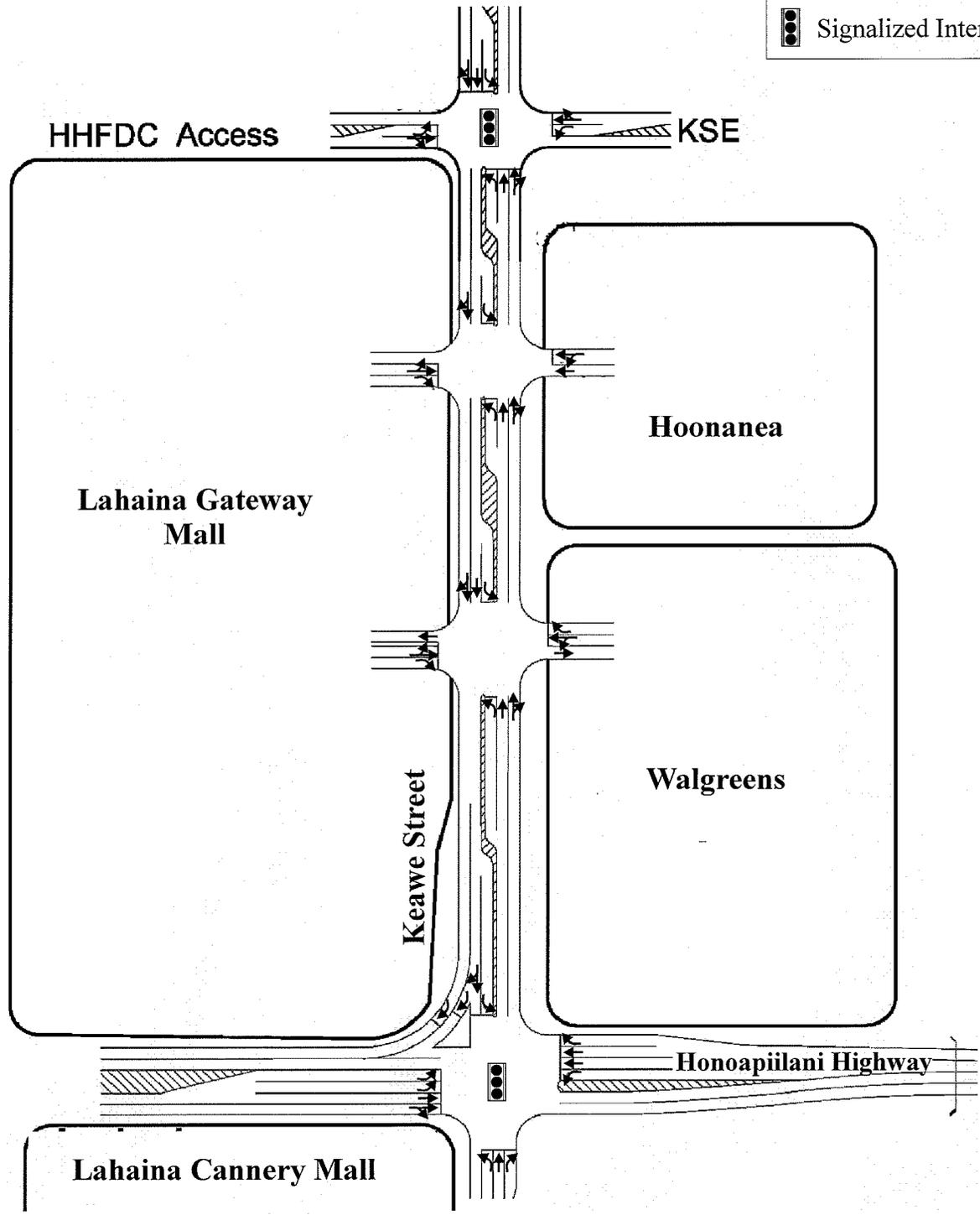
Westbound Approach: Lengthen the westbound left-turn and right-turn lanes and provide two (2) eastbound lanes on Lahainaluna Road mauka of Honoapiilani Highway. This will require ROW acquisition. Refer to **Figure 16**.

Honoapiilani Highway/Aholo Road

Extend Aholo Road to connect with the KSE and restrict Aholo Road access to right-in/right-out from and onto Honoapiilani Highway due to provision of signalized access via Front Street and heavier conflicting volume along Honoapiilani Highway. See **Figure 17**.

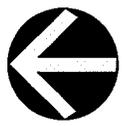
Legend

 Signalized Intersection



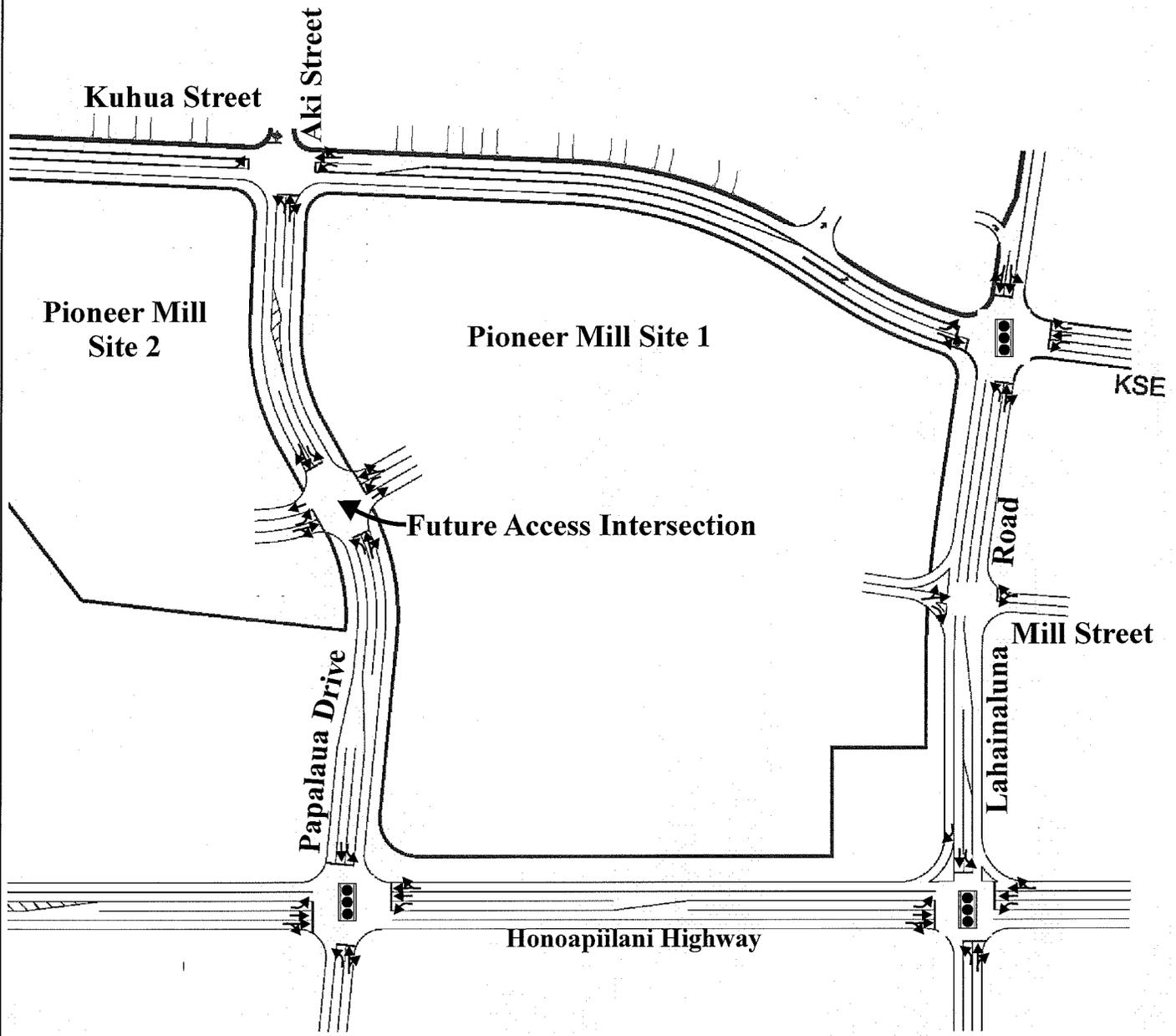
Source: Austin, Tsutsumi & Associates, Inc.

Figure 15 **Kuhua Street Extension and Improvement Project** NOT TO SCALE
Keawe Street Configuration



Legend

 Signalized Intersection



Source: Austin, Tsutsumi & Associates, Inc.

Figure 16

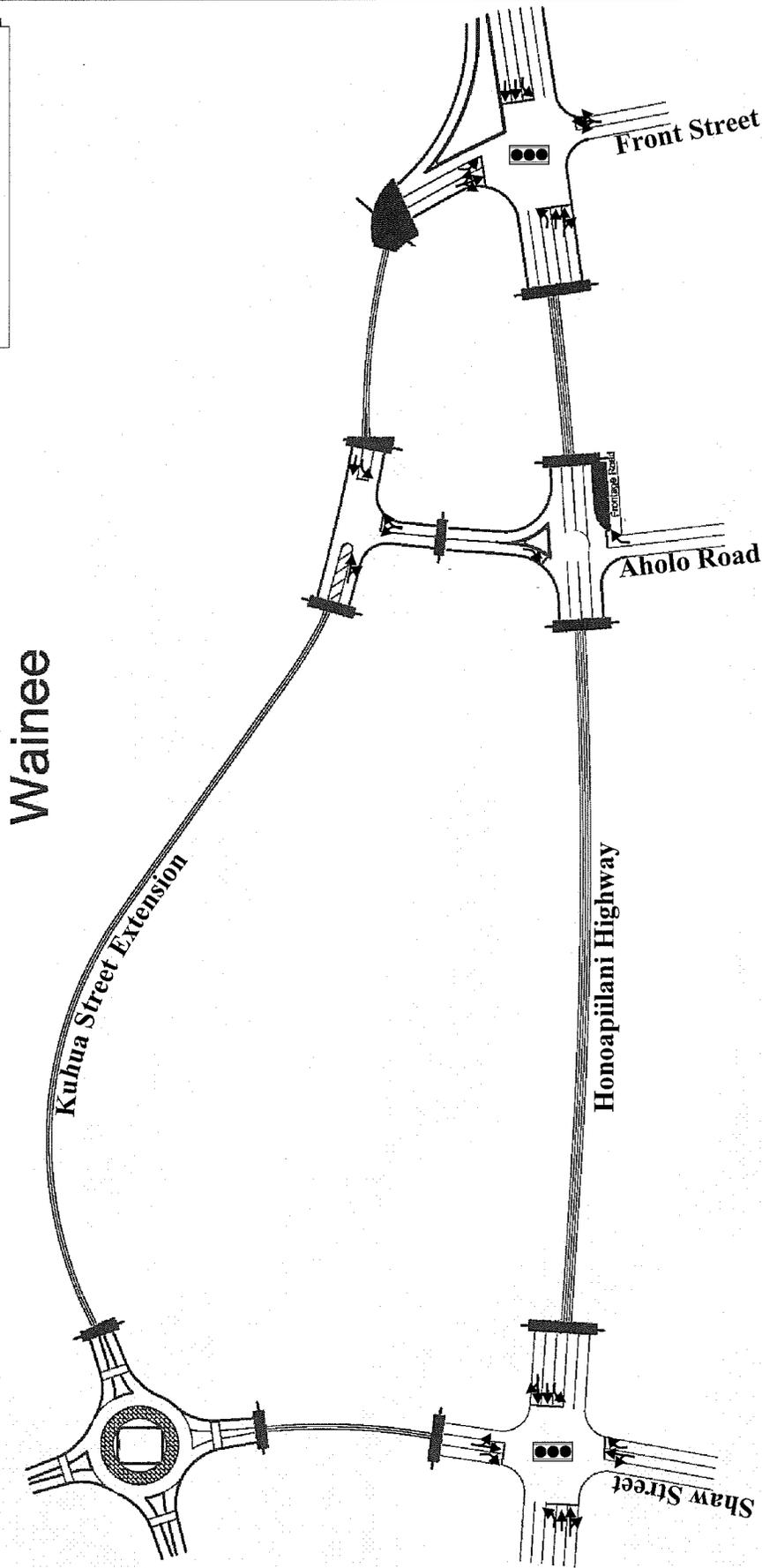
Kuhua Street Extension and Improvement Project
Papalaua Street and Lahainaluna Road Configuration

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works





Source: Austin, Tsutsumi & Associates, Inc.

Figure 17 Kuhua Street Extension and Improvement Project
Shaw Street Through Front Street Configuration

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works

Kim@millsstreet/FEA/Shaw St Config

Honoapiilani Highway/Front Street

Honoapiilani Highway: Widen to four (4) lanes between Aholo Road and Front Street including a transition to the existing two (2) lanes south of the intersection.

Northbound Approach: Construct a dedicated right-turn deceleration lane. This will require ROW acquisition.

Westbound Approach: Construct a dedicated westbound left-turn lane and a shared left-turn/through/right-turn lane. This will require ROW acquisition.

Traffic Signal Warrant: A traffic signal is recommended at this intersection. Refer to **Figure 17**.

KSE Intersections

Provide two (2) lanes with median left-turn lanes at its intersections. It is recommended that all intersections along the KSE be two-way stop controlled, with the following exceptions:

- Keawe Street/HHFDC Access/KSE – Signalize and design, as may be necessary, so vehicle stacking does not obstruct the path of the LKPR Sugar Cane Train should the railroad reopen.
- Lahainaluna Road/KSE – Signalize
- Shaw Street/KSE – Roundabout feasibility and impacts of a roundabout will be considered
- Honoapiilani Highway/KSE/Front Street - Signalize

Roundabouts and Traffic Calming Measures

A roundabout is being considered at the Shaw Street/KSE intersection as a means of calming traffic near the Lahaina Recreation Center and Lahaina

Aquatic Center. Refer to **Figure 17**. Roundabouts were not considered at the other intersections due to the following reasons:

- Relatively light minor movement volume
- Potential for queue spillback from neighboring intersections or parking lot operations
- Limited right-of-way

During the civil design phase of the project speed limits will be determined which will consider the recommended limits in the Acoustic Study. Also, to address residents' concerns regarding the potential for speeding along the KSE, the following traffic calming measures will be considered:

- Narrower Lanes – While maintaining the existing 34-foot pavement width, stripe the travel lanes to be 10 feet wide in either direction, with 14-foot left-turn/median lane.
- Bulbouts – Raised curbs to physically narrow the travel widths at key locations.
- Passive Speed Control Monitoring Devices – Devices installed to monitor speed, police would be notified when speeding occurs.

The KSE and Improvement project will provide a new north-south two-lane roadway with median turning lanes at its intersection. Whereas the LBR will improve regional mobility, the KSE and Improvement project will improve localized access for circulation within the Lahaina community, while also improving accessibility for pedestrians and bicyclists.

2. Wastewater Systems

a. Existing Conditions

The Department of Environmental Management's (DEM) Wastewater Reclamation Division provides sanitary sewer service for the West Maui region.

Wastewater from the Kaanapali and Lahaina areas is treated at the County's Lahaina Wastewater Reclamation Facility (LWWRF) located approximately five (5) miles north of the project area on the mauka side of Honoapiilani Highway.

According to the County's Wastewater Reclamation Division, the current LWWRF is capable of treating approximately 7.0 million gallons per day (mgd) while the rated regulatory capacity is 9.0 MG since a section of the WWRf is not in service. Stage 1A upgrade improvements (including new step screens in the headworks, refurbishing of the headworks channel, and the installation of new bio-reactor return pumps) have been completed.

There are existing 8-inch sewerlines along Keawe Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street. Sewerlines (from 10-inch to 27-inch diameter) exist along portions of Honoapiilani Highway. An existing 8-inch collector sewerline along Kuhua Street serves the existing Kuhua Tract Subdivision residences along the easterly (mauka) side of Kuhua Street and continues downstream through the former Pioneer Mill site and then down Papalaua Street to Front Street. From there the wastewater is conveyed north along Front Street, routed east along the south edge of the Kahoma Stream Flood Control Channel along a 14-inch force main that connects to a 27-inch gravity sewerline that runs north along Honoapiilani Highway and eventually connects to the LWWRF.

b. Potential Impacts and Proposed Mitigation Measures

A Preliminary Engineering Report (PER) was completed for the proposed project by Warren S. Unemori Engineering, Inc. (WSUE) *and included in the Preliminary Engineering Synopsis, Kuhua Street Extension (vicinity of Keawe Street to vicinity of Front Street)*. Refer to **Appendix "B"**. WSUE determined the 2013 report continue to be applicable. Refer to **Appendix "B-3"**. Wherever practicable, to minimize the disruption to the community and traffic, sewerlines are expected to be installed in conjunction with the construction of the KSE and Improvement project in coordination with adjacent planned developments. However, the KSE and Improvement project in itself (excluding any existing or proposed adjoining developments), is not expected to generate any additional wastewater demand and is not anticipated to adversely impact the County wastewater system.

3. Water

a. Existing Conditions

The West Maui region is served by the County's Department of Water Supply domestic water system. The County West Maui water system services the coastal areas from Launiupoko to Kaanapali and from Honokowai to Napili. The County's system includes both surface and groundwater sources.

The sources of water for Lahaina are four (4) deepwells located above Alaeloa and referred to as Napili Wells 1, 2, and 3 and Honokohau Well A. These wells are supplemented by water treatment plants above Honokowai and Lahainaluna High School that draws surface water from the Honolua Ditch and Kanaha Valley. Several miles of 12- and 16-inch lines and two (2) in-line booster stations convey water from these sources to consumers in Lahaina. Storage is provided by a 1.5 million gallon (MG) storage tank above Wahikuli and a 1.0 MG and a 0.5 MG tank on Lahainaluna Road.

Eight-inch and 12-inch transmission waterlines exist along portions of Honoapiilani Highway. A 12-inch waterline was recently installed along Keawe Street (from Honoapiilani Highway to just above the existing LKPR Sugar Cane Train tracks). Existing 8-inch waterlines are also located along Lahainaluna Road, Shaw Street, Aholo Road, and Front Street.

b. Potential Impacts and Proposed Mitigation Measures

According to the PER, wherever practicable, to minimize the disruption to the community and traffic, waterlines are expected to be installed in conjunction with the construction of the KSE in coordination with adjacent planned developments. However, the KSE and Improvement project in itself (excluding any existing or proposed adjoining developments), is not expected to generate any additional water demand, except for the incidental water necessary for landscaping irrigation. The KSE is not anticipated to adversely impact the County water system.

Regarding measures to reduce the use of potable water for non-potable use, the DPW will explore the availability of non-drinking water sources in the region and opportunities to utilize suitable non-potable or recycled water for

irrigation, where appropriate, in consultation with the DEM staff during the civil design phase of the project.

The information on “Maui County Planting Plan – Plant Zone 3” from the Department of Water Supply, will be utilized, as applicable, to select and place plants in landscaping, which will also help to conserve water and protect the watershed from degradation.

4. Drainage

a. Existing Conditions

The project area is largely undeveloped, at present, and is vegetated by grasses, weeds, shrubs, and trees. The property gently slopes in a westerly direction and varies in elevation from approximately 14 feet amsl to approximately 52 feet amsl.

The proposed project is situated within the limits of the approximately 5,250-acre Lahaina Watershed which is made up of three (3) subwatersheds and includes both Kahoma Stream and Kauaula Stream. The Lahaina subwatershed covers an area of approximately 2,140 acres; the Kauaula subwatershed covers an area of approximately 2,780 acres; and the subwatershed draining into the second channel where it crosses under Honoapiilani Highway and into the ocean covers an area of approximately 330 acres (USDA and DPWEM, 2003).

The proposed project is located in the Lahaina subwatershed which rises from the Pacific Ocean to an elevation of approximately 2,561 feet amsl. The coastal area of the subwatershed is relatively flat and has been developed for residential and commercial uses. The area above the developed flatland is gently sloping to about the 1,400 feet elevation and was formerly utilized for growing sugarcane. The remaining upper area of the Lahaina subwatershed is steep, rising to an elevation of approximately 2,561 feet amsl and was previously utilized for sugarcane cultivation or pasturing. There are no streams or large well- defined drainageways in the Lahaina subwatershed (USDA and DPWEM, 2003).

Runoff generated in the former sugarcane fields above Lahaina town is conveyed by numerous small gullies through the former sugarcane fields and cane haul roads, through undersized culverts in Honoapiilani Highway, and into Lahaina town where it drains into the ocean or ponds in low spots and dissipates through infiltration or evaporation. The storm drainage system within Lahaina town consists of short, limited capacity culverts which outlet into the ocean.

The existing Natural Resource Conservation Service (NRCS) diversion channel and detention basin are located above (mauka) the proposed roadway alignment between the Dickenson Street Extension and Shaw Street. The drainage area above the proposed project from Lahainaluna Road to south of Kauaula Stream will be improved by the Lahaina Watershed Flood Control (LWFC) Channel Project. Refer to **Figure 2**. Completion of the flood control improvements will minimize flooding within the coastal low-lying areas of Lahaina Town.

A Preliminary Drainage Report (PDR) was prepared by WSUE and included as an appendix in the 2013 Preliminary Engineering Synopsis. (See Appendix B in **Appendix “B”** of the Final EA.) WSUE reviewed the 2013 Preliminary Engineering Synopsis and updated applicable exhibits to reflect changes that have occurred since the publication of the Draft EA. WSUE also concluded the Preliminary Engineering Synopsis is still applicable. Refer to **Appendix “B-3”**.

According to the PDR, based on a 50-year, one (1) hour storm event, a total of approximately 27.5 cubic feet per second (cfs) of onsite surface runoff is currently generated by the linear project site. The existing runoff from the project site and adjacent areas generally sheet flow in a westerly (makai) direction towards Honoapiilani Highway.

The existing stormwater runoff is identified in the following three (3) roadway sections:

Section 1 - Keawe Street to Kahoma Channel: Approximately 3.7 cfs of offsite runoff from the mauka Lahaina Business Park currently sheet flows in a westerly direction through the project site. The onsite runoff from this

section of the project site is approximately 0.8 cfs which sheet flows westward toward an existing berm and is conveyed toward Keawe Street. The total existing runoff is approximately 4.5 cfs.

Section 2 – Kahoma Channel to Lahainaluna Road: The existing Kuhua Street Subdivision mauka of the project site contains no drainage system and currently approximately 108.1 cfs of offsite runoff from the entire area sheet flows downstream across Kuhua Street into the Pioneer Mill site where it ponds in an existing sump and potentially overflows onto Honoapiilani Highway. The onsite runoff from this section of the project site is approximately 9.3 cfs. The total existing runoff is approximately 117.4 cfs.

Existing offsite runoff from the mauka Kelaweia and Kelaweia Mauka Subdivisions sheet flows onto and down Lahainaluna Road, across Honoapiilani Highway and continues down Lahainaluna Road.

Section 3 – Lahainaluna Road to Honoapiilani Highway/Front Street Intersection: Phase 1B1 of the LBR project has been constructed. Refer to **Figure 2**. According to the PDR for Phase 1B1, the runoff discharge from culverts beneath the highway range from approximately 27 to 3,174 cfs based on a 50-year recurrence interval storm.

Also being constructed is the LWFC Channel, which is located approximately 700 feet mauka (east) of the KSE. Refer to **Figure 2**. This diversion channel will run roughly parallel to the KSE and is designed to handle a 100-year storm event. The LWFC Channel is expected to handle the runoff mauka of the channel and is expected to be completed prior to the construction of this section of the proposed KSE. The LWFC Channel has been completed up to Phase 3-A.

Approximately 400 feet mauka of the proposed KSE is an existing Interim NRCS Diversion Channel constructed by the West Maui Soil and Water Conservation District. This interim drainage facility consists of diversion berms and two (2) detention basins. The berms and basins have limited capacity and overflow flows downstream to the existing Mill Street. The proposed alignment of the KSE runs through the western portion of the basins. The interim basins will be abandoned once the LWFC Channel

improvements are completed and prior to the anticipated construction of this section of the KSE.

The offsite runoff from this section of the roadway is approximately 87.6 cfs while the onsite runoff is approximately 18.7 cfs based on a 50-year recurrence interval, 1-hour duration storm. Total runoff is approximately 106.3 cfs.

b. Potential Impacts and Proposed Mitigation Measures

According to the PDR, the total onsite surface runoff to be generated by the project site, including the connecting roadway extensions, would be approximately 69.7 cfs, a potential increase of approximately 42.2 cfs. However, a combination of drywells, offsite detention basins and subsurface detention systems will be implemented to limit the onsite runoff being discharged to pre-development levels. Based on a 50-year recurrence interval, there will be no net increase in onsite surface runoff. (Refer to Appendix B in **Appendix “B”** of the Final EA.)

The following improvements are proposed for the three (3) sections of the KSE:

Section 1 - Keawe Street to Kahoma Channel: The approximate 3.7 cfs of offsite runoff will be captured by new curb inlet catch basins located along the KSE and will be discharged into the existing Keawe Street drainage system, as it is presently doing via a new underground drainage system. Approximately 3.9 cfs of runoff is estimated to be generated by this section of the KSE. The approximately 3.1 cfs increase in potential runoff will be handled by approximately three (3) new drywells to be located near the KSE terminus at Keawe Street. A portion of the current runoff will continue to flow downstream into the Keawe Street drainage system at a rate no greater than pre-development conditions.

Section 2 – Kahoma Channel to Lahainaluna Road: The runoff estimated to be generated by this section of the roadway is approximately 24.0 cfs, an estimated increase of approximately 14.7 cfs of runoff from pre-development conditions. To handle the increased runoff, new drainage system improvements proposed for this section of the roadway include new curb and

gutters, intercepted by curb-inlet type catch basins conveyed to new drywells and subsurface drainage systems through underground pipes, such that the runoff discharging downstream is no greater than the pre-development conditions.

The potential increase in onsite runoff is proposed to be collected and conveyed to a new subsurface drainage system. This subsurface drainage system will then release runoff to a new drainage system beneath Lahainaluna Road at a rate no greater than pre-development conditions. The potential increase in onsite runoff generated by the improvements is proposed to be mitigated by a total of approximately 450 ft. of new subsurface drainage systems, and the existing runoff will be released toward Kahoma Stream Flood Control Channel (KSFC). The increase in runoff generated by the improvements on Lahainaluna Road will be mitigated by approximately six (6) new drywells beneath Lahainaluna Road. The potential increase in runoff generated by the improvements along Papalaua Street will be mitigated by approximately two (2) new dry wells and an approximately 200 ft. long subsurface drainage system.

Pursuant to the “Lahaina Town Drainage Master Plan”, the long-term mitigation plan for this area was originally envisioned to install a 10-ft. by 6-ft. box culvert down Lahainaluna Road to convey the mauka runoff to the ocean. However, Lahainaluna Road is a very narrow roadway within a 30-ft. wide right-of-way, and is typically encumbered by a congestion of existing underground utilities and numerous older commercial buildings that were built right up to the right-of-way. At the time the “Lahaina Town Drainage Master Plan” was originally developed, the KSE project was not yet envisioned and potential drainage solutions were constrained by the then existing Pioneer Mill. Since then Pioneer Mill has ceased operation and been demolished and, with the proposed construction of KSE and its proposed system of drain inlets and underground drainage system, the preferred drainage plan will be to intercept the runoff from the old Kuhua Tract Subdivision currently sheet flowing onto the project site and convey it to the KSFC Channel.

Based on a 50-year recurrence interval, 1-hour duration storm, the offsite surface runoff consists of approximately 108.1 cfs, primarily from the

existing Kuhua Tract Subdivision. In an effort to alleviate the existing overburdened drainage systems makai of Kuhua Street (including but not limited to the existing drainage systems beneath Honoapiilani Highway, Papalaua Street, and Lahainaluna Road) and help mitigate some of the flooding issues in Lahaina town, approximately 132 cfs of stormwater is proposed to be conveyed to the KSFC Channel via a new underground drainline that will run through the Pioneer Mill site and discharge immediately downstream (makai) of the existing Kahoma Uka Bridge. The KSE, a portion of Papalaua Drive, and their adjoining fringe areas will be handled by this drainage system and conveyed to the KSFC Channel.

According to the PDR, given the relationship of the drainage characteristics of the relatively small tributary area for this conveyed runoff compared to the large watershed for the KSFC Channel, the respective peak flows are not expected to coincide. Therefore, the proposed conveyance is not expected to adversely impact the hydrologic and hydraulic characteristics of the KSFC Channel.

A secondary, less desirable, alternate drainage plan is to convey the runoff in this area through a new drainage system down Papalaua Street (in lieu of Lahainaluna Road) and outlet to the ocean. This will consist of either replacing and upsizing the existing double pipe drainline with a new culvert or installing an additional box culvert adjacent to the existing double-pipe drainline generally consistent with the proposed long-term mitigation plan noted in the “Lahaina Town Drainage Master Plan”.

The existing offsite runoff from the remainder of the Kelaweia and Kelaweia Mauka Subdivisions (refer to **Figure 1**) will continue to be released downstream onto and down Lahainaluna Road where it crosses Honoapiilani Highway and continues on down Lahainaluna Road as it is presently doing. The increase in runoff generated by the Lahainaluna Road widening and improvements will be mitigated by drywells and subsurface drain. Additional dry wells may be installed based on the actual capacity determined from field permeability tests. A portion of the existing 30-inch drainline that cuts through the southeastern corner of Pioneer Mill site from the Paunau Subdivision (refer to **Figure 1**) will need to be relocated to run beneath Lahainaluna Road and Honoapiilani Highway, where it will reconnect to the

existing drainline beneath the highway. No additional runoff is expected to be added to the relocated drainline.

The future Kahoma Residential Subdivision, located east (mauka) of the KSE and immediately north of the existing Old Kuhua Tract and Kelawea subdivisions, will detain their additional runoff onsite through a detention basin that will have an emergency overflow into the Kahoma Stream Flood Control Channel upstream (mauka) of the existing Kahoma-Uka Bridge. Therefore, in accordance with the County drainage standards, this development should not adversely affect the KSE project. Refer to Appendix “B” in **Appendix “B”** and **Appendix “B-3”** in the Final EA.

Section 3 –Lahainaluna Road to Front Street: Offsite runoff for this section of the roadway will be from the areas makai of the future LWFC Channel and is estimated to be approximately 87.6 cfs. This offsite runoff will be allowed to pass through the KSE, via multiple underground culverts located beneath the roadway, and continue to sheet flow downstream. The onsite surface runoff that could potentially be generated from this section of the roadway is estimated as approximately 44.2 cfs. This potential increase of 25.2 cfs in surface runoff is proposed to be mitigated by three (3) new detention basins, totaling approximately 2.75 acre-feet in storage volume and a new approximately 250 feet long subsurface drainage system. To the extent feasible, the drainage basins will be coordinated with the proposed adjacent Wainee Village project.

The increase in runoff due to improvements to Shaw Street will be mitigated by approximately four (4) new drywells and any remaining capacity within the existing subsurface drainage system previously installed by the Na Hale O Wainee project. Increased runoff from improvements to Dickenson Street will be mitigated by approximately four (4) new drywells and the increase in runoff generated by improvements to Aholo Road will be mitigated by approximately two (2) new drywells.

On November 9, 2012 the County of Maui Department of Public Works (DPW) adopted *Rules for the Design of Storm Water Treatment Best Management Practices*. In accordance with the DPW’s *Rules for the Design of Storm Drainage Facilities* and *Rules for the Design of Storm Water*

Treatment Best Management Practices, all drainage improvements will comply with the foregoing drainage rules. Further, a stormwater quality management plan (with design details identifying feasible Low Impact Development features incorporated into the final site design) will be prepared and submitted in conjunction with the detailed design development for the project.

During construction, the following BMPs will be considered for erosion and sediment control:

- Construction of temporary sedimentation basins to minimize the quantity of sediment leaving the site
- Staging construction
- Protection of natural vegetation
- Stockpiling topsoil, and covering or stabilizing of the soil stockpiles
- Using wind erosion control measures
- Intercepting runoff above disturbed slopes
- Constructing of benches, terraces, or ditches at regular intervals to intercept runoff on long or man-made slopes
- Providing linings or other methods to prevent erosion of storm channels
- Using seeding and fertilizing or other soil erosion control measures
- Providing vehicle wheel wash-down facilities
- Using stabilized construction entrances
- Using vegetated filter strips

Greater detail of the design information for the proposed drainage and erosion control plan will be provided when the project progresses to the engineering design phase of development.

The USFWS, in its early consultation, recommended additional BMPs to minimize degradation of water quality and impacts to fish and wildlife resources. The DPW, during the design phase, will consider the following recommended BMPs:

- *Turbidity and siltation from project-related work should be minimized and contained within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of works during adverse weather conditions.*
- *No project-related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (stream channels, wetlands, etc.).*
- *No contamination (trash or debris disposal, alien species introductions, etc.) of adjacent aquatic environments (stream channels, wetlands, etc.) should result from project-related activities.*
- *Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project should be developed. Absorbent pads and containment booms shall be stored onsite, if appropriate, to facilitate the clean-up of accidental petroleum releases.*
- *Any under-layer fills used in the project should be protected from erosion with (rock, core-loc units, etc.) as soon after placement as practicable.*
- *Any soil exposed near water as part of the project should be protected from erosion (with plastic sheeting, filter fabric, etc.) after exposure and stabilized as soon as practicable (with vegetation matting, hydroseeding, etc.).*

In summary, despite the increase in impervious surfaces, such as paved roadways and concrete walkways, storm runoff to downstream properties from the project area will not increase above pre-development levels due to construction of drywells, new subsurface drainage storage systems and new detention basins. Further, BMPs, such as construction sedimentation basins and the implementation of soil erosion control measures will reduce the potential for sediments contained in the runoff from entering the ocean. As a result, the proposed project is not anticipated to result in any significant drainage impacts to downstream properties.

5. Electrical, Telephone, and CATV Service

a. Existing Conditions

Electrical, telephone, and cable television (CATV) services for the West Maui region are provided by Maui Electric Company, Ltd. (MECO), Hawaiian Telcom, and Oceanic Time Warner Cable Company, respectively.

b. Potential Impacts and Proposed Mitigation Measures

The DPW has been in early consultation with MECO to coordinate services with the proposed project. MECO did not note significant issues in providing service, considering they already serve the adjacent developed areas. The DPW will consult with MECO, Hawaiian Telcom and Oceanic Time Warner Cable Company during the design and construction phases of the project to ensure there are no adverse impacts to electrical, telephone, or CATV services.

E. CUMULATIVE AND SECONDARY IMPACTS

Cumulative impacts are defined as the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Secondary impacts, on the other hand, are those which have the potential to occur later in time or farther in distance, but are still reasonably foreseeable. They can be viewed as actions of others that are taken because of the presence of the project. Secondary impacts from drainage projects, for example, can occur because they can induce development by removing one of the impediments to growth.

The construction of the KSE and Improvement project will improve the north-south corridor capacity between Keawe Street and Front Street. As identified in the Maui Island Plan (MIP) and the Implementation Chapter of the MIP which states “secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street”. The KSE and Improvement project will improve access to the surrounding vacant lands identified for future growth in the Urban Growth Boundary for West Maui, such as the Kahoma Residential, Pioneer Mill site, and Wainee Village Residential. Improved access in the area coordinated with the construction of the LBR and LWFC Channel project will remove two (2) of the impediments to growth (transportation and drainage) in the Lahaina Town area. These projects are

dependent on the availability of public funding sources or opportunities for public-private partnerships. The lack of known funding will delay completion of these improvements which are anticipated to take several years. For the KSE and Improvement project, funding is currently available to prepare studies and conceptual design for the project. Should there be remaining funds provided by the Special Management Area (SMA) condition for the Honua Kai Resort, design for a portion of the KSE may be initiated by the DPW.

In the context of the County of Maui's General Plan, the MIP establishes urban and rural growth boundaries defining future development potential in the Lahaina region. The MIP directed growth map for Lahaina Town includes future urbanization of the agricultural lands for Wainee Village Residential west (makai) of the LWFC Channel project and north of Kauaula Stream. The KSE will provide future access to this area as part of the directed growth strategy of the MIP. The existing vacant lands along the KSE roadway corridor provide an opportunity for the DPW to master plan the roadway alignment and connections to the existing roadway system.

Planning for such areas would need to consider land planning integration opportunities. With the completion of the General Plan Update, the respective community plans, including the West Maui Community Plan, will be updated. Although, the timeframe for the overall completion of updating the community plans has not yet been established. The Maui County Council has established a preliminary order for the updates. The West Maui Community Plan is proposed to be the next plan to be updated after the Lanai Community Plan and Molokai Community Plan updates. The overall timeframe for the General Plan covers a planning horizon up to the year 2030. The DPW acknowledges the possibility that future regional growth opportunities in surrounding lands in the Lahaina region may be possible. Specifically, the proposed roadway provides opportunity for connection to areas beyond the corridor itself into future growth areas, to the east of the project area.

The proposed drainage improvements for the KSE and Improvement project may include the construction of retention and detention basins along the roadway shoulders. Secondary impacts may result during storm events when there may be standing waters in these basins which may attract the endangered nene and other endangered seabirds that frequent the area. Appropriate mitigation measures, such as fencing, may be required to protect these endangered birds. Further, seabirds may become disoriented from lights as they traverse the project site. During the design and construction phases, consideration will also be given to lighting that is down-shielded and limiting night work during construction.

IV. RELATIONSHIP TO GOVERNMENT PLANS, POLICIES, AND CONTROLS

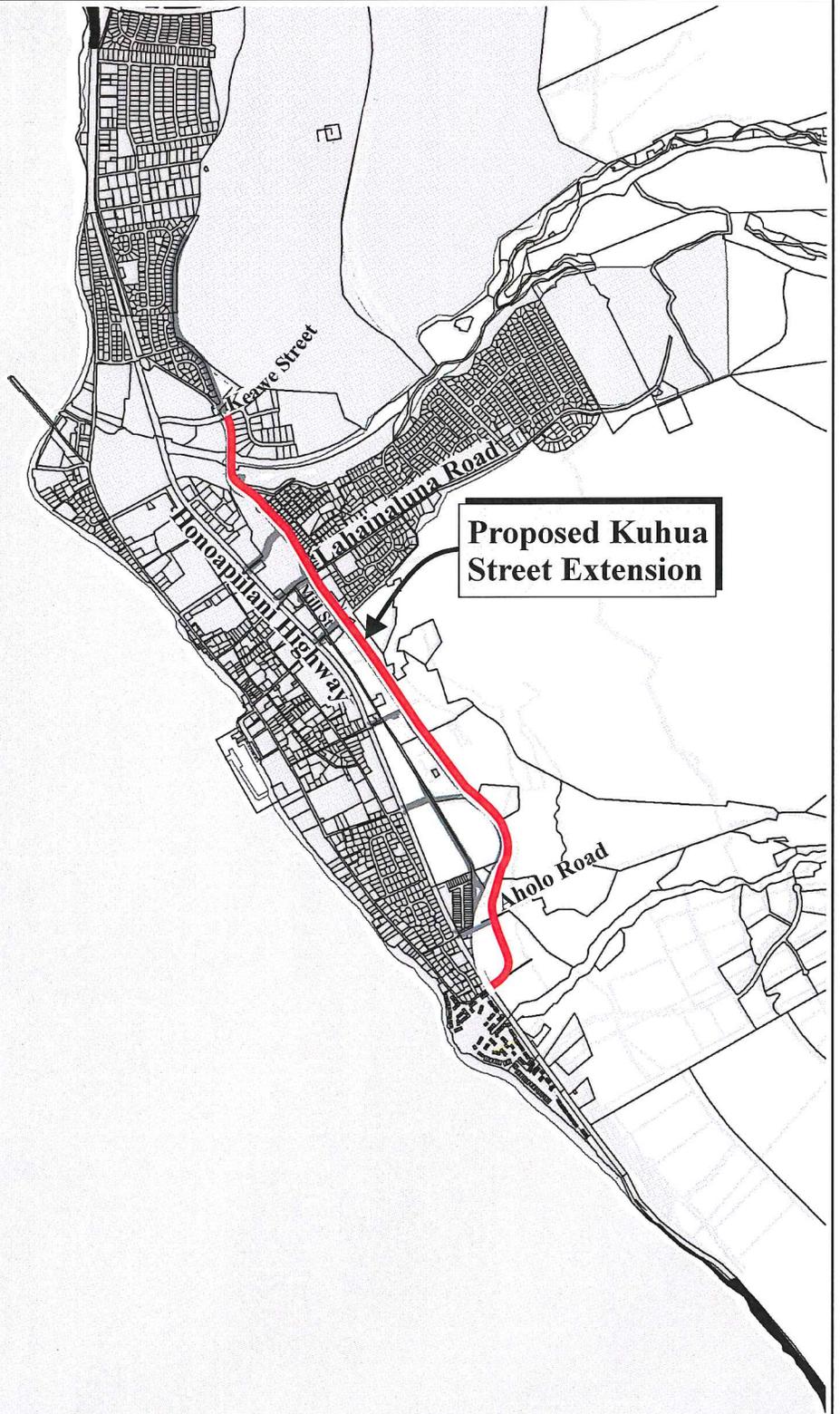
IV. RELATIONSHIP TO GOVERNMENT PLANS, POLICIES, AND CONTROLS

A. STATE LAND USE DISTRICTS

Chapter 205, Hawaii Revised Statutes (HRS), relating to the Land Use Commission, establishes four (4) major land use districts in which all lands in the State are placed. These districts are designated as “Urban”, “Rural”, “Agricultural”, and “Conservation”. The project area is located within lands designated as “Agricultural” and “Urban” districts. See **Figure 18**.

The following **Table 6** identifies the State Land Use designations of the affected properties within the KSE roadway corridor. Refer to **Figure 5**.

Pacific Ocean



Proposed Kuhua Street Extension

KEY

-  Agricultural
-  Conservation
-  Rural
-  Urban

Source: State Land Use Commission

Figure 18 Kuhua Street Extension and Improvement Project

NOT TO SCALE



State Land Use District Classifications Map

Prepared for: County of Maui, Department of Public Works



Table 6. State Land Use Designations of Affected Properties in KSE Roadway Corridor

Reference No.	Tax Map Keys	State Land Use District
1	(2)4-5-024 (Kuhua Street)	Urban
2	(2)4-5-025 (Kuhua Street)	Urban
3	(2)4-5-009:007 (Old Mill Site)	Urban
4	(2)4-5-010:005	Urban
5	(2)4-5-010:006 (Old Kahoma Stream)	Agricultural
6	(2)4-5-010:008 (Kahoma Stream Channel)	Agricultural
7	(2)4-5-010:034	Urban
8	(2)4-5-011:007 (Kahoma Stream Channel)	Urban
9	(2)4-5-024:068	Urban
10	(2)4-6-013:001	Agricultural
11	(2)4-6-013:006	Agricultural
12	(2)4-6-014:001	Agricultural
13	(2)4-6-015:001	Agricultural
14	(2)4-6-015:004 (Lahaina Recreation Center)	Agricultural
15	(2)4-6-016:004	Agricultural
16	(2)4-6-016:005	Urban
17	(2)4-6-016:039	Agricultural
Source: Maui Planning Department		

Roadway and related improvements are permitted uses within both the “Agricultural” and “Urban” land use designations.

Since publication of the Draft Environmental Assessment (EA), the Land Use Commission approved a District Boundary Amendment (Docket No. A12-795) for Tax Map Key No. (2) 4-5-010:005 on April 5, 2013 from the State “Agricultural” District to the State “Urban” District. The Petitioner represented that: (1) it would fund and construct roadway improvements needed for the extension of Kuhua Street from the project access to Keawe Street, as required by the County; and (2) it would assist the County in developing a mauka-makai greenway along the Kahoma Stream Flood Control Channel.

B. HAWAII STATE PLAN

Chapter 226, HRS, also known as the Hawaii State Plan, is a long-range comprehensive plan which serves as a guide for the future long-term development of the State by identifying goals, objectives, policies, and priorities, as well as implementation mechanisms. Examples of State objectives and policies relevant to the proposed project are as follows:

Section 226-11 Objectives and policies for the physical environment – land based, shoreline, and marine resources.

Planning for the State's physical environment with regard to land-based, shoreline and marine resources shall be directed towards achievement of the following objectives:

- a. Prudent use of Hawaii's land-based, shoreline, and marine resources.
- b. Effective protection of Hawaii's unique and fragile environmental resources.

To meet these objectives, it shall be the State policy to:

- a. Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.
- b. Take into account the physical attributes of areas when planning and designing activities and facilities.
- c. Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.

Section 226-12 Objective and policies for the physical environment – scenic, natural beauty, and historic resources.

Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawaii's scenic assets, natural beauty, and multi-cultural/historic resources.

To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to:

- a. Promote the preservation and restoration of significant natural and historic resources.
- b. Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, oceans, scenic landscapes, and other natural features.

Section 226-13 Objectives and policies for the physical environment – land, air, and water quality.

Planning for the State’s physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:

- a. Maintenance and pursuit of improved quality in Hawaii’s land, air, and water resources.

To achieve the land, air, and water quality objective, it shall be the policy of this State to:

- a. Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.
- b. Encourage design and construction practices that enhance the physical qualities of Hawaii’s communities.

Section 226-14 Objective and policies for facility systems--in general. In planning for the State’s facility systems it is the State objective to direct it towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives. To meet this objective, it shall be the State’s policy to:

- a. Accommodate the needs of Hawaii’s people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.
- b. Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.

- c. Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.

Section 226-17 Objectives and policies for facility systems--transportation. It is the State's objective for an integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods. To meet this objective, it shall be the State's policy to:

- a. Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter.
- b. Encourage a reasonable distribution of financial responsibilities for transportation among participating government and private parties.
- c. Encourage transportation systems that serve to accommodate present and future development needs of communities.
- d. Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment.
- e. Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.

The foregoing State Plan objectives and policies will be advanced through implementation of the proposed action.

The State Plan also includes priority guidelines which identify desirable courses of action in seven (7) major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, quality education, principles of sustainability, and adaptation to climate change. Examples of State priority guidelines relevant to the proposed action are discussed below:

Section 226-108 Sustainability.

Priority guidelines and principles to promote sustainability shall include:

- Encouraging balanced economic, social, community, and environmental priorities;

- Promoting a diversified and dynamic economy;
- Encouraging respect for the host culture;
- Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;
- Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawaii.

Section 226-109 Climate Change.

Priority guidelines to prepare the State to address the impacts of climate change including impacts to the areas of agriculture, conservation lands, coastal and nearshore marine areas, natural and cultural resources, education, energy, higher education, health, historic preservation, water resources, the built environment, such as housing, recreation, transportation, and the economy shall:

- Ensure that Hawaii's people are educated, informed, and aware of the impacts climate change may have on their communities;
- Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies;
- Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;
- Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options; and
- Encourage planning and management of the natural and built environments that effectively integrate climate change policy.

The State Functional Plans define actions for implementation of the Hawaii State Plan through the identification of needs, problems and issues, and recommendations on policies and priority actions which address the identified areas of concern. The proposed project is consistent with the following State Functional Plans:

1. **State Transportation Functional Plan**

The Hawaii State Plan addresses the vital role of transportation, particularly in light of population increases and community growth. The State Functional Plan for transportation calls for a statewide transportation system consistent with planned growth objectives throughout the State. The proposed KSE and Improvement Project will be developed to be consistent with the objectives of the State Transportation Functional Plan.

2. **State Historic Preservation Functional Plan**

The State Historic Preservation Functional Plan deals with the preservation of historic properties, the collection and preservation of historic records, artifacts and oral histories, and the provision of public information and education on the ethnic and cultural heritages and history of Hawaii. An Archaeological Inventory Survey report has been completed for the project by Cultural Surveys Hawaii, Inc. in compliance with applicable historic preservation requirements. Refer to **Appendix “D”**. The proposed project is, therefore, consistent with the objectives outlined under the State Historic Preservation Functional Plan.

C. **OTHER STATE OF HAWAII PLANS**

1. **Federal-Aid Highways 2035 Transportation Plan for the District of Maui:**

In July 2014, the State of Hawaii Department of Transportation (DOT) prepared the *Federal-Aid Highways 2035 Transportation Plan for the District of Maui*, to aid the State of Hawaii in its decision making process relating to its long range transportation planning to the year 2035 in modernizing our transportation systems, improving safety on our highways, and meeting the State’s ambitious, yet obtainable, sustainability goals. The Plan applies to federal-aid highways on Maui. Honoapiilani Highway (Route 30) between Main Street in Wailuku to Front Street in Lahaina is categorized as a National Highways System facility or federal-aid highway.

Issues identified in the 2035 Transportation Plan include: 1) congestion, 2) shoreline and hillside protection of roadways, 3) improving safety for non-motorized modes of transportation, and 4) improving transit services. Implementation of the 2035 Transportation Plan will be conducted in a three-tier system. Tier 1 is the Statewide

Transportation Improvement Program (STIP), which identifies projects that can be reasonably completed with available funds within four (4) years. Tier 2 is the Mid-Range Plan between the STIP and Long-Range Plan which are solutions that are anticipated to take eight (8) to ten (10) years to implement. The Long-Range Plan are solutions that are anticipated to take between ten (10) to twenty (20) years to implement.

2. State Multi-Hazard Mitigation Plan, 2010 Update:

The State Multi-Hazard Mitigation Plan establishes a framework to protect lives and property from loss and destruction during a natural hazard such as wildfires that occur in the West Maui region which have created disruptions, such as the closure of the main access into the region. Hazard mitigation encouraged by the State of Hawaii and County of Maui attempts to reduce risks during disasters in order to reduce the cost and extent of disasters.

The Plan recognizes that hazard mitigation depended on appropriate land use policies and practices, including zoning and coastal zone management, flood control, building codes and standards, infrastructure development and standards regulatory measures, incentive programs and participatory planning methods. The Federal Insurance Rate Maps (FIRM) for Maui County were updated and according to the September 19, 2012 FIRM the proposed roadway alignment is located in Zone X, an area of minimal flooding. The roadway alignment is also outside the tsunami inundation and evacuation zones. The roadway is expected to provide an alternative route during emergencies for directing people outside of the tsunami evacuation zone, as well as re-routing traffic during emergencies on Honoapiilani Highway.

D. MAUI COUNTY GENERAL PLAN

As indicated by the Maui County Charter, the purpose of the general plan shall be to:

“ . . . indicate desired population and physical development patterns for each island within the county; shall address the unique problems and needs of each island and region within the county; shall explain the opportunities and the social, economic, and environmental consequences related to potential developments; and shall set forth the desired sequence, patterns, and characteristics of future developments. The general plan shall identify objectives to be achieved, and priorities, policies and implementing actions

to be pursued with respect to population density, land use maps, land use regulations, transportation systems, public and community facility locations, water and sewage systems, visitor destinations, urban design and other matters related to development.”

Chapter 2.80B of the Maui County Code, relating to the General Plan and Community Plans, implements the foregoing Charter provision through enabling legislation which calls for a Countywide Policy Plan and a Maui Island Plan. The Countywide Policy Plan was adopted as Ordinance No. 3732 effective March 24, 2010, while the Maui Island Plan (MIP), which delineates areas for further urban and rural growth as part of a Directed Growth Strategy, was adopted as Ordinance No. 4004 effective December 28, 2012.

The following sections identify pertinent objectives, policies, implementing actions and related provisions set forth in the Countywide Policy Plan and the MIP. It is recognized that both documents are comprehensive in nature and address a number of functional planning areas which apply to all programs, plans, and projects. However, for purposes of addressing General Plan compliance requirements, policy considerations which are deemed most relevant in terms of compatibility and consistency are addressed in this report section.

1. Countywide Policy Plan

With regard to the Countywide Policy Plan, Section 2.80B.030 of the Maui County Code states the following:

*The countywide policy plan shall provide broad policies and objectives which portray the desired direction of the County’s future.
The countywide policy plan shall include:*

- 1. A vision for the County;*
- 2. A Statement of core themes or principles for the county; and*
- 3. A list of countywide objectives and policies for population, land use, the environment, the economy, and housing.*

Core principles set forth in the Countywide Policy Plan are listed as follows:

1. Excellence in the stewardship of the natural environment and cultural resources;
2. Compassion for and understanding of others;
3. Respect for diversity;
4. Engagement and empowerment of Maui County residents;
5. Honor for all cultural traditions and histories;
6. Consideration of the contributions of past generations as well as the needs of future generations;
7. Commitment to self-sufficiency;
8. Wisdom and balance in decision making;
9. Thoughtful, island-appropriate innovation; and
10. Nurturance of the health and well-being of our families and our communities.

Congruent with these core principles, the Countywide Policy Plan identifies goals, objectives, policies and implementing actions for pertinent functional planning categories, which are identified as follows:

1. Natural environment
2. Local cultures and traditions
3. Education
4. Social and healthcare services
5. Housing opportunities for residents
6. Local economy

7. Parks and public facilities
8. Transportation options
9. Physical infrastructure
10. Sustainable land use and growth management
11. Good governance

With respect to the KSE and Improvement Project, the following goals, objectives, policies and implementing actions are illustrative of the project's compliance with the Countywide Policy Plan:

Diversify Transportation Options

Goal: *Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.*

Objective: *Provide an effective, affordable, and convenient ground-transportation system that is environmentally sustainable.*

Policies: Execute planning strategies to reduce traffic congestion.

Plan for the efficient relocation of roadways for the public benefit.

Support the use of alternative roadway designs, such as traffic-calming techniques and modern roundabouts.

Increase route and mode options in the ground-transportation network.

Ensure that roadway systems are safe, efficient, and maintained in good condition.

Preserve roadway corridors that have historic, scenic, or unique physical attributes that enhance the character and scenic resources of communities.

Design new roads and roadway improvements to retain and enhance the existing character and scenic resources of the communities through which they pass.

Develop and expand an attractive, island-appropriate, and efficient public transportation system.

Objective: *Reduce the reliance on the automobile and fossil fuels by encouraging walking, bicycling, and other energy-efficient and safe alternative modes of transportation.*

Policies: *Make walking and bicycling transportation safe and easy between and within communities.*

Design new and retrofit existing rights-of-way with adequate sidewalks, bicycle lanes, or separated multi-use transit corridors.

Objective: *Improve and expand the planning and management of transportation systems.*

In summary, the KSE and Improvement Project is consistent with the theme and principles of the Countywide Policy Plan.

2. Maui Island Plan

The MIP is applicable to the island of Maui only, providing more specific policy-based strategies for population, land use, transportation, public and community facilities, water and sewage systems, visitor destinations, urban design, and other matters related to future growth.

As provided by Chapter 2.80B, the MIP shall include the following components:

1. *An island-wide land use strategy, including a managed and directed growth plan*
2. *A water element assessing supply, demand and quality parameters*
3. *A nearshore ecosystem element assessing nearshore waters and requirements for preservation and restoration*
4. *An implementation program which addresses the County's 20-year capital improvement requirements, financial program for implementation, and action implementation schedule*
5. *Milestone indicators designed to measure implementation progress of the MIP*

It is noted that the Ordinance No. 4004 does not address the component relating to the implementation program. Chapter 2.80B of the Maui County Code, relating to the General Plan, was amended by Ordinance No. 3979, effective October 5, 2012, to provide that the implementation program component be adopted no later than one (1) year following the effective date of Ordinance No. 4004. In December 2013 and March 2014, the Council approved time extensions for approval and adoption of the implementation chapter of the MIP. The implementation program component of the MIP was adopted by Ordinance No. 4126 on May 29, 2014.

The MIP addresses a number of planning categories with detailed policy analysis and recommendations which are framed in terms of goals, objectives, policies and implementing actions. These planning categories address the following areas:

1. *Population*
2. *Heritage Resources*
3. *Natural Hazards*
4. *Economic Development*
5. *Housing*
6. *Infrastructure and Public Facilities*
7. *Land Use*

Additionally, an essential element of the MIP is its directed growth plan which provides a management framework for future growth in a manner that is fiscally, environmentally, and culturally prudent. Among the directed growth management tools developed through the MIP process are maps delineating urban growth boundaries (UGB), small town boundaries (STB) and rural growth boundaries (RGB). The respective boundaries identify areas appropriate for future growth and their corresponding intent with respect to development character.

The proposed KSE and Improvement project is located within the UGB for the West Maui region. In this regard, KSE and Improvement project is consistent with the directed growth strategy defined via growth maps adopted in the MIP.

In addition, the proposed KSE and Improvement project has been reviewed with respect to pertinent goals, objectives, policies and implementing actions of the MIP. A summary of these policy statements are provided below:

1. Population

Goal: *Maui's people, values, and lifestyles thrive through strong, healthy, and vibrant island communities.*

2. Heritage Resources

Cultural, Historical, and Archaeological Resources Issues

Goal: *Our community respects and protects archaeological and cultural resources while perpetuating diverse cultural identities and traditions.*

Policy: *Ensure traditional public access routes, including native Hawaiian trails, are maintained for public use.*

Ensure that cultural, historic, and archaeological resources are protected for the benefit of present and future generations.

Watersheds, Streams and Wetlands Issues

Objective: *Decreased NPS and point source pollution.*

Policies: *Enforce water pollution related standards and codes.*

Support the use of LID Techniques such as those described in the State of Hawaii LID Practitioner's Guide (June 2006), as amended.

Objective: *Greater preservation of native flora and fauna biodiversity to protect native species.*

Wildlife and Natural Area Issues

Goal: *Maui's natural areas and indigenous flora and fauna will be protected.*

Policies: *Identify and inventory the following:*

- (1) Natural, recreational, and open space resources;*
- (2) Flora and fauna with medium, high, and very high concentrations of threatened or endangered species; and*
- (3) Location and extent of invasive species.*

Require flora and fauna assessment and protection plans for development in areas with concentrations of indigenous flora and fauna; development shall comply with the assessment and protection plan and shall use the avoidance, minimization, and mitigation approach respectively, with an emphasis on avoidance.

Objective: *Greater protection of sensitive lands, indigenous habitat, and native flora and fauna.*

Scenic Resources Issues

Objective: *A greater level of protection for scenic resources.*

Policies: *Protect “night sky” resources by encouraging the implementation of ambient light ordinances and encouraging conversion of all sources that create excessive light pollution, affecting our ability to view the stars.*

Protect scenic resources along Maui’s scenic roadway corridors.

3. Natural Hazards

Goal: Maui will be disaster resilient.

Objective: *Greater protection of life and property.*

4. Economic Development

Objective: *Increase activities that support principles of sustainability*

5. Housing

Objective: *Provide infrastructure in a more timely manner to support the development of affordable housing.*

6. Infrastructure and Public Facilities

Maui’s roadway network assessment in the *Proposed Roadway Development Program* referenced in the MIP identifies the KSE (formerly Mill Street Extension) as one of the highway improvements proposed for West Maui to improve Maui’s roadway network.

Transportation

Goal: *An interconnected, efficient, and well-maintained, multimodal transportation system.*

Objective: *Safe, interconnected transit, roadway, bicycle, equestrian, and pedestrian network.*

Policies: *Plan for an integrated multi-modal transportation system comprised of public transit, bicycle, pedestrian, automobile, and other transportation modes.*

Ensure that the roadway and transit alignments respect the natural environment and scenic views.

Implementing Action: Implement pedestrian and bikeway plans.

Parks

Goal: *Maui will have a diverse range of active and passive recreational parks, wilderness areas, and other natural-resource areas linked, where feasible, by a network of greenways, bikeways, pathways, and roads that are accessible to all.*

Objective: *An expanded network of greenways, trails, pathways, and bikeways.*

Policies: *Link existing and future park sites, natural areas, the shoreline, and residential areas with a network of bikeways, pedestrian paths, trails, and greenways.*

Support the implementation of plans and programs that facilitate pedestrian mobility and access to active and passive recreation areas and sites.

7. Land Use

According to the MIP, mobility and circulation within and between Maui's urban areas are important components of promoting rich urban design and human-scale form. Further, providing for efficient movement of all levels of transportation – automobile, public transit, bike, and pedestrian – is essential to assuring the livability of a community. The KSE and Improvement project will provide a new roadway, pedestrian-friendly, multi-use trail greenway and increased mobility and circulation within Lahaina Town.

Chapter 10 of the MIP, Long Range Implementation Program, establishes a broadly defined infrastructure strategy and policy framework to strengthen infrastructure

planning and delivery on Maui, and to identify short-, medium-, and long-term capital projects and costs to address existing service deficits and projected growth to 2030.

Through its CIP program, the County is responsible for funding operations and capital improvements to address existing deficiencies of County-owned and operated systems. As the island's population grows to 2030, roadway systems will need to be expanded to service new growth areas.

In the West Maui Region, the following roadways are identified in Chapter 10:

- Secure ROW and construct Lahaina Bypass from Hokiokio Road to Launiupoko (State)
- Secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street (Conceptual)
- Secure ROW and construct Lahaina Cane Haul Road from Ukumehame to Aholo Street (State)

The implementation program in the MIP identifies right-of-way acquisition for the Mill Street extension by the DPW between 2016 and 2021. The ROW acquisition is estimated as \$23.8 million. Proposed funding sources include Federal, State, and County funds. This EA is the initial phase in the implementation of the Mill Street extension as identified in the MIP. The potential use of State and County funds and land are “triggers” for compliance with Chapter 343 Environmental Impact Review.

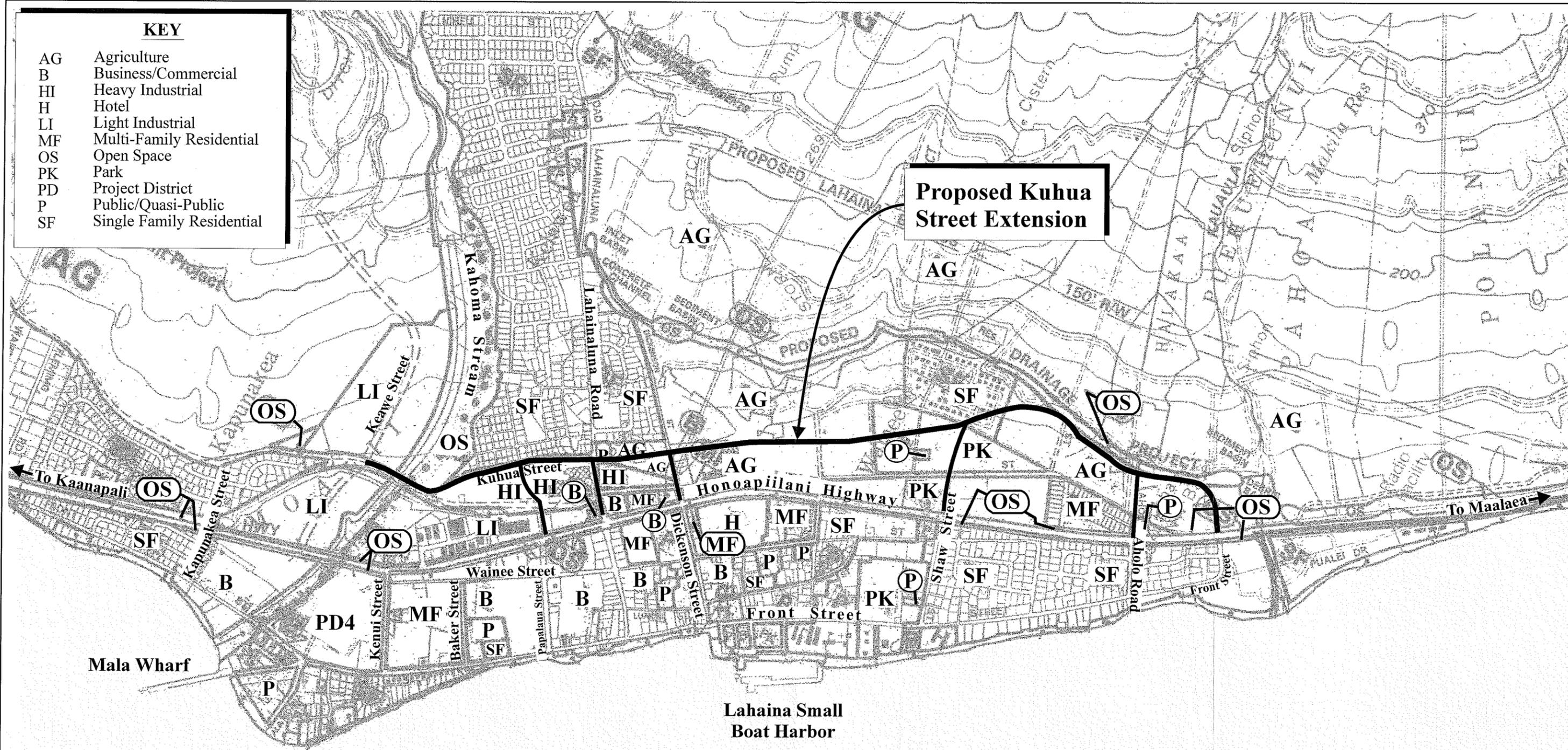
E. WEST MAUI COMMUNITY PLAN

Within Maui County, there are nine (9) community plan regions. From a General Plan implementation standpoint, each region is governed by a community plan which sets forth desired land use patterns, as well as goals, objectives, policies, and implementing actions for a number of functional areas including infrastructure-related parameters.

The proposed project is located within the West Maui Community plan region. See **Figure 19**. The West Maui Community plan identified inadequate infrastructure and the failure of existing infrastructural systems as a major problem for the region. The extension of Kuhua Street from Keawe Street to its southern terminus at the Front Street intersection (parallel to Honoapiilani Highway) will enhance the existing transportation system by improving traffic circulation for the neighboring communities in the area and reduce increasing traffic congestion on local roadways. The community plan designations of the properties affected by the proposed alignment for the KSE roadway corridor are shown in **Table 7**. Refer to **Figure 5**.

KEY

- AG Agriculture
- B Business/Commercial
- HI Heavy Industrial
- H Hotel
- LI Light Industrial
- MF Multi-Family Residential
- OS Open Space
- PK Park
- PD Project District
- P Public/Quasi-Public
- SF Single Family Residential



Mala Wharf

Lahaina Small Boat Harbor

Pacific Ocean

Source: County of Maui, Department of Planning

Figure 19

Kuhua Street Extension and Improvement Project
West Maui Community Plan Map

NOT TO SCALE



Table 7. Community Plan Designations of Affected Properties in KSE Roadway Corridor

Reference No.	Tax Map Keys	West Maui Community Plan
1	(2)4-5-024 (Kuhua Street)	None*
2	(2)4-5-025 (Kuhua Street)	None*
3	(2)4-5-009:007 (Old Mill Site)	Heavy and Light Industrial
4	(2)4-5-010:005	Open Space
5	(2)4-5-010:006 (Old Kahoma Stream)	Open Space
6	(2)4-5-010:008 (Kahoma Stream Channel)	Open Space
7	(2)4-5-010:034	Light Industrial and Agriculture
8	(2)4-5-011:007 (Kahoma Stream Channel)	Light Industrial and Agriculture
9	(2)4-5-024:068	Single Family
10	(2)4-6-013:001	Agriculture and Open Space
11	(2)4-6-013:006	Agriculture and Open Space
12	(2)4-6-014:001	Agriculture
13	(2)4-6-015:001	Agriculture, Single Family, Park and Open Space
14	(2)4-6-015:004 (Lahaina Recreation Center)	Agriculture, Single Family and Park
15	(2)4-6-016:004	Agriculture
16	(2)4-6-016:005	Agriculture
17	(2)4-6-016:039	Agriculture

* Existing roadways are not designated as a land use
 Source: County of Maui Planning Department

On December 2, 2011, the Maui County Council approved Resolution 11-126 which approved Kahoma Residential on Tax Map Key No. (2) 4-5-010:005 as an HRS Section 201H-38 affordable housing project. The Kahoma Residential Project was granted an exemption from Chapter 2.80B, MCC, General Plan and Community Plans to permit the project to proceed without obtaining a Community Plan amendment.

Roadway and related improvements are permitted uses within the above-noted community plan designations.

The proposed project is in keeping with, among others, the following goals, objectives, and policies of the West Maui Community Plan.

LAND USE

Goal

An attractive, well-planned community with a mixture of compatible land uses in appropriate areas to accommodate the future needs of residents and visitors in a manner that provides for the stable social and economic well-being of residents and the preservation and enhancement of the region's open space areas and natural environmental resources.

Objectives and Policies

- *Preserve and enhance the mountain and coastal scenic vistas and the open space areas of the region.*

ENVIRONMENT

Goal

A clean and attractive physical, natural and marine environment in which man-made developments on or alterations to the natural and marine environment are based on sound environmental and ecological practices, and important scenic and open space resources area preserved and protected for public use and enjoyment.

Objectives and Policies

- *Promote the planting of trees and other landscape planting to enhance streetscapes and the built environment.*
- *Promote drainage and stormwater management practices that prevent flooding and protect coastal water quality.*

CULTURAL RESOURCE

Policy

Preserve and protect significant archaeological, historical and cultural resources that are unique in the State of Hawaii and Island of Maui.

URBAN DESIGN

Goal

An attractive and functionally integrated urban environment that enhances neighborhood character, promotes quality design at the resort destinations of Kaanapali and Kapalua, defines a unified landscape planting and beautification theme along major public roads and highways, watercourses, and at major public facilities, and recognizes the historic importance and traditions of the region.

Objectives and Policies

- *Enhance the appearance of major public roads and highways in the region.*
- *Improve pedestrian and bicycle access within the region.*
- *Promote a unified street tree planting scheme along major highways and streets. Hedge planting should be spaced and limited in height, in order to provide vistas to the shoreline and mountains.*
- *Maintain shrubs and trees at street intersections for adequate sight distance.*
- *Use native plants for landscape planting in public projects to the extent practicable.*
- *Existing and future public rights-of-way along roads and parks shall be planted with appropriate trees, turfgrass and ground covers.*
- *Encourage neighborhoods and community organizations to upgrade and maintain streets and parks in accordance with the Maui County Planting Plan.*

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 efficient transportation systems which meet the needs of the community.

Policies (Transportation)

- *Support construction of the planned Lahaina Bypass Road in such a way as to promote safe, efficient travel across the region without encouraging further urbanization or impeding agricultural operations.*
- *Support improvements for the safe and convenient movement of people and goods, pedestrians and bicyclists in the Lahaina region particularly along Honoapiilani Highway, Front Street and Lower Honoapiilani Road and seek to establish a regional network of bikeways and pedestrian paths.*
- *Support ridesharing, programs to promote safe bicycle and pedestrian travel, alternative work schedules, traffic signal synchronization, and other transportation demand management strategies.*

Implementing Action

- *Provide a roadway for ingress and egress between Kelaweia Mauka and Honoapiilani Highway, located in the vicinity of Kuhua Street and Hinau Street.*
- *Construct left turn lanes on the Lahainaluna Road at its intersection with Honoapiilani Highway.*
- *Establish major recreation ways for pedestrians and bicycles from the pali to Lahaina town and to Kapalua along the coastal highways, including Honoapiilani Highway and Lower Honoapiilani Road, and along the southern side of Kahoma Stream and other major drainage channels.*

- *Study, design and implement measures for safe pedestrian access connecting Lahaina town with its mauka pool and park, including consideration of pedestrian overpasses.*

Objectives and Policies (Drainage)

- *Construct necessary drainage improvements in flood-prone areas, incorporating landscaped swales and unlined channels to provide open space continuity. Urge the use of landscaped/green belt drainage channels as opposed to concrete-lined channels or culverts.*
- *Insure that new developments will not result in adverse flooding conditions for downstream properties by requiring onsite retention facilities for stormwater run-off generated by the development.*

GOVERNMENT

Goal

Government that demonstrates the highest standards of fairness, responsiveness to the needs of the community, fiscal integrity, effectiveness in planning, and implementing programs and projects to accommodate a stable social and economic well-being for residents, a fair and equitable approach to taxation, and efficient and results-oriented management.

Objectives and Policies

- *Coordinate and direct future public and private development, including capital improvement projects, consistent with the Community Plan and the island-wide directed and managed growth plan required by the General Plan.*
- *Insure that adequate infrastructure is or will be available to accommodate planned development.*
- *Support public and private partnerships to fund the planning and construction of infrastructure, subject to advanced public notification.*

F. COUNTY ZONING

The lands underlying the proposed KSE roadway corridor are zoned by the County of Maui as shown in **Table 8**. Refer to **Figure 5**.

Table 8. Zoning Designations of Affected Properties in KSE Roadway Corridor

Reference No.	Tax Map Keys	Zoning Designation
1	(2)4-5-024 (Kuhua Street)	Varies*
2	(2)4-5-025 (Kuhua Street)	Varies*
3	(2)4-5-009:007 (Old Mill Site)	M-2 Heavy Industrial
4	(2)4-5-010:005	Agricultural
5	(2)4-5-010:006 (Old Kahoma Stream)	Agricultural
6	(2)4-5-010:008 (Kahoma Stream Channel)	Agricultural
7	(2)4-5-010:034	M-1 Light Industrial
8	(2)4-5-011:007 (Kahoma Stream Channel)	M-1 Light Industrial
9	(2)4-5-024:068	R-1 Residential
10	(2)4-6-013:001	Agricultural
11	(2)4-6-013:006	Agricultural
12	(2)4-6-014:001	Agricultural
13	(2)4-6-015:001	Agricultural
14	(2)4-6-015:004 (Lahaina Recreation Center)	Agricultural
15	(2)4-6-016:004	Agricultural
16	(2)4-6-016:005	Agricultural
17	(2)4-6-016:039	Agricultural
<p>* Roads from centerline are zoned the adjacent zoning district. Kuhua Street is adjacent to various zoning districts. Source: County of Maui Planning Department</p>		

On December 2, 2011, the Maui County Council approved Resolution 11-126 which approved Kahoma Residential on Tax Map Key No. (2) 4-5-010:005 as a HRS Section 201H-38 affordable housing project. The Kahoma Residential project was granted an exemption from Chapter 19.30A, MCC, Agricultural District, to permit the development and uses. It also established development-specific zoning standards for the project.

As with the community plan land use designation, the roadway and related improvements are permitted uses within these zoning districts.

During the design phase of the project, if improvements are required along Papalaua Street, Lahainaluna Road, Dickenson Street and Shaw Street within the Lahaina Historic Districts, the necessary permit will be obtained.

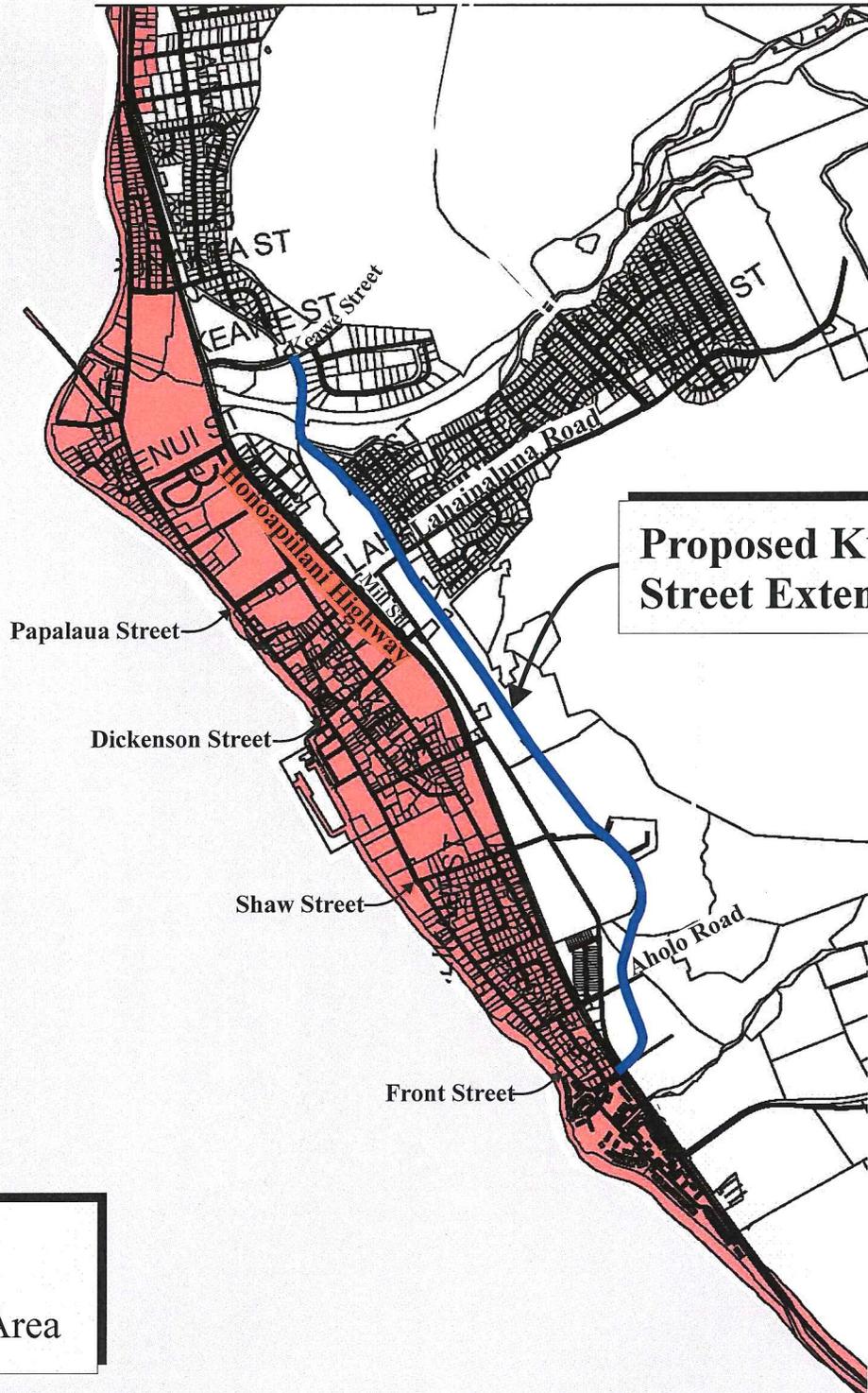
G. COASTAL ZONE MANAGEMENT/SPECIAL MANAGEMENT AREA

The Hawaii Coastal Zone Management Program (HCZMP), as formalized in Chapter 205A, HRS, establishes objectives and policies for the preservation, protection, and restoration of natural resources of Hawaii's coastal zone. Section 205A-1 defines "coastal zone" as all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the United States territorial sea. As such, the proposed KSE and Improvement project has been reviewed in the context of HRS 205A.

The landward boundary of the County of Maui's Special Management Area (SMA) in this area is the makai boundary of the Honoapiilani Highway ROW. The proposed KSE and Improvement project is located mauka of the Honoapiilani Highway ROW and is not within the County of Maui's SMA and will not require processing of a SMA Use Permit. However, in the event that the ultimate design requirements mandated by State and/or County agencies require improvements west (makai) of the Honoapiilani Highway ROW, including at intersections, then appropriate SMA permits will be obtained prior to construction. See **Figure 20**.

As set forth in Chapter 205A, HRS, this section addresses the project's relationship to applicable coastal zone management considerations.

Pacific Ocean



KEY

 SMA Area

Source: County of Maui, Department of Planning

Figure 20 Kuhua Street Extension and Improvement Project
Special Management Area (SMA) Map

NOT TO SCALE



Prepared for: County of Maui, Department of Public Works



1. Recreational Resources

Objective

Provide coastal recreational opportunities accessible to the public.

Policies

- a. *Improve coordination and funding of coastal recreational planning and management; and*
- b. *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*
 - i. *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*
 - ii. *Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the state for recreation when replacement is not feasible or desirable;*
 - iii. *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*
 - iv. *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*
 - v. *Ensuring public recreational use of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;*
 - vi. *Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;*

- vii. *Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and*
- viii. *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Section 46-6, HRS.*

Response: The project area is located away from the shoreline east of Honoapiilani Highway. With implementation of a BMP program, adverse impacts to coastal recreational resources are not anticipated to result from the project.

2. Historic Resources

Objective

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

Policies

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

Response: An AIS was undertaken by Cultural Surveys Hawaii, Inc. in order to identify, protect, and preserve historic resources. The archaeological investigation found the project area to have been previously affected by past sugarcane cultivation, drainage improvements and urban development.

Human burial site SIHP-6473 was found to be within the project right-of-way which prompted the realignment of the southern portion of the KSE corridor. This created

a 50 ft. buffer between the burial and the limits of construction activity. A second human burial site SIHP-7102 was identified, documented, and recommended for preservation in place and avoidance. A Burial Treatment Plan will need to be prepared for review and determination by the Maui/Lanai Islands Burial council prior to initiation of ground altering work. Refer to **Appendix “D”**.

Should historic finds be uncovered during construction activities, work will cease in the vicinity of the find and SHPD/OHA contacted to determine the appropriate level of mitigation.

3. Scenic and Open Space Resources

Objective

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

Policies

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

Response: The project area is located along the lower slopes of the West Maui Mountains above Honoapiilani Highway and the Lahaina town business area from approximately 14 feet amsl rising to approximately 52 feet amsl. The proposed roadway will be buffered with landscaped areas to enhance open space resources in the area. The roadway extension project does not include vertical structures that would have the potential to adversely impact views to the shoreline or mountains.

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 nonpoint source water pollution control measures.*

Response: With implementation of BMPs and the proposed drainage improvements (to detain all project-related increases in storm water runoff), the proposed project is anticipated to have minimal long-term adverse effects on downstream coastal ecosystems. Appropriate BMPs and erosion-control measures will be implemented to ensure that coastal ecosystems are not adversely impacted by construction activities.

During the design phase, if associated drainage improvements are required to outlet to the ocean, the DPW in the context of required permits shall include appropriate mitigation measures in the project to ensure coastal ecosystems are not adversely impacted.

5. Economic Uses

Objective

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

Policies

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

Response: The proposed project is not located at or near the coastline and will not, therefore, involve coastal development. The proposed action does not contravene the objective and policies for economic uses.

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 nonpoint source pollution hazards;*
- b. *Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint pollution hazards;*
- c. *Ensure that developments comply with requirements of the Federal Flood Insurance Program; and*
- d. *Prevent coastal flooding from inland projects.*

Response: The proposed project will not be located within environmentally sensitive areas that are subject to natural hazards. Although a small portion of the Front Street terminus is located in the tsunami inundation zone, the KSE and Improvement project will provide an alternative route for emergencies. Appropriate technical measures will be designed and implemented to address stormwater management requirements for the proposed project. The plans will be designed in accordance with the State Department of Health West Maui Watershed owners manual and the Drainage Standards, Rules for the Design of Storm Drainage Facilities and Rules for the Design of Storm Water Treatment Best Management Practices of the County of Maui, as applicable, to ensure that the project will not adversely affect downstream and adjoining 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 laws effectively to the maximum extent possible in managing present and future coastal zone development;*
- b. *Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and*

- c. *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.*

Response: Opportunities for the public to provide input on the proposed project were available during processing of the EA in accordance with the Chapter 343, HRS, notice and public review provisions. All aspects of development will be conducted in accordance with applicable Federal, State, and County standards.

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.*

Response: As previously mentioned, the EA document was processed in accordance with Chapter 343, HRS, and opportunity for comment by agencies and the public was provided as part of this process. Public meetings were held on October 9, 2009 with Lahaina Bypass Now, November 16, 17, and 24, 2009 with the affected property owners along the proposed roadway alignment, and on December 1, 2009 and April 15, 2013 with the West Maui Community. See **Appendix “G”** and **Appendix “G-1”**.

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.*

Response: During construction, the proposed project will implement appropriate BMPs to manage overall drainage for the project area. In the long term, drainage improvements along the proposed roadway extension will retain all project-related increases in runoff and will help protect beach resources from flood damage. A Stormwater Quality Management Plan will be prepared during the design phase of the project to reduce the adverse impact to recreation caused from sedimentation in stormwater.

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.*

Response: Appropriate BMPs and soil erosion control measures will be implemented to protect marine and coastal ecosystems so that they are not adversely impacted by construction activities. Further, a Stormwater Quality Management Plan shall be prepared and submitted in conjunction with the detailed design development for the project.

During the design phase, if associated drainage improvements are required to outlet to the ocean, the DPW in the context of required permits shall include appropriate mitigation measures in the project to ensure marine resources are not adversely impacted.

In addition to the foregoing objectives and policies, SMA permit review criteria pursuant to Act 224 (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:

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

Response: The proposed project is not located on or near the shoreline, and as such, there will not be any lights directed towards the shoreline and ocean waters. However, the preliminary lighting plan for the project will be designed so that lighting is not directed across property boundaries.

H. OTHER REGULATORY APPROVALS

The proposed project may involve alterations to the adjacent Kahoma Stream Flood Control Channel or drainage improvements that outlet to the ocean. As such, coordination will be undertaken with the Department of Army (DA) and other relevant agencies to identify applicable DA permitting, Section 401 Water Quality Certification, Stream Channel Alteration Permit, and Coastal Zone Management Consistency review requirements for the proposed action.

The proposed project may also involve intersection improvements at Honoapiilani Highway between Front Street and Lahainaluna Road on the makai side of the highway within the Lahaina National Historic Landmark District. Coordination will be undertaken with the County of Maui Department of Planning and Maui County Cultural Resources Commission, as may be necessary.

**V. SUMMARY OF
ADVERSE
ENVIRONMENTAL
IMPACTS WHICH ARE
UNAVOIDABLE**

V. SUMMARY OF ADVERSE ENVIRONMENTAL IMPACTS WHICH ARE UNAVOIDABLE

The proposed project will result in certain unavoidable construction-related environmental impacts as outlined in Chapter III.

In the short term, construction associated with the proposed project will generate temporary noise impacts. These impacts will be limited to the immediate vicinity of the project construction areas. Sound attenuating construction equipment will be used, where practicable, to mitigate noise impacts caused by construction. Noise levels will increase but at acceptable levels within the threshold established by the Federal Highways Administration (FHWA) and State Department of Transportation (DOT).

Unavoidable air quality impacts will also arise as a result of construction activities, such as the generation of dust and other airborne pollutants. Appropriate BMPs will be incorporated in the construction process to mitigate adverse impacts such as frequent watering of exposed surfaces, implementation of dust mitigation measures, and regular maintenance of construction equipment to minimize construction-related impacts.

Besides construction impacts, this project will result in unavoidable impacts in its operational phase, as follows:

1. The proposed alignment of the roadway corridor will be realigned to be located outside of all known human burials and to establish a buffer. As may be required, a burial treatment plan will be prepared and approved by the State Historic Preservation Division (SHPD).

Also, recommended mitigation measures will be implemented for the remaining historical properties that are determined to be significant. As recommended by SHPD, construction activities will be monitored by a qualified archaeologist in accordance with an approved monitoring plan.

2. The planning and design of the proposed stormwater system improvements will be based on applicable guidelines and recommendations, wherever feasible. The design and construction

of all drainage improvements will comply with the County of Maui's "Rules for the Design of Stormwater Treatment Best Management Practices".

The project will commit agricultural land formerly used for sugarcane cultivation south of Lahainaluna Road to a roadway. The production of sugarcane on these lands ceased in 1999 and the land has been fallow since then.

The visual resources of the project area will be maintained as view corridors between the mountains and the ocean will not be blocked by the proposed project improvements which will essentially be at grade, except for light poles, traffic signals and shade trees interspersed along the roadway corridor. Conceptual design of the roadway includes landscaping details with buffer zones to minimize visual impacts associated with the extension of the roadway. During design of the construction plans, detailed drawings of the landscaping and buffer zones will be prepared.

The KSE will provide for local traffic circulation that will benefit the Lahaina community by providing additional north-south roadway capacity from Keawe Street to Front Street. The additional roadway capacity will improve the transport of people and goods within the Lahaina Town area and reduce traffic congestion on Honoapiilani Highway, as well as accommodate a portion of the anticipated increase in traffic associated with localized population growth in the area.

However, as the regional population growth continues in West Maui, the addition of regional roadway capacity is essential in the form of extending the LBR northward of Keawe Street and improving Honoapiilani Highway to four (4) lanes from Maalaea to Lahaina Town. These regional transportation improvements will have additional impacts on agricultural lands, historic and cultural resources and the environment which cannot be identified and mitigated at this time, as well as commit additional resources in the form of land and funding.

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

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The development of the proposed project would involve the commitment of both lands and funds. The major landowner of the underlying lands for the proposed alignment is Kaanapali Land Management Corp. (KLMC). The County of Maui will need to negotiate land acquisition for the right-of-way (ROW) with KLMC and other landowners. In addition, labor and material resources would be expended as part of the project's construction phase. Commitment of these resources are considered irreversible and irretrievable. This commitment, however, is also considered appropriate in the context of providing a much needed new collector roadway for residents of and visitors to West Maui and improving the land with transportation infrastructure for the region. Addressing land use development issues and market needs up front from a comprehensive planning perspective provides an efficient and effective means of developing and implementing infrastructure components.

VII. SIGNIFICANCE CRITERIA ASSESSMENT

VII. SIGNIFICANCE CRITERIA ASSESSMENT

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

1. **Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.**

According to the Biological Resources Survey, except for the Hawaiian Hoary Bat activity near the southern terminus of the proposed roadway, the flora and fauna encountered were generally limited to non-native, abundant species. Recommendations of the Biological Study and U.S. Fish and Wildlife Service (USFWS) will be implemented to mitigate any potential impacts on the endangered Hawaiian Hoary Bat. Further, in accordance with the recommendation of the USFWS, outdoor lighting for the roadway will be properly shielded throughout the construction period and during operation of the roadway to minimize impacts on seabirds such as the threatened Newell’s shearwater and endangered Hawaiian petrel.

As mentioned in Chapter III of this document, an Archaeological Inventory Survey (AIS) and Cultural Impact Assessment (CIA) were prepared for the project. The AIS identified two (2) burials near the Lahaina Recreation Center. The roadway was realigned to protect one (1) of the burial sites in-situ which was located in the proposed right-of-way (ROW) and to establish a 50 feet buffer from the ROW while the other burial is not affected by the ROW. Coordination with the State Historic Preservation Division (SHPD) will continue relative to implementing a Burial Treatment Plan. According to the CIA, ongoing cultural practices related to traditional subsistence fishing practices and access to the mauka lands should be protected. Best Management Practices (BMPs) to mitigate runoff and associated sediments shall be implemented and access routes to mauka lands shall be developed. As recommended by SHPD, archaeological monitoring of all ground altering activities will be implemented. If burials are inadvertently discovered, work in the area will cease and the SHPD notified and appropriate action taken. Refer to **Appendix “D”** and **Appendix “E”**.

2. **Curtails the range of beneficial uses of the environment.**

The proposed project will not curtail the range of beneficial uses of the environment. Development of site specific plans will allow for the identification of applicable BMPs to minimize any construction-related impacts.

3. **Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders.**

The proposed project does not conflict with the State's Environmental Policy and Guidelines as set forth in Chapter 344, HRS. The proposed action is in consonance with the following policies and guidelines:

Environmental Policy:

Enhance the quality of life by:

- (A) Establishing communities which provide a sense of identity, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian.

Guidelines:

Transportation

- (A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State.

4. **Substantially affects the economic welfare, social welfare, and cultural practices of the community or State.**

The proposed project will directly benefit the local economy by providing construction and construction-related employment. In the long term, the project will have a beneficial effect upon the socio-economic fabric of the community by providing for the safe, convenient, and efficient movement of people and goods in Lahaina Town. By improving roadway conditions, the proposed project will promote the public welfare by increasing roadway capacity and providing an alternate route during emergencies.

Comments received from businesses within the vicinity of the KSE and Improvement Project expressed concerns over accesses from Papalaua Drive that may result from road widening and traffic safety standards. The DPW has indicated that during future design of the roadway it will include affected property owners and their tenants to minimize impacts on businesses.

5. **Substantially affects public health.**

The proposed project is consistent with the public health goals of the State Department of Health. Construction plans will specify timely disposal of construction waste. BMPs will be implemented to minimize air quality and noise impacts during construction. Consequently, the proposed project is not anticipated to have a significant detrimental effect on public health. The construction of a new north-south corridor will provide an alternate route for emergency vehicles and emergency evacuations, as well as during times when Honoapiilani Highway is closed in the vicinity of Lahaina Town.

6. **Involves substantial secondary impacts, such as population changes or effects on public facilities.**

The DPW is in the process of coordinating with State and other County agencies to ensure that all services and facilities requirements for the proposed project are addressed. No significant population changes are anticipated as a result of the proposed project. The project involves the provision of additional roadway capacity between Keawe Street and Front Street which should relieve some of the traffic congestion on Honoapiilani Highway.

Secondary impacts are associated with the removal of impediments to development relating to transportation and the traffic congestion on Honoapiilani Highway and drainage. The construction of a new north-south roadway in conjunction with the LBR and future improvement of Honoapiilani Highway to four (4) lanes from Maalaea to Lahaina town will provide the regional capacity to accommodate existing and future development in West Maui. The KSE and Improvement Project will also provide localized access to surrounding vacant agricultural lands which have been designated for future urban development (i.e., Wainee Village Residential) in the MIP. The associated drainage improvements will be designed to accommodate runoff from the project area.

7. **Involves a substantial degradation of environmental quality.**

Construction activities will create temporary short-term nuisances related to noise and dust. Appropriate dust control and noise mitigation measures will be implemented to ensure that fugitive dust and noise generated in connection with construction is minimized.

Regional impacts to the natural environment from drainage in Lahaina town is being addressed through construction of the Lahaina Watershed Flood Control (LWFC) Channel project. Specific drainage impacts associated with the construction of the KSE and Improvement Project are being addressed through a combination of land planning and engineering design measures. For example, the project limits have been designed to avoid the 100-year flood limits of the Kahoma Stream Flood Control (KSFC) Channel and to limit development over the flood control project by utilizing the existing bridge and construction of a separated pedestrian/bicycle bridge. In addition, drainage improvements for the proposed project will be designed to reduce post-development flows from the project to current levels as well as implement measures to improve water quality of stormwater runoff. Refer to **Appendix “B”** and **Appendix “B-3”**. The drainage improvements for the project will also include drainage infrastructure for the existing subdivisions east (mauka) of the KSE which currently sheet flows downstream and minimize some of the potential flooding impacts along Honoapiilani Highway and in the Lahaina town area.

8. **Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.**

The proposed project is part of a long-range transportation plan to improve traffic in the West Maui region. While the impacts assessed in this document are based on the entire action, the design of the project considers long-range planning opportunities as discussed in the “Cumulative and Secondary Impacts” Section III.E. herein.

9. **Substantially affects a rare, threatened, or endangered species, or its habitat.**

As reported in the Biological Resources Survey, the project area is generally limited to non-native, abundant species of flora and fauna, except for Hawaiian hoary bat activity encountered near the southern terminus of the roadway. Refer to **Appendix “C”**. Also, the USFWS and Division of Forestry and Wildlife (DOFAW) noted sightings of nene in the area and that endangered and threatened seabird are known to traverse the project area.

Recommendations of the Biological Study and the USFWS will be implemented to mitigate any impacts on the endangered Hawaiian hoary bat. Further, in accordance with the recommendation of the USFWS, BMPs will be implemented and outdoor lighting for the roadway will be properly shielded throughout the construction period and during operation of the roadway to minimize impacts on seabirds, such as the threatened Newell's shearwater and endangered Hawaiian petrel.

10. Detrimentially affects air or water quality or ambient noise levels.

Construction activities will result in short-term air quality and noise impacts. Dust control measures, such as regular watering and sprinkling, and installation of dust screens, will be implemented to minimize wind-blown emissions. Noise impacts will occur primarily from construction equipment. Equipment mufflers or other noise attenuating equipment, as well as proper equipment and vehicle maintenance, will be used during construction activities. Construction noise will be managed to ensure compliance with the applicable provisions of the State of Hawaii, Department of Health Administrative Rules Title 11, Chapter 46, "Community Noise Control". These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels set forth in the Chapter 46 rules.

In the long term, traffic noise levels will increase as a result of increased traffic along the project corridor, especially the roadway segment along the existing Kuhua Street. This increase in traffic noise can be mitigated by sound attenuation measures or by lowering the posted speed limit at locations where existing noise sensitive receptors are relatively close to the Kuhua Street ROW. Also, air quality in the area will be impacted from vehicle emissions. However, impacts to air quality will be minimized with the free-flow of traffic that reduces vehicles idling on the roadway and by linear landscaping buffers along the roadway alignment.

11. Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

Except the bridge crossing at the KSFC Channel, the project area is situated within Flood Zone X (unshaded), an area of minimal flooding. Additionally, site drainage improvements will be implemented to ensure that there is no net increase in drainage flows to downstream properties as a result of project development. Further, the majority of the project area is located outside of the tsunami inundation evacuation

zone, except for an area in the vicinity of the Front Street/Honoapiilani Highway intersection. No other foreseeable environmental effects attributed to environmentally sensitive areas are anticipated in conjunction with the proposed project.

12. Substantially affects scenic vistas and viewplanes identified in county or state plans or studies.

The proposed KSE and Improvement Project will be a low-profile on-grade roadway and will not affect any previously identified scenic vistas or viewplanes. The proposed project will be separated from the neighboring urban land uses through the use of landscaped buffer areas, as appropriate.

13. Requires substantial energy consumption.

The proposed project will involve the commitment of fuel for construction equipment, vehicles, and machinery during construction and maintenance activities. However, this use is short term and is not anticipated to result in a substantial consumption of energy resources.

Coordination with MECO will be undertaken during the electrical plans preparation phase of work to ensure all operational parameters are addressed for the proposed project.

Based on the foregoing analysis, it is concluded that the proposed action will not result in any significant impact. The proposed action has been determined to result in a Finding of No Significant Impact (FONSI) by the DPW.

VIII. LIST OF PERMITS AND APPROVALS

VIII. LIST OF PERMITS AND APPROVALS

The following list of permits and approvals are anticipated to be needed for project implementation:

1. Federal

- A. Department of Army Permit, as applicable

2. State of Hawaii

- A. Chapter 343, Hawaii Revised Statutes (HRS) Environmental Review
- B. Department of Health Section 401 Water Quality Certification, as applicable
- C. Department of Land and Natural Resources Stream Channel Alteration Permit, as applicable
- D. Coastal Zone Management Consistency Review, as applicable
- E. National Pollutant Discharge Elimination System (NPDES) Permit, as applicable
- F. Noise Permits, as applicable
- G. Work to Perform Within State ROW, as applicable
- H. Burial Treatment Plan Approval, as applicable
- I. Archaeological Monitoring Plan Approval, as applicable

3. County of Maui

- A. Flood Hazard District Permit, as applicable
- B. Special Management Area Use Permit, as applicable

C. Historic District Permit, as applicable

D. Construction Permits

**IX. PARTIES
CONSULTED IN THE
PREPARATION OF THE
DRAFT ENVIRONMENTAL
ASSESSMENT; LETTERS
RECEIVED; AND
RESPONSES TO
SUBSTANTIVE
COMMENTS**

IX. PARTIES CONSULTED IN THE PREPARATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

The following agencies were consulted during the preparation of the Draft Environmental Assessment (EA). Agency comments and responses to substantive comments are included herein.

Federal Agencies

1. Ranae Ganske-Cerizo, Soil Conservationist
Natural Resources Conservation Service
U.S. Department of Agriculture
210 Imi Kala Street, Suite 209
Wailuku, Hawaii 96793-2100
2. George Young
Chief, Regulatory Branch
U.S. Department of the Army
U.S. Army Engineer District, Honolulu
Regulatory Branch
Building 230
Fort Shafter, Hawaii 96858-5440
3. Gordan Furutani, Field Office Director
**U. S. Department of Housing and Urban
Development**
500 Ala Moana Boulevard, Suite 3A
Honolulu, Hawaii 96813-4918
4. Patrick Leonard
Field Supervisor
U. S. Fish and Wildlife Service
300 Ala Moana Blvd., Rm. 3-122
Box 50088
Honolulu, Hawaii 96813

State Agencies

5. Dan Davidson, Executive Director
**Hawaii Housing Finance and
Development Corporation**
677 Queen Street
Honolulu, Hawaii 96813
6. Sandra Lee Kunimoto, Chair
Department of Agriculture
1428 South King Street
Honolulu, Hawaii 96814-2512
7. Theodore E. Liu, Director
State of Hawaii
**Department of Business, Economic
Development & Tourism**
P.O. Box 2359
Honolulu, Hawaii 96804
8. Patricia Hamamoto, Superintendent
State of Hawaii
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804
9. Ron Okamura, Complex Area
Superintendent
State of Hawaii
Department of Education
54 High Street, 4th Floor
Wailuku, Hawaii 96793

10. Alec Wong, P.E., Chief
Clean Water Branch
 State of Hawaii
Department of Health
 919 Ala Moana Blvd., Room 300
 Honolulu, Hawaii 96814
11. Herbert Matsubayashi
 District Environmental Health
 Program Chief
 State of Hawaii
Department of Health
 54 High Street
 Wailuku, Hawaii 96793
12. Laura H. Thielen, Interim Chairperson
 State of Hawaii
**Department of Land and Natural
 Resources**
 P. O. Box 621
 Honolulu, Hawaii 96809
13. Dr. Puaalaokalani Aiu, Administrator
 State of Hawaii
**Department of Land and Natural
 Resources**
State Historic Preservation Division
 601 Kamokila Blvd., Room 555
 Kapolei, Hawaii 96707
14. Brennon Morioka, Interim Director
 State of Hawaii
Department of Transportation
 869 Punchbowl Street
 Honolulu, Hawaii 96813
- cc: Fred Cajigal
15. Dan Davidson, Executive Officer
 State of Hawaii
State Land Use Commission
 P.O. Box 2359
 Honolulu, Hawaii 96804
16. Rosalyn H. Baker, Senator
Hawaii State Senate
 Hawaii State Capitol, Room 210
 415 S. Beretania Street
 Honolulu, Hawaii 96813
17. Angus L.K. McKelvey, Representative
House of Representatives
 Hawaii State Capitol, Room 315
 415 S. Beretania Street
 Honolulu, Hawaii 96813
18. Katherine Kealoha, Director
**Office Of Environmental Quality
 Control**
 235 S. Beretania Street, Suite 702
 Honolulu, Hawaii 96813
19. Clyde Namuo
Office of Hawaiian Affairs
 711 Kapiolani Boulevard, Suite 500
 Honolulu, Hawaii 96813
20. Abbey Seth Mayer, Director
 State of Hawaii
Office of Planning
 P.O. Box 2359
 Honolulu, Hawaii 96804
- County Agencies**
21. Charmaine Tavares, Mayor
 County of Maui
 200 South High Street
 Wailuku, Hawaii 96793
22. Gen Iinuma, Administrator
Maui Civil Defense Agency
 200 South High Street
 Wailuku, Hawaii 96793
23. Jeffrey Murray, Chief
 County of Maui
**Department of Fire
 and Public Safety**
 200 Dairy Road
 Kahului, Hawaii 96732
24. Lori Tshako, Director
 County of Maui
**Department of Housing and
 Human Concerns**
 200 South High Street
 Wailuku, Hawaii 96793

25. Tamara Horcajo, Director
County of Maui
Department of Parks and Recreation
700 Halia Nakoia Street, Unit 2
Wailuku, Hawaii 96793
26. Jeffrey Hunt, Director
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawaii 96793
27. Gary Yabuta, Chief
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawaii 96793
28. Milton Arakawa, Director
County of Maui
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793
29. Cheryl Okuma, Director
County of Maui
Department of Environmental Management
200 South High Street
Wailuku, Hawaii 96793
30. Donald Medeiros, Director
County of Maui
Department of Transportation
200 South High Street
Wailuku, Hawaii 96793
31. Jeffrey Eng, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawaii 96793
32. Councilmember Sol Kahoohalahala
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
33. Danny Mateo, Council Chair
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
34. Councilmember Wayne Nishiki
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
35. Councilmember Gladys Baisa
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
36. Councilmember Jo Anne Johnson
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
37. Councilmember Bill Medeiros
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
38. Councilmember Michael J. Molina
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
39. Councilmember Joseph Pontanilla
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
40. Councilmember Mike Victorino
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
- Community Organizations**
41. Norma Barton, Executive Director
Lahaina Bypass Now
505 Front Street, Suite 202
Lahaina, Hawaii 96761
42. Theo Morrison, Executive Director
Lahaina Restoration Foundation
120 Dickenson Street
Lahaina, Hawaii 96761
43. **Lahaina Town Action Committee**
648 Wharf Street, Suite 102
Lahaina, Hawaii 96761

44. Joe Pluta, President
West Maui Improvement Foundation
P. O. Box 10338
Lahaina, Hawaii 96761
45. Zeke Kalua, Executive Director
West Maui Taxpayers Association
P.O. Box 10338
Lahaina, Hawaii 96761
46. May Fujiwara
Lahaina-Honolua Senior Citizens Club
P.O. Box 1086
Lahaina, Hawaii 96761
47. **Ka Hale Ake Ola Homeless Resource Centers,
Inc.**
Westside Center
15 Ipu Aumakua Lane
Lahaina, Hawaii 96761

AUG 04 2009



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, HONOLULU DISTRICT
FORT SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF:

July 30, 2009

Regulatory Branch

File Number: POH 2008-00023

Ms. Colleen Suyama
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Suyama:

This is in response to your letter dated December 26, 2007 requesting Department of the Army (DA) comments on the Mill Street Extension Roadway Project proposed by the Kaanapali Land Management Corporation in Lahaina, Maui. Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

Based on the limited amount of information submitted, we are unable to determine if the roadway extension will impact waters of the U.S. We would like the opportunity to review the draft Environmental Assessment in order to render a determination on whether a DA permit will be required. We advise that the draft Environmental Assessment describe all drainage ways, streams, ditches or wetlands that are located within the alignment corridor, in addition to describing any project features or ground-disturbing activities proposed in those features.

Should you have any questions regarding this letter of comment, please contact Ms. Jessie Ann Pa'ahana of my staff at 438-9258 or by e-mail at jessie.k.paahana@usace.army.mil and reference the Corps File No. POH-2008-023 in all future correspondence related to this project. Please be advised you can provide comments on your experience with the Honolulu District Regulatory Branch by accessing our web-based customer survey form at <http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

A handwritten signature in black ink, appearing to read "George P. Young".

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



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSUBU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

George P. Young, P.E.
Chief, Regulatory Branch
Department of Army
U.S. Army Corps of Engineers
Honolulu District
Fort Shafter, Hawaii 96858-5440

SUBJECT: Proposed Kuhua (Formerly Mill) Street Extension Roadway Project
at Lahaina, Maui, Hawaii (POH 2008-00023)

Dear Mr. Young:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your office's letter dated July 30, 2009, regarding the proposed Kuhua Street Extension Roadway project in Lahaina, Maui, Hawaii. Your letter noted that the proposed project was reviewed pursuant to Section 404 of the Clean Water Act and your agency was unable to determine if the project will impact waters of the U.S.

As requested, a copy of the Draft Environmental Assessment (EA) will be provided to you for review and comment. Further, the Draft EA will describe drainageways, streams, ditches, or wetlands that are located within the proposed alignment corridor.

MAUI
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OAHU
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George P. Young, P.E.
March 7, 2013
Page 2

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.

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JAN 25 2008



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850

In Reply Refer To:
2008-TA-0100
2008-FA-0050

JAN 24 2008

Mr. Kyle Ginoza
Project Manager
Munekiyō & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Subject: Request for Technical Assistance for Proposed Ka'anapali Land Management Corporation Mill Street Extension Roadway Project, Lahaina, Maui, Hawaii

Dear Mr. Ginoza:

Thank you for your December 26, 2007, letter indicating that you are compiling information that will be incorporated into an Environmental Assessment for the development of a road between Front Street and Keawe Street, Lahaina, Maui. We received your request on December 28, 2007. Based on the project information you provided and information in our files including data compiled by the Hawaii Biodiversity and Mapping Program, threatened Newell's shearwater (*Puffinus auricularis newelli*) and endangered Hawaiian petrel (*Pterodroma phaeopygia sandwichensis*) (collectively referred to as seabirds), endangered Hawaiian coot (*Fulica americana alai*), and endangered Hawaiian stilt (*Himantopus mexicanus knudseni*) (collectively referred to as waterbirds), endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), and endangered Hawaiian goose (*Branta sandvicensis*) are known to occur in the project vicinity. The proposed project is located on the dry leeward side of West Maui where wildland fires interdependent with the proposed project may also affect endangered *Ctenitis squamigera*, *Diellia erecta*, *Gouania hillebrandii*, *Hesperomannia arbuscula*, *Remya mauiensis*, *Spermolepis hawaiiensis*, *Tetramolopium capillare*, and *Tetramolopium remyi* as well as designated critical habitat for *Alectryon micrococcus*, *Colubrina oppositifolia*, *Ctenitis squamigera*, *Cyanea glabra*, *Cyanea lobata*, *Cyrtandra munroi*, *Gouania vitifolia*, *Hesperomannia arbuscula*, and *Remya mauiensis*.

We recommend you address potential direct and indirect project impacts to these listed species and critical habitat areas and include measures to minimize project impacts in your environmental review document. The following recommendations are provided to assist you in your plan development:

- Potential impacts to seabirds could be minimized by shielding outdoor lights in the project footprint throughout the construction period and within the completed subdivision

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so the bulb can only be seen from below, by avoiding use of lights at night during the peak fallout period of September 15 through December 15, and by providing all project staff and residents with information about seabird fallout.

- Potential impacts to the Hawaiian stilt include harm and harassment associated with vegetation clearing. In order to minimize or avoid vehicle and machinery impacts to nesting stilts, vegetation clearing in the vicinity of ponds and streams could be limited to periods when biological surveys indicate the area is free of waterbird nests.
- Information about Hawaiian hoary bat use of the project area is incomplete. Because bat pups are found in nursery trees during the April through August breeding season, it is particularly important to avoid disturbance to trees during this period in areas where bats occur. Bat surveys could be conducted in areas where cutting or removal of trees is proposed. If Hawaiian hoary bats are found in the project area, you should contact our office for additional information about how to address potential impacts to this species.
- Hawaiian geese may be attracted to ditches and mowed grass areas in the road shoulder area, increasing their vulnerability to collision with vehicles. If Hawaiian geese are found in the project area, you should contact our office for additional information about how to address potential impacts to this species.
- Measures to minimize fire risk should be incorporated into your project. The West Maui Fire Task Force has formed to support efforts to coordinate development of area firebreaks, a system of fire suppression helicopter dip-sites, and fire prevention materials to minimize impacts of fires associated with increases in the West Maui area population.
- To minimize erosion, sedimentation, and other adverse impacts to aquatic fish and wildlife resources and nearby coral reef ecosystems, we recommend that applicable measures identified in the enclosed list of Standard Best Management Practices (BMP) for fish and wildlife be incorporated into the project's BMP Plan.

If, as project planning progresses, you determine the proposed subdivision may adversely impact federally listed species or critical habitats, please contact our office for further assistance. If you have questions or would like additional information, please contact Consultation and Technical Assistance Program Fish and Wildlife Biologist Dawn Greenlee (phone: 808-792-9400; fax: 808-792-9581).

Sincerely,



Patrick Leonard
Field Supervisor

Enclosure

Enclosure

**US Fish and Wildlife Service
Recommended Standard Best Management Practices**

The Fish and Wildlife Service recommends that the following measures be incorporated into projects to minimize the degradation of water quality and impacts to fish and wildlife resources:

- a. Turbidity and siltation from project-related work shall be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse weather conditions;
- b. dredging and filling in the aquatic environment shall be designed to avoid or minimize the loss special aquatic site habitat (pool/riffle areas, wetlands, etc.) and the unavoidable loss of such habitat shall be compensated for;
- c. all project-related materials and equipment (dredges, barges, backhoes etc) to be placed in the water shall be cleaned of pollutants prior to use;
- d. no project-related materials (fill, revetment rock, pipe etc.) should be stockpiled in the water (stream channels, wetlands etc.);
- e. all debris removed from the aquatic environment shall be disposed of at an approved upland or ocean dumping site;
- f. no contamination (trash or debris disposal, alien species introductions etc.) of adjacent aquatic environments (stream channels, wetlands etc.) shall result from project-related activities;
- g. fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases;
- h. any under-layer fills used in the project shall be protected from erosion with (rock, core-loc units, etc) as soon after placement as practicable; and
- i. any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with vegetation matting, hydroseeding, etc.).

The Fish and Wildlife Service believes that incorporation of these measures into projects will greatly minimize the potential for project-related adverse impacts to fish and wildlife resources.



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

OWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Loyal Merhoff, Field Supervisor
United States Fish and Wildlife Service
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96813

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii (2008-TA-0100, 2008-FA, 0050)

Dear Mr. Merhoff:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your department's letter dated January 24, 2008 (reference 2008-TA-0100 and 2008-FA-0050), regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

- We note your comment that several endangered and threatened species of avifauna are known to occur in the project vicinity. A Biological Resources Survey was completed for the project and will be included in the Draft Environmental Assessment (EA). It was noted in the survey that a special effort was made to look for the Hawaiian hoary bat. At the southernmost areas of the corridor, mauka of the Front Street intersection, bat activity was detected. The DPW will coordinate with the U.S. Fish and Wildlife Service to implement appropriate measures to protect the endangered Hawaiian hoary bat.
- The DPW acknowledges that seabirds are prone to collisions with objects in artificially lighted areas. As such, lights mounted in the project area, throughout the construction period, and along the completed roadway, will be appropriately down-shielded to reduce any potential impacts on seabirds.

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 PH: (808)983-1233
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- Night work will cease during the peak seabird fallout period of September 15 through December 15.
- Information dissemination about seabird fallout will be provided to all staff working onsite prior to initiation of work. Please provide relevant information regarding seabird fallout for distribution to staff working on the project.
- The DPW will notify your office if waterbird nests, Hawaiian hoary bats, or Hawaiian geese are found in the project area during construction.
- The DPW will coordinate with the West Maui Fire Task Force, as applicable, to minimize fire risks along the completed roadway.
- The list of Standard Best Management Practices (BMP) for fish and wildlife you provided will be forwarded to the project's civil engineer for incorporation into the project plans, as applicable.

We appreciate the input we received from your office. A copy of the Draft EA will be provided for your review and comment.

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Robert Hobdy, Biologist

K:\DATA\KLMC\MillStreet\Response Letters\USFWSresp.ltr.doc



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

January 17, 2008

Mr. Kyle Ginoza, Project Manager
Munekiyo & Hiraga, Inc.
305 High Street
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

Subject: Early Consultation Request for Mill Street
Extension Roadway Project, Lahaina, Maui, Hawaii

The Department of Education has reviewed your request for early consultation on the proposed extension of Mill Street.

The proposed extension will intersect with Lahainaluna Road. Lahainaluna Road is the only access road to Lahainaluna High School, Lahaina Intermediate School, and Princess Nahienaena Elementary School from points makai of the proposed Mill Street extension. We are concerned that the new intersection may cause delays to parents and students accessing these schools in the morning or late afternoon. Please include a detailed description and illustration of the intersection design in the traffic analysis of the Environmental Assessment.

Thank you for the opportunity to review this document. If you have any questions, please call George Casen of our Facilities Development Branch at (808) 377-8301.

Sincerely yours,

Duane Y. Kashiwai
Public Works Administrator
Facilities Development Branch

DYK:jmb

c: Randolph Moore, Assistant Superintendent, OSFSS
Ron Okamura, CAS, Hana/Lahaina/Lanai/Molokai Complex Areas



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FLUKUDA
EXECUTIVE VICE PRESIDENT

EWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Duane Y. Kashiwai
Public Works Administrator
Attention: George Casen
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Kashiwai:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your letter dated January 17, 2008, regarding the proposed Kuhua Street Extension (KSE) and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

- We are aware of the three (3) schools located on Lahainaluna Road. It is anticipated that Phases 1A and 1B1 of the Lahaina Bypass Road should be completed prior to construction of the KSE, which will provide another access point to Lahainaluna Road and the schools. This should disperse traffic in the area and alleviate the traffic congestion on Lahainaluna Road. Also, part of the proposed KSE improvements is to widen Lahainaluna Road from Kuhua Street to Honoapiilani Highway and to improve the Lahainaluna Road/Honoapiilani Highway Intersection. These improvements will help to alleviate traffic congestion at the intersection.
- The Draft Environmental Assessment (EA) will contain a Traffic Impact Assessment Report, which will include a conceptual description and illustration of the KSE/Lahainaluna Road intersection design.

Duane Y. Kashiwai
March 7, 2013
Page 3

We appreciate the input we received from your office. A copy of the Draft EA will be provided to the DOE for review and comment.

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Keith Niiya, Austin Tsutsumi & Associates, Inc.
Clifford Mukai, Warren S. Unemori Engineering, Inc.

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MAR 06 2008

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:
EMD / CWB

03002PKP.08

March 3, 2008

Mr. Kyle Ginoza
Project Manager
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

**Subject: Early Consultation Request for Mill Street Extension Roadway Project
Lahaina, Maui, Hawaii**

The Department of Health, Clean Water Branch (CWB), has reviewed the subject document and offers these comments on your project. Please note that our review is based solely on the information provided in the subject document and its compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters

Mr. Kyle Ginoza
March 3, 2008
Page 2

(HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for NPDES general permit coverage by submitting a Notice of Intent (NOI) form:

- a. Storm water associated with construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the start of the construction activities.
- b. Hydrotesting water.
- c. Construction dewatering effluent.

You must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI must be submitted 30 calendar days before to the start of construction activities. The NOI forms may be picked up at our office or downloaded from our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html>.

3. You must also submit a copy of the NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), or demonstrate to the satisfaction of the CWB that SHPD has or is in the process of evaluating your project. Please submit a copy of your request for review by SHPD or SHPD's determination letter for the project along with your NOI or NPDES permit application, as applicable.
4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

Mr. Kyle Ginoza
March 3, 2008
Page 3

If you have any questions, please visit our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,


ALEC WONG, P.E., CHIEF
Clean Water Branch

KP:np



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Alec Wong, P.E., Chief
Clean Water Branch
Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801-3378

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii (EMD/CWB 03002PKP.08)

Dear Mr. Wong:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your letter dated March 3, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

- The DPW will review the Clean Water Branch's standard comments for applicability to this project.
- The project's civil engineer will evaluate potential impacts to State waters to determine whether or not specific sections of Hawai'i Administrative Rules (HAR), Chapter 11-54 are applicable. All discharges related to project construction or operation activities will comply with relevant State Water Quality Standards. The potential for discharges will be minimized through the implementation of engineering Best Management Practices (BMPs).
- The project's civil engineer will coordinate with the Clean Water Branch to address applicable National Pollutant Discharge Elimination System (NPDES) permit requirements for the project, including the possible submittal of a Notice of Intent (NOI) for general permit coverage.

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 | PH: (808)983-1233
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- As applicable, the NOI will be submitted for review by the State Historic Preservation Division of the Department of Land and Natural Resources. The DPW will submit a copy of its request for review by SHPD or SHPD's determination letter for the project along with the NOI or NPDES permit application, as applicable.
- All discharges related to project construction or operation activities will comply with the applicable State Water Quality Standards as specified in HAR, Chapter 11-54 and/or permitting requirements as specified in HAR, Chapter 11-55. Discharges will be kept to a minimum through the application of engineering BMPs.

We appreciate the input we received from your office. A copy of the Draft Environmental Assessment (EA) will be provided to you for review and comment.

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.

K:\DATA\LMC\Mill Street\Response Letters\DOHCWB\response.ltr.doc

JAN 30 2008

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

January 29, 2008

Mr. Kyle Ginoza
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawai'i 96793

Dear Mr. Ginoza:

Subject: **Early Consultation Request for Mill Street Extension Roadway Project
Lahaina, Maui, Hawai'i**

Thank you for the opportunity to participate in the early consultation process for the proposed Mill Street Extension Roadway Project. The following comments are offered:

The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.

It 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", enclosed in a large, loopy oval.

Herbert S. Matsubayashi
District Environmental Health Program Chief



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

OWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Patti Kitkowski, District Environmental
Health Program Chief
Maui District Health Office
Department of Health
54 High Street
Wailuku, Hawaii 96793-2102

**SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement
Project at Lahaina, Maui, Hawaii**

Dear Ms. Kitkowski:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your department's letter dated January 29, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

- The planning, design, and construction of the project will be undertaken in accordance with the maximum allowable sound levels as set forth by Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". Pursuant to HAR, Chapter 11-46, a noise permit will be secured prior to commencement of construction, as applicable.
- The DPW will review the Department of Health's standard comments and will adhere to comments specifically applicable to this project.

We appreciate the input we received from your office. A copy of the Draft Environmental Assessment (EA) will be provided to you for review and comment.

Patti Kitkowski, District Environmental
Health Program Chief
March 7, 2013
Page 2

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.

K:\DATA\KLMC\MillStreet\Response Letters\DOH\Mauiresponse.ltr.doc

MAY 21 2008

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 19, 2008

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

Attention: Mr. Kyle Ginoza

Dear Mr. Ginoza:

SUBJECT: Early Consultation for Mill Street Extension Roadway Project

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.

At this time, enclosed are additional comments from the Maui District office of the Land Division on the subject matter. Should you have any questions, please feel free to call my office at 587-0433. Thank you.

Sincerely,


Morris M. Atta
Administrator

Enclosure

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

December 28, 2007

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07 DEC 31 P2: 01

RECEIVED

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

RECEIVED
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

2008 JAN 15 P 3: 34

RECEIVED
LAND DIVISION

FROM: *for* Morris M. Atta *Charlotte*
 SUBJECT: Early Consultation for Mill Street Extension Roadway Project
 LOCATION: Lahaina, Maui
 APPLICANT: Munekiyo & Hiraga, 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 January 15, 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: *M. Payne*
 Date: 1/10/08



LAURA H. THIELEN
CHAIRPERSON
MEREDITH J. CHING
JAMES A. FRAZIER
NEAL S. FUJIMURA
CHIYOME L. FUKINO, M.D.
DONNA FAY K. KYOSAKI, P.E.
LAWRENCE H. MIKE, M.D., J.D.
KEN C. KAWAHARA, P.E.
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

January 14, 2008

REF:

TO: Morris Atta, Acting Administrator
Land Division
FROM: Ken C. Kawahara, P.E., Deputy Director
Commission on Water Resource Management
SUBJECT: Early Consultation for Mill Street Extension Roadway Project
Lahaina, Maui
FILE NO.:

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.

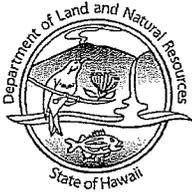
- 7. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.
- 8. Ground-water withdrawals from this project may affect 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:

If there are any questions, please contact Ed Sakoda at 587-0234.

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

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LAND DIVISION

2008 JAN 14 P 3:48

DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

December 28, 2007

07 DEC 31 PM 10 52 ENGINEERING

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 *Charlotte*
 SUBJECT: Early Consultation for Mill Street Extension Roadway Project
 LOCATION: Lahaina, Maui
 APPLICANT: Munekiyo & Hiraga, 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 January 15, 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: *C. J. Hewitt*
Date: 1/14/08

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/MorrisAtta
Ref.: EarlyConsMillStExtension
Maui.387

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 according to the maps that you provided, it appears that the 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.

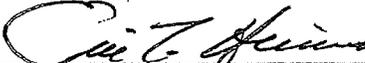
Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable 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, CHIEF ENGINEER

Date: 11/4/08

Division of Forestry & Wildlife

1151 Punchbowl Street, Rm. 325 • Honolulu, HI 96813 • (808) 587-0166 • Fax: (808) 587-0160

January 9, 2008

MEMORANDUM

TO: Morris M. Atta, Administrator
Land Division

FROM: Paul J. Conry, Administrator
Division of Forestry and Wildlife



SUBJECT: Request for Comments: Early Consultation for Mill Street Extension
Roadway Project, Lahaina, Maui by Munekiyo & Hiraga, Inc.

DOFAW has reviewed the subject project request for comments and provide the following for your consideration. The Mill Street Extension alignment on the mauka and northerly direction from the Lahaina Aquatic Center contains a sediment basin area that attracts the endangered nene in the area. Please call John Medeiros, Maui wildlife staff at (808) 873-3510 to provide specific comments to this pre-consultation recommendation to this project. Thank you for the opportunity to address the issues for this project.

C: John Cumming, Maui Branch Manager
John Medeiros, Wildlife Biologist, Maui DOFAW

DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

2008 JAN 11 A 9:22

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LAND DIVISION

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

December 28, 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 – Maui District

RECEIVED
 LAND DIVISION
 2008 JAN -8 P 4:21
 DEPT. OF LAND &
 NATURAL RESOURCES
 STATE OF HAWAII

FROM:

Morris M. Atta *Charlotte*

SUBJECT: Early Consultation for Mill Street Extension Roadway Project

LOCATION: Lahaina, Maui

APPLICANT: Munekiyo & Hiraga, 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 January 15, 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:

Date: 1/7/08

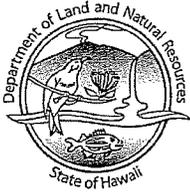
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LINDA LINGLE
GOVERNOR OF HAWAII



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

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STATE PARKS DIV.

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December 28, 2007

DEPT OF LAND &
NATURAL RESOURCES

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

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LAND DIVISION
2008 JAN -4 P 11:18

FROM: *for* Morris M. Atta *Charlotte*

SUBJECT: Early Consultation for Mill Street Extension Roadway Project

LOCATION: Lahaina, Maui

APPLICANT: Munekiyo & Hiraga, 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 January 15, 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: *[Signature]*

Date: 1/3/08

LINDA LINGLE
GOVERNOR OF HAWAII



Laura J. Elen
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

December 28, 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 – Maui District

FROM: *for* Morris M. Atta *Charlotte*
 SUBJECT: Early Consultation for Mill Street Extension Roadway Project
 LOCATION: Lahaina, Maui
 APPLICANT: Munekiyo & Hiraga, Inc.

RECEIVED
 LAND DIVISION
 2008 MAY -6 A 9:26
 DEPARTMENT OF LAND & NATURAL RESOURCES
 STATE OF HAWAII

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by January 15, 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: *[Signature]*
 Date: 5/1/08



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

OWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Russell Tsuji, Administrator
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawaii 96809

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Tsuji:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your office's letter dated May 19, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following in response to your Department's comments:

Commission on Water Resource Management

- We acknowledge any alteration to the Kahoma Stream Channel will require a Stream Channel Alteration Permit.

Engineering Division

- In September 2012, the Federal Flood Insurance Rate Maps were revised and the project site is located in Zone X, an area of minimal flooding.

Division of Forestry and Wildlife

- We acknowledge that the sediment basin near the Lahaina Aquatic Center may attract the endangered nene.

The Division of Boating and Ocean Recreation, Division of State Parks and Land Division—Maui Office had no objections or comments.

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 PH: (808)983-1233
WWW.MHPLANNING.COM

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Russell Tsuji, Administrator
March 7, 2013
Page 2

A copy of the Draft Environmental Assessment (EA) will be provided to you for review and comment.

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Robert Hobby, Biologist

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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. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 22, 2008

Mr. Kyle Ginoza
Project Manager
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawai'i 96793

LOG NO: 2008.0224
DOC NO: 0812JP21
Archaeology

Dear Mr. Ginoza:

**SUBJECT: Chapter 6E- Historic Preservation Review [County/Planning/DSA/State] –
Consultation Request for Mill Street Extension Roadway Project
Various Ahupua‘a, Lahaina District, Maui Island
TMK: (2) 4-Variou**

Thank you for the opportunity to comment on the proposed Mill Street extension roadway project. Our review is based on reports, maps, and aerial photographs maintained at the State Historic Preservation Division (SHPD). We apologize for the delayed response. Please consider the following comments and recommendations for the project area.

Our records indicate there has been no archaeological inventory survey conducted for this specific project area. There have been archaeological investigations on some adjacent areas. The area was once the location of ancient traditional Hawaiian agricultural, habitation, and ceremonial sites. The area was also extensively utilized throughout the historic plantation era.

In order to determine the effect of the proposed extension on historic properties, we recommend that no construction activities occur until an archaeological assessment/inventory survey has been accepted by our office. If significant historic properties are identified, then proposed mitigation in consultation with this office shall be submitted for review and approval. Please direct any archaeological concerns or questions about this review to Jenny Pickett at the Maui section of the SHPD at (808) 243-4641. The Maui section may also be contacted at (808) 243-1285 or (808) 243-4640.

Aloha,

Nancy McMahon
Historic Preservation Manager
State Historic Preservation Division



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Puaalaokalani Aiu, Administrator
Department of Land and
Natural Resources
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

SUBJECT: Proposed Kuhua (Formerly Mill) Street Extension and Improvement
Project at Lahaina, Maui, Hawaii (Log No: 2008.0224, Doc No:
0812JP21)

Dear Ms. Aiu:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your office's letter dated December 22, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. As recommended, an archaeological inventory survey was conducted for the project site and will be included in the Draft Environmental Assessment (EA).

A copy of the Draft EA will be provided to you for review and comment.

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,

Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Hallett Hammatt, Cultural Surveys Hawaii, Inc.

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MAUI
305 High St., Suite 104, Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238, Honolulu, Hawaii 96813 | PH: (808)983-1233
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LINDA LINGLE
GOVERNOR



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

FEB 07 2008

BRENNON T. MORIOKA
INTERIM DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

STP 8.2760

February 6, 2008

Mr. Kyle Ginoza, Project Manager
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

Subject: Early Consultation Mill Street Extension Roadway Project
Lahaina, Maui Hawaii

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project.

DOT's comments are as follows:

1. Coordination of this project will be done through the Highways Division. The developer/landowner should contact the Highways Division, Highways Planning Branch and Maui District Office to discuss any matter that may involve traffic in the area.
2. A traffic assessment report should be prepared by the developer/landowner and submitted as part of the project's environmental assessment. The traffic report should evaluate traffic conditions with and without the proposed project improvements for further discussion with the Highways Division.
3. We request that DOT be provided four (4) copies of the project's environmental assessment.

We appreciate the opportunity to provide comments.

Very truly yours,

Francis Paul Keeno

for BRENNON T. MORIOKA, PH.D., P.E.
Interim Director of Transportation



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

EWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Glenn Okimoto, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii (STP 8.2760)

Dear Mr. Okimoto:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your department's letter dated February 6, 2008 (reference STP 8.2760), regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following information in response to your comments:

- The DPW will coordinate with your department's Highways Division, Highways Planning Branch, and the Maui District Office regarding matters that involve traffic in the area.
- A Traffic Impact Assessment Report has been prepared for the project and will be included in the Draft EA. The report evaluates traffic conditions with and without the proposed project improvements for review by the Highways Division.
- As you requested, four (4) copies of the Draft EA will be provided to your department for review and comment.

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 PH: (808)983-1233
WWW.MHPLANNING.COM

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management 179

Glenn Okimoto, Director
March 7, 2013
Page 2

We appreciate the input we received from your department. Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin Tsutsumi & Associates, Inc.

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JAN 25 2008

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

HRD07/3458

January 23, 2008

Munekiyo & Hiraga, Inc.
Attn: Kyle Ginoza
305 High Street, Suite 104
Wailuku, Hawaii'i 96793

RE: Early Consultation Request for Mill Street Extension Roadway Project, Lahaina, Maui, Hawaii'i

Aloha nō e Mr. Ginoza,

The Office of Hawaiian Affairs ("OHA") is in receipt of your December 26, 2007 letter seeking early consultation concerning the above-referenced project, and offers the following comments:

As you may know, the Hawaii'i State Constitution mandates the protection and preservation of Native Hawaiian cultural assets and sites, burials and funerary objects, traditional practices and access rights, among other things. This mandate constitutes one of OHA's primary kuleana.

An Environmental Assessment ("EA"), in accordance with Chapter 343 of the Hawaii Revised Statutes, should include a Cultural Impact Assessment ("CIA"). In accordance with the requirement of Act 50, Session Laws of Hawaii 2000, a CIA shall include information relating to the practices and beliefs of the Native Hawaiians who once inhabited the area(s), and it is recommended that community involvement be included in this assessment. We refer you to Thelma Shimaoka, Cultural Resource Coordinator in OHA's Maui office, who can be reached at (808) 873-3364, to further assist you in this project area. The Maui office of the State Historic Preservation Division ("SHPD") should also be consulted.

OHA asks that, in accordance with Section 6E-46.6, HRS and Chapter 13-300, Hawaii Administrative Rules, if the project moves forward, and if any significant cultural deposits or

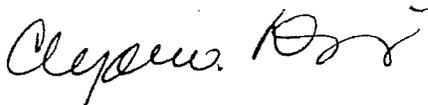
Munekiyo & Hiraga, Inc.
Attn: Kyle Ginoza
January 23, 2008
Page 2

human skeletal remains are encountered, work shall stop in the immediate vicinity and SHPD shall be contacted. OHA would also like to be notified.

Upon completion of this segment to the project, OHA thanks you in advance and respectfully requests a hardcopy of the draft EA, addressed to my attention. OHA hopes to be consulted on this matter in the future as more information becomes available and the project progresses.

Thank you for the opportunity to comment. If you have any further questions and/or concerns, please contact Jerome Yasuhara, Policy Advocate in the Native Rights, Land and Culture Hale, at (808) 594-0239 or via email at jeromey@oha.org.

'O wau iho nō, me ka ha'aha'a,



Clyde W. Nāmu'o
Administrator

C: Thelma Shimaoka, OHA—Maui Office



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSUBU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Dr. Kamana`opono Crabbe, Chief Executive Officer
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement
Project at Lahaina, Maui, Hawaii

Dear Dr. Crabbe:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your office's letter dated January 23, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

- A Cultural Impact Assessment has been prepared for the project and will be included in the Draft Environmental Assessment (EA).
- We note that, in accordance with Section 6E-43.6, Hawaii Revised Statutes and Chapter 13-300, Hawaii Administrative Rules, if any significant cultural deposits or human skeletal remains are encountered, work will stop in the immediate vicinity and the State Historic Preservation Division (SHPD) and your office will be contacted.

We appreciate the input we received from your office. A copy of the Draft EA will be provided to you for review and comment.

Dr. Kamana`opono Crabbe, Chief Executive Officer
March 7, 2013
Page 2

Should you have any questions, please do not hesitate to contact me at (808) 244-2015.

Very truly yours,



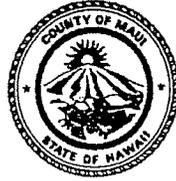
Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Hallett Hammatt, Cultural Surveys Hawaii

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CHARMAINE TAVARES
Mayor



JAN 15 2008
TAMARA HORCAJO
Director

ZACHARY Z. HELM
Deputy Director

(808) 270-7230
Fax (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

January 7, 2008

Munekiyo & Hiraga, Inc.
Attention: Kyle Ginoza
305 High Street, Suite 104
Wailuku, Hawaii 96793

**SUBJECT: Early Consultation Request for Mill Street Extension
Roadway Project, Lahaina, Maui, Hawai'i**

Dear Mr. Ginoza:

The Parks Department's primary concern is the impact on park access. We will continue to work with you to ensure a seamless transition during the construction phase.

Thank you for the opportunity to review and comment on this matter. Please feel free to contact me or Mr. Baron Sumida, CIP Coordinator Parks Planning and Development, at 270-6173 should you have any other questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tamara Horcajo".

TAMARA HORCAJO
Director

xc: Patrick Matsui, Chief of Parks Planning & Development
Baron Sumida, CIP Coordinator Parks Planning & Development



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MIDH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Glenn Correa, Director
Department of Parks and Recreation
700 Halia Nakoia Street, Unit 2
Wailuku, Hawaii 96793

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Correa:

We are writing to you on behalf of the County of Maui, Department of Public Works to thank you for your department's letter dated January 7, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We will continue to coordinate the proposed roadway project with your department to minimize and mitigate impacts that may result from the proposed alignment.

We appreciate the input we received from your office. A copy of the Draft Environmental Assessment will be provided to you for review and comment.

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,

Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.

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FEB 07 2008

CHARMAINE TAVARES
Mayor

JEFFREY S. HUNT
Director

COLLEEN M. SUYAMA
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

February 5, 2008

Mr. Kyle Ginoza
Munekiyo and Hiraga, Inc.
305 High Street, Suite 105
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

**SUBJECT: PRE-CONSULTATION COMMENTS REGARDING THE
PROPOSED MILL STREET EXTENSION ROADWAY
PROJECT, LAHAINA, MAUI, HAWAII (EAC 2008/0001)**

The Maui Department of Planning (Department) has reviewed your letter dated December 26, 2007, requesting pre-consultation and provides the following comments in preparation of the Draft Environmental Assessment (EA).

1. As an agency action, we expect that the accepting authority will be the Maui County Department of Public Works. However, please confirm this with them since, as you indicate, state lands and/or funds may also be involved. The Department of Planning will serve as a commenting agency.
2. Topics To Be Addressed: For the sake of reference in this letter, we will temporarily assume that the topics to be addressed would be generally similar to those covered in the recent Final Environmental Assessment prepared in support of the West Maui Medical Facility proposed on lands currently owned by the Ka'anapali Land Management Corporation.
3. Land Use Entitlements: Please check and confirm if any of the work will be conducted within the Special Management Area. This may or may not be the case for the connection to Honoapiilani Highway.
4. Land Uses: The proposed roadway will provide improved local and regional access as an alternate route to Honoapiilani Highway. However, it will also provide improved local access to the lands adjoining it and nearby. Please address how this may facilitate secondary impacts of the conversion of adjoining and nearby undeveloped or open space lands to developed urban land uses, what types of developed land uses would be most likely to be

facilitated, and whether or not these would be consistent with adopted zoning and land use designations in the applicable West Maui Community Plan.

5. Agricultural Productivity Considerations: Please address conversion from productive or potentially productive agricultural use and/or agricultural land use designations which would occur within the proposed roadway right-of-way as well as the secondary impacts of additional conversion due to the roadway's facilitation of land use changes to developed urban uses.
6. Flora and Fauna: Research conducted by the Department of Planning in support of the preparation of the Maui Island Plan shows some wetland resources adjoining and/or within the roadway alignment south of Lahainaluna Road. Please address direct and/or secondary impacts upon any such resources.
7. Noise Characteristics: The proposed general alignment appears to adjoin and/or is otherwise nearby some existing residences and lands currently having residential land use designations in the West Maui Community Plan. Noise impacts upon such current and planned future sensitive land uses needs to be addressed and measures to mitigate possible impacts need to be identified along with feasible means for their implementation.
8. Community Character: Please address how the proposed roadway project will be designed so as to not clash with or otherwise negatively impact the character and residents' use of the neighborhoods through which it would pass. This should particularly be addressed where the proposed roadway might replace a local residential street which currently has only very limited local traffic, such as Kuhua Street.
9. Population, Employment and Housing: Please address if, and if so how, the improved regional and local access to be offered by the proposed roadway would be likely to induce population, employment and housing growth in the West Maui region.
10. Police and Fire Protection Services, and Health Facilities: Please address if, and if so how, the improved regional and local access to be offered by the proposed roadway would be likely to impact and/or improve the delivery of police and fire protection services, as well as access to health facilities.
11. Recreational Facilities: The southerly end of the roadway alignment appears to run between the Lahaina Aquatic/Recreation Center and the area of the two baseball fields directly to the west. These

bisected facilities currently seem to operate independently. However, please still address if this break in the contiguity of these recreational facilities will negatively impact the current and/or otherwise anticipated operations and aesthetics of the recreation facilities. Also please address how this roadway might improve access to and use of current and otherwise planned recreational facilities.

12. Roadway Infrastructure: Please prepare a traffic report which, among other things, addresses the proposed roadway's impact upon the local and regional road network.
13. Other Transportation Infrastructure: Please address the potential and any plans for the implementation of other modes of transportation infrastructure to be developed along with the roadway improvements, particularly trails for bicycle and pedestrian use, and accommodation of public transit. Even if these opportunities may not yet be addressed in existing infrastructure plans for such modes, still address if and how such modes could be beneficially accommodated within the context of the roadway project.
14. Other Non-transportation Infrastructure: Please address how the roadway and/or its right-of-way could be designed to facilitate the solutions to identified or anticipated needs for other types of infrastructure, such as utilities which might be able to share the right-of-way.
15. Relationship To Land Use and Infrastructure Plans, Policies And Controls: Please address how development of the proposed roadway would relate to existing land use and infrastructure plans, policies and controls, including the following measures from the West Maui Community Plan:

Environment Policy 13. "Promote the planting of trees and other landscape planting to enhance streetscapes and the built environment."

Environment Policy 15. "Promote drainage and storm water management practices that prevent flooding and protect coastal water quality."

Cultural Resource Policy 1. "Preserve and protect significant archaeological, historical and cultural resources that are unique in the State of Hawaii and Island of Maui."

Urban Design Policy 1. "Enhance the appearance of major public roads and highways in the region."

Urban Design Policy 6. "Promote a unified street tree planting scheme along major highways and streets. Hedge planting should be spaced and limited in height, in order to provide vistas to the shoreline and mountains."

Urban Design Policy 11. "Use native plants for landscape planting in public projects to the extent practicable."

Urban Design Policy 12. "Existing and future public rights-of-way along roads and parks shall be planted with appropriate trees, turfgrass and ground covers."

Transportation Policy 1. "Support construction of the planned Lahaina Bypass Road in such a way as to promote safe, efficient travel across the region without encouraging further urbanization or impeding agricultural operations."

Transportation Policy 3. "Support improvements for the safe and convenient movement of people and goods, pedestrians and bicyclists in the Lahaina region particularly along Honoapiilani Highway, Front Street and Lower Honoapiilani Road and seek to establish a regional network of bikeways and pedestrian paths."

Transportation Policy 4. "Support ridesharing, programs to promote safe bicycle and pedestrian travel, alternative work schedules, traffic signal synchronization, and other transportation demand management strategies."

Transportation Implementing Action 2. "Construct left turn lanes on the Lahainaluna Road at its intersection with Honoapiilani Highway."

Transportation Implementing Action 5. "Establish major recreation ways for pedestrians and bicycles from the pali to Lahaina town and to Kapalua along the coastal highways, including Honoapiilani Highway and Lower Honoapiilani Road, and along the southern side of Kahoma Stream and other major drainage channels."

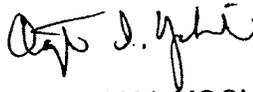
Transportation Implementing Action 12. "Study, design and implement measures for safe pedestrian access connecting Lahaina town with its mauka pool and park, including consideration of pedestrian overpasses."

Mr. Kyle Ginoza
February 5, 2008
Page 5

16. Alternatives: Please address siting alternatives for the roadway and any alternatives to the general alignment which might still serve the major purpose of relieving congestion on Honoapiilani Highway.

Thank you for your cooperation. If you require further clarification, please contact Staff Planner Jeffrey Dack, AICP, at jeffrey.dack@mauicounty.gov or at 270-6275.

Sincerely,



CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

xc: Jeffrey P. Dack, Staff Planner
Michael Miyamoto, Deputy Public Works Director

CIY:JPD:bv

EAC File
General File

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MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRABA
SENIOR VICE PRESIDENT

MIITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

William Spence, Director
Department of Planning
250 South High Street
Wailuku, Hawaii 96793

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Spence:

We are writing to you on behalf of the County of Maui Department of Public Works (DPW), to thank you for your department's letter dated February 5, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii. We offer the following comments in response to your remarks:

1. Although the County of Maui may seek future State lands and funding, such commitments have yet to be determined. As a County-initiated project, the approving agency for the Environmental Assessment (EA) will be the DPW.
2. The Final Environmental Assessment prepared for the West Maui Medical Facility will be used as a reference document in the preparation of the Draft EA.
3. Zoning Confirmation Forms have been obtained for the subject properties within the proposed alignment of the Kuhua Street extension and have been determined to be outside of the Special Management Area (SMA). The connections to Honoapiilani Highway are anticipated to be limited to within the mauka boundary of the existing right-of-way and outside of the SMA.
4. The Draft EA will address secondary impacts resulting from improved access to adjoining and nearby undeveloped lands which are primarily designated for future residential use and commercial industrial use.
5. The Draft EA will address the community benefits of the roadway in relationship to the removal of vacant agricultural lands and secondary impacts due to facilitation of land use changes to developed urban uses.

6. A Flora and Fauna Study was prepared for the subject roadway alignment. The results and recommendations of the study will be included in the Draft EA. The study did not find any wetland conditions adjacent to the proposed roadway alignment.
7. An Acoustic Study was prepared for the project and the analysis and recommendation will be included in the Draft EA.
8. The Draft EA will address the impacts on community character, especially on the residences on Kuhua Street.
9. The Draft EA will address potential impacts on population, employment and housing.
10. The Draft EA will address police and fire protection services, as well as health facilities. The construction of another north-south roadway will provide an alternate route in Lahaina Town during emergencies when Honoapiilani Highway is temporarily closed.
11. The DPW will coordinate the roadway alignment with the Department of Parks and Recreation (DPR) to minimize impacts on the Lahaina Recreation Center access and facilities located near the southern terminus of the roadway.
12. As requested, a Traffic Impact Analysis Report (TIAR) has been prepared by Austin, Tsutsumi & Associates, Inc. and will be included in the Draft EA.
13. The conceptual design for the roadway includes a separated multi-use trail greenway and will be included in the Draft EA.
14. The right-of-way width will be wide enough to accommodate other utilities such as, electrical, water, and sewer. Such improvements can be coordinated with the roadway improvements once the DPW initiate the design phase of the project.
15. The Draft EA will address the various goals, objectives, and policies of the various land use and transportation plans. As may be appropriate, your comments on the West Maui Community plan will be included in the Draft EA.
16. Siting alternatives for the roadway were studied in the TIAR, as well as road widening of existing collector roadways. An analysis of each alternative and the reasons for selection of the preferred alternative will be included in the Draft EA.

We appreciate the input we received from your office. A copy of the Draft EA will be provided to you for review and comment.

William Spence, Director
March 7, 2013
Page 3

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Robert Hobdy, Biologist
Yoichi Ebisu, Ebisu & Associates, Inc.
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.

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JAN 22 2008

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
WAILUKU, MAUI, HAWAII 96793

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

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

January 16, 2008

Mr. Kyle Ginoza
MUNEKIYO & HIRAGA, INC.
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Dear Mr. Ginoza:

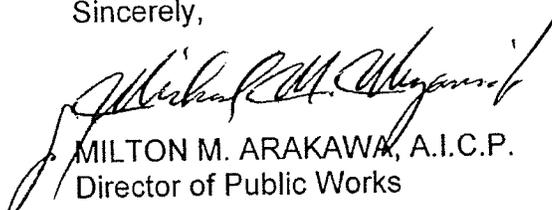
SUBJECT: EARLY CONSULTATION REQUEST FOR MILL STREET
EXTENSION ROADWAY PROJECT LAHAINA, MAUI

We reviewed the subject application and have the following comments:

1. Suggest renaming the street. Mill Street is already in use in Wailuku. (Mill Place in use in Hana.)
2. Provide access to both sides of Kahoma Stream Flood Control channel for maintenance by construction equipment and trucks.
3. Provide connections to Dickenson Street, Shaw Street, Prison Street and Aholo Road.
4. Need to review how proposed road will affect proposed Lahaina Watershed (Lahainaluna Road to Launiupoko) drainage project and include mitigative measures.

Please call Michael Miyamoto at 270-7845 if you have any questions regarding this letter.

Sincerely,



MILTON M. ARAKAWA, A.I.C.P.
Director of Public Works

MMA:MMM:ls
xc: Highways Division
Engineering Division
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MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

David Goode, Director
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Goode:

In response to your department's letter dated January 16, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii, we offer the following information in response to your department's remarks:

- As suggested, the project has been renamed Kuhua Street Extension (KSE) and Improvement Project.
- If necessary, access to the Kahoma Stream Flood Control Channel will need to be obtained from adjacent properties such as the proposed Kahoma Residential property to the south and via Keawe Street to the north.
- Roadway connections to the proposed KSE roadway will be provided at Keawe Street, Papalaua Street, Lahainaluna Road, Dickenson Street, Shaw Street, Aholo Road, and Front Street. Although shown on the conceptual plans, connection to Prison Street will adversely impact the existing adjacent dwellings. Due to severe grade differences between the Honoapiilani Highway intersection and the existing adjacent dwellings on this portion of Prison Street, providing access to the dwellings will require relocation of driveways and construction of retaining walls which may not be acceptable to the owners.
- During the design phase of the KSE and Improvement Project, if necessary, measures will be included to reduce or minimize potential impacts on the Lahaina Watershed Drainage Project.

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 PH: (808)983-1233
WWW.MHPLANNING.COM

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David Goode, Director
March 7, 2013
Page 2

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

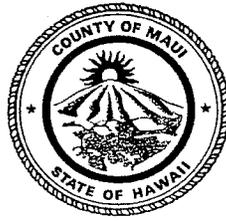
CS:tn

cc: Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.

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APR 14 2008

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

**COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT**
2200 MAIN STREET, SUITE 175
WAILUKU, MAUI, HAWAII 96793

April 9, 2008

Mr. Kyle Ginoza
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, HI 96793

**SUBJECT: MILL STREET EXTENSION ROADWAY EXTENSION PROJECT
EARLY CONSULTATION
LAHAINA, MAUI, HAWAII**

Dear Mr. Ginoza,

We reviewed the subject project as a pre-application consultation and have the following comments:

1. Solid Waste Division comments
 - a. None.
2. Wastewater Reclamation Division comments:
 - a. None.

If you have any questions regarding this memorandum, please contact Gregg Kresge at 270-8230.

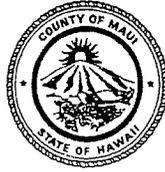
Sincerely,

A handwritten signature in black ink that reads "Cheryl K. Okuma".

Cheryl Okuma, Director

JAN 04 2008

CHARMAINE TAVARES
MAYOR



DON A. MEDEIROS
Director
WAYNE A. BOTEILHO
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

December 31, 2007

Mr. Kyle Ginoza
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, HI 96793

Subject: Mill Street extension roadway Project

Dear Mr. Ginoza:

Thank you for the opportunity to comment on this project. We have no comments to make at this time regarding this project.

Please feel free to contact me at 270-7511 if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Medeiros", is written over a horizontal line.

Don Medeiros
Director

FEB 19 2008

Council Chair
G. Riki Hokama



Director of Council Services
Ken Fukuoka

Vice-Chair
Danny A. Mateo

Council Members
Michelle Anderson
Gladys C. Baisa
Jo Anne Johnson
Bill Kauakea Medeiros
Michael J. Molina
Joseph Pontanilla
Michael P. Victorino

COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.mauicounty.gov/council

February 8, 2008

Mr. Kyle Ginoza
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

**SUBJECT: EARLY CONSULTATION REQUEST FOR MILL STREET
EXTENSION ROADWAY PROJECT**

I share with you a copy of a letter from Milton M. Arakawa, Director of Public Works regarding the above subject matter which I had requested comments.

Should you have any questions, please feel free to contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Riki Hokama", is written over a horizontal line.

RIKI HOKAMA
Council Chair

GRH: cmy

Attachments

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

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



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

January 22, 2008

RALPH NAGAMINE, L.S., P.E.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

JAN 23 2008

Honorable Charmaine Tavares
Mayor, County of Maui
200 South High Street
Wailuku, Maui, Hawaii 96793

Charmaine Tavares 01-23-08

For Transmittal to:

Honorable G. Riki Hokama, Chair
Maui County Council
200 South High Street
Wailuku, Maui, Hawaii 96793

Dear Chair Hokama:

**SUBJECT: EARLY CONSULTATION REQUEST FOR MILL STREET
EXTENSION ROADWAY PROJECT**

Thank you for your January 3, 2008 letter requesting our Department's comments on the proposed Mill Street Extension Roadway Project in Lahaina. Our Department has supported the project concept in environmental documents, public hearings, and permit applications for resort projects in the Kaanapali North Beach area, which were approved by the Maui Planning Commission. One of the conditions of approval required planning and design services for the Mill Street Extension project. As a result, an environmental assessment for the road project has been initiated and early consultation comments are being requested.

The Mill Street Extension Roadway Project has the potential to provide additional roadway capacity through the congested Lahaina Town area, which would improve levels of service at nearby intersections. However, the project could also create some unwanted impacts, such as increased noise and possible traffic congestion due to the relative close proximity of the new Mill Street-Lahainaluna Road intersection to the Honoapiilani Highway-Lahainaluna Road intersection. These issues, as well as land

Honorable Charmaine Tavares
For Transmittal to:
Honorable G. Riki Hokama, Chair
January 22, 2008
Page 2

acquisition and bridge capacity issues, will need to be addressed in the environmental assessment.

Thank you for the opportunity to comment on this matter. If you have any questions, please feel free to call me at Ext. 7845.

Sincerely,



MILTON M. ARAKAWA
Director of Public Works

xc: Charmaine Tavares, Mayor

MMA:jso

s:\milton\transmittals\grhokama_mill street extension project



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSURU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Honorable Riki Hokama
Maui County Council
200 South High Street
Wailuku, Hawaii 96793

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Councilmember Hokama:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your letter dated February 8, 2008, regarding the proposed Kuhua Street Extension and Improvement project in Lahaina, Maui, Hawaii.

We confirm that the proposed roadway will provide additional roadway capacity through the Lahaina town area. The purpose of the Environmental Assessment (EA) we are preparing is to evaluate potential impacts, including effects on traffic conditions, as well as mitigation measures to minimize such impacts.

A copy of the Draft EA will be provided to the Maui County Council for review and comment.

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,

Colleen Suyama
Senior Associate

CS:tn

cc: Council Chair Gladys Baisa, Maui County Council
David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.

K:\DATA\KLMC\MillStreet\Response Letters\Hokama response.doc

Lahaina Bypass.com

Let's get it built!

January 30, 2008

Munekiyo & Hiraga, Inc.
Attention: Kyle Ginoza
305 High Street, Suite 104
Wailuku, HI 96793

RE: Early Consultation Request for Mill Street Extension Roadway Project

Dear Mr. Ginoza,

Lahaina Bypass Now is a community based non-profit which is working to develop transportation solutions for Maui. We strongly support the construction of the Mill Street Extension.

Mill Street was one of the four projects discussed at the four day Lahaina Transportation Design Workshop held January 9 – 12, 2007. This workshop gathered people from the community as well as State DOT, Maui County officials, landowners and others involved in the planning and design of upcoming transportation projects.

At this workshop, the participants worked together to plan "Great Streets" that not only move traffic but also are in character with their environment.

The specific recommendations formulated at the workshop for the Mill Street Extension are:

- Mill Street should be a two lane local street with 10' travel lanes.
- There should be continuous safe pedestrian access along the entire length of Mill Street.
- A 5' wide sidewalk or 10' wide multi-use path is recommended
- There should be a landscape buffer between the sidewalk and the street
- Allow on street parking on one side of street as space allows.
- The North bound connection of Mill Street should come off the highway at an angle similar to a slip ramp off a highway. This connection would be just North of the intersection of Front St. (at Puamana) and the Highway. (see attached map)

505 Front Street, Suite 202 · Lahaina, HI 96761
Telephone: 808-667-2516, Fax: 808-661-2058
www.lahainabypassnow.com



MICHAEL T. MUNEKIYO
PRESIDENT

KARLYNN FUKUDA
EXECUTIVE VICE PRESIDENT

GWEN OHASHI HIRAGA
SENIOR VICE PRESIDENT

MITSUBU "MICH" HIRANO
SENIOR VICE PRESIDENT

MARK ALEXANDER ROY
VICE PRESIDENT

March 7, 2013

Bob Pure, President
Lahaina Bypass Now
P.O. Box 11205
Lahaina, Hawaii 96761

SUBJECT: Proposed Kuhua (formerly Mill) Street Extension and Improvement Project at Lahaina, Maui, Hawaii

Dear Mr. Pure:

We are writing to you on behalf of the County of Maui, Department of Public Works (DPW) to thank you for your organization's letter dated January 30, 2008 and support for the project.

The roadway improvement has been renamed to the Kuhua Street Extension. The preferred alignment of the roadway, as recommended in the Traffic Impact Analysis Report prepared by Austin, Tsutsumi & Associates, Inc., aligns with the existing Kuhua Street adjacent to the Pioneer Mill site and is further mauka of Mill Street. In response to your specific recommendations, we offer the following information:

- The proposed roadway will include two (2) travel lanes with provisions for a refuge lane between the shoulder and traffic lane, potential parking, a five (5) feet wide sidewalk, a ten (10) feet wide separated multi-use trail greenway for pedestrians and bicycles on one side of the roadway, and, as appropriate, a landscape buffer within the street right-of-way.
- The proposed northbound connection from Honoapiilani Highway will be near the Front Street intersection and will include a slip ramp off of the highway. The Front Street intersection will be signalized.
- The southbound terminus will be at Front Street and not at Aholo Road, due to concerns raised by the Aholo Road residents regarding increased traffic congestion that will occur if their street is used as the southern terminus. Aholo Road intersection will be reconfigured to limit the access as a right-turn in and

MAUI
305 High St., Suite 104 Wailuku, Hawaii 96793
PH: (808)244-2015 FAX: (808)244-8729
OAHU
735 Bishop St., Suite 238 Honolulu, Hawaii 96813 | PH: (808)983-1233
WWW.MHPLANNING.COM

excellence in
process
management 205

Bob Pure, President
March 7, 2013
Page 2

right-turn out.

- Although recommended by Lahaina Bypass Now, the construction of the widening of Honoapiilani Highway between Lahainaluna Road and Aholo Road did not require use of Mill Street as a detour roadway.
- Pursuant to comments from Lahaina Bypass Now and the Department of Parks and Recreation, the alignment of the roadway has been routed, around (mauka of) the Lahaina Recreation Center.

We appreciate the input we received from your organization and will continue to work collaboratively with Lahaina Bypass Now. A copy of the Draft Environmental Assessment (EA) will be provided to you for review and comment.

Should you have any questions, please do not hesitate to contact me at 244-2015.

Very truly yours,



Colleen Suyama
Senior Associate

CS:tn

cc: David Goode, Director, Department of Public Works
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.

IK:\DATA\KLMC\MillStreet\Response Letters\Lahainabypassnowresp.ltr.doc

AUG 31 2010

August 30, 2010

Colleen Suyama
Munekiyo & Hiraga, Inc.
305 High Street
Suite 104
Wailuku, HI 96793

Re: Kahua Street Extension and Improvements (formerly Mill Street Extension)
Project concerns & request for public opinion prior to approval

Dear Colleen,

Thank you for the return call regarding Mill Street extension in Lahaina. I was surprised to hear of the project name change to "Kahua Street Extension and Improvements".

As a West Maui resident and business owner (870 Honoapiilani Hwy at Papalua Street) I am making written request to be on record to be, "notified in advance" and to join "owner be notified" for any public meetings and updates regarding 'Kahua Street Extension and Improvements'.

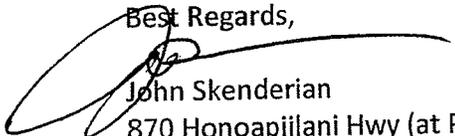
I have concerns and questions regarding the regional plan and intersection connections at Dickenson, Shaw & Papalua Street to be discussed prior to approval of the plan.

In June, I wrote to Milton Arakawa, Director of Public Works requesting information on the project and community meetings. Leilani from your office called me soon after and said I would be notified by mail of any meetings. There was a meeting shortly thereafter but I didn't receive notice.

Much of the West Maui community is unfamiliar with this project which will have a major impact on its residents. Allowing proper notice with time to review, ask questions and express concerns prior to approval of the plan would be prudent.

Thank You for your cooperation and timely attention to this very important matter.

Best Regards,



John Skenderian
870 Honoapiilani Hwy (at Papalua Street)
Lahaina, HI. 96761

cc: ANILUS MEKALVEV, ROZ BAKER, JOANNE JOHNSON, MILTON ARAKAWA,
MAYOR ANDRES, BRIAN HANSHIRO, KATHLEEN ROSS ADKI, UNEMOI ENGINEERS
Jiro Sumada

NOV 03 2010

November 2, 2010

Colleen Suyama
Munekiyo & Hiraga, Inc.
305 High Street
Suite 104
Wailuku, Hi 96793

Re: Draft Environmental Assessment
Kahua Street Extension

Colleen,

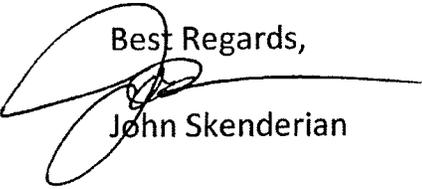
As per my August 21, 2010 letter, as owners of 256 Papalua Street we were not included in the public hearings regarding the Kahua Street Extension.

Since then, after several discussions with and at the suggestion of Maui County; *Director of Public Works, Milton Arakara* and, *Deputy of Public Works Michael Miyamoto*, it was recommended that we provide input in formulating alternative impacts to include during the process and before the draft Environment Assessment (EA) comes out.

Please reply as soon as possible if you are available to meet with the affected and interested parties and appropriate consultants to work it out.

Thank you for your cooperation and attention to this very important matter.

Best Regards,



John Skenderian

cc: Milton Arakawa
Michael Miyamoto

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

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



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

March 7, 2013

Mr. John Skenderian
145 Pihaa Street
Lahaina, Hawaii 96761

Dear Mr. Skenderian:

SUBJECT: PROPOSED KUHUA (FORMERLY MILL) STREET EXTENSION AND IMPROVEMENT PROJECT AT LAHAINA, MAUI, HAWAII

Thank you for your letters dated August 30, 2010 and November 2, 2010, regarding the Kuhua Street Extension (KSE) and Improvement project in Lahaina, Maui, Hawaii. Several community meetings were held prior to receipt of your letters regarding the proposed project in 2009. Public notification included letters notifying adjacent property owners of the KSE alignment, as well as public notification in the *Lahaina News*. My Department is considering another community meeting in Lahaina, during the 45-day comment period for the Draft Environmental Assessment (EA). Public notification of a community meeting will be given.

Further, in response to your concerns, I understand several meetings were held between the then Public Works Director Milton Arakawa, the Department's staff, our consultants, and yourself and Mrs. Skendarian. Subsequently, additional meetings were held with me, my staff, and consultants.

A copy of your letter will be included in the Draft EA for the project. A copy of the Draft EA will be forwarded to you for your review and comment and hopefully the document will provide you with additional information that addresses any outstanding concerns you may have.

Thank you for your comments. Should you have any questions, please do not hesitate to contact Ms. Colleen Suyama, Senior Associate, Munekiyo & Hiraga, Inc. at 244-2015.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Goode".

DAVID C. GOODE
Director of Public Works

DCG:jso

xc: Colleen Suyama, Munekiyo & Hiraga, Inc.
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Keith Niiya, Austin, Tsutsumi & Associates, Inc.
s:\david2\john skenderian_prop kuhua st ext and imp proj

**X. PARTIES CONSULTED
DURING THE 30-DAY
COMMENT PERIOD FOR
THE DRAFT
ENVIRONMENTAL
ASSESSMENT; LETTERS
RECEIVED; AND
RESPONSES TO
SUBSTANTIVE
COMMENTS**

X. PARTIES CONSULTED DURING THE 30-DAY COMMENT PERIOD FOR THE DRAFT ENVIRONMENTAL ASSESSMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

The following list of agencies, organizations, and individuals were consulted during the 30-day comment period for the Draft Environmental Assessment (EA) that was filed and published in the Office of Environmental Quality Control's Environmental Notice on March 23, 2013. The 30-day comment period for the Draft EA ended on April 23, 2013. The following agencies, organizations, and individuals were provided with a copy of the Draft EA for review and comment. This chapter includes comments received during the 30-day comment period, along with responses to substantive comments.

Federal Agencies

1. Ranae Ganske-Cerizo, Soil Conservationist
Natural Resources Conservation Service
U.S. Department of Agriculture
77 Hookele Street, Suite 202
Kahului, Hawaii 96732
2. George Young, Chief, Regulatory Branch
U.S. Department of the Army
U.S. Army Engineer District, Honolulu
Regulatory Branch, Building 230
Fort Shafter, Hawaii 96858-5440
3. Loyal A. Mehrhoff, Field Supervisor
U. S. Fish and Wildlife Service
300 Ala Moana Blvd., Rm. 3-122
Box 50088
Honolulu, Hawaii 96813

State Agencies

4. Dean H. Seki, Comptroller
Department of Accounting and General Services
1151 Punchbowl Street, #426
Honolulu, Hawaii 96813

5. Russell Kokubun, Chair
Department of Agriculture
1428 South King Street
Honolulu, Hawaii 96814-2512
6. Richard C. Lim, Director
State of Hawaii
Department of Business, Economic Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804
7. Kathryn Matayoshi, Superintendent
State of Hawaii
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804
8. Heidi Meeker, Planning Division
Office of Business Services
Department of Education
c/o Kalani High School
4680 Kalaniana'ole Highway, #T-B1A
Honolulu, Hawaii 96821
9. Jobie Masagatani, Chair Designate
Hawaiian Home Lands Commission
P.O. Box 1879
Honolulu, Hawaii 96805

- | | |
|--|---|
| <p>10. Loretta J. Fuddy, Director
State of Hawaii
Department of Health
919 Ala Moana Blvd., Room 300
Honolulu, Hawaii 96814</p> | <p>18. Glenn Okimoto, Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813</p> |
| <p>11. Alec Wong, P.E., Chief
Clean Water Branch
State of Hawaii
Department of Health
919 Ala Moana Blvd., Room 300
Honolulu, Hawaii 96814</p> | <p>19. Major General Darryll Wong, Director
Hawaii State Civil Defense
3949 Diamond Head Road
Honolulu, Hawaii 96813-4495</p> |
| <p>12. Patti Kitkowski, District Environmental Health
Program Chief
State of Hawaii
Department of Health
Maui Sanitation Branch
54 South High Street, Room 300
Wailuku, Hawaii 96793</p> | <p>20. Gary Gill, Acting Director
Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, Hawaii 96813</p> |
| <p>13. Laura McIntyre, AICP, Office Manager
Environmental Planning Office
Department of Health
919 Ala Moana Blvd., Suite 312
Honolulu, Hawaii 96814</p> | <p>21. Dr. Kamana`opono Crabbe, Chief Executive
Officer
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813</p> |
| <p>14. Lene Ichinotsubo
Environmental Management Division
State of Hawaii
Department of Health
919 Ala Moana Blvd., Room 212
Honolulu, Hawaii 96814</p> | <p>22. Jesse Souki, Director
State of Hawaii
Office of Planning
P. O. Box 2359
Honolulu, Hawaii 96804</p> |
| <p>15. William J. Aila, Jr., Chairperson
State of Hawaii
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809</p> | <p>23. Dan Orodener, Executive Officer
State of Hawaii
State Land Use Commission
P.O. Box 2359
Honolulu, Hawaii 96804</p> |
| <p>16. Puaalaokalani Aiu, Administrator
State of Hawaii
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Blvd., Room 555
Kapolei, Hawaii 96707</p> | <p>24. University of Hawaii at Manoa
Environmental Center
2550 Campus Road, Crawford 317
Honolulu, Hawaii 96822</p> |
| <p>17. Jenny Pickett, Maui Archaeologist
State of Hawaii
Department of Land and Natural Resources
State Historic Preservation Division
130 Mahalani Street
Wailuku, Hawaii 96793</p> | <p>25. Rosalyn H. Baker, Senator
Hawaii State Senate
Hawaii State Capitol, Room 230
415 S. Beretania Street
Honolulu, Hawaii 96813</p> |
| | <p>26. Angus L.K. McKelvey, Representative
House of Representatives
Hawaii State Capitol, Room 320
415 S. Beretania Street
Honolulu, Hawaii 96813</p> |

County Agencies

27. Teena Rasmussen, Coordinator
County of Maui
Office of Economic Development
2200 Main Street, Suite 305
Wailuku, Hawaii 96793
28. Anna Foust, Management Officer
Maui Civil Defense Agency
200 South High Street
Wailuku, Hawaii 96793
29. Jeffrey A. Murray, Fire Chief
County of Maui
Department of Fire and Public Safety
200 Dairy Road
Kahului, Hawaii 96732
30. JoAnn Ridao, Director
County of Maui
Department of Housing and Human Concerns
One Main Plaza
2200 Main Street, Suite 546
Wailuku, Hawaii 96793
31. Glenn Correa, Director
County of Maui
Department of Parks and Recreation
700 Halia Nakoia Street, Unit 2
Wailuku, Hawaii 96793
32. William Spence, Director
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawaii 96793
33. Gary Yabuta, Chief
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawaii 96793
34. Kyle Ginoza, Director
County of Maui
Department of Environmental Management
One Main Plaza
2200 Main Street, Suite 100
Wailuku, Hawaii 96793
35. Jo Anne Johnson Winer, Director
County of Maui
Department of Transportation
200 South High Street
Wailuku, Hawaii 96793
36. David Taylor, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawaii 96793
37. Honorable Gladys Baisa, Council Chair
Maui County Council
200 South High Street
Wailuku, Hawaii 96793
38. Councilmember Elle Cochran
Maui County Council
200 South High Street
Wailuku, Hawaii 96793

Utilities

39. Dan Takahata, Manager – Engineering
Maui Electric Company, Ltd.
P.O. Box 398
Kahului, Hawaii 96733
40. Tom Hutchison
Hawaiian Telcom
60 South Church Street
Wailuku, Hawaii 96793

Community Organizations

41. Theo Morrison, Executive Director
Lahaina Restoration Foundation
120 Dickenson Street
Lahaina, Hawaii 96761
42. Lahaina Town Action Committee
648 Wharf Street, Suite 102
Lahaina, Hawaii 96761
43. Pamela Tumpap, Executive Director
Maui Chamber of Commerce
The Office Center
270 Ho'okahi Street, Suite 212
Wailuku, Hawaii 96793

44. Lyn McNeff, Executive Director
Maui Economic Opportunity
99 Mahalani Street
Wailuku, Hawaii 96793
45. Lisa Paulson, Executive Director
Maui Hotel & Lodging Association
1727 Wili Pa Loop, Suite B
Wailuku, Hawaii 96793
46. Joe Pluta, President
West Maui Improvement Foundation
P. O. Box 10338
Lahaina, Hawaii 96761
47. Donald Lehman, President
West Maui Taxpayers Association
P. O. Box 10338
Lahaina, Hawaii 96761
48. Scott Fisher, Director of Conservation
Polanui Hiu, CMMA
393B Front Street
Lahaina, Hawaii 96761
49. Uilani and Keeaumoku Kapu
P.O. Box 11524
Lahaina, Hawaii 96761
50. John Skendarian
256 Papalaua Street
Lahaina, Hawaii 96761
51. Harry & Jeanette Weinberg Foundation Inc.
3660 Waiale Avenue, Suite 400
Honolulu, Hawaii 96816-3260
52. West Maui Center LLC
307 Lewers Street #600
Honolulu, Hawaii 96815
53. Fran Peart Mitsumura
Branch Manager
First Hawaiian Mortgage Co.
910 Honoapiilani Highway, Suite 2
Lahaina, Hawaii 96761
54. Rick A. Colletto
General Manager – Maui County
Oceanic Time Warner Cable
350 Hoohana Street, Suite 7
Kahului, Hawaii 96732
55. Jeffrey Tanonaka
Metropolitan Fine Art & Framing
910 Honoapiilani Highway 2A
Lahaina, Hawaii 96761
56. Alan Daniel
H&R Block
4473 Pahee Street, Suite B
Lihue, Hawaii 96766
57. Kendric Wong, Managing Member
Lahaina Land LLC
700 Bishop Street, Suite 1104
Honolulu, Hawaii 96813
58. Garrett W. Marrero, Owner
Maui Brewing Co.
910 Honoapiilani Highway #55
Lahaina, Hawaii 96761
59. Lynn M. Okamoto
Associate Director
CBRE
1221 Honoapiilani Highway
Lahaina, Hawaii 96761
60. Carmelo Di Franco
Lahaina Outlet Store
910 Honoapiilani Highway #8 and #15
Lahaina, Hawaii 96761
61. Christine K. Ho, Ph.D.
303 Front Street
Lahaina, Hawaii 96761
62. Diane Morris
320 Alulike Street
Lahaina, Hawaii 96761
63. Owen Langer
509 Ilikahi Street
Lahaina, Hawaii 96761

INDIVIDUALS

APR 29 2013



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850

In Reply Refer To:
2013-TA-0207

Mr. David Goode
Director
County of Maui
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment for the Proposed Kahua Street Extension and Improvements Project, Maui

Dear Mr. Goode:

The U.S. Fish and Wildlife Service (Service) received your letter on March 22, 2013, requesting comment on a Draft Environmental Assessment (DEA) for the proposed extension and improvements to Kahua (formerly Mill) street in Lahaina, Maui.

Project Description

The proposed action involves the construction of a new two-lane roadway running parallel with Honoapiilani Highway. The proposed alignment will extend Kahua Street approximately two miles, from Keawe Street at its northern intersection to Front Street at its southern terminus. Several additional "tributary" side streets extending east to west between Kahua Street and the existing Honoapiilani Highway corridor will also be included in the proposed action.

Species Affected

Based on information you provided and pertinent information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program, six species protected by the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*), are known to occur within the proposed action area and could be impacted by the proposed action: the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), Blackburn's sphinx moth (*Manduca blackburni*), Hawaiian goose (*Branta sandvicensis*), Hawaiian stilt (*Himantopus mexicanus knudseni*), Hawaiian petrel (*Pterodroma sandwichensis*), and the threatened Newell's shearwater (*Puffinus auricularis newelli*). In addition, the candidate yellow-faced bee (*Hylaeus assimulans*) is known to occupy a lowland site near the Lahainaluna area.

TAKE PRIDE®
IN AMERICA 

To help you minimize potential impacts to listed species, the Service is providing you the following avoidance and minimization measures. Please note that implementation of these measures does not ensure that impacts to listed species can be avoided, and further coordination with the Service on compliance with the ESA may be required.

- The Hawaiian hoary bat is known to occur throughout the island of Maui. This bat roosts in both exotic and native woody vegetation and, while foraging, leaves young unattended in "nursery" trees and shrubs. If trees or shrubs suitable for bat roosting are cleared during the hoary bat breeding season (June 1 to September 15), there is a risk that young bats could inadvertently be harmed or killed. As a result, the Service recommends that woody plants greater than 15 feet tall should not be removed or trimmed during the Hawaiian hoary bat breeding season.
- The Blackburn's sphinx moth may presently breed and feed within the proposed action area. Adult moths feed on nectar from native plants, including beach morning glory (*Ipomoea pes-caprae*), iliee (*Plumbago zeylanica*), and maiapilo (*Capparis sandwichiana*); larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and native aiea (*Nothocestrum latifolium*). Blackburn's sphinx moth pupae may occupy the soil within 250 feet of larval host plants for up to a year. Although surveys for the Blackburn's sphinx moth were conducted in 2010, the Service recommends that a qualified biologist re-survey the project area, and areas adjacent to the project footprint, for the presence of native and non-native Blackburn's sphinx moth host plants. We also recommend that these surveys be conducted during the wettest portion of the year (usually November-April) and approximately four to eight weeks following a significant rainfall event. Surveys should include looking for eggs, larvae, and signs of larval feeding (chewed stems, frass, or leaf damage). If presence of the Blackburn's sphinx moth is confirmed, the Service should be contacted for further guidance.
- Due to its range and foraging behavior, the Hawaiian goose may be present in the vicinity of the proposed action at any time of the year. This species may be attracted to grassy areas along the road shoulder, thus increasing their vulnerability to collision with moving vehicles. The Service recommends that you contact our office for additional information about how to minimize and avoid potential impacts to the Hawaiian goose from this threat. Additionally, a biologist familiar with the nesting behavior of the Hawaiian goose should survey the area around proposed construction areas prior to the initiation of any work during the Hawaiian goose breeding season (November through April), or after any subsequent delay of work of three or more days (during which the birds may attempt to nest). If a nest is discovered within a radius of 150 feet of proposed construction activity, or a previously undiscovered nest is found within said radius after work begins, all work should cease immediately and the Service contacted for further guidance. Lastly, if a Hawaiian goose appears within 100 feet of ongoing work at any time during the construction phase of the proposed project, all activity should be temporarily suspended until the bird moves off to a safe distance of its own volition.
- Planned installation of stormwater runoff and sediment detention basins and ditches as part of the proposed action may pose an attractive nuisance to the endangered Hawaiian stilt (*Himantopus mexicanus knudseni*). Overflying Hawaiian stilts may attempt to forage

in areas with shallow, ponded water. The advent of this behavior may increase their vulnerability to collision with moving vehicles. The Service recommends that you contact our office for additional information about how to minimize and avoid potential impacts to the Hawaiian stilt from this threat.

- The Hawaiian petrel and Newell's shearwater, collectively referred to as seabirds, may transit through the proposed action area while flying between the ocean and nesting sites in the mountains during their breeding season (March through December). Seabird fatalities resulting from collisions with artificial structures that extend above the surrounding vegetation have been documented in Hawaii where high densities of transiting seabirds occur. Additionally, artificial lighting, such as flood lighting for construction work and site security, can adversely impact seabirds by causing disorientation which may result in collision with utility lines, buildings, fences, and vehicles. Fledging seabirds are especially affected by artificial lighting and have a tendency to exhaust themselves while circling the light sources and become grounded. Too weak to fly, these birds become vulnerable to depredation by feral predators such as dogs, cats, and mongoose. Therefore, the Service recommends that project-related lighting should be minimized. All project-related lights should be shielded so the bulb is not visible at or above bulb-height. According to guidelines in the DEA, lighting will be appropriately down-shielded, and that the project will be scheduled to limit night work during the seabird fledging season (approximately September 15 through December 15).
- The candidate yellow-faced bee (*Hylaeus assimulans*) is known to occupy a mid-elevation site near the Lahainaluna area. Other *Hylaeus* species which share *H. assimulans*' range include *H. anthracinus* and *H. hilaris*. *Hylaeus assimulans* adults have been observed visiting the flowers of *Lipochaeta lobata* (nehe) and its primary host plant, ilima (*Sida fallax*). It is likely that *Hylaeus assimulans* visits several other native plants, including species of naupaka (*Scaevola sp.*) and akoko (*Euphorbia sp.*)

The Service also recommends that a biosecurity assessment be conducted to address the potential impacts of invasive species introduction and transport due to the advent of construction-related materials and heavy vehicles into the action area during the construction phase of the proposed project. Accordingly, the Service can provide guidelines for invasive species containment and mitigation through Best Management Practices upon request. The biosecurity assessment should also include future and cumulative impacts related to both listed species and invasive species associated with the proposed action.

If you have any questions concerning the recommendations or comments provided in this letter, please contact Ian Bordenave, Fish and Wildlife Biologist, at (808) 792-9400.

Sincerely,



Loyal Mehrhoff
Field Supervisor



Mr. David Goode

4

cc: Lasha Salbosa, Division of Forestry and Wildlife
Colleen Suyama, Munekiyo and Hiraga, Inc.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Loyal A. Mehrhoff, Field Supervisor
U.S. Fish and Wildlife Service
300 Ala Moana Blvd., Room 3-122
Box 50088
Honolulu, Hawaii 96813

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND RELATED IMPROVEMENTS, LAHAINA, MAUI,
HAWAII, 2013-TA-0207**

Dear Mr. Mehrhoff:

We thank you for your letter of April 29, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document and offer the following information, which addresses your comments in the order listed in your letter:

1. **Species Affected:** We acknowledge that six (6) endangered species and the candidate Yellow-Faced Bee occur in or near the project area and could be impacted by the proposed project. This information will be included in the Final EA.
2. **Hoary Bat:** Mitigation measures recommended for the Hawaiian hoary bat will be included in the Final EA. As recommended, woody plants greater than 15 feet tall shall not be removed or trimmed during the Hawaiian hoary bat breeding season.
3. **Blackburn's Sphinx Moth:** The survey for the Blackburn's Sphinx Moth was conducted in April 2010 during the wet season. The tobacco trees were

4. examined and no moths, eggs, larvae or signs of feeding were found. This survey fulfilled the U.S. Fish & Wildlife Survey (USFWS) requirement with negative findings. However, prior to initiation of construction, a qualified biologist shall re-survey the project area and areas adjacent to the project area for the presence of native and non-native Blackburn's Sphinx Moth host plants. If presence of the Blackburn's Sphinx Moth is confirmed, the USFWS shall be contacted for further guidance.
5. **Hawaiian Goose:** During the biological survey no Nene or Hawaiian goose was seen. There are no food or water resources present within the roadway corridor to attract these geese. However, during construction hydro-mulched grass plantings will be implemented along the road shoulders and in swales. These irrigated plantings are likely to attract Nene to these sites. As such, grass planting shall be completed well before the road is opened for public use so that the grass can become established, the irrigation shut off and the grass can mature and harden off. This will eliminate the attractive element and greatly reduce the potential for use of the area by the Nene. If the Nene appear during the construction phase or nesting is observed, the USFWS protocols for work stoppage and consultation with their office will be observed.
6. **Stormwater Basins:** The construction of sediment detention/retention basins along the roadway corridor could engender temporary flooding following large rainfall events. Such temporary flooding could attract the endangered Ae'o or Hawaiian stilt to these sites. As may be appropriate, chain-link fences may be constructed around the perimeters of these basins to prevent Ae'o from wandering onto roadways.
7. **Lighting:** As recommended, during design and construction, consideration will be given to project-related lighting and scheduling night work to minimize effects on endangered seabirds.
8. **Yellow-faced Bee:** Information on the Yellow-faced Bee will be included in the Final EA.
9. **Biosecurity Assessment:** The USFWS recommended biosecurity assessment can be performed near the completion of the project to look for any incipient invasive species, and target anything found for removal before it can become established. Highway construction projects are generally fairly clean as most of the corridor is pavement or concrete drainage channels, and the shoulders are manicured as mowed grass.

Mr. Loyal A. Mehrhoff, Field Supervisor
September 22, 2015
Page 3 of 3

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes (HRS) review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Colleen Suyama, Munekiyo Hiraga
Robert Hobdy, Biologist

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APR 01 2013

NEIL ABERCROMBIE
GOVERNOR



Dean H. Seki
Comptroller

Maria E. Zielinski
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

P.O. BOX 119, HONOLULU, HAWAII 96810-0119

MAR 28 2013

(P)1070.3

Mr. David Goode, Director
County of Maui
Department of Public Works
200 S. High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

SUBJECT: Draft Environmental Assessment
For the proposed Kuhua Street Extension and Improvements at
Lahaina, Maui, Hawaii

Thank you for the opportunity to provide comments for the subject project. The proposed location does not impact any of the Department of Accounting and General Services' existing facilities in the area, and we have no comments to offer at this time.

If you have any questions, please call me at 586-0400 or your staff may call Mr. Alva Nakamura of the Public Works Division at 586-0488.

Sincerely,

A handwritten signature in black ink, appearing to be "D. Seki", with a long horizontal line extending to the right.

DEAN H. SEKI
Comptroller

c: ✓ Ms. Colleen Suyama, Munekiyo & Hiraga, Inc.
Mr. David Victor, DAGS, Maui District Office



APR 18 2013

KATHRYN S. MATAYOSHI
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

April 16, 2013

Mr. David Goode, Director
County of Maui
Department of Public Works
200 S. High Street
Wailuku, Hawaii 96793

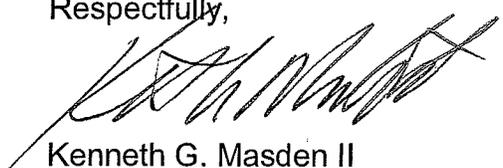
Dear Mr. Goode:

Subject: Draft Environmental Assessment (EA) for the Proposed
Kuhua Street Extension and Improvements at Lahaina, Maui, Hawaii

The Department of Education (DOE) has reviewed the Draft Environmental Assessment (EA) for the Kuhua Street Extension and Improvements. The DOE is concerned about possible impacts this project might have on pedestrian and vehicular traffic to and from King Kamehameha III Elementary, Lahaina Intermediate, and Lahainaluna High Schools. The DOE requests that the Department of Public Works meet with school administrators from each campus and provide timely notice on what these impacts might involve and how they will be addressed.

Thank you for the opportunity to provide comments. If you have any questions, please call Roy Ikeda of the Facilities Development Branch at (808) 377-8301.

Respectfully,



Kenneth G. Masden II
Public Works Manager

KGM:jmb

c: Kathryn Matayoshi, Superintendent
Raymond L'Heureux, Assistant Superintendent, OSFSS
Duane Kashiwai, Public Works Administrator, FDB
✓ Colleen Suyama, Munekiyo & Hiraga, Inc.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Kathryn Matayoshi, Superintendent
State of Hawaii
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND RELATED IMPROVEMENTS, LAHAINA, MAUI,
HAWAII**

Dear Ms. Matayoshi:

We thank you for your letter of April 16, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document and note your concern with regards to pedestrian and vehicular traffic to and from schools in the Lahaina region. Further, since your comments were provided, a portion of the Lahaina Bypass has opened providing an alternate route to the schools on Lahainaluna Road through Keawe Street.

The Kuhua Street Extension (KSE) and Improvement project is a long range planning process for a future local roadway parallel with Honoapiilani Highway which is expected to provide roadway connectivity within Lahaina Town to accommodate existing and future traffic. At present, the Department of Public Works' Six-Year Capital Improvement Program does not include funding for this future roadway. Before implementation of this project can proceed, funding for right-of-way land acquisition and construction will need to be appropriated, and it is unclear when this will occur. However, after the EA review process, there may be remaining funds to initiate a portion of the design phase. Should the KSE proceed beyond the EA process, we will continue to keep the Department of Education informed on the progress of this roadway.

Ms. Kathryn Matayoshi, Superintendent
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes (HRS) review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

04008PMR.13

April 2, 2013

Mr. David Goode
Director
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

SUBJECT: Comments on the Draft Environmental Assessment (EA) for the Proposed Kuhua Street Extension and Improvements Lahaina, Island of Maui, Hawaii

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt your letter, dated March 21, 2013, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the CWB Individual

Mr. David Goode
April 2, 2013
Page 2

04008PMR.13

NPDES Form through the e-Permitting Portal and the hard copy certification statement with \$1,000 filing fee. Please open the e-Permitting Portal website at: <https://eha-cloud.doh.hawaii.gov/epermit/View/home.aspx>. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the "CWB Individual NPDES Form." Follow the instructions to complete and submit this form.

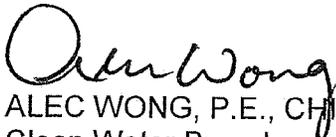
3. If your project involves work in, over, or under waters of the United States, it is highly recommend that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.

Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

If you have any questions, please visit our website at: <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,


ALEC WONG, P.E., CHIEF
Clean Water Branch

MR:rh

c: DOH-EPO [via email only]
Ms. Colleen Suyama, Munekiyo & Hiraga, Inc.

MAY 28 2013

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

05078PJF.13

May 24, 2013

Mr. David Goode
Director
Department of Public Works
County of Maui
200 S. High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

**SUBJECT: Draft Environmental Assessment (DEA) for the
Proposed Kuhua Street Extension and Improvements
Lahaina, Island of Maui, Hawaii**

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated March 21, 2013, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54, and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Anti-degradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the

discharge. To request NPDES permit coverage, you must submit the CWB Individual NPDES Form through the e-Permitting Portal and the hard copy certification statement with \$1,000 filing fee. Please open the e-Permitting Portal website at: <https://eha-cloud.doh.hawaii.gov/epermit/View/home.aspx>. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the "CWB Individual NPDES Form." Follow the instructions to complete and submit this form.

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 438-9258) regarding their permitting requirements.

Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and HAR, Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Non-compliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

If you have any questions, please visit our website at: <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,



ALEC WONG, P.E., CHIEF
Clean Water Branch

JF:np

c: Ms. Colleen Suyama, Munekiyo & Hiraga, Inc.
DOH-EPO #13-066 [via e-mail only]

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Alec Wong, P.E., Chief
State of Hawaii
Department of Health
Clean Water Branch
P.O. Box 3378
Honolulu, Hawaii 96801-3378

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET EXTENSION)
AND RELATED IMPROVEMENTS, LAHAINA, MAUI, HAWAII
(04008PMR.13 AND 05078PJF.13)**

Dear Mr. Wong:

Thank you for your letters of April 2, 2013 and May 24, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document. As recommended we have reviewed the standard comments on your website and applicable comments will be complied with.

We offer the following information, which addresses your comments in the order listed in your letter:

1. The project shall comply with the water quality provisions of Section 11-54, Hawaii Administrative Rules (HAR), as applicable.
2. As may be required, a National Pollutant Discharge Elimination System (NPDES) permit will be submitted to the Department of Health (DOH).
3. The Department of Public Works (DPW) will coordinate the project with the United States Army Corps of Engineers, Regulatory Branch, regarding permitting

Mr. Alec Wong, P.E., Chief
September 22, 2015
Page 2 of 2

requirements. Also, if required, a Section 401 Water Quality Certification application will be filed with the DOH.

4. We acknowledge that noncompliance with water quality and permitting requirements contained in HAR, Chapter 11-54, may be subject to penalties of \$25,000.00 per day, per violation.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Colleen Suyama, Munekiyo Hiraga

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**STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE**

54 HIGH STREET
WAILUKU, HAWAII 96793

April 4, 2013

Mr. David Goode
Director
Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawai'i 96793

Dear Mr. Goode:

Subject: Draft Environmental Assessment for the Proposed Kuhua Street Extension and Improvements at Lahaina, Maui, Hawaii

Thank you for the opportunity to review this project. We have the following comments to offer:

1. National Pollutant Discharge Elimination System (NPDES) permit coverage maybe required for this project. The Clean Water Branch should be contacted at 808 586-4309.
2. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control." A noise permit may be required and should be obtained before the commencement of work. The Indoor & Radiological Health Branch should be contacted at 808 586-4700.

It is strongly recommended that the Standard Comments found at the Department's website: <http://hawaii.gov/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 or E-mail me at patricia.kitkowski@doh.hawaii.gov.

Sincerely,

Patti Kitkowski
District Environmental Health Program Chief

c EPO
Colleen Suyama

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

Ms. Patti Kitkowski
District Environmental Health Program Chief
State of Hawaii
Department of Health
Maui District Health Office
54 South High Street
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY
MILL STREET EXTENSION) AND RELATED
IMPROVEMENTS AT LAHAINA, MAUI, HAWAII**

Dear Ms. Kitkowski:

Thank you for your letter of April 4, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document and offer the following information, which addresses your comments in the order listed in your letter:

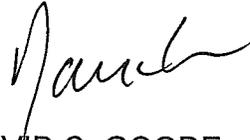
1. As may be required, a National Pollutant Discharge Elimination System (NPDES) permit will be submitted to the Department of Health.
2. As may be required, in compliance with Chapter 11-46 "Community Noise Control," a noise permit will be obtained prior to the commencement of work.

Further, as recommended we have reviewed the standard comments on your website and applicable comments will be complied with.

Ms. Patti Kitkowski
District Environmental Health Program Chief
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Colleen Suyama, Munekiyo Hiraga

K:\DATA\KLMCVIII\StreetResponse Letters\DEA Responses\DOH Mauires.letter.doc

APR 9 1 2013

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File:

13-066
DEA Kuhua

February 11, 2013

TO: David Goode, Director
Department of Public Works

FROM: Laura McIntyre, Program Manager *Laura McIntyre*
Department of Health, Environmental Planning Office

SUBJECT: **Draft Environmental Assessment for the Proposed Kuhua Street Extension and Improvements at Lahaina, Maui, Hawaii**

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of Munekiyo & Hiraga Inc.'s letter dated March 21, 2013. Thank you for allowing us to review and comment on the subject letter. The letter was routed to the Clean Water Branch of the Department of Health. They will provide specific comments to you if necessary. EPO recommends that you review the Standard Comments (www.hawaii.gov/health/epo under the land use tab). You are required to adhere to all Standard Comments specifically applicable to this application.

EPO suggests that you examine the many sources available on strategies to support the sustainable design of communities, including the:

U.S. Environmental Protection Agency's sustainability programs: www.epa.gov/sustainability
U.S. Green Building Council's LEED program: www.new.usgbc.org/leed

The DOH encourages everyone to apply these sustainability strategies and principles early in the planning and review of projects. We also request that for future projects you consider conducting a Health Impact Assessment (HIA). More information is available at www.cdc.gov/healthyplaces/hia.htm. We request you share all of this information with others to increase community awareness on sustainable, innovative, inspirational, and healthy community design.

We request a written response confirming receipt of this letter and any other letters you receive from DOH in regards to this submission. You may mail your response to 919 Ala Moana Blvd., Ste. 312, Honolulu, Hawaii 96814. However, we would prefer an email submission to epo@doh.hawaii.gov. We anticipate that our letter(s) and your response(s) will be included in the final document. If you have any questions, please contact me at (808) 586-4337.

c: ✓ Colleen Suyama, Munekiyo & Hiraga, Inc.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Laura McIntyre, Program Manager
State of Hawaii
Department of Health
Environmental Planning
P.O. Box 3378
Honolulu, Hawaii 96801-3378

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL
STREET EXTENSION) AND IMPROVEMENTS AT LAHAINA,
MAUI, HAWAII (13-066 DEA KUHUA)**

Dear Ms. McIntyre:

Thank you for your letter of February 11, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. The Department of Public Works (DPW) appreciates your review of the document. As recommended, we have reviewed the standard comments on your website and applicable comments will be complied with.

The DPW will review the recommended sources on strategies to support sustainable design of communities and its applicability to the project. We have also reviewed the website www.cdc.gov/healthyplaces/hia.htm regarding Health Impact Assessments (HIA). As may be applicable, we will consider HIAs for future projects.

As requested, enclosed are the comments received from the Clean Water Branch and Maui District Health Office and our responses.

Ms. Laura McIntyre, Program Manager
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID GOODE
Director of Public Works

DG/CS:jt

Enclosures

cc: Nolly Yagin, Engineering Division (w/enclosures)
Clifford Mukai, Warren S. Unemori Engineering, Inc. (w/enclosures)
Colleen Suyama, Munekiyo Hiraga (w/o enclosures)

K:\DATA\KLMC\MillStreet\Response Letters\DEA Responses\DOH-EPOres.letter.docx



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

04008PMR.13

April 2, 2013

Mr. David Goode
Director
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

SUBJECT: Comments on the Draft Environmental Assessment (EA) for the Proposed Kuhua Street Extension and Improvements Lahaina, Island of Maui, Hawaii

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt your letter, dated March 21, 2013, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the CWB Individual

Mr. David Goode
April 2, 2013
Page 2

04008PMR.13

NPDES Form through the e-Permitting Portal and the hard copy certification statement with \$1,000 filing fee. Please open the e-Permitting Portal website at: <https://eha-cloud.doh.hawaii.gov/epermit/View/home.aspx>. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the "CWB Individual NPDES Form." Follow the instructions to complete and submit this form.

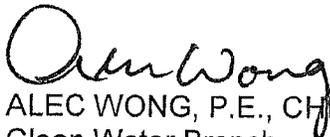
3. If your project involves work in, over, or under waters of the United States, it is highly recommend that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.

Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

If you have any questions, please visit our website at: <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,


ALEC WONG, P.E., CHIEF
Clean Water Branch

MR:rh

c: DOH-EPO [via email only]
Ms. Colleen Suyama, Munekiyo & Hiraga, Inc.



STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE

54 HIGH STREET
WAILUKU, HAWAII 96793

April 4, 2013

Mr. David Goode
Director
Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawai'i 96793

Dear Mr. Goode:

Subject: Draft Environmental Assessment for the Proposed Kuhua Street Extension and Improvements at Lahaina, Maui, Hawaii

Thank you for the opportunity to review this project. We have the following comments to offer:

1. National Pollutant Discharge Elimination System (NPDES) permit coverage maybe required for this project. The Clean Water Branch should be contacted at 808 586-4309.
2. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control." A noise permit may be required and should be obtained before the commencement of work. The Indoor & Radiological Health Branch should be contacted at 808 586-4700.

It is strongly recommended that the Standard Comments found at the Department's website: <http://hawaii.gov/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 or E-mail me at patricia.kitkowski@doh.hawaii.gov.

Sincerely,

A handwritten signature in cursive script that reads "Patti Kitkowski".

Patti Kitkowski
District Environmental Health Program Chief

c EPO
Colleen Suyama

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.
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

April 22, 2013

County of Maui
Department of Public Works
Attention: Mr. David Goode, Director
200 S. High Street
Wailuku, Hawaii 96793

via email: david.goode@co.maui.hi.us

Munekiyo & Hiraga, Inc.
Attention: Ms. Colleen Suyama
Senior Associate
30 High Street, Suite 104
Wailuku, HI 96793

via email: colleen@mhplanning.com

Dear Mr. Goode and Ms. Suyama:

SUBJECT: Kuhua Street Extension and Improvement Project

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.

At this time, enclosed are comments from the Commission on Water Resource Management on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



4/12/13
WILLIAM J. AILA, JR.
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

April 1, 2013

MEMORANDUM

RECEIVED
LAND DIVISION
2013 APR 19 PM 3:54
2013 APR -2 PM 3:50
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

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
 Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Kuhua Street Extension and Improvement Project
LOCATION: Lahaina, Island of Maui; TMK: (2) 4-5-024; 4-5-025; 4-5-009:007; 4-5-010:005, 006, 008, and 034; 4-5-011:007; 4-5-0024:068; 4-6-013:001 and 006; 4-6-014:001; 4-6-015:001 & 004; 4-6-004, 005 and 039
APPLICANT: County of Maui, Department of Public Works

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 19, 2013.

Only one (1) copy of the CD is available for your review in Land Division office, Room 220.

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 Lydia Morikawa at 587-0410. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed:
Print Name: Dean Uyeno
Date: 4/18/2013

cc: Central Files

FILE ID: RFD.3794.6
DOC ID: 10890 241

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

December 28, 2007

RECEIVED
07 DEC 31 P2: 01

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

RECEIVED
LAND DIVISION
2008 JAN 15 P 3: 34
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

FROM: *for* Morris M. Atta *Charlotte*
SUBJECT: Early Consultation for Mill Street Extension Roadway Project
LOCATION: Lahaina, Maui
APPLICANT: Munekiyo & Hiraga, 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 January 15, 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: *M. Pappas*
Date: *1/10/08*



LAURA H. THIELLEN
CHAIRPERSON
MEREDITH J. CHING
JAMES A. FRAZIER
NEAL S. FUJIWARA
CHIYOME L. FUKINO, M.D.
DONNA FAY K. KIYOSAKI, P.E.
LAWRENCE H. MIKLE, M.D., J.D.
KEN C. KAWAHARA, P.E.
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

January 14, 2008

REF:

TO: Morris Atta, Acting Administrator
Land Division

FROM: Ken C. Kawahara, P.E., Deputy Director
Commission on Water Resource Management

SUBJECT: Early Consultation for Mill Street Extension Roadway Project
Lahaina, Maui

FILE NO.:

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:

If there are any questions, please contact Ed Sakoda at 587-0234.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Russell Y. Tsuji, Land Administrator
State of Hawaii
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET EXTENSION) AND
RELATED IMPROVEMENTS AT LAHAINA, MAUI, HAWAII**

Dear Mr. Tsuji:

Thank you for your letter of April 22, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We acknowledge the Commission on Water Resource Management (CWRM) comment that a Stream Channel Alteration Permit will be required prior to any alteration to the bed and/or banks of a stream. Our engineering consultant has been advised of the CWRM's requirement during the design and construction phase of the project.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Goode", is written over a faint, larger version of the same signature.

DAVID C. GOODE
Director of Public Works

DG/CS;jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Colleen Suyama, Munekiyo Hiraga

NEIL ABERCROMBIE
GOVERNOR

MAJOR GENERAL DARRYLL D. M. WONG
DIRECTOR OF CIVIL DEFENSE

DOUG MAYNE
VICE DIRECTOR OF CIVIL DEFENSE



MAY 13 2013



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

April 22, 2013

Mr. David Goode
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

Draft Environmental Assessment (EA) for the Proposed
Kuhua Street Extension and Improvements at Lahaina, Maui, Hawaii

Thank you for the opportunity to comment on the above project. The project site has existing siren coverage. We have no comment at this time.

Please contact this office upon completion of the environmental assessment for further review.

If you have any questions or concerns, please have your staff contact Mr. Ian Duncan at 808-733-4300, extension 555.

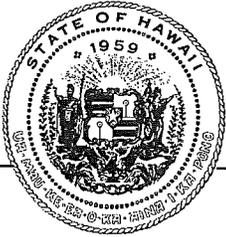
Sincerely,

A handwritten signature in cursive script, appearing to read "Doug Mayne".

DOUG MAYNE
Vice Director of Civil Defense

Enc.

c: Ms. Colleen Suyama, Senior Associate, Munekiyo & Hiraga, Inc.



**OFFICE OF PLANNING
STATE OF HAWAII**

JUN 17 2013

NEIL ABERCROMBIE
GOVERNOR

JESSE K. SOUKI
DIRECTOR
OFFICE OF PLANNING

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

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://planning.hawaii.gov/>

Ref. No. P-14019

June 13, 2013

Mr. David Goode, Director
Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

Subject: Draft Environmental Assessment
Proposed Kuhua Street Extension and Improvements, Lahaina, Maui
Various Tax Map Keys

The Office of Planning (OP) has reviewed the Draft Environmental Assessment (DEA) prepared for the above referenced project, which proposes roadway improvements to create a local road makai of Honoapiilani Highway in Lahaina, Maui, along a corridor from Keawe Street in the north to the Front Street intersection with Honoapiilani Highway at its southern terminus.

The project will include improvements to existing substandard roads and intersections with mauka-makai connecting roads to Honoapiilani Highway. Drainage systems will be designed and constructed to store, treat, and convey runoff from mauka properties and the new roadway so that there is no increase in post-development runoff for the roadway. A multi-use greenway/trail is planned for the length of the Kuhua Street corridor.

The project will require additional funding for land acquisition, design, and construction. It is our understanding that the Final Environmental Assessment (FEA) is being prepared at this time to enable the County to outline planning and design parameters for roads that would require access to Kuhua Street in the course of development of adjoining properties.

OP administers the Hawaii Coastal Zone Management (CZM) Program, pursuant to Hawaii Revised Statutes (HRS) Chapter 205A. As CZM's lead agency, OP has a programmatic interest in ensuring that projects do not adversely impact surface and coastal water resources and water quality. In addition, OP strongly encourages land use applicants to review their proposals with respect to the Administration's priorities in implementing the goals of the Hawaii State Plan, HRS Chapter 226. These priorities are set out in the Administration's New Day Comprehensive Plan, which is available at <http://hawaii.gov/gov/about/a-new-day>.

Portions of the project will drain to the Kahoma Stream Flood Control Channel, which drains into the ocean in the vicinity of Mala Boat Ramp. The applicant should review the *Hawai'i Watershed Guidance* ([http://hawaii.gov/dbedt/czm/initiative/nonpoint/Hi Watershed Guidance Final.pdf](http://hawaii.gov/dbedt/czm/initiative/nonpoint/Hi_Watershed_Guidance_Final.pdf)), specifically, "Chapter V – Urban Areas," management measures for New Development and Site Development. The Guidance provides a summary of, and links to, management measures that may be implemented to minimize coastal nonpoint pollution impacts due to site development. In addition, OP is developing a Stormwater Impact Assessment methodology that may be useful in the design of planned stormwater system improvements.

In general, the DEA provides adequate disclosure and discussion of potential impacts and recommended mitigation measures in areas of State concern. OP offers the following specific comments for the FEA.

1. **Kahoma Residential Subdivision, Land Use Commission (LUC) Docket No. A12-795, West Maui Land, an HRS § 201H-38 affordable housing project pursuant to Maui County Council Resolution 11-126, December 2, 2011.** The FEA should be updated to reflect LUC approval of the petition for Urban District reclassification of the project property, whose primary access will be from Kuhua Street. The Kahoma residential project could result in up to 99 residential units on the 16-acre property. Supporting studies should make note of the approved project and incorporate the potential unit count accordingly.

In addition, the petitioner represented that: (1) it would fund and construct roadway improvements needed for the extension of Kuhua Street from the project access to Keawe Street, as required by the county; and (2) it would assist the county in developing a mauka-makai greenway along the Kahoma Stream Flood Control Channel. The Kuhua Street extension project's design specifications for both roadway improvements and greenway connections will be invaluable in integrating the Kahoma affordable housing project into the surrounding road and trail network.

2. **Hazards.** If a review of the *State Multi-Hazard Mitigation Plan, 2010 Update*, adopted in September 2010, available at <http://www.scd.hawaii.gov/documents/HawaiiMultiHazardMitigationPlan2010PUBLIC.pdf>, and the County's multi-hazard mitigation plan with respect to the project was not included in the DEA, OP recommends that this be done for the FEA.
3. **Roadways.** The FEA should consider Complete Streets policies and design techniques that would promote safe, multi-modal transportation options for this corridor and the adjacent neighborhoods and facilities. This is consistent with

Resolution 12-34 passed by the Maui County Council on April 10, 2012, which established a complete streets policy for the County. A Complete Streets strategy would complement implementation of the proposed greenway/trail, slower traffic speeds, low impact development design to manage stormwater, and community health.

4. **Drainage.** OP acknowledges that the FEA will state that the drainage plans for the project will meet or exceed post-construction stormwater quality rules adopted by the county, thus ensuring adequate treatment of stormwater discharges so as to not adversely affect the water quality of coastal receiving waters.

OP supports the incorporation of low impact development (LID) techniques into the project's road, drainage, and landscape designs. Low impact development (LID) consists of designs and practices that minimize alteration of the natural hydrology of a site and promote onsite infiltration to minimize runoff and attendant nonpoint source pollution from storm events. More information on low impact development can be found at <http://hawaii.gov/dbedt/czm/initiative/lid.php>.

5. **Cumulative and Secondary Impacts.** This section does not include or summarize all the cumulative and secondary impacts of the project identified in prior sections. The FEA should include reference to the potential impacts discussed even if they will be addressed by proposed mitigation measures. Impacts that should be mentioned here include: (a) the urban heat island effect resulting from project development; and (b) the induced development and population growth along the corridor and adjoining properties, which would acknowledge more clearly the contribution of the project to development along this corridor.
6. **Relationship to Hawaii State Plan.** OP recommends the FEA cite and discuss additional policies and priority guidelines related to physical development, including directing growth to areas planned for growth, as well as priority guidelines for sustainability and climate change adaptation as contained in HRS §226-108, sustainability, and HRS §226-109, climate change adaptation.
7. **Relationship to Coastal Zone Management/Special Management Area (SMA).** HRS §205A-1 includes the definition for "coastal zone" as all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the United States territorial sea. EAs should reference this definition of the coastal zone. While the project is not within the county SMA, the project must still be consistent with the

Coastal Zone Management objectives and policies found in HRS §§205A-2 and 205A-6; thus, the discussion of the project's consistency with these provisions is warranted.

OP recommends the FEA retain the disclosure and representation that should design requirements require improvements to sections of intersections that lie mauka of Honoapiilani Highway within the SMA, appropriate SMA permits will be obtained prior to construction.

Page 116, "Response" under "4. Coastal Ecosystems" and page 121, "G. Other Regulatory Approvals" refer to project-related drainage improvements that outlet to the ocean. OP recommends that the Kahoma Stream Flood Control Channel be included as a receiving body for project drainage improvements.

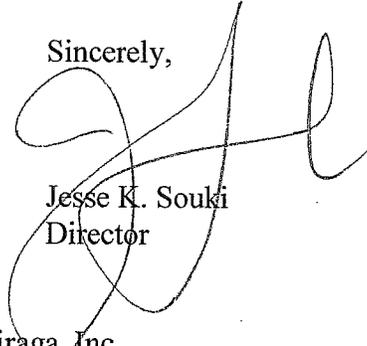
8. **Summary of Adverse Environmental Impacts which are Unavoidable.** This project will result in unavoidable impacts in its operational phase as well as during construction. This section should include references to impacts identified earlier, including (1) burial site relocation that will be mitigated through the burial treatment plan, and (2) stormwater runoff and stormwater quality issues that will be mitigated.

9. **Miscellaneous.**
 - a. Page 14, Item 6: Correct spelling for "roundabout."
 - b. Page 63, Mill Street paragraph: Correct reference of Mill Street to Honoapiilani Highway to be "east (makai)" of highway.
 - c. Page 92, Table 6 and Figure 18; page 105, Table 7 and Figure 19; and Table 8: It would improve readability to place the reference numbers used in these tables on the appropriate figures in this section, rather than refer the reader to Figure 5 to locate the referenced property.
 - d. Page 131, "List of Permits and Approvals": Burial treatment plan approval should be listed.

Mr. David Goode
Page 5
June 13, 2013

Thank you for the opportunity to comment on the DEA. If you have any questions regarding these comments, please contact Leo Asuncion, Coastal Zone Management Program Manager, at (808) 587-2875, or Rodney Funakoshi, Land Use Division Administrator, at (808) 587-2885.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jesse K. Souki', written over the typed name and title.

Jesse K. Souki
Director

c: / Ms. Colleen Suyama, Munekiyo & Hiraga, Inc.
Mr. William Spence, Maui County Department of Planning

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Leo R. Asuncion, Jr., AICP
Acting Director
State of Hawaii
Office of Planning
P. O. Box 2359
Honolulu, Hawaii 96804

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND RELATED IMPROVEMENTS AT LAHAINA, MAUI,
HAWAII (Ref No. P-14019)**

Dear Mr. Asuncion:

We thank you for your department's letter of June 13, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your department's review of the document. As recommended, we have reviewed the previous Administration's New Day Comprehensive Plan with respect to the then Administration's priorities.

As recommended, the engineering consultant has reviewed the online "Hawaii Watershed Guidance," as well as the publication "Stormwater Impact Assessments: Connecting Primary, Secondary and Cumulative Impacts to Hawaii's Environmental Review Process." The planning and design of the proposed stormwater system improvements will be based on applicable guidelines and recommendations wherever feasible. In addition, the design and construction of all drainage improvements are expected to comply with the County of Maui's "Rules for the Design of Storm Drainage Facilities;" the "Rules for the Design of Storm Water Treatment Best Management Practices;" and, the project-specific National Pollutant Discharge Elimination System (NPDES) permit.

We offer the following information, which addresses your comments in the order listed in your letter:

1. **Kahoma Residential Subdivision:** The Final EA will be updated to include the Land Use Commission approval of the Kahoma Residential project. Also, as appropriate, the supporting studies did accommodate the Kahoma Residential Project in its analysis as well as included access to the proposed project from the Kuhua Street Extension. As represented by the petitioner for the Kahoma Residential Project, the Department of Public Works (DPW) will coordinate the extension of Kuhua Street to Keawe Street. At present, the DPW does not have plans to develop a mauka-makai greenway along the Kahoma Stream Flood Control Channel. However, should the Petitioner of the Kahoma Residential project indicate an interest in developing a greenway plan along Kahoma Stream connecting to the proposed Kuhua Street greenway, the DPW will coordinate such an effort.
2. **Hazards:** The State Multi-Hazard Mitigation Plan 2010 Update has been included in the Final EA.
3. **Roadways:** Although not specifically identified as such, complete streets principles are included as part of the roadway's design and intent. Complete streets principles recommend narrower roadway widths, pedestrian accessibility, and reduction of roadway speeds. These issues are addressed within the roadway's cross-section design through its provision of sidewalks, 11-foot wide lane widths, bicycle lanes, and recommended traffic calming measures. The proposed greenway along the Kuhua Street Extension and the extension of Papalaua Drive (from Honoapiilani Highway to the proposed Kuhua Street Extension) was proposed by the community-based, 4-day Lahaina Transportation Design Workshop sponsored by Lahaina Bypass Now in 2007. It will provide an inviting, pedestrian-friendly alternative to vehicular access to downtown Lahaina.
4. **Drainage:** We have reviewed information on low impact development at <http://hawaii.gov/dbedt/czm/initiative/lid.php>. As appropriate, we will consider such measures during the design and construction phase.
5. **Cumulative and Secondary Impacts:** As appropriate, the cumulative and secondary impacts section in the Final EA will be expanded. Also, as noted in the Draft EA, to minimize potential elevated heat island profile, a number of

landscaping measures are being incorporated into the project design, such as the proposed landscaped greenway as a multi-use trail.

Further, the proposed roadway project is the DPW's long-range planning effort to provide responsible infrastructure for planned growth in Lahaina as identified on the adopted Maui Island Plan (MIP). The Long-Range Implementation Program of the MIP states "Secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street." Presently, the DPW does not have any funding for right-of-way land acquisition or to initiate the construction phase. The project is not anticipated to induce development and population growth in the area. However, as in other developments on Maui, it does not preclude adjoining project owners from designing and constructing portions of the roadway in order to mitigate traffic impacts resulting from the develop of their property.

6. **Relationship to Hawaii State Plan:** The section on the Hawaii State Plan has been expanded to discuss additional policies and priority guidelines related to physical development including directing growth to areas planned for growth, as well as priority guidelines for sustainability and climate change adaptation as contained in HRS §226-108, sustainability, and HRS §226-109, climate change adaptation.
7. **Coastal Zone Management:** As requested, the Final EA will be revised to include the definition for "coastal zone."

The section on the Coastal Zone Management (CZM) and Special Management Area (SMA) will be revised in the Final EA to clarify the intersection improvements on Honoapiilani Highway makai of the highway right-of-way (ROW) will require appropriate SMA permits prior to construction.

8. **Unavoidable Impacts:**
 - (A) The proposed alignment of the roadway corridor will be re-aligned to be located outside of all known human burials and to establish a 50 ft. buffer. Recommended mitigation measures will be implemented for the remaining historical properties that were determined to be significant. Where recommended, construction activities will be monitored by a qualified archaeologist in accordance with an approved monitoring plan.
 - (B) As noted previously, pursuant to the Office of Planning publication "Stormwater Impact Assessments: Connecting Primary, Secondary and Cumulative Impacts to Hawaii's Environmental Review Process," the

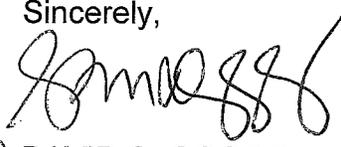
Mr. Leo R. Asuncion, Jr., AICP, Acting Director
September 22, 2015
Page 4 of 4

planning and design of the proposed stormwater system improvements will be based on applicable guidelines and recommendations, wherever feasible. In addition, the design and construction of all drainage improvements are expected to comply with the County of Maui's "Rules for the Design of Storm Water Treatment Best Management Practices," and, the project-specific NPDES permit.

9. **Miscellaneous Comments:** As appropriate, we will incorporate the revisions as noted.

Thank you again for your participation in the Chapter 343, HRS review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Tanya Lee-Greig, Cultural Surveys Hawaii, Inc.
Colleen Suyama, Munekiyo Hiraga

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ALAN M. ARAKAWA
MAYOR



MAR 26 2013

JEFFREY A. MURRAY
CHIEF

ROBERT M. SHIMADA
DEPUTY CHIEF

COUNTY OF MAUI
DEPARTMENT OF FIRE AND PUBLIC SAFETY
FIRE PREVENTION BUREAU

313 MANEA PLACE • WAILUKU, HAWAII 96793
(808) 244-9161 • FAX (808) 244-1363

Date : March 25, 2013

To : Munekiyo & Hiraga , Inc.
Attn: Colleen Suyama
305 High Street, Suite 104
Wailuku, HI 96793

Subject : DEA of Proposed Kuhua Street Extension and Improvements
Lahaina, Maui , Hawaii

Dear Colleen,

Thank you for allowing the Fire Prevention Bureau the opportunity to comment on the above said project. We ask that all service roads and bridges have a clear width of at least 20 feet of all weather surfacing, the capability of supporting a 70,000 pound fire apparatus, have an outside turning radius' of no less than 35 feet , grade not to exceed 12% , and overhead clearance of no less than 13'6".

If there are any questions, please feel free to contact me by mail or at 808-244-9161 ext. 25.

Sincerely,

Kono Davis
Lieutenant, Fire Prevention Bureau
313 Manea Place
Wailuku, HI 96793

cc: David Goode
Department of Public Works
200 S. High Street
Wailuku, HI 96793

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Kono Davis, Lieutenant
County of Maui
Department of Fire & Public Safety
Fire Prevention Bureau
313 Manea Place
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET EXTENSION) AND
RELATED IMPROVEMENTS AT LAHAINA, MAUI, HAWAII**

Dear Lieutenant Davis:

We thank you for your department's letter of March 25, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your department's review of the document and will coordinate the design of the proposed roadway improvements with the Department of Fire and Public Safety to ensure the improvements meet the requirements of your department.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Goode".

DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Colleen Suyama, Munekiyo Hiraga



DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
HOUSING DIVISION
COUNTY OF MAUI

APR 02 2013

ALAN M. ARAKAWA
Mayor

JO-ANN T. RIDAO
Director

JAN SHISHIDO
Deputy Director

35 LUNALILO STREET, SUITE 102 • WAILUKU, HAWAII 96793 • PHONE (808) 270-7351 • FAX (808) 270-6284

MEMORANDUM

TO: David Goode, Director
Department of Public Works *al*

FROM: Wayde Oshiro, Housing Administrator
Housing Division

DATE: March 28, 2013

**SUBJECT: Draft Environmental Assessment (EA) for the proposed Kuhua Street
Extension and Improvements at Lahaina, Maui, Hawaii**

The Department has reviewed the Early Consultation Request for the above subject project. Based on our review, we have determined that the subject project is not subject to Chapter 2.96, Maui County Code. At the present time, the Department has no additional comments to offer.

Please call Mr. Veranio Tongson Jr. of our Housing Division at (808) 270-1741 if you have any questions.

cc: Director of Housing and Human Concerns
Munekiyo & Hiraga, Inc. ✓

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Wayde Oshiro, Housing Administrator
County of Maui
Department of Housing & Human Concerns
Housing Division
35 Lunalilo Street, Suite 201
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL
STREET EXTENSION) AND RELATED IMPROVEMENTS AT
LAHAINA, MAUI, HAWAII**

Dear Mr. Oshiro:

We thank you for your letter of March 28, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document and your conveying confirmation that the project is not subject to Chapter 2.96, Maui County Code and that the Department has no additional comments.

Thank you, again, for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will

Mr. Wayde Oshiro, Housing Administrator
September 22, 2015
Page 2 of 2

be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



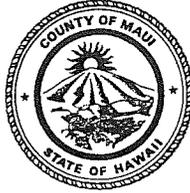
DAVID C. GOODE
Director of Public Works

DCG:CO:jt

cc: Nolly Yagin, Engineering Division
Colleen Suyama, Munekiyo Hiraga

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ALAN M. ARAKAWA
Mayor



APR 25 2013

GLENN T. CORREA
Director

BRIANNE SAVAGE
Deputy Director

(808) 270-7230
FAX (808) 270-7934

DEPARTMENT OF PARKS & RECREATION
700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

April 19, 2013

Mr. David Goode, Director
Department of Public Works
200 High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

**SUBJECT: Draft Environmental Assessment For The Proposed Kuhua
Street Extension and Improvements at Lahaina, Maui, Hawai'i**

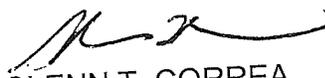
Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Proposed Kuhua Street Extension and Improvements.

The Department of Parks & Recreation would request that consideration be given to abandoning Mill Street between Shaw Street and Aholo Street. This would enable the Lahaina Recreation Center and the adjacent Lahaina Recreation Center Expansion Park to be contiguous. Combining these two parks into one parcel would greatly enhance public safety and the usability of the facility.

We look forward to reviewing the Environmental Assessment when it is available.

Please feel free to contact me or Robert Halvorson, Chief of Planning and Development, at 270-7931, should you have any questions in this matter.

Sincerely,


GLENN T. CORREA
Director of Parks & Recreation

c: Robert Halvorson, Chief of Planning and Development
Colleen Suyama, Senior Associate, Munekiyo & Hiraga, Inc

GTC:RH:pt

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Ka'ala Buenconsejo, Director
County of Maui
Department of Parks & Recreation
700 Halia Nakoa Street, Unit 2
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED KUHUA
STREET EXTENSION (FORMERLY MILL STREET EXTENSION) AND RELATED
IMPROVEMENTS AT LAHAINA, MAUI, HAWAII (04008PMR.13)**

Dear Mr. Buenconsejo:

We thank you for your department's letter of April 19, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your department's review of the document. As requested, the preferred alignment between Shaw Street and Aholo Street has been routed around the Lahaina Recreation Center between the Na Hale O Wainee housing project.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Goode", is written over the typed name.

DAVID C. GOODE
Director of Public Works

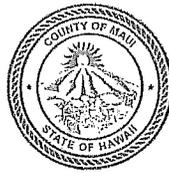
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cc: Nolly Yagin, Engineering Division
Colleen Suyama, Munekiyo Hiraga

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



APR 22 2013

COUNTY OF MAUI
DEPARTMENT OF PLANNING

April 22, 2013

Mr. David Goode, Director
Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Goode:

**SUBJECT: COMMENTS REGARDING DRAFT ENVIRONMENTAL ASSESSMENT (EA)
FOR THE PROPOSED KUHUA STREET EXTENSION (KSE) AND
IMPROVEMENTS AT LAHAINA, MAUI, HAWAII; (EAC 2013/0004)**

The Department of Planning (Department) has reviewed your letter dated March 21, 2013, requesting review of the Draft EA for the proposed KSE in Lahaina, and provides the following comments:

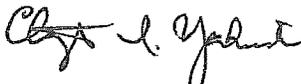
1. As an agency action, the Department anticipates that the accepting authority will be the Maui County Department of Public Works;
2. Land Use Entitlements: The Draft EA acknowledges that no work is anticipated within the Special Management Area (SMA); however, it is critical that throughout project review and subsequent construction, that any potential incursion into the SMA is immediately communicated to the Department for analysis, review, and disposition, which may require an application for an SMA permit. Additionally, any work taking place within the Lahaina National Historic Landmark District must be reported to the Department prior to construction/ground disturbance activities;
3. Land Uses: The proposed roadway will provide improved local and regional access as an alternate route to Honoapiilani Highway. It will also provide improved local access to the lands adjoining it and nearby. Please ensure coordination with West Maui Land Company, Inc. and Kahoma Residential, LLC, on roadway connections (as applicable) to the new Kahoma Residential affordable housing subdivision;
4. Community Character: Particular attention must be paid to impacts on the existing Kuhua Tract residential subdivision. The proposed enhancements as outlined on page 11 of the *Preliminary Engineering Synopsis Kuhua Street Extension prepared by Warren S. Unemori Engineering, Inc. on March 7, 2013* appear to help mitigate some of the impacts of this project; and

Mr. David Goode, Director
April 22, 2013
Page 2

5. **Photographic Review:** The Department requests a more comprehensive "street-view" photographic array of the Kuhua Street Tract Subdivision properties in order to assess impacts to this area. Additionally, a photographic "street-view" series of exhibits taken mauka and makai at each of the proposed intersections as outlined on pages 9 through 14 of the Draft EA should be incorporated into the textual references. For example, photographs of the area adjacent to the proposed Dickenson Street Extension to KSE should accompany the details as proposed in the text.

Thank you. If you require further clarification, please contact Staff Planner Kurt Wollenhaupt, at kurt.wollenhaupt@mauicounty.gov or at (808) 270-1789.

Sincerely,



CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

xc: Kurt F. Wollenhaupt, Staff Planner (PDF)
Colleen Suyama, Senior Associate, Munekiyo & Hiraga, Inc
EAC File
General File

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ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. William Spence, Director
County of Maui
Department of Planning
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND RELATED IMPROVEMENTS AT LAHAINA, MAUI,
HAWAII**

Dear Mr. Spence:

We thank you for your letter of April 22, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document. We offer the following information, which addresses your comments in the order listed in your letter:

1. The Maui County Department of Public Works (DPW) is the accepting authority for the EA.
2. If during construction plan design it is determined that work will occur in the Special Management Area (SMA), the Planning Department will be notified and appropriate SMA permits obtained. The Final Environmental Assessment (EA) will be revised to indicate portions of the connecting roadways from Front Street to Lahainaluna Road may be located within the Lahaina National Historic Landmark District. Prior to construction, the Planning Department will be notified of any work to occur within the Lahaina National Historic Landmark District.

Mr. William Spence, Director
September 22, 2015
Page 2 of 2

3. As requested, during construction plan design the roadway connections will be coordinated with West Maui Land Company, Inc. and Kahoma Residential, LLC.
4. During construction plan design, we will coordinate the roadway mitigation measures with the residents along the existing Kuhua Street.
5. The Kuhua Street Extension and Improvement will not involve vertical construction that could obstruct public views. The requested comprehensive "street-view" photographic array of the Kuhua Street Tract Subdivision properties will be valid only on the date and time of the photographs. The DPW has not obtained any funding for the right-of-way land acquisition and construction of the improvements and question the usefulness of such an array. As such, we believe the existing photographs (Figures 3 and 4) included in the Draft EA is representative of the existing conditions of the right-of-way corridor.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,

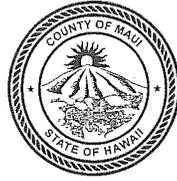

s/ DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Colleen Suyama, Munekiyo Hiraga

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ALAN M. ARAKAWA
Mayor



APR 19 2013

JO ANNE JOHNSON-WINER
Director

MARCI TAKAMORI
Deputy Director

Telephone (808) 270-7511

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
200 South High Street
Wailuku, Hawaii, USA 96793-2155

April 15, 2013

Ms. Colleen Suyama
Munekiyo & Hiraga Inc.
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

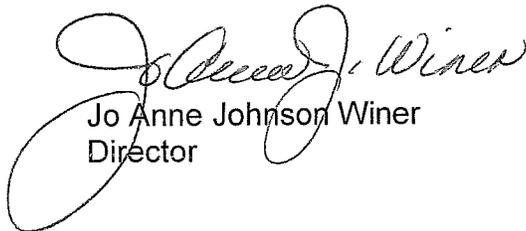
Subject: Proposed Kuhua Street Extension , Lahaina, Maui

Dear Ms. Suyama,

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

Please feel free to contact me if you have any questions.

Sincerely,


Jo Anne Johnson Winer
Director

APR 26 2013

ALAN M. ARAKAWA
Mayor



DAVID TAYLOR, P.E.
Director

PAUL J. MEYER
Deputy Director

**DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauewater.org

April 22, 2013

Ms. Colleen Suyama
Munekiyo & Hiraga, Inc.
305 High St., Ste 104
Wailuku, HI 96793

Re: TMK: (2) 4-5-024; 4-5-025; 4-5-009:007; 4-5-010:005, 006, 008, 034; 4-5-011:007;
4-5-024:068, 4-6-013:001, 006; 4-6-014:001; 4-6-015:001, 004; 4-6-016:004, 005, 039
Project Name: Proposed Kuhua Street Extension and Improvement Project

Dear Ms. Suyama:

Thank you for the opportunity to comment on this Draft Environmental Assessment (DEA).

Source Availability and System Infrastructure

The project area is served by the Lahaina system and overlies the Launipoko Aquifer. Along portions of Honoapiilani Highway 8-inch and 12-inch DWS transmission waterlines are in place. DWS waterlines are also located along Papalaua Street, Lahainaluna Road, Shaw Street, Aholo Road and Front Street, where the proposed Kuhua Street extension may intersect with the Honopiilani Highway.

Conservation

We are pleased to note that the document states that the "Maui County Planting Plan" will be implemented. The site encompasses Plant Zones 3 and 5. Drought tolerant Hawaii native trees, shrubs and groundcover will help to conserve water and protect the watershed from degradation. We recommend that the plants be watered using a dripline (in lieu of spray) irrigation system with rain-sensors. We suggest that all irrigation be scheduled between 7 PM and 10 AM, no more than 2 days per week once plants are established.

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. In addition to the required BMPs, we concur with the recommended additional BMPs that the USFWS offered in its early consultation.

Should you have any questions, please contact Water Resources Staff Planner Marti Buckner at marti.buckner@mauicounty.gov or 808-463-3104.

Sincerely,

A handwritten signature in black ink, appearing to read "DT", written over a horizontal line.

Dave Taylor, P.E., Director
mlb

cc: engineering division, DPW

"By Water All Things Find Life"



ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. David Taylor, Director
County of Maui
Department of Water Supply
200 South High Street, 5th Floor
Wailuku, Hawaii 96793

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL
STREET EXTENSION) AND RELATED IMPROVEMENTS AT
LAHAINA, MAUI, HAWAII**

Dear Mr. Taylor:

We thank you for your letter of April 22, 2013 responding to our request for comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension and Improvement project. We appreciate your review of the document. We offer the following information, which addresses your comments in the order listed in your letter:

1. During construction plan, design your recommendations on the landscape planting, and irrigation will be forwarded to the landscape architect for consideration.
2. During construction plan design, a Best Management Practices (BMPs) Plan will be developed to include measures to minimize infiltration and runoff and shall be implemented during construction. Also, the recommended BMPs from the United States Fish & Wildlife Service will be considered.

Mr. David Taylor, Director
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Robert W. Hobdy, Environmental Consultant
Colleen Suyama, Munekiyo Hiraga

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COMMENT FORM

Kuhua Street Extension and Improvements

Community Meeting

April 15, 2013

Name: Ulani Kapu Phone No. 250-1479
Address: PO Box 11524 Alternate No. _____
Lahaina HI 96761
Email Address: ulani.kapu@gmail.com

Please write any comments you wish to share on the proposed project below.

As a resident of Kawaiila Valley, we
would like to be informed about our
access. Lahaina By-Pass has provided
a tunnel and the flood project will
provide a bridge to go over. How will
you provide access from Shaw St.

As the President of Kuleana Ku'ikahi LLC,
we are concerned about the archeological
sites and burial sites. These lands were
previously owned by Kuleana families where
they bury their Ohana in their yard.
Please have a archeologist on hand @
all time.

Please submit your comments by the end of the meeting or, if you wish, you may mail your comments attention to:

Colleen Suyama, Senior Associate
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Should you have any questions, please feel free to contact Colleen Suyama at 244-2015.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Uilani Kapu
P.O. Box 11524
Lahaina, Hawaii 96761

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE PROPOSED KUHUA STREET
EXTENSION (FORMERLY MILL STREET EXTENSION) AND
IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Ms. Kapu:

After a long delay of the above named project, we are moving forward to complete the Environmental Assessment (EA) process. We thank you for your comments on April 15, 2013 and on the Draft EA for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

Presently, the Department of Public Works (DPW) does not have any funding for right-of-way land acquisition or for construction, and it is unclear when funding will occur. However, after the EA process there may be remaining funds to initiate a portion of the design phase. Should the project progress beyond the EA review process, the DPW will discuss and coordinate your access to Kaua`ula Valley in conjunction with the design and construction phases.

As requested, during construction an onsite archaeologist will monitor all ground disturbing activities in accordance with an archaeological monitoring plan approved by the State Historic Preservation Division.

Ms. Uilani Kapu
September 22, 2015
Page 2 of 2

Thank you again for your participation in the community meeting and the Chapter 343, Hawaii Revised Statutes review process on the Draft EA. A copy of your comments and this response letter will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Tanya Lee-Greig, Cultural Surveys Hawaii, Inc.
Colleen Suyama, Munekiyo Hiraga

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COMMENT FORM

Kuhua Street Extension and Improvements

Community Meeting

April 15, 2013

Name: Keekaumoku Kapu Phone No. 2501479
Address: ~~502A~~ 502A Front St Alternate No. _____
Lahaina Hi. 96761
Email Address: keekaumokukapu@yahoo.com

Please write any comments you wish to share on the proposed project below.

- 1) my constant issue is how will our access mauka Kaula'ula valley
will be addressed.
- 2) Will this project ruin the Karse System/underground waterway
or how will it be addressed without major impact to this resource

Please submit your comments by the end of the meeting or, if you wish, you may mail your comments attention to:

Colleen Suyama, Senior Associate
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Should you have any questions, please feel free to contact Colleen Suyama at 244-2015.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Ke'eaumoku Kapu
562A Front Street
Lahaina, Hawaii 96761

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE PROPOSED KUHUA STREET
EXTENSION (FORMERLY MILL STREET EXTENSION) AND
IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Kapu:

After a long delay of the above named project, we are moving forward to complete the Environmental Assessment (EA) process. We thank you for your comments on the Draft EA for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

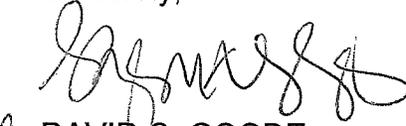
Presently, the Department of Public Works (DPW) does not have any funding for right-of-way land acquisition or for construction, and it is unclear when funding will occur. However, after the EA process, there may be remaining funds to initiate a portion of the design phase. Should the project progress beyond the EA review process, the DPW will discuss and coordinate your access to Kaua`ula Valley in conjunction with the design and construction phases.

Also, your information on potential karst conditions along the roadway alignment will be forwarded to future consultants when additional studies are required during the design and construction phases.

Mr. Ke'eaumoku Kapu
September 22, 2015
Page 2 of 2

Thank you again for your participation in the community meeting and the Chapter 343, Hawaii Revised Statutes review process on the Draft EA. A copy of your comments and this response letter will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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APR 23 2013

COMMENT FORM

Kuhua Street Extension and Improvements

Community Meeting

April 15, 2013

John Skenderian, Trustee of the
Name: Skenderian Family Trust Phone No. (808) 280-6000
Address: 256 Papalaua Street Alternate No. _____
Lahaina, Hawaii 96761
Email Address: pru@maui.net

Please write any comments you wish to share on the proposed project below.

Please refer to my letter, attached hereto as Exhibit "1" and
incorporated by reference herein.

Please submit your comments by the end of the meeting or, if you wish, you may mail
your comments attention to:

Colleen Suyama, Senior Associate
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Should you have any questions, please feel free to contact Colleen Suyama at 244-
2015.

EXHIBIT "1"

John Skenderian,
Trustee of the Skenderian Family Trust
256 Papalaua Street
Lahaina, Hawaii 96761

April 22, 2013

David Goode, Director
Department of Public Works
County of Maui
200 S. High Street
Wailuku, Hawaii 96793

Munekiyo & Hiraga Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Attention: Colleen Suyama

Re: Concerns About the Draft Environmental Assessment -
Kahua Street Extension and Improvement Project, Lahaina, Maui,
Hawaii, Prepared for County of Maui, Department of Public Works,
dated March 2013

Ladies and Gentlemen:

I am the owner of TMK (2) 4-5-9:2, 256 Papalaua Street, Lahaina. My property is on the southeasterly corner of the intersection of Honoapiilani Highway and the northerly extension of Papalaua Street.

The draft EA directly and negatively impacts my property, my business, the West Maui Center's business and its property. We urge you to perform a full environmental impact study in this case, since the impacts to economic and business values in our case have been ignored. Also, we believe that the huge benefit to Pioneer Mill's own commercial interests and the use of the taxpayer funding have been insufficiently analyzed.

1. Background. My business, Prudential Maui Realtors, has occupied the property for 20 years and I have owned it for 10 of those 20 years. Also occupying the property is the Lahaina office of Hertz car rental which has been my tenant for 10 years. Both Hertz and my business have easy and direct access to Honoapiilani Highway by two driveway openings on the east side of Papalaua Street extension.

My lot is fully occupied and utilized by about 17,000 square feet of parking and two buildings of 2,046 square feet and 1,008 square feet. This location has excellent visibility, it is convenient for both Hertz and Prudential customers and our business and Hertz have both thrived here. It would be difficult for either Hertz or Prudential to find an alternative location in Lahaina that would serve our needs as well as this property does.

2. The Proposed Taking. Attached as Exhibit "A" is a diagram showing our existing property, its perimeter boundaries, the location of the two existing buildings, the two existing entrances on the Papalaua Road extension and the dimensions and location of the existing Papalaua extension, as they exist today. Attached as Exhibit "B" is a sketch showing what the project will do to us. (Exhibit "B" is copied from a portion of the Preliminary Engineering Study attached to the EA.) The proposed widening and development of Papalaua Street extension as a through street would require:

- The taking of about 30% of our land (shown in blue on Exhibit "B") and all of the frontage.
- The removal of both of our existing entrances, forcing our customers to enter our property from the rear.
- The removal of about 60% of our parking area and our being forced to meet our parking requirements on land of Pioneer Mill (which has not been offered).
- A large portion of our land on the northwest (at the corner) will be rendered unsuable.
- The commercial value of our frontage on Papalaua Street will be lost due to the removal of direct customer access.

3. Our Objections. We have several strong objections to the EA in its effect on our land:

(a) In no place does the EA mention that our land will be forcibly taken by eminent domain or the County's cost of condemnation proceedings. Nor does it say that our neighbor's land at West Maui Center will be condemned or the County's cost of that condemnation. Section F on page 22 merely states that the Papalaua Road "reconfiguration" and "improvements" will "utilize the existing access easement along the West Maui Center's property". The engineering study shows that this is not true.

(b) Nowhere does it address the use of taxpayer funds to take our land.

(c) In no place does the EA discuss the adverse effect of this taking on both our property and the West Maui Center property or the adverse effect on our existing, long-established businesses and livelihoods. Nowhere does it mention that our land will be taken from us, or that convenient and commercially viable existing entrances will be removed entirely and relocated to the rear of our property. Nowhere does it mention that the commercial value of the property which we have worked so hard to build up will be severely impaired.

(d) Perhaps worst of all, a primary purpose of the Papalaua Street extension seems to have been misrepresented. Section F of the project overview states that the purpose of the improvements is merely to "accommodate future traffic demand but also improve operations at the Papalaua Street/Honoapiilani Highway intersection". However, it is clear that a primary purpose of the extension is to provide a large, and expansive, commercial access to Pioneer Mill Company, Limited's 20-acre parcel comprising the mill site and stretching from Lahainaluna Road to Kahoma Stream. We know that Pioneer Mill and its affiliates, playing a major role in this planning process, are gaining tremendous and direct commercial benefit from the proposed design and construction of the Papalaua Street extension. It divides their 20 acres into two developable commercial sites by means of a wide, multi-lane thoroughfare with a major central intersection serving both sides, and with "pedestrian friendly shoulders, and provisions for bike lane...[to] provide the community with an inviting unobstructed view of the ocean for pedestrians and potential bicyclists"¹.

A large commercial development is fine, but County government should not be using taxpayer resources to advance Pioneer Mill's commercial success by condemning smaller landowners and hurting their small businesses.

As a Lahaina businessman of long standing, I certainly support traffic improvements to relieve congestion and improve flow for everybody's personal and commercial interests in Lahaina, but it is not fair to force us to give up our land and cripple our business just so Pioneer Mill and its affiliates can make money by its future project.

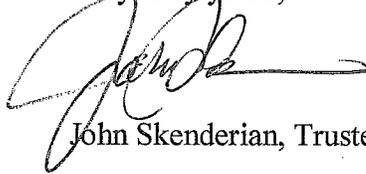
We might be willing to consider some solution but based on recent communications from Pioneer Mill no reasonable alternatives have been proposed. Therefore, we have no alternative but to press our strong objection to the EA and the project as presently configured. Also, if the County sues us for condemnation, it is our intent to instruct our attorney

¹ Page 9 of the Preliminary Engineering Synopsis

David Goode, Director
Munekiyo & Hiraga Inc.
Page 4
April 22, 2013

to raise an objection that in this eminent domain taking, County funds should not be used primarily to promote Pioneer Mill's property values and commercial interests, at the loss and expense of established, successful small businesses which have been built up by hard work over many years.

Very truly yours,

A handwritten signature in black ink, appearing to read "John Skenderian", with a long horizontal flourish extending to the right.

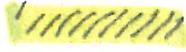
John Skenderian, Trustee

EXISTING LOT AND THE PRUDENTIAL
MAUI AND HERTZ BANK-BUILDINGS

Shows our
Existing-Proposed
Boundary



Shows existing
Papalana St.
EXTENSION



Shows
Existing buildings



Existing
Entrance

Existing
Entrance

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

(Email: pru@maui.net)

Mr. John Skendarian
256 Papalaua Street
Lahaina, Hawaii 96761

SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL STREET EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII

Dear Mr. Skendarian:

After a long delay of the above named project, we are moving forward to complete the Environmental Assessment (EA) process. We thank you for your letter of April 22, 2013 expressing your comments on the Draft EA for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments and acknowledge your opposition to the KSE.

The Department of Public Works (DPW) understands your concern that this project will affect access to the properties along Papalaua Drive, including your property. Although not shown in great detail on the conceptual design plans in the Draft EA, please be assured that full accessibility will be maintained to these properties.

Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds available from the funds being provided by the Honua Kai Resort as a condition of approval of a Special Management Area Use Permit. Should these funds be available, it may be used to initiate a portion of the design of the KSE. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During any future design and construction process, the DPW will coordinate road widening requirements, access, and operational needs with you to minimize disruptions and negative impacts to businesses in the project vicinity and your

Mr. John Skendarian
September 22, 2015
Page 2 of 2

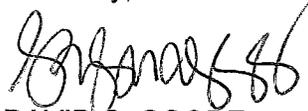
property. After design plans are formulated, right-of-way land acquisition discussions will be initiated with affected property owners. Until the KSE progresses further, we will not know the land acquisition requirements for the KSE, and it is premature to discuss such issues with potentially affected property owners.

As to your comment that the KSE is for the primary benefit of Pioneer Mill Company, for clarification, the KSE is a long-term future planning effort by the DPW to provide for local traffic circulation in anticipation of future developments in the West Maui region as identified on the recently adopted Maui Island Plan (MIP). The Long-Range Implementation Program of the MIP states "Secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street." As part of the planned roadway network for Lahaina Town, the KSE is expected to provide a new north-south parallel roadway between the Lahaina Bypass and Honoapiilani Highway to serve local or in-town traffic similar to the function of Wainee Street on the makai side of the Highway. Part of this improvement will need to consider connectivity through the existing secondary streets, such as Papalaua Street to Honoapiilani Highway.

Also, for your information, since the Draft EA was prepared for the KSE, the Kahoma Residential project has been approved which will require access to Keawe Street over a portion of the former Cane Haul Road. It is our understanding that the Kahoma Residential project is in the process of designing, obtaining right of entry, and will construct a roadway connection from their project to Keawe Street. As with the Kahoma Residential project, the owners of the Pioneer Mill Company properties can design, obtain right-of-way and construct portions of the KSE. The construction by the private entities will be funded by them, although the DPW would coordinate with them to ensure consistency and functionality of the overall KSE.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response letter will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Colleen Suyama, Munekiyo Hiraga
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.

WEST MAUI CENTER, LLC
307 Lewers Street, 6th Floor
Honolulu, HI 96815

APR 25 2013

April 23, 2013

West Maui Center
307 Lewers Street 6th Floor
Honolulu, HI 96815

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI. 96793

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

I am the leasehold building owner of West Maui Center, 910 Honoapiilani Highway, Lahaina, Hawaii and have been since March of 2004. I'm writing this letter to comment on the negative impact this project, as proposed, will have on West Maui Center and our tenants, employees and customers.

The main entry/exit point for our retail, office, and church tenants and customers is the front driveway and parking lot; our warehouse and industrial tenants use the rear driveway and parking lot. We also have a lot on the south side of the building. Each of these drives and lots have access points from the main Papalaua driveway. This is currently neither County property, nor a street; it is a privately owned and maintained driveway. The adjoining properties have easements to use the driveway for access. The traffic study included in the EA, repeatedly and erroneously refers to this private drive as Papalaua Street.

The proposed KSE, shows no access to the driveway or parking lot for two (2) of the three (3) parking lots on property, which will cut off nearly fifty percent of the property's parking stalls from vehicle traffic. Access to all parking lots on property is critical to West Maui Center and its tenant's operations.

The KSE also proposes to take a significant portion of the greenway on the southern end of my property. West Maui Center is currently the only property in the area that has any greenway fronting or adjacent to the highway. This removal will alter the character of the area; removing

a large open area of grass that is irreplaceable. We should not be removing green areas along the highway as we need more greenery not less.

There are other negative impacts, like the greenway removal, that affect the community as a whole, in addition to my property.

Traffic, something affecting all of West Maui, is not shown to be improved by this project. Extending a currently dead end road across private property has only one beneficiary, the current land owner, Kaanapali Land Management Company (KLMC). There is no demand for this route of traffic. Prior to the four lane extension of the Highway to Aholo road, there was demand for an alternative route in the area, which was proposed as the Mill street extension (MSE). The traffic study is terribly outdated. Assumptions of conditions made in the study can now be properly measured, as the highway is now four lanes to Aholo road and the first phase of the Lahaina Bypass Road will be completed in June 2013.

The Mill street extension was intended to bridge these improvements and provide congestion relief for the Lahainaluna bound residents. Originally proposed to end at its Lahainaluna road intersection, a block away from my property, the MSE somehow morphed into the KSE, which is a much larger project and deviates from the original goal. A new traffic study should be conducted after the public has had an opportunity to utilize these important north south corridor improvements to judge the real world impacts of the completed improvements.

As a commercial property owner, I am not opposed to development, but I oppose this plan and recommend the "no action alternative". However, I am open to working with the consultant and Maui County Department of Public Works to alter the plans to mitigate the severe negative impacts which will result from the KSE. I am encouraged that neighboring land owners (KLMC) appear to have been part of the planning process and hope the County will include other affected parties in the remaining planning/design process. I can be reached at anytime at (808) 971-8800.

Respectfully submitted,



JD Watumull
Manager

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. JD Watumull
West Maui Center
307 Lewers Street 6th Floor
Honolulu, Hawaii 96815

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Watumull:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plans in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you and the tenants of the West Maui Center to minimize disruptions and negative impacts to the existing businesses.

We acknowledge your clarification of the access driveway to the West Maui Center and that Papalaua Drive was mis-stated as Papalaua Street and will be corrected in the Final EA.

Mr. JD Watumull
September 22, 2015
Page 2 of 2

The DPW understands your concern regarding the removal of the grassed area from your property. As much as possible, during construction plan design, the DPW will review measures to minimize the road widening that may be required for the project in order to preserve as much green space as possible.

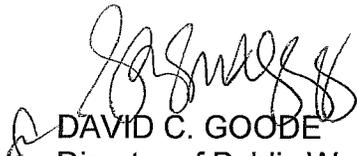
The traffic study utilizes a long-term future planning horizon where traffic throughout Lahaina will increase beyond existing levels. The KSE is intended to provide for local circulation in conjunction with the Lahaina Bypass. The KSE will serve as a "pedestrian friendly" roadway that will provide north-south connectivity mauka of Honoapiilani Highway similar to Wainee Street. Also, throughout the process updated traffic counts will be taken.

The Mill Street Extension was considered as Alternative 3 in the Draft EA and traffic study. The alignment was deemed unfeasible because it was too close to Honoapiilani Highway and would create queuing (stacking) problems on Honoapiilani Highway.

The recommendations in the traffic study accommodates a longer-term planning horizon where other planned developments have occurred.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Colleen Suyama, Munekiyo Hiraga
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.

APR 25 2013



FIRST HAWAIIAN MORTGAGE CO.

A DBA OF HIGHTECHLENDING, NMLS #7147 & 280779
910 Honoapiilani Highway, Suite 2, Lahaina, Hawaii 96761
Business: (808) 661-8886 Fax: (808) 661-8099
Toll-Free: 1-800-599-6284

April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, Hi 96793

RE: Proposed Kuhua Street Extension (KSE)

To whom it may concern,

I'm writing this letter to comment on the negative impact this project, as proposed, will have on my business at West Maui Center.

The main entry/exit point for our customers is the front driveway. The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Hwy. Access to the front parking is critical to our business.

I have been at this location since 1994 and one of the draws is ease of access. Most of the other commercial spaces on the highway have a funky, non-direct entrance. Seems to be typical but backwards. Why continue to do this funky non-direct entrance? I don't understand. The Zippy's entrance coming from Kahului side takes the cake.

Are you considering the negative impacts to long time businesses and owners? Is that even a thought or part of the equation? I have employees and their families futures on my shoulders, are you considering the impact this has on them? Again, I am very much opposed to closing off our entry. I understand the growth of Lahaina and have no problem with it but I do oppose this part of the plan and recommend the "no action alternative".

Aloha,

Fran Peart Mitsumura
Branch Manager (MLO#280142)

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Fran Peart Mitsumura
Branch Manager
First Hawaiian Mortgage Company
910 Honoapiilani Highway, Suite 2
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Ms. Mitsumura:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impacts to your business.

The DPW understands your concern that the project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Ms. Fran Peart Mitsumura
September 22, 2015
Page 2 of 2

We acknowledge your desire to keep things as is with the "no action alternative".

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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April 17, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI. 96793

RE: Proposed Kuhua Street Extension

To whom this may concern,

I'm writing this letter on behalf of Oceanic Time Warner Cable (OTWC) to comment on the impact this project could have on our West Maui office, our customers and our cable services.

Previous cable operators and for the past 13 years, Oceanic TWC has operated out of an office location in the West Maui Center located on 1221 Honoapi'ilani Hwy in Lahaina. The office/warehouse/hub location is in the West Maui Center at the corner of the proposed road widening and extension. This location is a customer service office where we take payments, distribute cable equipment to customers and warehouse parts and materials. It also serves as a main distribution hub for all of West Maui, Molokai and Lanai. OTWC has a main fiber optic cable supertrunk feeding this location from Kihei. We then redistribute via fiber optic and coaxial trunks out to all of West Maui and our counties neighbor islands. The main supertrunk fiber cable entry and exit to and from this location is located on the corner of Honoapi'ilani Hwy and Papalaua St. The main fiber supertrunk also crosses the street from the Kihei side into the building. The fiber supertrunk is attached to the telephone poles located on each corner on the mauka side of Papalaua St. crossing.

The main entry/exit point for our cable customers and employee's is the forward driveway closest to Honoapi'ilani Hwy. Access to the front of the building and retail office location is critical to OTWC's daily customer service operation. We also have an entry/exit in the back of the building to access our hub and warehouse area.

Since this is the main point of entry into and distribution from this main hub location, it's critical to the 24 hour, 7 day a week operation of OTWC. This hub location provides all of the video, high speed internet and digital phone services to both residential, hospitality and business

Page 2

customers from Laniapoko to Kapalua. Any disruption to this cable distribution hub would have a major economic impact to OTWC customers and to OTWC operation. Any relocation of our customer service operations and our cable distribution plant would be very expensive and would have a serious customer impact to over 1/3 of Maui's cable TV, high speed internet and digital phone customers. The economic impact to business and hospitality customers and OTWC would be significant.

Please accept this information to explain our concern over this proposed plan as we currently understand it.

Respectfully submitted,



Rick A. Colletto
General Manager-Maui County
Oceanic Time Warner Cable

Cc:	Mr. Bob Barlow	President, Oceanic Time Warner Cable
	Mr. Norman Santos	V.P. Operations, Oceanic Time Warner Cable
	Ms. Lynn Okamoto	CBRE

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Rick A. Colletto
General Manager – Maui County
Oceanic Time Warner Cable
158 Ma`a Street
Kahului, Hawaii 96732

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Kuhua Street Extension (formerly Mill Street Extension) and Improvement at Lahaina, Maui, Hawaii

Dear Mr. Colletto:

We thank you for your letter of April 17, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments explaining your potential operational problems that we will need to consider during the design phase of the KSE.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impacts to your business.

The DPW understands your concern that this project may have impact on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Mr. Rick A. Colletto, General Manager
Oceanic Time Warner Cable
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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APR 29 2013

April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI 96793

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

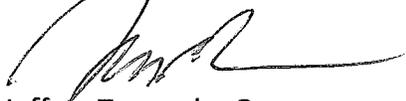
I'm writing this letter to comment on the negative impact this project, as proposed, will have on our West Maui Center location, customers and services.

The main entry/exit point for our employees and customers is the front driveway. The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Hwy. Access to the front parking lot of the building is critical to our business.

The negative impact to my business and customers, which will result from the KSE is hard to quantify, but it will be severe. As proposed, the KSE could force me to close my business. It is impossible to operate with no parking access. KSE's current plans make no mention of any attempt to mitigate this damage to current taxpayers.

The negative impacts of this project outweigh any public benefit. I therefore oppose this plan and recommend the "no action alternative".

Respectfully submitted,



Jeffrey Tanonaka-Owner
Metropolitan Fine Art & Framing
910 Honoapiilani Hwy. 2A
Lahaina, HI 96761
Tel: 808-667-5885
Fax: 808-661-3143

cc: Lyn Okamoto

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Jeffrey Tanonaka
Metropolitan Fine Art & Framing
910 Honoapiilani Highway 2A
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Tanonaka:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

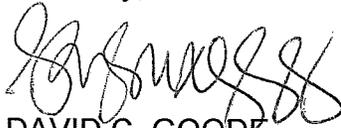
The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impacts to your business.

The DPW understands your concern that this project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Mr. Jeffrey Tanonaka
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,

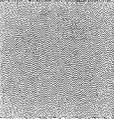

DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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APR 29 2013



H&R BLOCK®

April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, Hi 96793

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

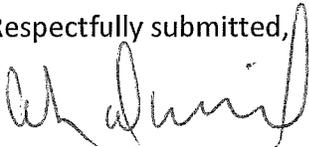
I'm writing this letter to comment on the negative impact this project, as proposed, will have on our West Maui Center location, customers and services.

The main entry/exit point for our employees and customers is the front driveway. The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Hwy. Access to the front parking lot of the building is critical to our business. The tax filing time is January 1 thru April 20. Lack of access would cause irreparable financial damage to my business.

The negative impact to my business and customers, which will result from the KSE is hard to quantify, but it will be severe. As proposed, the KSE could force me to close my business. It is impossible to operate with no parking access. KSE's current plans make no mention of any attempt to mitigate this damage to current taxpaying clients.

The negative impacts of this project outweigh any public benefit. I therefore oppose this plan and recommend the "no action alternative".

Respectfully submitted,



Alan Daniel
HR Block Franchisee

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Alan Daniel
H&R Block
4473 Pahee Street, Suite B
Lihue, Hawaii 96766

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Daniel:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impacts to your business.

The DPW understands your concern that this project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Mr. Alan Daniel
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact Mr. Nolly Yagin at 270-7745.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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May 29, 2013

Colleen Suyama
Munekiyo & Hiraga Inc.
305 S. High Street, Ste. 104LW
Wailuku, Hawaii 96793

Subject: Kahua Street Extension Project--Public feedback

Dear Ms. Suyama,

I represent Lahaina Land LLC (Lahaina Land), owner of the fee interest for the West Maui Center, located at 910 Honoapiilani Highway. We are in favor of the Kahua Street extension only if the following conditions can be met:

1. Vehicular access to the property is not negatively affected. We are in favor of the Kahua Street Extension if the representatives of Lahaina Land LLC can sit down with the county and its consultants to design satisfactory ingress and egress from Honoapiilani Highway to the West Maui Center as a replacement for the existing makai driveway, which I understand would be eliminated. Further, Lahaina Land would need to have final approval for the configuration of the remaining driveway from Papalaua Street. Lahaina Land strongly objects to any design whereby West Maui Center would have only access from Papalaua Street.
2. Fair compensation will be received by Lahaina Land for any land condemned due to the widening of Papalaua Street.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Kendric Wong, Managing Member
Lahaina Land LLC
700 Bishop Street, Ste. 1104
Honolulu, Hawaii 96813

Tel: 808-436-7473

Fax: 808-536-1995

700 Bishop Street, Ste. 1104, Honolulu, Hawaii 96813, Tel: 808-436-7473, Fax: 808-536-1995

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Kendric Wong, Managing Member
Lahaina Land LLC
700 Bishop Street, Suite 1104
Honolulu, Hawaii 96813

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Wong:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

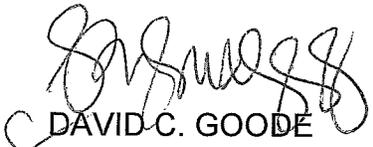
The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impacts to your business.

The DPW understands your concern that this project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Mr. Kendric Wong, Managing Member
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact Mr. Nolly Yagin at (808) 270-7745.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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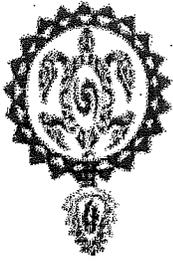
APR 23 2013

FAX COVER SHEET

TO	
COMPANY	
FAX NUMBER	18082448729
FROM	Garrett W. Marrero
DATE	2013-04-23 22:05:25 GMT
RE	testimony

COVER MESSAGE

Follow us on Twitter and Facebook at MauiBrewingCo
 Garrett W. Marrero
 Maui Brewing Co.
www.MauiBrewingCo.com
 808.280.4687 cell
 877.628.4273 MBC Order Line
 Brewery: 910 Honoapiilani Hwy #55 Lahaina, HI 96761 808.661.6205
 Brewpub: 4405 Honoapiilani Hwy #217 Lahaina, HI 96761 808.669.3474



MAUI BREWING CO.

23 April 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI 96793

RE: Proposed Kuhua Street Extension (KSE), West Maui Center

Aloha,

I am writing to strongly oppose the Kuhua Street Extension. This proposal will have a significantly negative impact on the businesses operating out of the West Maui Center.

The main entry/exit point for our employees and customers is the front driveway. The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Hwy. We have several 40' containers in and out of the center each week and the proposed changes would dramatically change our operation. Parking is already a problem and KSE would certainly further restrict availability.

The negative impact to my business and customers, which will result from the KSE is hard to quantify, but it will be severe. It is impossible to operate with no parking access. Our occupancy is based on certain County parking requirements, as proposed we would not have the required number of stalls to operate and therefore would force us into non-compliance. KSE's current plans make no mention of any attempt to mitigate this damage to current taxpayers.

The negative impacts of this project outweigh any public benefit. I therefore oppose this plan and recommend the "no action alternative".

Respectfully submitted,

Garrett W. Marrero, Owner
G@MauiBrewingCo.com

HANDCRAFTED ALES & LAGERS BREWED WITH ALOHA
910 HONAPIILANI HWY #55, LAHAINA, MAUI, HI 96761
877.628.4273 • 808.669.0191 FAX

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Garrett W. Marrero, Owner
Maui Brewing Co.
605 Lipoa Parkway
Kihei, Hawaii 96753

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL
STREET EXTENSION) AND IMPROVEMENTS AT LAHAINA,
MAUI, HAWAII**

Dear Mr. Marrero:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvements project. We appreciate your comments. We note that since the receipt of your comment letter, your operation has moved to Kihei.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep tenants of the West Maui Center and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you and the tenants to minimize disruptions and negative impacts to businesses.

Mr. Garrett W. Marrero, Owner
September 22, 2015
Page 2 of 2

The DPW understands your concern that this project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required please, contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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COMMERCIAL REAL ESTATE SERVICES



Lynn M. Okamoto (S)
Associate Director

CBRE, Inc.
Asset Services

1221 Honoapiilani Highway
Lahaina, HI 96761

808 661 5304 Tel
808 677 2884 Fax

lynn.okamoto@cbre.com
www.cbre.com

April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI. 96793

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

I'm writing this letter to comment on the negative impact this project, as proposed, will have on our West Maui Center location, customers and services.

The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Highway at West Maui Center. It is critical for all tenants to have access to the front parking lot of the building. It is impossible to operate with no parking access.

The negative impacts resulting from the KSE will be severe. As proposed, the KSE could force local businesses, which are currently providing jobs and tax revenue to shut down.

The negative impacts of this project outweigh any public benefit. I therefore oppose this plan and recommend the "no action alternative".

Sincerely,
CBRE, Inc.
Managing Agent for West Maui Center, LLC

Lynn M. Okamoto (S)
Associate Director

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
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COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Lynn M. Okamoto
Associate Director
CBRE
1221 Honoapiilani Highway
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Ms. Okamoto:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plans in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process the DPW will coordinate access and operational needs with you and the tenants of the West Maui Center to minimize disruptions and negative impacts to the existing businesses.

The DPW understands your concern that this project may have impacts on the West Maui Center and that revenues could fall and jobs may be lost. As noted previously, should the DPW proceed in the future, we will work cooperatively with you to alleviate your concerns.

Ms. Lynn M. Okamoto, Associate Director
September 22, 2015
Page 2 of 2

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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APR 25 2013

Tuesday, April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI 96753

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

I currently own a retail business in the West Maui Center location. I believe that the proposed KSE will have a negative impact. The KSE shows no access to the building's driveway or parking lot from Honoapiilani Hwy. Without an access point it will create a negative impact to us and the neighboring businesses. The businesses employees and customers will be affected poorly. If the customer counts drop down, that might lead to us letting employees go and ultimately lead to closing our business. That will most likely happen to the other business tenants in that location. We are a small business and have been barely surviving in this economy these past years. I doubt we will be able to continue if this KSE has a negative impact on our location. I would hate having to let go of any one of our employees and have them go through the struggles of losing a job. That will be 9 of our employees affected: Tessie L., Edna M., Lorna V., Nyla Y., Aurea P., Ann L., Andre L., Rowena V., and Melissa F. As a business owner/employer, I do believe that the KSE plan will have a negative impact.

I also am a resident in the Lahainaluna area. Here are my comments as a resident in Lahaina. The extension from Kuhua St. to merge with Keawe St. is senseless. The bypass is to remove traffic from the much congested Lahaina. But all that is being done is moving Lahainaluna's congestion a street or two over. It still congests Lahaina anyway. Basically it's the same problem just a different street.

Why doesn't the land company build a road on their property to merge with Keawe Street and don't extend Papalaua Street. They have lots of land to be able to accommodate their needs instead of taking other people's property. The way it seems is that all of this is to create a roadway for the land company to build a shopping center. Is some of this to just facilitate "Pioneer Mill"? Why does the County of Maui (Tax Payers) paying for the infrastructure for Pioneer Mill's proposed shopping center. Adding Kuhua Street to Keawe Street is only going to create more traffic not help. Before the partial bypass opened, Keawe St. was already full of traffic. Since it has been open it only caused more traffic. When I leave my house on Lahainaluna Rd, if I go down Lahainaluna Rd or Keawe St, I am still stuck in a congested Area. Adding more lights and connecting streets is only going to be more of the same.

Respectfully,



Carmelo Di Franco
Lahaina Outlet Store
910 Honapiilani Hwy #8 & #15
Lahaina, HI 96761
Lahainaoutlet1@aol.com
808-268-5454

April 23, 2013

Planning Consultant
Munekiyo & Hiraga, Inc.
305 High St., Suite 104
Wailuku, HI 96793

RE: Proposed Kuhua Street Extension (KSE)

To Whom This May Concern,

I'm writing this letter to comment on the negative impact this project, as proposed, will have on our West Maui Center location, customers and services.

The main entry/exit point for our employees and customers is the front driveway. The proposed KSE, shows no access to the driveway or parking lot fronting Honoapi'ilani Hwy. Access to the front parking lot of the building is critical to our business.

The negative impact to my business and customers, which will result from the KSE is hard to quantify, but it will be severe. As proposed, the KSE could force me to close my business. It is impossible to operate with no parking access. KSE's current plans make no mention of any attempt to mitigate this damage to current taxpayers.

The negative impacts of this project outweigh any public benefit. I therefore oppose this plan and recommend the "no action alternative".

Respectfully submitted,

Carmelo DiFranco

CARMELLO DI FRANCO

931 KUALOA PL.

LAHAINA, HI 96761

808-268-5454

MOUKA 98 AOL.COM.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Carmelo Di Franco
Lahaina Outlet Store
910 Honoapiilani Highway, Nos. 8 & 15
Lahaina, Hawaii 96761

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Kuhua Street Extension (formerly Mill Street Extension) and Improvement at Lahaina, Maui, Hawaii

Dear Mr. Di Franco:

We thank you for your letter of April 23, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The Department of Public Works (DPW) understands your concern that this project will affect access to the West Maui Center. Although not shown in great detail on the conceptual design plan in the Draft EA, please be assured that full accessibility will be maintained to the West Maui Center. Presently, the DPW does not have any funds for right-of-way land acquisition or to initiate the construction phase, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans. During the future design and construction process, the DPW will coordinate access and operational needs with you to minimize disruptions and negative impact to your business.

The KSE is a long-term future planning effort by the DPW to provide for local traffic circulation in anticipation of future developments in the West Maui region as identified on the recently adopted Maui Island Plan (MIP). The Long-Range Implementation Program of the MIP states "secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street." As part of the planned roadway network for Lahaina Town, the KSE is expected to provide a new north-south parallel roadway

Mr. Carmelo Di Franco
September 22, 2015
Page 2 of 2

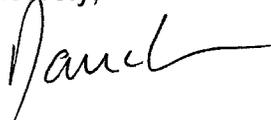
between the Lahaina Bypass and Honoapiilani Highway to serve local or in-town traffic similar to the function of Wainee Street on the makai side of the Highway.

The ultimate plan for the Lahaina Bypass is that it will be extended northward of Keawe Street towards Kaanapali. Currently, in order to travel toward Kaanapali, traffic on the Bypass must currently use Keawe Street to return to Honoapiilani Highway.

Once the Lahaina Bypass is completed north of Keawe Street, there will be other access points to the Bypass that will relieve the existing congestion on Keawe Street. Similarly, once completed, additional access points south of Lahainaluna Road are expected to provide the same traffic relief.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required please contact our Department at (808) 270-7845.

Sincerely,



DAVID C. GOODE
Director of Public Works

DCG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

Christine K. Ho, Ph.D.
303 Front Street,
Lahaina, HI 96761
ckho@aol.com

Colleen Suyama
Munekiyo & Hiraga Inc. a
305 S. High St., Suite 104LW,
Wailuku 96793

Re: Two-lane roadway from Kuhua Street to Front Street

May 20, 2013

Dear Ms. Suyama:

I am writing regarding the proposal two-lane roadway on the old cane haul road to the intersection of Front Street and Honoapiilani Highway. I live on 303 Front Street at the end of Aholo Road and Front Street. Your proposed improvement on Aholo Road would increase traffic into the South Front street residential area. The area between Front Street and Honoapiilani Highway and Shaw Street is a **residential area**. We have children, dogs, people walking, biking, walking with surf boards, in this neighborhood. Improving Aholo Road and making it a thru way would further destroy our neighborhood by adding unnecessary car traffic into a residential area. Cars already drive too fast on Front Street through our neighborhood.

My house sits directly at the end of Aholo Road. By improving Aholo Road, it will also increase headlights shinning directly into our bedrooms.

I hope the county would protect the South Front Street neighborhood by redirecting the traffic to Shaw Street instead of Front Street and Aholo Road. Furthermore, we need real street bumps or street barriers to slow down and discourage traffic driving through South Front Street Neighborhood.

Sincerely,

Christine K. Ho, Ph.D.
Christine K. Ho, Ph.D.

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Christine K. Ho, Ph.D.
303 Front Street
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET
EXTENSION) AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Dr. Ho:

We thank you for your letter of May 20, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

The terminus of the KSE has been moved further south to the Front Street intersection as a result of public comments from residents on Aholo Road. This intersection is proposed to be signalized as part of the KSE. The connection of Aholo Road to the KSE is to provide access for the Aholo Road residents as an alternative route to their subdivision. Access to Honoapiilani Highway from Aholo Road is proposed as a right-turn in and right-turn out which should limit non-resident traffic onto Aholo Road. Also, the KSE will include pedestrian and bicycle lane separate from the vehicle travel lanes which will provide safety for pedestrians and bicyclists. To address concerns regarding speeding, traffic calming measures will be explored in future construction design.

The KSE is part of the Department of Public Works (DPW) long-term planning for roadways within the Lahaina Town area in anticipation of future development as identified on the Maui Island Plan (MIP). According to the traffic consultant, Shaw Street is used in combination with the Front Street intersection to handle the projected traffic demand resulting from implementation of the MIP. As such, Shaw Street was not considered to be a viable terminus for the KSE.

Christine K. Ho, Ph.D.
September 22, 2015
Page 2 of 2

The DPW's responsibility is to see that traffic flows efficiently through our network of roadways, including Front Street which is a major collector roadway in Lahaina Town.

The DPW can consider traffic calming measures that may slow down speeders using Front Street.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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5/9/13

MAY 13 2013

Aloha ~

please do not change the quiet dynamics
of our small, overcrowded already KAMOHANA HALE
SUBDIVISION. we do not want it or need it.
Try the Bypass first!!!

I oppose the KOHUA STREET EXTENSION!
DON'T OPEN AHOLO STREET!

If you open AHOLO STREET in the
KAMOHANA HALE SUBDIVISION
more CARS, TRAFFIC, SPEEDING DOWN STREET, ETC.

★ Our small children + animals
play in the street here. Plenty people
in each house, already overcrowded
parking + cars along side of the road.
Up to 20 people per house in this
neighborhood - working two jobs,
Pretty quiet + we all get along - but please
don't change the dynamics by opening AHOLO

street.

My neighbors agree!

Thank you, *owner since
DIANE MORRIS (1991 - original
320 AULIKE ST. Avid Lahae 320
34 yrs. -

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

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COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
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Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Ms. Diane Morris
320 Alulike Street
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED KUHUA STREET EXTENSION (FORMERLY MILL
STREET EXTENSION) AND IMPROVEMENT AT LAHAINA,
MAUI, HAWAII**

Dear Ms. Morris:

We thank you for your letter of May 9, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

We acknowledge your comment in not wanting or needing the KSE project. The KSE is part of the Department of Public Works' (DPW) long-term planning for roadways within the Lahaina Town area in anticipation of future development as identified on the County of Maui's Maui Island Plan (MIP). The Long-Range Implementation Program of the MIP states "Secure ROW and construct Mill Street Extension from Honoapiilani Highway to Keawe Street." As part of the planned roadway network for Lahaina Town, the KSE is expected to provide a new north-south parallel roadway between the Lahaina Bypass and Honoapiilani Highway to serve local or in-town traffic similar to the function of Wainee Street on the makai side of the highway.

Due to concerns expressed previously by the Aholo Street residents, the future connection from the KSE to Honoapiilani Highway is proposed further south, from a future signalized intersection across the Front Street intersection with Honoapiilani Highway. This is envisioned to be the main southern access to the future KSE.

Ms. Diane Morris
September 22, 2015
Page 2 of 2

The KSE is not intended to change the neighborhood dynamics of the Aholo Road residents. The connection to Aholo Street is to provide access for the residents on Aholo Road. The proposed right-turn in and right-turn out intersection at Honoapiilani Highway as an alternative route to the subdivision should limit non-resident traffic onto Aholo Road.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG/CS;jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

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MAY 02 2013

4/29/13

Owen Langer

509 Ilikahi St

Lahaina, HI, 96761

808-419-1701

Aloha Ms. Suyama,

I am writing to express my strong opposition to the Kahua Street Extension and Improvement Project.

After finding the time to read through the EA, I find that there is very little benefit to our community, several detrimental impacts that will arise of this proposal, and a very clear benefit to developers and parties that stand to make a lot of money if these roadways are built. This specifically seems to benefit KLMC at the expense of our community. Lahaina's small town character is slowly being chipped away.

The added roadway capacity will only serve to make more traffic and have more vehicles on the road. The addition of sidewalks, parking, and/or bike paths does not offset the detrimental impact of increased vehicular capacity.

Increases in storm water runoff and drainage into the ocean are concerning. Necessary dry wells, retention ditches, and scraping of the Mill area of very concerning. This will cause major disruption of the area and possibly hazardous materials that will end up in our air and ocean. More roads? Equals more cars. More exhaust. More noise. More danger to pedestrians .

This is an unnecessary project that will take away for Lahaina's character, increase traffic, make more safety issues for pedestrians, and cause more harm than good. I am not opposed to change, but this is not a change that truly puts the best interest of the community first.

Sincerely,

A handwritten signature in black ink, appearing to be 'Owen Langer', written in a cursive style with a long horizontal flourish extending to the right.

Owen Langer

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone: (808) 270-7745
Fax: (808) 270-7975



COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

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Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

September 22, 2015

Mr. Owen Langer
509 Ilikahi Street
Lahaina, Hawaii 96761

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED
KUHUA STREET EXTENSION (FORMERLY MILL STREET EXTENSION)
AND IMPROVEMENT AT LAHAINA, MAUI, HAWAII**

Dear Mr. Langer:

We thank you for your letter of April 29, 2013 expressing your comments on the Draft Environmental Assessment (EA) for the proposed Kuhua Street Extension (KSE) and Improvement project. We appreciate your comments.

Although you believe there is little benefit to the community at this time, the KSE is anticipated in the long-term to provide traffic relief for the community. To clarify a misconception, the KSE is a County of Maui project, independent of any proposed future development plans by Kaanapali Land Management Corp. The Department of Public Works (DPW) is providing responsible infrastructure planning for planned growth in Lahaina as identified on the Maui Island Plan (MIP). The Long-Range Implementation Program of the MIP states "Secure ROW and construct Mill Street extension from Honoapiilani Highway to Keawe Street." The KSE is a long-term future planning effort by the DPW to provide for local traffic circulation in anticipation of future developments in the West Maui region. As part of the planned roadway network for Lahaina Town, the KSE is expected to provide a new north-south parallel roadway between the Lahaina Bypass and Honoapiilani Highway to serve local or in-town traffic similar to the function of Wainee Street on the makai side of the Highway.

Future growth in Lahaina Town is guided by adopted land use plans such as the MIP. Growth is anticipated to occur in the area which will be served by the future KSE.

The conceptual plans for the two-lane roadway includes a system of greenways for pedestrian and bicycle access. The proposed greenways and sidewalks will provide an efficient and safe environment for pedestrians and bicyclists by removing potential traffic conflicts between drivers and these users.

Mr. Owen Langer
September 22, 2015
Page 2 of 2

Increased storm water into the ocean is also a concern of the DPW. Should the KSE move forward to development of more detailed plans, it will comply with Low Impact Development (LID) standards for drainage improvements through the "*Rules for the Design of Storm Water Treatment Best Management Practices*" in order to minimize impacts on water quality from construction and operation of the roadway. Pursuant to these Rules, the engineering consultant for the project will design the drainage improvements to limit discharges into the ocean through the construction of a system of structural and nonstructural improvements. Consideration will be given to the use of detention basins, subsurface detention basins, drywells, grassed swales, landscaped areas, and other measures.

We acknowledge your reservations for this project and concern that the project may have a detrimental effect on the character of Lahaina Town.

Presently, the DPW does not have any funding for right-of-way land acquisition or for the construction phase of the KSE, and it is unclear when this will occur. After the EA review process, there may be remaining funds to initiate a portion of the design phase. However, should this project progress beyond the EA review process, the DPW will make every effort to keep you and the community informed of its future plans.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your comments and this response will be included in the Final EA. If additional clarification is required, please contact our Department at (808) 270-7845.

Sincerely,


DAVID C. GOODE
Director of Public Works

DG/CS:jt

cc: Nolly Yagin, Engineering Division
Clifford Mukai, Warren S. Unemori Engineering, Inc.
Matt Nakamoto, Austin Tsutsumi & Associates, Inc.
Colleen Suyama, Munekiyo Hiraga

XI. REFERENCES

XI. REFERENCES

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