ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director

FILE COPY

JUN 23 2016

COUNTY OF MAUI

DEPARTMENT OF PLANNING

June 3, 2016

RECEIVED
'16 JUN 13 P3:23
OFC. OF ENVIRONMENTAL
QUALITY CONTROL

Mr. Scott Glenn, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Glenn:

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT (FEA) FOR THE PROPOSED PAID COURTYARD PROJECT, LOCATED ON BALDWIN AVENUE MAKAI OF THE PAIA POST OFFICE, PAIA, MAUI, HAWAII; TMK (2) 2-5-005:063 (CPA 2013/0003) (DBA 2013/0001) (CIZ 2013/0006) (SM1 2013/0005) (EA 2013/0001)

With this letter, the Department of Planning (Department), hereby transmits the Final Environmental Assessment (EA) and Finding of No Significant Impact (Final EA-FONSI) for the proposed Paia Courtyard Project in Paia situated at TMK: (2) 2-5-005:063 in the Paia-Haiku District on the Island of Maui for publication in the next available edition of the Environmental Notice. The Maui Planning Commission at its May 24, 2016, meeting voted to approve the Final EA and FONSI determination.

Enclosed is a completed Office of Environmental Quality Control (OEQC) Publication Form, a copy of the Final EA-FONSI, a PDF file of the same, and an electronic copy of the publication form in MS Word.

Thank you for your cooperation. Should you need further clarification, please contact Staff Planner Kurt Wollenhaupt at kurt.wollenhaupt@mauicounty.gov or by (808) 270-1789.

Sincerely,

CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

FILE COPY
JUN 23 2016

APPLICANT
PUBLICATION FORM

Project Name:	Paia Courtyard Project
Project Short Name:	Paia Courtyard Project
HRS §343-5 Trigger(s):	Maui County Community Plan Amendment; Use of State or County Lands or Funds
Island(s):	Maui
Judicial District(s):	Paia-Haiku
TMK(s):	(2) 2-5-005:063
Permit(s)/Approval(s):	Chapter 343 Environmental Review; State District Boundary Amendment; Community Plan Amendment; Change in Zoning, Special Management Area Use Permit; County Town Business District Design Review; Work to Perform in the County Right of Way
Approving Agency:	Maui Planning Commission
Contact Name, Email, Telephone, Address	C/O Maui Planning Department planning @mauicounty.gov (808) 270-8205 2200 Main Street, Suite 315 Wailuku, HI 96793 (808) 270-8205
Applicant:	Paia 2020, LLC
Contact Name, Email, Telephone, Address	David Spee davidspee@aol.com (808) 579-8244 P.O. Box 790478 Paia, HI 96779
Consultant:	None
Contact Name, Email, Telephone,Address	

RECEIVED
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OFC. OF ENVIRONMENTAL QUALITY CONTROL

Status (select one)	**Submittal Requirements**
____DEA-AFNSI	Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA,and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
xxxx FEA-FONSI	Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file,3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____FEA-EISPN	Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
____Act 172-12 EISPN ("Direct to EIS")	Submit 1) the approving agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____DEIS	Submit 1) a transmittal letter to the OEQC and to the approving agency, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____FEIS	Submit 1) a transmittal letter to the OEQC and to the approving agency, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____FEIS Acceptance Determination	The approving agency simultaneously transmits to both the OEQC and the applicant a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.

____FEIS Statutory Acceptance	The approving agency simultaneously transmits to both the OEQC and the applicant a notice that it did not make a timely determination on the acceptance or nonacceptance of the applicant's FEIS under Section 343-5(c), HRS, and therefore the applicant's FEIS is deemed accepted as a matter of law.
____Supplemental EIS Determination	The approving agency simultaneously transmits its notice to both the applicant 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 or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____Other	Contact the OEQC if your action is not one of the above items.

Project Summary

The Applicant, Paia 2020, LLC is proposing a new mixed-use development project on an approximately nine (9) acre parcel in Paia Town. Included in the proposed improvements are the following:

1. Six (6) two-story mixed-use retail and office buildings with nine (9) upper story residential units;
2. Fifty-six (56) independent senior living apartments and support facilities including a pool, exercise facility and social hall.
3. Grading, relocation and/or installation of underground utilities and other related improvements to support the above improvements.
4. Site improvements including an approximately 309 stall parking lot containing enough stalls to support the proposed uses, with approximately 51 stalls in excess of Code requirements; roadway improvements, a bus stop for the senior units, sidewalks, a multi-use path, landscape improvements and retaining walls.

FINAL ENVIRONMENTAL ASSESSMENT

PAIA 2020, LLC
P.O. BOX 790478
PAIA, HAWAII 96779
(808) 579-8244

PAIA COURTYARD PROJECT

PAIA, MAUI, HAWAII

TMK No. (2) 2-5-005-063

Prepared by:

Paia 2020, LLC
David R. Spee, Its Manager
May 2016

Applications for District Boundary Amendment, Community Plan Amendment, Change in Zoning, and Special Management Area Use Permit

for

PAIA COURTYARD PROJECT
AT PAIA, MAUI, HAWAII
TMK No. (2) 2-005-063

INDEX

Preface

1. Application Forms for District Boundary Amendment, Community Plan Amendment, Change in Zoning, and Special Management Area Use Permit.

2. Required Submittals for District Boundary Amendment, Community Plan Amendment, Change in Zoning, and Special Management Area Use Permit Applications (including Chapter 343, HRS compliance Checklist and Zoning and Flood Confirmation Form)

3. Land Ownership Documentation

4. Letters of Authorization

5. Agents name, Address, and Telephone Number

6. Location Map

7. List of Owners and Lessees within 500 feet of Subject Parcel (Submitted with Original Application Only)

8. Draft Environmental Assessment (Sections I – IX)

9. Land Use History

10. Photographs of the Project Site

11. Notices of Filing of Application for Community Plan Amendment, Change in Zoning and Special Management Area Use Permit

12. Notarized Affidavits of Mailing of Notices of Application for Community Plan Amendment, Change in Zoning, District Boundary Amendment

13. Mylar Maps and Legal Descriptions (Mylar Maps Submitted with Original Application Only)

14. Notices of Public Hearing for Community Plan Amendment, Chang in Zoning, District Boundary Amendment, and Special Management Area Use Permit Applications

15. Letter of Valuation

Appendices to Draft Environmental Assessment

Appendix A.	Archaeological Assessment
Appendix B.	Environmental Site Assessment
Appendix C.	Native Hawaiian Cultural Practices Assessment
Appendix D.	Traffic Impact Analysis Report & Traffic Update
Appendix E.	Preliminary Engineering Report (Roadway, Drainage, Sewer, and Water)
Appendix F.	Paia Commercial Market Study
Appendix G.	Development Plans with Renderings
Appendix H.	Biological Survey

Exhibits to Draft Environmental Assessment

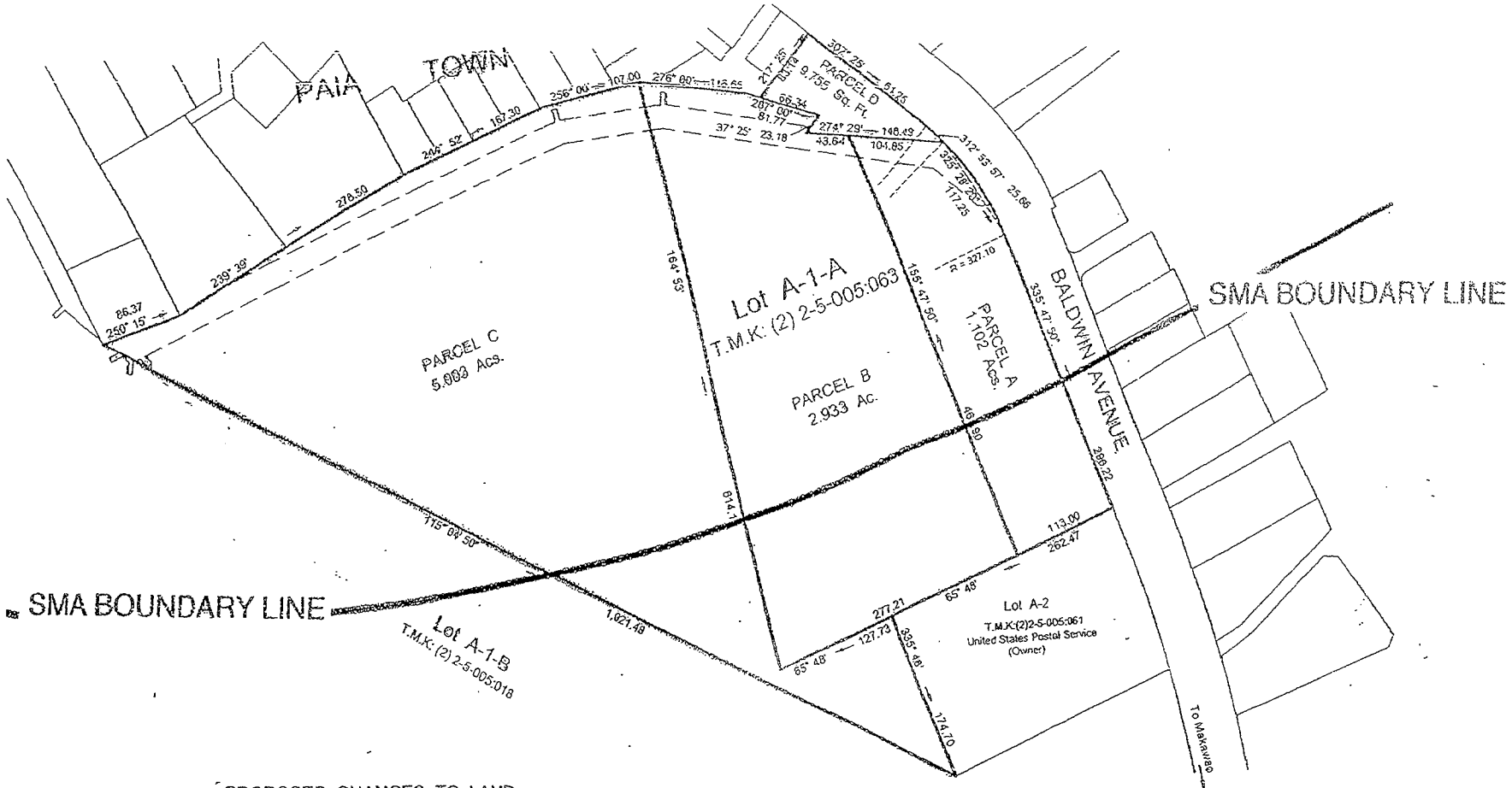
Exhibit 1.	SMA Boundary Map w/ Present & Proposed Land Use Designations.
Exhibit 2.	Regional Location Map
Exhibit 3.	Property Location Map
Exhibit 4.	Preliminary Site Plan
Exhibit 5.	Flood Hazard Assessment Report
Exhibit 6.	NOAA Tsunami Hazard Map.
Exhibit 7.	Hawaii NOAA Tsunami Hazard Map.
Exhibit 8.	Land Zoning Map
Exhibit 9.	Community Plan Map
Exhibit 10.	State Land Use District Boundary Map
Exhibit 11.	MIP Directed Growth Map
Exhibit 12.	Grant of Access and Easement Agreement

Preface

The Applicant, Paia 2020, LLC, is proposing the development of 9.262 acres of land located makai of the Paia Post Office, west of Baldwin Avenue and east of the Paia Mini-Bypass road. The project is named "Paia Courtyard". Plans for Paia Courtyard include mixed-use retail, office commercial buildings, with some upstairs apartments, a senior housing phase and on-grade parking. Related improvements include drainage, utilities, landscaping, lighting and roadway improvements. Development of the proposed Paia Courtyard project requires a Community Plan Amendment (CPA) County Change in Zoning (CIZ), District Boundary Amendment (DBA), and a Special Management Area (SMA) Use Permit.

Over one half of the property lies in the EA zone. The CPA, together with the project's use of County lands, specifically roadway and utility improvements within the County's Baldwin Avenue and the Paia Mini-Bypass, are triggers for the preparation and processing of an Environmental Assessment (EA) pursuant to Chapter 343, Hawaii Revised Statutes. The enclosed EA evaluates the proposed action and supports the CPA, CIZ, DBA, and SMA Use Permit applications.

Exhibit "1" on the next page sets forth the existing land use designations together with the proposed land use designations as they affect different portions within the Property along with a map showing the SMA boundary line crossing the property.



PROPOSED CHANGES TO LAND USE DESIGNATIONS

		EXISTING	PROPOSED
PARCEL A (1.102 Acs.)	State	Agricultural	Urban
	County	Interim	Country Town Business
	Community Plan	Business	Business/[illegible]
PARCEL B (2.933 Ac.)	State	Agricultural	Urban
	County	Interim	Country Town Business
	Community Plan	Public/Quasi Public	Business/[illegible]
PARCEL C (5.003 Acs.)	State	Agricultural	Urban
	County	Agricultural	Country Town Business
	Community Plan	Agricultural	Business/[illegible]
PARCEL D (9,755 Sq. Ft.)	State	Urban	Urban
	County	Country Town Business	Country Town Business
	Community Plan	Business	Business/[illegible]

PAIA POST OFFICE SUBDIVISION

PAIA, MAKAWAO, MAUI, HAWAII

1. APPLICATION FORMS FOR LAND USE COMMISSION DISTRICT BOUNDARY CHANGE/RECLASSIFICATION, COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, AND SPECIAL MANGEMENT AREA USE PERMIT

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

APPLICATION TYPE: LAND USE COMMISSION DISTRICT BOUNDARY CHANGE/RECLASSIFICATION

DATE: 5/16/13 VALUATION: 12 million

PROJECT NAME: Paia Courtyard

PROPOSED DEVELOPMENT: mixed use commercial; parking; and senior housing

District Boundary Amendment requesting for approx. 9.04 acres portion of the lot

TAX MAP KEY NO.: (2) 2-5-005-063 CPR/HPR NO.: _____ LOT SIZE: 9.262 acres

PROPERTY ADDRESS: 120 Baldwin Avenue, Paia

OWNER: Paia 2020, LLC & David R. Spee Revocable Trust PHONE:(B) 579-8244 (H) 281-3986

ADDRESS: P.O. Box 790478

CITY: Paia STATE: Hawaii ZIP CODE: 96779

OWNER SIGNATURE: [signature]

APPLICANT: Paia 2020, LLC

ADDRESS: P.O. Box 790478

CITY: Paia STATE: Hawaii ZIP CODE: 96779

PHONE (B): 579-8244 (H): 281-3986 FAX: _____

APPLICANT SIGNATURE: [signature]

AGENT NAME: Henry Spencer

ADDRESS: P.O. Box 790829

CITY: Paia STATE: Hawaii ZIP CODE: 96779

PHONE (B): 280-4130 (H): 280-4130 FAX: _____

EXISTING USE OF PROPERTY: commercial building; fruit stand with parking lot

CURRENT STATE LAND USE DISTRICT BOUNDARY DESIGNATION: Urban & Ag

COMMUNITY PLAN DESIGNATION: PO-P; Ag; B-Bus/Comm ZONING DESIGNATION: Interim; BCT; Ag

OTHER SPECIAL DESIGNATIONS: portion in SMA zone

COMMUNITY PLAN AMENDMENT/MAUI ISLAND PLAN AMENDMENT APPLICATION

Permit Number(s): CPA _____ - _____

MIPA _____ - _____

Please print legibly or type the following.

PROPERTY ADDRESS & INFORMATION

Project Name: Pala Courtyard	**Tax Map Key No.:** (2) 2-5-005-063
Total Area: 9.262 acres	**Valuation*:** $12 million

Physical Address/Location of Project: 120 Baldwin Avenue, Pala (CPA requesting for 7.94 acres to Bus./Comm.)

** Total cost or fair market value, as estimated by an architect, engineer, or contractor licensed by the State of Hawaii Dept. of Commerce and Consumer Affairs; or, by the administrator of Dept. of Public Works, Development Services Administration.*

DESCRIPTION OF PROPOSED ACTIVITY OR DEVELOPMENT

Please check the box for the type(s) of actions being sought:

☑ **Community Plan Amendment** ☐ **Maui Island Plan Amendment** ☐ **Both Community Plan & Maui Island Plan Amendment**

Written description of the proposed action shall include, but not be limited to: use, length, width, height, depth, building material(s)of any proposed development, any text, Growth Boundary or Protected Area map changes in a Maui Island Plan Amendment, and statement of objectives of the proposed action. Attach additional sheets, if needed.

Describe the existing use: There is a 2 story, 4,000 sq. ft. existing commercial building and a fruit stand on the property.

There is a 2 story, 4,000 sq. ft. existing commercial building and a fruit stand on the property.

Describe the proposed use (and/or text amendment): Six mixed use commercial buildings; parking lot; and 56 senior

Six mixed use commercial buildings; parking lot; and 56 senior housing units.

LAND USE DESIGNATIONS	Existing	Proposed
State Land Use District Boundary	Urban & Ag	Urban
Maui Island Plan		
Community Plan	Ag; Q-Pub; B-Bus	B-Bus./Comm.
County Zoning	Interim; Ag; BCT	BCT
Other (i.e. SMA)	SMA	

CONTACT INFORMATION

APPLICANT INFORMATION

Applicant's Name(s): Pala 2020, LLC **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Pala, Hawaii 96779

Phone Number(s): (bus)	(hm)	(cell)	(fax)
579-8244	281-3986	281-3986	579-8600

Signature(s): **Date:**

CONSULTANT INFORMATION

Consultant's Name(s): David R. Spee **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Pala, Hawaii 96779

Phone Number(s): (bus)	(hm)	(cell)	(fax)
579-8244	281-3986	281-3986	579-8600

Signature(s): **Date:**

OWNER INFORMATION

Owner's Name(s): Pala 2020, LLC & David R. Spee Revoc **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Pala, Hawaii 96779

Phone Number(s): (bus)	(hm)	(cell)	(fax)
579-8244	281-3986	281-3986	579-8600

Signature(s): **Date:**

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

APPLICATION TYPE: CHANGE IN ZONING APPLICATION

DATE: 5/16/13 VALUATION: $ 12 million

PROJECT NAME: Paia Courtyard

PROPOSED DEVELOPMENT: mixed used commercial; parking; and senior housing
(Change in Zoning needed for 9.04 acres)

TAX MAP KEY NO.: (2) 2-5-005-063 CPR/HPR NO.: _____ LOT SIZE: 9.262 acres

PROPERTY ADDRESS: 120 Baldwin Avenue, Paia, Hawaii

OWNER: Paia 2020, LLC & David R. Spee Revocable Trust PHONE:(B) 579-8244 (H) 281-3986

ADDRESS: P.O. Box 790478

CITY: Paia STATE: Hawaii ZIP CODE: 96779

OWNER SIGNATURE: DRS, Manager DRS, Trustee

APPLICANT: Paia 2020, LLC

ADDRESS: P.O. Box 790478

CITY: Paia STATE: Hawaii ZIP CODE: 96779

PHONE (B): 579-8244 (H): 281-3986 FAX: 579-8600

APPLICANT SIGNATURE: DRS, Manager Paia 2020, LLC

AGENT NAME: Henry Spencer

ADDRESS: P.O. Box 790829

CITY: Paia STATE: Hawaii ZIP CODE: 96779

PHONE (B): 280-4130 (H): 280-4130 FAX: _____

EXISTING USE OF PROPERTY: commercial building; fruit stand with parking

CURRENT STATE LAND USE DISTRICT BOUNDARY DESIGNATION: Ag & Urban

COMMUNITY PLAN DESIGNATION: Ag; Bus/Comm_PKG-P ZONING DESIGNATION: Interim; Ag; BCT

OTHER SPECIAL DESIGNATIONS: Portion in SMA zone

APPLICATION Special Management Area Use Permit (SM1)

Please print legibly or type in the information below.

County Use Only
Permit Number: SM 1

PROPERTY ADDRESS / PROJECT INFORMATION

Name of Project: (*If project name is not provided, applicants name will be used*) Paia Courtyard

Tax Map Key No: (2) 2-5-005-063 **Total Lot Area:** 9.262 acres

Physical Address / Location of Project: 120 Baldwin Avenue, Paia, Hawaii 96779

Additional Location Information: Subject lot bordered by the Paia Post Office to the South, Paia Bypass to the West and Baldwin Avenue to the East.

DESCRIPTION OF PROPOSED ACTIVITY OR DEVELOPMENT

Written description of the proposed action shall include, but not be limited to: use, length, width, height, depth, building material(s), and statement of objectives of the proposed action. Attach additional sheets, if needed:

Describe the Existing Use: There is a 4,000 sq. ft. commercial building at the North end of lot.

Describe the Proposed Use:
Include a description of all proposed ground altering activities (e.g., area of disturbance, quantity of fill, depth of excavation, etc.).

Six mixed use commercial buildings, parking lot, and 56 senior housing units; approximately 8 acres will be graded with drainage system installed. No fill is anticipated and foundation work only needed.

Valuation*: $12 million **Building Permit Application No:** (*if applicable*)

**Total cost or fair market value as estimated by an architect, engineer, or contractor licensed by the Department of Commerce and Consumer Affairs, State of Hawaii; or, by the administrator of Department of Public Works, Development Services Administration.*

CONTACT INFORMATION

APPLICANT INFORMATION

Applicant's Name(s): Paia 2020, LLC **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Paia, Hawaii 96779

Phone Number(s): bus 579-8244 hm 281-3986 cel 281-3986 fax 579-8600

Signature(s): **Date:**

CONSULTANT INFORMATION

Contact Name(s): David R. Spee **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Paia, Hawaii 96779

Phone Number(s): bus 579-8244 hm 281-3986 cel 281-3986 fax 579-8600

Signature(s): **Date:**

OWNER INFORMATION

Owner's Name(s): Paia 2020, LLC & David R. Spee Revocable Trust **Email:** DavidSpee@aol.com

Mailing Address: P.O. Box 790478, Paia, Hawaii 96779

Phone Number(s): bus 579-8244 hm 281-3986 cel 281-3986 fax 579-8600

Signature(s): **Date:**

County Use Only	
Initial Application Review by:	

LONG RANGE DIVISION – PROJECT DATABASE

PROPOSED PROJECT DATA SUMMARY SHEET

Applicant: Please complete this two (2) sided form. Complete only those items that are appropriate to your application(s). If you have any questions, please contact the ***Long Range Planning Division*** at **270-7214**.

Date:	Project Name (if applicable): Paia Courtyard
Applicant's Name: Paia 2020, LLC	What permits are you applying for? District Boundary Amendment Community Plan; Change in Zoning; SMA Permit
Property Tax Map Key (TMK) number: (2) 2-5-005-063	Please give us a brief summary of your project, including the existing and proposed uses: See Attachment "A". Related Improvements include drainage, utilities, landscaping, lighting and roadway improvements
Contact Phone Number: (808) 579-8244	
E-mail Address: DavidSpee@aol.com	Developer Name: Paia 2020, LLC Property Owner Name: Paia 2020, LLC & David R. Spee Revocable Trust

Residential Projects: Single-Family and Multi-Family

1. How many single family units (i.e., individual detached homes) are you building? N/A
   a. Will accessory dwellings (i.e., ohanas) be permitted? If yes, how many? N/A
2. How many multi-family unites (i.e., condo, apartment, or townhouse) are you building? 56
3. Are you subdividing your property? ☐ Yes ☑ No
   a. If yes, how many buildable lots are your requesting to create? N/A
4. How many acres, or square feet, are at the project site? 9.262 acres
5. If only a portion of the property is going to be used for this project, how many acres or square feet will be used just for the project area?
6. Will this project require land use amendments? Please check √ all that apply and indicate the proposed change:
   a. Change in Zoning (CIZ) from: ☑ Yes ☐ No ☐ Not Sure — Ag & Interim; B-CT to: BCT
   b. Community Plan Amendment from: ☑ Yes ☐ No ☐ Not Sure — Ag & Q-Pub; Bus. to: Bus./Comm.
   c. State Land Use District Boundary Amendment (DBA) from: ☑ Yes ☐ No ☐ Not Sure — Ag; Urban to: Urban
7. Will you be selling any of the units as "affordable" as defined under the Housing and Urban Development guidelines? ☑ Yes ☐ No ☐ Not Sure
   a. If yes, how many of the units, or percentage of units, will fall under this category? 25%
8. From the date of filing the application with the Planning Department, how long do you estimate the project to reach complete build-out? Please check √ one (1) box.
   ☐ 0 - 5 years ☑ 6 - 10 years ☐ 11 - 15 years ☐ 16 - 20 years ☐ 21+ years

Industrial/Commercial Projects

1. Will this project be used for (please list all that apply by indicating the amount of square footage proposed):
   a. Retail purposes: 25,000 sq. ft.
   b. Office space/lease: 10,000 sq. ft.
   c. Industrial purposes:

Please turn over and complete the other side of this form.

PROPOSED PROJECT DATA SUMMARY SHEET

Visitor Accommodations

Hotels and Timeshares

1. Will this project have hotel units? ☐Yes ☑No
   a. If yes, how many hotel units/rooms are proposed? _____
2. Will this project have timeshare units? ☐Yes ☑No
   a. If yes, how many timeshare units/rooms are proposed? _____
3. Will there be "lock-off" units (i.e., a unit which can be partitioned to create two separate units)? ☐Yes ☑No
   a. If yes, how many units will have "lock-off units"? _____

Bed and Breakfast (B&B) and Transient Vacation Rentals (TVRs)

1. Will the project have a B&B or TVR component? ☐Yes ☑No
2. Will (any of) the unit(s) be owner occupied? ☑Yes ☐No
3. How many bedrooms are proposed for rental? ☑Yes ☐No
   ☐one (1) bedroom ☑two (2) bedrooms ☐three (3) bedrooms
   ☐four (4) bedrooms ☐5+ bedrooms ☐entire unit (i.e., condo/house/accessory dwelling)
4. Will this project be newly constructed? ☑Yes ☐No

Proposed Project Data Summary

The Applicant, Paia 2020, LLC, is proposing the development of 9.262 acres of land located makai of the Paia Post Office, west of Baldwin Avenue and east of the Paia Mini-Bypass road. There is currently a 4,000 sq. ft. building located at 62 Baldwin Avenue on the lower portion of the lot. Plans for Paia Courtyard include mixed-use retail and office commercial buildings, with some upstairs apartments, along Baldwin Avenue with senior housing on the back side and an approximately 309 stall parking lot in between the two. This is 44 stalls above parking code requirements. In addition, there will be 13 additional stalls along Baldwin Avenue. Development of the proposed Paia Courtyard project requires a Community Plan Amendment (CPA) County Change in Zoning (CIZ), District Boundary Amendment (DBA), and a Special Management Area (SMA) Use Permit.

Attachment "A"

2. REQUIRED SUBMITTALS FOR DISTRICT BOUNDARY AMENDMENT, COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, AND SPECIAL MANGEMENT AREA USE PERMIT APPLICATIONS (Including Chapter 343, HRS Compliance Checklist and Zoning and Flood Confirmation Form)

ALL OF THE FOLLOWING SHOULD BE INCUDED IN REQUEST:

1. Identification of agencies consulted in making assessment; **See Section 8, Chapter VIII.**
2. General description of the action's technical, economic, social, and environmental characteristics; **Refer to Section 8, Chapter II.**
3. Summary description of the affected environment, including suitable and adequate location and site maps; **Refer to Section 8, Chapter II.**
4. Identification and summary of major impacts and alternatives considered, if any; **Refer to Section 8, Chapters II, III, IV,** and **V.**
5. Proposed mitigation measures, if any; **Refer to Section 8, Chapter II.**

In most instances, an action shall be determined to have a significant effect on the environment if it: **Refer to Section 8, Chapter VI.**

1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;
2. Curtails and range of beneficial uses of the environment;
3. Conflicts with the state's long term environmental policies or goals and guidelines as expressed in Chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;
4. Substantially affects the economic or social welfare of the community or State;
5. Substantially affects public health;
6. Involves substantial secondary impacts, such as population changes or effects on public facilities;
7. Involves a substantial degradation of environmental quality;
8. Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;
9. Substantially affects a rare, threatened or endangered species; or its habitat;
10. Detrimentally affects air or water quality or ambient noise levels;
11. Affects an environmentally sensitive area such as flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

For applicant actions where county board or Planning Department is deemed to be the accepting authority, the applicant shall submit a filing fee, payable to *County of Maui, Director of Finance*, pursuant to the provision of the County budget.

An original + 1 copy of the draft EA shall be submitted to the County Planning Department for review and comments. When the application is deemed to be suitable for agency transmittal, the Planning Department will contact the applicant to provide the number of additional copies.

REQUIRED SUBMITTALS CHECKLIST

☑

☑ 1. This thirteen-page **Community Plan Amendment Application** with all pages completed and included with packet.

☑ 2. Evidence that the Applicant is the owner or lessee of record of the real property to be reclassified; OR, if the Applicant is not the owner, a notarized letter of authorization from the owner authorizing the applicant to act on the owner's behalf AND evidence that the authorization is from the legal owner.

☑ 3 A copy of the *Notice of Application* (See Page 8), *location map* (Described on Page 2), and *Notarized Affidavit of Mailing of Notice of Application* (See Page 9).

☑ 4. List of owners and lessees of real property within a 500 feet radius of the subject parcel boundaries shall be obtained from the most current available list at the Maui County Department of Finance, Real Property Tax Division. This list should include the tax map key numbers and the names and addresses of all owners, lessees, and members of the Board of Directors or managing agents to be notified, including a *parcel notification map* (The *parcel notification map* is a map drawn to scale, clearly identifying the 500 foot boundary surrounding the subject parcel and the parcels within the notification boundary).

☑ 5. Legal description and *mylar map* of the subject property drawn to scale and in the format of the attached *Example of Mylar Map* (see Page 13).

☑ 6 Two (2) hard copies of a *Project Assessment* document which contains all the items listed in the Section *19.510(D) Assessment Requirements Checklist* (See Pages 6 and 7). Note: The Department will review the application and request additional copies for agency transmittal.

☑ 7. Original and one (1) copy of an environmental assessment or impact statement prepared in accordance with Chapter 343, HRS, and Chapter 11-200, HAR.

☑ 8. Any other information as may be required by the Director of Planning or the appropriate Planning Commission of the County.

☑ 9. A **non refundable** filing fee payable to *County of Maui, Director of Finance*. (see Fee Schedule, Table A found on the Maui County website)

After reviewing the application packet and certifying that it is ready for processing the Planning Director will notify the Applicant of the number of additional hard and digital copies to be provided for agency review.

SECTION 19.510(D) ASSESSMENT REQUIREMENTS CHECKLIST

Refer to Chapter 19.510, MCC. Compile the items listed below into a *Project Assessment* document, which may include elements of the Chapter 343, HRS environmental assessment or impact statement. In the "**Location**" column list the document and page number where each item is found.

D#	Assessment Content Description	Location
D1	Owner identification and signature or written authorization documents.	Sec. 1, App. Forms, Sec. 3, Land Ownership Doc's, & Sec. 4, Ltrs. of Auth.
D2	Owner's name, address, and phone number.	Section 1, Application Forms
D3	Agent's name, address, and phone number, if applicable.	Section 5, Agent's Name, Address, and Phone Numbers
D4	Tax map key and street address, if available.	Section 1, Application Forms
D5	*Locational map* identifying the site, adjacent roadways, and landmarks (The purpose of *locational map* is to give an overview depicting the project site in relation to adjacent landmarks and geographic features. Possible formats include marked-up aerial photographs and the *location map* described on Page 2, among others.).	Section 6, Location Map
D6	List of owners and lessees of record within 500 feet and the *parcel notification map* (described on Page 5).	Section 7, List of owners and lessees within 500 feet of subject parcel
D7	Analysis of ways in which application conforms to policies and objectives of General Plan and applicable Community Plan.	Section 8, Draft Environmental Assessment
D8	Detailed land use history of parcel(s) to include former and existing state and county land use designations, violations and uses.	Section 9, Land Use History
D9	Preliminary archaeological and historical data and comments from the Department of Land and Natural Resources (DLNR) and Office of Hawaiian Affairs (OHA). If applicable, a preservation /mitigation plan approved by DLNR and OHA.	Section 8, Draft Environmental Assessment
D10	Analysis of secondary impacts of the proposed use on surrounding uses.	Section 8, Draft Environmental Assessment
D11	Traffic impact analysis and, if applicable, a traffic master plan with comments from the Department of Transportation (DOT) and the Department of Public Works (DPW).	Section 8, Draft Environmental Assessment
D12	If applicable, an assessment of the impact the proposed use may have on agricultural use of the property with comments from The Department of Agriculture (DOA) and Natural Resources Conservation Service (NRCS).	Section 8, Draft Environmental Assessment

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D#	Assessment Content Description	Location
D13	Water source, supply and distribution analysis, and, if applicable, a water master plan which includes comments from the DLNR, Department of Water Supply (DWS), and DPW.	Section 8, Draft Environmental Assessment
D14	Sewage disposal analysis, and comments, if applicable, from the Department of Health (DOH), DLNR, Department of Environmental Management (DEM), and DWS.	Section 8, Draft Environmental Assessment
D15	Solid waste disposal analysis and comments, if applicable, from DOH, DLNR, DEM, and DWS.	Section 8, Draft Environmental Assessment
D16	Identification of environmentally sensitive areas, habitat and botanical features, such as wetlands, streams, endangered plants, etc., and comments, if applicable, from DLNR, US Fish and Wildlife Service (USFWS), and US Army Core of Engineers (USACE).	Section 8, Draft Environmental Assessment
D17	Identification of the existing topographical and drainage patterns and any alterations proposed.	Section 8, Draft Environmental Assessment
D18	Identification and summary of all meetings held between Applicant and any community group.	Section 8, Draft Environmental Assessment
D19	Dated photographs of site or structure.	Section 10, Photographs of the Project Site
D20	Development schedule.	Section 8, Draft Environmental Assessment
D21	Schematic site development plans, if applicable, drawn to scale.	Section 8, Draft Environmental Assessment
D22	Operations and management of proposed use which may include: number of employees, housing plan, hours of operation, provisions for off-site parking.	Section 8, Draft Environmental Assessment
D23	Identification of traditional beach and mountain access trails and additional trails which may be required for public access, and, if applicable, a preservation/mitigation plan and comments from DLNR and OHA.	Section 8, Draft Environmental Assessment
D24	Identification and assessment of chemicals and fertilizers used, and, if applicable, a mitigation plan and maintenance program and schedule, and comments from DOH, DLNR, USFWS, and US Environmental Protection Agency (USEPA).	Section 8, Draft Environmental Assessment
D25	Any other information necessary to assess the application.	Section 8, Draft Environmental Assessment

GENERAL SUBMITTAL REQUIREMENTS

X 1. Application Form (original + 1 copy) **See Section 1.**

X 2. Documents which identify the owner of the subject parcel of land. **See Section 3.**

X 3. If the applicant is not the owner of the subject parcel, then a notarized written authorization for the application by the owner shall be included. Said authorization shall include the owner's name, address and telephone number. **See Section 4.**

X 4. Agent's name, address, and telephone numbers, if applicable. **See Section 5.**

X 6. List of owners and lessees of record of real property located within a 500-feet radius of the subject parcel. The list shall be compiled from the most current list available at the Real Property Tax Division of the Department of Finance at the time of filing of the application with Director of Planning. **See Section 7.**

X 7. A report addressing the following (Original + 1 copy). **See Section 8.**

a. Policies and objectives of the General Plan; the provisions of the community plan applicable to the application; the provisions of the applicable district; and an analysis of the extent to which the application, if granted, conforms to these provisions, objectives and provisions.
b. Detailed land use history of the parcel which includes, but is not limited to former and existing State and County land use designations, violations and uses.
c. Preliminary archaeological and historical data and comments from the Department of Land and Natural Resources and the Office of Hawaii Affairs of the State of Hawaii. If applicable, a preservation/mitigation plan which has been reviewed and approved by the Department of Land and Natural Resources and the Office of Hawaiian Affairs.
d. Analysis of the secondary impacts of the proposed use on surrounding uses which includes, but is not limited to increases in property value, property, housing, community services and facility needs, secondary jobs and employment generated and compatibility with surrounding uses. If applicable, affordable housing program and comments from the Department of Housing and Human Concerns of the County and other mitigation plans and comments from the respective governmental and community service agencies.

e. Traffic impact analysis and, if applicable, a traffic master plan which includes, but I not limited to comments from the Department of Transportation of the State of Hawaii and Department of Public Works and Environmental Management of the County.
f. If applicable, an assessment of the impact which the proposed use may have on agricultural use of the parcel which includes, but is not limited to a feasibility analysis of potential agricultural uses suited to the site and written comments from the Department of Agriculture of the State of Hawaii and the U.S. Soil Conservation Service.
g. Water source, supply and distribution system analysis which includes, but is not limited to methods of irrigation existing on the parcel and proposed for the application, location and use of groundwater and nonpotable water sources. If applicable, a water master plan which includes, but is not limited to comments from the Department of Land and Natural Resources of the State of Hawaii and Departments of Public Works and Environmental Management and Water Supply of the County.
h. Sewage disposal analysis, a description of a proposed method of sewage disposal and comments, if applicable, from the Departments of Health and Land and Natural Resources of the State of Hawaii and the Departments of Public Works and Environmental Management and Water Supply of the County.
i. Solid waste disposal analysis, a description of a proposed method of solid waste disposal and comments, if applicable from the Departments of Health and Land and Natural Resources of the State of Hawaii and the Departments of Public Works and Environmental Management and Water Supply of the County.
j. Identification of environmentally sensitive areas, habitats and botanical features which include, but are not limited to wetlands, streams, rock outcroppings, endangered plants and animals and exceptional trees. If applicable, baseline study and preservation/mitigation plan and comments, if applicable, from the Department of Land and Natural Resources of the State of Hawaii the U.S. Fish and Wildlife Service and the U.S Army Corps of Engineers.
k. Identification of the topographical and drainage patterns existing on the subject parcel and any proposed alterations to these patterns.
l. Identification of all meetings held between the applicant and any community or residential group which may be impacted by the applicant's request, the issues raised by these meetings and any measures proposed by the applicant to deal with or to mitigate these issues.
m. Development Schedule.
n. Operations and management of the proposed use which includes but is not limited to number of employees, proposed employee housing plan, hours of operation, fees charged to residents and visitors and provisions for off-site parking.

o. Identification of traditional beach and mountain access trails and additional trails which may be required for public access to the beaches and mountains and, if applicable preservation/mitigation plan and comments from the Department of Land and Natural Resources and the Office Hawaiian Affairs.
p. Identification and assessment of chemicals and fertilizers used including, but not limited to detailing effects upon surface, underground and marine water resources and neighboring properties and surrounding flora and fauna. If applicable, a mitigation plan and maintenance program and schedule and comments from the Departments of Health and Land and Natural Resources of the State of Hawaii, the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency.

X 8. Photographs of the subject site, existing structures and surrounding area which are dated. **See Section 10.**

X 9. Schematic Site Development Plans, if applicable, drawn to scale, which identify the following (rendered copy and 1 blueprint set). **See Exhibit F.**

a. Property lines and easements with its dimensions and area calculations;.
b. Location, size, spacing, setbacks and dimensions of all existing and proposed building, structure, improvements, and uses;
c. Existing and proposed building elevations, sections, floor plans, and site sections which clearly define the character of the development;
d. Topographic information showing existing features and conditions and proposed grading;
e. Existing and proposed landscaping which depicts open spaces, planting and trees
f. Existing the proposed roadways and accesses to the project and parking layout with dimensions; and
g. Shoreline, shoreline setback lines, stream and other setback lines.

NOTE: For Project Master Plan Review the development plans shall also comply with Maui county Code, Section 19.510.080.C.

X 10. Any other information as may be required by Director of Planning or the appropriate planning commissions of the County. **See Section 8, Section 9, and Section 10.**

X 11. Non-refundable filing fee payable to the County of Maui, Director of Finance.

a. State Land Use District Boundary Amendment.

b. Change in Zoning.
c. Community Plan Amendment.
d. County Special Management Area (SMA) Permit.
e. Environmental Assessment.

___X___ 12. Notice of Filing of Application (Attachment A). **See Section 11.**

___X___ 13. Notarized Affidavit of Mailing of Notice and Application (Attachment B). **See Section 12.**

___X___ 14. For Change in Zoning, the following additional information is required: **See Section 13.**

a. Legal metes and bounds description of the subject parcel.
b. Mylar map drawn to scale (8 ½ x 14" format) of the subject parcel (Attachment C).

An original plus one copy of the Draft Environmental Assessment shall be submitted for review by the Planning Department of suitability for transmittal to public agencies for review and comment. Upon deeming the application suitable for agency review, the Planning Department will contact the applicant to request the additional number of application packets needed for agency review.

SM1 PERMIT APPLICATION CHECKLIST

NOTE: Please number all documents and arrange them in the order they are listed below. Incomplete applications may be returned or delay their processing. Any misrepresentation regarding this application may result in a permit denial, permit revocation, and other possible violations and/or fines.

1. ☑ A non-refundable **Filing Fee**, payable to *County of Maui, Director of Finance*.
   See Fee Schedule, Table A Special Management Area (SMA) Permits (non-exempt). The current fee schedule is available at the Department of Planning, or at the Department of Planning section of the County of Maui website under "Development Permits, Applications & Reviews". www.mauicounty.gov

2. ☐ YES ☑ NO Has any work already been started or completed for this project?
   - If yes, please describe on a separate sheet of paper and be advised that additional fees may apply.

3. ☑ Completed **SM1 Permit Application Checklist** (*THIS CHECKLIST*) (pg 3).

4. ☑ Completed **APPLICATION Special Management Area Use Permit (SM1)** (pg 7). See Section 1

5. ☑ The Zoning & Flood Confirmation Form (pg 8) will need to be completed in its entirety and included in this application. This form needs to first be reviewed, confirmed, and signed by the Department of Planning, Zoning Administration and Enforcement Division (ZAED) prior to submitting this application. (ZAED is located in Wailuku at 250 S. High St, in the Kalana Pakui Bldg.) See Section 2

6. ☑ Completed *Chapter 343, HRS Checklist* (pg 9). If the proposed action triggers Chapter 343, HRS, related to Environmental Impact Statements, submit a completed Environmental Assessment (EA), Environmental Impact Statement (EIS), or a letter of exemption from Chapter 343, HRS, from the proper authority. See Section

7. ☑ Evidence that the applicant is the owner or lessee of record of the real property. – OR – If the applicant is not the owner, a notarized letter from the owner authorizing the applicant to act on the owners behalf, AND evidence that the authorization is from the legal owner. See Sections 3 & 4

8. ☑ Complete the information asked for on the *Notice of Application* form (pg 10). See Section 11
   NOTE: After the Department reviews the Notice of Application for completeness, it will be returned to the applicant. The applicant shall then submit the Notice of Application for publication to a newspaper within ten days of Departmental approval and submit proof of publication to the Planning Department within fourteen days after the date of publication. The applicant shall of publish the Notice of Application once in a newspaper printed and issued at least twice weekly in the County and which is generally circulated throughout the County. [For projects on Molokai only, the applicant shall publish the notice of application once in a newspaper which is printed and issued at least monthly and generally circulated on the island of Molokai.]

9. ☑ Complete the information asked for on the *Notice of Public Hearing* (pg 11), except the section to be completed by the Department of Planning. See Section 14
   NOTE: The Department will notify the applicant of the Public Hearing date at least forty-five days prior to the public hearing. This form shall then be mailed not less than thirty calendar days before the hearing date by certified or registered mail, postage prepaid, to the owners of real property situated within five hundred feet of the boundaries of the parcel that is the subject of the application, as identified in the 500 foot list below. The applicant shall also send notice to all persons who have requested the Commission in writing to be notified of special management area proceedings.

10. ☑ A **500 Foot List**. The 500 foot list should be arranged by tax map key (TMK) numbers. This list shall include all the tax map key (TMK) numbers, names, and addresses of all the owners, lessees of record, and members of the Board of Directors or managing agents to be notified, within 500 feet of the subject property's boundaries. This list shall be obtained from the County of Maui's real property tax roll. See Section 7

11. ☑ A **Location Map**. This shall be drawn to scale, identifying the location of the subject property within the general area. See Sections 6 & 7
    On this location map,
    a. Clearly identify the subject property.
    b. Clearly identify all lots within 500 feet of the subject property's boundaries.
    c. Draw a line indicating the 500 foot boundary.
    d. Include all the tax map key numbers within that area or have an easy way to match each lot with the 500 foot list from above.

Continued on next page...

SM1 PERMIT APPLICATION CHECKLIST (continued)

12. ☑ **Site Plan* of the Subject Property** prepared to scale and based upon an accurate instrument survey. The plan shall define and show the design of the proposed activity or development and the existing physical conditions of the land, including but not limited to, property boundaries, topography, all structures, natural and man-made features, trees, shoreline, and shoreline setback line. Said plans shall be signed, dated, drawn to scale, and measured in feet. See Section 8, Exhibit "F"

**Submit two (2) sets, including one (1) original*

13. ☑ **Plans* of the Proposed Activity or Development** designating the location and dimensions of the proposed activity or development on the land. If structures are included, the plan of the activity or development should include a dimensioned floor plan, sections, elevations, and other physical features. Provide existing and proposed finished (interior) square footage and existing and proposed covered lanai square footage. Said plans shall be signed, dated, drawn to scale, and measured in feet. See Section 8, Exhibit "F"

**Submit two (2) sets, including one (1) original*

14. ☑ A **Landscape Planting and Irrigation Plan** defining tree and shrub locations, type of plant materials, sizes, irrigation lines, as well as landscape lighting and graphics. Said plans must be dated. See Section 8, Exhibit "F"

Note: For Landscape Planting and Irrigation Plans that involve subdivisions or parking lots, please review the respective Landscape Planting Plan Application for more information on what may be required. These applications and guidelines are available at the Department of Planning, or at the Department of Planning section of the County of Maui website under "Development Permits, Applications & Reviews", then under the "Review" section. www.mauicounty.gov

15. ☑ A **Colored Drawing** of proposed buildings. See Section 8, Exhibit "F"

16. ☑ **Photographs** identifying the area where the proposed activity or development is to occur. The photographs should include the (1) site, (2) surrounding properties, and (3) the relationship of the site to the nearest public roadway. See Section 10

For shoreline properties, also include photographs (1) to, (2) from, and (3) along the shoreline.

(All photographs should be printed on standard sized paper, 8½ by 11.)

17. ☑ Any **Oral or Written Comments** received from governmental or nongovernmental agencies, community organizations or individuals with regard to the proposed action, and a summary of the dates and attendance of public meetings held on the proposed action. See Section 8

18. ☑ A Preliminary **Drainage Plan**. See Section 8

19. ☐ YES ☑ NO Are there any known taro patches, burial sites, cemeteries, fish ponds, or other historical features (over 50 years old) on this lot or in the immediate vicinity of the proposed project?

- If YES, include a scaled map identifying those sites, a description of what you may know about them, and supporting documentation.

20. ☑ YES ☐ NO Will there be any ground alteration, excavation, or digging associated with the proposed project?

- If YES, include a scaled map identifying the area of land affected, as well as the width, length, and the depth of the activity. If there is a state approved archeological monitoring plan for the site, submit a copy. See Section 8

21. ☐ YES ☑ NO Are there any rare, threatened, or endangered species of animal or plant, or its habitat within the lot of the proposed project or nearby properties? See Section 8

- If YES, include a brief description of the species, animal, and/or the affected habitat, as well as a description of what is being done or proposed to be done to minimize the affect.

22. ☑ YES ☐ NO Are any of the following areas located on this lot or on the properties immediately adjoining the proposed project? These areas include a flood plain, shoreline, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh waters, or coastal waters? See Section 8, Exhibit "7'

- If YES, include a scaled map identifying the area(s), in relation to the proposed project.

Continued on next page...

SM1 PERMIT APPLICATION CHECKLIST (continued)

23. ☐YES ☑NO Is the subject property abutting the shoreline?

- If YES, answer question 23(A) and submit the required information.
- If NO, answer questions 23(B) & 23(C) and submit any required information.

23(A). Is the shoreline fixed by either (a) a natural stabilized geographic features such as cliffs and rock formations, or (b) by a manmade structure which has been approved by appropriate government agencies and for which engineering drawings exist to locate the interface between the shoreline and the structure?

☐YES Submit evidence of these conditions and your most recent State Certified Shoreline Survey, or if one does not exist for the subject property, submit the most recent shoreline survey prepared by a land surveyor who is licensed in the State of Hawaii. The survey shall include the date of the field survey and the surveyor's signature. (Then go to on to 24.)

☐NO Submit two (2) sets (one original) of a State Certified Shoreline Survey. The survey shall be the actual field location of the shoreline as prepared by a land surveyor licensed in the State of Hawaii. The survey maps shall bear the surveyor's signature, date of field survey, and the certifying signature and date of the Chairman of the Board of Land and Natural Resources (BLNR). The certification date of State Certified Shoreline Survey shall not be older than one year. (Then go to on to 24.)

23(B). ☐YES ☑NO For any lot not abutting the shoreline, is any part of the proposed action to occur WITHIN 150 feet of the shoreline?

- If YES, Submit two (2) sets (one original) of a State Certified Shoreline Survey. The survey shall be the actual field location of the shoreline as prepared by a land surveyor licensed in the State of Hawaii. The survey maps shall bear the surveyor's signature, date of field survey, and the certifying signature and date of the Chairman of the Board of Land and Natural Resources (BLNR). The certification date of State Certified Shoreline Survey shall not be older than one year. (Then go to on to 23(C))

23(C). ☐YES ☐NO Is any part of the subject property lot line located WITHIN 150 feet of the shoreline?

- If YES, be advised that your SMA Assessment Application will be reviewed to determine if a State Certified Shoreline Survey is required.

24. ☑ Submit **two (2) copies** of a completed **Assessment Report**. The Assessment Report shall thoroughly address each of the items below in the order listed, including all subsections of the HRS, Chapter 205A-26, SMA Guidelines. Subjects which have been addressed earlier in the report but which also need to be addressed in later sections can have more limited treatment in the later sections, including reference to the earlier sections. You may request further guidance from the Department. See Section 8

(1) **Written description of the proposed action.** Provide a written description of:

A) The environmental setting of the property that is the subject of the proposed action, to include existing site and surrounding land uses, land use designations, soils, climate, and topography, as well as site ownership.

B) The scope of the proposed action, to include the proposed use, length, width, height, depth, building materials, and a statement of objectives of the proposed action.

(2) **Consistency.** Address and demonstrate how the proposed action is consistent with and/or allowed by the Countywide Policy Plan, any applicable Island Plan and Community Plan, any other applicable State and County plans including functional plans, and applicable land use and development regulations such as zoning, subdivision, special management area rules, and shoreline rules.

Continued on next page...

SM1 PERMIT APPLICATION CHECKLIST (continued)

(3) **Potential Environment and Ecology Impacts.** In addressing potential environmental and ecological effects of the proposed action, fully consider every phase of the action, its expected primary and secondary consequences, and its cumulative and short or long-term effects.

A) Separately address whether and how the proposed action might lead to potential environmental and ecological effects under each of the following twelve (12) criteria:

1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resources.
2. Significantly curtails the range of beneficial uses of the environment.
3. Conflicts with the county's or the state's long-term environmental policies or goals.
4. Substantially affects the economic or social welfare and activities of the community, county, or state.
5. Involves substantial secondary impacts, such as population changes and increased effects on public facilities, streets, drainage, sewage, and water systems and pedestrian walkways.
6. In itself has no significant adverse effects but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.
7. Substantially affects a rare, threatened, or endangered species of animal or plant, or its habitat.
8. Is contrary to the state plan, county's general plan, appropriate community plans, zoning and subdivision ordinances.
9. Detrimentally affects air or water quality or ambient noise levels.
10. Affects an environmentally sensitive area, such as flood plain, shoreline, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh waters, or coastal waters.
11. Substantially alters natural land forms and existing public views to and along the shoreline.
12. Is contrary to the objectives and policies of chapter 205A, HRS.

B) Address any probable adverse environmental effects that can be avoided;

C) Address any irreversible and irretrievable commitment of resources;

D) Provide a statement and address the sum of effects that adversely affect the quality of the environment and the ecology; and

E) Address alternatives considered to the proposed action.

(4) **Hawaii Revised Statutes (HRS), Chapter 205A**

A) HRS, Chapter 205A-2, Coastal Zone Management Program; Objectives and Policies. Separately address if and, if so, how the project facilitates the implementation of each of the Coastal Zone Management Program Objectives & Policies in all of the following ten (10) categories. See pages 16 and 17 for more information on the following ten (10) categories.

1. Recreational Resources.
2. Historic Resources.
3. Scenic and Open Space Resources.
4. Coastal Ecosystems.
5. Economic Uses.
6. Coastal Hazards.
7. Managing Development.
8. Public Participation.
9. Beach Protection.
10. Marine Resources.

B) HRS, Chapter 205A-26, Special Management Area Guidelines. Address each of the individual review criteria listed on page 18. In doing so, please explain how the project will enable the Planning Commission to:

1. Ensure that the provisions of Section 1 are met;
2. Make the findings of Section 2; and
3. Minimize, where reasonable, the conditions in Section 3.

25. ☑ Any additional information and documentation as may be required by the Planning Department or the appropriate Planning Commission of the County to properly process the application, and/or items you feel will aid the Department in its review of your project, (for example, traffic impact analysis, archaeological study, public transportation analysis, cultural impact assessment, view plane analysis, Urban Design and Review Board review, etc). List all other submitted documents below. E) Traffic & Drainage Report

A) Archaeological Assessment
B) Environmental Site Assessment
C) Native Hawaiian Cultural Practices Act
D) Traffic Impact Analysis

26. ☑ Complete the applicable questions in the Long Range Division Project Database form (pgs. 14 & 15).

NOTE: **After the Department reviews the application submittals for suitability for transmittal to agencies, the Department will notify the Applicant of the need to provide additional copies of the above.**

CHAPTER 343, HRS, COMPLIANCE CHECKLIST

Complete the following worksheet to determine whether the proposed action triggers Chapter 343, Hawaii Revised Statutes (HRS), relating to Environmental Impact Statements (EIS) within the County of Maui.

A ☐ YES ☑ NO **Do any of the proposed actions listed below apply to your project? The proposed actions listed below trigger Chapter 343, HRS.**

If YES, check any that apply and continue with question B below.

If NO, stop here, an Environmental Impact Statement may not be required.

1. ☐ Use of state or county lands or funds
2. ☐ Use of conservation district lands
3. ☐ Use of shoreline area
4. ☐ Use of historic site or district
5. ☐ Amendment to county general plan
6. ☐ Reclassification of conservation lands
7. ☐ Construction/modification of helicopter facilities
8. ☐ Propose any: (a) wastewater facility, except an individual wastewater system or a wastewater facility serving fewer than fifty (50) single-family dwellings or the equivalent; (b) Waste-to-energy facility; (c) Landfill; (d) Oil refinery; or (e) Power-generating facilities

B **Does the proposed action qualify for one or more of the following exemption classes?**

1. ☐ Operations, repairs, or maintenance of existing structures, facilities, equipment, or topographical features, involving negligible or no expansion or change of use beyond that previously existing;
2. ☐ Replacement or reconstruction of existing structures and facilities where the new structure will be located generally on the same site and will have substantially the same purpose, capacity, density, height, and dimensions as the structure replaced;
3. ☐ Construction and location of single, new, small facilities or structures and the alteration and modification of the same and installation of new, small, equipment and facilities and the alteration and modification of same, including, but not limited to:
   a. Single-family residences less than 3,500 square feet not in conjunction with the building of two or more such units;
   b. Multi-unit structures designed for not more than four dwelling units if not in conjunction with the building of two or more such structures;
   c. Stores, offices, and restaurants designed for total occupant load of twenty persons or less per structure, if not in conjunction with the building of two or more such structures; and
   d. Water, sewage, electrical, gas, telephone, and other essential public utility services extensions to serve such structures or facilities; accessory or appurtenant structures including garages, carports, patios, swimming pools, and fences; and, acquisition of utility easements;
4. ☐ Minor alterations in the conditions of land, water, or vegetation;
5. ☐ Basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource;
6. ☐ Construction or placement of minor structures accessory to existing facilities;
7. ☐ Interior alterations involving things such as partitions, plumbing, and electrical conveyances;
8. ☐ Demolition of structures, except those structures located on any historic site as designated in the national register or Hawaii register as provided for in the National Historic Preservation Act of 1966, Public Law 89-665, 16 U.S.C. §§470, as amended, or chapter 6E, HRS;
9. ☐ Zoning variances except shoreline set-back variances; and
10. ☐ Continuing administrative activities including, but not limited to purchase of supplies and personnel-related actions.

If <u>any boxes are checked</u>, submit any letter of exemption you may have received from the proper authority.

If <u>no boxes are checked</u>, then an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required. Submit the completed EA or EIS document with the application.

COUNTY OF MAUI
DEPARTMENT OF PLANNING
Kalana Pakui Building
250 South High Street
Wailuku, Hawaii 96793

Zoning Administration and
Enforcement Division (ZAED)
Telephone: (808) 270-7253
Facsimile: (808) 270-7634
E-mail: planning@mauicounty.gov

ZONING AND FLOOD CONFIRMATION FORM

(This section to be completed by the Applicant)

APPLICANT NAME Henry Spencer TELEPHONE (808) 280-4130

PROJECT NAME Paia Courtyard E-MAIL henryspencer@me.com

PROPERTY ADDRESS 120 Baldwin Avenue TAX MAP KEY (2) 2-5-005:063

☐ Yes ■ No **Will this Zoning & Flood Confirmation Form be used with a Subdivision Application?**
If "Yes", answer questions A and B below:

A) Will it be processed under one of the consistency exemptions of Section 18.04.030(B), MCC? ☐ Yes ☐ No
If "Yes", which exemption? _____

B) Provide the purpose of subdivision and the proposed land uses below:
This confirmation is for Lot A-1-A of subdivision File No. 2.3052.

NOTE: **1) Use a separate Zoning & Flood Confirmation Form for each Tax Map Key (TMK) number.**
2) If this will be used with a subdivision application AND if the zoning information for the subject property contains multiple State Land Use Districts, Community Plan Designations, or County Zoning, a signed and dated Land Use Designations (LUD) Map, prepared by a licensed surveyor showing all the various districts, designations, zonings, and any subdistricts, shall be submitted for review and approval.
3) If this will be used with a subdivision application AND if there are multiple State Land Use District designations, the applicant shall procure a District Boundary Interpretation from the State Land Use Commission.

(This section to be completed by ZAED)

LAND USE DESIGNATIONS (LUD) AND OTHER ZONING INFORMATION:

STATE LAND USE DISTRICT(S) Agriculture, Urban

COMMUNITY PLAN DESIGNATION(S) AG (Agriculture), P (Public/Quasi Public, B (Business/Commercial)

COUNTY ZONING(S) AG (Agriculture), Interim, B-CT (County Town Business)

OTHER DESIGNATION(S)/COMMENTS SMA (POR)

☐ Yes ■ No See Additional Comments On Page Two

☐ Yes ■ No See The Attached Land Use Designation Map

■ Yes ☐ No (SMA) SPECIAL MANAGEMENT AREA

☐ Yes ■ No (PH) PLANNED DEVELOPMENT

☐ Yes ■ No (PD) PROJECT DISTRICT

FLOOD INFORMATION:

FLOOD HAZARD AREA ZONE(S) X For Flood Zone AO, FLOOD DEPTH N/A

BASE FLOOD ELEVATION(S) N/A feet mean sea level, Local Tidal Datum.

*FLOODWAY ☐ Yes ■ No *FLOOD DEVELOPMENT PERMIT REQUIRED ☐ Yes ■ No

* For flood hazard area zones X or XS, a flood development permit would be required if any work is done in any drainage facility or stream area that would reduce the capacity of the drainage facility, river, or stream, or adversely affect downstream property.

* For subdivisions in ALL FLOOD HAZARD AREA ZONES (including zones X or XS) that involve streams, gulches, low areas, or any type of drainageway, a designation of the 100 year flood inundation limits or a drainage reserve may be required.

SUBDIVISION CONSISTENCY: ■ **N/A (Not Applicable)**

_____ (Signature)

Except as permitted in Section 18.04.030(B) MCC, property containing Interim Zoning shall NOT be subdivided.

☐ **The Land Use Designations (LUD) align and a unilateral agreement is not required.

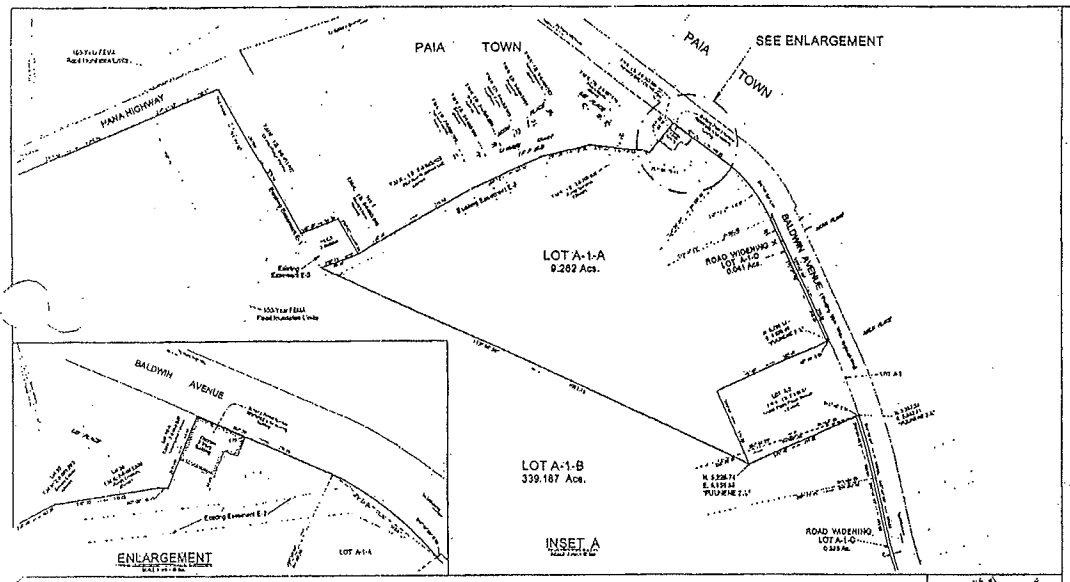
☐ **The LUD's do not align and the available or proposed land uses appear to be:
☐ Consistent, with a Department of ☐ Public Works / ☐ Planning unilateral agreement.
☐ Not Consistent. Comments: _____

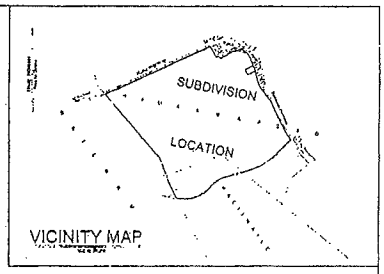
** All proposed subdivisions will be further reviewed during the subdivision application process to verify consistency, unilateral agreement requirements, and the conditions associated with a unilateral agreement [Section 18.04.030(D), Maul County Code].

REVIEWED & CONFIRMED BY:

Paul Cattlett 4-1-2013
(Signature) (Date)

For: JOSEPH ALUETA, Planning Program Administrator, Zoning Administration and Enforcement Division



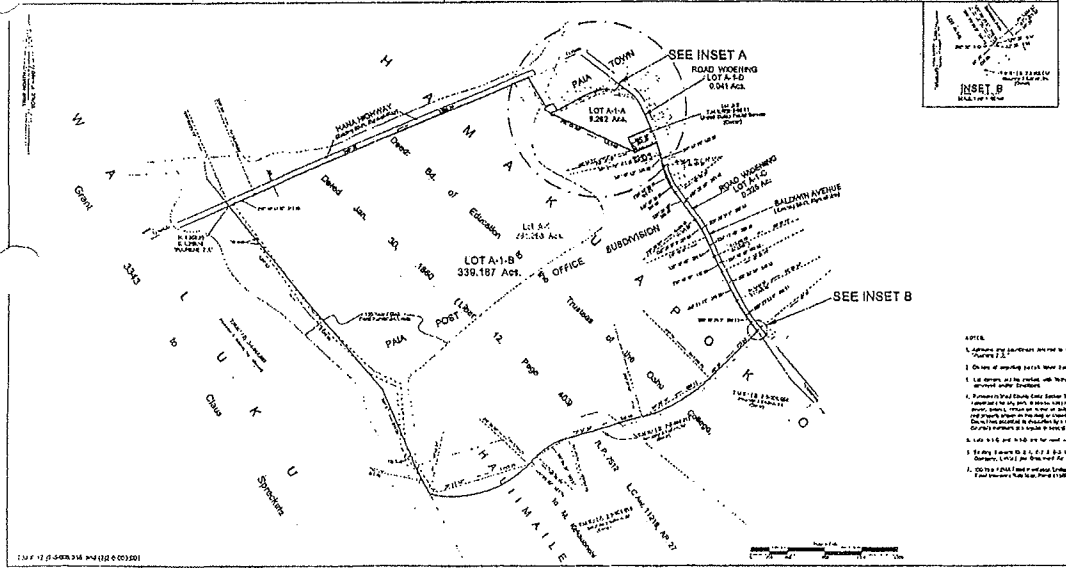


PAIA POST OFFICE SUBDIVISION

CONSOLIDATION OF LOT A-1 OF THE PAIA POST OFFICE SUBDIVISION (L.U.C.A. FILE NO. 2.2545) AND LOT 14-A OF TAVARES TRACT (L.U.C.A. FILE NO. 2.2555) INTO ONE LOT AND RESUBDIVISION INTO LOTS A-1-A TO A-1-D, INCLUSIVE

Being a portion of the land deeded by the Board of Education to the Trustees of the Oahu College dated January 20, 1900 in Liber 12, Page 408 and Royal Patent 7512, Land Commission Award 11216, Apana 27 to M. Kekauonohi

HAMAKUAPOKO AND HALIIMAILE, MAKAWAO, MAUI, HAWAII



SUBDIVISION FILE NO. 2.3052

3. LAND OWNERSHIP DOCUMENTATION

(Submitted with Original Application Document Only)

R-693 STATE OF HAWAII
BUREAU OF CONVEYANCES
RECORDED
DEC 06, 2011 02:00 PM
Doc No(s) 2011-205350

20 2/2 Z12

/s/ NICKI ANN THOMPSON
REGISTRAR
CONVEYANCE TAX: $0.00

Return by Mail ( ) Pickup (✓) To:

CHO
CADES SCHUTTE LLP
1000 Bishop Street, 12th Floor
Honolulu, Hawaii 96813

This document contains 14 pages

Tax Map Key No.: (2) 2-5-005-018 (por); (2) 2-6-003-001

LIMITED WARRANTY DEED WITH RESERVATION OF EASEMENTS, COVENANTS, RESERVATIONS AND RESTRICTIONS

THIS LIMITED WARRANTY DEED WITH RESERVATION OF EASEMENTS, COVENANTS, RESERVATIONS AND RESTRICTIONS (this "**Instrument**"), is made as of JUNE 1, 2011, by:

ALEXANDER & BALDWIN, INC., a Hawaii corporation ("**First Grantor**"), with post office address at 822 Bishop Street, Honolulu, Hawaii 96813,
PAIA 2020, LLC, a Hawaii limited liability company ("**Second Grantor**"), with post office address at P.O. Box 790478, Paia, Hawaii 96779 and
DAVID R. SPEE, TRUSTEE OF THE DAVID R. SPEE REVOCABLE TRUST, dated November 16, 2009 ("**Third Grantor**") with full power to sell, convey, exchange, or otherwise deal with and dispose of all lands of the trust estate and interest therein, with post office address is P.O. Box 790478, Paia, Hawaii 96779

First Grantor, Second Grantor and Third Grantor are collectively called "**Grantor**"; and

PAIA 2020, LLC, a Hawaii limited liability company, whose address is P.O. Box 790478, Paia, Hawaii 96779 ("First Grantee"), and
DAVID R. SPEE, TRUSTEE OF THE DAVID R. SPEE REVOCABLE TRUST, dated November 16, 2009 ("Second Grantee")

First Grantee and Second Grantee are collectively called "**Grantee**".

RECITALS:

A. Lot A-1-A described in Exhibit "A" attached to and part of this Instrument was created by Consolidation of Lot A-1 of the Paia Post Office Subdivision and Lot 14-A of the Tavares Tract and Resubdivision into Lots A-1-A to A-1-D inclusive, Subdivision File Number 2.3052 of the County of Maui approved May 13, 2011.

B. Said Lot 14-A is owned by Third Grantor.

C. Lot A-1 was submitted to a condominium property regime (the "**Paia Condominium**") by Declaration of Condominium Property Regime of Paia Condominium, dated December 16, 2010 recorded in the Bureau of Conveyances of the State of Hawaii (the "**Bureau**") as Document No. 2010-196510. Unit 1 of Paia Condominium was conveyed to Second Grantor.

D. By Termination of Condominium Property Regime of Paia Condominium and Conveyance of Lots intended to be recorded in the Bureau substantially concurrently with this Instrument (the "**Termination**"), Paia Condominium was terminated and in accordance with Section 514B-47(b) Hawaii Revised Statutes as amended, the land and improvements of Paia Condominium were deemed held by First Grantor and Second Grantor as tenants in common.

E. By the Termination Lots A-1-B through A-1-D were conveyed to First Grantor and by this Instrument Lot A-1-A is conveyed to Grantee.

1. Deed

For and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor does hereby grant, bargain, sell, and convey until Grantee, absolutely and in fee simple, as tenants in common in equal shares, all of Grantor's right, title, and interest in and to:

> Lot A-1-A situate, lying and being at Paia, Hamakuapoko, District of Makawao, Island and County of Maui, State of Hawaii, and more particularly described in Exhibit "A" attached hereto and made a part hereof, and subject to the reservations, terms and provisions of this Instrument, subject, however, to the encumbrances set forth in Exhibit "A";
>
> And the reversions, remainders, rents, issues, and profits thereof, and all of the estate, right, title, and interest of Grantor, both at law and in equity therein and thereto (collectively, the "**Property**");

TO HAVE AND TO HOLD the same, together with all buildings, improvements, rights, easements, privileges, and appurtenances thereon and thereto belonging or appertaining or held and enjoyed therewith, unto Grantee according to the tenancy herein set forth, forever.

SUBJECT, HOWEVER, to all of the reservations, encumbrances and covenants of Grantor and Grantee mentioned in this Instrument.

Each of First Grantor, Second Grantor and Third Grantor severally hereby covenants with Grantee that the interest of such Grantor in the Property is free and clear of and from all encumbrances made or suffered by such Grantor, except as aforesaid; and that such Grantor will warrant and defend the same unto Grantee against the lawful claims and demands of all persons claiming by, through or under said Grantor, except as aforesaid.

1. As Is

(a) Each of First Grantee and Second Grantee, for itself, its successors in trust, successors and assigns, hereby accepts the Property and acknowledges, covenants, and agrees with and to each Grantor, its successors, successors in trust and assigns, that the Property is held and shall be held, conveyed, mortgaged, encumbered, leased, rented, used, occupied and improved subject to the following covenants, warranties, and restrictions, which covenants, warranties, and restrictions are conditions to such Grantor's conveyance of the Property to Grantee.

(b) Except as is expressly set forth in this Instrument or, as to First Grantor and First Grantee, in that certain Agreement of Purchase and Sale dated July 2, 2007 (the "PSA"), Grantee assumes all risks regarding all aspects of the Property, and the condition thereof, including, without limitation: (i) the risk of any physical condition affecting the Property including, without limitation, the existence of any hazardous substances or other conditions prohibited by any applicable environmental laws, the existence of any soils conditions, or the existence of archeological or historical conditions on the Property; (ii) the risk of any damage or loss to the Property caused by any means including, without limitation, tsunami, flood, earthquake or volcanic eruption; (iii) the risk of use, zoning, habitability, merchantability or quality of the Property or the suitability of the Property for its present use or future development; and (iv) the risk of any future change in applicable laws.

(c) Except as is expressly set forth in this Instrument or, as to First Grantor, in the PSA, Grantee assumes, waives, and is deemed to waive, surrender, and releases each Grantor and such Grantor's officers, directors, shareholders, trustees, employees, and agents, from and against any and all claims, demands, causes of action, loss, damages, liability, costs and expenses (including attorneys' fees) of any kind, known or unknown, that Grantee might have asserted or alleged against such Grantor and its officers, directors, shareholders, employees, and agents at any time, by reason or arising out of any latent or patent defects or physical conditions, violations of any applicable laws, and any and all other acts, omissions, events, circumstances or matters regarding the Property.

2. Nearby Agricultural Activities

Grantee, for itself, its successors and assigns, hereby acknowledges, covenants and agrees with and to First Grantor, its successor and assigns, as follows:

(a) The Grantee acknowledges that the Property is adjacent to, nearby or in the vicinity of lands being, or which in the future may be, actively used for the growing, harvesting

and processing of pineapple, sugar cane, and other agricultural products (such growing, harvesting and processing activities being herein collectively called the "**Agricultural Activities**"), which activities have and may from time to time bring upon the Property or result in smoke, dust, noise, heat, agricultural chemicals, particulates, and similar substances and nuisances (collectively, the "**Agricultural By-Products**").

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

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

(d) Any Agricultural Activities or Agricultural By-Products, and any claim, demand, action, loss, damage, liability, cost or expense arising therefrom, shall not constitute a breach of any covenant or warranty of First Grantor under this Instrument or be the basis for a suit or other claim for injunction or abatement of nuisances, and Grantee hereby forever waives any right to file any such suit or claim.

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

(f) Each of the foregoing covenants, agreements, acknowledgments, waivers and releases shall constitute covenants running with Lot A-1-A. Each such covenant, agreement, acknowledgment, waiver and release shall be binding upon, and all references to "Grantee" shall

mean and include, First Grantee, Second Grantee and their respective successors, successors in trust, and assigns, and all persons now or hereafter acquiring any right, title or interest in or to the Property (or any portion thereof) or occupying all or any portion of the Property. By accepting any right, title or interest in the Property (or any portion thereof) or by occupying all or any portion of the Property, each such person automatically shall be deemed to have made and agreed to, and shall be bound by, observe and be subject to, each of the foregoing covenants, agreements, acknowledgments, waivers and releases.

3. Easements Over Property

First Grantor reserves the right to designate and to grant to the State of Hawaii, the County of Maui, Maui Electric Company, Department of Water Supply of the County of Maui or any other appropriate governmental agency or to any public utility or other public or private corporation, with notice to Grantee but without the consent or joinder of Grantee, easements over for access, electrical, gas, cable television, communications and other utility facilities and purposes over, under along, across or through the Property under the usual terms and conditions required by the grantee or holder of such easement rights; provided, however, that such easements shall be at locations which shall not materially interfere with Grantee's use of the Property. Grantee hereby appoints First Grantor as Grantee's attorney-in-fact to grant such easements and do all other things necessary to effectuate such grants. This power-of-attorney is coupled with an interest and irrevocable. Notwithstanding such appointment, Grantee shall promptly upon First Grantor's request and for no additional consideration, join in and execute such documents and instruments to effectuate such grants as may be requested by First Grantor.

4. Miscellaneous

(a) In the event any covenant, restriction or reservation herein contained is held to be invalid or unenforceable in whole or in part, by any order, judgment or decree of any court, then such decision shall in no way affect the validity of the other covenants, restrictions or reservations herein contained, and they shall remain in full force and effect.

(b) The terms and provisions contained in this Instrument are intended to supersede the covenants, reservations and restrictions contained in that certain Limited Warranty Deed with Reservation of Easements, Covenants, Reservations and Restrictions, dated December ___, 2010, recorded as Document No. 2010-200351 and the parties agree that the terms and provisions of said Limited Warranty Deed are terminated by this Instrument so that said Limited Warranty Deed shall not be deemed an encumbrance on any of Lots A-1-A, A-1-B, A-1-C or A-1-D.

(c) In the event of any legal action or proceeding regarding the rights and obligations of the parties under this Instrument, the prevailing party shall be entitled to reasonable attorneys' fees and court costs. The titles and headings in this Instrument are intended solely for means of reference and are not intended to modify, explain or place any construction on any of the provisions of this Instrument.

(d) This Instrument may be executed in as many counterparts as may be deemed necessary or convenient, and by the parties on separate counterparts, each of which, when so executed, shall be deemed an original, but all such counterparts shall constitute one and the same instrument. The parties agree that the person or company recording or arranging for the

recordation of this Instrument is authorized to complete any blanks contained in this Instrument with the applicable number of pages, dates, and recordation information, whether before or after this Instrument has been notarized by a notary public, and in no event shall completion of any such blanks be deemed an alteration of this Instrument by means of the insertion of new content

The remainder of this page is intentionally left blank.

IN WITNESS WHEREOF, Grantor and Grantee have executed this Instrument as of the date first above set forth.

ALEXANDER & BALDWIN, INC.,
a Hawaii corporation

By: _____
Name: Nelson N.S. Chun
Title: Senior Vice President

By: _____
Name: Charles W. Loomis
Title: Assistant Secretary

"First Grantor"

Signatures continue on the following page

PAIA 2020, LLC,
a Hawaii limited liability company

By: _____
Name: David R. Spee
Title: manager

By: _____
Name:
Title:

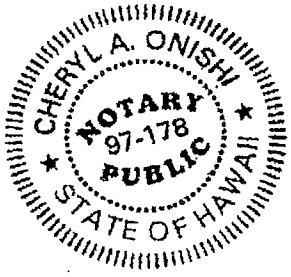
"Second Grantor" and "First Grantee"

_____
David R. Spee, Trustee as aforesaid

"Third Grantor" and "Second Grantee"

STATE OF HAWAII)
) SS:
CITY AND COUNTY OF HONOLULU)

On this 22nd day of November, 2011, before me personally appeared NELSON N. S. CHUN, to me personally known, who, being by me duly sworn or affirmed, did say that such person executed the foregoing instrument as the free act and deed of such person, and if applicable in the capacity shown, having been duly authorized to execute such instrument in such capacity.



Notary Public, State of Hawaii

Printed Name: CHERYL A. ONISHI

My commission expires: APR 17 2013

(Official Stamp or Seal)

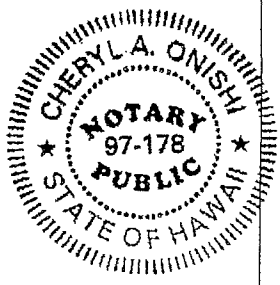
NOTARY CERTIFICATION STATEMENT

Document Identification or Description: Limited Warranty Deed With Covenants, Reservations and Restrictions

Doc. Date: _____ or ☒ Undated at time of notarization.

No. of Pages: 15

Jurisdiction: First Circuit
(in which notarial act is performed)



Signature of Notary

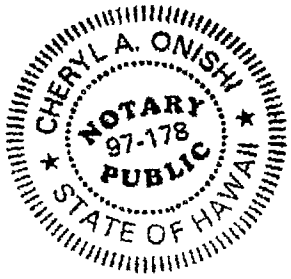
November 22, 2011
Date of Notarization and Certification Statement

CHERYL A. ONISHI
Printed Name of Notary

(Official Stamp or Seal)

STATE OF HAWAII)
) SS:
CITY AND COUNTY OF HONOLULU)

On this 22nd day of November, 2011, before me personally appeared CHARLES W. LOOMIS, to me personally known, who, being by me duly sworn or affirmed, did say that such person executed the foregoing instrument as the free act and deed of such person, and if applicable in the capacity shown, having been duly authorized to execute such instrument in such capacity.



Notary Public, State of Hawaii

Printed Name: CHERYL A. ONISHI

My commission expires: APR 17 2013

(Official Stamp or Seal)

NOTARY CERTIFICATION STATEMENT

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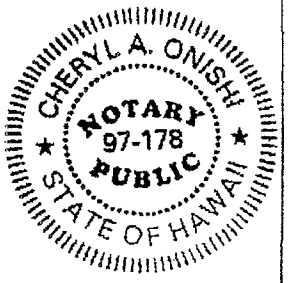
No. of Pages: 15 Jurisdiction: First Circuit (in which notarial act is performed)

November 22, 2011

Signature of Notary Date of Notarization and Certification Statement



CHERYL A. ONISHI

Printed Name of Notary

(Official Stamp or Seal)

EXHIBIT "A"

All of that certain parcel of land situate, lying and being at Hamakuapoko, Makawao, Island and County of Maui, State of Hawaii, being LOT A-1-A, of PAIA POST OFFICE SUBDIVISION, being all of Lot 14-A of the Tavares Tract and a portion of Lot A-1 of the Paia Post Office Subdivision, being also a portion of the land deeded by the Board of Education to the Trustees of the Oahu College dated January 30, 1860 in Liber 12 at Page 403, and thus bounded and described as per survey dated September 30, 2010, to wit:

Beginning at a pipe at the southeasterly corner of this lot, said pipe being also the southerly corner of Lot A-2 of the Paia Post Office Subdivision, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUUNENE 2" being 5,226.74 feet north and 5,655.62 feet east and running by azimuths measured clockwise from true South:

1.	115°	04'	50"	1,021.48	feet along Lot A-1-B of the Paia Post Office Subdivision to a pipe;
2.	250°	15'		86.37	feet along same to a pipe;
3.	239°	39'		278.50	feet along Lot 1 of the Partition of Hew Fat's Portion of L. C. Aw. 5325, Apana 4 to Kiha and along R. P. 2341, L. C. Aw. 5325, Apana 4 to Kiha (being along T.M.K: (2) 2-6-003:028) to a pipe;
4.	244°	52'		167.30	feet along Lots 27 to 31, inclusive of the Tavares Tract (F. P. 267) to a pipe;
5.	256°	00'		107.00	feet along Lots 31, 32 and 35 of the Tavares Tract (F. P. 267) to a pipe;
6.	276°	00'		116.65	feet along Lot 36 of the Tavares Tract (F. P. 267) to a pipe;
7.	287°	00'		15.43	feet along same to a pipe;
8.	217°	25'		83.14	feet along same and along Lot 13-A of the Tavares Tract (F.P. 267) to a pipe;
9.	307°	25'		161.25	feet along the southwesterly side of Baldwin Avenue to a pipe;

10. Thence along same on a curve to the right with a radius of 327.10 feet, the chord azimuth and distance being:

	323°	13'	27"	142.41	feet to a pipe;
11.	335°	47'	50"	296.22	feet along the southwesterly side of Baldwin Avenue (being along Road Widening Lot A-1-C of the Paia Post Office Subdivision) to a pipe;
12.	65°	48'		262.47	feet along Lot A-2 of the Paia Post Office Subdivision to a pipe;
13.	335°	48'		174.70	feet along same to the point of beginning and containing an area of 9.262 acres, more or less.

BEING A PORTION OF THE PREMISES ACQUIRED BY THE FOLLOWING INSTRUMENTS:

1. First Grantor by deed from Alexander & Baldwin, Inc., a Hawaii corporation to A&B-Hawaii, Inc., a Hawaii corporation dated March 30, 1989, but effective April 1, 1989 recorded in Liber 23006 Page 583 and by Termination of Condominium Property Regime of Paia Condominium and Conveyance of Lots intended to be recorded in the Bureau substantially concurrently with this Instrument.

Note: Filed with the Department of Commerce and Consumer Affairs of the State of Hawaii (Business Registration), is the Merger of A&B-Hawaii, Inc., a Hawaii corporation, with and into Alexander & Baldwin, Inc. on December 31, 1999.

2. Second Grantor by quitclaim deed dated as of August 31, 2010 from David R. Spee and Pia D. Spee, husband and wife dated November 16, 2009 recorded as Document No. 2010-130308.

3. Third Grantor by Limited Warranty Deed with Reservation of Easements, Covenants, Reservations and Restrictions from Alexander & Baldwin, Inc., a Hawaii corporation dated as of December __, 2010 recorded as Document No. 2010-200351 and by Termination of Condominium Property Regime of Paia Condominium and Conveyance of Lots intended to be recorded in the Bureau substantially concurrently with this Instrument.

SUBJECT, HOWEVER, to:

1. Mineral and water rights of any nature in favor of the State of Hawaii.

2. The terms and provisions contained in that certain AGREEMENT FOR ALLOCATION OF FUTURE SUBDIVISION POTENTIAL, acknowledged September 14, 1999 and August 27, 1999, made by A&B-HAWAII, INC., and COUNTY OF MAUI, and recorded in the Bureau as Document No. 99-154367.

3. The terms, provisions, restrictions and conditions of that certain GRANT made to VERIZON HAWAII INC., now known as HAWAIIAN TELCOM, INC., dated February 14, 2001, recorded in the Bureau as Document No. 2001-056897, granting a perpetual right and easement for utility purposes, as shown on the map attached thereto.

4. The terms, provisions, restrictions and conditions of that certain GRANT made to MAUI ELECTRIC COMPANY, LIMITED, and VERIZON HAWAII INC., now known as HAWAIIAN TELCOM, INC., a Hawaii corporation, dated December 14, 2004. recorded in the Bureau as Document No. 2006-040880, granting a perpetual right and easement over and across said Easement "E-2," for utility purposes; more particularly described therein.

5. The terms, provisions, restrictions and conditions of that certain AGREEMENT FOR ALLOCATION OF FUTURE SUBDIVISION POTENTIAL, dated January 15, 2009, recorded in the Bureau as Document No. 2009-010984, made by and between ALEXANDER & BALDWIN, INC., and DAVID R. SPEE and PIA D. SPEE, "Subdivider," and COUNTY OF MAUI, through its Department of Public Works, a political subdivision of the State of Hawaii, "County".

6. The terms, provisions, restrictions and conditions of that certain SUBDIVISION AGREEMENT (AGRICULTURAL USE) dated July 12, 2010, recorded in the Bureau as Document No. 2010-103593, and made by and between ALEXANDER & BALDWIN, INC., and DAVID R. SPEE and PIA D. SPEE, "Owner," and COUNTY OF MAUI, through its Department of Planning, as amended and restated by instrument dated March 7, 2011 recorded as Document No. 2011-043573.

7. The terms and provisions contained in STIPULATED JUDGEMENT; ORDER; EXHIBIT "A" dated November 30, 1995 between A & B - Hawaii, Inc., a Hawaii corporation and Stephen K. Arakawa and Bernice K. Arakawa recorded as Document Nos. 95-159836 and 95-163278.

8. The terms and provisions contained in the HOLD HARMLESS AGREEMENT dated January 18, 2000 between David R. Spee and Pia D. Spee, husband and wife, and the County of Maui recorded as Document No. 2000-014541.

9. The terms and provisions contained in the ENCROACHMENT, EASEMENT AND INDEMNIFICATION AGREEMENT dated October 25, 2000 among David R. Spee and Pia D. Spee, Hi-Tech Sailboards of Hawaii, Inc., a Hawaii corporation, and Kimberly K. Ball recorded as Document No. 2000-155473.

10. The terms and provisions contained in the Parking Agreement dated December 19, 2000 among David R. Spee and Pia D. Spee, Hi-Tech Sailboards of Hawaii, Inc., a Hawaii corporation, and Kimberly K. Ball recorded as Document No. 2000-181353.

11. Discrepancies, conflicts in boundary lines, shortage in area, encroachments or any other matters which a correct survey or archaeological study would disclose.

4. LETTERS OF AUTHORIZATION

DAVID R. SPEE, ESQ.

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

William Spence, Director
County of Maui - Department of Planning
250 South High Street
Wailuku, HI 96793

RE: PROPOSED PAIA COURTYARD PROJECT,
PAIA, MAUI, HAWAII; TMK NO. (2) 2-5-005-063

Dear Mr. Spence:

David R. Spee, Trustee of the David R. Spee Revocable Trust, dated November 16, 2009 and co-owner of the above-referenced parcel, hereby authorizes Paia 2020, LLC to prepare, file, process, and obtain all necessary permits and approvals for the subject project including but not limited to, Community Plan Amendment (CPA), Change in Zoning (CIZ), District Boundary Amendment (DBA), and Special management Area (SMA) Use Permit.

Should you have any questions or require additional information, please do not hesitate to contact David Spee at (808) 579-844.

Sincerely,

David R. Spee
Trustee as aforesaid

STATE OF HAWAII)
) ss.
COUNTY OF MAUI)
Second Judicial Circuit

Document Description: Letter of Authorization
Document Date: 7/9/15
Number of Pages: 1

On this 9th day of July, 2015, appeared David R. Spee, Trustee of the David R. Spee Revocable Trust, dated November 16, 2009, to me personally known to be the person described in and/or satisfactorily proved to me to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed as said Trustee.

15.

Name of Notary: Serena L. Freitas
Notary Public, State of Hawaii
My Commission expires: September 28, 2015

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

William Spence, Director
County of Maui - Department of Planning
250 South High Street
Wailuku, HI 96793

RE: PROPOSED PAIA COURTYARD PROJECT,
PAIA, MAUI, HAWAII; TMK NO. (2) 2-5-005-063

Dear Mr. Spence:

Paia 2020, LLC, a co-owner of the above-referenced parcel and the applicant for a Community Plan Amendment (CPA), Change in Zoning (CIZ), District Boundary Amendment (DBA), and Special Management Area (SMA) Use Permit for the subject project, hereby authorizes our Manager, David R. Spee, Esq. and Henry Spencer to prepare, file, process, and obtain all necessary permits and approvals for the subject project on our behalf.

Should you have any questions or require additional information, please do not hesitate to contact David Spee at (808) 579-844.

Sincerely,

David R. Spee
Manager of Paia 2020, LLC

STATE OF HAWAII)
) ss.
COUNTY OF MAUI)
Second Judicial Circuit

Document Description: Letter of Authorization
Document Date: 7/9/15
Number of Pages: 1

On this 9th day of July, 2015, appeared David R. Spee, to me personally known, who, being by me duly sworn, did say that he is the Manager of Paia 2020, LLC., a Hawaii Limited Liability Company; and that the instrument was signed on behalf of said company by authority of its Members, and said Manager acknowledged said instrument to be the free act and deed of said company.

L.S.

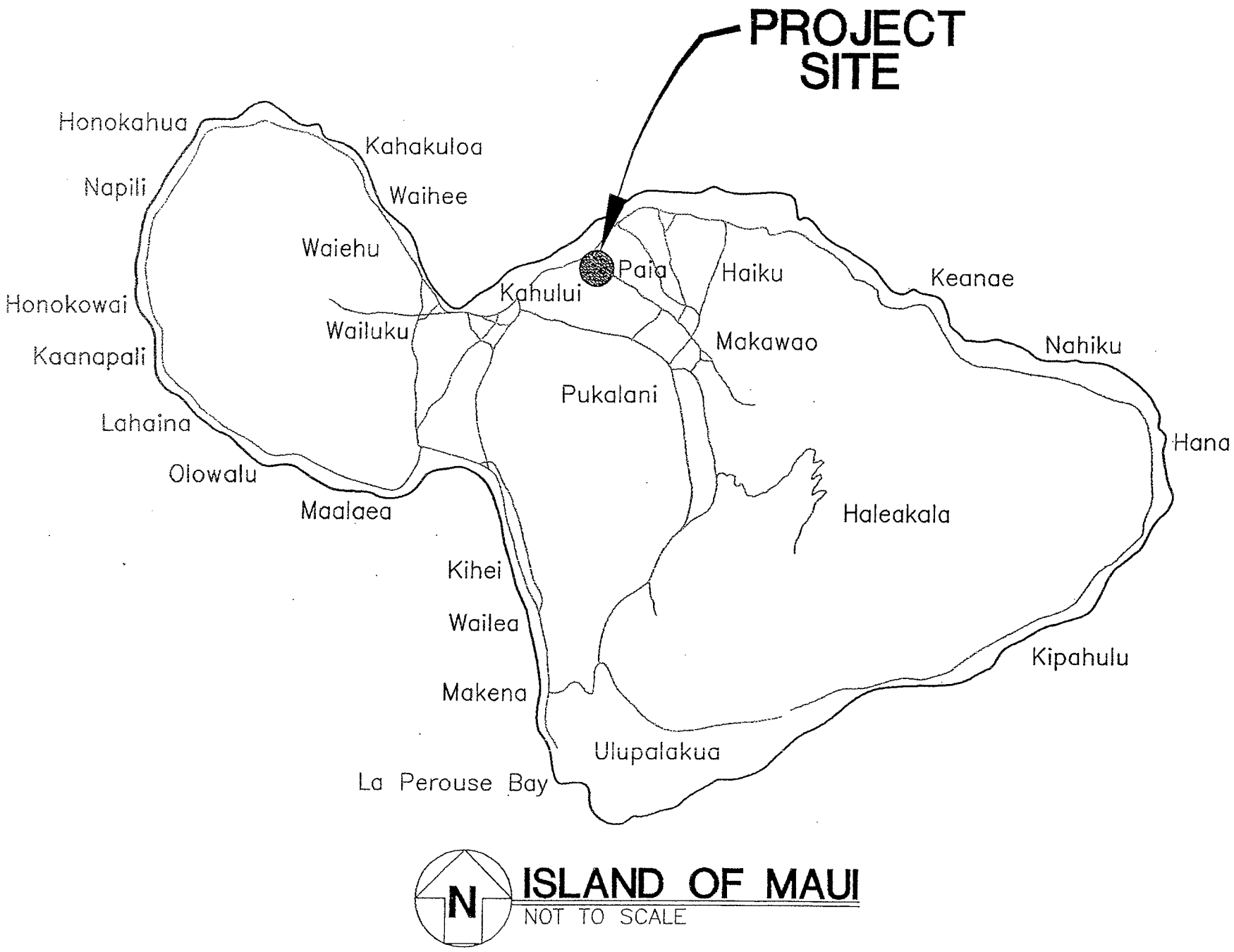
Name of Notary: Serena L. Freitas
Notary Public, State of Hawaii
My Commission expires: September 28, 2015

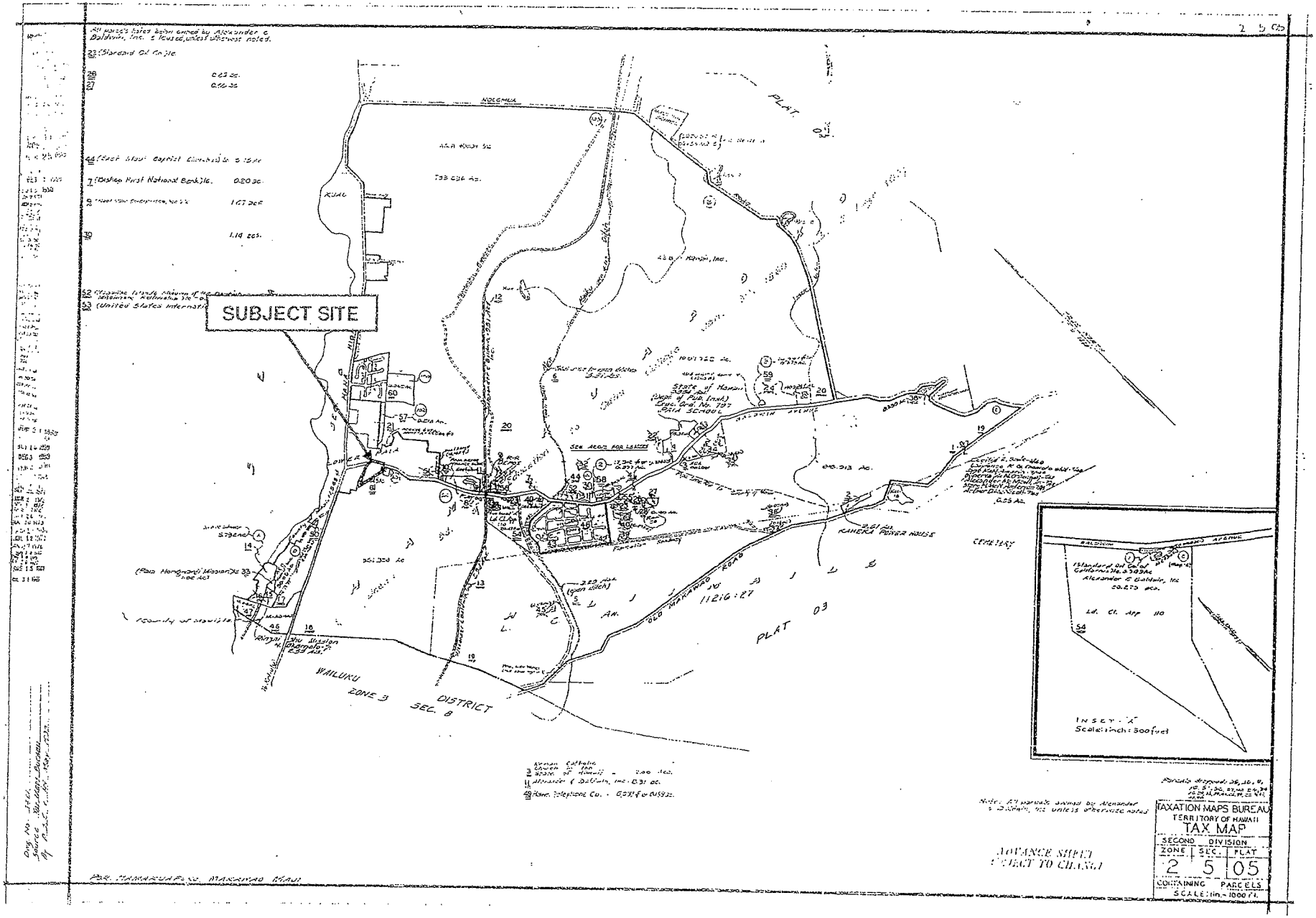
5. AGENTS NAME, ADDRESS, AND TELEPHONE NUMBER

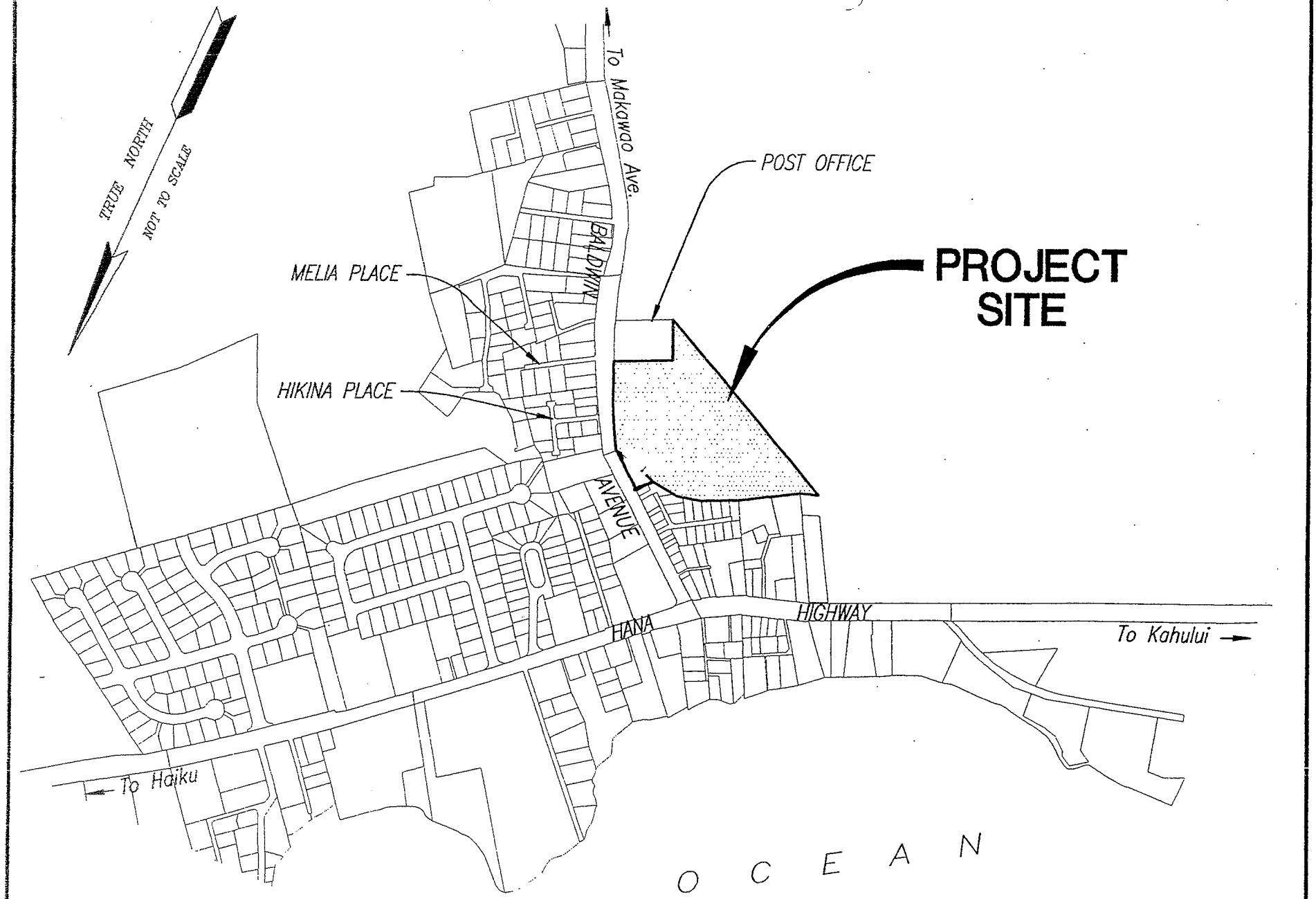
AGENT:	David R. Spee
ADDRESS:	P.O. Box 790478, Paia, Hawaii 96779
EMAIL:	DavidSpee @aol.com
TELEPHONE:	(808) 579-8244
FACSIMILE:	(808) 579-8600

AGENT:	Henry Spencer
ADDRESS:	P.O. Box 790829, Paia, Hawaii 96779
EMAIL:	henryspencer@me.com
TELEPHONE:	(808) 280-4130
FACSIMILE:	(808) 579-8600

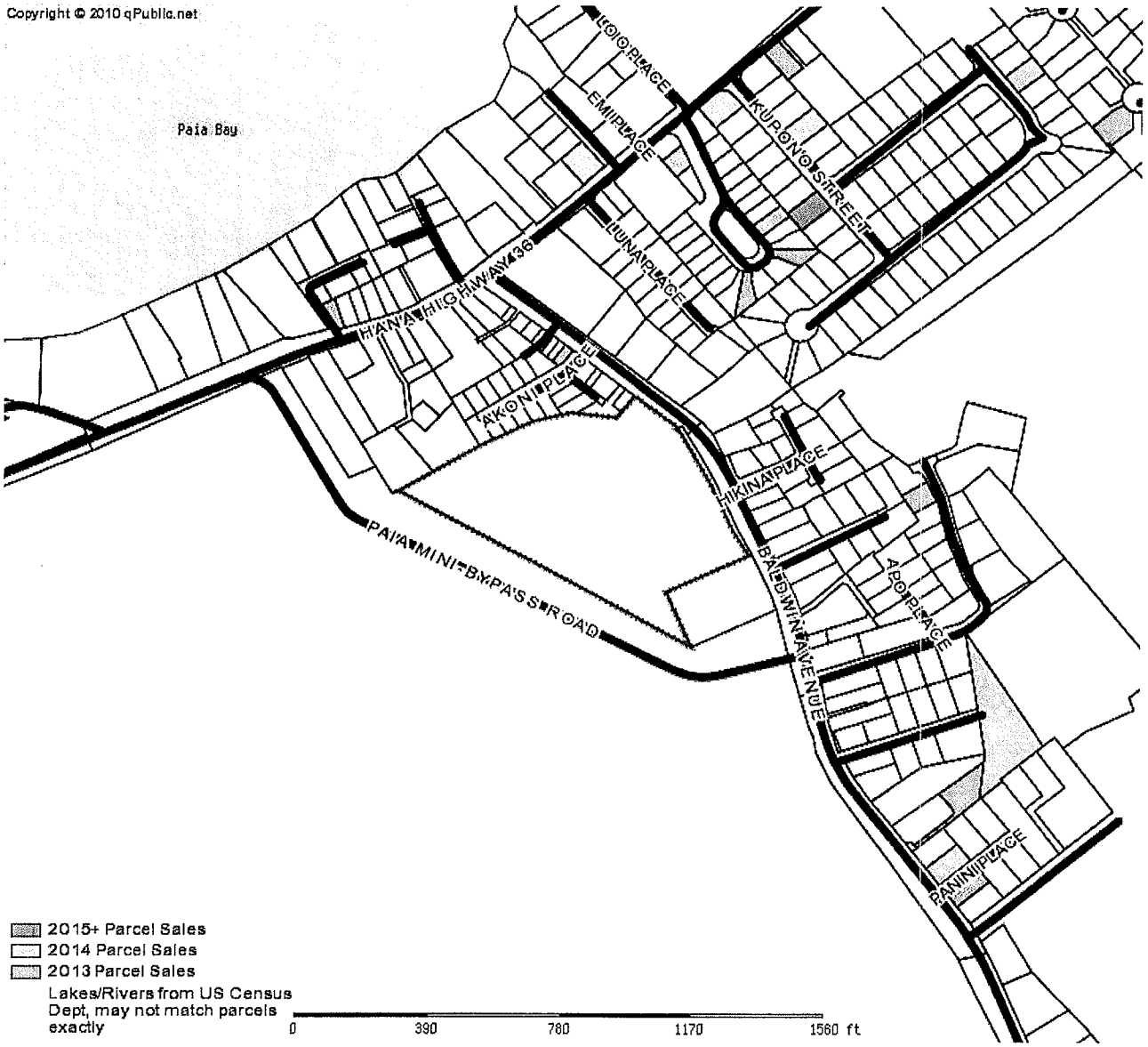
6. LOCATION MAP


PROJECT SITE
Honokahua
Napili
Kahakuloa
Waihee
Waiehu
Honokowai
Kaanapali
Wailuku
Kahului
Paia
Haiku
Keanae
Nahiku
Makawao
Pukalani
Lahaina
Olowalu
Maalaea
Hana
Haleakala
Kihei
Wailea
Makena
Kipahulu
Ulupalakua
La Perouse Bay
N
ISLAND OF MAUI
NOT TO SCALE


SUBJECT SITE
PLAT
WAILUKU
ZONE 3
SEC. 8
DISTRICT
OLD HAIKU ROAD
KAHEKA FISHER HOUSE
CEMETERY
INSET "A"
Scale: 1 inch = 500 feet
TAXATION MAPS BUREAU
TERRITORY OF HAWAII
TAX MAP
SECOND DIVISION
ZONE 2 SEC. 5 PLAT 05
SCALE: 1in. = 1000 ft.



VICINITY MAP



Maui County Assessor			
Parcel: 250050630000 Acres: 9.26			
Name:	PAIA 2020 LLC	Land Value	$1,446,100.00
Site:	62 BALDWIN AVE	Building Value	$0.00
Sale:		Misc Value	$0.00
Mail:	P O BOX 790478 PAIA HI 96779	Just Value	$0.00
		Assessed Value	$1,446,100.00
		Exempt Value	$0.00
		Taxable Value	$1,446,100.00

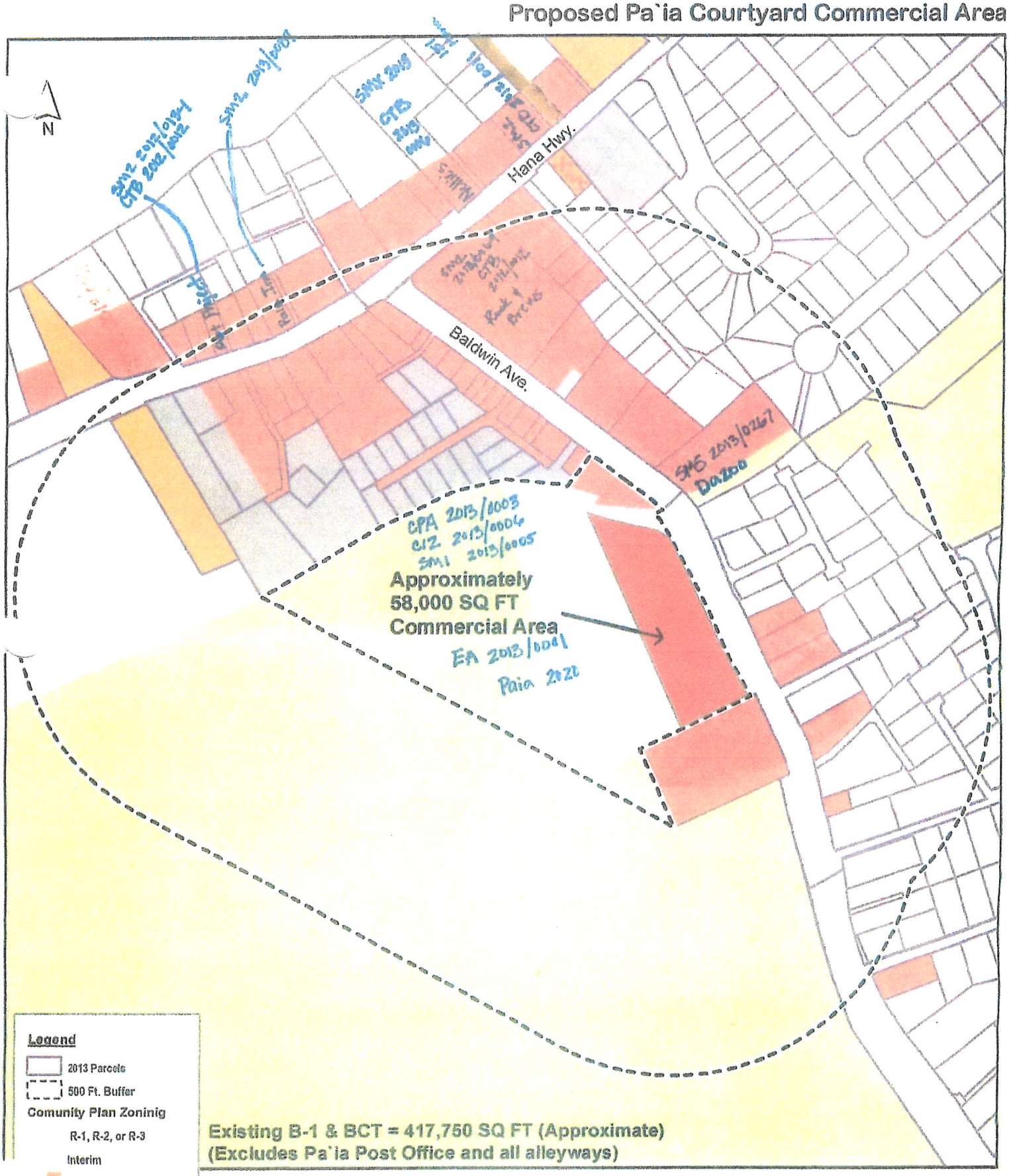
The Maui County Assessor's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The assessment information is from the last certified taxroll. All data is subject to change before the next certified taxroll. PLEASE NOTE THAT THE PROPERTY APPRAISER MAPS ARE FOR ASSESSMENT PURPOSES ONLY NEITHER MAUI COUNTY NOR ITS EMPLOYEES ASSUME RESPONSIBILITY FOR ERRORS OR OMISSIONS ---THIS IS NOT A SURVEY---

Date printed: 12/09/15 : 20:38:58

7. LIST OF OWNERS AND LESSEES WITHIN 500 FEET OF SUBJECT PARCEL

(Submitted with Original Application Document Only)

Proposed Pa`ia Courtyard Commercial Area



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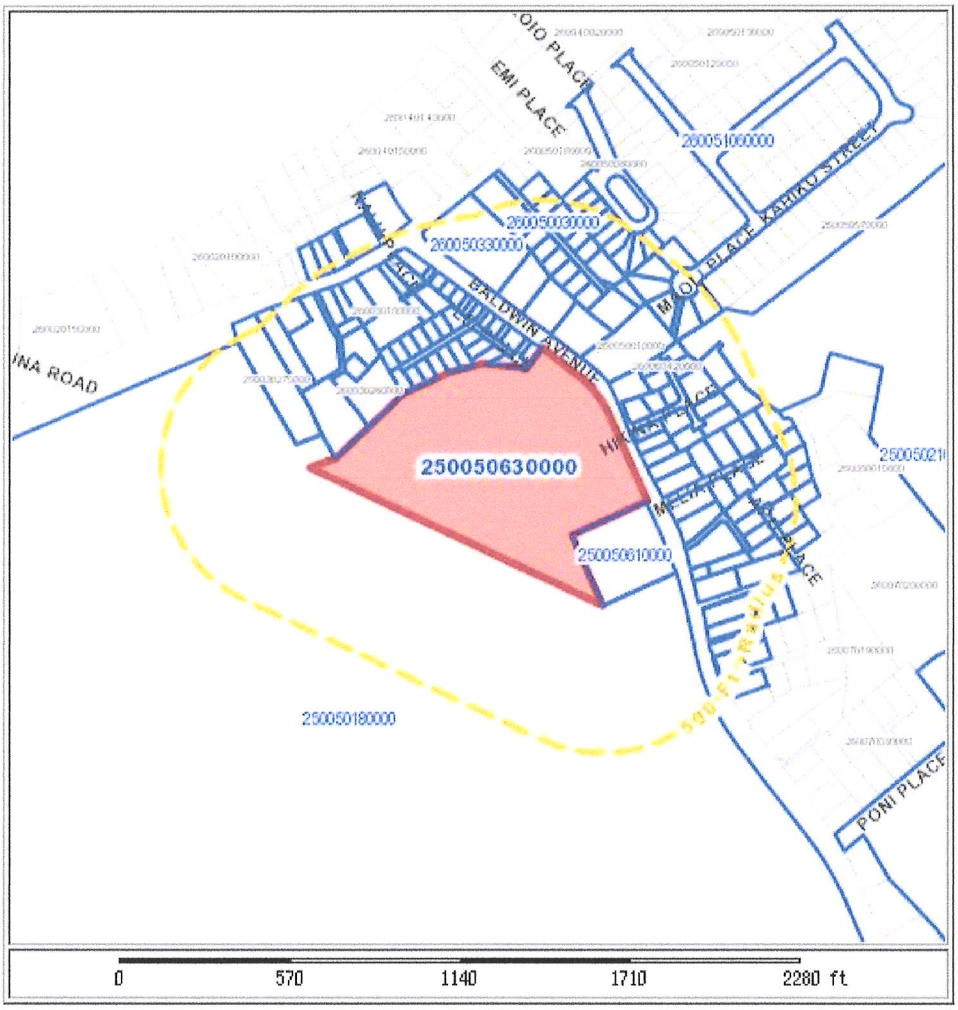
Product Code: M-CET_20130814A

Prepared By:
Long Range Planning Division
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawaii 96793

			00000



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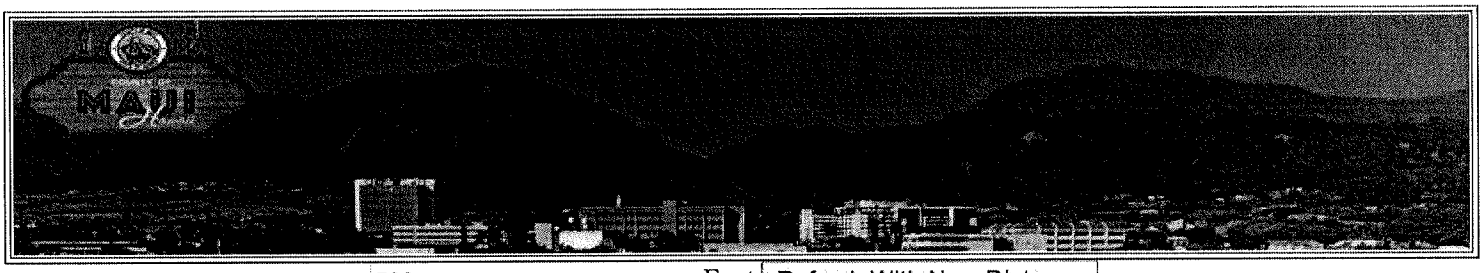


500 Feet Refresh With New Distance

Print Mailing Labels at 500 Feet

Count	Parcel #	Owner	Address
1	250050180000	ALEXANDER & BALDWIN, LLC	PO BOX 156 KAHULUI HI 96733
2	250050210000	A & B - HAWAII INC	PO BOX 156 KAHULUI HI 96732
3	250050630000	PAIA 2020 LLC	P O BOX 790478 PAIA HI 96779
4	250050630000	SPEE,DAVID R TR	P O BOX 790478 PAIA HI 96779
5	260020010000	SEASHORE PROPERTIES LLC	P O BOX 790100 PAIA HI 96779
6	260020010000	RDWY	00000
7	260020020000	MAUI AINA COMPANY LLC	C/O JOSH STONE P O BOX 790267 PAIA HI 96779
8	260020030000	F & T LLC	FRANCISCO GOYA ET AL PO BOX 790683 PAIA HI 96779
9	260020250000	BROTHERS,LLC	MCBARNET PAIA CORP 16 HOBRON AVE KAHULUI HI 96732
10	260020260000	ROADWAY	00000
11	260020270000	SEASHORE PROPERTIES, LLC	PO BOX 790100 PAIA HI 96779
12	260030020000	EMMSLEY,RANDY K REV LIV TRUST	PO BOX 790262 PAIA HI 96779
13	260030030000	TAMASHIRO,HOWARD Y TRUST	13227 LAUREL DR APT 1333 MEADVILLE PA 16335
14	260030030000	MIYAHIRA,TOYOKO	88 S PAPA AVE APT 325 KAHULUI HI 96732
15	260030040000	33 AKONI LLC	ATTN GAL COHEN 375 HUKU LII PL STE 204 KIHEI HI 96753
16	260030050000	FREITAS,SERENA L	PO BOX 791685 PAIA HI 96779
17	260030060000	PAIA HEW PROPERTIES LLC	175 EHILANI ST MAKAWAO HI 96768
18	260030060000	ROADWAY	00000
19	260030070000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
20	260030080000	IOKEPA CEMETERY	C/O IONE U. NOBRIGA, ETAL PO BOX 1032 PUUNENE HI 96784
21	260030090000	OCEAN BREEZE PARTNERS	BOX 2307 LEONARDTOWN MD 20650
22	260030100000	NAGATA,CHIEKO TRUST	PO BOX 790086 PAIA HI 96779
23	260030100000	BUNCH,TINA	P O BOX 790086 PAIA HI 96779

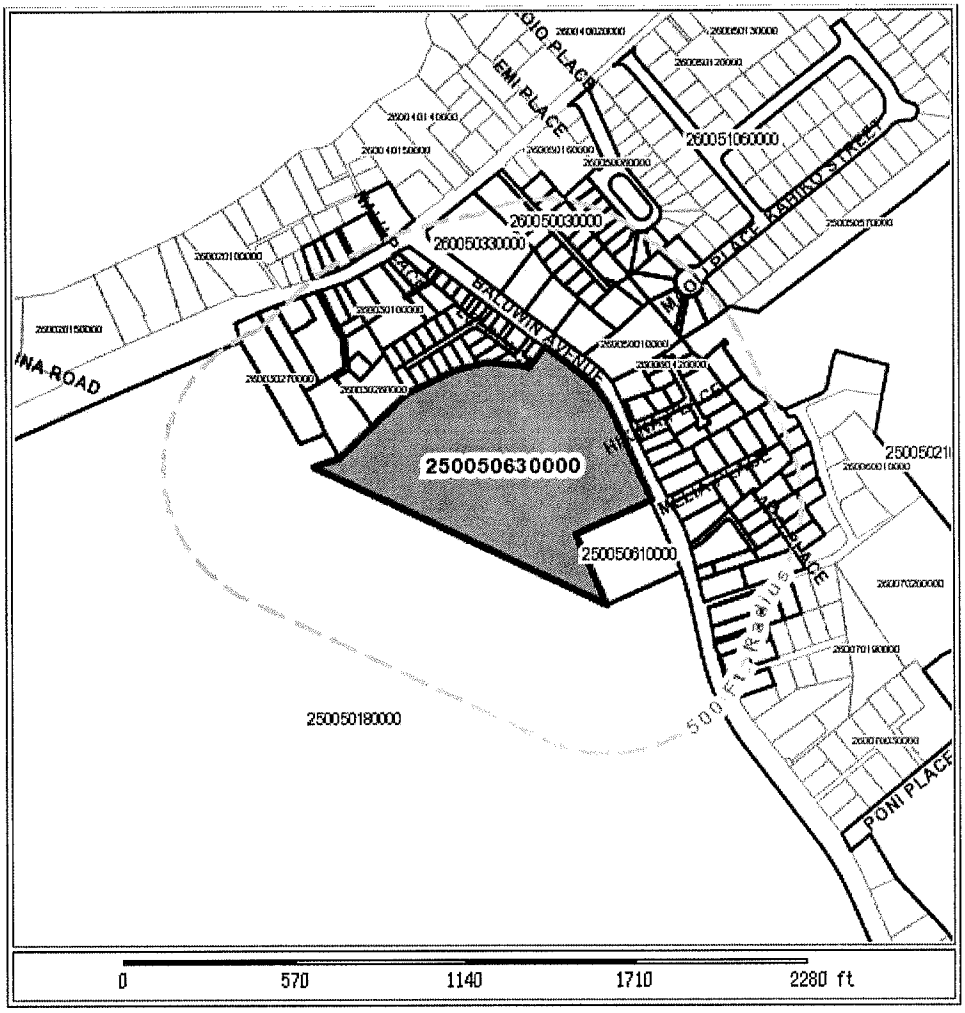
24	260030100000	HANSCAM,TIMOTHY S & CINDY C JOINT TRUST	611 IMI DR WAILUKU HI 96793
25	260030120000	Y K K MAUI LLC	P O BOX 790988 PAIA HI 96779
26	260030130000	MARKHAM,RICK	PO BOX 791383 PAIA HI 96779
27	260030140000	WONG,FRANCIS W L TRUST	10 KULIA PL PAIA HI 96779
28	260030150000	WONG,FRANCIS W L TRUST	PO BOX 790043 PAIA HI 96779
29	260030170000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
30	260030180000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
31	260030190000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
32	260030200000	FLAIL,DARREN	PO BOX 790797 PAIA HI 96779
33	260030210000	BLISS,MARK CHARLES	PO BOX 790134 PAIA HI 96779
34	260030220000	DAYOAN,EDWARS S SR TRUST	DAYOAN,EDWARD & TERESITA CO-TTEES 3265 KALIHI ST HONOLULU HI 96819
35	260030230000	MARSHALL,STANLEY C	PO BOX 791540 PAIA HI 96779
36	260030250000	GREEN,PAULINE YUMIKO TRUST	GREEN,PAULINE Y/CLIFFORD W TRS 160 ALOHILANI ST PUKALANI HI 96768
37	260030250000	ABE-CAMERON,GRACE TRUST	3638 WOODLAWN TERRACE PL HONOLULU HI 96822
38	260030260000	GREEN,PAULINE YUMIKO TRUST	GREEN,PAULINE Y/CLIFFORD W TRS 160 ALOHILANI ST PUKALANI HI 96768
39	260030260000	ABE-CAMERON,GRACE TRUST	3638 WOODLAWN TERRACE PL HONOLULU HI 96822
40	260030280000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
41	260030310000	AKONI ALOHA, LLC	15911 182ND PL NE WOODINVILLE WA 98072
42	260030330000	MATSUNAGE,RENA T	C/O KAY WATANABE 2645 IOLANI ST PUKALANI HI 96768
43	260030340000	30 PUEO LLC	PO BOX 791301 PAIA HI 96779
44	260030350000	O'GORMAN,JOHN	P O BOX 790412 PAIA HI 96779
45	260030360000	EMMSLEY,RANDY K REV LIV TRUST	PO BOX 790262 PAIA HI 96779
46	260030370000	HI-TECH SAILBOARDS OF HAWAII INC	HI-TECH SURF SPORTS-KIMBERLY BALL 425 KOLOA ST #107 KAHULUI HI 96732
47	260030390000	WILSON,DEBORAH KOWALSKI	P O BOX 791598 PAIA HI 96779
48	260030400000	HEW,MASUYE S TR	P O BOX 790053 PAIA HI 96779
49	260030410000	HEW,MASUYE S TR	P O BOX 790053 PAIA HI 96779
50	260030420000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
51	260030430000	HEW,JOHN LEE	C/O FARRINGTON,DAVID P O BOX 791202 PAIA HI 96779

52	260030440000	LAHAINA PETROLEUM LLC	P O BOX 1096 CARMICHAEL CA 95609
53	260030450000	HEW ALFRED JR/MAYLING	PO BOX 791202 PAIA HI 96779
54	260030460000	ZANE,MAURICE S W	PO BOX 791247 PAIA HI 96779
55	260030460000	ZANE,AUDREY F Y	1407 BROOK MEADOW SAN ANTONIO TX 78232
56	260030460000	ZANE,RONALD C L/YUNG JA L TR	17468 BULLOCK ST ENCINO CA 91316
57	260030470000	PUTRIS,CHARLES GEORGE	1532 ROBERTA ST SAN MATEO CA 94403
58	260030490000	REID,MARY SUSAN MILLER	PO BOX 3100 MORAGA CA 94575
59	260030510000	PAGE,ROBERT	PO BOX 792056 PAIA HI 96779
60	260030520000	DAYOAN EDWARD S SR ETAL	3265 KALIHI ST HONOLULU HI 96819
61	260030530000	CABATU,EDWARD B	ATTN RAY NAKAGAWA 131 MIKIOLA ST MAKAWAO HI 96768
62	260030540000	BALABAN, JASON AS CUSTODIAN FOR	16075 CIRRO VISTA DR LOS GATOS CA 95032
63	260030550000	LEONG,FAMILY TRUST	LEONG,JANE TRS 1065 PIIHOLO RD MAKAWAO HI 96768
64	260030560000	KAOHU STREET BUILDING CO	6900 SE RIVERSIDE DR #19 VANCOUVER WA 98664
65	260030570000	LEONG,FAMILY TR	JANE LEONG TRS 1065 PIIHOLO RD MAKAWAO HI 96768
66	260030580000	HERMAN,DUFFY	1001 KUPULAU DR KIHEI HI 96753
67	260040160000	NORTH SHORE MAUI LLC	P O BOX 791383 PAIA HI 96779
68	260050010000	IKEDA,RALPH S./LORETTA. Y. TTEE'S	C/O IKEDA,RALPH/LORETTA Y TRS 81 MAKAWAO AVE. SUITE 106 PUKALANI HI 96768
69	260050020000	THIELK,EDWARD D REVC TR	P O BOX 792047 PAIA HI 96779
70	260050040000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
71	260050180000	HOLTER,LANCE W.	PO BOX 790656 PAIA HI 96779
72	260050190000	HOLTER,LANCE W.	PO BOX 790656 PAIA HI 96779
73	260050210000	GUTIERREZ,LILY-SUZANNE L	P O BOX 790482 PAIA HI 96779
74	260050220000	GREENBAND,JOSHUA DAVID	1808 MARY LANE BLVD BOULDER CO 80304
75	260050230000	ARIAN,ARELAI C	2635 KAUPAKALUA RD HAIKU HI 96708
76	260050240000	ARIAN,ARELAI CHRISTOPHER	2635 KAUPAKALUA RD HAIKU HI 96708
77	260050250000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
78	260050260000	PATRIAN,CINZIA	ATTN: FATIMA DISTEFANO V P BORSELLINO 2C BRACCIANO, RM 00062
79	260050270000	LACY,PHILLIP A REV TRUST	P O BOX 369 LAWRENCE KS 66044
80	260050280000	GUTIERREZ FAMILY TRUST	PO BOX 790482 PAIA HI 96779

81	260050290000	RODRIGUEZ,ILDEFONSO R	PO BOX 790355 PAIA HI 96779
82	260050300000	PASELK,STEPHEN	P O BOX 790171 PAIA HI 96779
83	260050310000	HUNTINGTON,JAMES DAVID	PO BOX 790935 PAIA HI 96779
84	260050320000	BANK OF HAWAII	ATTEN: CORPORATE FACILITIES DEPARTMENT #213 PO BOX 2900 HONOLULU HI 96846
85	260050330000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
86	260050560000	SMITH,JEREMY	PO BOX 1292 MAKAWAO HI 96768
87	260050570000	SHEEHAN,SAMANTHA M	164 MAOLI PL PAIA HI 96779
88	260050590000	ESTRELLA,JOSEPH	162 MAOLI PL PAIA HI 96779
89	260050600000	CHIASSON,ROBERT	P O BOX 790833 PAIA HI 96779
90	260050610000	PUPO LLC	260 KAOKOA WAY HAIKU HI 96708
91	260050620000	SHARP,JORDAN	80 MAKAHIKI ST PAIA HI 96779
92	260051080000	RODRIGUEZ,GINA N	PO BOX 790355 PAIA HI 96779
93	260051090000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
94	260051220000	MCLEAN,PAUL KEVIN	38 HOKU PL PAIA HI 96779
95	260051230000	GLICKMAN,ADAM	PO BOX 792107 PAIA HI 96779
96	260051240000	CURTIN,JOANNE REVOC LIVING TRUST	34 HOKU PL PAIA HI 96779
97	260051250000	MEGUIRE,VALERIE	PO BOX 14111 TORRANCE CA 90503
98	260051260000	POTTORFF,JOHN EDWARD	P O BOX 790097 PAIA HI 96779
99	260051270000	CHAI,EDWARD	26 GLENROSA STREET LONDON SW6 2QZ
100	260051280000	SANDS,WILLIAM	26 HOKU PL PAIA HI 96779
101	260051290000	HAGAN,DOUGLAS JAMES	22 HOKU PL PAIA HI 96779
102	260051300000	BRITTIAN,WILLIAM NOAH	810 HAIKU RD #310 HAIKU HI 96708
103	260060030000	LINCOLN,SUSAN E R	PO BOX 790612 PAIA HI 96779
104	260060040000	VILLA,RODRIGO M	VILLA,RODRIGO/AGUEDA P O BOX 790125 PAIA HI 96779
105	260060050000	MARTIN,ROBERT T TRUST	P O BOX 792139 PAIA HI 96779
106	260060060000	ALBERTS,BETTY NEARY	350 EDGEHILL WAY SAN FRANCISCO CA 94127
107	260060070000	UEHARA,RANDAL J K	1212 PUNAHOU ST 2106 HONOLULU HI 96826
108	260060070000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
109	260060080000	MCDANIEL,NANCY LVG TR	P O BOX 791495 PAIA HI 96779
110	260060090000	MCDANIEL,NANCY TRUST	PO BOX 791495 PAIA HI 96779
111	260060090000	NAKAGAWA,NAMIKO	PO BOX 790474 PAIA HI 96779

112	260060100000	INDA,MANUEL CONCEPTION	P O BOX 791135 PAIA HI 96779
113	260060110000	BUOYANT TRUST	MCCOY,KIM TRS 8527 LA JOLLA SCENIC DR LA JOLLA CA 92037
114	260060120000	LANG,MATTHEW JEFFREY	85 HOAUNA ST WAILUKU HI 96793
115	260060130000	FONOHEMA,SHANTEL	442 MAALO ST KAHULUI HI 96732
116	260060140000	INCERTO,CARL	PO BOX 791553 PAIA HI 96779
117	260060150000	GLM 115 BALDWIN LLC	ATTN: THOMAS D WELCH JR 33 LONO AVE STE 470 KAHULUI HI 96732
118	260060160000	GARCIA,PRESENTACION L TRUST	PO BOX 790248 PAIA HI 96779
119	260060170000	F GARCIA BUILDING LLC	149 CANE PL PAIA HI 96779
120	260060180000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
121	260060190000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
122	260060200000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
123	260060210000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
124	260060220000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
125	260060230000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
126	260060240000	NIKAIDO,NORMAN N & MARINA TRUST	85 HEMA PL PAIA HI 96779
127	260060250000	UEHARA,RANDAL J K	1212 PUNAHOU ST #2106 HONOLULU HI 96826
128	260060250000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
129	260060260000	EMMSLEY,GRACE YUK FOON	PO BOX 790241 PAIA HI 96779
130	260060260000	EMMSLEY,STANLEY KAILANA	PO BOX 790241 PAIA HI 96779
131	260060270000	UEHARA,RANDAL J K	1212 PUNAHOU ST #2106 HONOLULU HI 96802
132	260060270000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
133	260060280000	KARMA RIMAY O SAL LING CHURCH	PO BOX 791029 PAIA HI 96779
134	260060290000	KARMA RIMAY O SAL LING CHURCH	P O BOX 791029 PAIA HI 96779
135	260060300000	KARMA RIMAY O SAL LING	PO BOX 791029 PAIA HI 96779
136	260060330000	HUERTAS,LINDA LEE	PO BOX 469 HAIKU HI 96708
137	260060340000	KARMA RIMAY O SAL LING	PO BOX 791029 PAIA HI 96779
138	260060350000	KARMA RIMAY O SAL LING CHURCH INC	P O BOX 791029 PAIA HI 96779
139	260060360000	NIKAIDO,KEALI'IKAI N N	75 HEMA PL PAIA HI 96779
140	260060370000	PRESEAULT,TODD CAMILLE	4230 LOWER KULA RD KULA HI 96790
141	260060390000	NATIVIDAD,LOREN	PO BOX 790275

			PAIA HI 96779
142	260060400000	GUILLERMO,GONIO	P O BOX 790135 PAIA HI 96779
143	260060410000	SOL,PABLO TRUST	PO BOX 790362 PAIA HI 96779
144	260060410000	HOOPER,KELLEY C	PO BOX 792126 PAIA HI 96779
145	260060420000	ROADWAY	00000
146	260060450000	NIKAIDO,SHELDON	PO BOX 792081 PAIA HI 96779
147	260060460000	FUKUDA,STANLEY N LIVING TRUST	FUKUDA,STANLEY N TRS PO BOX 790993 PAIA HI 96779
148	260060470000	EVONUK,WALTER HUGH	237 KULAMANU CIR KULA HI 96790
149	260060480000	INDA,ILUMINADA I DEC'D	PO BOX 790095 PAIA HI 96779
150	260060500000	DEB LYNCH STUDIOS LLC	PO BOX 791958 PAIA HI 96779
151	260060510000	INDA,MANUEL CONCEPTION	P O BOX 791135 PAIA HI 96779
152	260060520000	GARRAWAY,BRIAN REED	PO BOX 790863 PAIA HI 96779
153	260060530000	BERTHUOT,FRANCK	PO BOX 790332 PAIA HI 96779
154	260060540000	FAWAZ,LEILA	PO BOX 790873 PAIA HI 96779
155	260060550000	BUGTONG,MARINA B TRUST	PO BOX 1342 MAKAWAO HI 96768
156	260060550000	ESPELETA,TEDDY B	PO BOX 790535 PAIA HI 96779
157	260060560000	NATIVIDAD,JESUS R	P O BOX 790215 PAIA HI 96779
158	260060610000	LOREN,GEORGE A	802 N MARIA AVE REDONDO BEACH CA 90277
159	260070130000	BAUM,DWIGHT J	349 ROSE AVE VENICE CA 90291
160	260070140000	TAKAKURA,AVIS REVOC LIVING TRUST	PO BOX 791897 PAIA HI 96779
161	260070150000	PRIVATE ROADWAY	00000
162	260070160000	MARTIN,ROBERT T TRUST	MARTIN,ROBERT TTEE PO BOX 792139 PAIA HI 96779
163	260070230000	NISHIMURA,AUDREY HIDEKO	777 PAANI ST #706 HONOLULU HI 96826
164	260070240000	TAKAKURA,AVIS REVOC LIVING TRUST	C/O TAKAKURA,AVIS TTEE PO BOX 791897 PAIA HI 96779
165	260070270000	RODHE,CECILIA C	5 BANNOCKBURN CT BANNOCKBURN IL 60015
166	260070280000	PRIVATE ROADWAY	00000
167	260070390000	HERNANDEZ,CECILIA B	PO BOX 790943 PAIA HI 96779
168	260070400000	TAKAKURA,AVIS R. REVOC LIVING TRUST	PO BOX 791897 PAIA HI 96779
169	260070430000	ROADWAY	00000



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8. DRAFT ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL ASSESSMENT

PAIA 2020, LLC

TMK No. (2) 2-5-005-063

I. PROJECT OVERVIEW

A. PROJECT LOCATION, CURRENT LAND USE AND OWNERSHIP

Paia 2020, LLC (Paia 2020) is requesting various land use entitlements for a parcel located in Paia, Maui identified as Tax Map Key (2) 2-5-005-063, that contains 9.262 acres and is located directly makai of the Paia Post Office, west of Baldwin Avenue and south and east of the Paia Mini Bypass (See Maps attached in Exhibits 1 and 2). The parcel has a long land use history of sugar cane production but has remained fallow for the last 10 years ever since it was bisected from cane production by the construction of the Paia Mini-Bypass. Throughout this Environmental Assessment (EA) the entire lot is referred to as "the Property". The Property was created by a consolidation and resubdivision that occurred in 2011 when a 10,000 sq. ft. lot owned by the David R. Spee Revocable Trust along Baldwin Avenue was combined with the adjoining 9 acre sugar cane parcel inside the Paia mini-bypass.

The 10,000 sq. ft. portion of the Property contains a 4,000 sq. ft. commercial building and parking lot that is zoned County Town Business. The remaining 9 acres is fallow ag land. The Property is jointly owned by the David R. Spee Revocable Trust and Paia 2020, LLC.

B. PROPOSED ACTION

Paia 2020's objective is to establish the appropriate land use designations for a mixed use commercial development along Baldwin Avenue with parking in the middle of the property and senior housing on the west side of the Property. The proposed land use requests and the existing land use designations that are currently on the Property are as follows:

State:	Urban and Ag
Community:	Business/Commercial, Ag, and Public/Quasi-Public
County Zoning:	Country Town Business, Interim and Ag

The Property requires land use entitlement actions that include:

1. District Boundary Amendment to change the State Ag designations to Urban
2. Community Plan Amendment to change all of the property to Business/Commercial
3. Change in County Zoning to change all of the property to Country Town Business

4. Special Management Area Use Permit Application

A preliminary site plan is attached that shows the spatial and functional relationships of the proposed buildings and parking utilizing performance standards of the County of Maui's Country Town Business Zoning Districts (see Site Plan, **Exhibit "4"**). The conceptual architectural elevations illustrate the desired effects of materials, façade patterns, roof forms and size that are also present in the town of Paia (See Development Plans, **Appendix "G"**) In keeping with this theme the main parking area is not along Baldwin Avenue but situated in the middle of the property. As the proposed requests include a Community Plan Amendment and a Special Management Area Use Permit, this EA has been prepared pursuant to Chapter 343, Hawaii Revised Statutes.

SUSTAINABILITY INITIATIVES

The project will provide the following sustainability measures throughout its construction and future operation

- Sustainable Site Design
    - Establishment of community connectivity with pedestrian and bicycle access ways
    - Mix of uses to reduce parking demand, provide for the efficient use of the project site, and create outdoor public spaces
    - Access to public and alternative modes of transportation
    - Implementation of quantity control of storm water
    - Reduction of light pollution with fully shielded, downward facing exterior light fixtures
- Water Efficiency
    - Reduction in water use by more than 20 percent over the Energy Policy Act of 1992
    - Use of water efficient landscaping and climate adapted plants
- Energy Efficiency

- Optimized energy performance through installation of energy-efficient fixtures and appliances

- Onsite renewable energy generation through installation of photovoltaic panels (e.g., solar canopies) or other means. Currently in discussion with solar company about installing covered parking with solar panels and photovoltaic systems for the senior housing

- Onsite electrical charging of low-emitting and fuel-efficient vehicles

- Sustainable Building Materials and Construction

  - Construction activity pollution prevention through implementation of Best Management Practices

  - Storage and collection of recyclables

  - Implementation of construction waste management plan

C. PROJECT NEED

Over the last few decades the demand for Paia commercial retail space has grown. According to the Commercial Real Estate Market Study prepared by Colliers International ("Colliers"), which is attached hereto as **Exhibit "F"**, Paia Town currently has 154,405 square feet of retail space located primarily in the commercial corridor along Hana Highway and Baldwin Avenue. There is currently a 2.6 retail vacancy rate, which is lower than the island-wide retail vacancy rate of 8.4%. See Collier's at page 4, **Exhibit "F"**. The small market size of Paia and minimal new development over the past few decades made it difficult for Colliers to determine the annual net absorption rate of the Paia commercial real estate market. "While demand is high due to the popularity of the area for tourist, net absorption is minimal for this market as inventory is limited and vacancy rates are low." Colliers utilized both a population model and a consumer expenditure model to identify the level of consumer demand for retail development. The population model examined the demand potential from the existing population and projected population growth. Tourist demand was considered by examining the traffic counts through the area on Hana Highway. Both of the retail demand models support additional retail development at the Paia Courtyard site with "support for a ground floor retail development of 15,000 to 20,000 square feet in size." (Colliers, page 5).

Because most of the existing buildings in Paia provide no parking there has been pressure on the County parking lots and on-street parking with a tremendous need for additional parking. The

percentage of commercial buildings that provide parking as required by Maui County Code is very small. When this projects adds parking spaces in excess of code requirements it will significantly increase the percentage of parking spaces needed to support Paia commercial activity. The Commercial parking will be validated and managed by a commercial parking company. It is anticipated that the residential units will have electronic entry and exit capabilities.

The lack of commercial space has driven rates to the point that most local small business that are not tourist related cannot afford to operate in Paia. The Colliers Study did a leakage analysis to determine if certain types of retail uses were not being met within the Paia area. (Colliers, page 5). They identified Automotive Dealers, Electronic and Appliance Stores, Hardware Stores, Book Stores, and Grocery Stores in their analysis. Many of these stores are not appropriate for the small town nature of Paia. What Paia has lost in the last two decades are numerous mom & pop grocery stores, a pharmacy, a laundromat, dry cleaner, and a Doctor. The project will increase the supply of commercial space and help allow some of these non-tourist businesses to come back. It is also possible that some of the business owners will live above their businesses as part of the mixed use development. It is envisioned that the senior housing component will draw a doctor and supporting medical facilities to the Project, including physical therapy, clinical labs, alternative medicine and possible radiology.

Paia has attracted a diverse population since the 1970's that is both spiritually and sports oriented. Many of these people are now aging and have expressed interest in downsizing and living in a walking community. The senior housing will provide housing that is not available anywhere else on the north shore. The apartments will have walking access to shops, a grocery store, banking, post office, restaurants, and hopefully medical facilities. In addition, there will be easy access to Baldwin Beach and the Kaunoa Senior Center via the North Shore bike path. Although the project will add additional vehicles to the north shore most will access the Project off of the Paia Mini-Bypass and not put stress on the Hana Highway/Baldwin intersection. The nature of a walking community and the different time schedules of seniors will minimize the impact of the senior housing component on traffic.

D. ENTITLEMENTS AND APPROVALS REQUIRED

A 10,000 square foot portion of the Property already has a State Land Use of Urban , a Community Plan designation of Business Commercial and is zoned Country Town Business and needs no changes, however the remaining 9 acres need the following land use entitlements and approvals:

1. District Boundary Amendment

The State Land Use designation needs to be changed from Agriculture to Urban. The DBA will initially be reviewed by the Maui Planning Commission (MPC) which will make a recommendation to the Maui County Council. Final review and approval of the DBA will be by the Maui County Council and Mayor through enactment of an ordinance.

2. Community Plan Amendment

The Community Plan Land Use designation needs to be changed from Public/Quasi Public, (2.93 acres) and Agriculture (5 acres) to Business/Commercial.

The CPA will initially be reviewed by the Maui Planning Commission (MPC) which will make a recommendation to the Maui County Council. Final review and approval of the CPA will be by the Maui County Council and Mayor through enactment of an ordinance.

3. Change in Zoning

The County zoning designation needs to be changed from Interim (4.04 acres) and Agriculture (5 acres) to Country Town Business.

In order to achieve zoning conformance with the Country Town Business zoning which is both above and below the Property on Baldwin Avenue, an application for a Change in Zoning (CIZ) will be submitted. Similar to the CPA, initial review of the CIZ is by the Maui Planning Commission, with final review and approval by the Maui County Council and Mayor through an enactment of an ordinance.

4. Special Management Area Use Permit

A portion of the project site is located within County of Maui's Special Management Area (SMA), which extends from the shore to midway through the Property. Based on the Property's location a SMA Use Permit will be required, involving review and approval by the MPC through a public hearing process. It is noted that the SMA Use Permit application will be processed concurrently with the CPA and CIZ applications, but action on the SMA application by the MPC will be deferred pending completion of the CPA and CIZ land entitlement process by the Maui County Council and Mayor.

E. CHAPTER 343, HAWAII REVISED STATUTES REQUIREMENT

The proposed project will involve a CPA and roadway improvements that affect the County's Baldwin Avenue and Mini-Bypass rights-of-way. The community plan amendment and use of County lands are triggers for environmental review pursuant to Chapter 343, Hawaii Revised

Statutes (HRS). In particular, based on the anticipated scope of work, the proposed action requires the preparation and processing of an Environmental Assessment (EA). It is noted that the EA will serve as the supporting technical document for the CPA, CIZ, and SMA Use Permit applications, and the MPC will serve as the approving agency for the EA.

F. IMPLEMENTATION TIME FRAME AND PROJECT COST

The development of the proposed project will commence upon receipt of regulatory and construction permits and approvals. Phase I will consist of the construction of the infrastructure, parking lot and 3 of the commercial buildings. Phase II of the project will be the senior housing component which will also be phased based upon demand. Phase III will be the last 3 commercial buildings and will begin once Phase I is substantially leased. It is estimated that site construction will be completed in the summer of 2017. The estimated cost of construction for the entire project is approximately $12,000,000.00.

II. DESCRIPTION OF EXISTING CONDITIONS, POTENTIAL IMPACTS, AND PROPOSED MITIGATION MEASURES

A. PHYSICAL ENVIRONMENT

1. Surrounding Land Uses.

a. Existing Conditions

The Property currently has a commercial building on the lower portion along Baldwin Avenue. Approximately 9 acres above and behind the commercial building is open land formerly used for growing sugar cane by A & B. Sugar cane production on this land ceased when the Paia Mini-Bypass was constructed.

In general, Paia Town is noted for its plantation-era architecture. The business/commercial establishments of Paia are primarily located along Hana Highway and Baldwin Avenue. Existing town businesses include retail shops, a dentist, professional offices, restaurants, galleries, boutiques and real estate businesses. Interspersed between business/commercial uses are existing residential uses/vacant lots, and public parking lots. Building frontages are typically located at or near the front property line. Parking is available along the main roadway frontage with additional interior parking often accessed by an alleyway or adjacent interior street. A lack of parking is considered to be the number one problem in Paia. The Property is located in Lower Paia Town, approximately 0.3 miles mauka of the Baldwin Avenue-Hana Highway intersection. Immediately makai of the subject property are commercial properties that run all the way down Baldwin Avenue to Hana Highway. The land to the south contains the Paia Post Office, east is Baldwin Avenue, and west is the Paia Mini Bypass. Across Baldwin Avenue, to the east, are the

Paia Plaza, and the F. Garcia Building commercial buildings, a residence and other commercial buildings down Baldwin Avenue.

b. Potential Impacts and Proposed Mitigation Measures

The Project should not have an adverse impact on surrounding land uses. The property has been out of agricultural production for nearly a decade and it is surrounded by Country Town Business zoning on 3 sides and vast agricultural cane fields to the west. By providing additional commercial and residential living space with much needed parking the project will complement surrounding land uses.

2. Climate.

a. Existing Conditions

Like most of the State of Hawaii, Maui experiences a relatively uniform year-round climate with mild temperatures, moderate humidity and consistent northeasterly tradewinds. The region experiences a relatively even climate with little seasonal and day-night temperature variation. Cool tradewinds from the northeast help keep the warm summer months pleasant. Temperatures in Paia range from 54 to 94 degrees, with the lowest temperatures typically occurring between December and February and the highest temperatures in August and September. Situated at the base of Haleakala, Paia is located directly in the path of the northeast tradewinds. The tradewinds usually range from 10 to 25 miles per hour (mph) and increase in strength during the day from March to September. Winds are generally light and variable during the absence of tradewinds. The diurnal heating and cooling of the island creates onshore sea breezes during the day and offshore land breezes at night.

Paia receives about 25 inches of rainfall annually. Following the wet winter/dry summer pattern typical for most of Hawaii, the Paia-Haiku region usually receives two (2) to three (3) times of its average monthly rainfall in the winter months compared to the summer months.

b. Potential Impacts and Proposed Mitigation Measures

Anytime open space is covered by buildings and asphalt it is important to provide mitigating elements to a project. The Project will utilize shade trees, landscaping and photovoltaic power generation to mitigate negative effects to the climate. 95% of the property is currently vacant grass land and with the proper shade tree and landscaping the proposed action will not significantly alter the local micro climate.

3. Topography and Soil Characteristics.

a. Existing Conditions

The topography of Paia Town slopes gently upward from sea level to an elevation of about 340 feet above mean sea level (amsl) near Paia School. The town of Paia is located on a lower sloping plain with development generally clustered around Hana Highway and Baldwin Avenue. The subject parcel is located along Baldwin Avenue, at an elevation of approximately 48 feet, with a gently east to west slope.

b. Potential Impacts and Proposed Mitigation Measures

The Project is compatible with the site's underlying soil characteristics. The site will be cleared, graded, and grubbed to ensure the slope of the development is compliant with the American with Disabilities Act (ADA) design standards. Site work will also involve construction of retaining walls and infrastructure and drainage. To control runoff, sedimentation, and erosion, several Best Management Practices (BMP's) will be implemented in accordance with applicable provisions of the Maui County code and the project-specific National Pollutant Discharge Elimination System (NPDES) permit. These may include the following: constructing of detention basins to capture sedimentation to minimize the quantity of sediment in storm water runoff leaving the site, protecting of natural vegetation, using wind erosion control, intercepting runoff above disturbed slopes and using seeding and fertilizing or other soil erosion control. There are no geologic or soil hazard limitations associated with the project site, and the underlying topography does not pose a constraint to development. The site plan has been designed to integrate the proposed buildings with the gentle slope of the landscape.

4. Agriculture.

a. Existing Conditions

The soils underlying the subject area are of the Pulehu-Ewa-Faucas association (Figure 6). These deep, nearly level to moderately sloping, well to excessively drained soils occur on alluvial fans and basins. The subsoil is moderately fine to coarse textured. The specific soil types underlying the project site are the Paia silty clay, 3 to 7 percent (PcB). These soils are typically found on nearly level areas, noted for moderate permeability, slow runoff and a slight erosion hazard. The State Department of Agriculture has established three (3) categories of Agricultural Land of Importance to the State of Hawaii (ALISH). The ALISH system classifies lands into "Prime", "Unique" and "Other Important Agricultural Land". The remaining lands are "Unclassified". Utilizing modern farming methods, "Prime" agricultural lands have the soil quality, growing season, and moisture supply needed to produce sustained crop yields economically, while "Unique" agricultural lands possess a combination of soil quality, location, growing season, and moisture supply currently used to produce sustained high yields of a specific crop. "Other Important Agricultural Land" includes those which have not been rated as "Prime" or "Unique". As indicated by the ALISH map, the land encompassing the proposed subject Property falls

within the "Prime" category. The Property has a land use history of sugar cane cultivation by Hawaiian Commercial and Sugar Company (HC&S). Agricultural activities were discontinued with the development of the Paia Main Post Office in 2005. To assist in sugar cane production efforts for the Property, HC&S utilized common fertilizers, including Urea, Phosphoric acid and potash. HC&S has also used various chemicals to protect crops from invasive weeds and pests. The chemicals applied to the Property have been approved by the Environmental Protection Agency (EPA), and applied in accordance with the pesticide labels. Attached as **Appendix B** is the completed Phase I Environmental Site Assessment.

b. Potential Impacts and Proposed Mitigation Measures

There are no current or planned agricultural activities occurring on the project site. In the context of the project site's underlying designation for residential and Country Town business purposes and its neighboring urban environs, no adverse impacts to agricultural resources are anticipated as a result of the proposed project. Best Management Practices (BMP's) for water quality and air quality will be implemented during the construction period to contain runoff, sedimentation, and dust that may be generated by construction activities. BMP's will include constructing retention basins to capture sedimentation and minimize the quantity of sediments leaving the site using wind erosion control measures, such as wind fences and/or other soil erosion control techniques. A community garden is planned for the senior housing component of the project.

5. **Flood and Tsunami Hazard**.

a. Existing Conditions

According to Flood Insurance Rate Maps (FIRM) for the region, the subject Property is located in Zone X, which is an area of minimal flooding. See Flood Hazard Assessment Report, **Exhibit "5'**. In addition, the County of Maui Tsunami Evacuation Maps indicate that although a strip of the makai boundary is in the Tsunami Evacuation Zone, all of the proposed developed site is located mauka of the evacuation boundaries. See NOAA Tsunami Hazard Map, **Exhibits "6"** & Hawaii Tsunami Hazard Map, **Exhibit "7".**

b. Potential Impacts and Proposed Mitigation Measures

Because the project is located outside of the tsunami inundation area, there are no threats anticipated from coastal wave action.

6. Flora and Fauna.

a. Existing Conditions

The area proposed for Country Town Business use is a fallow sugar cane field. Vegetation commonly found in the vicinity of the project site include buffelgrass, haole koa, kiawe, coconut palm, date palm, and other grasses and annual weeds. With the exception of the common uhaloa, the parcel is composed of completely non-native vegetation. See the Biological Survey for Black Sphinx Moth conducted by Starr Environmental, which is attached hereto as **Exhibit "H"**. Introduced terrestrial fauna in the region include rats, mice, feral cats, and mongoose. Introduced avifauna include the Mynah, Spotted Dove, Barred Dove, Japanese White-eye and House Sparrow. According to the U.S. Fish and Wildlife Service (USFWS) there is no proposed or designated critical habitat in the vicinity of the project site, however their data indicates that the federally endangered Blackburn's sphinx moth and the federally endangered hoary bat may occur within the vicinity of the proposed project. The federally threatened Newell's shearwater and endangered Hawaiian petrel may fly over the project.

b. Potential Impacts and Proposed Mitigation Measures

The fauna and avifauna species found on the dryland portions of the project site are of common, non-native species, such that the proposed project is not anticipated to adversely impact the region's fauna and avifauna. The pre-consultation letter from the USFWS addressed mitigation measures for the three (3) species that could be impacted by the project. The first species is the Blackburn's Sphinx Moth. On November 16, 2013, two biologist inspected the Property looking for signs of the Moth and for the presence of Tree Tobacco and other plants that may support the Moth. According to their report no tree tobacco were found on the Property and there were only a few other common non-native plants that are found elsewhere in Paia. The report concludes that "It appears development of this parcel will have no to negligible impact on the endangered Blackburn's Sphinx Moth." The second identified species is the Hawaiian Hoary Bat. According to the US Wildlife letter it is recommended that woody plants greater than 15 feet should not be disturbed, removed or trimmed during the bat birthing and pup rearing season and that barbed wire not be used for fencing the project. The proposed development will be built on an abandoned sugar cane field that is mowed regularly with no trees. There is no barbed wire fencing and none exists or is proposed for the project. Lastly, the USFWS recommends that the Hawaiian Seabirds be protected by only allowing construction activities to occur during daylight hours and limit night-time lighting. Because bright lights can confuse seabirds, leaving them vulnerable to crashes and injuries, outdoor lighting will consist of hooded downward fixtures, as suggested by the USFWS and required by Chapter 205A, HRS. Construction activities will only occur during daylight hours.

7. Streams, Wetlands, and Reservoirs.

a. Existing Conditions

There are no streams, wetlands, or reservoirs on or near the project site.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to impact any of the area's streams, wetlands, or reservoirs.

8. Archaeological & Historical Resources.

a. Existing Conditions

The Property has a prior land use history of sugar cane cultivation that has significantly altered the underlying lands. During construction of the Paia Main Post Office, no surface or subsurface archaeological or cultural materials were encountered nor were any encountered within the Property, as set forth in the recently completed Archaeological Assessment prepared by Archaeological Services Hawaii, LLC, ("ASH") attached hereto as **Appendix A**. The Assessment was accepted by the State Historic Preservation Division of the DLNR by letter dated, December 2, 2014 with the requirement that a monitoring plan be submitted and implemented during all phases of ground alteration. A copy of this letter is also attached in Appendix A.

b. Potential Impacts and Proposed Mitigation Measures

The Archaeological Assessment Report, dated September 2011 and revised June 2012, prepared by ASH states that the lands underlying the Property have been previously utilized in the cultivation of sugar cane for over 100 years which has resulted in significant ground alterations. The assessor dug 14 random trenches averaging 4 meters long, 1.8 meters wide, and 1.8 meters deep. No historic properties were identified during the testing program. Proposed development of the Property is not anticipated to impact significant archaeological materials. In accordance with Section 6E-43.6, Hawaii Revised Statutes and Chapter 13-300, HAR, if any significant cultural deposits or human skeletal remains are encountered, work will stop in the immediate vicinity of the find and the SHPD and the Office of Hawaiian Affairs (OHA) will be contacted. Pursuant to the Archaeological Assessment it is recommended that even though there is no indication of archaeological activity archaeological monitoring will be implemented and a monitoring plan prepared and submitted to the State Historic Preservation Division (SHPD-DLNR) prior to any ground disturbing activities.

9. Cultural Resources.

a. Existing Conditions

A Native Hawaiian Cultural Practices Assessment was prepared by Charles Maxwell, Sr. and is attached hereto as Appendix C. Mr. Maxwell visited the site and conducted interviews with elderly residents. He concludes that due to the fact that sugar cane has been in production on the site since the mid 1800's "the history beneath it is hidden." In the interviews both people were born in the 1930's and cannot remember the subject property being used for anything other than sugar cane production. Charlotte Maxwell stated that "if anything of cultural significance was present it would have been impacted by the planting of sugar cane a long time ago." The assessment indicates that the lands in the vicinity of the subject property were used during pre-contact times for farming only, noting that the area's dry plains and slightly arid temperatures made for ideal conditions for the growing of 'uala (Ipomeas batatas) or sweet potato. The report concluded that post-contact use of the lands in sugar cane production has most likely eliminated the possibility of the project site containing significant surface cultural materials. The report did not identify any traditional access ways or significant cultural practices taking place in the vicinity of the project site

b. Potential Impacts and Proposed Mitigation Measures

No cultural practices specific to the project site were revealed by the Assessment. Neither of the interviewees could identify anything other than cane fields at the site and the archival and historic research did not identify any cultural sites or practices associated with the site. Therefore, the Project is not anticipated to have any significant impacts on the cultural resources of the area.

10. Air & Noise Quality.

a. Existing Conditions

There are no point sources of airborne emissions in proximity to the Property. Air quality in the vicinity of the Property may be affected by a variety of sources, including smoke and dust from sugar cane harvesting that occurs adjacent to Paia Town. Although minimal, airborne pollutants are largely attributable to vehicular exhaust from traffic along the region's roadways, these sources are intermittent and prevailing winds quickly disperse the particulates generated by these temporary sources. Vehicular traffic traveling along Baldwin Avenue and the mini bypass are the primary sources of noise at the Property. Other noise sources are attributable to agricultural operations and natural conditions such as wind and rain.

b. Potential Impacts and Proposed Mitigation Measures

Air quality impacts attributed to the proposed project will include dust generated by construction-related activities. Site work, such as clearing, grubbing and grading, will generate some dust. Dust control measures such as dust fences and regular watering and sprinkling will be used to minimize wind-blown emissions. Graded and grubbed areas will be vegetated to mitigate dust-generated impacts. In the long term, the proposed project is not expected to adversely impact local and regional ambient air quality. The proposed business, retail, commercial, and residential uses are not anticipated to produce any air quality impacts.

Ambient noise conditions will be temporarily impacted by construction activities. Heavy construction equipment, such a bulldozers, and back hoes will likely be the main sources of noise during the construction period. In the long term, no significant adverse impacts to ambient noise conditions are anticipated. The proposed uses are similar in nature to the nearby commercial areas, such that no significant changes in ambient noise levels are anticipated and the prevailing trades blow towards open cane fields.

11. Scenic and Open Space Resources.

a. Existing Conditions

Scenic and open space resources at the Property include views of the Upcountry area and Mount Haleakala to the southeast. Views of the West Maui Mountains and north shore ocean are also provided. The Property is not part of a scenic corridor.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project will be developed following the CTB guidelines with low-rise structures. Landscaping will be installed as part of the development improvements to ensure visual buffering and softening of the built landscape. Views from Baldwin Avenue may be slightly impacted as a result of the proposed project, however these are primarily commercial buildings. Because the project site is located amid a built environment, adverse impacts to scenic or open space resources resulting from the project are not anticipated.

B. SOCIO-ECONOMIC ENVIRONMENT

1. Regional Setting.

a. Existing Conditions

The Paia-Haiku Community Plan region is largely agricultural and rural in character. Paia is a primary urban center within the region. Paia Town is made up of an eclectic mix of small businesses, transient accommodations and residential housing. The commercial core is situated

around the intersection of Hana Highway and Baldwin Avenue. Existing residential development is generally concentrated around the commercial core between Paia Town and Kuau and along Baldwin Avenue to Skill Village, which is above the old Paia Mill. The primary agricultural activity in the Paia area is sugar cane. Sugar cane grown in the area was processed at the HC&S Paia Sugar Mill until the mill permanently closed in September of 2000. Today, all sugar cane from the Paia area is processed at the HC&S Puunene Sugar Mill. Although Paia's identity and character can be traced back to its agricultural past, the town character has evolved over the last three decades reflecting its proximity to the North Shore and the expansion of water sports. Today, Paia has become such an attraction for tourists and ocean sporting enthusiasts from around the world travel that shops that cater to them have pushed out many of the stores that used to service the local community from the town. In the last twenty years Paia has lost its pharmacy, numerous doctors, four mom & pop markets, a dry cleaner and its' laundromat. None of these have returned, primarily due to the high cost of rents. They have been replaced by realtors, jewelry stores, art galleries, boutiques and surf shops. Because there are few stores that cater to the surrounding residents, and the parking is always difficult, there is little left of the old Paia many residents once knew.

b. Potential Impacts and Proposed Mitigation Measures

There is currently 154,405 square feet of commercial retail space in the Paia commercial corridor ("Collier's"). In the last year, more than 10,000 square feet of additional space has been built or is being built since the Market Study was conducted. A rough count of the parking currently provided by the commercial tenants of Maui for public use is 220 stalls. Because the overwhelming majority of commercial buildings in Paia do not provide any parking or parking that is well below code requirements there is a shortage of parking in town. Although the project will expand commercial retail space by approximately 41,600 square feet in two phased stages, it will immediately increase the number of commercial parking stalls by 201 stalls. The parking lot will exceed County Code requirements and should provide a welcome change to an issue that is plagued the community for a very long time. The commercial parking will be either electronically monitored or have an attendant. Occupants in the senior housing will have electronic access and there will be validated parking for those who frequent the commercial businesses. In order to pay for maintenance, property taxes and upkeep the remainder of the parking will be paid at prevailing parking rates in Paia.

Because of the lack of commercial space in Paia the rental rates have increased to where it is difficult for service and for "mom and pop" establishments to survive. It is already anticipated that the project will bring in medical professionals, physical therapist and hopefully allow a pharmacist to return to town. It is anticipated that at least one of the commercial buildings will be devoted solely to medical facilities. The residential units above the commercial spaces will provide a work/live environment for some business owners. The proposed Paia Courtyard project

with the commercial and senior living is an extension of the existing community and no adverse impacts to the regional character of the Paia area are anticipated.

2. **Population and Demography**.

a. Existing Conditions

The population of the county of Maui has exhibited relatively strong growth over the past decade with the 2010 population estimated to be 154,834, a 20.9 percent increase over the 2000 population of 128,241 (Maui County Data Book, June 2010). The population of greater Paia is estimated to be 2,499. The population of seniors 55 and over in Maui County is expected to increase from 38,385 in 2010 to 73,670 by 2035. This is a 92% increase.

b. Potential Impacts and Proposed Mitigation Measures

In light of the projected growth in both the resident and visitor populations to the island, demands for commercial services and residential housing are anticipated to rise through 2030. The proposed project is being planned to support the projected growth in the region with its provision of business, commercial, retail, and medical spaces as well as senior apartments.

As the Paia resident and visitor populations increase, the commercial component of Paia Courtyard is anticipated to achieve stabilized or long-term occupancy by around 2020. Because it is located in proximity to existing residential neighborhoods it is anticipated to attract tenants that service both visitors and residents.

3. **Economy and Labor Force.**

a. Existing Conditions

The economy of Maui is heavily dependent upon the visitor industry, and in turn, this industry fosters the retail and service industries. According to the 2011 Maui county Data Book, the top three (3) most common occupations in Maui County in 2010 were waiters and waitresses, retail salespersons, and cashiers. The dependency on the visitor industry is especially evident on the north shore. Since the 2008 economic downturn, the average daily visitor census has increased from 44,433 visitors in 2008 to 46,263 visitors in 2010 (2011 Maui County Data Book). The economy in Paia has been extremely strong for many years and there has been very little commercial space available for lease. "The small market size and minimal amount of new development over the past decade made it difficult to determine the annual net absorption of the Paia commercial real estate market. While demand is high due to the popularity of the area for tourists, net absorption is minimal for this market as inventory is limited and vacancy rates are low." See, page 4 of the Collier's Paia Market Study, **Appendix "F"**. This lack of supply has

driven up prices and forced many small businesses out of town. In the past decade 3 small markets, a dry cleaner, and now a pharmacy have left and all replaced with retail space.

b. Potential Impacts and Proposed Mitigation Measures

The entitlements being requested are intended to address land use consistency requirements advanced by the Paia-Haiku Community Plan and the updated 2030 general plan, and are not anticipated to adversely impact the local economy. The Property will be developed for mixed use as set forth in the Country Town Business guidelines, plus parking and senior housing. Immediate economic benefits generally associated with development include those related to construction and related services. In the long-term the availability of additional retail/commercial space in Paia Town will help meet the needs of existing and new businesses seeking expanded leasable areas. The additional space should allow additional businesses to enter the area that can afford to service the community. All of these businesses will provide additional employment opportunities. The addition of senior housing will help house an increasing segment of the Maui population. The senior apartments will allow many aging homeowners to downsize and free up additional housing for families. Further, the availability of significant additional parking will offer added attraction for everyone seeking to visit Paia.

Key factors that enhance the potential of the project for commercial-retail development include the following:

- Large land area with level topography;
- Extensive frontage and prominence along Baldwin Avenue;
- High demand for commercial space;
- A central location that allows smart expansion

4. Housing.

a. Existing Conditions

The project site is located in Paia, the commercial and residential entryway to the north shore. Paia contains a mix of affordable and market price single-and mutli-family residential neighborhoods together with higher end homes along the ocean, however there is no senior housing available in the community. The update to the Maui County General Plan projects continued residential growth on the north shore with a number of new residential and in-fill developments being captured within the proposed Urban Growth Boundary of the Maui Island Plan.

b. Potential Impacts and Proposed Mitigation Measures

The project proposes 56 senior apartments. The anticipated growth in tourism and in the senior residential population on the north shore will require additional housing, business, commercial, and retail support. The commercial and office components of the proposed project will provide residents with medical services, office space, and employment opportunities. Meanwhile, the commercial and retail components will provide services and entertainment for existing and future residents. A critical element of senior housing is the close proximity of recreation and services. There will be a symbiotic relationship between the commercial buildings and the senior housing wherein each helps support the other. Many of the residents will walk across the parking lot to seek out medical and health services, restaurants and grocery stores. The seniors will help support additional medical and health facilities in the commercial spaces. The senior housing will be designed as one and two bedroom units. The complex will be two stories with the 2nd story units accessed by elevators. 25% of the units will be sold or rented under affordable housing guidelines with a minimum age restriction of 55 years and older for all residents within the complex. These restrictions will be codified in the CC&R's for the project and each deed will convey the property with these restrictions. The senior units will have a bus stop, community building, and swimming pool and the entire project will comply with the Americans with Disabilities Act.

Increased employment opportunities will also be created. The project will be subject to the County of Maui's Residential Workforce Housing Policy (Chapter 2.96 Maui County Code), and it is acknowledged that the Project will comply with these provisions and entitlement action documents, together with an appropriate Residential Workforce Housing agreement, will be executed accordingly.

C. PUBLIC SERVICES

1. Police and Fire Protection.

a. Existing Conditions

The County of Maui's Police Department is headquartered at its Wailuku Station on Mahalani Street. There are three (3) patrol divisions on the island of Maui, serving the Wailuku, Lahaina and Hana regions. The Wailuku division services Central Maui, Paia-Haiku, Upcountry and the Kihei-Makena areas. Fire protection, suppression and protection services for the Paia-Haiku region is provided by the County Department of Fire Control's Paia Station, located along Hana Highway in Paia Town.

b. Potential Impacts and Proposed Mitigation Measures

As an urban expansion project in the heart of Paia, the proposed project will not result in an expansion of existing police or fire service limits. However, the proposed project may require additional police and fire protection services. Real property tax revenues generated by the proposed project will add to the County's general funds and may be used to hire additional police and fire personnel.

2. **Medical Facilities**.

a. Existing Conditions

Maui Memorial Hospital is the only major medical facility on the island and it services the Paia-Haiku region. Acute, general and emergency care services are provided by the hospital. Private medical and dental clinics and practices are located predominantly in the Wailuku-Kahului area and also serve residents of Paia-Haiku. Paia currently has a dentist who at located on the existing building on the Property.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to have a negative effect on the service capabilities of emergency medical or general care operations. The proposed project will provide additional office space for medical practitioners in Paia, thereby enhancing access to medical facilities. The Developer has been in active discussion with a Maui doctor to set –up her practice in Paia. The senior housing portion of the project and available parking will hopefully draw additional medical clinics and services to the town.

3. **Educational Facilities**.

a. Existing Conditions

The State Department of Education operates one (1) school in the Paia area. Paia Elementary School covers grades K to 5. Public school students from the Paia area are serviced by Samuel Kalama Intermediate School in Makawao which covers grades 6 to 8. King Kekaulike High School serves as the region's high school, for grades 9 through 12. The Doris Todd Memorial Christian School is a private educational facility located in Paia covering grades K to 6.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project may contain up to 9 residential units mixed with the commercial phase of the Project. There are 54 proposed senior apartments. Workforce housing for the senior apartments will be satisfied by complying with Chapter 2.96 of the Maui County Code, being the county Residential Workforce Housing Policy. Because all units will be subject to senior housing requirements there will be no burden on educational facilities.

4. **Recreational Facilities**.

a. Existing Conditions

Paia has Baldwin beach Park to the west and Hookipa beach park to the east. There are numerous recreational opportunities available in the Paia area. Shoreline activities, such as kiteboarding, fishing, surfing, biking, jogging, picnicking, swimming, and windsurfing are predominant forms of recreation on the north shore. Recreational resources available in Paia include the Spreckelsville Senior Center and Paia Youth Center, as well as the Paia Skate Park.

b. Potential Impacts and Proposed Mitigation Measures

The project is not anticipated to have an adverse impact on recreational facilities in the region, however the Project will comply with any Parks Assessment Fees imposed by the County of Maui Parks and Recreation.

5. **Solid Waste Disposal**.

a. Existing Conditions

Single-family residential solid waste collection service is provided by the County of Maui. Residential solid waste collected by County crews is disposed at the County's Central Maui Landfill. Private Commercial Waste companies currently service the Paia commercial properties.

b. Potential Impacts and Proposed Mitigation Measures

A construction waste recycling, reuse, and disposal plan will be developed prior to the initiation of construction and coordinated with the Department of environmental management. The proposed project will be served by a private solid waste collection and disposal service. Solid waste will be disposed of at the Central Maui Landfill. The proposed project is not anticipated to affect the service capabilities of the county's residential solid waste collection system. According to the County of Maui Integrated Solid Waste Management Plan (ISWMP), the existing Central Maui Landfill has adequate capacity to accommodate residential and commercial waste needs through 2026 (County of Maui, Department of Environmental Management, 2009).

D. INFRASTRUCTURE

1. **Roadways**.

a. Existing Conditions

Paia Town is accessed by Hana Highway and Baldwin Avenue. Hana Highway is an east-west, State Highway that connects Kahului with Hana. Within Paia, Hana Highway is a two-lane, two-way roadway. The highway intersects Baldwin Avenue at a signalized T-intersection with a dedicated right turn lane in the eastbound direction and left turn lane in the westbound direction. There is parking along both sides of the roadway. Baldwin Avenue is a two-lane, two-way County road that connects Paia with Makawao. Parking is also allowed along both sides of the street within Paia town.

The Property is bordered by Baldwin Avenue to the east and the Paia mini-bypass to the south and west. The Paia Mini-Bypass provides an alternate route for traffic from Hana Highway bound for areas south of Paia Town. The mini-bypass begins from Hana Highway west of town and ends at Baldwin Avenue south of the Post Office. The mini-bypass is only one-lane wide and allows one-way traffic in the southbound direction only.

Maui Public Bus Transit system operates one bus route through Paia along Hana Highway. Route 35 connects Kahului and Haiku. This route operates through Paia from approximately 6:00 a.m. to 9:00 p.m. at 90-minute intervals. There are two stops in Paia along Hana Highway. One is located at the westerly end of town on Hana Highway and the other is located on the easterly end of town. The developer has provided an area within the project with the intent of having public transit service provided to and from the project.

A Traffic Impact Assessment Report (TIAR) was completed for the project by Phillip Rowell and Associates in 2011. See **Appendix "D"**. On September 30, 2013, SSFM International conducted a Traffic Update Memorandum ("TIAR 2013", also attached in Appendix "D"). On April 6, 2016, SSFM International prepared another Traffic Update Memorandum ("TIAR 2016", also attached in Appendix "D") to further supplement the TIAR. The TIAR 2013, updates the traffic analysis and specifically addresses the comments received from the County of Maui Department of Planning letter of July 23, 2013. ("COM Letter").

The current traffic volume in Paia is detailed in the TIAR 2016 which introduction states:

> Pāia 2020 LLC, the applicant, is proposing to develop a nine-acre parcel located along Baldwin Avenue in downtown Pāia, located on the north coast of the island of Maui (see project location map in Figure 1). The project site is located on a plot of land, makai (ocean side) of the existing Post Office and Pāia Mini-Bypass Road, that is currently used for parking. Proposed access to the development will be through one full-access driveway off of Baldwin Avenue. There is the potential for an additional one-way ingress access

driveway to be provided off of the Pāia Mini-Bypass Road; however, this was not included in the analysis so as to assume worst case conditions.

The Maui Island Plan General Plan 2030 (COM, 2012) includes the parcel within the Small Town Growth Boundary. The proposed development includes 56 total senior housing units, 14 of which will fall under the requirements for affordable housing, 9 residential units, 9,708 square-feet (sf) of office space, 27,392 sf of retail, and a 4,503 sf restaurant. This results in 41,603 sf of mixed-use space including business, retail, and a restaurant (see site plan in Figure 2). The project will provide 309 parking stalls on site and 13 on-street parking stalls off-site adjacent to the project site along Baldwin Avenue. This is 57 stalls more than what is required per zoning regulations. These parking stalls are accessible for public use. A bus stop is being proposed within the project to provide transportation for the residents of the senior housing. The full buildout and occupancy of the proposed development is expected by 2020. This traffic impact analysis report (TIAR) will evaluate existing conditions and assess traffic impacts in the surrounding area as a result of the full build out conditions for this development in the year 2020. This TIAR was prepared as an update to the Traffic Impact Analysis Report Pā ʻia 2020 (PRA, October 2011) and Pā ʻia Courtyard Traffic Update Memorandum (SSFM, October 2013) in support of an Environmental Assessment.

b. Potential Impacts and Proposed Mitigation Measures

Access to and egress from the project will be provided via a recently constructed driveway along the west side of Baldwin Avenue and access may also be provided by a new driveway along the Paia mini-bypass. The land under the bypass is owned by A&B and it is operated under a license agreement with the County of Maui. I am in negotiations with A&B to gain access off of the bypass. See Access and Easement Agreement, Exhibit 12. The driveway along Baldwin Avenue is 36-feet wide will have two outbound and one inbound lanes. All traffic movements will be allowed at this driveway. Since the Paia mini-bypass is one-way southbound, traffic movements at project driveways will be restricted to left turns into the project only. Traffic movements at the Baldwin driveway will not be restricted. A bus stop within the project is part of the plan to provide transportation for the senior residents of the project and community. There will also be a connection for pedestrians between the project and the Post Office.

The project will generate 312 trips during the morning peak hour, 149 inbound and 163 outbound. During the afternoon peak hour, this phase will generate 116 inbound and 90 outbound trips for a total of 206 trips (TIAR Update).

The level-of-service analysis was performed for "without project" and "with project" conditions and concluded that all controlled traffic movements will operate at Level-of-Service D or better,

which implies acceptable operating conditions and minimal delays. Accordingly, no additional mitigation is recommended. (The original Rowell Traffic Report analysis used 104 as the number of senior units when that has now been downsized to only 54 units).

Article III of the TIAR Update specifically addresses ways to mitigate the current traffic problems in Paia and the impact of the project. It states:

> It can be concluded that the intersection of Hāna Highway and Baldwin Avenue would function better with additional capacity. As noted, various impediments to roadway capacity exist in the current configuration that result in the difference between observed and calculated intersection LOS. Removing existing causes of friction along the approaches to the intersection would lessen delay and improve operations. Additional right-of-way (ROW) does not exist along Hāna Highway in its current configuration to provide for additional turn or through-traveling lanes. The current on-street parking configuration reduces the capacity of the intersection as a result of parked vehicles existing in the travel way ROW. Reduction of on-street parking in the vicinity of the intersection would provide additional capacity as a result of a lengthened eastbound right-turn lane which in turn would improve intersection operations.
>
> On street parking is another cause of friction. Currently the 21 parking stalls along the mauka side of Hāna Highway are front-in angled parking with 14 stalls on the west side of the intersection and seven on the east side. Vehicular movements to pull out of these stalls impede the adjacent through-traveling vehicles, resulting in delay and congestion. In addition, motorists will often slow or stop along Hāna Highway while waiting for a driver to enter their vehicle in anticipation of a parking stall becoming available. Through traveling vehicles would not be as impacted if on-street parking were removed during peak vehicular travel times. By prohibiting parking during the peak travel times, such as the PM peak commuter period, through-traveling vehicles will not be delayed during these high volume periods. Another option would be to reconfigure parking to a configuration such as parallel parking. While the vehicular maneuvers into a parallel parking stall are more time consuming than into a front-in angled stall, these maneuvers can likely take place outside of the vehicular travel way thereby not impeding through-traveling vehicles. Using an average parking stall length of 20 feet, reconfiguration of the existing front-in angled parking to parallel parking would remove eight parking stalls, five on the west side and three on the east. The reduction of conflicting movements along the approach and receiving legs of the intersection with Baldwin Avenue would improve intersection operations. The removal of required space dedicated to front-in angled parking will also allow for a bicycle facility which would improve multi-modal connectivity and safety.
>
> Driveway intersections also cause friction. Multiple driveways to private and public parking lots exist along Hāna Highway in the vicinity of the intersection with Baldwin Avenue. Conflicts from vehicles making turns onto and off of Hāna Highway add additional delay to through-traveling vehicles, resulting in underutilized traffic signal timing. Consolidating driveways or restricting movement into and out of those

driveways that have alternative access through Baldwin Avenue would potentially improve operations along Hāna Highway.

Pedestrians were observed to jaywalk across Hāna Highway in the vicinity of the intersection with Baldwin Avenue. No pedestrian crosswalk exists across the west leg of the intersection, with the next available marked crossing at the intersection with the public parking lot 600 feet to the west. A pedestrian crosswalk was likely not included across the west leg of the intersection due to the potential conflict of left-turning vehicles from Baldwin Avenue with crossing pedestrians. By adding a crosswalk with a leading pedestrian crossing interval, conflicts between vehicles and pedestrians could be minimized. While the addition of a crosswalk here would add to the calculated delay of the intersection operations, actual operations would likely be improved through a reduction in pedestrians jaywalking at mid-block locations which causes both an operational and safety concern. As an alternative to a crosswalk across the west leg of the intersection, the addition of a mid-block pedestrian crosswalk halfway (300 feet) between the intersection and public parking would provide for the desired pedestrian crossing point that currently results in the jaywalking. Therefore, it is suggested to consider including a crosswalk across the west leg of the intersection or at a location 300 feet to the west in order to increase safety for pedestrians. (See, TIAR Update at Pages 5,6).

Available parking provided by the Pāia Courtyard will also assist in reducing the number of conflicting turns into and out of driveways off of Hāna Highway for vehicles looking for parking. Way-finding signage could be installed along Hāna Highway that directs vehicles traveling from the west onto the Pāia Mini Bypass Road to access Pāia town parking, reducing the number of vehicles traveling through the intersection of Hāna Highway and Baldwin Avenue. It is because of this that the proposed options for reconfiguring parking along Hāna Highway, and addition of parking stalls with the Pāia Courtyard project, will result in better operations at the intersection of Hāna Highway and Baldwin Avenue.

An assessment of the need for a separate left turn lane for vehicles turning left into the project from Baldwin Avenue was performed. The assessment determined that a separate left turn lane for vehicles turning left was not warranted during either peak period. Accordingly, based on the findings of this accepted standard, a separate left turn lane is not recommended. It should also be noted that providing a separate left turn lane would be inconsistent with the adjacent intersections in the area. A left turn lane at the project's driveway along Baldwin Avenue would also result in conflicts with traffic turning into and out of the Post Office parking lot, which is adjacent to the project's driveway. Access to the project will continue to be from the exiting 36' wide driveway along Baldwin Avenue. There is also an existing road widening lot fronting the project along Baldwin Avenue. The frontage will be improved with concrete curb, gutter and sidewalk to meet Department of Public Works standards. Two new driveways along the Paia Mini-Bypass on the west side property are proposed for left turns into the project only. (See, TIAR Update at Page 7).

The TIAR 2016 makes the following conclusions and recommendations:

Existing vehicle conditions through downtown Pāia are observed to be poor during most times of the day even though calculated LOS shows acceptable operations. This is largely due to a lack of capacity at the intersection of Hāna Highway at Baldwin Avenue as well as the other conditions that impact travel flow such as on-street parking, driveway movements, and pedestrian crossings. Some of these features are what makes downtown Pāia a more walkable community by slowing down traffic and prioritizing pedestrian travel.

Future (2020) Without Project conditions assume a slight increase in vehicle volumes which has a limited impact on future LOS conditions. Potential mitigation measures that would improve observed LOS for vehicles, bicycles, and pedestrians includes reconfiguring on-street parking from front-in angled to parallel and providing additional pavement width to mark dedicated bike lanes on Hāna Highway and Baldwin Avenue in downtown Pāia. Relocating the existing uncontrolled marked crosswalk along Hāna Highway or adding a crosswalk across the west leg of the intersection would also help improve pedestrian conditions while also concentrating pedestrian crossings.

With the proposed project, additional development will increase traffic. However, an excess of parking is provided to assist in filling the existing demands. Other proposed improvements include the construction of a sidewalk along the west side of Baldwin Avenue and including a bus stop within the project site. By providing wayfinding for eastbound traffic along Hāna Highway that directs vehicles onto Pāia Mini-Bypass Road, vehicles could be removed from the intersection of Hāna Highway and Baldwin Avenue, potentially alleviating some existing delay. With all the proposed future mitigation, it is believed that operations for all users could be improved to acceptable conditions.

2. Water System.

a. Existing Conditions

The Paia area is served by the Department of Water Supply's domestic water system. The Waihee Wells, which were developed by the Central Maui Source Joint Venture, are the specific water sources for two (2) tanks servicing Paia, including a 100,000 gallon tank located at an elevation of 267 feet amsl and a 300,000 gallon tank located at an elevation of 456 feet amsl. Fronting the project site along Baldwin Avenue are two (2) existing waterlines, including a 6-inch line on the east side of the roadway and an 8-inch line on the west side of the roadway. The currently developed portion of the Property is serviced by a ¾ inch water meter. The undeveloped portion of the Property is served by a 2 inch County of Maui water meter that is stubbed to the lot connected to the 8" waterline.

b. Potential Impacts and Proposed Mitigation Measures

According to the Preliminary Engineering Report ("PER"), dated April 2012 (attached hereto as **Exhibit "E"**) and drafted by Otomo Engineering, there is an existing 2" water meter connected to an 8" waterline along Baldwin Avenue. In accordance with the Department of Water Supply's Domestic Consumption Guidelines for commercial development, the Average Daily Demand ("ADD") for the Phase I commercial buildings (with 9 upstairs apartments) is approximately 9,800 gallons per day. The Phase II Senior Units ADD is estimated to be 30,800 gallons per day (based on 55 units). The existing 2" water meter will be used to provide domestic water to the commercial buildings. Additional water meters will be required to provide domestic water to the senior housing. New reduced pressure backflow preventers and a double check detector assembly will be installed to meet DWS standards as part of the required improvements. The project will also utilize low-flow fixtures as part of the water conservation measure. A Well has been installed that will be used for all non-potable uses. The Well has been confirmed to produce 70 gpm of water with a chloride level of 640 gpm.

Fire flow demand for commercial and multi-family developments is 2,000 gallons per minute for a 2 hour duration. The existing 8-inch waterline along Baldwin Avenue is capable of providing fire flow for the project and will be utilized by installing a fire line into the property. Fire hydrants will be installed around the project site with a maximum spacing of 250 feet.

3. **Wastewater System**.

a. Existing Conditions

According to the Preliminary Engineering Report ("PER"), dated April 2012 **(Exhibit "E")** there is an 8-inch sewerline located within the Baldwin Avenue right-of-way fronting the project site. The wastewater is transported to the Wailuku-Kahului Wastewater Reclamation Facility via a series of coastal sewerlines, force mains and pump stations.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project will generate approximately 10,697 gallons per day of wastewater for Phase I and 14,025 gallons per day for Phase II (based on 55 units). The wastewater generated from the project will be transported to the Kahului Wastewater treatment facility by means of the existing sewer system. According to the Wastewater Reclamation Division, the treatment plant has sufficient capacity to accommodate the additional wastewater generated from the project at this time. The project will connect to the existing sewer lateral on the northeast side of the property.

4. Drainage System.

a. Existing Conditions

The elevation on the site ranges in the south to north direction from an elevation of 54 feet at the top of the property to 14 feet at the makai property line, with a slope averaging approximately 4.2%. According to the Flood Insurance Rate Map, September 29, 2009, prepared by the United States Federal Emergency Management Agency, the project site is situated in Flood Zone X. Flood Zone X represents areas outside the 0.2% annual chance floodplain. According to the "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August, 1972)", prepared by the United States Department of Agriculture Soil Conservation Service, the soils within the project site are classified as Paia Series (PcB and PcC). Paia Series is characterized as having moderate permeability, slow runoff, and a slight erosion hazard.

Presently, runoff from the project site sheet flows in the south to north direction towards the bottom of the property and generally sheet flows off of the project site towards or the existing cane fields to the northwest.

b. Potential Impacts and Proposed Mitigation Measures

According to the PER it is estimated that the present 50-year, 1-hour runoff from the project site is approximately 8.5 cfs and 13,755 cf runoff volume. See, PRE, **Appendix "E".** The post development runoff from the project site is estimated to be 34.5 cfs and 37,280 cf of runoff volume, which is an increase of 26.0 cfs and 23,525 cf of runoff volume over existing conditions. The project site will be graded to maintain the existing runoff pattern with a majority of the runoff sheet flowing towards the northwest. All onsite runoff will be collected by catch basins located within the parking and landscaped areas. The runoff will be conveyed to a retention system, which will consist of a retention basin and a subsurface drainage system. The retention basin will likely be located at the bottom of the property along the bypass or it will be located within a one acre easement on the A & B Ag parcel immediately across the mini-bypass road to the north west of the project site. A copy of the proposed A&B easement is attached in Exhibit 12. The subsurface drainage system will be located beneath the paved parking within the project site and consists of perforated drain line embedded in crushed rock which will be wrapped with a layer of filter fabric. Surface runoff entering the perforated pipe will be allowed to infiltrate into the ground. The drainage system will have a storage volume of approximately 40,000 cf which is greater than the total post development surface runoff volume generated from a 50-year, 1-hour storm. Overflow form the onsite drainage system will be allowed to continue downstream along the existing drainage pattern.

The design intent of the project will be to limit the need for extensive grading as much as possible. Development of the project will also include implementation of site specific best

management practices (BMP's) during construction to provide erosion control and minimize impacts to downstream properties. BMP's which may be implemented would include, but are not limited to:

1. Prevention of cement projects, oil, fuel, and other toxic substances from falling or leaching into the water.

2. Prompt and proper disposal of all loosened and excavated soil and debris material from drainage structure work.

3. Retention of ground cover until the last possible date.

4. Stabilization of denuded areas by sodding or planting as soon as possible and early construction of drainage features.

5. Minimize time of construction.

The proposed drainage system will be designed in accordance with Chapter 4, "Rules for the Design of storm Drainage Facilities in the County of Maui".

5. Electricity and Telephone Systems.

a. Existing Conditions

Electrical and telephone services in the Paia-Haiku region are provided by Maui Electric Company and Hawaiian Tel respectively through overhead utility lines along both sides of Baldwin Avenue.

b. Potential Impacts and Proposed Mitigation Measures

The proposed electrical, telephone and cable TV distribution systems to the subject project will be installed from the existing overhead facilities currently servicing the project area along Baldwin Avenue. Upgrades to the facilities will be made as necessary during the building permit process. The project will apply for net metering permits with Maui Electric and will build covered parking to accommodate the photovoltaic panels. The parking structures will be designed to comply with country town design guidelines and to complement the surrounding building architecture. A solar powered, battery back-up system will be implemented for emergency lighting in both the commercial and senior housing phases of the development.

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.

The County of Maui has recently updated the County General Plan through the planning horizon of 2030. Among the components of the General Plan Update is the formulation of a Maui Island Plan which delineates urban and rural growth boundaries (UGBs and RGBs, respectively). The purpose of the UGBs and RGBs is to direct future urban and rural growth to select areas of Maui Island, taking into account population projections and future demands for housing infrastructure, services, and public facilities. The proposed project will expand both commercial and residential units within the proposed UGB for the Paia-Haiku region. The requested land use action is in keeping with the existing land use character of Paia Town. Although the project site is located primarily on vacant, undeveloped land, the site has been designated for urban land uses and is surrounded by urban development to the north and east and south. The project will comply with the elements of the Country Town Design Guidelines for Paia as adopted on April 1990. Compliance with these guidelines is discussed further in the Design Guideline section, paragraph III (6)(E) below.

The development of this site will not take agricultural land out of production and with the implementation of Best Management Practices for water quality, erosion and sedimentation control, adverse impacts to the cane fields to the west are not anticipated. Being an urban expansion to the existing Paia Town rather than an urban expansion project, the proposed project is not anticipated to result in any cumulative impacts that do not already exist. No adverse impacts to surrounding land uses are anticipated as a result of the proposed land use amendments. The future development of the Property along Baldwin Avenue will be designed to complement the existing design character of Paia Town. The Property is within the small town growth boundary of the Maui Island Plan. The approval of requested entitlements will not result in adverse landform impacts. The future development of senior housing, mixed use and parking improvements will require minimal grading and excavation activities which will respect adjacent grades and drainage patterns.

Secondary impacts 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. If the project is completed it can be expected that some of commercial properties across the street on Baldwin Avenue will have more business traffic and it will entice more commercial tenants up the east side of Baldwin.

With the proposed mitigation measures in place, the project is not anticipated to have significant secondary impacts. The project site has ready access to necessary infrastructure, such that extensions of infrastructure systems will not be required. Existing county water, wastewater, and waterlines are located in the immediate vicinity of the project site. In the short term, construction of the proposed project will generate employment and revenues for the construction industry and related fields. Over the long term, property tax revenues will provide additional funds for the County and general excise tax revenues will provide additional funds for the State. Once in operation, the proposed business, commercial, retail and senior housing uses will generate a number of employment opportunities. The building of senior units will be addressed through compliance with the County's workforce housing ordinance. Affordable units will be provided as required by the County's workforce housing ordinance. As an approved affordable housing project, impacts on public infrastructure, facilities, and services will be assessed and no new impacts will result from the proposed project. Existing service limits for police, fire, and emergency medical services will not be affected by project implementation, although a small increase in service calls may result from operation of the project. Traffic conditions along Baldwin Avenue and related roadways will be affected. However, the implementation of the driveway configurations and improvements recommended by the project's TIAR are anticipated to mitigate these impacts. In summary, the proposed action is not anticipated to result in significant adverse secondary impacts.

III. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES AND CONTROLS

A. STATE LAND USE DISTRICT

Pursuant to Chapter 205, Hawaii Revised Statutes, all lands in the State have been placed into one (1) of four (4) land use districts by the State Land Use Commission. These land use districts have been designated "Urban", "Rural", "Agricultural" and "Conservation". The project site is designated "Agricultural" and "Urban". The proposed action involves reclassification of the "Agricultural" portion of the Property to an "Urban" district in order to establish country town business uses compatible with the "Urban" designation.

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, objective, policies, and priorities, as well as implementation mechanisms. Examples of State objectives and policies relevant to the proposes project are as follows:

1. **Section 226-05, Objective and policies for population. To achieve this objective, it shall be the State policy to:**

    a. Manage population growth statewide in a manner that provides increased opportunities for Hawaii's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.

    b. Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.

    c. Promote increase opportunities for Hawaii's people to pursue their socio-economic aspirations throughout the islands.

2. **Section 226-13, Objective and policies for the physical environment-land, air, and water quality. To achieve this objective, it shall be the policy of this State to:**

    a. Encourage design and construction practices that enhance the physical qualities of Hawaii's communities.

    b. Encourage urban developments in close proximity to existing services and facilities.

The Property is located within the Lower Paia Town area, an established center for commerce and employment within the County of Maui. Basic infrastructural services such as transportation systems, water, wastewater systems and public utilities are readily available. Schools and parks are available within close proximity to the project site. Fire and police protection services are available, as is solid waste disposal services. The area encompassed is intended to satisfy future commercial, senior housing and parking needs of the Paia region. The Property is contiguous with the existing urban areas of Paia Town and can be considered a town expansion project. The lands makai of the property and lands to the east are already designated and being used for business use. The proposed project is in conformance with the above-noted objectives and policies of the Hawaii State Plan.

C. 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 and region within the county; shall address the unique problems and needs of each island and region; shall explain 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 county 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 on March 24, 2010. The Maui Island Plan was adopted in December 2012.

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.

The Countywide Policy Plan also 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*

The following goals, objectives, and policies are illustrative of the proposed Paia Courtyard project's compliance with the Countywide Policy Plan:

Goal: #4 Housing Opportunities for Residents

Expand Housing Opportunities for Residents with quality, island-appropriate housing.

Objective:

Reduce the affordable housing deficit for residents.

Policies:

a. Ensure that an adequate and permanent supply of affordable housing, both new and existing units, is made available for purchase or rental to our resident and/or workforce population, with special emphasis on providing housing for low- to moderate-income families, and ensure that all affordable housing remains affordable in perpetuity.
b. Provide for a range of senior-citizen and special needs housing choices on each island that affordably facilitates a continuum of care and services.
c. Redevelop commercial areas with a mixture of affordable residential and business uses, where appropriate.

d. Ensure residents are given priority to obtain affordable housing units developed in their communities, consistent with all applicable regulations.
e. Establish pricing for affordable housing that is more reflective of Maui County's workforce than the United States Housing and Urban Development's median-income estimates for Maui County.
f. Develop neighborhoods with a mixture of accessible and integrated community facilities and services.

Objective:

Increase the mix of housing types in towns and neighborhoods to promote sustainable land use planning, expand consumer choice, and protect the County's rural and smalltown character.

Policies:

a. Seek innovative ways to develop `ohana cottages and accessory-dwelling units as affordable housing.
b. Design neighborhoods to foster interaction among neighbors.
c. Encourage a mix of social, economic, and age groups within neighborhoods.
d. Promote infill housing in urban areas at scales that capitalize on existing infrastructure, lower development costs, and are consistent with existing or desired patterns of development.
e. Encourage the building industry to use environmentally sustainable materials, technologies, and site planning.
f. Develop workforce housing in proximity to job centers and transit facilities.
g. Provide incentives to developers and owners who incorporate green building practices and energy-efficient technologies into their housing developments.

Goal: #6 Local Economy

Maui County's economy will be diverse, sustainable, and supportive of community values.

Objective:

Promote an economic climate that will encourage diversification of the county's economic base and a sustainable rate of economic growth.

Policies:

a. Support and promote locally produced products and locally owned operations and businesses that benefit local communities and meet local demand.
b. Encourage work environments that are safe, rewarding, and fulfilling to employees.

Objectives:

Support a visitor industry that respects the resident culture and the environment.

Support the diversification, development, evolution, and integration of the visitor industry in a way that is compatible with the traditional, social, economic, spiritual, and environmental values of island residents.

Goal: #8 Transportation Options

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

Objectives:

Provide an effective, affordable, and convenient ground-transportation system that is environmentally sustainable. Reduce the reliance on the automobile and fossil fuels by encouraging walking, bicycling, and other energy-efficient and safe alternative modes of transportation.

Policies:

a. *Make walking and bicycling transportation safe an easy between and within communities.*
b. *Require development to be designed with the pedestrian in mind.*
c. *Make sure existing rights-of-way have adequate sidewalks.*

Objectives:

Improve and expand the planning and management of transportation systems.

Policies:

a. *Encourage progressive community design and development that will reduce transportation trips.*
b. *Require new developments to contribute their pro rata share of local and regional infrastructure costs.*
c. *Utilize transportation-demand management as an integral part of transportation planning.*
d. *Accommodate the planting of street trees and other appropriate landscaping in all public rights-of-way.*

Goal: #9 Physical Infrastructure

Maui County's physical infrastructure will be maintained in optimum condition and will provide for and effectively serve the needs of the county through clean and sustainable technologies.

Objective:

Direct growth in a way that makes efficient use of existing infrastructure and to areas where there is available infrastructure capacity.

Policies:

a. *Promote land use patterns that can be provided with infrastructure and public facilities in a cost-effective manner.*

Goal: #10 Sustainable Land Use & Growth Management

Community character, lifestyles, economies, and natural assets will be preserved by managing growth and using land in a sustainable manner.

Objective:

Improve land use management and implement a directed-growth strategy.

Policies:

a. *Direct urban and rural growth to designated areas.*
b. *Encourage redevelopment and infill in existing communities on lands intended for urban use to protect productive farm land and open-space resources.*
c. *Direct new development in and around communities with existing infrastructure and service capacity, and protect natural, scenic, shoreline, and cultural resources.*

Objectives:

Design all developments to be in harmony with the environment and to protect each community's sense of place.

Policies:

a. *Ensure that adequate recreational areas, open spaces, and public-gathering places are provided and maintained in all urban centers and neighborhoods.*
b. *Ensure business districts are distinctive, attractive, and pedestrian-friendly destinations.*

c. *Use trees and other forms of landscaping along rights-of way and within parking lots to provide shade, beauty, urban-heat reduction, and separation of pedestrians from automobile traffic in accordance with community desires.*

d. *Facilitate safe pedestrian access, and create linkages between destinations and within parking areas.*

The proposed Paia Courtyard project will provide the only senior housing available in the Paia and Haiku areas. The additional housing will meet or exceed all affordable housing requirements and it is hoped that support services for this population group will be attracted to the commercial spaces (physicians and support). The project will provide additional retail and office space to a town that basically has a zero occupancy rate for both office and commercial space. This lack of space has driven up rents to the point where most small local type businesses and most service providers cannot afford to locate in Paia town. Residents must drive to Kahului for most of their basic needs and services. The project will support both the residents in the proposed senior housing and the adjoining neighborhoods. The addition of over 300 parking stalls should also help alleviate Paia's parking problems. Necessary infrastructure systems and services are readily accessible from the project. Improvements to Baldwin Avenue will provide a sidewalk on the western side of the street. The proposed project is located within the urban growth areas of the Maui Island Plan and it conforms with many of the goals and objectives of the Countywide Policy Plan.

MAUI ISLAND PLAN

The Maui Island Plan ("MIP") was adopted on December 28, 2012 and it addresses the direction that the County of Maui wants for future growth. The basic tenant of the MIP are two goals:

1. Maintaining Maui's small towns and open countryside.
2. Providing vibrant urban areas in our larger towns.

Within these tenants the Plan sets forth growth areas where future growth is desired. This translates to keeping growth centralized and within boundaries that will maintain agricultural land and open space. Attached hereto as **Exhibit "11"** is Map N1 which is a copy of the Maui Island Plan Directed Growth Map for Sprecklesville and Paia. It clearly shows that the proposed development is within the small town directed growth area of Paia.

The MIP encompasses the need for affordable housing, protection of the environment, identification of transit corridors, economic diversification, and the integration of Land Use and infrastructure planning. The introduction to Chapter 7 on Land Use and urban goals states:

> Urban areas are characterized by a convergence of housing, jobs, civic activities, commercial services, and shopping. Less than five percent of Maui's lands are within the

State Urban District. Prudent planning and managed development within these areas will determine future growth. The character, design, and timing of future growth within Maui's urban areas will have significant consequences for agricultural lands, rural communities, natural resources, and overall quality of life. Sustainable urban development will be accomplished by supporting infill development, enabling mixed-use development, assuring mobility (especially including alternate modes of transportation) and circulation, and clearly defining town edges. As a result, the MIP will promote vibrant and sustainable communities, economize on infrastructure, and protect open space (page 7-17)

The MIP specifically address Country Town infill and expansion and states:

> Existing country towns and villages also have the ability to absorb future growth. The potential for these areas to grow must be weighed carefully against the impacts that both infill and moderate expansion will have on their unique sense of place. In addition, growth and expansion should be carefully reviewed for housing balance, commercial and service availability, and infrastructure impacts. All four forms of future growth should avoid steep slopes, wetlands, riparian areas, native species habitat, and other environmentally important lands. Many of these areas are separated from existing development and infrastructure and are highly sensitive to disturbance. The design of the built urban environment will greatly influence the sustainability of all communities and the overall quality of life. The following urban design and physical form principles will play a significant role in shaping growth on Maui: Defining town edges and greenbelts;
> Enabling mixed-use, livable communities; Facilitating a jobs/housing balance; Assuring mobility and circulation, emphasizing alternate modes of transportation; and Designing pedestrian-oriented streets. (Page 7-20).
>
> Clearly defining the edges of Maui's towns is essential to guide and shape future growth. As towns expand outward they can grow into other towns and the entire region can become one large urban mass, compromising the unique identity of each individual town and community as a whole. Maui is home to a number of large and small towns, each with its own history and character. As these towns grow it will be critical to define the physical limits of each town, and restrict growth outside of these limits, to maintain a sense of identity for each individual community while protecting agricultural land, natural resources, and recreation areas. (Page 7-21).
>
> The first step in promoting the livability of an urban area is to enable mixed-use commercial, retail, employment, civic, recreational, and educational uses into a

pedestrian scaled community. The mix of uses creates an integrated and multi-dimensional built-environment that reflects our way of life. Rather than creating an automobile-dependent lifestyle, mixed-use communities bring together our everyday needs into a setting that is scaled to the pedestrian. Mixed-use communities also provide for mixed housing types, lot sizes, and incomes to promote sustainable, walkable, bikeable, livable communities.
(Page 7-21).

The project has been designed to comply with the MIP. It is within the directed small town growth boundary for the area. Although it is technically not an infill project because it has cane fields on its western boundary, it is filling in an area that is surrounded by residential, commercial and the Paia mini bypass road. It enables a mixed-use commercial, retail, office and residential living with easy access to bike paths, parks, community centers, and recreation.

D. PAIA-HAIKU COMMUNITY PLAN

The Property is located in the Paia-Haiku community Plan region which is one of nine Community Plan regions established in the County of Maui. Planning for each region is guided by the respective Community Plans which are designed to implement the Maui County General Plan. Each Community Plan contains recommendations and standards which guide the sequencing, patterns, and characteristics of future development in the region. Land use guidelines are set forth in the Paia-Haiku Community Plan Land Use Map. The project site is designated "Business/Commercial", "Public/Quasi-Public" and "Agricultural" by the Community Plan. The Applicant is requesting a designation of Business/Commercial for the entire property to accommodate all proposed uses.

Goals, Objectives, Policies and implementing actions of the Paia-Haiku Community Plan that are relevant to the project are set forth as follows:

LAND USE

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

Objectives and Policies

When appropriate, incorporate low-rise town or village forms of development, such as the neotraditional town, with defined growth limits and a village core of mixed public, residential

and commercial uses, organized and designed to enhance pedestrian and bicycle access as an alternative to linear forms of development, which are characteristic of more urban areas.

Define urban and rural growth limits and densities for the region by determining the needed space to accommodate projected growth, designating the required land using the land use map, and supporting needed development in these areas.

Comment: No building in the project will exceed two stories and the design will lend itself to the sense of an urban village designed with the unique characteristics of Paia town. It will have a mix of commercial, retail and residential uses that will enhance the pedestrian core of Paia.

ENVIRONMENT

Goal:

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

Objectives and Policies

Protect the quality of surface and groundwater resources.

Encourage the construction of natural grass-lined drainage channels, as opposed to concrete channels, and the installation of siltation basins.

Effectively control agricultural run-off.

Promote greater awareness and opportunities for recycling and sound conservation practices.

Comment: The project will incorporate a one acre catchment basin for groundwater retention and landscaping design will enhance groundwater collection and efficient water usage. The applicant is investigating the use of covered parking that incorporates photovoltaic power generation and powered charging stations and has designed a bus stop within the property.

ECONOMIC ACTIVITY

Goal:

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

Objectives and Policies

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

Comment: The senior housing is being built adjacent to the proposed commercial and retail project. The commercial project should attract business that want to cater to the new and existing residents of Paia. The addition of the senior housing will hopefully attract a physician and supporting services to one or more of the commercial buildings.

HOUSING

Goal:

A sufficient supply and choice of attractive housing accommodations with emphasis on affordable housing for a broad cross section of residents.

Objectives and Policies

1. Meet the 20-year housing needs of the planning region. Provide sufficient land area for residential development only in appropriate areas near public facilities in order to discourage land speculation, and provide for predictable, efficient land use and development patterns in the region.

2. Expand the inventory of affordable housing. Provide a variety of affordable housing opportunities, including improved lots and self-help projects, and provide for special needs, including the elderly, single parent families and the disabled. Encourage public sector projects, government programs, public/private joint efforts, and other assistance programs to reduce costs and increase the availability of affordable and gap-group housing projects.

3. Reduce residential home energy and water consumption.

Comment: There are no dedicated senior housing properties on the north shore of Maui. The developer has received substantial interest from seniors looking to downsize and to rent or buy an apartment within the project. The units will have an affordable housing component and encourage a walking community with easy access to shops, restaurants, services and parks. The units are being designed with low flow fixtures and solar water heating. The project will also incorporate photovoltaic systems into it.

TOWN DESIGN

Goal

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

Objectives and Policies

1. Incorporate design standards, including, but not limited to, lighting, building and roadway design, appropriate for rural communities. In agricultural and rural districts, excessive roadway standards and street lighting requirements should be discouraged.

2. Establish in designated areas a neotraditional village form of development with defined growth limits and a core of low-rise mixed public, residential and commercial uses organized and designed to enhance pedestrian and bicycle access.

3. Limit building heights to two (2) stories or thirty (30) feet above grade throughout the region, with any exceptions being subject to design review by the County.

4. Follow the established design standards for the commercial use areas of Pa`ia Town and Ha`iku based on the following guidelines:

a. Visually maintain and enhance the low-density town character.
b. Require that future development be compatible with the desired scale and rural character.
c. Maintain the ambiance of Pa`ia and Ha`iku Towns:

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

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

6. Incorporate the principles of xeriscaping in all future landscape planting.

7. Use "native plants" for landscape planting in all public projects to the extent practicable.

8. Ensure that all future subdivisions, construction projects, and developments comply with the Maui County Planting Plan.

Comment: The project complies with a village form of development within defined growth bouandaries with a core of low-rise residential and commercial mixed uses. It is organized and designed to enhance pedestrian and bicycle access by its close proximity to the town, the Kanoa Senior Center, the north shore bike path, and Baldwin Beach Park.

PHYSICAL INFRASTRUCTURE

Transportation
Goal

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

Objectives and Policies

Encourage convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities, in order to minimize use of the automobile within residential communities.

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

Implementing Actions

Construct sidewalks with landscaping in the commercial areas of Pa`ia and Ha`iku, so as to retain their existing characters.

Comment: The project will link the existing Paia Post Office sidewalk along the westerly edge of Baldwin Avenue all the way down along the easterly edge of the Property. This will improve safety for all pedestrians walking to the Post Office. Because the senior housing is so close to the commercial development, town and Baldwin Beach park, the residents will be able easily walk or bike to shop, get services, eat, or recreate.

Drainage
Goal

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

Objectives and Policies

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

2. Encourage the construction of natural grass-lined drainage channels, as opposed to concrete channels, and installation of siltation basins.

3. Encourage the incorporation of drainageways into open space, pedestrianway and bikeway networks.

4. Effectively control storm water run-off in new urban, rural or agricultural subdivisions and developments, so as to avoid net increase in storm water run-off where practicable.

Comments: The project will ensure that all storm waters will be retained on-site and in the proposed drainage basin on the westerly side of the Paia mini bypass.

Energy
Goal

Greater self-sufficiency in the need for non-renewable energy and more efficiency in use of energy resources.

Objectives and Policies

6. Support energy-efficient building design and site development practices.

Comment: The project has been designed to incorporate energy efficiencies such as solar water heating, low flow plumbing fixtures, and photovoltaic energy.

GOVERNMENT

Goal

Government that demonstrates the highest standards of fairness and is responsive to the needs of the community, fiscally responsible and prudent, effective in planning and implementing programs to accommodate anticipated growth, fair and equitable in taxation, strict in the implementation of the Community Plan, and managed efficiently to provide coordinated and timely responses and the delivery of necessary services and programs to the public.

Objectives and Policies

Coordinate, direct and manage future development, and provide for necessary public services and infrastructure in a more effective and timely fashion.

Comment: It is the Applicants' intent to work with the County to build a development that complements the Community Plan and is responsive to both the commercial and residential needs of Paia.

C. Planning Standards: The following planning standards are specific guidelines or measures for development and design. These standards are essential in clarifying the intent of the land use and town design objectives and policies and the Land Use Map.

Land Use Standards: All zoning applications and/or proposed land uses and developments shall be consistent with the Land Use Map and Objectives and Policies of the Pa`ia-Ha`iku Community Plan.

Town Design

a. Limit building heights to two (2) stories or thirty (30) feet above grade throughout the region, with any exceptions being subject to design review by the County.

b. Follow the Pa`ia-Ha`iku Design Guidelines adopted by the Planning Commission for the commercial use areas of Pa`ia Town and Ha`iku based on the following guidelines:

(1) Visually maintain and enhance the low-density town character;
(2) Require that future development be compatible with the desired scale and rural character; and
(3) Maintain the ambiance of Pa`ia and Ha`iku Towns.

c. Require off-street parking as a part of new commercial development.

Landscape Planting

a. Save and incorporate healthy, mature trees in the landscape planting plans of subdivisions, roads or any other construction or development.
b. Incorporate the principles of xeriscaping in future landscape planting.
c. Use "native plants" for landscape planting in all public projects to the extent practicable.
d. Ensure that all future subdivisions, construction projects and developments comply with the Maui County Planting Plan.

Comment: Included in the Development Plans in Appendix "G" on sheets L1 – L3, is a preliminary landscape plan for the project. The development of 56 senior apartments will assist in the long term housing needs of the north shore. Support services for this population will be provided in the readily accessible commercial space adjacent to these apartments. The combination of commercial space and housing will enhance pedestrian use within the community. The design of all buildings will comply with the Country Town Design Guidelines for the Paia-Haiku and the project will be landscaped to preserve water resources and enhance the physical attributes of the project. The design and construction of the project will be consistent with the community Plan design standards.

E. MAUI COUNTY ZONING & PAIA-HAIKU DESIGN GUIDELINES

The Property has three (3) separate County zoning designations: Agricultural, Interim and Country Town Business. To establish appropriate County zoning designations for the Property, the applicant is requesting a blanket change in Zoning from Agricultural and Interim to only Country Town Business.

The Country Town Business District Ordinance establishes the need to document the unique urban design character of remote business districts throughout Maui County and preserve them as an important feature of these rural communities. The Paia-Haiku Design Guidelines address design issues set forth in the Country Town Business District Zoning District Ordinance, including site planning, parking lot design, architectural design, materials selection, building massing, drainage, roadway standards, color selection, landscape planting, signage, and lighting. The Paia-Haiku Design Guidelines recommend that commercial development should be along Hana Highway and Baldwin Avenue encompassing the existing lots immediately adjacent to the roadways and the creation of public off-site parking area.

The Country Town Business Guidelines define the scale of buildings within Paia town. The majority of buildings in Paia are zero lot lines with facade lengths of 30 – 70 feet with several building clusters that have adjoining facades creating continuous canopies up to 110 feet. The proposed project has connected facades on Baldwin Avenue ranging from 64 – 96 feet, however

these facades are broken up to look like 2 – 3 separate buildings. Every building within the project has an overhang and/or canopy as required by the guidelines. The guidelines state that most of the commercial buildings are built right along the property lines at the street which creates an almost continuous wall of buildings. The guidelines also state that newer structures such as the bank and post office are set back from the property line in accordance with zoning regulations. There are several other older properties that are setback and raised from the street. The proposed building at the upper end of the property on Baldwin Avenue has a zero set back. As the sidewalk drops along Baldwin and the property remains level the setbacks increase from approximately 8 – 15 feet. These setbacks accommodate both ADA access off the side walk and extensive landscaping. The roofs and facades of the buildings all comply with the Country Town Guidelines and were modeled off existing architectural elements within the town. 90% of the ground level entry ways of the buildings have angled or recessed entry ways. All of the ground floor exterior doors of the project have single light, one pane glass wooden doors. The downstairs windows in the building are large frame display windows similar to other retail windows in Paia town and the 2nd story windows are a combination of multi paneled windows similar to those in Paia town.

The wall finishes for the project are a combination of stucco and wood sided in board and batten clap board styles similar to other buildings in town and in compliance with the guidelines. Each of the buildings in the project has substantial ornamentation similar to styles of Paia town including curved and angular geometric building elements, variation and building planes and color accents. The stucco buildings will have relief detailing appropriate to the style of the historic town.

On page 36 of the guidelines it states that there "are many instances where narrow alley ways would permit such assess to existing building in the backs of lots, creating additional opportunities for appropriately scaled commercial uses, and an interesting rich urban design fabric". This is the exact intent of this project and its name "Paia Courtyard" is to convey a sense of the old style buildings with intimate courtyards. The project will be a rarity in Paia in that it will actually have the required number of parking spaces, plus additional parking and provided on sight. To comply with the guidelines, parking will be located behind the commercial buildings and in the middle of the lot.

F. COASTAL ZONE MANAGEMENT OBJECTIVES AND POLICIES

The Hawaii Coastal Zone Management Program (HCZMP), as formalized in Chapter 205A, Hawaii Revised Statutes (HRS), establishes objectives and policies for the preservation, protection and restoration of natural resources of Hawaii's coastal zone. As set forth in Chapter 205A, HRS, this section addresses the proposed action's relationship to applicable coastal zone

management considerations. Roughly half of the Property falls within the County's Special Management Area (SMA) as shown on **Exhibit "1"**.

1. **Recreational Resources**.

Objective: Provide coastal recreational opportunities accessible to the public.

Policies: Improve coordination and funding of coastal recreational planning and management; and provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas; 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; Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value; Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation; Ensuring public recreational uses 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; 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; Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and 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 Property is mauka of Hana Highway and recreational resources will not be adversely impacted by the development.

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: Identify and analyze significant archeological resources; Maximize information retention through preservation of remains and artifacts or salvage operations; and Support state goals for protection, restoration, interpretation, and display of historic resources.

Response: Prior agricultural activities have significantly altered the underlying lands. An archaeological inventory survey was completed with the result of no cultural resources being found in the project area. In the event that significant archaeological materials are encountered the office of SHPD will be notified accordingly in order to determine the appropriate mitigation measures.

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: Identify valued scenic resources in the coastal zone management area; 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; Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and Encourage those developments that are not coastal dependent to locate in inland areas.

Response: The proposed entitlement requests will not impact coastal scenic and open space resources. The Project is not located on the coast and will not adversely impact public views to and along the shoreline. Parts of the Project will have views of the northshore, west Maui mountains, and Haleakala.

4. **Coastal Ecosystems**.

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

Policies: Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources; Improve the technical basis for natural resource management; Preserve valuable coastal ecosystems, including reefs of significant biological or economic importance; 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 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: Approval of requested entitlements are not anticipated to adversely impact coastal ecosystems. Future construction activities will be conducted in accordance with accepted and approved BMPs and all surface water will be retained onsite.

5. **Economic Uses.**

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

Policies: Concentrate coastal dependent development in appropriate areas; 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 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: Use of presently designated locations is not feasible; Adverse environmental effects are minimized; and the development is important to the State's economy.

Response: No adverse impacts to the economy are anticipated as a result of approval of the requested entitlements. The future development of the Property will result in short-term economic benefits through the addition of construction-related employment. Long-term benefits will be realized through additional employment options and the provision of additional commercial space, parking, and senior housing which are consistent with Paia Town's country town character.

6. **Coastal Hazards**.

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

Policies: Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards; Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint pollution hazards; Ensure that developments comply with requirements of the Federal Flood Insurance Program; and Prevent coastal flooding from inland projects.

Response: Approval of requested entitlements will not adversely affect coastal hazard considerations. During future construction activities, erosion control measures will be incorporated to minimize soil loss and erosion hazards. All drainage improvements will be in compliance with County standards. No adverse drainage impacts to downstream or adjacent properties are anticipated as a result of implementation of engineered and to code surface water retention systems.

7. **Managing Development**.

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

Policies: Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development; Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and 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: In compliance with the requirements of Chapter 343, Hawaii Revised Statutes, this environmental assessment has been prepared to facilitate public understanding and input to the project. Public participation opportunities will be provided through the entitlement review process, including Maui Planning Commission and County Council proceedings.

8. **Public Participation.**

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

Policies: Promote public involvement in coastal zone management processes; Disseminate information on coastal management issues by contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Response: As previously noted, public awareness of the project is being promoted through the environmental assessment and land use entitlements processes. The subject requests are not contrary to the objectives of public awareness, education and participation.

9. **Beach Protection.**

Objective: Protects beaches for public use and recreation.

Policies: 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; 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 Minimize the construction of public erosion-protections structures seaward of the shoreline.

Response: The Property is located approximately 0.2 miles from the beach. Development of the Property is not anticipated to affect beach utility and processes.

10. Marine Resources.

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

Policies: Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial; Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency; 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; 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 Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Response: The use of the Property for CTB, uses is likewise not anticipated to adversely affect marine and coastal resources. The Property is not on the coast and all surface water will be retained within the Project.

G. RULES AND REGULATIONS OF THE MAUI PLANNING COMMISSION SPECIAL MANAGEMENT AREA RULES

The Rules and Regulations of the Maui Planning Commission, Chapter 202 were established in order to implement Chapter 205A, HRS relating to Coastal Zone Management and the SMA. In addition to establishing procedures for processing of SMA applications and procurement of related permits, the rules assist the Maui Planning commission in giving consideration to state policy regarding coastal zones. Maui Planning Commission Rule 12-202-11 states that the review guidelines set forth in HRS Section 205A-26 are to be used by the planning commission for their review of the development in the SMA. Because the project is not located along the ocean nor any stream there are only a few provisions of the Section 205A-26 guidelines that apply. These relate to the runoff of surface water and provisions for the treatment and disposal of solid and liquid waste. The project has been designed to retain all surface water and will hook up to the County sewer system for liquid waste disposal and have a private disposal company handle all solid waste. The project is mauka of the State Hana Highway and will not obstruct any views from a State Highway. The proposed project does not have any substantial adverse

environmental or ecological effects on the area. The project is consistent with the objectives, policies, and special management area guidelines of the SMA chapter and the project will be consistent with the county general plan and zoning with the concurrent CPA, CIZ and SMA Use permit applications. This Environmental Assessment will serve as the supporting document for these applications.

The project's relationship to applicable coastal zone management considerations, as set forth in the Maui Planning Commission Rules and Regulations, Chapter 202, "Special Management Area Permit Procedures, " are provided for considering the significance of potential environmental and ecological effects of a proposed action. The criteria have been set forth and addressed with respect to the proposed Paia Courtyard project as follows:

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

   A cultural impact assessment of the project area concluded that no significant impacts to cultural practices are anticipated. Refer to Native Hawaiian Cultural Practices Assessment, **Appendix C**. Similarly, the Archaeological Assessment (**Appendix A**) concluded that no historic properties would be affected. Nevertheless, as recommended by the Archaeological Assessment, ground altering activities during construction will be monitored as a precautionary measure as per an archaeological monitoring plan that will be submitted to the State Historic Preservation Division. Flora observed within the project site were generally limited to non-native, abundant grass species. The US Fish & Wildlife agency identified possible fauna that would be impacted but a further study by Starr Environmental (Appendix "H") revealed that the Black Sphnix Moth was not present. Lighting on the Project will be down lit to protect sea birds. The proposed project is not anticipated to have significant adverse impact on the biological resources in the area.

2. **Significantly curtails the range of beneficial uses of the environment**.

   The proposed project will not curtail the range of beneficial uses of the environment. The project is a logical extension of Paia town in close proximity to existing residential neighborhoods, the commercial center, and existing infrastructure. The project will create a courtyard that will support and complement Paia's evolving resident and visitor population. Development of detailed engineering and architectural plans will allow for the identification of applicable best Management Practices (BMPs) to minimize any construction-related impacts. Further, drainage improvements will be designed to reduce runoff and sedimentation flowing offsite, thereby limited impacts to downstream properties and resources.

3. **Conflicts with the county's or the state's long-term environmental policies or goals**.

   The proposed project does not conflict with the State's Environmental Policy and Guidelines as set forth in Chapter 344, Hawaii Revised Statutes (HRS). Paia Courtyard is a town expansion that is exactly the type of development encouraged by Chapter 344.

4. **Substantially affects the economic or social welfare and activities of the community, county, or state**.

   On a short-term basis, the project will support construction and construction-related employment and have a beneficial impact on the local economy during the period of construction. From a long-term perspective, area residents, business owners, and visitors will benefit from the variety of retail, restaurant, services, senior housing, and community gathering spaces provided by the proposed.

5. **Involves substantial secondary impacts, such as population changes and increased effects on public facilities, streets, drainage, sewage, and water systems, and pedestrian walkways**.

   The current update to the Maui County General Plan accepts that the populations of the north shore of Maui, and Maui County in general are projected to increase through the year 2030. The proposed project is intended to address this population change by providing a mixture of senior apartments, business, retail, and visitor amenities in an area designated for Country Town Business uses by the General Plan update. The proposed project is not anticipated to affect emergency service limits. Necessary infrastructure systems and services are available to serve the project. All surface water will be retained on-site. Roadway improvements to Baldwin Avenue, including a sidewalk will be provided as part of the proposed action to facilitate vehicular and pedestrian travel along this roadway. The Applicants' traffic study sets forth several options to mitigate traffic impacts associated with the implementation of the proposed project (Appendix "D").

6. **In itself has no significant adverse effects but cumulatively has considerable effect upon the environment or involves a commitment for larger actions**.

   The proposed project is not anticipated to have a cumulative adverse impact on the environment, nor involve a commitment to larger actions. Although the Project should significantly help Paia's parking issues, traffic has been an ongoing problem over the last decade due to the increased population growth on the northshore. If there is a potential for opposition to the Project it may be related to traffic issues. The traffic problem is

primarily caused by the flow of traffic along Hana Highway from and to Haiku and beyond. The senior housing element of the Project will stop in Paia Town. Many of its residents will be retired and not burden rush hour traffic.
In addition, they will live in a walking community with easy access to stores and services. The traffic issue will not go away as long as there is population growth on the northshore. Until a bypass road is built around Paia, serious consideration should be given to the recommendations in the TIAR Update. As previously noted, the project site is centrally located in lower Paia. The proposed project is not anticipated to have a considerable impact on the environment due to its location, infrastructure and services that are available to serve the project.

7. **Substantially affects a rare, threatened, or endangered species of animal or plant, or its habitat**.

   Flora and fauna observed within the project site were generally limited to non-native, abundant species and mitigation measures will be taken.

8. **Is contrary to the state plan, county's general plan, appropriate community plans, zoning and subdivision ordinances**.

   Approximately 1.35 acres of the land along Baldwin Avenue is already designated as Business/Commercial. The portion next to that is Public/Quasi-Public (2.933) acres, which would allow parking as is. The proposed business, commercial, and retail uses are thus consistent with the underlying Community Plan designation. A Community Plan Amendment is being pursued to allow for development of the senior housing on the Ag portion of the property. A blanket Business/Commercial Change-in-Zoning is being pursued to establish conformity with the Community Plan designations. It is noted that the project site is within the proposed urban growth boundary of the Maui Island Plan.

9. **Detrimentally affects air or water quality or ambient noise levels**.

   Short-term air quality and noise impacts caused by construction activity will be mitigated through the implementation of Best Management Practices (BMP's). Dust control measures, such as regular watering and sprinkling and installation of dust screens, will be implemented to minimize wind-blown emissions. In the short term, noise impacts will occur primarily from construction equipment, site work, and building construction. Equipment mufflers or other noise attenuating equipment, as well as proper equipment and vehicle maintenance, will be used during construction. Construction noise impacts will be mitigated through compliance with the 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, adverse impact to ambient noise conditions are not anticipated, considering the project's location upwind from large HC&S Sugar Cane production.

Potential water quality impacts associated with construction activity will be mitigated through use of BMPs for erosion and sediment control. Landscaped retention basins and underground infiltrators as designed in the Project's drainage plan will retain all water onsite.

10. **Affects an environmentally sensitive area, such as flood plains, shoreline, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh waters, or coastal waters**.

The site is situated inland of the shoreline and is not anticipated to have any adverse impact upon coastal waters or resources. The project site is situated within Flood Zone X which is an area of minimal flooding. The project site is not situated within a tsunami inundation zone.

The use of onsite retention basins, and underground retention basins, are expected to mitigate offsite drainage runoff and adverse impacts to coastal waters. Further, appropriate mitigation measures will be developed in consultation with the applicable governmental agencies during the design process. During construction, recommended BMPs will be implemented for erosion and sedimentation control. It is noted that soils underlying the project site exhibit slow and negligible runoff hazards.

11. **Substantially alters natural land forms and existing public views to and along the shoreline**.

The proposed project is located at elevations ranging between approximately 54 feet and 14 feet above mean sea level. The proposed project will not substantially alter any natural land forms. The site plan has been designed to integrate the proposed buildings with the gentle slope of the landscape. The site is not on Hana Highway and not part of a scenic corridor. With the buildings limited to 35 feet in height, the proposed project is not anticipated to substantially affect views to or along the shoreline.

12. **Is contrary to the objective and policies of Chapter 205A, HRS**.

The projects relationship to the Coastal Zone Management considerations are addressed previously in this section. Based on the foregoing analysis, the project will appropriately

and adequately mitigate impacts to SMA-relevant areas of interest. Accordingly, there are no anticipated significant environmental and ecological effects attributed to the proposed action.

H. OTHER REGULATORY APPROVALS

A landscaped detention basin on 1 acre of A & B land that is across the mini bypass from the project is proposed to detain runoff. There are no Federal permits or licenses required which would prompt the need for a Coastal Zone Management consistency review.

IV. ALTERNATIVES TO THE PROPOSED ACTION

The Applicant has reviewed a variety of alternatives in consideration of the proposed project. These alternatives are described and discussed below.

A. PREFERRED ALTERNATIVE

The proposed development plan, outlined in Section I, Project Overview, represents the preferred alternative. The project site is located in a geographically central area of Paia surrounded by existing country town business development on 3 sides. The preferred alternative entails the development of commercial and senior housing adjacent to existing infrastructure systems. The proposed project is designed and intended to create a courtyard center that will provide an off-street parking resource to the town with approximately 309 on-site parking spaces, senior housing, a bus stop, alternative access to Baldwin Beach Park via the northshore bike path, and charging stations for electric vehicles. The Project incorporates smart development within the town core that promotes a walking community for its residents.

We gave notice to owners within 500 feet and gave a presentation of the development. As a result of comments made at the meeting we have redesigned the commercial buildings to fall with the grade at Baldwin Avenue. This creates a multi-level project. Both designs are presented in the site plans attached in Exhibit "4".

B. NO ACTION ALTERNATIVE

Under the "no action" alternative, 9 acres of the project site would remain vacant and underutilized. However, the underlying "Business/Commercial" community Plan designation and "Public/Quasi Public" zoning designation indicate that previous planning efforts recognize the location as a favorable area for community development. Neighboring land uses include the Post Office mauka of the project, commercial

buildings across the street, cane fields to the west and businesses and single family homes makai. Various single-family neighborhoods are also in close proximity. The proposed project would complement and tie together the surrounding land uses to enhance Paia town. The "no action" alternative would not take advantage of the site's suitability for village like expansion of the town and a chance to make a significant impact on Paia's ongoing lack of parking. If no action is taken it would leave 9 acres of vacant land that is already designated for urban expansion in the Maui Island Plan.

C. ALTERNATIVE DEVELOPMENT PLAN

As an alternative to the proposed development concept that provide business uses intermixed with retail, restaurant, apartment, and senior housing, the project could be redesigned as a single-use development, such as residential development , a business complex, or a commercial center. This type of development, however, would be less desirable than a development of commercial areas with a mixture of uses and integrated community facilities as recommended in the Maui County General Plan and Maui County Island Plan.

D. ALTERNATIVE LOCATIONS

With the project site located amid business, commercial, and residential areas, the proposed project is compatible with and supportive of the surrounding land uses. The project site is one of the last remaining undeveloped sites in Paia that is designated by the Community Plan for commercials use-or for any use other than single-family residential. Moreover, few other sites in Paia offer the potential for urban expansion development that the project site offers. In light of these conditions, an alternative location was not pursued.

V. SUMMARY OF UNAVOIDABLE IMPACTS AND COMMITMENT OF RESOURCES

The development will result in certain unavoidable construction-related impacts as outlined in Section II. Initially construction associated with the proposed development will generate noise which will be limited to the immediate vicinity of the project construction areas. Best Management Practices (BMPs) such as the use of sound attenuating construction equipment will be used, where practicable, to mitigate noise impacts caused by construction. In the long term, ambient noise conditions would be affected only by vehicles traveling along Baldwin Avenue.

Unavoidable air quality impacts will also arise as a result of construction activities, such as the generation of dust and other airborne pollutants. To mitigate adverse impacts, appropriate BMPs including frequent watering of exposed surfaces and regular maintenance of construction equipment will be implemented during the construction period to minimize construction-related impacts.

Development of the Project will alter the existing field of grass and weeds but is not anticipated to have an adverse impact upon scenic or open space resources. The proposed project will be developed as an architecturally integrated area with low-rise structures. Landscaping with shade trees and a berm with buffer trees along the residential side of the property will be installed as part of the development improvements to ensure visual buffering and softening of the building landscape.

Traffic and parking have been ongoing issues in Paia for many years. The TIAR Update concluded that the existence of on-street parking worsens operations along Hāna Highway. The difference between observed and calculated LOS is a result of what is considered to be a part of the intersection with Baldwin Avenue. Therefore, the reconfiguration, reduction, or removal of on-street parking along Hāna Highway will remove vehicle conflicts that impede roadway flow and consequently worsen intersection operations. The reconfiguration of parking along Hāna Highway would allow for additional width of travel way and the ability to improve multi-modal connectivity and safety by continuing the bicycle facility that ends at the Pāia Mini Bypass Road. To improve pedestrian safety as well as vehicular operations along Hāna Highway, the inclusion of a crosswalk across the west leg of the intersection, or at a mid-block location between the intersection and public parking, would provide a protected crossing.

It is believed that these proposed mitigation actions will improve operations through Pāia town and at the intersection of Hāna Highway and Baldwin Avenue. It is also anticipated that there will be strong opposition to any removal or change in parking by some business owners along Hana Highway. There will be resistance to these changes that must be weighed against the following benefits:

1. More people will come to Paia to shop if traffic is improved and substantial parking is available.
2. Less time will be wasted by residents and tourists waiting to get into or through Paia.
3. Less pollution from cars stuck in traffic.
4. Less gasoline wasted.
5. A dedicated bike route through town.

It is questionable how much benefit the Hana Highway merchants receive from the Hana Highway parking, especially if there was significant alternatives nearby. Many people are too

frustrated to shop after waiting to get into town and many others simply avoid Paia altogether. The benefits are undeniable. With or without this Project the removal or reconfiguration of parking on Hana Highway should be addressed by the State and County.

Most of the new residents will be seniors. They will likely not be driving during rush hour periods and they will not be going "through" Paia, and most will access their apartments off the Hana Highway from the Paia Mini-Bypass. The inclusion of 44 additional off-street parking stalls for tenants, employees, and customers, beyond the number required by zoning, in the Pāia Courtyard plans will help offset any reduction in the number of available on-street parking. Available parking provided by the Pāia Courtyard will also assist in reducing the number of conflicting turns into and out of driveways off of Hāna Highway for vehicles looking for parking. Way-finding signage could be installed along Hāna Highway that directs vehicles traveling from the west onto the Pāia Mini Bypass Road to access Pāia town parking, reducing the number of vehicles traveling through the intersection of Hāna Highway and Baldwin Avenue. It is because of this that the proposed options for reconfiguring parking along Hāna Highway, and addition of parking stalls with the Pāia Courtyard project, will result in better operations at the intersection of Hāna Highway and Baldwin Avenue.

VI. SIGNIFICANCE CRITERIA ASSESSMENT

The "Significance Criteria", Section 12 of the Hawaii 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 preliminary analysis are provided.

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

   As mentioned in Section II of this document, a Native Hawaiian Cultural Practices Assessment of the project concluded that no significant impacts to cultural practices were anticipated. Refer to **Appendix C**. The Archaeological Assessment concluded that no historic properties would be affected. Nevertheless, as recommended by the Archaeological Assessment, ground-altering activities during construction will be monitored as a precautionary measure by a professional archaeologist, as per an archaeological monitoring plan.

   Flora observed within the project site were generally limited to non-native, abundant species. Mitigation measures will be implemented to protect migrating seabirds.

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

The proposed project will not curtail the range of beneficial uses of the environment. Rather, as an urban expansion project in close proximity to existing residential neighborhoods, the town, and infrastructure, the project optimizes the use of the underlying lands. The project will create a center that will support and complement Paia's evolving resident and visitor population. Development of detailed engineering and architectural plans will allow for the identification of applicable Best Management Practices (BMPs) to minimize any construction-related impacts. Further, drainage improvements will be designed to eliminate runoff and sedimentation flowing offsite, thereby preventing impacts to downstream properties and resources.

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, Hawaii Revised Statutes (HRS).

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

On a short-term basis, the project will support construction and construction-related employment and have a beneficial impact on the local economy during the period of construction. From a long-term perspective, area residents, business owners, and visitors will benefit from the variety of retail, restaurant, services and senior housing provided by the proposed project. Also, State and County governments will obtain increased tax revenue once the project is constructed and occupied. The cultural impact assessment of the project site concluded that no significant impacts to cultural practices are anticipated.

5. **Substantially affects public health**.

The proposed project is not anticipated to have any significant adverse impacts to public health. In the creation of a pedestrian-oriented site plan with a walking corridor, it is anticipated that public health and the vibrancy of the community will be enhanced. It is also hoped that a physician and supporting services will lease space in the Project.

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

The current update to the Maui County General Plan accepts that the populations of Maui County in general are projected to increase through the year 2030. The proposed project is intended to address this population change by providing a mixture of businesses and housing in an area designated for urban uses by the General Plan update. The proposed project is not anticipated to affect emergency service limits. Necessary infrastructure systems and services are available to serve the project. Non-potable well water will be utilized to the extent practicable for landscape irrigation. Roadway improvements to Baldwin Avenue and the Paia Mini-Bypass will be provided as part of the proposed action to facilitate vehicular and pedestrian travel along these roadways and to mitigate traffic impacts associated with the implementation of the proposed project.

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

The project is not anticipated to have a significant adverse impact upon the natural environment. During construction, recommended best Management Practices (BMPs) will be implemented for erosion and sedimentation control. Design of the project will incorporate the use of an offsite retention basin, and underground retention basins, to prevent offsite drainage runoff and impacts to coastal waters. Other appropriate mitigation measures will be developed in consultation with the applicable governmental agencies during the project design process.

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

The proposed project is not anticipated to have a cumulative adverse impact on the environment, nor involve a commitment to larger actions. As previously noted, the project site is centrally located in a county town business district. Due to this location, infrastructure systems and services are available to serve the project. Roadway improvements to Baldwin Avenue will be provided as part of the proposed action. Because the project is in the heart of Paia Town, the mixed use commercial and senior housing is not anticipated to result in any significant cumulative impacts on the environment.

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

Flora and fauna observed within the project site were generally limited to non-native, abundant species. In effect, the proposed project is not anticipated to have significant negative impact on the biological resources in the area. The U.S. Fish & Wildlife service recommended that a biologist survey the land for the presence of Blackburn Sphinx Moth. The Biological Survey conducted by Starr Environmental found no evidence of

the Blackburn Sphinx Moth and with the exception of the common uhaloa the parcel is composed of completely non-native vegation.

10. **Detrimentally affects air or water quality or ambient noise levels**.

Short-term air quality and noise impacts caused by construction activity will be mitigated through the implementation of Best Management Practices (BMPs). Dust control measures, such as regular watering and sprinkling, and installation of dust screens will be implemented to minimize wind-blown emissions. In the short terms, noise impacts will occur primarily from construction equipment, site work, and building construction. Equipment mufflers or other noise attenuating equipment, as well as property equipment and vehicle maintenance, will be used during construction. Construction noise impacts will be mitigated through compliance with the 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 adverse impacts to ambient noise conditions are not anticipated, considering the project's location in the midst of a developed urban area.

Potential water quality impacts associated with construction activity will be mitigated through use of BMPs for erosion and sediment control. A Retention basin and underground retention incorporated into the project's drainage plan will eliminate storm water runoff.

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**.

The site is situated inland of the shoreline and is not anticipated to have any adverse impact upon coastal waters or resources. The majority of the project site is situated within Flood Zone X, an area of minimal flooding. A small portion of the lot is located within Flood Zone AH, a flood hazard area subject to inundation by the one (1) percent annual chance flood (i.e. the 100-year flood), and no structures will be built in these areas or will be designed in accordance with the standards for development set forth by Section 19.62.060, Maui County Code. *The project site is not situated within a tsunami inundation zone.*

The use of an offsite detention basin is expected to prevent offsite drainage runoff and impacts to coastal waters. Further, appropriate mitigation measures will be developed in consultation with the applicable governmental agencies during the design process.

During construction, recommended BMPs will be implemented for erosion and sedimentation control. It is noted that soils underlying the project site exhibit slow and negligible runoff hazards.

12. **Substantially affects scenic vistas and view planes identified in county or state plans or studies**.

The proposed project is located at elevations ranging between approximately 14 feet and 54 feet above mean sea level. The proposed project will not substantially alter any natural land forms. The site plan has been designed to integrate the proposed buildings with the slope of the landscape. Being removed from the main thoroughfares of Hana Highway, the project site is not part of a scenic corridor. With the buildings limited to 35 feet in height and with senior housing located at the rear of the property line away from Baldwin Avenue the proposed project is not anticipated to substantially affect views to or along the shoreline.

The project site is not located within any previously identified scenic vistas or view planes. Landscaping will be implemented as part of the development improvements to ensure visual buffering and softening of the built landscape. Adverse impacts to scenic or open space resources resulting from the project are not anticipated.

13. **Requires substantial energy consumption**.

The project requires fuel for construction equipment, vehicles, and machinery during construction and maintenance activities. Coordination with Maui Electric Company, Ltd. (MECO) will be undertaken during the electrical plans preparation phase of work to ensure all operational parameters are addressed for the proposed project. Where feasible and practicable, energy saving measures, such as installation of photovoltaic (PV) systems, will be incorporated into the project design and electric car charging stations included. The project's location in Paia with close proximity to residential neighborhoods and Kahului, with pedestrian and bicycle connectivity to Baldwin Beach, Spreckelsville and Kahului and bus stops will result in lower long term transportation and fuel costs.

In summary, the proposed project is situated at a logical location in Paia for growth. The project site is adjacent to Baldwin Avenue and the mini bypass. These are roadways that provides convenient access for local traffic. The project is in close proximity to residential subdivisions, commercial businesses, and non profit entities such as Churches, the Paia Youth Center and Parks. By adding much needed additional commercial space, parking and senior housing, the project is anticipated to enhance and complement Paia Town. Necessary

infrastructure systems and public services are available within proximity to the project site. With the implementation of Best Management Practices and other mitigation measures, the project is not anticipated to have a significant adverse impact on the physical measures and is not anticipated to have a significant adverse impact on the physical environment. Based on the foregoing analysis, it is anticipated that the EA for the proposed action will result in a finding of No Significant Impact (FONSI).

VII. LIST OF PERMITS AND APPROVALS

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

1. **Federal**

   None

2. **State of Hawaii**

   A. National Pollutant Discharge Elimination system (NPDES) Permits, as applicable.

   B. Department of Health Community Noise Permit, as applicable.

   C. Department of Health 401 Water Quality Certification, as applicable.

3. **County of Maui**

   A. District Boundary Amendment.

   B. Community Plan Amendment.

   C. Change in Zoning.

   D. Special Management Area Use Permit.

4. **Buildings Permits, including**:

   1. Grading.

   2. Electrical.

3. Plumbing.

4. Framing.

5. Landscape.

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

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

May 3, 2016

Department of Planning
2200 Main Street, Suite 315
Wailuku, HI 96793

RE: Response to Comment Letters on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

To Whom It May Concern:

This letter addresses the comments made by the Maui Planning Commission on the draft EA and the comments made by the Maui Urban Design Review Board. The comments were memorialized in letters dated August 31, 2015, by the Maui Planning Commission and a letter dated October 9, 2015, by the Urban Design Review Board. The EA has been amended to reflect these comments.

The comments from the Maui Planning Commission are as follows:

1. Describe how the on-site parking will be managed. This is addressed on pages 4 and 15 of the draft Environmental Assessment ("DEA").
2. Describe in greater detail senior housing features and marketing protocols to meet the definition of senior housing. This is addressed on pages 4 and 17 of the DEA.
3. Review the design of the proposed photovoltaic system for the parking lot shade covers to ensure the design will be complementary to that of the building architecture. The design of the system will be done with the solar provider prior to submittal of building permits and will complement the County Town design of the project.
4. Update the EA such that there will be no three (3) story structures proposed on the project site. Done.
5. Review landscaping plans among the between buildings. The landscaping plans have been reviewed and updated pursuant to the comments of the Urban Design Review Board. The revised landscaping plan can be found in Appendix G, pages L1 and L2.
6. Review the relationship between the proposed businesses, restaurants, commercial enterprises and that of the senior housing. This is addressed on page 17 of the DEA.

The comments from the Urban Design Review Board are as follows:

1. Ensure the Project is in compliance with the latest version of the Maui County Planting Plan (the Development of Planning understands that a revision of the Plan is currently in review by the County Council and, upon adoption of this revision, the Project will adhere to these newly

adopted requirements). This will be done prior to submittal of building permits

2. Review the Project against the Hawaii Weed Risk Assessment list regarding invasive species. This has been done.
3. Enhance biodiversity of shade canopy trees to be used throughout the project with consideration given to eliminating the use of the Kou tree. This has been done.
4. Ensure that the width of "planter fingers" is in compliance with the Maui County Planting Plan. This has been done, please see Appendix G, pages L1 and L2.
5. Provide a pedestrian/bicycle access route through the Project from Baldwin Avenue to the west side of the Project adjacent to a Paia Bypass access point. Please see the preliminary site plan in Exhibit 4, wherein a path has been added.

Best Regards,

David R. Spee
Manager

14/4623

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.mauiwater.org

COUNTY OF MAUI
DEPT OF PLANNING
CURRENT ... RECEIVED
'14 SEP 24 P3:01

September 17, 2014

Ms. Erin K. Wade, Staff Planner
County of Maui Department of Planning
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

PROJECT: Paia Courtyard
PERMIT NO: CPA 2013/0003 AND CIZ 2013/0006
TMK: 2-5-005:063

Dear Ms. Wade,

Thank you for the opportunity to comment on these applications. Please find attached our comment letter to this project dated November 14, 2012.

Source Availability and System Infrastructure
The project area is served by the Central Maui system. A one-inch meter serves the U.S post office. A two-inch meter was issued to serve the commercial portion of the proposed project. The senior housing development is subject to the County's availability policy, codified in Chapter 14.12 of the Maui County Code. Based on system standards, potable demand would be about 41,000 gallons per day. The application material states that irrigation demand will likely be served by well water. There is currently no irrigation well on site.

Conservation
In order to alleviate demand on the Central Maui system, we recommend that the following conservation measures be made a condition for approval of the subject applications:
Indoor Conservation Measures
a. Use EPA WaterSense labeled plumbing fixtures.
b. Install flow reducers and faucet aerators in all plumbing fixtures where-ever possible.
c. Install dual flush toilets with high efficiency models that use 1.28 gallons per flush or less.
d. Install showerheads with a flow rate of 1.5 gpm at 60 psi or less in all units.
e. Install bathroom sink faucets with fixtures that do not exceed 1 gpm at 60 psi. Laundry facilities and/or individual unit machines must use Energy Star labeled washers.
f. Limit the distance from the hot water source to the tap early in the design stage.

Exterior Areas

a. Use Smart Approved WaterMark irrigation products. Examples include ET irrigation controllers, drip irrigation, and water saving spray heads.
b. Avoid plant fertilizing and pruning that would stimulate excessive growth.
c. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.

Should you have any questions, please contact Staff Planner Eva Blumenstein at 463-3102 or eva.blumenstein@co.maui.hi.us.

Sincerely,

David Taylor, Director
emb

cc: engineering

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

David Taylor, Director
Department of Water Supply
County of Maui
200 South High Street
Wailuku, Hawaii 96793

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Taylor:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 17, 2014. We offer the following information, which addresses your comments in the order of you letter.

Source of Availability

Since the filing of the Application, the project scope has been revised. The anticipated demand for the commercial phase is the same at 9,800 gpd which will be supplied by the existing 2" meter. The senior units have been downsized to approximately 56 units. The engineering report calculates the flow to be 30,800 gpd for 55 units. (**See attached Water Demand Calculations, updated by Otomo Engineering**).

System Infrastructure.

We acknowledge the requirement to provide for water service and fire protection. Fire flow and domestic calculations will be submitted during the building permit process. The project has drilled a private well on site to be used for non-potable irrigation. The well has been tested at 70 gpm and has a salt chloride level of 640 ppm.

Conservation.

As recommended and practicable, all of the appropriate water conservation measures for indoor and exterior areas will be implemented as set forth in your letter. The use of well water for irrigation will lessen demand on the County potable water systems. Best Management Practices (BMPs) for pollution prevention will be incorporated into the project in order to protect ground and surface water sources during construction.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

Enclosure

WATER DEMAND CALCULATIONS

Project Data:

Phase I (Commercial Center)

38,000 sq. ft. (Commercial)

8 multi-family units

Phase II (Senior Center)

55 multi-family units

Per 2002 Water System Standards:

Consumption Guidelines:

Commercial Zoning = 140 gallons/1,000 sq. ft.

Multi-Family Residential = 560 gallons/unit

Phase I (Commercial Center)

Average Daily Demand (ADD) =

Commercial = 140 x 38,000sf/1,000 = 5,320 gallons

Multi-Family Residential = 560 x 8 units = 4,480 gallons

ADD = 9,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 9,800 = 14,700 gpd

Phase II (Senior Center)

Average Daily Demand (ADD) =

Multi-Family Residential = 560 x 55 units = 30,800 gallons

ADD = 30,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 30,800 = 42,200 gpd

Max. Fire Flow = 2,000 gpm (Multi-family/Commercial)

WATER DEMAND CALCULATIONS

Project Data:

Phase I (Commercial Center)

38,000 sq. ft. (Commercial)

8 multi-family units

Phase II (Senior Center)

55 multi-family units

Per 2002 Water System Standards:

Consumption Guidelines:

Commercial Zoning = 140 gallons/1,000 sq. ft.

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Multi-Family Residential = 560 x 8 units = 4,480 gallons

ADD = 9,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 9,800 = 14,700 gpd

Phase II (Senior Center)

Average Daily Demand (ADD) =

Multi-Family Residential = 560 x 55 units = 30,800 gallons

ADD = 30,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 30,800 = 42,200 gpd

Max. Fire Flow = 2,000 gpm (Multi-family/Commercial)

NEIL ABERCROMBIE
GOVERNOR

ROSS M. HIGASHI
INTERIM DIRECTOR

Deputy Directors
RANDY GRUNE
AUDREY HIDANO
JADINE URASAKI

IN REPLY REFER TO
STP 14-142
HWY-PS 2.8406

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

November 10, 2014

Mr. William R. Spence
Director
County of Maui
Planning Department
250 South High Street
Wailuku, Hawaii 96793

Dear Mr. Spence:

Subject: Community Plan Amendment CPA 2013/0003
Change in Zoning CIZ 2013/0006
Paia Courtyard, Paia 2020, LLC
Makawao, Paia, Maui, TMK: (2) 2-5-005:063

Paia 2020, LLC proposes to develop a master planned community, near Paia Town, consisting of 104 senior housing, 38,000 sq. ft. of business use, and 8 residential units with access to Baldwin Avenue and the Paia Mini-Bypass road, both roads under County of Maui jurisdiction.

The project has a Traffic Impact Analysis Report (Phillip Rowe and Associates, October 3, 2011) and a Traffic Update Memorandum (SSFM, October 18, 2013).

Paia Courtyard accesses roads under the jurisdiction of the County of Maui, which Baldwin Avenue and the Paia Mini-Bypass connects to Hana Highway a State Highway. Our concern is the transportation impacts to Hana Highway due to the subject development.

Based upon the traffic assessments, it has been provided that the proposed development will not significantly impact Hana Highway. Further, the development provides off-street public parking in excess of zoning requirements which may assist improving congestion at the Hana Highway and Baldwin Avenue intersection and along Hana Highway near this intersection.

If there are questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Planning Branch, at (808) 587-1830. Please reference file review number PS 2014-179 in all contacts and correspondence regarding these comments.

Sincerely,

ROSS M. HIGASHI
Interim Director of Transportation

c: Mr. Mike Packard, SSFM International

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Ross Higashi, Interim Director of Transportation
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097.

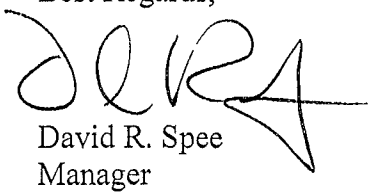
RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Higashi:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of November 10, 2014. Just as a clarification we have down sized the Project from a 104 units to 56 units. This should not adversely affect your conclusion that the proposed development will not significantly impact Hana Highway.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,



David R. Spee
Manager

Alan M. Arakawa
Mayor

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

September 15, 2014

Erin Wade, Staff Planner
Department of Planning

Re: Paia Courtyard
Paia, HI
(2) 2-5-005: 063
CPA 2013/0003 & CIZ 2013/0006

Dear Erin:

Thank you for the opportunity to comment on this subject. At this time, our office provides the following comments:

- The minimum requirements for water supply for fire protection for business/commercial would be: Water supply for fire protection shall have a minimum flow of 2000 gallons per minute for a two-hour duration with hydrant spacing a maximum of 250 feet between hydrants. Dead-ends shall have a hydrant within 125 ft.
- Our office does reserve the right to comment on the proposed project during the building permit review process when fire department access, water supply for fire protection, and fire and life safety requirements will be addressed.

If there are any questions or comments, please feel free to contact me. Thank you for your attention to fire prevention and public safety.

Sincerely,

Paul Haake

Paul Haake
Captain, Fire Prevention Bureau

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Paul Haake, Captain Fire Prevention Bureau
County of Maui
Department of Fire and Public Safety
Fire Prevention Bureau
313 Manea Place
Wailuku, HI 96793

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Haake:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 15, 2014. The Project is being designed to have a minimum flow of 2,000 gallons per minute for a two-hour duration with hydrant spacing a maximum of 250 feet between hydrants. Dead-ends will have a hydrant within 125 feet. There is an 8 inch water main running down Baldwin Avenue that will provide adequate supply and a waterline will be built into the project for the hydrants.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

14/4790

USDA

United States Department of Agriculture

September 26, 2014

Erin K. Wade
County of Maui
Department of Planning
One Main Plaza Building
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

Subject: USDA-NRCS review of permit numbers CPA 2013/0003 and CIZ 2013/0006 (proposed community plan amendment and change in zoning for Paia Courtyard project)

Dear Ms. Wade,

Thank you for providing the NRCS the opportunity to review and comment on the proposed community plan amendment and application for a zoning change for the Paia Courtyard project. Please find enclosed NRCS maps identifying areas of "Agricultural Lands Important to the State of Hawaii" (ALISH), as well as selected soil reports.

The area proposed for rezoning is classified by ALISH as "Prime Agricultural Lands" (see attached map). This classification is also highlighted on page 9 of the Draft Environmental Assessment (Section II.A.4a) submitted by Paia 2020, LLC.

As defined by "Agricultural Lands of Importance to the State of Hawaii Revised" (State Department of Agriculture, November 1977), "Prime Agricultural Land" is:

> *"...land best suited for the production of food, feed, forage and fiber crops. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods."*

Typically, a Farmland Impact Conversion Rating Form (AD-1006) is needed on projects that convert farmlands into non-farmland uses, and which have federal programs "attached" to the project. Federal programs are activities or responsibilities of a Federal agency that involve undertaking, financing, or assisting construction or improvement projects, or acquiring, managing, or disposing of Federal lands and facilities. See the website link below for more information on the Farmland Protection Policy Act and a copy of the AD-1006 form with instructions.

NRCS - Farmland Protection Policy Act Website:
http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/

Natural Resources Conservation Service
Pacific Islands Area
P.O. Box 50004 Rm. 4-118
Honolulu, HI 96850-0050
808-541-2600
An Equal Opportunity Provider and Employer

There are no hydric soils mapped within the Project Area, though this does not mean that they do not exist. If wetlands do exist, any proposed impacts on these wetlands would need to demonstrate compliance with the Clean Water Act and may need an Army Corp of Engineers 404 permit.

The enclosed map identifies areas designated as prime farmland. Also included are map unit descriptions and interpretations (*Roads and Streets, Shallow Excavations, and Lawns and Landscaping*) for the soils mapped within the project area.

The NRCS Soil Survey is a general planning tool and does not eliminate the need for an onsite investigation. If you have any questions concerning the soils or interpretations for this project, please contact Tony Rolfes, NRCS Assistant Director for Soil Science and Natural Resource Assessments for the Pacific Islands Area, at (808) 541-2600, x119, or by email at Tony.Rolfes@hi.usda.gov.

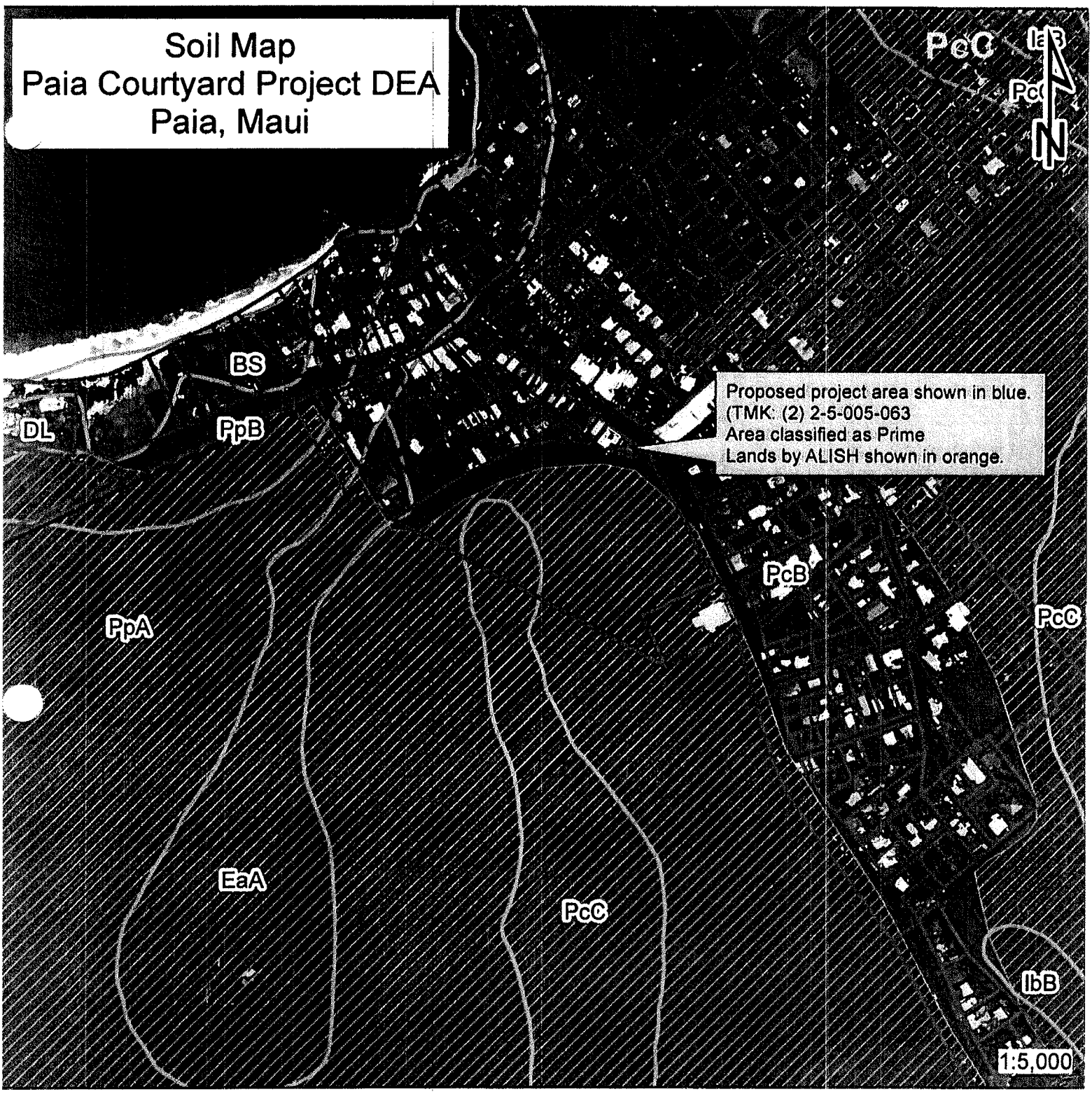
Sincerely,

WILLIAM E. PUCKETT
Acting Director
Pacific Islands Area

cc: Tony Rolfes, NRCS Assistant Director for Soil Science and Natural Resource Assessments, PIA State Office, Honolulu, HI

Enclosures (7 pages total):

- ALISH/Soil Map
- Map Unit Descriptions
- Use for Roads and Streets, Shallow Excavations, and Lawns and Landscaping



0 0.045 0.09 0.18 Miles

Map is shown at a scale of 1:5,000. Soil maps were created at a scale of 1:24,000. The scale of the map does not in any way improve the detail or precision of the original soil map.

Legend

- Major Roads
- Soil Survey

ALISH

Prime Lands

USDA

United States Department of Agriculture
Natural Resources Conservation Service

Map Unit Description (Brief, Generated)

Island of Maui, Hawaii

[Minor map unit components are excluded from this report]

Map unit: PcB - Paia silty clay, 3 to 7 percent slopes

Component: Paia (100%)

The Paia component makes up 100 percent of the map unit. Slopes are 3 to 7 percent. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3c. Irrigated land capability classification is 2e. This soil does not meet hydric criteria. The soil has a slightly sodic horizon within 30 inches of the soil surface.

Map unit: PcC - Paia silty clay, 7 to 15 percent slopes

Component: Paia (100%)

The Paia component makes up 100 percent of the map unit. Slopes are 7 to 15 percent. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3e. Irrigated land capability classification is 3e. This soil does not meet hydric criteria. The soil has a slightly sodic horizon within 30 inches of the soil surface.

Map Unit Description (Brief, Generated)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The Map Unit Description (Brief, Generated) report displays a generated description of the major soils that occur in a map unit. Descriptions of non-soil (miscellaneous areas) and minor map unit components are not included. This description is generated from the underlying soil attribute data.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

Map Unit Description (HI)

Island Of Maui, Hawaii

PcB - Paia silty clay, 3 to 7 percent slopes

Mean annual precipitation: 25 to 40 inches
Mean annual air temperature 72 to 73 degrees F
Frost-free period: 365 days
Farmland class: Prime farmland if irrigated

Paia and similar soils

Extent: about 100 percent
Landform(s):
Slope gradient: 3 to 7 percent
Parent material: basic igneous rock
Restrictive feature(s): none
Seasonal high water table: greater than 60 inches
Flooding frequency none
Ponding frequency: none

Soil loss tolerance (T factor): 5
Wind erodibility group (WEG): 7
Wind erodibility index (WEI): 38
Land capability subclass, nonirrigated: 3c
Land capability subclass, irrigated: 2e
Drainage class: well drained
Hydric soil class: no
Hydrologic group: B

Representative soil profile:		*Texture*	*Saturated Hydraulic Conductivity*	*Available water capacity*	*pH*	*Kw*	*Kf*
H1 --	0 to 11 in	Silty clay	moderately high	1.4 to 1.7 in	7.4 to 7.8	.17	.17
H2 --	11 to 19 in	Clay	moderately high	1.0 to 1.2 in	7.4 to 7.8	.17	.17
H3 --	19 to 60 in	Clay	moderately high	5.3 to 6.1 in	7.4 to 7.8	.17	.17

Ecological site:

Minor Components

PcC - Paia silty clay, 7 to 15 percent slopes

Mean annual precipitation: 25 to 40 inches
Mean annual air temperature 72 to 73 degrees F
Frost-free period: 365 days
Farmland class: Prime farmland if irrigated

Paia and similar soils

Extent: about 100 percent
Landform(s):
Slope gradient: 7 to 15 percent
Parent material: basic igneous rock
Restrictive feature(s): none
Seasonal high water table: greater than 60 inches
Flooding frequency none
Ponding frequency: none

Soil loss tolerance (T factor): 5
Wind erodibility group (WEG): 7
Wind erodibility index (WEI): 38
Land capability subclass, nonirrigated: 3e
Land capability subclass, irrigated: 3e
Drainage class: well drained
Hydric soil class: no
Hydrologic group: B

Representative soil profile:		*Texture*	*Saturated Hydraulic Conductivity*	*Available water capacity*	*pH*	*Kw*	*Kf*
H1 --	0 to 11 in	Silty clay	moderately high	1.4 to 1.7 in	7.4 to 7.8	.17	.17
H2 --	11 to 19 in	Clay	moderately high	1.0 to 1.2 in	7.4 to 7.8	.17	.17
H3 --	19 to 60 in	Clay	moderately high	5.3 to 6.1 in	7.4 to 7.8	.17	.17

Ecological site:

Minor Components

This report provides a summary of soil properties and interpretive groups for the map units in the survey area.

Roads and Streets, Shallow Excavations, and Lawns and Landscaping

Island of Maui, Hawaii

[The information in this table indicates the dominant soil condition but does not eliminate the need for onsite investigation. The numbers in the value columns range from 0.01 to 1.00. The larger the value, the greater the potential limitation. The columns that identify the rating class and limiting features show no more than five limitations for any given soil. The soil may have additional limitations. This report shows only the major soils in each map unit]

Map symbol and soil name	Pct. of map unit	Local roads and streets		Shallow excavations		Lawns and landscaping	
		Rating class and limiting features	Value	Rating class and limiting features	Value	Rating class and limiting features	Value
PcB:							
Paia	100	Very limited		Very limited		Very limited	
		Low strength	1.00	Too clayey	1.00	Too clayey	1.00
		Shrink-swell	0.50	Dusty	0.49	Dusty	0.49
				Unstable excavation walls	0.01		
PcC:							
Paia	100	Very limited		Very limited		Very limited	
		Low strength	1.00	Too clayey	1.00	Too clayey	1.00
		Shrink-swell	0.50	Dusty	0.49	Dusty	0.49
		Slope	0.37	Slope	0.37	Slope	0.37
				Unstable excavation walls	0.01		

Roads and Streets, Shallow Excavations, and Lawns and Landscaping

Soil properties influence the development of building sites, including the selection of the site, the design of the structure, construction, performance after construction, and maintenance. This table shows the degree and kind of soil limitations that affect local roads and streets, shallow excavations, and lawns and landscaping.

The ratings in the table are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect building site development. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Numerical ratings in the table indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the use (1.00) and the point at which the soil feature is not a limitation (0.00).

"Local roads and streets" have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding.

"Shallow excavations" are trenches or holes dug to a maximum depth of 5 or 6 feet for graves, utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Depth to the seasonal high water table, flooding, and ponding may restrict the period when excavations can be made. Slope influences the ease of using machinery. Soil texture, depth to the water table, and linear extensibility (shrink-swell potential) influence the resistance to sloughing.

"Lawns and landscaping" require soils on which turf and ornamental trees and shrubs can be established and maintained. Irrigation is not considered in the ratings. The ratings are based on the soil properties that affect plant growth and trafficability after vegetation is established. The properties that affect plant growth are reaction; depth to a water table; ponding; depth to bedrock or a cemented pan; the available water capacity in the upper 40 inches; the content of salts, sodium, or calcium carbonate; and sulfidic materials. The properties that affect trafficability are flooding, depth to a water table, ponding, slope, stoniness, and the amount of sand, clay, or organic matter in the surface layer.

Information in this table is intended for land use planning, for evaluating land use alternatives, and for planning site investigations prior to design and construction. The information, however, has limitations. For example, estimates and other data generally apply only to that part of the soil between the surface and a depth of 5 to 7 feet. Because of the map scale, small areas of different soils may be included within the mapped areas of a specific soil.

The information is not site specific and does not eliminate the need for onsite investigation of the soils or for testing and analysis by personnel experienced in the design and construction of engineering works.

Government ordinances and regulations that restrict certain land uses or impose specific design criteria were not considered in preparing the information in this table. Local ordinances and regulations should be considered in planning, in site selection, and in design.

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

William E. Puckett, Acting Director
Natural Resources Conservation Service
Pacific Islands Area
P.O. Box 50004 Rm. 4-118
Honolulu, HI 96850-0050

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Puckett:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 26, 2014. It is my understanding that a Farmland Impact Conversion Rating Form would be required if there are federal programs attached to the project. There are no such programs attached or in any way connected to the project. There are also no wetlands located on or near the project.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

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

September 26, 2014

County of Maui
Department of Planning
Attention: Ms. Erin K. Wade, Staff Planner
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

via email: erin.wade@mauicounty.gov

Dear Ms. Wade:

SUBJECT: Paia Courtyard

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 (a) Commission of Water Resource Management and (b) Engineering Division on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

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

August 27, 2014

MEMORANDUM

TO: **DLNR Agencies:**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division
__Div. of Forestry & Wildlife
__Div. of State Parks
X Commission on Water Resource Management
__Office of Conservation & Coastal Lands
X Land Division – Maui District
X Historic Preservation

FR.

TD.

FROM: Kevin E. Moore, Acting Land Administrator
SUBJECT: Paia Courtyard
LOCATION: Makawao, Island of Maui; TMK: (2) 2-5-005:063
APPLICANT: Paia 2020 LLC.

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by September 24, 2014.

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: Lenore N. Ohye
Print Name: LENORE N. OHYE Acting Deputy Director
Date: SEP 1 2014

cc: Central Files

RFD.3701.6
11763 ✓

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR
CHAIRPERSON

KAMANA BEAMER
MICHAEL G. BUCK
MILTON D. PAVAO
LINDA ROSEN, M.D., M.P.H.
JONATHAN STARR

WILLIAM M. TAM
DEPUTY DIRECTOR

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

September 10, 2014

REF: RFD.3701.6

TO: Russell Tsuji, Administrator
Land Division

FROM: William M. Tam, Deputy Director
Commission on Water Resource Management

SUBJECT: Paia Courtyard Project, Paia

FILE NO.:
TMK NO.: (2) 2-5-005:063

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. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.

☒ 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at http://www.usgbc.org/leed. A listing of fixtures certified by the EPA as having high water efficiency can be found at http://www.epa.gov/watersense/.

☒ 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at http://hawaii.gov/dbedt/czm/initiative/lid.php.

☒ 6. We recommend the use of alternative water sources, wherever practicable.

☒ 7. We recommend participating in the Hawaii Green Business Program, that assists and recognizes businesses that strive to operate in an environmentally and socially responsible manner. The program description can be found online at http://energy.hawaii.gov/green-business-program

☒ 8. We recommend adopting landscape irrigation conservation best management practices endorsed by the Landscape Industry Council of Hawaii. These practices can be found online at http://www.hawaiiscape.com/wp-content/uploads/2013/04/LICH_Irrigation_Conservation_BMPs.pdf

☐ 9. 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 http://hawaii.gov/dlnr/cwrm/info_permits.htm.

☐ 10. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water. The Water Use Permit may be conditioned on the requirement to use dual line water supply systems for new industrial and commercial developments.

☐ 11. A Well Construction Permit(s) is (are) required before any well construction work begins.

☐ 12. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

☐ 13. 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.

☐ 14. Ground water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.

☐ 15. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.

☐ 16. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is (are) constructed or altered.

☐ 17. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.

☐ 18. 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.

☒ OTHER:
Planning Response: The projected non-potable water demand for the development should be disclosed.

Ground Water Response: Increased withdrawals above 4 mgd from the Waihee Aquifer System Area under the current well configuration may result in an initiation of ground water management area designation by CWRM.

If there are any questions, please contact Lenore Ohye of the Planning Branch at 587-0216 or W. Roy Hardy of the Ground Water Regulation Branch at 587-0225.

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

'14 AUG 27 PM 2 53 ENGINEERING

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

August 27, 2014

MEMORANDUM

TO: FR:

DLNR Agencies:
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
X Engineering Division
___Div. of Forestry & Wildlife
___Div. of State Parks
X Commission on Water Resource Management
___Office of Conservation & Coastal Lands
X Land Division – Maui District
X Historic Preservation

2014 SEP 25 P 3:59
STATE OF HAWAII
DEPT. OF LAND & NATURAL RESOURCES
RECEIVED
LAND DIVISION

TO:

FROM: Kevin E. Moore, Acting Land Administrator
SUBJECT: Paia Courtyard
LOCATION: Makawao, Island of Maui; TMK: (2) 2-5-005:063
APPLICANT: Paia 2020 LLC.

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by September 24, 2014.

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: Carty S. Chang, Chief Engineer
Date: 9/24/14

cc: Central Files

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/ Kevin E. Moore
Ref.: Applications for District Boundary Amendment, Community Plan Amendment, Change in Zoning, and SMA Use Permit for Paia Courtyard Project
Maui.023

COMMENTS

(X) **We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone X. The National Flood Insurance Program (NFIP) does not regulate developments within Zone X.**

( ) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is also located in Zone ___.

( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ___.

( ) Please note that the project site 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. Mario Siu Li at (808) 768-8098 of the City and County of Honolulu, Department of Planning and Permitting.
- ( ) Mr. Frank DeMarco at (808) 961-8042 of the County of Hawaii, Department of Public Works.
- ( ) Mr. Carolyn Cortez at (808) 270-7253 of the County of Maui, Department of Planning.
- ( ) Mr. Stanford Iwamoto at (808) 241-4896 of the County of Kauai, Department of Public Works.

( ) The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.

( ) The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

( ) Additional Comments: _____

( ) Other: _____

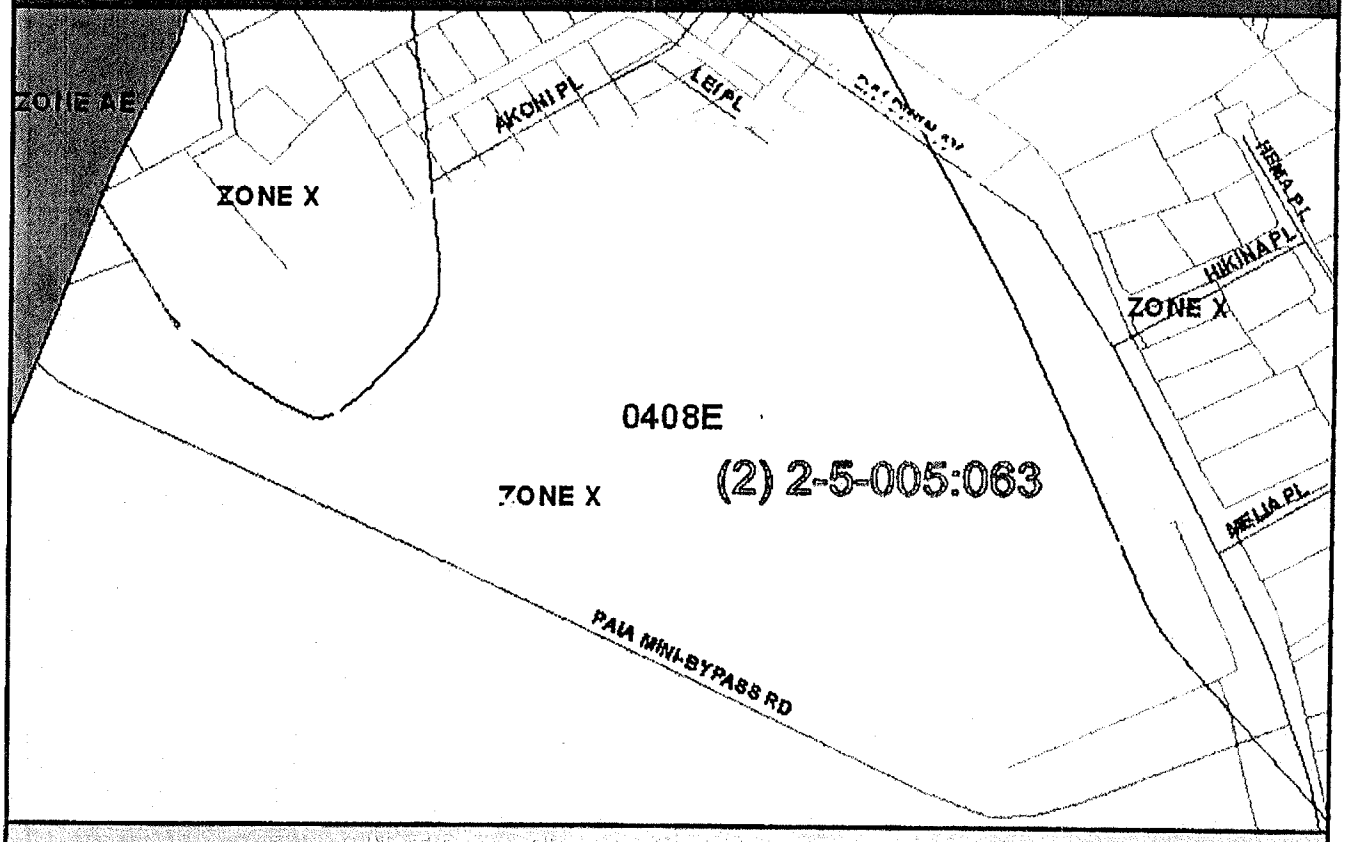
Should you have any questions, please call Mr. Dennis Imada of the Planning Branch at 587-0257.

Signed: _____
CARTY S. CHANG, CHIEF ENGINEER

Date: 9/24/14

State of Hawaii

FLOOD HAZARD ASSESSMENT REPORT



FLOOD ZONE DEFINITIONS

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD – The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, V, and VE. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

- **Zone A:** No BFE determined.
- **Zone AE:** BFE determined.
- **Zone AH:** Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined.
- **Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined.
- **Zone V:** Coastal flood zone with velocity hazard (wave action); no BFE determined.
- **Zone VE:** Coastal flood zone with velocity hazard (wave action); BFE determined.
- **Zone AEF:** Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE.

NON-SPECIAL FLOOD HAZARD AREA – An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

- **Zone XS (X shaded):** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- **Zone X:** Areas determined to be outside the 0.2% annual chance floodplain.

OTHER FLOOD AREAS

- **Zone D:** Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

PROPERTY INFORMATION

COUNTY:	MAUI
TMK NO:	(2) 2-5-005-063
PARCEL ADDRESS:	
FIRM INDEX DATE:	SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S):	NONE
FEMA FIRM PANEL(S):	1500030408E
PANEL EFFECTIVE DATE:	SEPTEMBER 25, 2009

PARCEL DATA FROM:	JULY 2013
IMAGERY DATA FROM:	MAY 2005

IMPORTANT PHONE NUMBERS

County NFIP Coordinator	
County of Maui	
Carolyn Cortez	(808) 270-7253
State NFIP Coordinator	
Carol Tyau-Beam, P.E., CFM	(808) 587-0267

Disclaimer: The Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use of the information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR from any liability, which may arise from its use.

If this map has been identified as 'PRELIMINARY' or 'UNOFFICIAL', please note that it is being provided for informational purposes and is not to be used for official/legal decisions, regulatory compliance, or flood insurance rating. Contact your county NFIP coordinator for flood zone determinations to be used for compliance with local floodplain management regulations.

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

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

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Tsuji:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 26, 2014. We offer the following information, which addresses the comments made from the various divisions in the DLNR.

Comments from Engineering Division.

The Engineering Division confirmed that the Project Site is located in Flood Zone X and that the National Flood Insurance Program does not regulate developments within Zone X.

Comments from Commission on Water Resource Management.

Comment #1: We will coordinate with the county to incorporate the Project into the county's Water Use and Development Plan.

Comment #4: We will use water efficient fixtures and water efficient practices will be implemented throughout the development.

Comment #5: Best Management Practices (BMP) for storm water management are designed into the Project.

Comment #6: A well has already been drilled and successfully tested as an alternative source of non-potable water for irrigation.

Comment #7: We have reviewed the Hawaii Green Business Program and plan to adopt most of their recommendations into the project, water conservation, energy efficient fixtures, and photovoltaic power production.

Comment #8: We will adopt landscape irrigation conservation with best management practices.

Comment "Other": Non-potable water for the project will be supplied by a well that has already been drilled on site. The well was tested and easily sustained 70 gpm with a chloride level of 640 ppm.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

September 30, 2014

Erin Wade
County of Maui, Department of Planning
2200 Main Street, Suite 315
Wailuku, Maui, HI 96793

Dear Erin:

SUBJECT: Paia Courtyard Master Planned Community

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your transmittal dated August 13, 2014. Thank you for the single disk allowing us to review and comment on the subject document. Unfortunately, I was unable to find the Paia Courtyard Project document online for public review and wider departmental review. The document unfortunately, has not been routed to the relevant Environmental Health divisions, branches, and offices. I would ask for an online link to the proposed project so that branches and offices within DOH can review the plan and provide specific comments to you if necessary. Given the scale of this project, we encourage you to seek input from the Maui District Health Office, Clean Water Branch and Wastewater Branch to ensure adherence to all rules and regulations. We also recommend that you contact the Hazard Evaluation and Emergency Response Office regarding soil quality. The EPO recommends that you review the standard comments at: http://health.hawaii.gov/epo/home/landuse-planning-review-program/. You are required to adhere to all applicable standard comments.

We encourage you to examine and utilize the Hawaii Environmental Health Portal. The portal provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings. The Portal is continually updated. Please visit it regularly at: https://eha-cloud.doh.hawaii.gov You may also wish to review the recently revised Water Quality Standards Maps that have been updated for all islands. The new Water Quality Standards Maps can be found at:
http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/water-quality-standards/.

The EPO suggests that you examine the many sources available on strategies to support the sustainable and healthy design of communities and buildings, including the:
2014 National Climate Change Report – Highlights for Hawaii:
http://ipcc-wg2.gov/AR5/images/uploads/WGIIAR5-Chap29_FGDall.pdf;
U.S. Health and Human Services: www.hhs.gov/about/sustainability;
U.S. Environmental Protection Agency's sustainability programs: www.epa.gov/sustainability;
U.S. Green Building Council's LEED program: www.usgbc.org/leed;
Smart Growth America: www.smartgrowthamerica.org;
International Well Building Standard: http://delosliving.com; and

Intergovernmental Panel on Climate Change (IPCC):
http://ipcc-wg2.gov/AR5/images/uploads/WGIIAR5-Chap29_FGDall.pdf
We request you share all of this information with others to increase community awareness on sustainable, innovative, inspirational, and healthy community design.
Mahalo,
Laura Leialoha Phillips McIntyre, AICP,
Program Manager, Environmental Planning Office
c. DHO Maui

Laura Leialoha Phillips McIntyre AICP
Program Manager, Environmental Planning Office
Hawaii State Department of Health
919 Ala Moana Blvd. Rm. 312
Honolulu, Hawaii 96814
Direct Phone: (808) 586-4338
Email: laura.mcintyre@doh.hawaii.gov
Website: http://health.hawaii.gov/epo
Ua mau ke ea o ka aina I ka pono

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Laura McIntyre, Program Manager
State of Hawaii
P.O. Box 3378
Honolulu, HI 96801-3378

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Ms. McIntyre:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 30, 2014 that was sent to Erin Wade at the Maui County Planning Department. We have engineered the project to comply with all County and State codes and regulations. The property is not located near any streams or wetlands and is not on the ocean. All surface waters will be retained on site and wastewater will be through the County wastewater sewer system. We will reach out to the Maui District Health Office and will be working closely with the County of Maui Department of Water Supply and Wastewater Division throughout the project because the County will be providing all potable water and waste disposal at the project.

I have reviewed the websites recommended in your letter. The project is intended to be smart growth that complies with the Maui Island Plan that was recently finished in 2014. It provides housing without sprawl with residences located within the town itself. There should be less need for vehicular use by the seniors living there due to the availability of recreation, stores and services within easy walking distance. We are currently working with Rising Sun Solar to design and install photovoltaic systems on the buildings and parking lot to provide electricity for both the commercial and residential parts of the project. The landscape plan will include native trees and plants that use less water and provide natural shade.

The construction of the project will be built following all building codes and standards, including fugitive dust control during construction, design of drainage systems that retain all storm and non-storm waters on-site with no runoff to the ocean, solar powered lighting and auto charging stations. A phase I Environmental Site Assessment was completed for the site and concluded that there were no releases of petroleum, hazardous substances, or other pollutants on the subject site. A copy of the Site Assessment is attached to the Environmental Assessment as Appendix B

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee, Manager

DAVID Y. IGE
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

December 16, 2014

County of Maui
Department of Planning
Attention: Ms. Erin K. Wade, Staff Planner via email: erin.wade@mauicounty.gov
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

Dear Ms. Wade:

SUBJECT: Paia Courtyard

Thank you for the opportunity to review and comment on the subject matter. In addition to the comments previously sent you on September 26, 2014, enclosed are comments from the State Historic Preservation Division on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Kevin E. Moore
Acting Land Administrator

Enclosure

cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

JESSE K. SOUKI
FIRST DEPUTY

WILLIAM M. TAM
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

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

December 2, 2014

MEMORANDUM

Log No: 2014.03980
Doc No: 1412MD08
Archaeology

TO: Kevin E. Moore, Acting Land Administrator
DLNR Land Division
Via email to: Kevin.E.Moore@hawaii.gov

FROM: Morgan E. Davis, Lead Archaeologist, Maui Section

SUBJECT: **Chapter 6E-42 Historic Preservation Review – Maui County**
Permit Applications for the Paia Courtyard (CPA 2013/0003, CIZ 2013/0006)
Hāmākuapoko Ahupua'a, Makawao District, Island of Maui
TMK (2) 2-5-005:063

Thank you for the opportunity to review the aforementioned application submittal which we received on September 2, 2014. We apologize for the delay in our reply. The applicant is proposing a master planned community encompassing approximately 104 senior residential units; 38,000 square feet of business use; and eight residential live/work units. This will include 172 parking stalls in addition to the parking provided per the code.

An archaeological survey was conducted for this project and no historic properties were encountered either on the surface or within any of 14 mechanically excavated trenches. However, archaeological monitoring was recommended due to the potential for subsurface cultural layers and/or human skeletal remains in the general area. To date we have not received an archaeological monitoring plan for this project.

Therefore, due to the cultural sensitivity of the area, we request that **archaeological monitoring** be conducted during all proposed ground alterations associated with these renovations. We recommend the submittal of an archaeological monitoring plan, pursuant to Hawai'i Administrative Rule § 13-279 prior to the initiation of any ground altering activities. Please include a summary and any associated maps for the proposed construction work within the monitoring plan. Please contact me at Morgan.E.Davis@hawaii.gov or (808) 243-4641 if you have any questions regarding this letter.

cc: County of Maui
Department of Planning
via email to: Planning@co.maui.hi.us

County of Maui
Department of Public Works - DSW
via email to: Renee.Segundo@co.maui.hi.us

Ms. Annalise Kehler, County of Maui
Cultural Resources Commission
via email to: Annalise.Kehler@co.maui.hi.us

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Kevin E. Moore
Acting Land Administrator
Department of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Moore:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of December 16, 2014 regarding the comments from the State Historic Preservation Division. We offer the following information, which addresses the comments in the letter from the State Historic Preservation Division. For clarification, the project has been downsized from 104 to 56 senior residential units. An archeological monitoring plan will be prepared and submitted prior to obtaining any permits and before any ground alterations, with monitoring implemented throughout any ground work at the project.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

OFFICE OF PLANNING
STATE OF HAWAII

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

NEIL ABERCROMBIE
GOVERNOR

LEO R. ASUNCION
ACTING DIRECTOR
OFFICE OF PLANNING

Telephone (808) 587-2846
Fax (808) 587-2824
Web http://planning.hawaii.gov/

RECEIVED
2014 SEP 23 P 3:32
COUNTY OF MAUI
DEPT. OF PLANNING
ADMINISTRATION

Ref. No. P-14512

September 19, 2014

Mr. William Spence
Department of Planning
County of Maui
One Main Plaza Building
2200 Main Street, Suite 315
Wailuku, HI 96793

Attn: Erin Wade

Dear Mr. Spence:

Subject: Applications for District Boundary Amendment, Community Plan Amendment (2013/0003), Change in Zoning (2013/0006), Special Management Area Use Permit and Draft Environmental Assessment
Paia Courtyard Project
Tax Map Key: (2) 2-5-005: 063; Paia, Maui, Hawaii

Thank you for the opportunity to provide comments on the subject Applications for District Boundary Amendment, Community Plan Amendment (CPA), Change in Zoning (CIZ), and Special Management Area (SMA) Use Permit, and the Draft Environmental Assessment (Draft EA).

According to the subject Applications for the proposed development of 9.262 acres of land, amendments are needed to the State Land Use District from Agricultural to Urban, the Community Plan Land Use designation from Public/Quasi Public and Agricultural to Business/Commercial, and the County Zoning designation from Interim and Agricultural to Country Town Business. The proposed "Paia Courtyard Project" includes mixed-use retail, office commercial buildings, upstairs apartments, a senior housing phase and on-grade parking, and related drainage, utilities, landscaping, lighting and roadway improvements.

The CPA and the project's use of county lands are triggers for the requirements of Hawaii Revised Statutes (HRS) Chapter 343. The proposed project is partially located within the SMA, and an SMA Use Permit is required.

The Office of Planning (OP) has reviewed the subject Applications and the Draft EA, and offers the following comments.

1. The SMA guidelines, articulated in HRS § 205A-26, apply specifically to the SMA permit process. As the subject EA will serve as the supporting document for the CPA, CIZ and SMA Use Permit applications, pages 52 to 56 of the Draft EA, **Section G. Rules and Regulations of the Maui Planning Commission Special Management Area Rules**, should assess the compliance of the proposed project to the SMA guidelines set forth in HRS § 205A-26, and Maui Planning Commission SMA Rules § 12-202-11.

2. It is noted that the subject SMA Use Permit application is concurrently processed with the CPA and CIZ applications. Pursuant to HRS § 205A-26, no SMA Use Permit application shall be approved for the proposed Paia Courtyard Project unless the subject development is consistent with the county general plan and zoning.

3. Page 10, the Draft EA states that federally threatened Newell's shearwater and endangered Hawaiian petrel may fly over the project area. We recommend a condition of approval be imposed that all exterior lighting or lamp posts associated with the subject project shall be cut-off luminaries to provide the needed shielding to lessen possible seabird strikes, and to ensure that artificial light is not directed to travel across property boundaries toward the shoreline and ocean waters, pursuant to HRS §§ 205A-30.5(a) and 205A-2(c)(10).

4. The Draft EA, **Section VIII. Parties Consulted during the Preparation of the Draft Environmental Assessment; Letters Received; and Responses to Substantive Comments,** did not include any written comments and responses to the comments. Pursuant to Hawaii Administrative Rules (HAR) § 11-200-10, the Final EA should include all written comments and responses to the comments received.

5. The Final EA should list all permits and approvals required, including construction permits and approvals at the county level, pursuant to HAR § 11-200-10.

6. The proposed district boundary amendment conforms to the Hawaii State Plan of HRS Chapter 226. The proposed project meets the applicable objectives, policies, and priority guidelines, including promoting the economy, contributing to the physical environment, and providing opportunities for the future population growth in the area.

7. The proposed site is within the small town growth boundary of the Maui Island Plan. It is contiguous to the Urban District, and in proximity to the town's main commercial core. Therefore, we find that the project conforms to the applicable

urban district standards, as well as the Land Use Commission decision-making criteria in HRS §§ 205-16 and 17.

8. Regarding areas of State concern, we find that although an Archaeological Assessment Report, including a Native Hawaiian Cultural Practices Assessment have been completed with no significant archaeological or cultural sites and practices identified, there is no documentation that these assessments have been reviewed and approved by the State Historic Preservation Division. We recommend that such approvals be obtained prior to approval of the boundary amendment.

If you have any questions regarding this comment letter, please contact Shichao Li of our Coastal Zone Management Program at (808) 587-2841 or Jenny Lee of our Land Use Division at (808) 587-2805.

Sincerely,

Leo R. Asuncion
Acting Director

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Leo R. Asuncion, Acting Director
Office of Planning
State of Hawaii
P.O. Box 2359
Honolulu, HI 96804

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Asuncion:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your Department's letter of September 19, 2014. We offer the following information, which addresses your comments in the order of your letter.

1. The EA has been amended to reflect the proposed project's compliance with the SMA Guidelines and Maui Planning Commission SMA Rules.

2. We understand that the SMA Use Permit Application cannot be approved unless the development is consistent with the County General Plan and Zoning. We are concurrently seeking a change in the Community Plan Amendment, Change in Zoning, and District Boundary Amendment.

3. It is our intent that all exterior lighting or lamp posts associated with the project be down lit and provide needed shielding to lessen seabird strikes and accept this as a condition of approval.

4. Letters in Response to written comments have been prepared, mailed and attached to the comments, in Article VII, page 67 of the Final EA.

5. The list of all permits and approvals has been added to Article VI, page 66 of the Final EA.

8. Approval of the Archaeological Assessment Report will be included in the Final EA.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee, Manager

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

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPT OF PLANNING CURRENT
SEP 30 2014
RECEIVED

September 26, 2014

MEMO TO: WILLIAM R. SPENCE, PLANNING DIRECTOR

FROM: DAVID C. GOODE, DIRECTOR OF PUBLIC WORKS

SUBJECT: **APPLICATIONS FOR COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, DISTRICT BOUNDARY AMENDMENT, SPECIAL MANAGEMENT AREA USE PERMIT AND DRAFT ENVIRONMENTAL ASSESSMENT FOR PAIA COURTYARD**
CPA 2013/0003; CIZ 2013/0006

We reviewed the subject application and have no comments at this time.

If you have any questions regarding this memorandum, please call Rowena M. Dagdag-Andaya at 270-7845.

DCG:RMDA:da
xc: Highways Division
Engineering Division
S:\DSA\Engr\CZM\Draft Comments\25005063_paia_courtyard_cpa_ciz.wpd

AGENCY NAME	DOE - MAUI	PHONE	984-8000

Thank you for your time and assistance. For additional clarification, please contact me via email at erin.wade@mauicounty.gov or at (808) 270-5517.

Sincerely,

ERIN K. WADE, Staff Planner

Attachment
xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
Erin K. Wade, Staff Planner (PDF)
Project File
General File

EKW
K:\WP_DOCS\PLANNING\Cpa\2013\0003_PaiaCourtyardProject\Agency Transmittal.doc

NO COMMENT			
Signed:	[signature]	Dated:	8/28/14
Print Name:	KEVIN DRAKE	Title:	Bus. Mgr

COMMENT/RECOMMENDATION BOX			
Signed:		Dated:	
Print Name:		Title:	

COUNTY OF MAUI
DEPT OF PLANNING
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'14 AUG 27 P2:39

AGENCY NAME		PHONE	

Thank you for your time and assistance. For additional clarification, please contact me via email at erin.wade@mauicounty.gov or at (808) 270-5517.

Sincerely,

ERIN K. WADE, Staff Planner

Attachment
xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
Erin K. Wade, Staff Planner (PDF)
Project File
General File

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NO COMMENT			
Signed:		Dated:	8-26-14
Print Name:	JIM OSTER	Title:	ENGINEER

COMMENT/RECOMMENDATION BOX			
Signed:		Dated:	
Print Name:		Title:	

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COUNTY OF MAUI
DEPT OF PLANNING
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United States Department of Agriculture

FAX COVER SHEET

COUNTY OF MAUI
DEPT OF PLANNING
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'14 SEP 26 P12 :57

To:

Fax #: 808-270-1775

Date: 09/26/14 08:56:46 AM

Re:

Pages (Including cover): 2

Amy Saunders Koch
GIS Specialist Resource Soil Scientist
USDA NRCS - Pacific Islands Area
808-933-8351
amy.koch@hi.usda.gov

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AGENCY NAME	USDA NRCS	PHONE	808-933-8351

Agency Transmittal – Pala Courtyard (CPA 2013/0003 and CIZ 2013/0006)
August 13, 2014
Page 2

COUNTY OF MAUI
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Thank you for your time and assistance. For additional clarification, please contact me via email at erin.wade@mauicounty.gov or at (808) 270-5517.

Sincerely,

ERIN K. WADE, Staff Planner

Attachment
xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
Erin K. Wade, Staff Planner (PDF)
Project File
General File
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NO COMMENT			
Signed:		Dated:	
Print Name:		Title:	

COMMENT/RECOMMENDATION BOX			
Letter and Soil maps/report will be sent in hard copy. No official recommendations at this time.			
Signed:	Amy Koch	Dated:	9/26/14
Print Name:	Amy Koch	Title:	Resource Soil Scientist

15/194

COUNTY OF MAUI
DEPT. OF PLANNING - CURRENT
JAN 15 2015
RECEIVED

January 10, 2015

Maui Planning Department
2200 Main St.
Suite 619
Wailuku, HI.

Dear Mr. Spence:
Dear Mr. Wade:

I am writing in response to the article in the Maui News on 12/27/2014 regarding the Paia Courtyard development involving Mr. David Spee, Attorney.

I was very pleased to learn of this development and I am in support of such.

Having moved to Maui in 2000, I have since become a senior citizen.
I lived in the Paia area for over eight years and I had to move due to not being able to find housing in the area in 2011 after my rental went on the market. I have since been living in Makawao. Although the community is beautiful, I was much healthier and happier and I could meet my needs much more efficiently while living in Paia.

I have been unable to keep up with my physical therapy, which includes being in the water, since moving, and this has contributed to my condition deteriorating. I would benefit greatly by being able to live in the senior housing that may be included in the Paia Courtyard development. I have also had difficulty securing the necessary nutritional supplements and food and beverages that are available in Paia at Mana Health Food Store, as there is not a direct bus route going from Makawao to Paia. I was not able to drive due to health reasons during most of the time I have lived in Makawao. Arranging transportation through MEO is possible, but it is costly to the county and I am not always able to plan ahead as required by the MEO transportation service. I also miss the socialization that Kau Noa Senior Citizen has to offer.

As a senior, I hope you will continue to support and approve the development of this project. Culturally, it presents a great opportunity for the evolution of a model community integrating people of all ages.

Sincerely,

Carol Lynn Hulet
1144 Nakui St.
Makawao, HI. 96768

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Carol Lynn Hulet
1144 Nakui Street
Makawao, HI 96768

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Ms. Hulet:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter of January 10, 2015. You have graciously set forth many of the reasons why I believe this is a good development for the community. The senior housing component is needed on the north shore and its walking proximity to town will not only allow seniors to frequent the markets, stores and restaurants located in Paia town, but also take walks and ride bikes along the bike path along Baldwin Beach Park. The commercial portion of the Project is anticipated to have a medical services building and I have already been speaking to different people that want to have a wellness clinic and bring back a pharmacy to town. The senior condominiums will have a lap pool and fitness room for its residents.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

15/96

January 5, 2015

Maui Planning Department
2200 Main Street, Suite 619
Wailuku, Hawaii 96793

COUN
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'15 JAN -9 P2 :48

Dear Sirs and Madames,

We are writing to express our objection to the proposed David R. Spee Revocable Trust development in Paia as it stands now.

We are 46 and 34 year residents of Maui respectively and 17 year Paia residents. We have watched and experienced the traffic problem swell with increased housing and business development in Paia, Haiku, and Makawao. There is no way that an additional 20,000 square feet of commercial and residential development is not going to affect the traffic situation in Paia and its environs.

Until the real Paia/North Shore Alternate Route, that is in the planning stages, is implemented no new development of this scope should be allowed in Paia. The current infrastructure just can't handle anymore. The idea of adding ingress and egress onto the small Paia Bypass, and perhaps on Baldwin Avenue, for this project will certainly stall the near standstill traffic. Additionally, unless the Spee Trust is willing to pay to enlarge the Paia Bypass, make needed changes on Baldwin Ave, change the parking and driveway reconfigurations in Paia Town, as he suggested, and provide a large free parking lot for residents and visitors their suggestion is untenable, as who would pay for such a major overhaul; and without the roads to handle the traffic on the North Shore these suggestion would just be a very expensive bandaid.

We need the Alternate Route before more development occurs, only then we could consider approving such a development as this which does seem to have merits. Its unfortunate that the traffic needs of the North Shore weren't addressed earlier but until its resolved we maintain our opposition to this development.

Thank you for your consideration of our concerns,

William & Hillary Palmer
519 Hana Hwy.
Paia, Hawaii 96779
808-579-9706

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

William and Hillary Palmer
519 Hana Highway
Paia, HI 96779

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. and Mrs. Palmer:

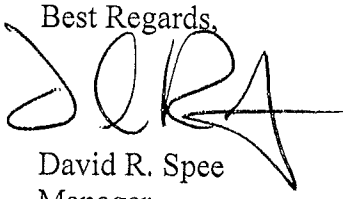
On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter of January 5, 2015. I understand your concerns with the current traffic and parking issues in Paia. As part of this process we have had two traffic studies conducted relating to the Environmental Assessment. These studies set forth basic action that could be taken to alleviate some of the traffic concerns. I understand that you have lived in Paia for 17 years. I have worked in Paia for over 20 years and the commercial core of Paia has not grown much since I moved here in 1989. If that is the case then why do we have these traffic issues? What has changed is the tremendous number of homes that have been built east of Paia town. Haiku and Kuau have grown dramatically in the last three decades and I am sure you have noted how with this growth the traffic has increased over the years. As a long time Maui resident you know that just about everywhere we go now there are traffic choke points. Almost every town and city in Maui now has traffic issues. Maui is growing but our roads are not keeping up. The best solution to Paia's traffic issue, short of a major bypass of town, would probably be to stop all growth east of town. The same logic fits for the entire Island's traffic woes

The Project will add 56 senior condominiums. How will these units affect the traffic? These units will be primarily used by people that will not be commuting during rush hours and will walk from their homes for most of their recreation and services. Many of these seniors will be downsizing from their existing homes which will alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study, having readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. We have all waited on Hana Highway and Baldwin Avenue for minutes while someone waits for a space. Every minute we wait creates a domino effect on the traffic behind us.

There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to our east. I do believe however that resolving Paia town's severe lack of parking will help, not hurt the flow of traffic.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. I have lived in this community for a long time and plan to remain here the rest of my life. I have worked hard to create a project that many would be considered smart infill growth. There are a substantial number of people that are excited about the ability to downsize and retire in Paia Town with supporting commercial facilities nearby for medical and health related businesses. I understand your concerns about our growing island and would like to show you why we believe this is smart growth that is exactly what the Community Plan and Maui Island Plan envision for the future of Maui. If you have any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,



David R. Spee
Manager

January 20, 2015

To: Maui Planning Commission, c/o Maui Planning Department
2200 Main Street, Suite 315
Wailuku, HI 96793
Attn: Erin Wade, Will Spence

COUNTY OF MAUI
DEPT OF PLANNING
CURRENT DIVISION

'15 JAN 22 P3:

RE: Pa'ia Courtyard DEA, TMK (2) 2-5-005:063

The draft environmental assessment put forth by developer/applicant Paia 2020 stems from the notion that a more detailed assessment is not necessary for the developer to receive permits for mixed-use retail, office, and residential developments. There are many reasons why proceeding with the development without going through the lawful process actually dismembers and lays feeble the laws and ordinances that are in place precisely to protect the public from developments that seek business dealings regardless of potential dangerous outcomes to communities and society at large.

Here are questions and issues that require in-depth analysis at this time in the process.

1. The development will add to the growing traffic congestion. Today, there are numerous times daily and weekly that the traffic is backed-up considerably in all directions—up and down Baldwin, east and west on Hana Highway. Added development will only exacerbate the problem to dangerous proportions.

In 2004 the County supported the building of the 'temporary reliever road' that exists today. A&B with County support conducted a study that concluded that the one-lane road joining Hana Highway to upper Baldwin Ave. (next to the U.S. Post Office) would relieve traffic congestion at the Hana-Baldwin intersection. At that time, the Land Use Commission made its decision to allow the building of the temporary road based on this study that proved to be incorrect; the congestion at the intersection has not been mitigated as promised by the land-owner and the first Arakawa Administration.

Testimony at the hearing(s) to approve the by-pass notified Commission members and government officials that the study was inadequate for numerous reasons including that A&B's study did not take into consideration automobiles using the so-called 'by-pass' but that then turn left down Baldwin from the by-pass intersection next to the Post Office on Baldwin. The traffic from the Post Office to the Hana Highway has only become greater since the mid-2000's; sometimes requiring twenty minutes to travel down Baldwin to the Hana Highway, less than one mile. See Land Use Commission testimony for the full list of objections to the study supported by Pa'ia Councilman Mike Molina and the Wailuku Main Street Association.

Also, the temporary by-pass has not mitigated traffic back-up from cars traveling East on Hana Highway that are today stalled for over a mile from Baldwin Ave. to Baldwin Beach and Spreklesville. On many days during the week and weekends the traffic is at a full stop on both roads as drivers seek to cross through the Baldwin traffic-light at the Hana Highway intersection. We live east of the intersection in Ha'iku and we travel through this intersection daily for business. How will the proposed project help alleviate traffic?

If a study has been conducted, was it sponsored by the same interests that supported the 2004 study?

2. The proposed development will require water. No study has been conducted to determine how a new development will affect the aquifer. How will it affect the aquifer. How will such a development effect the public especially given the draconian punishment contained in Maui's new water shortage ordinance. How will greater use of water in this region affect citizens? Further, where will the water for this new development come from?

3. The current proposal treats the temporary by-pass road as a permanent road, which it is not. How can this temporary road be treated as a permanent road and not confuse our laws that are different pertaining to such roads?

4. The following must be complied with for the proposed development(s) to be within the framework of our local and state laws and also Maui's stated Public Policy. This is not an exhaustive list: Community Plan Amendment(s), State and Local land-use district boundary amendment(s), SMA permit. Without these in place how can this project be considered lawful?

5. The License Agreement between A&B and the County (May 2, 2011) states that no construction can be made on the property unless it legal, and that written approval from the landowner must be given. Has written approval been given by the landowner to the Commission, the County and/or State authorities?

The draft assessment is not adequate. Given the importance of the property for access by a large number of citizens living from Pa'ia to Hana, and guests visiting the area, moving forward with this development while skirting the laws in place that support the Maui Policy Plan, and land-use ordinances, would be a grave error in administration of government.

Cc: Paia 2020, Mike White

1/20/15

Lloyd Fischel
20 N Lanikai Pl.
Haiku, HI 96708

January 20, 2015

To: Maui Planning Commission, c/o Maui Planning Department
2200 Main Street, Suite 315
Wailuku, HI 96793
Attn: Erin Wade, Will Spence

RE: Pa'ia Courtyard DEA, TMK (2) 2-5-005:063

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4. The following must be complied with for the proposed development(s) to be within the framework of our local and state laws and also Maui's stated Public Policy. This is not an exhaustive list: Community Plan Amendment(s), State and Local land-use district boundary amendment(s), SMA permit. Without these in place how can this project be considered lawful?

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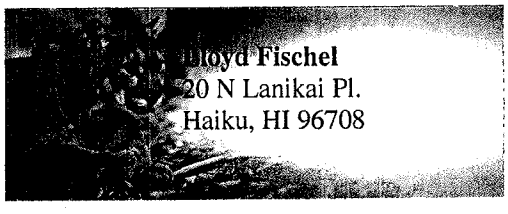
Cc: Paia 2020, Mike White

7/20/15



PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Lloyd Fischel
20 N. Lanikai Place
Haiku, HI 96708

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Fischel:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter of January 20, 2015. Since we started this process nearly 6 years ago we have strived to comply within the guidelines set forth by both State and County law. I am a 26 year resident on Maui and have lived and worked in Paia for over 20 of those years. I have worked closely with the Maui Planning Commission and we have applied for a District Boundary Amendment, Community Plan Amendment, Change in Zoning, a Special Management Area Use Permit and Environmental Assessment. As part of this process we have had an Archaeological Assessment, Environmental Site Assessment, Native Hawaiian Cultural Practices Assessment, two Traffic Impact Analysis Reports, a Biological Survey, an Engineering Report, and a Commercial Market Study conducted to date. I believe I have followed "lawful process" in my applications and am not "skirting the laws in place".

Your letter raises several issues that are part of the Draft Environmental Assessment. As part of this process we have had two traffic studies conducted relating to the Environmental Assessment. These studies set forth basic action that could be taken to alleviate some of the traffic concerns.. I understand that you have live in Haiku and travel through Paia on a daily basis. I have worked in Paia for over 20 years and the commercial core of Paia has not grown much since I moved here in 1989. If that is the case then why do we have these traffic issues? What has changed is the tremendous number of homes that have been built east of Paia town. Haiku and Kuau have grown dramatically in the last three decades and I am sure you have noted how with this growth the traffic has increased over the years. As a long time Maui resident you know that just about everywhere we go now there are traffic choke points. Almost every town and city in Maui now has traffic issues. Maui is growing but our roads are not keeping up. The best solution to Paia's traffic issue, short of a major bypass of town, would probably be to stop all growth east of town. The same logic fits for the entire island.

The Project will add 56 senior condominiums and additional commercial space. How will these units affect the traffic? First, this development is not being built east of town. These units will be primarily used by people that will not be commuting during rush hours and will walk from their apartments for most of their daily needs and services. Many of these seniors will be downsizing from their existing homes which will alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study,

having readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. We have all waited on Hana Highway and Baldwin Avenue for minutes while someone waits for a space. Every minute we wait creates a domino effect on the traffic behind us. There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to the east. I do believe that resolving Paia town's severe lack of parking however will help, not hurt the flow of traffic and alleviate a long standing problem of nowhere to park in Paia.

Your second point about the availability of water may be beyond the scope of the environmental assessment. The County Department of Water makes decisions on how it runs it department and will either grant the project meters or it will not based upon its analysis of the water supply. Like traffic, this is an issue that is not specific to this project but relevant to all development Island wide. The draft EA was submitted to the Water Department and their response letter date September 17, 2014, is attached.

The Paia Mini Bypass is operated under a license agreement with A&B and we are in negotiations with A &B and the County for access off of it. We are presenting options for the project with and without access from the bypass.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. I have lived in this community for a long time and plan to remain here the rest of my life. I have worked hard to create a project that many would be considered smart infill growth. There are a substantial number of people that are excited about the ability to downsize and retire in Paia Town with supporting commercial facilities nearby for medical and health related businesses. I understand your concerns about our growing island and would like to show you why we believe this is smart growth that is exactly what the Community Plan and Maui Island Plan envision for the future of Maui. If you have any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

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.mauiwater.org

COUNTY OF MAUI
DEPT OF PLANNING
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'14 SEP 24 P3:01

September 17, 2014

Ms. Erin K. Wade, Staff Planner
County of Maui Department of Planning
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

PROJECT: Paia Courtyard
PERMIT NO: CPA 2013/0003 AND CIZ 2013/0006
TMK: 2-5-005:063

Dear Ms. Wade,

Thank you for the opportunity to comment on these applications. Please find attached our comment letter to this project dated November 14, 2012.

Source Availability and System Infrastructure
The project area is served by the Central Maui system. A one-inch meter serves the U.S post office. A two-inch meter was issued to serve the commercial portion of the proposed project. The senior housing development is subject to the County's availability policy, codified in Chapter 14.12 of the Maui County Code. Based on system standards, potable demand would be about 41,000 gallons per day. The application material states that irrigation demand will likely be served by well water. There is currently no irrigation well on site.

Conservation
In order to alleviate demand on the Central Maui system, we recommend that the following conservation measures be made a condition for approval of the subject applications:
Indoor Conservation Measures
a. Use EPA WaterSense labeled plumbing fixtures.
b. Install flow reducers and faucet aerators in all plumbing fixtures where-ever possible.
c. Install dual flush toilets with high efficiency models that use 1.28 gallons per flush or less.
d. Install showerheads with a flow rate of 1.5 gpm at 60 psi or less in all units.
e. Install bathroom sink faucets with fixtures that do not exceed 1 gpm at 60 psi. Laundry facilities and/or individual unit machines must use Energy Star labeled washers.
f. Limit the distance from the hot water source to the tap early in the design stage.

Exterior Areas

a. Use Smart Approved WaterMark irrigation products. Examples include ET irrigation controllers, drip irrigation, and water saving spray heads.
b. Avoid plant fertilizing and pruning that would stimulate excessive growth.
c. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.

Should you have any questions, please contact Staff Planner Eva Blumenstein at 463-3102 or eva.blumenstein@co.maui.hi.us.

Sincerely,

David Taylor, Director
emb

cc: engineering

15/5226

January 27, 2015

Maui Planning Department
2200 Main St. Suite 619
Wailuku, Maui, Hi 96793

COUN OF MAUI
DEPT OF P NNING
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15 FEB -3 P1 :48

To the Planning Commission
Re. Paia 2020 LL, David Spee, agent (David R. Spee Revocable Trust)
Attention Erin Wade (808-270-8205)

Thank you Erin for our phone conversation of two weeks ago in Maui. Due to travels, I am finally putting my major concerns about this project in writing.

I am the owner of the residential lot and home at 137A Baldwin Avenue, Paia. I write to express my concern about the traffic flow related to the proposed new development (Paia 2020). According to the Maui News, the draft for this project predicts that there will be an improvement in the current very problematic Paia traffic situation, despite the addition of over 168 residential cars (with allotted private spaces), and other vehicles generated by the new residences and shops (with a projected 170 additional public parking spaces). I find this difficult to believe.

At present, Paia experiences major traffic jams at certain times of every day, and this is likely to get far worse with the additional development, requiring some very clever planning to facilitate a better traffic flow at these extremely crowded times.

I foresee numerous problems. I disagree with any claim that changing the timing of the Paia lights can solve the serious back ups that occur on both the Hana Highway and Baldwin Avenue. There are generally terrible backups simultaneously on both the Highway and the Avenue, and thus one can only improve the wait time on one of these by making it worse on the other. With more cars, gridlock will occur even more often, raising serious issues for the residents, shop owners, tourists, school buses, and delivery trucks, as well as for Paia as a great beach, eating and shopping town.

Specifically, the draft indicates that access to the new development will be by two new driveways off of the present mini by-pass, as well as a new road that connects to Baldwin Avenue just below the Post Office. The mini by-pass is now a narrow one -way street that joins Hana Highway to Baldwin

Avenue just above my house. Will this become a two -way road? Will the new road from Baldwin Avenue be two-way?

It seems to me that direct access to Hana Highway would be most desirable for the new shops and residences. If not, the by-pass and the exit at Baldwin Avenue will be congested with many additional cars, adding to the current very long backups on Baldwin Avenue..

I presently have great difficult entering my driveway from Baldwin Avenue during busy hours due to the traffic back-up on Baldwin Avenue that extends way up the hill past my house. Also there are many cars, including illegally parked ones, wanting access to the Post Office. Local residents are now continuously subjected to illegally parked cars that often block access to our homes, and shoppers are frustrated by the lack of legal parking spaces.

A comprehensive study needs to be done to improve the Paia traffic patterns, and to evaluate and expand parking accessibility for the benefit of the merchants and residents. I trust that David Spee's intent is to improve Paia for everyone, and I hope that his project can be modified in a way that will in fact improve the traffic flow and parking for everyone. However, it is not at all clear to me that anything can really be done until a new bypass road that links the Hana Highway to Haiku can be constructed by the County, perhaps using the old Kala Road that goes to upper Baldwin Avenue near the Old Paia Mill.

Please contact me with updates via my email listed below.

Sincerely yours,

Betty Neary Alberts

Betty Neary Alberts
137A Baldwin Avenue, Paia, Maui, Hi 96779
BettyNAlberts@aol.com

'15 FEB -3 P1
COUNTY OF MAUI
PLANNING DEPARTMENT
RECEIVED

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Betty Neary Alberts
137A Baldwin Avenue
Paia, HI 96779

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Ms. Alberts:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter of January 27, 2015. I understand your concerns with the current traffic and parking issues in Paia. As part of this process we have had two traffic studies conducted relating to the Environmental Assessment. These studies set forth basic action that could be taken to alleviate some of the traffic concerns. I have worked in Paia for nearly 20 years and I can honestly say that Paia has not grown much since I moved here in 1989. The town is basically the same size. There has been virtually no growth up Baldwin Avenue either. What has changed is the tremendous number of homes that have been built east of Paia town. Traffic will only get worse as long as there is growth to the east that travels Hana highway.

The Project will add 56 senior condominiums. These units will be primarily used by people that will not be commuting during rush hours and will walk from their homes for most of their recreation and services. Many of these seniors will be downsizing from their existing homes which will alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study, readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. This should also alleviate much of the illegal parking that you mentioned in your letter.

There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to our east. I do believe however that the senior housing and resolving Paia towns severe lack of parking will help, not hurt the flow of traffic. In addition, I hope that the extra square footage of commercial space will allow a pharmacy, doctor, and other medical support facilities to come to Paia. Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. In the meantime, if there are any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee, Manager

From: Thea Engesser <tengesser@icloud.com>
To: "erin.wade@mauicounty.gov" <erin.wade@mauicounty.gov>
Date: 1/22/2015 11:24 AM
Subject: Proposed Paia Development

Dear Ms. Wade,

My apologies for being late. I thought I could testify in person today.

Having lived on Maui for 40 years, all of that time in Haiku, I have seen my drive time increase 100% between home and town. This increase is directly related to the traffic into Paia, from both directions. Nowadays it's not uncommon to be stuck in stop-and-go traffic from the entrance to Mama's Fish House east of Paia to the entrance to Sprecklesville west of Paia, and occasionally even as far as Stable Road.

The Paia Merchants Association have done a great job of making this little town a tourist destination. Now is the time for a real bypass. The so called mini bypass does absolutely nothing the alleviate the traffic congestion, and it contributes to road rage of those constantly using it just to get ahead of the long line of cars.

Please no more development in Paia until we have a REAL bypass.
Before the Planning Commission makes a final decision on the Spee project, please encourage the members to drive from town to Hookipa Beach Park and back at just about any time of the day. Of course, late afternoon/early evening would be best, with everyone trying to get home after a long day at work.

Thank you for your time. I would be happy to sign up for a feasibility study on the Paia Bypass.

Aloha,

Thea Engesser
450 Manawai Pl.
Haiku, Hi. 96708

Ph: 572-9845

Sent from my iPad

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

July 8, 2015

Thea Engesser
450 Manawai Place
Haiku, HI 96708

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Ms. Engesser:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your email to Erin Wade dated January 22, 2015. I understand your concerns with the current traffic and parking issues in Paia. As part of this process we have had two traffic studies conducted relating to this issue. These studies set forth basic action that could be taken to alleviate some of the traffic concerns. I understand that you have lived in Haiku for over 40 years. I have worked in Paia for over 20 years and I can honestly say that the commercial core of Paia has not grown much since I moved here in 1989. If that is the case then why do we have these traffic issues? What has changed is the tremendous number of homes that have been built east of Paia town. Haiku and Kuau have grown dramatically in the last three decades and I am sure you have noted how with that growth the traffic has increased over the years. As a long time Maui resident you know that just about everywhere we go now there are traffic issues. Maui is growing but our roads are not keeping up.

The Project will add 56 senior condominiums and additional commercial space. How will this affect the traffic? These senior units will be primarily used by people that will not be commuting during rush hours and will walk from their apartments for most of their daily needs and services. Many of these seniors will be downsizing from their existing homes which will alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study, having readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. We have all waited on Hana Highway and Baldwin Avenue for minutes while someone waits for a parking space and traffic backs up behind them. Every minute we wait creates a domino effect on the traffic behind us.

There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to the east. Right now most of the old pineapple fields Makai of Hana Highway are being subdivided for more homes. I do believe that resolving Paia town's severe lack of parking however will help, not hurt the flow of traffic and alleviate a long standing problem of nowhere to park in Paia.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. I have lived in this community for a long time and plan to remain here the rest of my life. I have worked hard to create a project that many would be considered smart infill growth. There are a substantial number of people that are excited about the ability to downsize and retire in Paia Town with supporting commercial facilities nearby for medical and health related businesses. I understand your concerns about our growing island and would like to show you why we believe this is smart growth that is exactly what the Community Plan and Maui Island Plan envision for the future of Maui. If you have any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

To the County of Maui and Paia 2020, LLC,

In regards to the proposed Pāia Courtyard Mixed-use community located on Baldwin Avenue, I would like to express my concerns with hope that the County of Maui will seriously consider the negative impacts this development will have on the integrity of Pāia Town, the sustainability of this land, and the quality of life of its citizens.

As stated in the 2005 Final Environmental Assessment for the Pāia Mini-Bypass prepared by the County of Maui, the intention for the construction of the bypass was to mitigate traffic congestion during peak hours. The bypass was only meant to operate on weekdays from 4-6 pm but with the substantial increase in traffic over the past 10 years, despite construction of the bypass, the single-lane roadway is now open constantly. The bypass was not designed to accommodate commercial and residential development and construction of the proposed Pāia Courtyard would entirely negate the intent of the Pāia Mini-Bypass.

The developer states that the additional vehicles " will access the project off of the Pāia Mini-Bypass and not put stress on the Hana Highway/Baldwin Intersection". The Pāia Mini-Bypass is a one-way road. These additional vehicles will eventually need to leave the development via Baldwin Avenue. Vehicles attempting to turn left onto Baldwin Avenue from the Pāia Bypass create frequent congestion in the area. Residents often sit in traffic for 30-45 minutes just to get a half-mile to the Baldwin Ave- Hana Hwy intersection. This traffic is not limited to typical peak traffic hours and often occurs throughout the day. The addition of a 340-stall parking lot with 73 new apartments and six new two-story retail and office buildings will exacerbate the already terrible traffic conditions. I have no doubt that the County of Maui (and its tax-paying citizens) will be stuck forking over the resources for transit infrastructure to alleviate traffic caused by the extra few hundred vehicles this proposed development will draw. I would also like to know, does the developer plan to charge a parking fee for vehicles that want to use the lot?

Paia 2020, LLC claims that the new community will provide affordable housing to the resident population with a special emphasis on low-to moderate-income

families and senior citizens, yet provides no plan for the selection of tenants. Specifically, what is the plan as to how the developer will ensure current residents are given priority? Where will the development be advertised? And what are the criteria for choosing new residents? Additionally, the developer mentions leasing business space to mom and pop stores. Since mom and pop stores typically do not bring in a large income and are often targeted to support local residents, how will the developer keep rent low enough for mom and pop stores when larger businesses and corporations can afford higher leases? Will the developers choose to lease the business spaces at a lower fee specifically for mom and pop stores?

Designating the use of "prime" agricultural land (as classified by the State of Hawaii) for urban development blatantly disregards the first main goal of the County of Maui's Maui Island Plan- Maintaining Maui's small towns and open countryside. How will we maintain the essence of Pāia's history, small town feel and beautiful open spaces if we convert agricultural land into commercial buildings? I am sure that if you spoke with Pāia's long-time local residents, most would agree with Mr. Aaron Kalani Brown; opening up the use of agricultural land for commercial purposes would be detrimental and would most certainly add to the traffic congestion. I hope that the County of Maui seriously considers allowing a development that will obviously harm the natural beauty of Pāia or at the very least, takes the necessary steps to get a better feel for how more of the long-time local residents feel about adding the Pāia Courtyard to the community. And I don't think a one-liner in the Maui News informing residents they can respond to a 278-page technical report is the best way to get feedback.

Me ka mahalo,

Andrea Kealoha

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax: (808) 579-8600**

April 27, 2016

Andrea Kealoha
38 South Laelua Pl
Paia, HI 96779

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Ms. Kealoha:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter. Your specific comments to the Draft Environmental Statement are duly noted. Since we started this process nearly 7 years ago we have strived to comply within the guidelines set forth by both State and County law. I am a 26 year resident on Maui and have lived and worked in Paia for over 20 of those years. I have worked closely with the Maui Planning Commission and we have applied for a District Boundary Amendment, Community Plan Amendment, Change in Zoning, a Special Management Area Use Permit and Environmental Assessment. As part of this process we have had an Archaeological Assessment, Environmental Site Assessment, Native Hawaiian Cultural Practices Assessment, three Traffic Impact Analysis Reports, a Biological Survey, an Engineering Report, and a Commercial Market Study conducted to date.

I read your letter several times and will try to address your concerns. The first is your concern is that the project will have access off of the Paia Mini-Bypass. The Paia Mini Bypass is operated under a license agreement with A&B and we are in negotiations with A &B and the County for access. We are presenting options for the project with and without access from the bypass. Traffic through Paia has gotten worse year after year. Since I moved here in 1989 upper Paia and the commercial core has not grown much. If that is the case then why do we have these traffic issues? What has changed is the tremendous number of homes that have been built east of Paia town. Haiku and Kuau have grown dramatically in the last two decades and I am sure you have noted how with this growth the traffic has increased. As a lifelong Maui resident you know that just about everywhere you go on Maui now there are traffic choke points. Almost every town and city in Maui now has traffic issues. Maui is growing but our roads are not keeping up. The best solution to Paia's traffic issue, short of a major bypass of town, would probably be to stop all growth east of town. The same no growth logic fits for the entire island's traffic woes and it is a solution that many anti-growth advocates would be happy with.

The Project will add 56 senior condominiums and additional work/live apartments above the commercial space. How will these units affect the traffic? First, this development is not being built east of town. These units will be primarily used by people that will not be commuting during rush hours and will walk from their apartments for most of their daily needs and services. Many of these seniors will be downsizing from their existing homes which will

alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study, having readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. We have all waited on Hana Highway and Baldwin Avenue for minutes while someone waits for a space. Every minute we wait creates a domino effect on the traffic behind us. There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to the east.

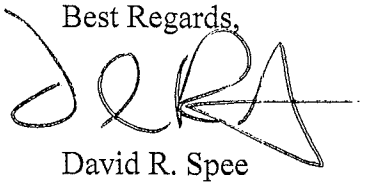
I do believe that resolving Paia town's severe lack of parking however will help, not hurt the flow of traffic and alleviate a long standing problem of nowhere to park in Paia. The current gravel lot has become a dumping ground for old cars and appliances. It is almost impossible to have a parking lot on the north shore without this kind of abuse. The project will have validated parking for those who use the businesses or live at the property. This will insure proper monitoring and maintenance of the parking.

The rates charged for commercial space in Paia have gone up because of lack of supply. Landlords have increased their rates because there is the demand and they can. I built and have owned the building at 62 Baldwin Ave. for over 16 years and have tried to be fair to my tenants. I lowered the Dentist's rent in the 2008 financial crisis so that he could survive and have not raised his rent since because I believe Paia needs this kind of service. I want the project to house a pharmacy, doctor, and other types of stores that support the community of Paia. 25% of the senior condo's will be sold pursuant to the affordable housing guidelines. The commercial buildings will hopefully have tenants that support these individuals and the community. The high rents have turned Paia into a town of real estate agents, restaurants and galleries. If commercial space is limited to the current footprint, where no additional parking ever seems to be added, rents will continue to climb and traffic will continue to get worse.

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. I have lived in this community for a long time and plan to remain here the rest of my life. I have worked hard to create a project that is considered smart infill growth. **Please call me or stop by if you would like further information or to see the plans and schematics for the development.** I hope I can convince you that this is a good thing for the community. There are a substantial number of people that are excited about the ability to downsize and retire in Paia Town with supporting commercial facilities nearby for medical and health related businesses.

I understand your concerns about our growing island and would like to show you why we believe this is smart growth that is exactly what the Maui Community Plan and Maui Island Plan have already envisioned for the future.

Best Regards,



David R. Spee
Manager

15/364

PUBLIC COMMENT

Paia Courtyard
Draft Environmental Assessment - AFONSI
TMK (2) 2-5-005:063 (EA 2013/0001)
Paia, Maui, Hawaii

Approving Authority:

Maui Planning Commission
c/o Maui Planning Department
2200 Main Street, Suite 619
Wailuku, HI 96793

Applicant:

Paia 2020 LLC
P.O. Box 790478
Paia, HI 96779

Commentator:

James R. Smith
P.O. Box 970403
Paia HI 96779

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PUBLIC COMMENT

Written Comments responding to the proposed Draft Enviornmental Assessment - Anticipated Finding of No Signiciant Impact (DEA-AFONSI) for the proposed Paia Courtyard Mixed-Use Community TMK: 2-5-005:063 (EA 2013/0001)

I. OVERVIEW - COMMENTS

a.

Aloha. In this circumstance the purpose of participation, in the environmental review process, is to integrate the review of environmental concerns with existing planning processes of the State and Counties and alert decision makers to significant environmental impacts." The Legislature finds that thrcugh this process our quality of life, that it identifies as environmental consciousness, is enhanced to the benefit of all (A copy of HRS 343 - 1 Attached here as Appendix 1) In this context and spirit I submit the following comments and choose to participate in this process.

The Environmental Policy chapter of our Hawaii Revised Statutes establishes guidelines to accomplish its purpose. HRS 344-4 Guideline (2) Land, water, menerial, visual, visual, air, and other natujral resources. (2) (F) provides that we must " Maintain an integrated system of state land use planning which coordinates the state and county general plans." (The guidelines are attached here as Appendix 2)

Paia 2000 LLC presents for review a proposed mixed use of land, currently designated for agricultural use in the Paia/Haiku Community Plan. The project includes a housing component, and this element significantly intensifies environmental impacts identified. And there are impacts not identified. The Director (agency) has accepted its Draft Environmental Assessment (DEA at page 65); and issued a notice of anticipation of a finding of no significant impact. From my perspective this determination makes no sense. The document itself seems more commentary, than a professional assessment. We deserve better.

On first look, the DEA-AFONSI appears technically deficient. e.g. Applicant is identified as Paia 20202 LLC on its Notification Form (January 2013 Revision); reference to some exhibits and appendices can't be found in its text; It contains no weighing of one fact with other facts in terms of importance, so a person cannot understand what reasoning underlies the Directors "anticipation" that no environmental impact statement is needed. The text identifies a road as a by-pass when it just diverts vehicles from an intersection, many of which pass back through the same intersection the road diverts them from. The Director's responsibility needs to be assessed. Because its narrative style makes understanding unimportant. It seems a promotional message rather then a professional assessment..

b.

HRS 226, our Hawaii State Plan, at Part II Planning Coordination and Implementation Section 226-51 says that the State Plan's purpose is to coordinate and guide all major state and county activities and to implement the overall theme, goals, objectives , policies and priority guidelines. At Section 226- 58 (a) County General Plans: the Statute mandates that County General Plans shall further define applicable provisions of this chapter, provided that any amendment to the County General Plan of each County shall not be contrary to the County Charter. This must be recogized.

The Maui Island Plan Urban Growth Boundary Map (See DEA at page 278 - Exhibit 11), and the Community Plan Land Use map are inconsistent; failing to identify and assess this is likely to have a cumulative and significant effect upon Community Plan regions. This Draft fails to identify and assess the impact of ignoring this fact and it likely will have significant effect. Attached here is a copy of the Paia/Haiku Community Plan Paia boundary map and the Community Plan land use map as Appendix 3. And these need to be compared to the Urban Growth Boundary Map submitted at exhibit 11 of the DEA)

The Environmental Policy chapter of our Hawaii Revised Statutes establishes guidelines to accomplish its purpose. HRS 344-4 Guideline (2) Land, water, menerial, visual, visual, air, and other natujral resources. (2) (F) provides that we must " Maintain an integrated system of state land use planning which coordinates the state and county general plans." (See appendix 2) Guideline 1 Population at (A) seems ignored with respect to the projects housing component adding 64 residential units, with the impact 100 more cars and people may have on traffic congestion added to the existing calamity. Something is wrong inside Government.

II. COMMENTS SPECIFIC TO DRAFT ENVIRONMENTAL ASSESSMENT (DEA at page 7)

A. SECTION I. Project Overview D.Entitlements - Approval Required

The building of a drainage facility to retent storm run off, as proposed in this project creates havoc within our land use regulatory structure. One acre in the State Lnad Use Agriculture District is put to an urban use forever.

The Maui Island Plan Urban Growth Boundary does not include a retention basin located on a property separate from the development. This impact upon regulatory control would should be identified and assessed. The use of this Agriculutral designated property for an urban purpose should need approval both as an amendment to the existing state land use district boundary; community plan boundary; the Maui Island Plan Urban Growth Boundary; a change in zoning and an SMA permit. The assessment does not identify this fact.

The issue is whether use of this property falls outside either land use map. The Maui County Code was recently amended to specifically address concurrence of amendment in each case.. Failure to require compliance with the Community Plan's Planning Standard will likely have a cumulative and secondary impacts.and is contrary

to county and general plan and appropriate zoning and subdivision provisions of Maui County Code, HRS205; HRS 226 and HRS 344. The impact of this action needs to be assessed and it has not. The land use in this instance appears facilitated by a licensing agreement.

The Director did not assess the significance of this aspect of the proposed action and should because it is likely to have a significant cumulative impact, and significant secondary impacts. The use of licensing agreements as a device that facilitates economic expansion of this sort, is likely to degrad our quality of life

B. SECTION II Relationship to Governmental Plans, Policies and Controls DEA at page 30

The Paia Haiku Communty Plan requires consistency with its land use maps and the Maui County Code as referenced above requires consistency with the Maui Island Plan Urban Growth Boundary map. In the comment above the premise that both applied to the establishment of a drainage retention basin as part of an urban project presumed the validity of the obvious inconsistency. The Hawaii State Plan at 226-58 requires that a general plan can be changed but it may not be changed contrary to the Charter. In applying both maps to the establishment of a retention basin without regulatory control both Boundaries are changed and require amendment. This delimma sidesteps the issue of compliance with HRS 226. Both Boundaries applied independently masks the underlying illegality. This impacts public trust and the Paia/Haiku Community Plan policy at Government # 3. (Copy attached here as Appendix 4) There is a duty to assess this government action in terms of whether it likely poses a significant impact. It stems from an oath of office. .

The project cite is located on land dsignated for agricultural use in the Community Plan, and the Maui Island plan designates it for urban use. The general law of the State governs in this instance. But more fundementally, the Community Plan was acted upon citizen appointed by our Council and these members of a committee did not review proposed urban growth boundary maps. If this commission were to require that one acre remain in ag use its recommendation would be in conflict with our Code.

The DEA contains at page 278 exhibit 11. a draft version of the urban growth boundary map. It does not include the acre of land intented for the project retention basin. The Plan Boundary maps and provisions are inconsistent, and the construction and location of the basin conflicts with both. This chaos is agency generated and represents administrative action that likely will have a significant cumulative impact when ever such inconsistencies collide. Government action needs to be assessed in light of the provision of the Paia/Haiku Counmunity Plan cited here.

The cumulative effect of this project action may be significant.and it involves a commitment for larger actions. The changing of use to a greater population density in Paia where impact likely would be greatly felt, did not have a review by a citizen advisory committee, because of a failure in governance. The issue of Government is identified in the Paia/Haiku Community Plan as referenced above. And the Planning Standard in the Plan specifically requires consistency. (See attached here Planning Standard page 34 of the Community Plan, as Appendix 5)

C. SECTION III Description existing conditions; potential impacts; proposed mitigations D Infrastructure (1) Roadways (DEA page 19)

a.

The Paia/Haiku Community Plan at its Problems and Opportuntiy section identified traffic congestiion as a major problem affecting the region at Paia; and its impact on the Island of Maui. Specifically, the intersection of Baldwin Avenue and Hana Highway. The Plan's land use map shows an alternative route that directed vehicles around Paia town to Hookipa and Haiku. (See map at Appendix 3)

In 2006 the Mayor of Maui County signed a licensing agreement with A and B that permitted the use of its property to constructed a temporary road to divert vehicles from the intersection of Baldwin Avenue and Hana Higway to just past the Paia Post Office. (See portion of this Agreement attached here as Appendix 6). Subsequently, in 2010, the State Department of Transportation issue a notice of preparation of an environmental impact state for this alternative route project. (Project STP-036-1(11) It justified issuance upon the existing traffice congestion.

This licensing agreement was used to permit development of the property by the County and the private property owner to expedte the project without obtaining necessary land use, and governmental approvals. The proposed project seeks to make permanent the temporary road, by connecting two driveways to it. (DEA page 19 - 22) The cumulative and secondary impacts of this action will likely have a significant impact upon the environment as it conflicts with guidelines set at HRS 344-4 (F) (See Appendix 2) and Hawaii Administrative Rule (HAR 11-200-12 (5) (6) and (8)

The Director could not have identify nor assessed the impact of land use by licensing agreement, when formulating its anticipation of finding of no significent impact for this project. Further, the required approvals for this project's drainage facility are not identified in the DEA at page 57 under Other Regulatory Approvals. And the Boundaries are embodied in the Maui County Code as part of both Island Plan and Community Plans (See Attached here copies of MCC 2.80B.030 and MCC 2.80.070 as Appendix 7). The oil and chemicals that will pour into this basin should be

considered. Whether the licensor or land owner, which ever the case maybe, wishes to continue planting cane is not at issue.

In this circumstance the Community Plan Boundary is being expanded to include one acre of land in the State Land Use Agricultural District, as is the Maui Island Plan Urban Growth Boundary. And the agricultural use is being changed to become use as an urban drainage facility. How much money the private land owner gets for this, or whether any money exchanges hands is irrelevant. The fact that it is being done with existing regulatory protections in place, presents a significant impact that requires the Director's assessment and proposed mitigation.

HRS 343-5 requires that Public Notice requirements apply when uses such as identified here are proposed. The construction of an urban drainage facility on ag land is not assessed by the Director in this DEA. (Attached here is a Copy portion of HRS 343-5 as Appendix 8) Commonsense and consent to be governed by law seem to require that it be assessed.

It is important to consider that the Paia/Haiku Community Plan at C Planning Strategy at page 34, states "All zonng applications and/or proposed land uses and developments shall be consistent with the Land Use maps and Objectives and Policies of the Paia/Haiku Community Plan." And at page 33 under Part III Government, Objectives and Polices Polices (3) states "Inspire and preseve trust and confidence in the integrity of government." These words should not be overlooked in assessing the likelihood of significant impacts caused brought to us by this proposed project.

In considering the effects an action may have on the quality of life, this Commission assures that sound judgment guides decision making and that judgment m must be seen, and by sight understood and by status stands on equal footing with economic and technical value. . The State Environmental Policy makes it real. The Hawaii Administrative Rules provided at 11-200-12 the Significance Criteria to use in terming whether their may be aa significant effect of a proposed action. This project as it relates to traffic, alone is likely to have significant effect as it conflicts (3) with guidelines set at HRS 344; (6) involves substantial secondary impacts involving traffic and government action, effects public facilities and (8) involves a commitment for larger actions.

b.

The applicant represents at DEA page 25 that it has received a 2" water meter for the project and does not assess whether their will be a cumulative impact or secondary impacts when their should be a through understanding of the significance of the use of water taken from the central maui aquifer. On March 19m 2014 the director of the Department of Water Supply gave a presentation to the Council Budget Committee at which water rates and the demand for water were discussed. The is a cumulative impact

of this project may very will be an significant increase water rates, but more importantly the taking of water diminishes the level of fresh water available because our wells are not healthy, This means to me water shortage and this means that the agricultural nursery located near this property, Biological Application is likely to be affected by a high volume use down hill from is property.

The anticipation of no significant impact seems unsupported as the subject of impact and mitigation was not assessed and it should be assessed. Because it is likely that the cumulative impact will be significant.

.III CONCLUSION - FINAL COMMENT

On November 10, 2014, the agenda for the Maui Planning Commissiond under New Business a Draft Environmental Assessment seeking comments from the Commission who must act on the sufficient of the Draft. The agenda noted that the Commission may take action to determine if it is was the approving authority of the Final Environmental Assessment. If not, whom should these comments be addressed. Further, it stated the Commission may provide comments on the Draft Environmental Assessment. Without knowing what occurred, I am questioning whether this participation will be received with impartiality. I ask that resoibse this comment address what occurred and the November 10 2014 meeting and that the Commission seek review and recommendation of this DEA-AFONSI from the Office of Environmental Quality Control as provided by OEQC Rules.

James R. Smith
February 21, 2015

§343-1 Findings and purpose. The legislature finds that the quality of humanity's environment is critical to humanity's well being, that humanity's activities have broad and profound effects upon the interrelations of all components of the environment, and that an environmental review process will integrate the review of environmental concerns with existing planning processes of the State and counties and alert decision makers to significant environmental effects which may result from the implementation of certain actions. The legislature further finds that the process of reviewing environmental effects is desirable because environmental consciousness is enhanced, cooperation and coordination are encouraged, and public participation during the review process benefits all parties involved and society as a whole.

It is the purpose of this chapter to establish a system of environmental review which will ensure that environmental concerns are given appropriate consideration in decision making along with economic and technical considerations. [L 1979, c 197, §1(1); am L 1983, c 140, §4]

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APPENDIX 1

§343-5 Applicability and requirements. (a) Except as otherwise provided, an environmental assessment shall be required for actions that:

(1) Propose the use of state or county lands or the use of state or county funds, other than funds to be used for feasibility or planning studies for possible future programs or projects that the agency has not approved, adopted, or funded, or funds to be used for the acquisition of unimproved real property; provided that the agency shall consider environmental factors and available alternatives in its feasibility or planning studies; provided further that an environmental assessment for proposed uses under section 205-2(d)(11) or 205-4.5(a)(13) shall only be required pursuant to section 205-5(b);

(2) Propose any use within any land classified as a conservation district by the state land use commission under chapter 205;

(3) Propose any use within a shoreline area as defined in section 205A-41;

(4) Propose any use within any historic site as designated in the National Register or Hawaii Register, as provided for in the Historic Preservation Act of 1966, Public Law 89-665, or chapter 6E;

(5) Propose any use within the Waikiki area of Oahu, the boundaries of which are delineated in the land use ordinance as amended, establishing the "Waikiki Special District";

(6) Propose any amendments to existing county general plans where the amendment would result in designations other than agriculture, conservation, or preservation, except actions proposing any new county general plan or amendments to any existing county general plan initiated by a county;

(7) Propose any reclassification of any land classified as a conservation district by the state land use commission under chapter 205;

(8) Propose the construction of new or the expansion or modification of existing helicopter facilities within the State, that by way of their activities, may affect:

(A) Any land classified as a conservation district by the state land use commission under chapter 205;
(B) A shoreline area as defined in section 205A-41; or
(C) Any historic site as designated in the National Register or Hawaii Register, as provided for in the Historic Preservation Act of 1966, Public Law 89-665, or chapter 6E; or until the statewide historic places inventory is completed, any historic site that is found by a field reconnaissance of the area affected by the helicopter facility and is under consideration for placement on the National Register or the Hawaii Register of Historic Places; and

(9) Propose any:

(A) Wastewater treatment unit, except an individual wastewater system or a wastewater treatment unit serving fewer than fifty single-family dwellings or the equivalent;
(B) Waste-to-energy facility;
(C) Landfill;
(D) Oil refinery; or

APPENDIX 2

(E) Power-generating facility.

(b) Whenever an agency proposes an action in subsection (a), other than feasibility or planning studies for possible future programs or projects that the agency has not approved, adopted, or funded, or other than the use of state or county funds for the acquisition of unimproved real property that is not a specific type of action declared exempt under section 343-6, the agency shall prepare an environmental assessment for the action at the earliest practicable time to determine whether an environmental impact statement shall be required; provided that if the agency determines, through its judgment and experience, that an environmental impact statement is likely to be required, the agency may choose not to prepare an environmental assessment and instead shall prepare an environmental impact statement that begins with the preparation of an environmental impact statement preparation notice as provided by rules.

(c) For environmental assessments for which a finding of no significant impact is anticipated:

(1) A draft environmental assessment shall be made available for public review and comment for a period of thirty days;

(2) The office shall inform the public of the availability of the draft environmental assessment for public review and comment pursuant to section 343-3;

(3) The agency shall respond in writing to comments received during the review and prepare a final environmental assessment to determine whether an environmental impact statement shall be required;

(4) A statement shall be required if the agency finds that the proposed action may have a significant effect on the environment; and

(5) The agency shall file notice of the determination with the office. When a conflict of interest may exist because the proposing agency and the agency making the determination are the same, the office may review the agency's determination, consult the agency, and advise the agency of potential conflicts, to comply with this section. The office shall publish the final determination for the public's information pursuant to section 343-3.

The draft and final statements, if required, shall be prepared by the agency and submitted to the office. The draft statement shall be made available for public review and comment through the office for a period of forty-five days. The office shall inform the public of the availability of the draft statement for public review and comment pursuant to section 343-3. The agency shall respond in writing to comments received during the review and prepare a final statement.

The office, when requested by the agency, may make a recommendation as to the acceptability of the final statement.

(d) The final authority to accept a final statement shall rest with:

(1) The governor, or the governor's authorized representative, whenever an action proposes the use of state lands or the use of state funds, or whenever a state agency proposes an action within the categories in subsection (a); or

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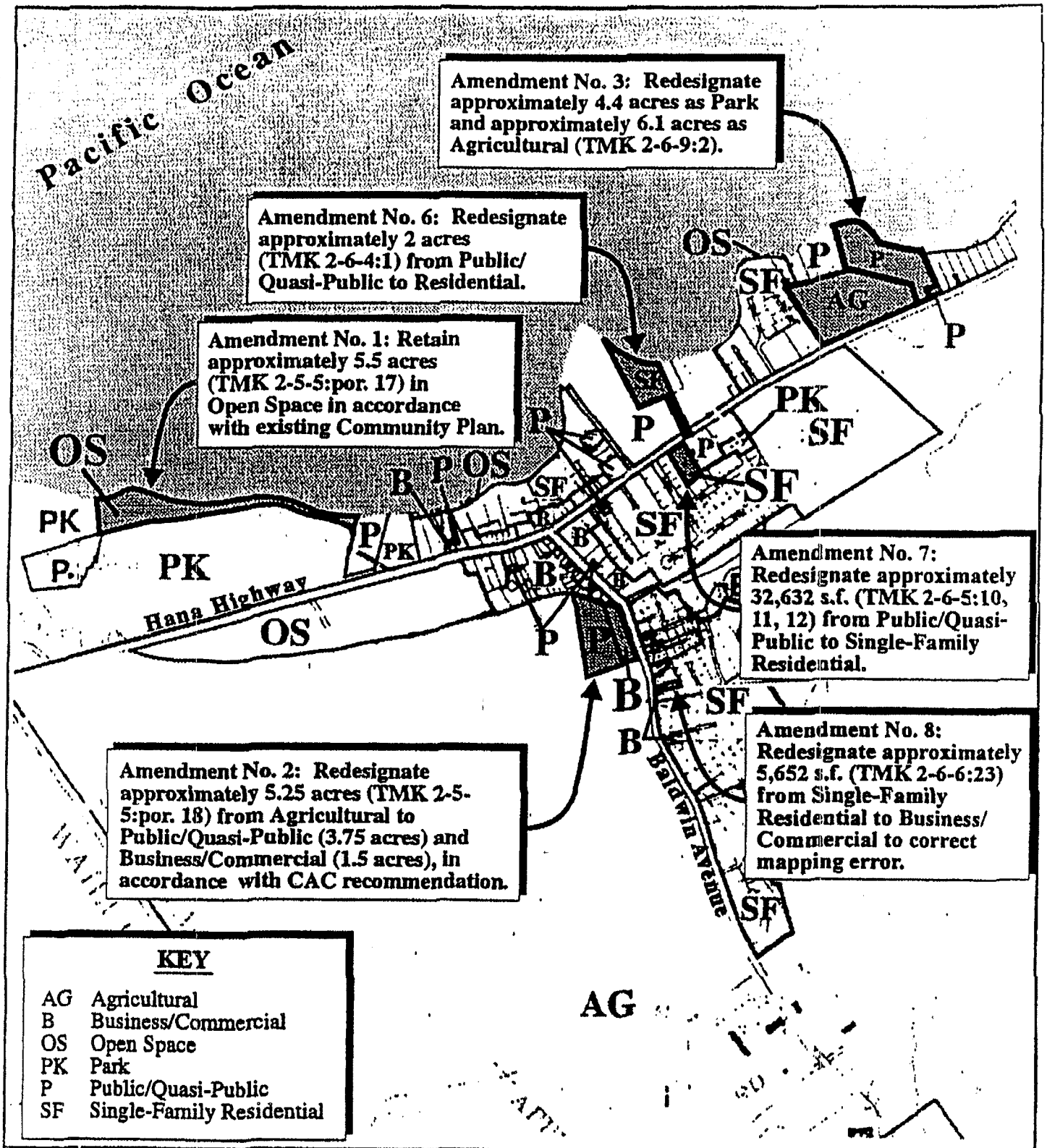
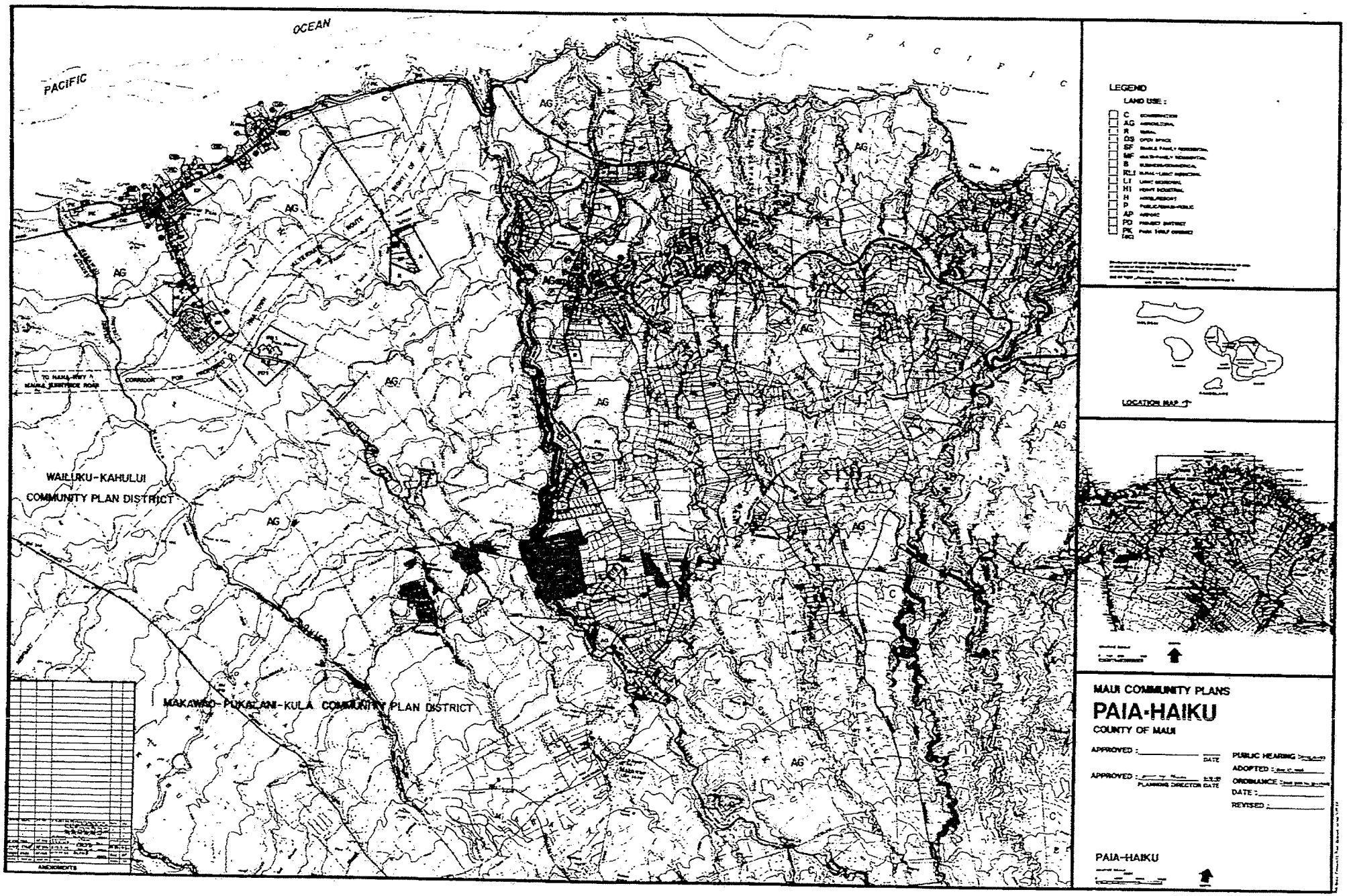


Exhibit "A" Paia-Haiku Community Plan

Paia Map Amendments

APPENDIX 3


OCEAN
PACIFIC
P A C I F I C
AG
WAILUKU-KAHULUI
COMMUNITY PLAN DISTRICT
MAKAWAO-PUKALANI-KULA COMMUNITY PLAN DISTRICT
LEGEND
LAND USE :
LOCATION MAP
MAUI COMMUNITY PLANS
PAIA-HAIKU
COUNTY OF MAUI
APPROVED :
DATE
PLANNING DIRECTOR DATE
PUBLIC HEARING
ADOPTED
ORDINANCE
DATE :
REVISED :
PAIA-HAIKU

2. Expand surveillance of beach park areas.

Implementing Actions

1. Provide a fire station or sub-station in Ha`iku in the vicinity of Ha`iku Elementary School and near Hana Highway.

2. Provide more police patrols, especially in beach park areas.

GOVERNMENT

Goal

Government that demonstrates the highest standards of fairness and is responsive to the needs of the community, fiscally responsible and prudent, effective in planning and implementing programs to accommodate anticipated growth, fair and equitable in taxation, strict in the implementation of the Community Plan, and managed efficiently to provide coordinated and timely responses and the delivery of necessary services and programs to the public.

Objectives and Policies

1. Coordinate, direct and manage future development, and provide for necessary public services and infrastructure in a more effective and timely fashion.

2. Establish a real property tax system that is fair and equitable to homeowners and takes into account the ability to pay.

3. Inspire and preserve trust and confidence in the integrity of government.

4. Continue to investigate and pursue ways to streamline the permit process through means such as consolidated public hearings and concurrent processing of applications.

5. Continue to investigate and pursue ways to expedite the review and approval process for projects which will result in public benefit by various methods such as "fast-tracking" and the assignment of permit expediters.

6. Utilize the County's budgeting process as a means to carry out the policies and priorities of the Community Plan.

APPENDIX 4

7. Utilize the County's real property tax assessment function as both a means to carry out the policies and priorities of the Community Plan and a mechanism for monitoring and updating the Community Plan.

8. Support a program of incentives, rebates or credits for voluntary energy conservation and the installation of related improvements, such as solar heating, photovoltaic electrical systems and low flow fixtures.

9. Determine whether applications for government action within the region are in conformance with the goals, objectives and policies of the Community Plan, as well as the land use map, prior to decision making.

10. Require that actions taken by public officials, boards or commissions of the County of Maui be in compliance with the goals, objectives and policies of the Community Plan.

Implementing Actions

1. Revise building, subdivision and roadway standards appropriate for rural areas to maintain its character, and reduce costs of development.

2. Formulate and implement a directed and managed growth program, consistent with the adopted community plans.

3. Continue to fund and operate mobile/satellite government facilities.

C. Planning Standards

The following planning standards are specific guidelines or measures for development and design. These standards are essential in clarifying the intent of the land use and town design objectives and policies and the Land Use Map.

1. Land Use Standards

   All zoning applications and/or proposed land uses and developments shall be consistent with the Land Use Map and Objectives and Policies of the Pa`ia-Ha`iku Community Plan.

APPENDIX 5

LICENSE AGREEMENT

THIS LICENSE AGREEMENT is dated May 2, 2011, and is by and between ALEXANDER & BALDWIN, INC., a Hawaii corporation, whose principal place of business and post office address is 822 Bishop Street, Honolulu, Hawaii 96813, hereinafter called "Licensor", and the COUNTY OF MAUI, a political subdivision of the State of Hawaii, with its principal office and mailing address at 200 South High Street, Wailuku, Maui, Hawaii 96793, hereinafter called "Licensee".

This License is based on the following facts and circumstances:

A. Licensor owns that certain parcel of real property situate in Paia, Maui, Hawaii, and identified as Tax Map Key No. (2)2-5-005:018 ("Parcel 18").

B. In order to address traffic congestion on Hana Highway near Paia, Maui, Licensor, after consultation with Licensee, agreed to improve an agricultural road on Parcel 18, from Hana Highway to Baldwin Avenue (the "Bypass Road"), and to allow the public to travel on the Bypass Road under certain circumstances and on a temporary basis, as was set forth in an Agreement between Licensor and Licensee dated January 5, 2006 (the "Bypass Road Agreement").

C. The location of the Bypass Road is more particularly shown on Exhibit "A", attached hereto and made a part hereof.

D. The Bypass Road comprises a 12-foot wide asphaltic paved road with a 2-foot shoulder on each side of the road, that Licensor installed pursuant to the Bypass Road Agreement. Licensor has maintained the Bypass Road and controlled access thereto, initially opening it for public use from 4:00 p.m. to 6:00 p.m. on a daily basis, exclusive of weekends and holidays, and due to public demand and concurrence from the County of Maui and the State of Hawaii, Department of Transportation, Highways Division, Licensor has extended the current open times from 1:00 p.m. to 6:30 p.m. on a daily basis, exclusive of Sundays.

E. Licensee wishes to assume responsibility to maintain and control the Bypass Road, including opening it for public use on a more frequent basis.

F. Licensor is willing to license to Licensee the land comprising the Bypass Road, and adjoining areas as described herein, under the terms and conditions of this License.

NOW, THEREFORE, the parties agree as follows:

Licensor hereby exclusively licenses to Licensee a portion of Parcel 18, consisting of the Bypass Road and adjoining areas to the edge of the shoulder areas, as more particularly shown on the map attached hereto as Exhibit "A" and made a part hereof, (also sometimes referred to

APPENDIX 6

3. **No Construction**. Licensee shall not alter the licensed premises, construct, erect or place any structure or other improvement on the licensed premises or demolish, remove, remodel, replace, alter or make any addition to any improvements now or hereafter located on the licensed premises, without Licensor's prior written consent, which consent may be withheld in Licensor's sole discretion.

4. **Maintaining the Premises**. Licensee shall, at its own expense, keep the licensed premises in good, clean and sanitary order, condition and repair, and without limiting the foregoing, maintain the Bypass Road in a safe condition for vehicular use. Such maintenance shall include collecting and disposing of rubbish, litter, junk, abandoned vehicles and other trash which are dumped or deposited on the licensed premises or Licensor's lands immediately adjacent thereto, provided that it is reasonably probable that such items emanate from the use of the Bypass Road), repairing traffic signs, maintaining and repairing the drain culvert, repairing and maintaining the gates, and mowing the grasses and weeds throughout the premises. If Licensee refuses or fails to comply with the foregoing requirement within ten (10) days after receiving written notice from Licensor, then Licensor may undertake the work necessary to achieve such compliance and shall not be responsible to Licensee for any loss or damage that may occur by reason thereof, and Licensee agrees to pay Licensor on demand the full cost of such work, made or caused to be made by Licensor together with interest thereon at the rate of twelve percent (12%) per annum.

5. **No Representation or Warranties**. Licensor has not made and will not make, any representation or warranty, implied or otherwise, with respect to the condition of the licensed premises, including but not limited to (a) any express or implied warranty of merchantability or fitness for any particular purpose or (b) any dangerous or defective conditions existing upon the licensed premises, whether or not such conditions are known to Licensor or reasonably discoverable by Licensee. Licensee accepts the licensed premises in completely "as is" condition, with full assumption of the risks, and consequences of such conditions.

Licensee acknowledges that the Bypass Road was constructed for temporary use and that the Bypass Road may benefit from roadway improvements subject to paragraph 3 hereinabove.

6. **Compliance with Laws**. Licensee shall not make or suffer any unlawful, improper, or offensive use of the licensed premises. Licensee will comply with all laws and ordinances and governmental rules and regulations, including but not limited to obtaining, at its sole cost and expense, all governmental permits necessary for its use of the licensed premises.

7. **Nearby Agricultural Activities**. Licensee acknowledges that the licensed premises is adjacent to, nearby or in the vicinity of lands being, or which in the future may be, actively used for the growing, harvesting and processing of sugar cane and other agricultural products (such growing, harvesting and processing activities being herein collectively called the "Agricultural Activities"), which activities may from time to time bring about upon the licensed premises or result in smoke, dust, noise, heat, agricultural chemicals, particulates and similar substances and nuisances (collectively, the "Agricultural By-Products"). Licensee hereby assumes complete risk of and forever releases Licensor from all claims for damages (including,

IN WITNESS WHEREOF, this License has been executed by the parties hereto as of the day and year first above written.

ALEXANDER & BALDWIN, INC.

By _____
MEREDITH J. CHING
Its SENIOR VICE PRESIDENT

By _____
ALYSON J. NAKAMURA
Its SECRETARY

"Licensor"

COUNTY OF MAUI

By _____

Its
MAYOR, COUNTY OF MAUI

"Licensee"

APPROVED AS TO FORM
AND LEGALITY

_____
Corporation Counsel
County of Maui

CHARTER

COUNTY OF MAUI

2013 EDITION

APPENDIX 7

Section 8-8.5. General Plan and Community Plans.

1. The general plan shall be developed after input from state and county agencies and the general public, and shall be based on sound policy and information.

2. The general plan shall indicate desired population and physical development patterns for each island and region within the county; shall address the unique problems and needs of each island and region; 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.

3. The planning director shall issue a report annually providing a detailed explanation of the implementation and enforcement of the general plan and the community plans to the mayor and the council.

4. There shall be a citizen advisory committee for each community plan area. Each citizen advisory committee shall consist of thirteen members, with nine appointed by the council and four appointed by the mayor. Each citizen advisory committee is charged with reviewing and recommending revisions to the community plan for its community plan area. Each citizen advisory committee shall remain in existence until its revisions are adopted, modified, or rejected by the council and until such action is approved, modified, or rejected by the mayor.

5. The community plans created and revised by the citizen advisory committees shall set forth, in detail, land uses within the community plan regions of the county. The objectives of each community plan shall be to implement the policies of the general plan. Each community plan shall include implementing actions that clearly identify priorities, timelines, estimated costs, and the county department accountable for the completion of the implementing actions.

6. The community plans generated through the citizen advisory councils and accepted by the planning commission, council, and mayor are part of the general plan. (Amended 2002)

Maui County Code

2.80B.030 - General plan.

A. Exhibit A-1 of this chapter, entitled "The Countywide Policy Plan," which is on file with the office of the county clerk, is adopted as the countywide policy plan and by reference made a part of this chapter. Exhibit B of this chapter, entitled "The Maui Island Plan," which is on file with the office of the county clerk, is adopted as the Maui island plan and by reference made a part of this chapter.

B. All agencies shall comply with the general plan. Notwithstanding any other provision, all community plans, zoning ordinances, subdivision ordinances, and administrative actions by agencies shall conform to the general plan. Preparation of County budgets and capital improvement programs shall implement the general plan to the extent practicable. The countywide policy plan, Maui island plan, and community plans authorized in this chapter are and shall be the general plan of the County, as provided by section 8-8.5 of the charter.

C. The documents that comprise the general plan shall constitute minimum compliance with the requirements set forth in this chapter, and shall be internally consistent, with compatible vision, principles, goals, policies, implementing actions, and land use maps. The planning period of the general plan shall be twenty years.

D. The general plan shall be developed with public notification and participation, facilitated by the use of tools such as public opinion surveys, community design charettes, public hearings and informational meetings, radio, newspaper, television, and other types of communication and direct consultation with different age, economic, and other groups.

E. The general plan shall be developed after input from state and County agencies and the general public, and shall be based on sound policy and information. The general plan shall: indicate desired population and physical development patterns for each island and region within the County; address the unique problems and needs of each island and region; explain the opportunities and the social, economic, and environmental consequences related to potential developments; and 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. The general plan shall also identify the vision, principles, goals, and policies for the County and for each island.

F. Countywide Policy Plan. 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.

G. Maui Island Plan. The Maui island plan shall include:

1. An island-wide land use strategy for the island of Maui that shall include the following:
   a. Vision Statement. The vision statement shall reference the island's economy, land use patterns, environmental and cultural resources, and social environment.
   b.

Managed and Directed Growth Plan. The managed and directed growth plan shall describe existing and future land use patterns and planned growth for the twenty-year planning period and include a discussion on how these patterns are consistent with and support the vision, principles, goals, and policies of the County and the island of Maui. The managed and directed growth plan shall include a map that delineates urban and rural growth areas, consistent with, and illustrative of, the Maui island plan's vision, principles, goals, and policies.

c. Action Plan. The action plan shall identify specific programs, projects, and regulations that will need to be developed over the twenty-year planning period to implement the island's vision, principles, goals, and policies.

2. Water Element. The water element shall assess and discuss water supply, demand, and quality.

3. Nearshore Ecosystem Element. The nearshore ecosystem element shall assess the ecosystem in the nearshore waters of the County, and will discuss preservation and restoration of these waters.

4. Implementation Program. The implementation program shall include a capital improvement element, a financial element, and an implementation schedule.

a. Capital Improvement Element. The capital improvement element shall describe regional infrastructure systems and regional public facilities and services that will be needed over the twenty-year planning period.

b. Financial Element. The financial element shall describe a fiscally sound financial program for identified actions and capital improvements. Preparation of the County's annual operating budget and capital program, respectively developed pursuant to sections 3.04.030 and 3.04.040 of this code, shall implement the general plan to the extent practicable.

c. Implementation Schedule. The implementation schedule shall identify and numerically prioritize specific actions, the implementation actions' commencement and completion dates, the lead implementation agency or person, the estimated implementation cost, and the anticipated funding source or sources.

5. Milestones. The Maui island plan shall contain specific milestones designed to measure progress in the implementation of the Maui island plan's vision, principles, goals, and policies. In assessing each milestone, due consideration shall be given to federal, state, and County economic, demographic, and other significant quality-of-life indicators.

H. Technical Plans and Studies. As part of the planning director's proposed decennial revisions to the general plan, the planning director shall prepare the following technical plans and studies:

1. Socio-Economic Forecast. The socio-economic forecast shall include twenty-year forecasts of resident and de facto population; age distribution; job growth by industry; migration; income; housing demand, labor demand, and unemployment; and average visitor census, visitor arrivals, visitor expenditures, and other relevant data about visitors. The data shall be analyzed assuming at least two different rates of population and economic growth. The data shall be provided for the County as a whole, by island, and by community plan area. At least every two years, the planning director shall propose a new socio-economic forecast pursuant to this chapter, unless the forecast is included as part of the planning director's proposed decennial revisions to the general plan.

2. Infrastructure Study. The infrastructure study shall assess the adequacy, limitations, and opportunities relating to physical infrastructure, including public facilities, water systems, health care systems, and telecommunications systems. In particular, for each assessed

2.80B.070 - Community plans.

A. Community plans shall be developed after input from state and County agencies and the general public, and shall be based on sound policy and information. Each community plan shall include implementing actions that clearly identify priorities, timelines, estimated costs, and the County department accountable for the completion of the implementing actions. Community plans shall implement the general plan's vision, principles, goals, and policies. Each community plan shall contain the requirements set forth in subsection E. Each community plan shall include a land use map showing the community plan area to which it is applicable. The planning period of each community plan shall be twenty years.

B. Each community plan shall be developed with public notification and participation, facilitated by the use of tools such as public opinion surveys, community design charettes, public hearings and informational meetings, radio, newspaper, television, and other types of communication and direct consultation with different age, economic, and other groups.

C. The following community plans are incorporated by reference and adopted pursuant to this chapter:

1. Hana Community Plan - Ordinance No. 2347 (1994), as amended;
2. Paia-Haiku Community Plan - Ordinance No. 2415 (1995), as amended;
3. Kahoolawe Community Plan - Ordinance No. 2413 (1995), as amended;
4. West Maui Community Plan - Ordinance No. 2476 (1996), as amended;
5. Makawao-Pukalani-Kula Community Plan - Ordinance No. 2510 (1996), as amended;
6. Kihei-Makena Community Plan - Ordinance No. 2641 (1998), as amended;
7. Lanai Community Plan - Ordinance No. 2738 (1998), as amended;
8. Molokai Community Plan - Ordinance No. 3022 (2001), as amended; and
9. Wailuku-Kahului Community Plan - Ordinance No. 3061 (2002), as amended.

D. Exhibit B of this chapter is a map showing, in general, the community plan areas referred to in subsection B and an indication of the boundaries of the community plan areas.

E. Each community plan shall contain:

1. A statement of the major problems and opportunities concerning the needs and development of the community plan area;
2. A statement of the social, economic, and environmental effects of such development;
3. The desired sequence, patterns, and characteristics of future development;
4. A description of the community plan area;
5. A statement of planning standards and principles relating to land uses within the community plan area;
6. A statement of urban and/or rural design principles and objectives for the community plan area;
7. For community plan areas on the island of Maui, urban and rural growth boundaries and a map delineating urban and rural growth areas, consistent with the general plan;
8. For community plan areas on the island of Maui, a designation of specific land uses within the urban and rural growth areas;
9. A list of areas, sites, and structures recognized as having historical or archaeological significance, and a list of scenic sites and resources;

15/353

James R. Smith
P.O. Box 790403
Paia, Maui,Hawaii 96779

January 23, 2015
Maui Planning Commission
c/o Maui Planning Department / Attn: Michele McLean
2200 Main Street, Suite 619
Wailuku, Maui, Hawaii 96793

Subject: Transmitting corrected copy of my Public Comments, page 6. for Paia Courtyard DEA/AFONSI

Dear Maui Planning Commission,

I made a typographical error on page 6, that rendered the comment incoherent. Please accept this corrected version of page 6. If this interferes with consideration of my comments please disgard. There are other typographical errors but none so devastating to comprehension.. Again, my apologies for the inconvenience.

Sincerely,

jim smith
01_23_15

agricultural nursery located near this property, Biological Application is likely to be affected by a high volume use down hill from is property.

The anticipation of no significant impact seems unsupported as the subject of impact and mitigation was not assessed and it should be assessed. Because it is likely that the cumulative impact will be significant.

.III CONCLUSION - FINAL COMMENT

On November 10, 2014, the agenda for the Maui Planning Commissiond listed under New Business, the agent for Paia 2020 as presenting its Draft Environmental Assessment and seeking comments from the Commission. The Commission is noted as the approving authority in determining whether and enviornmental impact statement is warrented.. The agenda noted that the Commission may take action to determine if it is was the approving authority of the Final Environmental Assessment. Further, it stated the Commission may provide comments on the Draft Environmental Assessment.

I do not know what transpired. I am concerned that this may interfere with with impartial review. I ask that in response to this comment, I be informed as to what occurred at the November 10 2014 meeting. This Commission should seek review and recommendations regarding this DEA-AFONSI from the Office of Environmental Quality Control as provided by OEQC Rules.

1/23

James R. Smith
February 21, 2015

15/279

COUNTY OF MAUI
DEPT OF PLANNING CURRENT

JAN 26 2015

RECEIVED

James R. Smith
P.O. Box 790403
Paia, Maui,Hawaii 96779

January 22, 2015
Maui Planning Commission
c/o Maui Planning Department
2200 Main Street, Suite 619
Wailuku, Maui, Hawaii 96793

Subject: Transmitting Appendix 8 for inclusion with Public Comments for Paia Courtyard DEA/AFONSI

Dear Maui Planning Commission,

Please find enclosed a copy of Appendix 8 referenced in the text of my comments. They somehow did not get attached to yesterday's transmittal of Public Comments. My appologies for the inconvenience.

Sincerely,

jim smith
01_21_15

§343-5 Applicability and requirements. (a) Except as otherwise provided, an environmental assessment shall be required for actions that:

(1) Propose the use of state or county lands or the use of state or county funds, other than funds to be used for feasibility or planning studies for possible future programs or projects that the agency has not approved, adopted, or funded, or funds to be used for the acquisition of unimproved real property; provided that the agency shall consider environmental factors and available alternatives in its feasibility or planning studies; provided further that an environmental assessment for proposed uses under section 205-2(d)(11) or 205-4.5(a)(13) shall only be required pursuant to section 205-5(b);

(2) Propose any use within any land classified as a conservation district by the state land use commission under chapter 205;

(3) Propose any use within a shoreline area as defined in section 205A-41;

(4) Propose any use within any historic site as designated in the National Register or Hawaii Register, as provided for in the Historic Preservation Act of 1966, Public Law 89-665, or chapter 6E;

(5) Propose any use within the Waikiki area of Oahu, the boundaries of which are delineated in the land use ordinance as amended, establishing the "Waikiki Special District";

(6) Propose any amendments to existing county general plans where the amendment would result in designations other than agriculture, conservation, or preservation, except actions proposing any new county general plan or amendments to any existing county general plan initiated by a county;

(7) Propose any reclassification of any land classified as a conservation district by the state land use commission under chapter 205;

(8) Propose the construction of new or the expansion or modification of existing helicopter facilities within the State, that by way of their activities, may affect:

(A) Any land classified as a conservation district by the state land use commission under chapter 205;
(B) A shoreline area as defined in section 205A-41; or
(C) Any historic site as designated in the National Register or Hawaii Register, as provided for in the Historic Preservation Act of 1966, Public Law 89-665, or chapter 6E; or until the statewide historic places inventory is completed, any historic site that is found by a field reconnaissance of the area affected by the helicopter facility and is under consideration for placement on the National Register or the Hawaii Register of Historic Places; and

(9) Propose any:

(A) Wastewater treatment unit, except an individual wastewater system or a wastewater treatment unit serving fewer than fifty single-family dwellings or the equivalent;
(B) Waste-to-energy facility;
(C) Landfill;
(D) Oil refinery; or

APPENDIX 8

(2) The mayor, or the mayor's authorized representative, of the respective county whenever an action proposes only the use of county lands or county funds.

Acceptance of a required final statement shall be a condition precedent to implementation of the proposed action. Upon acceptance or nonacceptance of the final statement, the governor or mayor, or the governor's or mayor's authorized representative, shall file notice of such determination with the office. The office, in turn, shall publish the determination of acceptance or nonacceptance pursuant to section 343-3.

(e) Whenever an applicant proposes an action specified by subsection (a) that requires approval of an agency and that is not a specific type of action declared exempt under section 343-6, the agency initially receiving and agreeing to process the request for approval shall require the applicant to prepare an environmental assessment of the proposed action at the earliest practicable time to determine whether an environmental impact statement shall be required; provided that if the agency determines, through its judgment and experience, that an environmental impact statement is likely to be required, the agency may authorize the applicant to choose not to prepare an environmental assessment and instead prepare an environmental impact statement that begins with the preparation of an environmental impact statement preparation notice as provided by rules. For an action that proposes the establishment of a renewable energy facility, a draft environmental impact statement shall be prepared at the earliest practicable time. The final approving agency for the request for approval is not required to be the accepting authority.

For environmental assessments for which a finding of no significant impact is anticipated:

(1) A draft environmental assessment shall be made available for public review and comment for a period of thirty days;

(2) The office shall inform the public of the availability of the draft environmental assessment for public review and comment pursuant to section 343-3; and

(3) The applicant shall respond in writing to comments received during the review and the applicant shall prepare a final environmental assessment to determine whether an environmental impact statement shall be required. A statement shall be required if the agency finds that the proposed action may have a significant effect on the environment. The agency shall file notice of the agency's determination with the office, which, in turn, shall publish the agency's determination for the public's information pursuant to section 343-3.

The draft and final statements, if required, shall be prepared by the applicant, who shall file these statements with the office.

The draft statement shall be made available for public review and comment through the office for a period of forty-five days. The office shall inform the public of the availability of the draft statement for public review and comment pursuant to section 343-3.

The applicant shall respond in writing to comments received during the review and prepare a final statement. The office, when requested by the applicant or agency, may make a recommendation as to the acceptability of the final statement.

The authority to accept a final statement shall rest with the agency initially receiving and agreeing to process the request for approval. The final decision-making body or approving agency for the request for approval is not required to be the accepting authority. The planning department for the county in which the proposed action will occur shall be a permissible accepting authority for the final statement.

Acceptance of a required final statement shall be a condition precedent to approval of the request and commencement of the proposed action. Upon acceptance or nonacceptance of the final statement, the agency shall file notice of the determination with the office. The office, in turn, shall publish the determination of acceptance or nonacceptance of the final statement pursuant to section 343-3.

The agency receiving the request, within thirty days of receipt of the final statement, shall notify the applicant and the office of the acceptance or nonacceptance of the final statement. The final statement shall be deemed to be accepted if the agency fails to accept or not accept the final statement within thirty days after receipt of the final statement; provided that the thirty-day period may be extended at the request of the applicant for a period not to exceed fifteen days.

In any acceptance or nonacceptance, the agency shall provide the applicant with the specific findings and reasons for its determination. An applicant, within sixty days after nonacceptance of a final statement by an agency, may appeal the nonacceptance to the environmental council, which, within thirty days of receipt of the appeal, shall notify the applicant of the council's determination. In any affirmation or reversal of an appealed nonacceptance, the council shall provide the applicant and agency with specific findings and reasons for its determination. The agency shall abide by the council's decision.

(f) Whenever an applicant requests approval for a proposed action and there is a question as to which of two or more state or county agencies with jurisdiction has the responsibility of determining whether an environmental assessment is required, the office, after consultation with and assistance from the affected state or county agencies, shall determine which agency has the responsibility for determining whether an environmental assessment by the applicant is required, except in situations involving secondary actions under section 343-5.5; provided that in no case shall the office be considered the approving agency.

(g) In preparing an environmental assessment, an agency may consider and, where applicable and appropriate, incorporate by reference, in whole or in part, previous determinations of whether a statement is required and previously accepted statements. The council, by rule, shall establish criteria and procedures for the use of previous determinations and statements.

(h) Whenever an action is subject to both the National Environmental Policy Act of 1969 (Public Law 91-190) and the requirements of this chapter, the office and agencies shall cooperate with federal agencies to the fullest extent possible to reduce duplication between federal and state requirements. Such

cooperation, to the fullest extent possible, shall include joint environmental impact statements with concurrent public review and processing at both levels of government. Where federal law has environmental impact statement requirements in addition to but not in conflict with this chapter, the office and agencies shall cooperate in fulfilling these requirements so that one document shall comply with all applicable laws.

(i) A statement that is accepted with respect to a particular action shall satisfy the requirements of this chapter, and no other statement for the proposed action shall be required. [L 1974, c 246, pt of §1; am and ren L 1979, c 197, §1(5), (6); am L 1980, c 22, §1; am L 1983, c 140, §8; gen ch 1985; am L 1987, c 187, §2, c 195, §1, c 283, §23, and c 325, §1; am L 1992, c 241, §2; am L 1996, c 61, §2; am L 2004, c 55, §3; am L 2005, c 130, §3; am L 2006, c 250, §4; am L 2008, c 110, §2 and c 207, §5; am L 2009, c 11, §4; am L 2012, c 172, §2 and c 312, §2]

Attorney General Opinions

Amendments to county development plans; when environmental assessments required. Att. Gen. Op. 85-30.

Applicable to housing developed under chapter 359G. Att. Gen. Op. 86-13.

Law Journals and Reviews

The Moon Court's Environmental Review Jurisprudence: Throwing Open the Courthouse Doors to Beneficial Public Participation. 33 UH L. Rev. 581 (2011).

Determining the Expiration Date of an Environmental Impact Statement: When to Supplement a Stale EIS in Hawai'i. 35 UH L. Rev. 249 (2013).

Case Notes

Law contemplates consideration of secondary and nonphysical aspects of proposal, including socio-economic consequences. 63 H. 453, 629 P.2d 1134.

Requirements not applicable to project pending when law took effect unless agency requested statement. 63 H. 453, 629 P.2d 1134.

Construction and use of home and underground utilities near Paiko Lagoon wildlife sanctuary. 64 H. 27, 636 P.2d 158.

Environmental assessment required before land use commission can reclassify conservation land to other uses. 65 H. 133, 648 P.2d 702.

Participation by plaintiffs at contested case hearing did not excuse preparation of environmental assessment. 86 H. 66, 947 P.2d 378.

For Hawaiian home lands, the department of Hawaiian home lands is the accepting authority for applicant proposals under subsection (c); because the governor is not involved, there is no conflict with Hawaiian homes commission act. 87 H. 91, 952 P.2d 379.

PAIA 2020, LLC

62 Baldwin Avenue, Suite 2B
P.O. Box 790478
Paia, Hawaii 96779

Phone: (808) 579-8244 E-Mail: DavidSpee@aol.com **Fax:(808) 579-8600**

July 8, 2015

James R. Smith
P.O. Box 790403
Paia, HI 96779

RE: Response to Comment Letter on the Proposed
Paia Courtyard Project: TMK No. (2) 2-5-005-063 – Paia, Maui, Hawaii.

Dear Mr. Smith:

On behalf of the Applicant, Paia 2020, LLC, we thank you for your letter. Your specific comments to the Draft Environmental Statement are duly noted. Since we started this process nearly 6 years ago we have strived to comply within the guidelines set forth by both State and County law. I am a 26 year resident on Maui and have lived and worked in Paia for over 20 of those years. I have worked closely with the Maui Planning Commission and we have applied for a District Boundary Amendment, Community Plan Amendment, Change in Zoning, a Special Management Area Use Permit and Environmental Assessment. As part of this process we have had an Archaeological Assessment, Environmental Site Assessment, Native Hawaiian Cultural Practices Assessment, two Traffic Impact Analysis Reports, a Biological Survey, an Engineering Report, and a Commercial Market Study conducted to date.

I have read your letter several times and from what I can understand it appears from your letter that beyond your general feeling that the process is not being adhered to, there are three or four basic concerns. The first is your concern that Paia 2020 has the right to use one acre of A&B ag land for use as a water retention basin. This is a runoff basin that would only see water in the event of heavy rains and is used to keep all surface water from running to the ocean. The State Land Use Agriculture District allows the use of open space agricultural land for this purpose. A retention basin is simply not an "urban purpose" as stated in your letter. The fact is that most of these retention basins lend some sense of open space whenever they are used in urban settings and break up the development.

Your second concern is that the project will have access off of the Paia Mini-Bypass. The Paia Mini Bypass is operated under a license agreement with A&B and we are in negotiations with A &B and the County for access. We are presenting options for the project with and without access from the bypass. I presume your larger concern is traffic. We have had two traffic studies conducted relating to the Environmental Assessment. These studies set forth basic action that could be taken to alleviate some of the traffic concerns.

Traffic through Paia has gotten worse year after year. I have worked in Paia for over 20 years and the commercial core of Paia has not grown much since I moved here in 1989. If that is the case then why do we have these traffic issues? What has changed is the tremendous number of homes that have been built east of Paia town. Haiku and Kuau have grown dramatically in the last three decades and I am sure you have noted how with this growth the traffic has increased. As a long time Maui resident you know that just about everywhere we go now there are traffic choke points. Almost every town and city in Maui now has traffic issues. Maui is growing but our roads are not keeping up. The best solution to Paia's traffic issue, short of a major bypass of town, would probably be to stop all growth east of town. The same logic fits for the entire island's traffic woes and a solution many anti-growth advocates would be happy with.

The Project will add 56 senior condominiums and additional commercial space. How will these units affect the traffic? First, this development is not being built east of town. These units will be primarily used by people that will not be commuting during rush hours and will walk from their apartments for most of their daily needs and services. Many of these seniors will be downsizing from their existing homes which will alleviate some of the additional construction that is occurring east of town. The existing gravel parking lot is already servicing approximately 100 cars and except for rush hour in the afternoon has had little effect on Baldwin Avenue traffic. According to the traffic study, having readily available parking alleviates traffic issues because drivers are not waiting and circling around town trying to get a parking place. We have all waited on Hana Highway and Baldwin Avenue for minutes while someone waits for a space. Every minute we wait creates a domino effect on the traffic behind us. There are many suggestions in the traffic studies on how to improve flow and I hope that the County and State will work to implement them until such time as a real bypass is built. With or without my project the traffic is only going to get worse as more and more homes are built to the east. I do believe that resolving Paia town's severe lack of parking however will help, not hurt the flow of traffic and alleviate a long standing problem of nowhere to park in Paia..

Your last comment relates to the amount of water that will be used by the project may be beyond the scope of the environmental assessment. The County Department of Water makes decisions on how it runs it department and will either grant the project meters or it will not based upon its analysis of the water supply. **The complete Assessment was submitted to the Department and their response letter dated September 17, 2014, is attached.**

Thank you for your participation in the Chapter 343, HRS review process. A copy of your letter will be included in the Draft Environmental Assessment. I have lived in this community for a long time and plan to remain here the rest of my life. I have worked hard to create a project that many would be considered smart infill growth. You raise several very specific details why you believe the process is not being followed however my general sense is you simply do not like the project and the affect it will have on town. I presume that this is pretty much the same for all growth. There are a substantial number of people that are excited about the ability to downsize and retire in Paia Town with supporting commercial facilities nearby for medical and health related businesses.

I understand your concerns about our growing island and would like to show you why we believe this is smart growth that is exactly what the Community Plan and Maui Island Plan envision for the future of Maui. If you have any questions or if additional information is needed, please feel free to contact me at (808) 579-8244.

Best Regards,

David R. Spee
Manager

Enclosure

14/4685

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.mauiwater.org

COUNTY OF MAUI
DEPT OF PLANNING
CURRENT RECEIVED
'14 SEP 24 P3:01

September 17, 2014

Ms. Erin K. Wade, Staff Planner
County of Maui Department of Planning
2200 Main Street, Suite 315
Wailuku, Hawaii 96793

PROJECT: Paia Courtyard
PERMIT NO: CPA 2013/0003 AND CIZ 2013/0006
TMK: 2-5-005:063

Dear Ms. Wade,

Thank you for the opportunity to comment on these applications. Please find attached our comment letter to this project dated November 14, 2012.

Source Availability and System Infrastructure
The project area is served by the Central Maui system. A one-inch meter serves the U.S post office. A two-inch meter was issued to serve the commercial portion of the proposed project. The senior housing development is subject to the County's availability policy, codified in Chapter 14.12 of the Maui County Code. Based on system standards, potable demand would be about 41,000 gallons per day. The application material states that irrigation demand will likely be served by well water. There is currently no irrigation well on site.

Conservation
In order to alleviate demand on the Central Maui system, we recommend that the following conservation measures be made a condition for approval of the subject applications:
Indoor Conservation Measures
a. Use EPA WaterSense labeled plumbing fixtures.
b. Install flow reducers and faucet aerators in all plumbing fixtures where-ever possible.
c. Install dual flush toilets with high efficiency models that use 1.28 gallons per flush or less.
d. Install showerheads with a flow rate of 1.5 gpm at 60 psi or less in all units.
e. Install bathroom sink faucets with fixtures that do not exceed 1 gpm at 60 psi. Laundry facilities and/or individual unit machines must use Energy Star labeled washers.
f. Limit the distance from the hot water source to the tap early in the design stage.

Exterior Areas

a. Use Smart Approved WaterMark irrigation products. Examples include ET irrigation controllers, drip irrigation, and water saving spray heads.
b. Avoid plant fertilizing and pruning that would stimulate excessive growth.
c. Time watering to occur in the early morning or evening to limit evaporation. Limit turf to as small an area as possible.

Should you have any questions, please contact Staff Planner Eva Blumenstein at 463-3102 or eva.blumenstein@co.maui.hi.us.

Sincerely,

David Taylor, Director
emb

cc: engineering

IX. REFERENCES

IX. REFERENCES

Environmental Assessment/Environmental Impact Statement Preparation Notice for the Maui Research & Technology Park master Plan Update.

County of Maui, Charter, 2003 Edition, as amended.

County of Maui, Department of Environmental Management, Integrated Solid Waste Management Plan, 2009.

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State of Hawaii, Land Use Commission, http://luc.state.hi.us/, October 2006.

State Land use Commission, "State Land Use District Boundaries". [GIS polygon shapefile], digitized by Office of Planning using ArcInfo 4, 5, and 6 from State Land Use Commission's 1:24,000 mylar maps. (2010). Retrieved fromhttp://hawaii.gov/dbedt/gis/download.htm.

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U. S. Environmental Protection Agency, Heat island Effect Website, http://www.epa.gov/heatisland/index.htm, 2012.

9. LAND USE HISTORY

COUNTY OF MAUI Hawai'i

Parcel Summary

TMK:	2250050630000	**Alt. TMK:**	T2500501830520A1A
Domain:		**Type:**	PAR
Status:	EXST	**Display Legal**	

Parcel Master Address						
Address	**Frac**	**Prefix**	**Street**	**Type**	**PD**	**Suite**
			BALDWIN	AVE		

Addresses		
Address	**Alias**	**Origin**
No other addresses available for this parcel		

Owner(s)

Name: PAIA 2020 LLC
Address: P O BOX 790478
PAIA, HI, 96779
Phone:
E-mail:

Name: SPEE,DAVID R TR
Address: P O BOX 790478
PAIA, HI, 96779
Phone:
E-mail:

Zone Code	Zone Description	Ordinance No.	Origin
STATE AG	STATE AGRICULTURAL DISTRICT	STATUTE205	
INTERIM	COUNTY'S INTERIM DISTRICT	2908	
SMA POR	PORTION IN THE SPECIAL MANAGEMENT AREA	STATUTE205	
COUNTY AG	COUNTY'S AGRICULTURAL DISTRICT	2908	
URBAN	STATE URBAN DISTRICT		

B-CT	COUNTY'S B-CT COUNTRY TOWN BUSINESS DIST		

Attributes			
Front:	0.00	**Rear:**	0.00
Side 1:	0.00	**Side 2:**	0.00
Acres:	0.00	**SqFt.:**	0.00
Frontage:	0.00		
Flood:	X,AE		
Soil:			
Slope:			
Seismic:			
Land Use:			

Struct/Improv Value:		**Property Value:**	
Land Value:		**Exempt Value:**	
Owner Occupy:			

There are no establishments on this parcel.

COUNTY OF MAUI Hawai'i

Permits on Selected Parcel

TMK:	2250050630000	**Alt. TMK:**	T2500501830520A1A
Address:	BALDWIN AVE	**Type:**	PAR

Permit	Description	Address	Issued	Status
There are no records for this parcel.				

10. PHOTOGRAPHS OF THE PROJECT SITE

PHOTO 1

Aerial photo of subject property.

Source: Bing.com

PHOTO 2

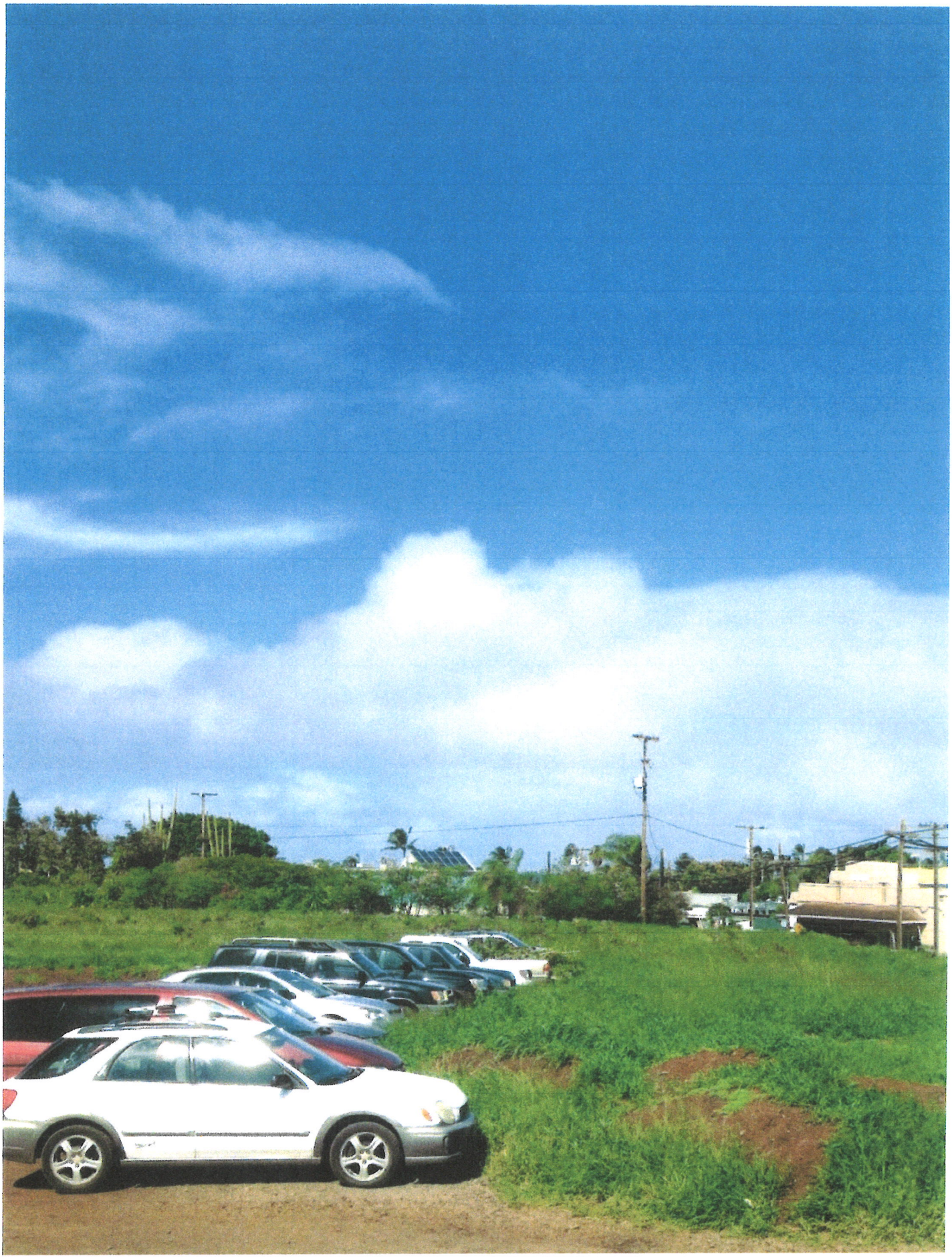
Northerly view of eastern property boundary.

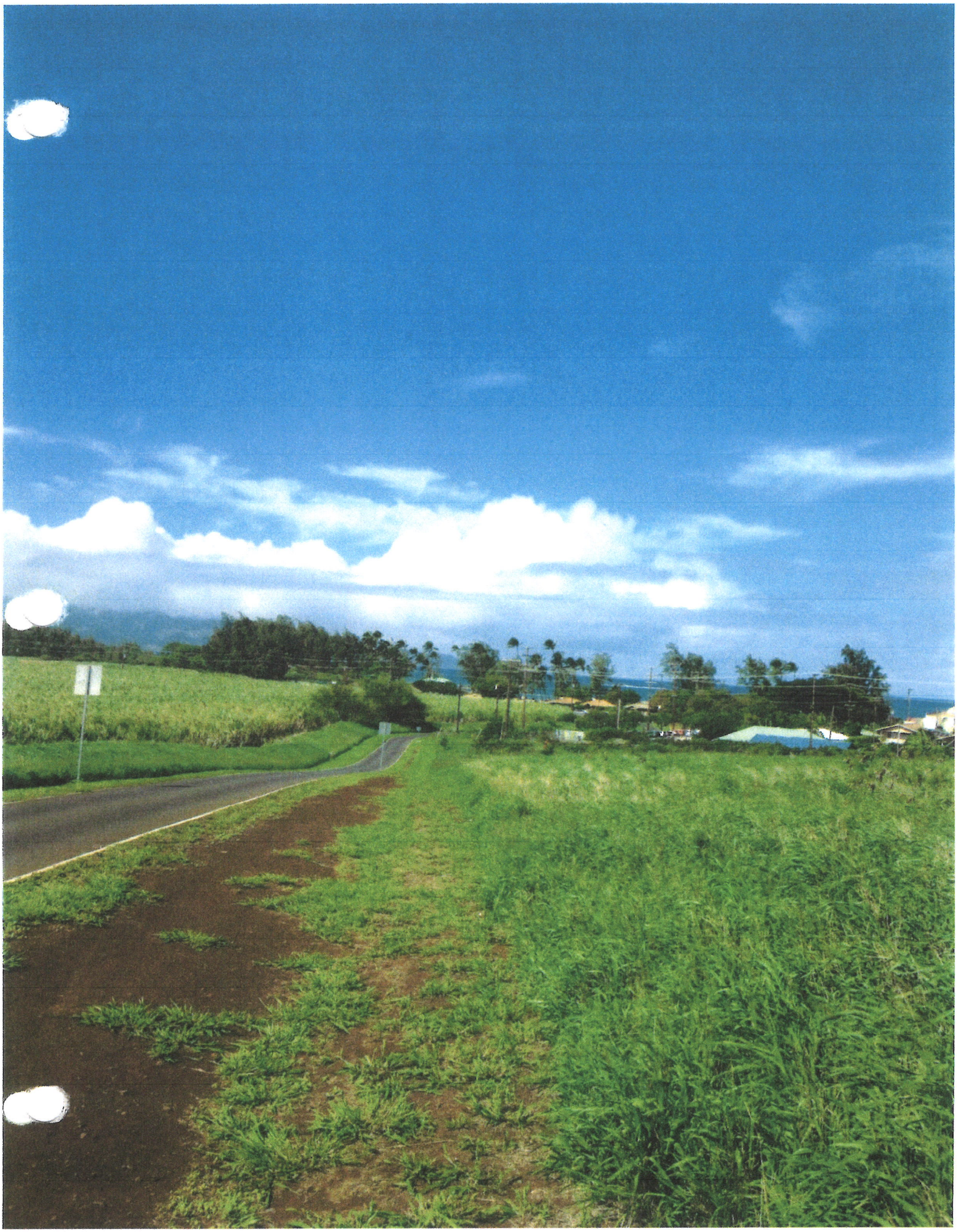
PHOTO 3

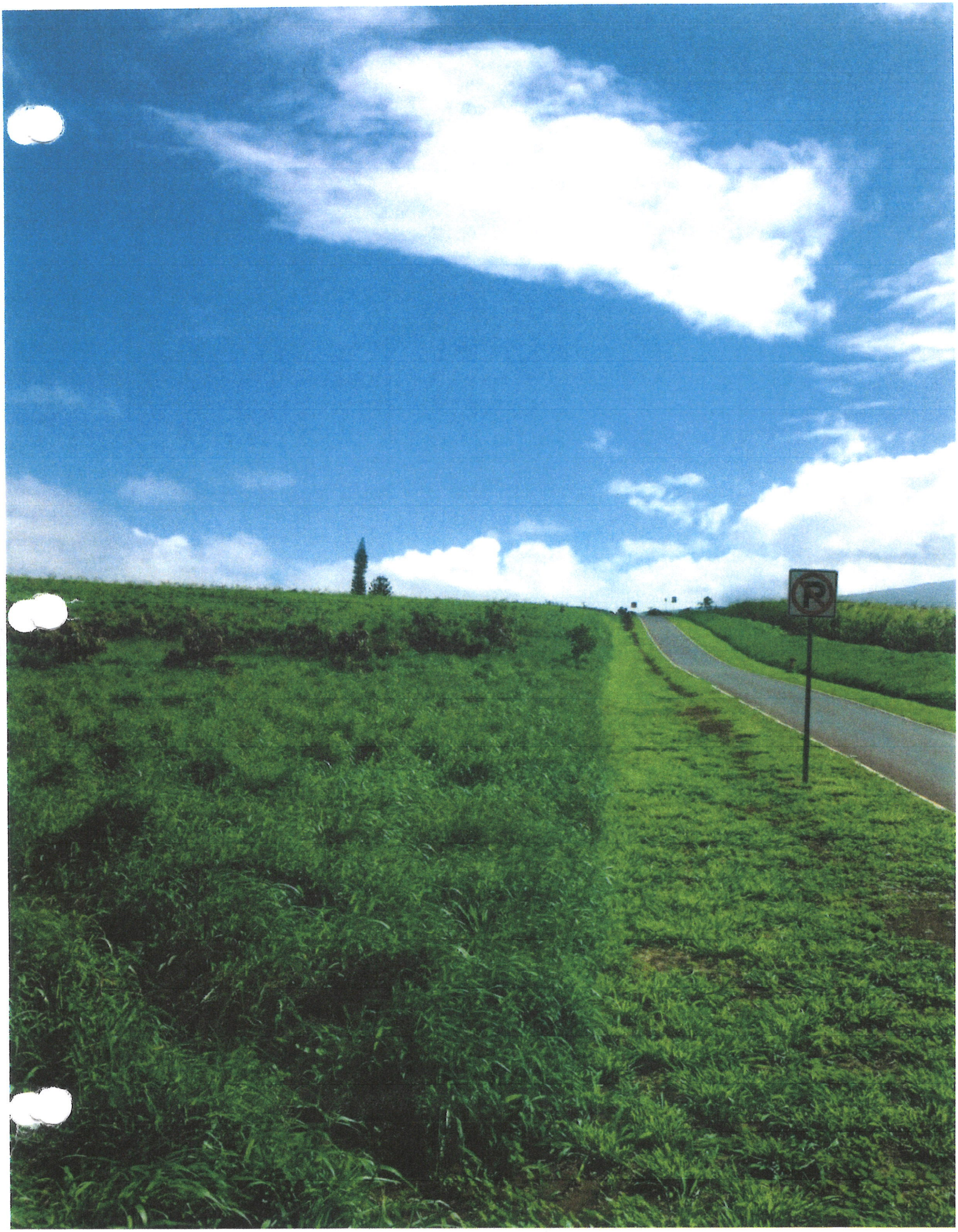
Westerly view of northern property boundary.

The vast majority of the site is mowed. These areas are dominated by Guinea grass (*Megathyrus maximus*) with interspersed haole koa (*Leucaena leucocephala*).

Along the northern margin of the property is a strip of vegetation that is not mowed. This strip contains a mix of non-native ornamental and edible plants, such as bougainvillea (*Bougainvillea* spp.) and night blooming cereus (*Hylocereus undatus*).







11. NOTICES OF FILING OF APPLICATION FOR COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, AND SPECIAL MANAGEMENT AREA USE PERMIT

NOTICE OF APPLICATION

Date: _____

TO: OWNERS/LESSEES

Please be advised that the undersigned has filed an application for:

☑ Community Plan Amendment ☐ Maui Island Plan Amendment ☐ Both Community Plan & Maui Island Plan Amendment

to change the land use designation(s) (and/or plain text) for the following parcel:

1. Tax Map Key Number: (2) 2-5-005-063
2. Location (street address): 120 Baldwin Avenue, Paia (CPA requesting for 9.262 acres to Bus./Comm.
3. Land Use Designations:

   State Land Use District: Urban & Ag

   Maui Island Plan from: _____

   to: _____

   Community Plan from: Ag; Public/Quasi-Public; Bus./Comm.

   to: Business/Commercial

   County Zoning: Country Town Business, Interim & Ag

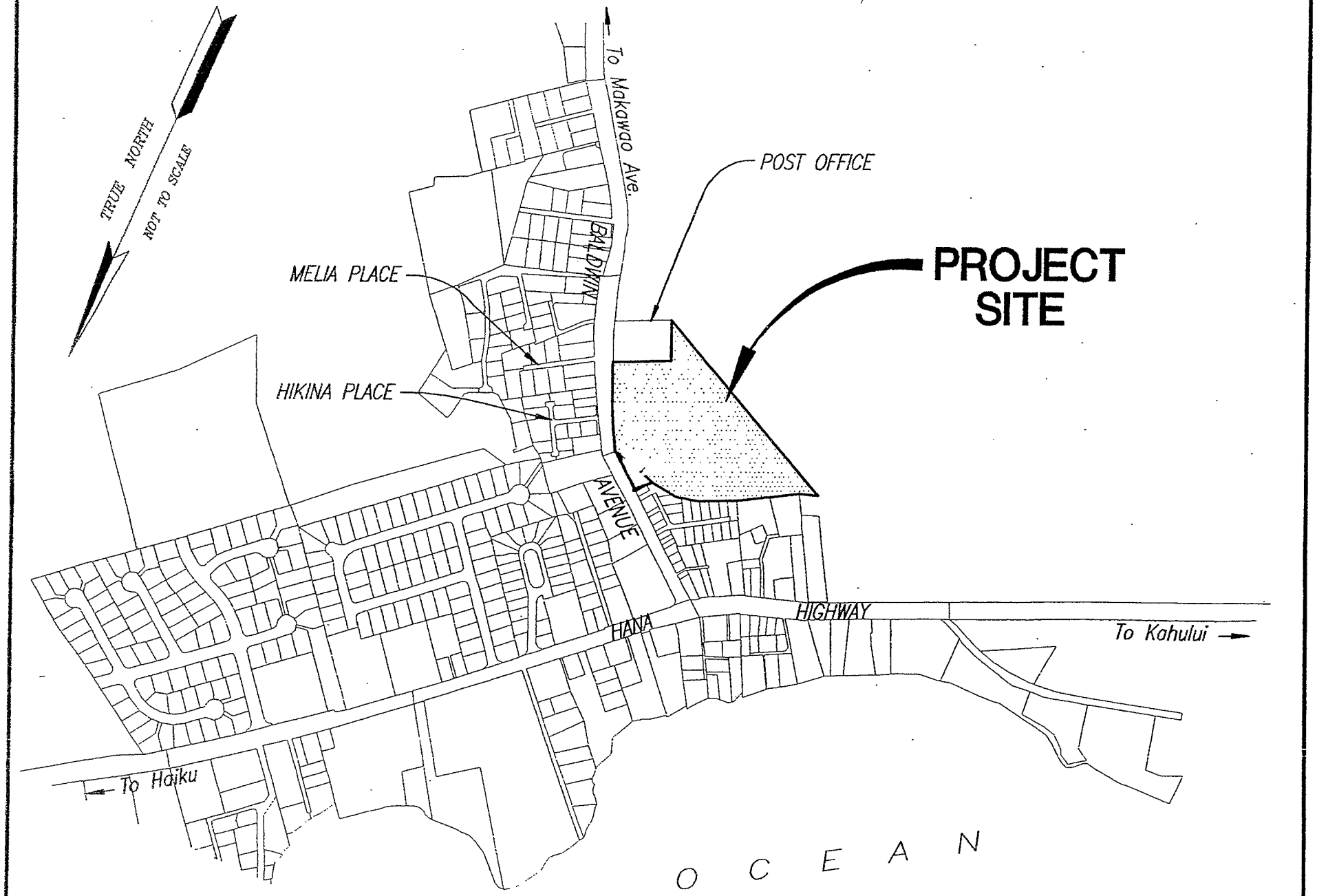
   Other (i.e. SMA): SMA
4. Description of the existing uses on the Property: a parking lot.

   a parking lot.
5. Description of the proposed uses on the Property (and/or text amendment):

   Six mixed-use commercial buildings along Baldwin Avenue, a 306 stall parking lot, and 56 senior housing units.

The Applicant is responsible for ensuring accuracy of the information.

Paia 2020, LLC & David R. Spee Revocable Trust	Paia 2020, LLC, by David R. Spee, its Manager
Owner/Applicant	Applicant (if not also Owner)
Signature	Signature
P.O. Box 790478	P.O. Box 790478
Mailing Address, No. & Street or PO Box	Mailing Address, No. & Street or PO Box
Paia, Hawaii 96779	Paia, Hawaii 96779
City, State, Zip Code	City, State, Zip Code
(808) 579-8244	(808) 579-8244
Telephone	Telephone



VICINITY MAP

ATTACHMENT A

TO: DATE:

NOTICE OF FILING OF APPLICATION

Check appropriate Line:

_✓_ CHANGE IN ZONING (From Interim; Ag; B-CT to B-CT)
____ COUNTY SPECIAL USE
____ PROJECT MASTER PLAN

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

1. Tax map Key No.: (2) 2-5-005-063
(NOTE: Please attach an 8 ½" x 14" location map)

2. Location (Street Address): 120 Baldwin Avenue, Paia, Hawaii 96779

3. Existing Land Use Designations:

a. State Land Use District: Urban & Ag
b. Community Plan Designation: Ag; Public/Quasi-Public; Bus./Comm.
c. County Zoning: Interim; Ag; BCT

4. Description of the Existing Uses on Property: 4,000 sq. ft. commercial building at 62 Baldwin Avenue and a parking lot.

5. Description of the Proposed Uses on Property: Six mixed-use commercial buildings at 62 Baldwin Avenue, a 306 stall parking lot and 56 senior housing units.

****

By: Paia 2020, LLC & David R. Spee Revocable Trust
(Owner/Applicant)

(Signature)

P.O. Box 790478

Paia, Hawaii 96779
(Address)

(808) 579-8244
(Telephone)

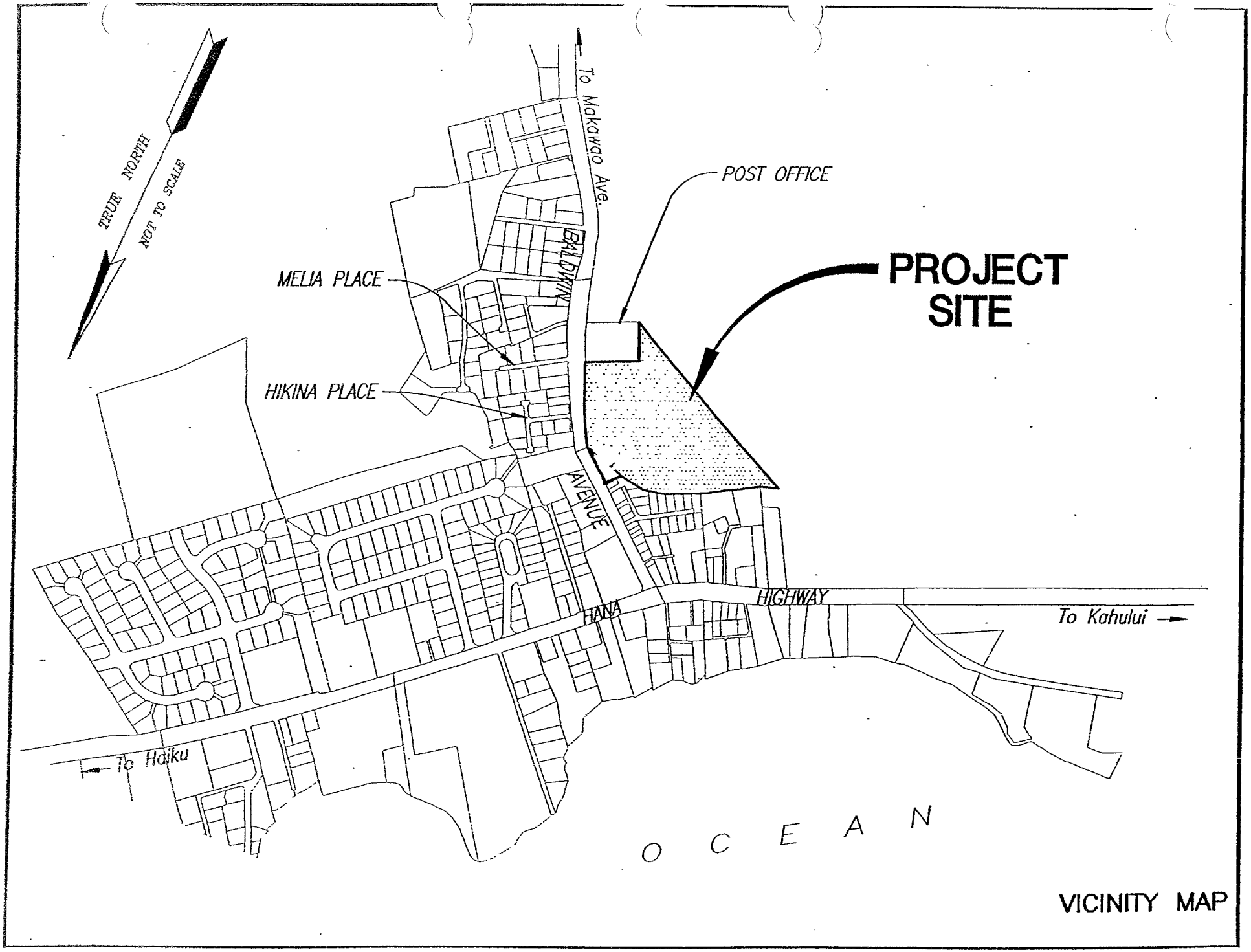
David R. Spee
(Agent)

(Signature)

P.O. Box 790478

Paia, Hawaii 96779
(Address)

(808) 579-8244
(Telephone)



VICINITY MAP

NOTICE OF APPLICATION

Date: _____

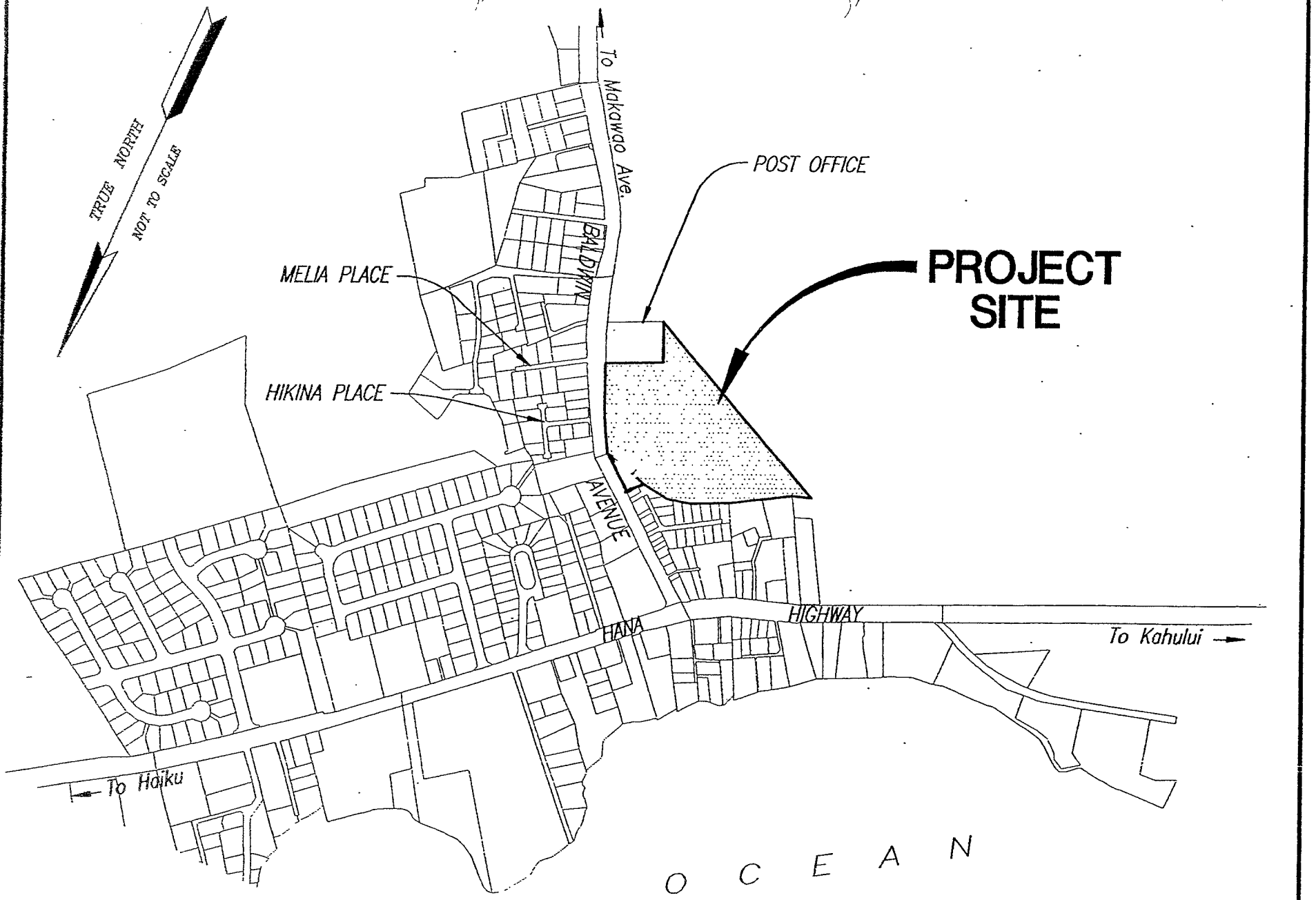
TO: OWNERS/LESSEES

Please be advised that the undersigned has filed an application for a Special Management Area Use Permit with the County of Maui, Department of Planning for the following parcel(s):

1. Tax Map Key Number: (2) 2-5-005-063 (see attached map)
2. Street address: 120 Baldwin Avenue, Paia, Hawaii 96779
3. Land Use Designations:
   - State Land Use District: Urban & Ag to Urban
   - Community Plan: Ag; Public/Quasi-Public; Commercial to Commercial
   - County Zoning: Ag; Interim: Country Town Business (CTB) to CTB
   - Other: Special Management Area
4. Description of the existing uses on the Property: 4,000 sq. ft. commercial building at 62 Baldwin Avenue and a parking lot.
5. Description of the proposed development and uses on the Property: Six mixed use commercial buildings along Baldwin Avenue, a 306 stall parking lot and 56 senior housing units.

The Applicant is responsible for ensuring accuracy of the information.

Owner/Applicant Name: Paia 2020, LLC	Owner/Applicant Name: David R. Spee Revocable Trust
Owner/Applicant Signature	Owner/Applicant Signature
Phone Number: (808) 579-8244	Phone Number: (808) 579-8244
Mailing Address: P.O. Box 790478	Mailing Address: P.O. Box 790478
Paia, Hawaii 96779	Paia, Hawaii 96779



VICINITY MAP

12. NOTARIZED AFFIDAVITS OF MAILINGS OF NOTICES OF APPLICATION FOR COMMUNITY PLAN AMENDMENT, DISTRICT BOUNDARY AMENDMENT, CHANGE IN ZONING, AND SPECIAL MANAGEMENT AREA PERMIT

NOTARIZED AFFIDAVIT OF MAILING OF NOTICE OF APPLICATION

David R. Spee , being first duly sworn on oath, deposes and says that:

a. Affiant is the Applicant for a Community Plan Amendment for land situated at: 120 Baldwin Avenue, Paia, (CPA requesting for 9.262 acres to Bus/Comm.) , TMK: (2) 2-5-005-063 .

b. Affiant did on _____ , 2013 , deposit in the United States mail, post paid, a copy of a *Notice of Application* with the *location map*, a copy of which is attached hereto as "Exhibit A" and made a part hereof, addressed to each of the persons identified in the list of recorded owners and lessees identified as "Exhibit B", attached hereto and made a part hereof.

Further Affiant sayeth naught:

_____

subscribed and sworn to before me this

_____ day of _____ , 20 _____ .

_____

Notary Public, State of Hawaii

My commission expires: _____

NOTICE OF APPLICATION

Date: _____

TO: OWNERS/LESSEES

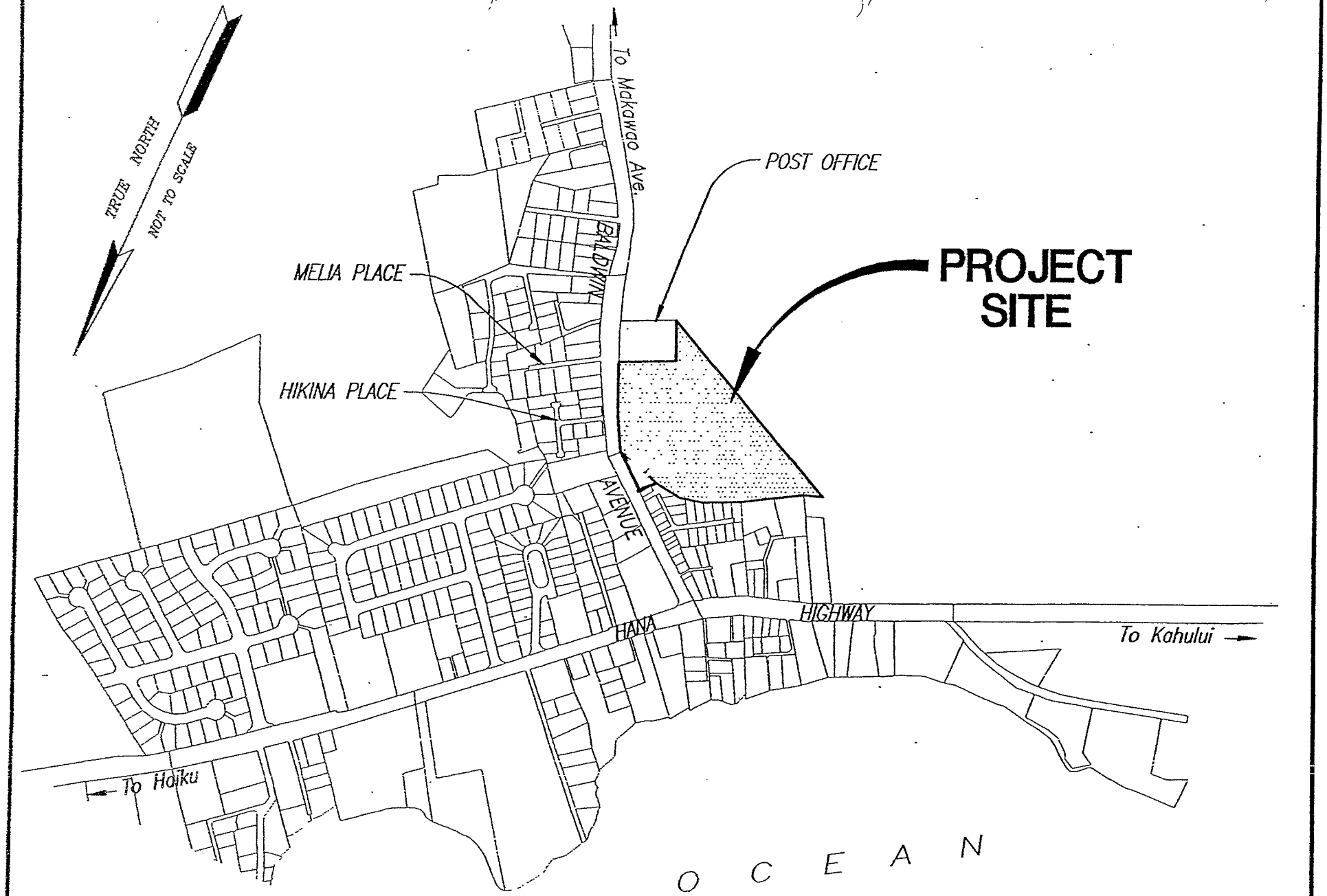
Please be advised that the undersigned has filed an application for a Special Management Area Use Permit with the County of Maui, Department of Planning for the following parcel(s):

1. Tax Map Key Number: (2) 2-5-005-063 (see attached map)
2. Street address: 120 Baldwin Avenue, Paia, Hawaii 96779
3. Land Use Designations:
   - State Land Use District: Urban & Ag to Urban
   - Community Plan: Ag; Public/Quasi-Public; Commercial to Commercial
   - County Zoning: Ag; Interim: Country Town Business (CTB) to CTB
   - Other: Special Management Area
4. Description of the existing uses on the Property: 4,000 sq. ft. commercial building at 62 Baldwin Avenue and a parking lot.
5. Description of the proposed development and uses on the Property: Six mixed use commercial buildings along Baldwin Avenue, a 306 stall parking lot and 56 senior housing units.

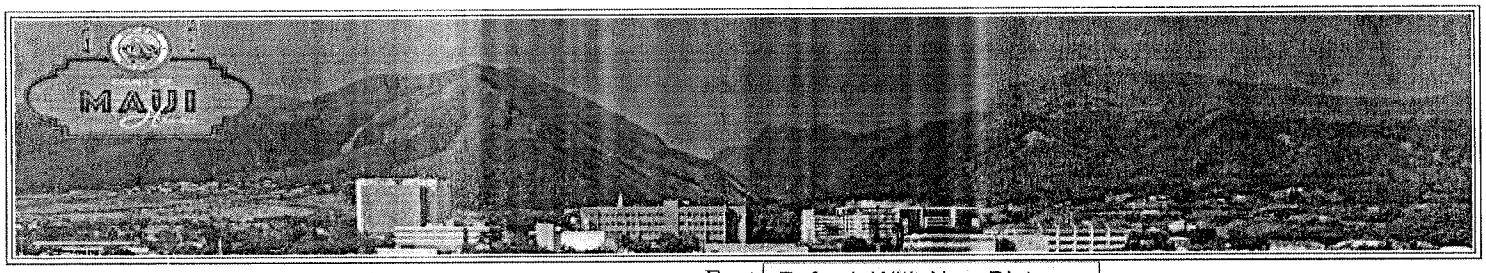
The Applicant is responsible for ensuring accuracy of the information.

Owner/Applicant Name: Paia 2020, LLC	Owner/Applicant Name: David R. Spee Revocable Trust
Owner/Applicant Signature:	Owner/Applicant Signature:
Phone Number: (808) 579-8244	Phone Number: (808) 579-8244
Mailing Address: P.O. Box 790478 Paia, Hawaii 96779	Mailing Address: P.O. Box 790478 Paia, Hawaii 96779

EXHIBIT "A"



VICINITY MAP



500 Feet Refresh With New Distance

Print Mailing Labels at 500 Feet

Count	Parcel #	Owner	Address
1	250050180000	ALEXANDER & BALDWIN, LLC	PO BOX 156 KAHULUI HI 96733
2	250050210000	A & B - HAWAII INC	PO BOX 156 KAHULUI HI 96732
3	250050630000	PAIA 2020 LLC	P O BOX 790478 PAIA HI 96779
4	250050630000	SPEE,DAVID R TR	P O BOX 790478 PAIA HI 96779
5	260020010000	SEASHORE PROPERTIES LLC	P O BOX 790100 PAIA HI 96779
6	260020010000	RDWY	00000
7	260020020000	MAUI AINA COMPANY LLC	C/O JOSH STONE P O BOX 790267 PAIA HI 96779
8	260020030000	F & T LLC	FRANCISCO GOYA ET AL PO BOX 790683 PAIA HI 96779
9	260020250000	BROTHERS,LLC	MCBARNET PAIA CORP 16 HOBRON AVE KAHULUI HI 96732
10	260020260000	ROADWAY	00000
11	260020270000	SEASHORE PROPERTIES, LLC	PO BOX 790100 PAIA HI 96779
12	260030020000	EMMSLEY,RANDY K REV LIV TRUST	PO BOX 790262 PAIA HI 96779
13	260030030000	TAMASHIRO,HOWARD Y TRUST	13227 LAUREL DR APT 1333 MEADVILLE PA 16335
14	260030030000	MIYAHIRA,TOYOKO	88 S PAPA AVE APT 325 KAHULUI HI 96732
15	260030040000	33 AKONI LLC	ATTN GAL COHEN 375 HUKU LII PL STE 204 KIHEI HI 96753
16	260030050000	FREITAS,SERENA L	PO BOX 791685 PAIA HI 96779
17	260030060000	PAIA HEW PROPERTIES LLC	175 EHILANI ST MAKAWAO HI 96768
18	260030060000	ROADWAY	00000
19	260030070000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
20	260030080000	IOKEPA CEMETERY	C/O IONE U. NOBRIGA, ETAL PO BOX 1032 PUUNENE HI 96784
21	260030090000	OCEAN BREEZE PARTNERS	BOX 2307 LEONARDTOWN MD 20650
22	260030100000	NAGATA,CHIEKO TRUST	PO BOX 790086 PAIA HI 96779
23	260030100000	BUNCH,TINA	P O BOX 790086 PAIA HI 96779

24	260030100000	HANSCAM,TIMOTHY S & CINDY C JOINT TRUST	611 IMI DR WAILUKU HI 96793
25	260030120000	Y K K MAUI LLC	P O BOX 790988 PAIA HI 96779
26	260030130000	MARKHAM,RICK	PO BOX 791383 PAIA HI 96779
27	260030140000	WONG,FRANCIS W L TRUST	PO BOX 790043 PAIA HI 96779
28	260030150000	WONG,FRANCIS W L TRUST	PO BOX 790043 PAIA HI 96779
29	260030170000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
30	260030180000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
31	260030190000	ARGYROPOULOS,JAMES P TRUST	C/O WEST COAST INVESTORS 1244 6TH ST SANTA MONICA CA 90401
32	260030200000	FLAIL,DARREN	PO BOX 790797 PAIA HI 96779
33	260030210000	BLISS,MARK CHARLES	PO BOX 790134 PAIA HI 96779
34	260030220000	DAYOAN,EDWARS S SR TRUST	DAYOAN,EDWARD & TERESITA CO-TTEES 3265 KALIHI ST HONOLULU HI 96819
35	260030230000	MARSHALL,STANLEY C	PO BOX 791540 PAIA HI 96779
36	260030250000	GREEN,PAULINE YUMIKO TRUST	GREEN,PAULINE Y/CLIFFORD W TRS 160 ALOHILANI ST PUKALANI HI 96768
37	260030250000	ABE-CAMERON,GRACE TRUST	3638 WOODLAWN TERRACE PL HONOLULU HI 96822
38	260030260000	GREEN,PAULINE YUMIKO TRUST	GREEN,PAULINE Y/CLIFFORD W TRS 160 ALOHILANI ST PUKALANI HI 96768
39	260030260000	ABE-CAMERON,GRACE TRUST	3638 WOODLAWN TERRACE PL HONOLULU HI 96822
40	260030280000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
41	260030310000	AKONI ALOHA, LLC	15911 182ND PL NE WOODINVILLE WA 98072
42	260030330000	MATSUNAGE,RENA T	C/O KAY WATANABE 2645 IOLANI ST PUKALANI HI 96768
43	260030340000	30 PUEO LLC	PO BOX 791301 PAIA HI 96779
44	260030350000	O'GORMAN,JOHN	P O BOX 790412 PAIA HI 96779
45	260030360000	EMMSLEY,RANDY K REV LIV TRUST	PO BOX 790262 PAIA HI 96779
46	260030370000	HI-TECH SAILBOARDS OF HAWAII INC	HI-TECH SURF SPORTS-KIMBERLY BALL 425 KOLOA ST #107 KAHULUI HI 96732
47	260030390000	WILSON,DEBORAH KOWALSKI	P O BOX 791598 PAIA HI 96779
48	260030400000	HEW,MASUYE S TR	P O BOX 790053 PAIA HI 96779
49	260030410000	HEW,MASUYE S TR	P O BOX 790053 PAIA HI 96779
50	260030420000	PAIA HEW PROPERTIES LLC	175 EHILANI ST PUKALANI HI 96768
51	260030430000	HEW,JOHN LEE	C/O FARRINGTON,DAVID P O BOX 791202 PAIA HI 96779

52	260030440000	LAHAINA PETROLEUM LLC	P O BOX 1096 CARMICHAEL CA 95609
53	260030450000	HEW ALFRED JR/MAYLING	PO BOX 791202 PAIA HI 96779
54	260030460000	ZANE,MAURICE S W	PO BOX 791247 PAIA HI 96779
55	260030460000	ZANE,AUDREY F Y	1407 BROOK MEADOW SAN ANTONIO TX 78232
56	260030460000	ZANE,RONALD C L/YUNG JA L TR	PO BOX 790308 PAIA HI 96779
57	260030470000	PUTRIS,CHARLES GEORGE	1532 ROBERTA ST SAN MATEO CA 94403
58	260030490000	REID,MARY SUSAN MILLER	PO BOX 3100 MORAGA CA 94575
59	260030510000	PAGE,ROBERT	PO BOX 792056 PAIA HI 96779
60	260030520000	DAYOAN EDWARD S SR ETAL	3265 KALIHI ST HONOLULU HI 96819
61	260030530000	CABATU,EDWARD B	ATTN RAY NAKAGAWA 131 MIKIOLA ST MAKAWAO HI 96768
62	260030540000	BALABAN, JASON AS CUSTODIAN FOR	16075 CIRRO VISTA DR LOS GATOS CA 95032
63	260030550000	LEONG,FAMILY TRUST	LEONG,JANE TRS 1065 PIIHOLO RD MAKAWAO HI 96768
64	260030560000	KAOHU STREET BUILDING CO	6900 SE RIVERSIDE DR #19 VANCOUVER WA 98664
65	260030570000	LEONG,FAMILY TR	JANE LEONG TRS 1065 PIIHOLO RD MAKAWAO HI 96768
66	260030580000	HERMAN,DUFFY	1001 KUPULAU DR KIHEI HI 96753
67	260040160000	NORTH SHORE MAUI LLC	P O BOX 791383 PAIA HI 96779
68	260050010000	IKEDA,RALPH S./LORETTA. Y. TTEE'S	C/O IKEDA,RALPH/LORETTA Y TRS 81 MAKAWAO AVE. SUITE 106 PUKALANI HI 96768
69	260050020000	THIELK,EDWARD D REVC TR	P O BOX 792047 PAIA HI 96779
70	260050040000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
71	260050180000	HOLTER,LANCE W.	PO BOX 790656 PAIA HI 96779
72	260050190000	HOLTER,LANCE W.	PO BOX 790656 PAIA HI 96779
73	260050210000	GUTIERREZ,LILY-SUZANNE L	P O BOX 790482 PAIA HI 96779
74	260050220000	GREENBAND,JOSHUA DAVID	1808 MARY LANE BLVD BOULDER CO 80304
75	260050230000	ARIAN,ARELAI C	2635 KAUPAKALUA RD HAIKU HI 96708
76	260050240000	ARIAN,ARELAI CHRISTOPHER	2635 KAUPAKALUA RD HAIKU HI 96708
77	260050250000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
78	260050260000	PATRIAN,CINZIA	ATTN: FATIMA DISTEFANO V P BORSELLINO 2C BRACCIANO, RM 00062
79	260050270000	LACY,PHILLIP A REV TRUST	P O BOX 369 LAWRENCE KS 66044
80	260050280000	GUTIERREZ FAMILY TRUST	PO BOX 790482 PAIA HI 96779

81	260050290000	RODRIGUEZ,ILDEFONSO R	PO BOX 790355 PAIA HI 96779
82	260050300000	PASELK,STEPHEN	P O BOX 790171 PAIA HI 96779
83	260050310000	HUNTINGTON,JAMES DAVID	PO BOX 790935 PAIA HI 96779
84	260050320000	BANK OF HAWAII	ATTEN: CORPORATE FACILITIES DEPARTMENT #213 PO BOX 2900 HONOLULU HI 96846
85	260050330000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
86	260050560000	SMITH,JEREMY	PO BOX 1292 MAKAWAO HI 96768
87	260050570000	SHEEHAN,SAMANTHA M	164 MAOLI PL PAIA HI 96779
88	260050590000	ESTRELLA,JOSEPH	162 MAOLI PL PAIA HI 96779
89	260050600000	CHIASSON,ROBERT	P O BOX 790833 PAIA HI 96779
90	260050610000	PUPO LLC	260 KAOKOA WAY HAIKU HI 96708
91	260050620000	SHARP,JORDAN	80 MAKAHIKI ST PAIA HI 96779
92	260051080000	RODRIGUEZ,GINA N	PO BOX 790355 PAIA HI 96779
93	260051090000	120 HANNA HWY LLC	1244 6TH ST SANTA MONICA CA 90401
94	260051220000	MCLEAN,PAUL KEVIN	38 HOKU PL PAIA HI 96779
95	260051230000	GLICKMAN,ADAM	PO BOX 792107 PAIA HI 96779
96	260051240000	CURTIN,JOANNE REVOC LIVING TRUST	34 HOKU PL PAIA HI 96779
97	260051250000	MEGUIRE,VALERIE	PO BOX 14111 TORRANCE CA 90503
98	260051260000	POTTORFF,JOHN EDWARD	P O BOX 790097 PAIA HI 96779
99	260051270000	CHAI,EDWARD	26 GLENROSA STREET LONDON SW6 2QZ
100	260051280000	SANDS,WILLIAM	26 HOKU PL PAIA HI 96779
101	260051290000	HAGAN,DOUGLAS JAMES	22 HOKU PL PAIA HI 96779
102	260051300000	ADDINGTON,MICHELLE TRUST	C/O BRITTIAN,WILLIAM NOAH 810 HAIKU ROAD #310 HAIKU HI 96708
103	260060030000	LINCOLN,SUSAN E R	PO BOX 790612 PAIA HI 96779
104	260060040000	VILLA,RODRIGO M	VILLA,RODRIGO/AGUEDA P O BOX 790125 PAIA HI 96779
105	260060050000	MARTIN,ROBERT T TRUST	P O BOX 792139 PAIA HI 96779
106	260060060000	ALBERTS,BETTY NEARY	350 EDGEHILL WAY SAN FRANCISCO CA 94127
107	260060070000	UEHARA,RANDAL J K	1212 PUNAHOU ST 2106 HONOLULU HI 96826
108	260060070000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
109	260060080000	MCDANIEL,NANCY LVG TR	P O BOX 791495 PAIA HI 96779
110	260060090000	MCDANIEL,NANCY TRUST	PO BOX 791495 PAIA HI 96779

111	260060090000	NAKAGAWA,NAMIKO	PO BOX 790474 PAIA HI 96779
112	260060100000	INDA,MANUEL CONCEPTION	P O BOX 791135 PAIA HI 96779
113	260060110000	BUOYANT TRUST	MCCOY,KIM TRS 8527 LA JOLLA SCENIC DR LA JOLLA CA 92037
114	260060120000	LANG,MATTHEW JEFFREY	85 HOAUNA ST WAILUKU HI 96793
115	260060130000	FONOHEMA,SHANTEL	442 MAALO ST KAHULUI HI 96732
116	260060140000	INCERTO,CARL	PO BOX 791553 PAIA HI 96779
117	260060150000	GLM 115 BALDWIN LLC	ATTN: THOMAS D WELCH JR 33 LONO AVE STE 470 KAHULUI HI 96732
118	260060160000	GARCIA,PRESENTACION L TRUST	GARCIA,PRESENTACION L TRS P O BOX 790248 PAIA HI 96779
119	260060170000	F GARCIA BUILDING LLC	149 CANE PL PAIA HI 96779
120	260060180000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
121	260060190000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
122	260060200000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
123	260060210000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
124	260060220000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
125	260060230000	MARTIN,ROBERT T REV LIVING TRUST	MARTIN,ROBERT T TRS PO BOX 792139 PAIA HI 96779
126	260060240000	NIKAIDO,NORMAN N & MARINA TRUST	85 HEMA PL PAIA HI 96779
127	260060250000	UEHARA,RANDAL J K	1212 PUNAHOU ST #2106 HONOLULU HI 96826
128	260060250000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
129	260060260000	EMMSLEY,GRACE YUK FOON	PO BOX 790241 PAIA HI 96779
130	260060260000	EMMSLEY,STANLEY KAILANA	PO BOX 790241 PAIA HI 96779
131	260060270000	UEHARA,RANDAL J K	1212 PUNAHOU ST #2106 HONOLULU HI 96802
132	260060270000	UEHARA,RANDAL J K TRUST	1212 PUNAHOU ST #2106 HONOLULU HI 96826
133	260060280000	KARMA RIMAY O SAL LING CHURCH	PO BOX 791029 PAIA HI 96779
134	260060290000	KARMA RIMAY O SAL LING CHURCH	P O BOX 791029 PAIA HI 96779
135	260060300000	KARMA RIMAY O SAL LING	PO BOX 791029 PAIA HI 96779
136	260060330000	HUERTAS,LINDA LEE	PO BOX 469 HAIKU HI 96708
137	260060340000	KARMA RIMAY O SAL LING	PO BOX 791029 PAIA HI 96779
138	260060350000	KARMA RIMAY O SAL LING CHURCH INC	P O BOX 791029 PAIA HI 96779
139	260060360000	NIKAIDO,KEALI'IKAI N N	75 HEMA PL PAIA HI 96779
140	260060370000	PRESEAULT,TODD CAMILLE	4230 LOWER KULA RD

			KULA HI 96790
141	260060390000	NATIVIDAD,LOREN	PO BOX 790275 PAIA HI 96779
142	260060400000	GUILLERMO,GONIO	P O BOX 790135 PAIA HI 96779
143	260060410000	SOL,PABLO TRUST	PO BOX 790362 PAIA HI 96779
144	260060410000	HOOPER,KELLEY C	PO BOX 792126 PAIA HI 96779
145	260060420000	ROADWAY	00000
146	260060450000	NIKAIDO,SHELDON	PO BOX 792081 PAIA HI 96779
147	260060460000	FUKUDA,STANLEY N LIVING TRUST	FUKUDA,STANLEY N TRS PO BOX 790993 PAIA HI 96779
148	260060470000	FENN,CAROL E TRUST	C/O EVONUK,WALTER HUGH/CHANE,TERRY WEI-CHIA 237 KULAMANU CIRCLE KULA HI 96790
149	260060480000	INDA,ILUMINADA I DEC'D	PO BOX 790095 PAIA HI 96779
150	260060500000	DEB LYNCH STUDIOS LLC	PO BOX 791958 PAIA HI 96779
151	260060510000	INDA,MANUEL CONCEPTION	P O BOX 791135 PAIA HI 96779
152	260060520000	GARRAWAY,BRIAN REED	PO BOX 790863 PAIA HI 96779
153	260060530000	JACQUELIN,ROGER ACHIILES	C/O BERTHUOT,FRANCK/CLEMENTINE PO BOX 790332 PAIA HI 96779
154	260060540000	FAWAZ,LEILA	PO BOX 790873 PAIA HI 96779
155	260060550000	BUGTONG,MARINA B TRUST	PO BOX 1342 MAKAWAO HI 96768
156	260060550000	ESPELETA,TEDDY B	PO BOX 790535 PAIA HI 96779
157	260060560000	NATIVIDAD,JESUS R	P O BOX 790215 PAIA HI 96779
158	260060610000	LOREN,GEORGE A	802 N MARIA AVE REDONDO BEACH CA 90277
159	260070130000	BAUM,DWIGHT J	349 ROSE AVE VENICE CA 90291
160	260070140000	TAKAKURA,AVIS REVOC LIVING TRUST	PO BOX 791897 PAIA HI 96779
161	260070150000	PRIVATE ROADWAY	00000
162	260070160000	MARTIN,ROBERT T TRUST	MARTIN,ROBERT TTEE PO BOX 792139 PAIA HI 96779
163	260070230000	NISHIMURA,AUDREY HIDEKO	777 PAANI ST #706 HONOLULU HI 96826
164	260070240000	TAKAKURA,AVIS REVOC LIVING TRUST	C/O TAKAKURA,AVIS TTEE PO BOX 791897 PAIA HI 96779
165	260070270000	RODHE,CECILIA C	5 BANNOCKBURN CT BANNOCKBURN IL 60015
166	260070280000	PRIVATE ROADWAY	00000
167	260070390000	HERNANDEZ,CECILIA B	PO BOX 790943 PAIA HI 96779
168	260070400000	TAKAKURA,AVIS R. REVOC LIVING TRUST	PO BOX 791897 PAIA HI 96779
169	260070430000	ROADWAY	

ATTACHMENT B

NOTARIZED AFFIDAVIT OF MAILING OF
NOTICE OF APPLICATION

David R. Spee, being first duly sworn, on oath, deposes and says:

1. Affiant is the applicant for a Change In Zoning for land situate at Paia, Maui, Hawaii, TMK No.: (2) 2-5-005-063.

2. Affiant did on _____, _____, deposit in the United States mail, postage prepaid, a copy of a Notice of Filing of Application with location map, a copy of which is attached hereto as "Exhibit A" and made a part hereof, addressed to each of the persons identified in the list of recorded owners and lessees identified as "Exhibit B," attached hereto and made a part hereof.

Further, Affiant sayeth naught.

_____

Subscribed and sworn to before me this
_____ day of _____,
_____.

_____
Notary Public, State of Hawaii

My commission expires: _____

ATTACHMENT A

TO: DATE:

NOTICE OF FILING OF APPLICATION

Check appropriate Line:

✓ CHANGE IN ZONING (From Interim; Ag; B-CT to B-CT.)
___ COUNTY SPECIAL USE
___ PROJECT MASTER PLAN

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

1. Tax map Key No.: (2) 2-5-005-063
(NOTE: Please attach an 8 ½" x 14" location map)

2. Location (Street Address): 120 Baldwin Avenue, Pala, Hawaii 96779

3. Existing Land Use Designations:

a. State Land Use District: Urban & Ag
b. Community Plan Designation: Ag; Public/Quasi-Public; Bus./Comm.
c. County Zoning: Interim; Ag; BCT

4. Description of the Existing Uses on Property: 4,000 sq. ft. commercial building at 62 Baldwin Avenue and a parking lot.

5. Description of the Proposed Uses on Property: Six mixed-use commercial buildings along Baldwin Avenue, a 340 stall parking lot and 64 senior housing apartments.

****

By: Pala 2020, LLC & David R. Spee Revocable Trust
(Owner/Applicant)
(Signature)

P.O. Box 790478, Pala, Hawaii 96779
(Address)

(808) 579-8244
(Telephone)

David R. Spee
(Agent)
(Signature)

P.O. Box 790478, Pala, Hawaii 96779
(Address)

(808) 579-8244
(Telephone)

EXHIBIT "A"

13. MYLAR MAPS AND LEGAL DESCRIPTIONS

(Mylar Maps Submitted with Original Application Document Only)

EXHIBIT "A"

All of that certain parcel of land situate, lying and being at Hamakuapoko, Makawao, Island and County of Maui, State of Hawaii, being LOT A-1-A, of PAIA POST OFFICE SUBDIVISION, being all of Lot 14-A of the Tavares Tract and a portion of Lot A-1 of the Paia Post Office Subdivision, being also a portion of the land deeded by the Board of Education to the Trustees of the Oahu College dated January 30, 1860 in Liber 12 at Page 403, and thus bounded and described as per survey dated September 30, 2010, to wit:

Beginning at a pipe at the southeasterly corner of this lot, said pipe being also the southerly corner of Lot A-2 of the Paia Post Office Subdivision, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUUNENE 2" being 5,226.74 feet north and 5,655.62 feet east and running by azimuths measured clockwise from true South:

1.	115°	04'	50"	1,021.48	feet along Lot A-1-B of the Paia Post Office Subdivision to a pipe;
2.	250°	15'		86.37	feet along same to a pipe;
3.	239°	39'		278.50	feet along Lot 1 of the Partition of Hew Fat's Portion of L. C. Aw. 5325, Apana 4 to Kiha and along R. P. 2341, L. C. Aw. 5325, Apana 4 to Kiha (being along T.M.K: (2) 2-6-003:028) to a pipe;
4.	244°	52'		167.30	feet along Lots 27 to 31, inclusive of the Tavares Tract (F. P. 267) to a pipe;
5.	256°	00'		107.00	feet along Lots 31, 32 and 35 of the Tavares Tract (F. P. 267) to a pipe;
6.	276°	00'		116.65	feet along Lot 36 of the Tavares Tract (F. P. 267) to a pipe;
7.	287°	00'		15.43	feet along same to a pipe;
8.	217°	25'		83.14	feet along same and along Lot 13-A of the Tavares Tract (F.P. 267) to a pipe;
9.	307°	25'		161.25	feet along the southwesterly side of Baldwin Avenue to a pipe;

10. Thence along same on a curve to the right with a radius of 327.10 feet, the chord azimuth and distance being:

	323°	13'	27"	142.41	feet to a pipe;
11.	335°	47'	50"	296.22	feet along the southwesterly side of Baldwin Avenue (being along Road Widening Lot A-1-C of the Paia Post Office Subdivision) to a pipe;
12.	65°	48'		262.47	feet along Lot A-2 of the Paia Post Office Subdivision to a pipe;
13.	335°	48'		174.70	feet along same to the point of beginning and containing an area of 9.262 acres, more or less.

BEING A PORTION OF THE PREMISES ACQUIRED BY THE FOLLOWING INSTRUMENTS:

1. First Grantor by deed from Alexander & Baldwin, Inc., a Hawaii corporation to A&B-Hawaii, Inc., a Hawaii corporation dated March 30, 1989, but effective April 1, 1989 recorded in Liber 23006 Page 583 and by Termination of Condominium Property Regime of Paia Condominium and Conveyance of Lots intended to be recorded in the Bureau substantially concurrently with this Instrument.

Note: Filed with the Department of Commerce and Consumer Affairs of the State of Hawaii (Business Registration), is the Merger of A&B-Hawaii, Inc., a Hawaii corporation, with and into Alexander & Baldwin, Inc. on December 31, 1999.

2. Second Grantor by quitclaim deed dated as of August 31, 2010 from David R. Spee and Pia D. Spee, husband and wife dated November 16, 2009 recorded as Document No. 2010-130308.

3. Third Grantor by Limited Warranty Deed with Reservation of Easements, Covenants, Reservations and Restrictions from Alexander & Baldwin, Inc., a Hawaii corporation dated as of December __, 2010 recorded as Document No. 2010-200351 and by Termination of Condominium Property Regime of Paia Condominium and Conveyance of Lots intended to be recorded in the Bureau substantially concurrently with this Instrument.

SUBJECT, HOWEVER, to:

1. Mineral and water rights of any nature in favor of the State of Hawaii.

2. The terms and provisions contained in that certain AGREEMENT FOR ALLOCATION OF FUTURE SUBDIVISION POTENTIAL, acknowledged September 14, 1999 and August 27, 1999, made by A&B-HAWAII, INC., and COUNTY OF MAUI, and recorded in the Bureau as Document No. 99-154367.

3. The terms, provisions, restrictions and conditions of that certain GRANT made to VERIZON HAWAII INC., now known as HAWAIIAN TELCOM, INC., dated February 14, 2001, recorded in the Bureau as Document No. 2001-056897, granting a perpetual right and easement for utility purposes, as shown on the map attached thereto.

4. The terms, provisions, restrictions and conditions of that certain GRANT made to MAUI ELECTRIC COMPANY, LIMITED, and VERIZON HAWAII INC., now known as HAWAIIAN TELCOM, INC., a Hawaii corporation, dated December 14, 2004, recorded in the Bureau as Document No. 2006-040880, granting a perpetual right and easement over and across said Easement "E-2," for utility purposes; more particularly described therein.

5. The terms, provisions, restrictions and conditions of that certain AGREEMENT FOR ALLOCATION OF FUTURE SUBDIVISION POTENTIAL, dated January 15, 2009, recorded in the Bureau as Document No. 2009-010984, made by and between ALEXANDER & BALDWIN, INC., and DAVID R. SPEE and PIA D. SPEE, "Subdivider," and COUNTY OF MAUI, through its Department of Public Works, a political subdivision of the State of Hawaii, "County".

6. The terms, provisions, restrictions and conditions of that certain SUBDIVISION AGREEMENT (AGRICULTURAL USE) dated July 12, 2010, recorded in the Bureau as Document No. 2010-103593, and made by and between ALEXANDER & BALDWIN, INC., and DAVID R. SPEE and PIA D. SPEE, "Owner," and COUNTY OF MAUI, through its Department of Planning, as amended and restated by instrument dated March 7, 2011 recorded as Document No. 2011-043573.

7. The terms and provisions contained in STIPULATED JUDGEMENT; ORDER; EXHIBIT "A" dated November 30, 1995 between A & B - Hawaii, Inc., a Hawaii corporation and Stephen K. Arakawa and Bernice K. Arakawa recorded as Document Nos. 95-159836 and 95-163278.

8. The terms and provisions contained in the HOLD HARMLESS AGREEMENT dated January 18, 2000 between David R. Spee and Pia D. Spee, husband and wife, and the County of Maui recorded as Document No. 2000-014541.

9. The terms and provisions contained in the ENCROACHMENT, EASEMENT AND INDEMNIFICATION AGREEMENT dated October 25, 2000 among David R. Spee and Pia D. Spee, Hi-Tech Sailboards of Hawaii, Inc., a Hawaii corporation, and Kimberly K. Ball recorded as Document No. 2000-155473.

10. The terms and provisions contained in the Parking Agreement dated December 19, 2000 among David R. Spee and Pia D. Spee, Hi-Tech Sailboards of Hawaii, Inc., a Hawaii corporation, and Kimberly K. Ball recorded as Document No. 2000-181353.

11. Discrepancies, conflicts in boundary lines, shortage in area, encroachments or any other matters which a correct survey or archaeological study would disclose.

14. NOTICES OF PUBLIC HEARING FOR COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, DISTRICT BOUNDARY AMENDMENT APPLICATIONS AND SPECIAL MANAGEMENT AREA USE PERMIT

NOTICE OF PUBLIC HEARING

DATE: _____

For: Mailing To Owners /Lessees and Publication in Newspaper

Please be informed that the undersigned has applied to the Maui Planning Commission for a **Community Plan Amendment** to change the Community Plan land use designation(s) for the following parcel(s):

a. Tax Map Key No: 2-5-005-063 Sq.Ft./Acreage: 9.262 acres

b. Street Address: 120 Baldwin Avenue, Paia, (CPA requesting for 9.262 acres to Bus/Comm.)

c. Land Use Designations:

State Land Use District: Urban & Ag

Community Plan from: Ag; Public/Quasi-Public; Bus./Comm.

to: Bus./Comm.

County Zoning: Interim; Ag; B-CT

d. Proposed Development: Six mixed-use commercial buildings along Baldwin Avenue, a 340 stall parking lot and 64 senior housing apartments.

TO BE COMPLETED BY THE DEPARTMENT OF PLANNING:

Public Hearing Date: _____ **Time:** _____

Place: _____

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

The public hearing is held under the authority of Chapter 91 and 92, Hawaii Revised Statutes, Title 19 of the Maui County Code, and the appropriate Planning Commission rules.

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

Information relative to the application is available for review at the Department of Planning, 2200 Main Street, Suite 619, Wailuku, Maui, Hawaii; telephone (808) 270-8205; toll free from Molokai 1-800-272-0117 extension 8205; toll free from Lanai 1-800-272-0125, extension 8205.

Paia 2020, LLC, by David R. Spee, its Manager — (808) 579-8244

Name of Applicant — Telephone

Signature

P.O. Box 790478

Mailing Address, No. & Street or PO Box

Paia, Hawaii 96779

City, State, Zip Code

ATTACHMENT D
FORM 1 (CIZ) PLANNING COMMISSION

Date: _____

TO:

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

✓ CHANGE IN ZONING (From Ag; Interim; B-CT to B-CT)

1. Tax Map Key: (2) 2-5-005-063
2. Location: In the vicinity of 120 Baldwin Avenue, Paia, Hawaii 96779
3. Area of Parcel: 9.262 acres
4. Proposed Development: Six mixed-use commercial buildings along Baldwin Avenue, a 340 stall parking lot and 64 senior housing apartments.

THIS SECTION TO BE COMPLETED BY THE PLANNING DEPARTMENT:

PUBLIC HEARING DATE: _____

TIME: _____

PLACE: _____

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

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

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

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

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

Paia 2020, LLC
Name of Applicant- Please print

Signature

P.O. Box 790478

Paia, Hawaii 96779
Address

( ) 579-8244
Telephone

NOTICE OF PUBLIC HEARING

DATE: _____

TO: OWNERS / LESSEES

Please be informed that the undersigned has applied to the Maui Planning Commission for a **Special Management Area Use Permit** at the following parcel(s):

a. Tax Map Key No: (2) 2-5-005-063 Sq.Ft./Acreage: 9.262 acres

b. Street Address: 120 Baldwin Avenue, Paia, Hawaii 96779

c. Land Use Designations:

State Land Use District: Urban & Ag to Urban

County Zoning: Ag; Interim; Country Town Business to Country Town Business

Community Plan: Ag; Public/Quasi-Pub; Comm/Bus to Comm/Bus.

Other: SMA

d. Proposed Action/Development: Mixed-use commercial building along Baldwin Avenue, a 340 stall parking lot & 64 senior apartments

TO BE COMPLETED BY THE DEPARTMENT OF PLANNING:

Public Hearing Date: _____ **Time:** _____

Place: _____

_____

Attached please find a map identifying the location of the specific parcel(s) being considered in the request for a **Special Management Area Use Permit.**

The public hearing is held under the authority of Chapter 205A, 91 and 92 of the Hawaii Revised Statutes and the appropriate Planning Commission rules.

Petitioners to intervene shall be in conformity with §12-201 of the Rules of Practice and Procedure for the Maui Planning Commission; §12-401 of the Rules of Practice and Procedure for the Molokai Planning Commission; or §12-401 of the Rules of Practice and Procedure for the Lanai Planning Commission. The Petition to Intervene shall be filed with the respective planning commission and served upon the applicant no less than ten (10) business days before the first public hearing date, no later than 4:30 p.m. on the day of _____. Filing of all documents with the Planning Commission shall be in c/o the County of Maui, Department of Planning, 250 South High Street, Wailuku, Maui, Hawaii 96793.

Any party may be represented by Counsel or other representative.

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

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

Name of Applicant: (PRINT)
Paia 2020, LLC

Signature: _____

Mailing Address:
P.O. Box 790478, Paia, Hawaii 96779

Telephone:
(808) 579-8244

NOTARIZED AFFIDAVIT OF MAILING OF NOTICE OF PUBLIC HEARING

Paia 2020, LLC, being first duly sworn on oath, deposes and says that:
(name of applicant, "affiant")

1. Affiant is the applicant for a Community Plan Amendment, for property located at 120 Baldwin Avenue, Paia, Hawaii, in the Paia-Haiku Community Plan District on Tax Map Key No.: (2) 2-5-005-063

2. Affiant did on _____, 2013, deposit in the United States Mail, post paid, by certified mail or registered mail, and delivered to addressee, a copy of a Notice of Public Hearing and a location map, copies of which are attached as "***Exhibit A***", addressed to each of the persons Identified on the attached "***Exhibit B***". The Certified or Registered Mail Receipts from the United States Post Office are attached as "***Exhibit C***".

   Affiant has verified that the names and addresses of owners of real property situated within five hundred feet of the subject parcel as identified in "Exhibit B" were obtained from the County of Maui real property tax roll on _____, and that current ownership was verified with the records of the County's real property tax division on _____ (verification of current ownership must have been within 30 calendar days of the mailing, of the Notice of Public Hearing).

_____
(Applicant's Signature)

STATE OF HAWAII)
) SS.
COUNTY OF)

On this _____ day of _____, 20__, before me personally appeared _____, to me personally known, who, being by me duly sworn or affirmed, did say that such person(s) executed the foregoing instrument as the free act and deed of such person(s), and if applicable in the capacities shown, having been duly authorized to execute such instrument in such capacities.

NOTARY PUBLIC, State of Hawaii.
Print Name _____
My commission expires: _____

NOTARY PUBLIC CERTIFICATION

Doc. Date: _____ # Pages: _____
Notary Name: _____ Judicial Circuit: _____
Doc. Description: _____
_____
_____
_____
Notary Signature: _____
Date: _____
[Stamp or Seal]

15. LETTER OF VALUATION

SpeeWest construction
A Washington Corporation

March 31, 2013

Paia 2020 LLC
Attn: David Spee
P.O. Box 790478
Paia, HI 96779

Re: Paia Courtyard Project

Dear David:

Based on preliminary plans for the Paia 2020 project. I estimate the costs as follows:

Phase 1 : 6 commercial buildings in a clustered grouping along Baldwin Ave.

a.	Site prep, grading, and utilities	$206,000
b.	Buildings	$4,000,000
c.	Parking Lots and hardscapes	$331,000
d.	Landscaping and Parking Signage	$213,000
e.	Sidewalks and curbs	$90,000
	Subtotal	$ 4,840,000

Phase 2: 64 Apartments for 55 and older tenants, oriented along the West sloping side of the site.

a.	Site prep, grading, and utilities	$ 150,000
b.	Buildings	$ 6,500,000
c.	Parking Lots and hardscapes	$ 142,000
d.	Landscaping and Parking Signage	$ 55,000
e.	Sidewalks and Curbs	$ 60,000
f.	Pool	$ 80,000
	Subtotal	$ 6,987,000

Total for all phases: $11,827,000

Please let me know if you need any additional breakouts or detail.

Yours Truly,

Doug Spee
President

307 Bell Street #101. Edmonds. WA 98020 [p] 206.284.7733 [f] 206 625.0770

DRAFT EA

APPENDICES

&

EXHIBITS

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And Exhibits

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Appendix B.	Environmental Site Assessment
Appendix C.	Native Hawaiian Cultural Practices Assessment
Appendix D.	Traffic Impact Analysis Report & Traffic Updates
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A

Appendix A

Archaeological Assessment

DAVID Y. IGE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

JESSE K. SOUKI
FIRST DEPUTY

WILLIAM M. TAM
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

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

December 2, 2014

MEMORANDUM

Log No: 2014.03980
Doc No: 1412MD08
Archaeology

TO: Kevin E. Moore, Acting Land Administrator
DLNR Land Division
Via email to: Kevin.E.Moore@hawaii.gov

FROM: Morgan E. Davis, Lead Archaeologist, Maui Section

SUBJECT: **Chapter 6E-42 Historic Preservation Review – Maui County**
Permit Applications for the Paia Courtyard (CPA 2013/0003, CIZ 2013/0006)
Hāmākuapoko Ahupua'a, Makawao District, Island of Maui
TMK (2) 2-5-005:063

Thank you for the opportunity to review the aforementioned application submittal which we received on September 2, 2014. We apologize for the delay in our reply. The applicant is proposing a master planned community encompassing approximately 104 senior residential units; 38,000 square feet of business use; and eight residential live/work units. This will include 172 parking stalls in addition to the parking provided per the code.

An archaeological survey was conducted for this project and no historic properties were encountered either on the surface or within any of 14 mechanically excavated trenches. However, archaeological monitoring was recommended due to the potential for subsurface cultural layers and/or human skeletal remains in the general area. To date we have not received an archaeological monitoring plan for this project.

Therefore, due to the cultural sensitivity of the area, we request that **archaeological monitoring** be conducted during all proposed ground alterations associated with these renovations. We recommend the submittal of an archaeological monitoring plan, pursuant to Hawai'i Administrative Rule § 13-279 prior to the initiation of any ground altering activities. Please include a summary and any associated maps for the proposed construction work within the monitoring plan. Please contact me at Morgan.E.Davis@hawaii.gov or (808) 243-4641 if you have any questions regarding this letter.

cc: County of Maui
Department of Planning
via email to: Planning@co.maui.hi.us

County of Maui
Department of Public Works - DSW
via email to: Rence.Segundo@co.maui.hi.us

Ms. Annalise Kehler, County of Maui
Cultural Resources Commission
via email to: Annalise.Kehler@co.maui.hi.us

FINAL ARCHAEOLOGICAL ASSESSMENT FOR A PARCEL OF LAND IN SPRECKELSVILLE HAMAKUAPOKO *AHUPUA'A*, MAKAWAO DISTRICT ISLAND OF MAUI TMK: (2) 2-5-005: 018 (pors.) and 061

For
Paia 2020, LLC.

Prepared by
Reynaldo N. Fuentes B.A.,
Lisa Rotunno-Hazuka, B.A.
and.
Jeffrey Pantaleo, M.A.

REVISED JUNE 2012
SEPTEMBER 2011

ARCHAEOLOGICAL SERVICES HAWAII, LLC
1930A Vineyard St.
Wailuku, HI 96793

"Protecting, Preserving, Interpreting the Past While Planning the Future"

EXECUTIVE SUMMARY

Under contract to landowner, Paia 2020 LLC., Archaeological Services Hawaii, LLC (ASH) conducted an archaeological assessment (inventory survey with negative results) for a 9.262-acre agriculturally zoned parcel of land in Paia, Hamakuapoko *ahupua'a*, Makawao District, Island of Maui, TMK (2-5-05:18 pors and 61). The purpose of the investigation was to determine presence/absence, extent, and significance of cultural resources if present in the project area.

Archaeological investigations were performed from 9-10th of March 2011 by Mr. Reynaldo N. Fuentes (B.A.) and Ms. Rochelle Barretto (B.A) under the supervision and direction of Ms. Lisa Rotunno-Hazuka (B.A.). Mr. Jeffrey Pantalelo (M.A.) acted as Principal Investigator.

The parcel has undergone compounded disturbances from the cultivation of sugarcane for the past 100 years. Due to these disruptions, the inventory survey was conducted utilizing backhoe test trenches. A total of fourteen trenches (TR1-14) were executed across the parcel in a random systematic patterning. The trenches averaged 4.0 m long by 1.8 m wide by 1.8 m deep and the stratigraphy exemplified that the till-zone for sugar cane ranged from .25 m (10 inches) to .50 m 1.0 ft.8 inches. No historic properties were identified during the testing program.

Based on the negative findings of the current undertaking, no further inventory level work is recommended. However, archaeological monitoring is initially recommended during all future ground-disturbing activities.

Prior to commencing any construction related activities, an archaeological monitoring plan shall be submitted for review and approval by the State Historic Preservation Division of the Department of Land and Natural Resourced (SHPD-DLNR).

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INTRODUCTION

At the request of Paia 2020 LLC., Archaeological Services Hawaii, LLC (ASH) conducted an archaeological assessment (archaeological inventory survey with negative findings) of a 9.262-acre parcel in Paia, Hamakuapoko *ahupua'a*, Makawao District, Island of Maui, TMK 2-5-05:18 pors and 61 (1.046 acres), (Figures 1 and 2). The purpose of this investigation was to determine presence absence, extent, and significance of historic properties and to formulate future mitigation measures for the project area.

PROJECT AREA

The project area is located at the base of the northeastern slopes of Haleakala within Paia Town (Figure 1). It is near the shoreline and bounded to the north by portions of Paia Town and Hana Highway, to the east by Baldwin Avenue to the south by the USPS (Post Office) building, and to the west by a Parcel 18. It is just east of the boundary line between Wailuku and Makawao which follows Kailua Gulch.

ENVIRONMENT

The project area is near the shoreline on relatively level terrain which slopes west to east, with elevation ranging from 20-70 feet above mean sea level (AMSL). The parcel contains some fallow sugarcane (*Saccharum officinarum*), but primarily tall grasses with secondary vegetation including small stands of kiawe (*Prosopis pallida*), *haole koa* (*Leucaena* glauca) and various grasses and weeds along the perimeter. Rainfall averages below 10 inches per year, predominantly occurring during the winter months between November and February (Armstrong 1973). Soils in the project area are primarily from the Paia Series and consist of Paia silty clay (PcB) and (PcC). The Paia series is composed of well-drained soils on the lowlands and uplands and are formed in material weathered from basic igneous rock. They are nearly level to moderately steep with elevations ranging from nearly sea level to 1,000 feet. These soils are used for sugarcane, pineapple, for pasture and wildlife habitat (Foote et *al.* 1972-Figure 3).

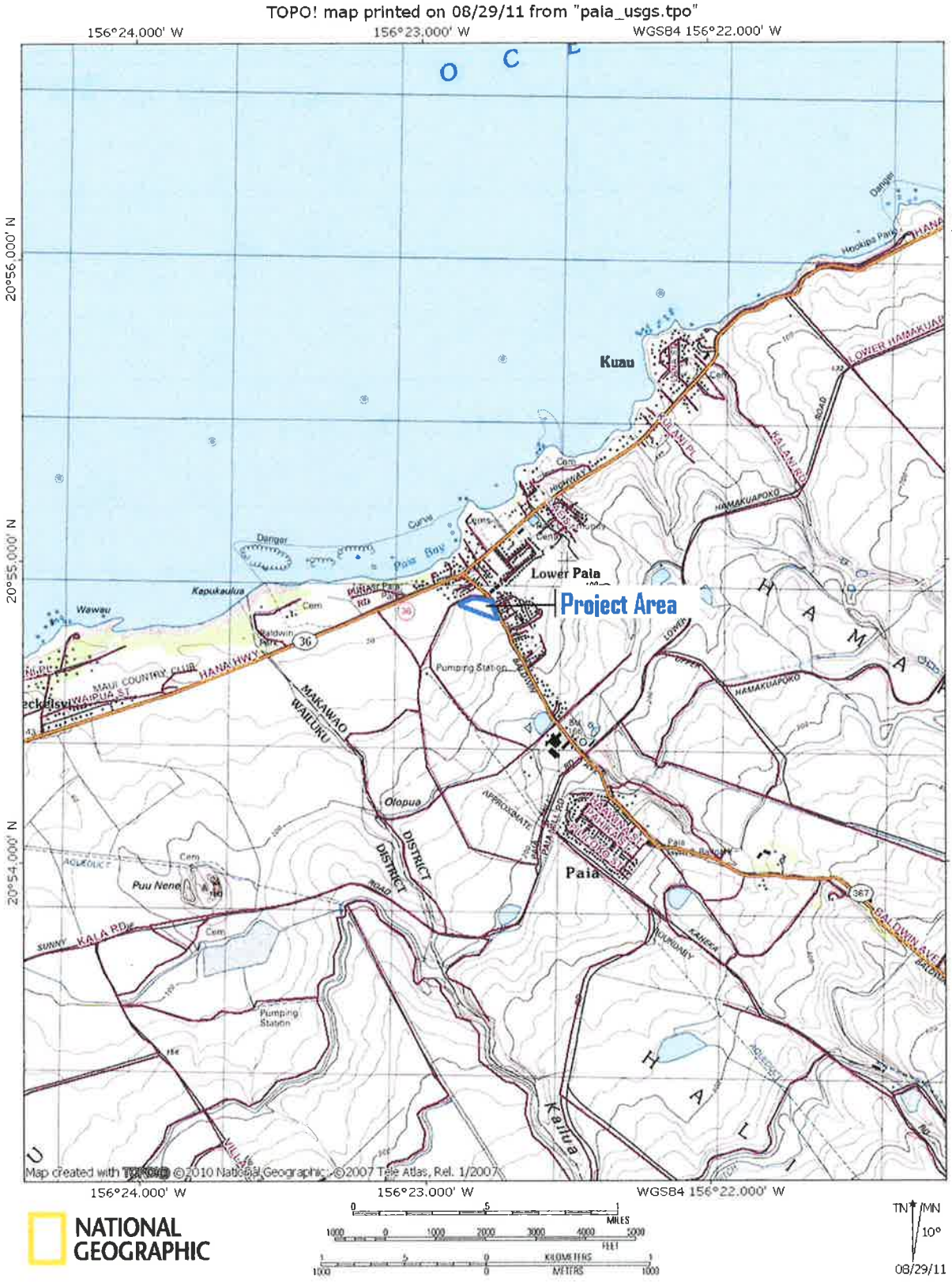

Figure 1. United States Geological Survey (U.S.G.S.) Quadrangle Map Depicting Project Area in Blue (2010)

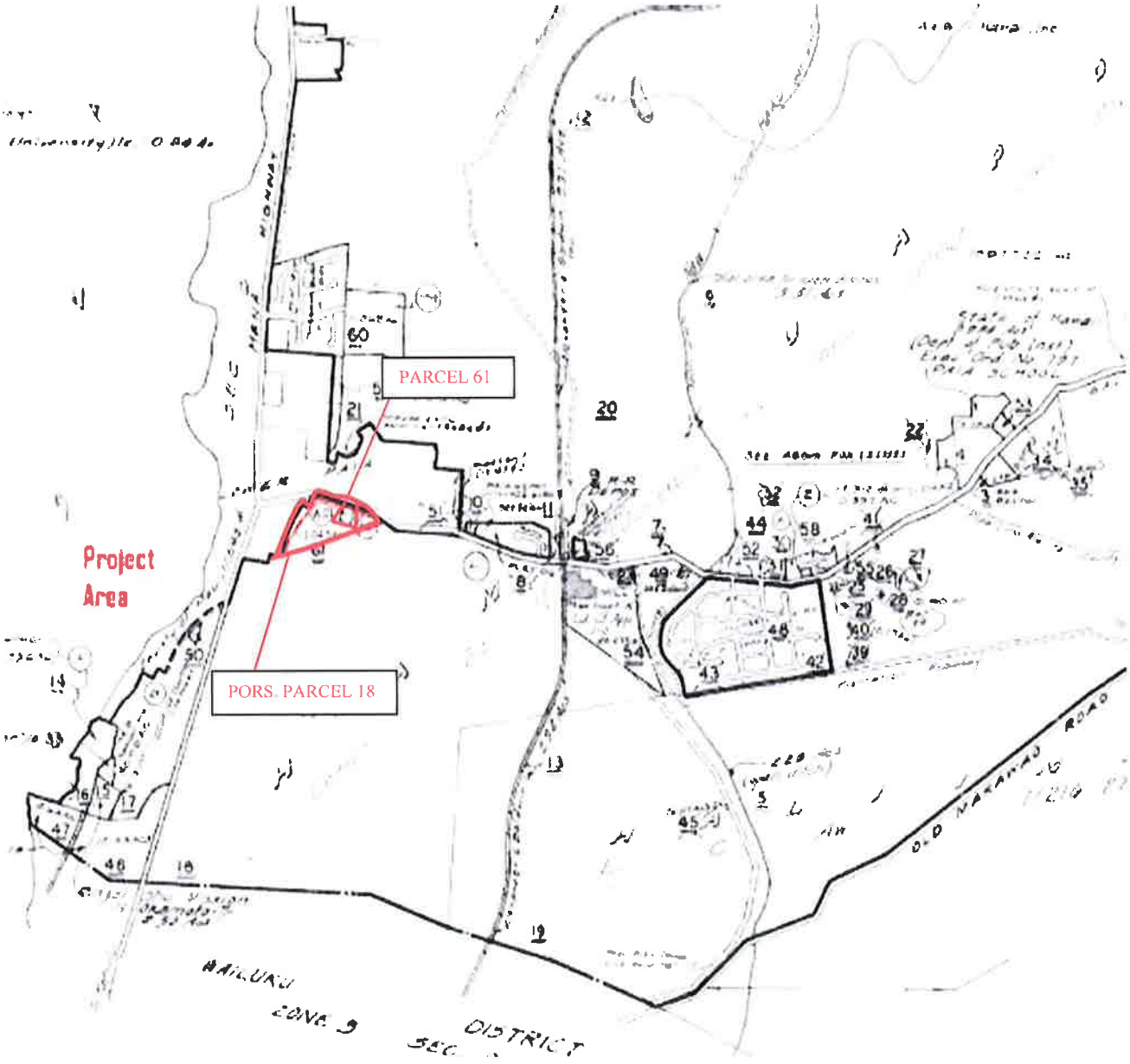

Figure 2. Maui County Tax Map Key (TMK) Project Area Outlined in Red (2007)

Figure 3. U.S.D.S. Web Soil Survey Map with Project Area Outlined in Blue (2009)

BACKGROUND

Oral History

The Hawaiian creation chant (Kumulipo) describes Maui as a direct ancestor of the Hawaiian people and a descendant of Wakea on the Ulu line (Beckwith 1970:226). The island of Maui was named for the demi-god Maui, a well-known trickster hero throughout Polynesia. A synopsis of the ruling class in Hawai`i is provided below. According to oral traditions, Halo was one of the first chiefs of Maui who ruled the Wailuku District. By A.D. 1500 East Maui was ruled by a line of independent *ali`i nui*. Other lines of chiefly hierarchies emerged at this time, resulting in a rise in conflicts and competition. By A.D. 1600, Maui was unified by the Wailuku chief Pi`ilani (Fornander 1880:87). During the eighteenth century, the *mo`i (*a rank of chief) Kekaulike undertook raids against Hawai`i Island. Following the annexation of Hana and Kipahulu Districts to Kamehameha I, Kahekili II first recaptured Hana and Kipahulu from Kamehameha I and then conquered O`ahu and Molokai. Kaua`i was also annexed through marriage (Pantaleo 2001).

Customarily on Maui, land divisions into *moku* (districts), *ahupua`a* (sub-districts), and *`ili* (smaller divisions) were said to have taken place "under a *kahuna* (priest) named Kalaihaohi`a (Hew the bark of the *ohia* tree) each ruled over by an agent appointed by the landlord of the next larger division, and the whole under the control of the ruling chief over the whole island" (Beckwith: 1970:383). Fornander suggests that this would have occurred at the end of the 15th century or at the beginning of the 16th century (Fornander 1916/17, Vol. 6:248).

According to Sterling, "The system of land tenure which prevailed in ancient times was radically changed in the reign of Kamehmeha III by the Mahele of 1848, yet the boundaries of the ancient subdivisions of land remain unchanged to the present day (Figure 4). This applies particularly to the *ahupua`a* which has been termed the unit of land in Hawai`i. This typology of land division usually incorporated both marine and terrestrial resources essential for traditional living. In reference to Stokes' basis of chronology, these land divisions were allegedly established approximately five hundred years ago and have remained relatively unchanged (Sterling 1998:3).

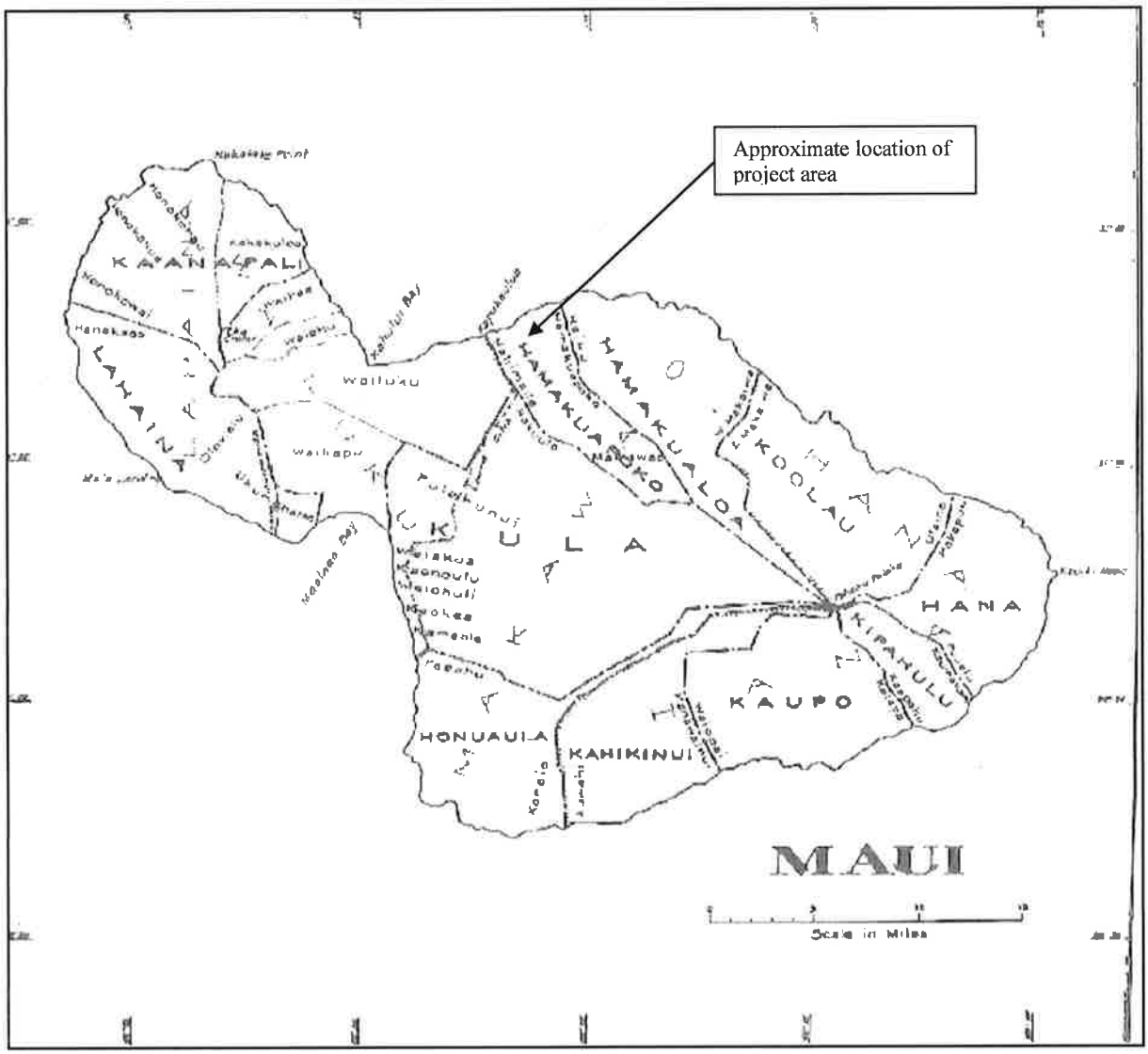

Figure 4. Maui *Ahupua`a* Boundary Map from *A Gazetteer of Territory of Hawai`i*, John Wesley Coulter (1935)

Early Historic Period

In reference to the Hawaiian Monarchy, at the time of European contact in A.D. 1778, Maui was united under a single political polity under the rule of *mo`i* Kahekili. By A.D. 1795, Kahekili ruled all of the islands apart from Hawai`i Island. Kamehameha I, *mo`i* of Hawai`i Island, attacked Maui, Molokai, and O`ahu islands. Keli`imaika, brother of Kamehameha I of Hawai`i Island, unsuccessfully attempted to retake Hana and Kipahulu. In 1790, Kamehameha I overpowered Kalanikupule's forces at the Battle of

`Iao Valley on Maui. Kalanikupule's ultimate defeat of the Battle of Nu`uanu on O`ahu ascertained Kamehameha I as absolute ruler of the islands, with the exception of Kaua`i. Kamehameha the Great's favorite wife, Hana-born Ka`ahumanu, served as his counselor (Pantalelo 2001).

After the death of Kamehmeha I in 1819, Ka`ahumanu declared herself *kuhina nui* (premier) sharing of regal authority with the new young King Liholiho (Kamehameha II). It is suggested that she confronted the new king and implied that it was his father's wishes for her to share rulership of the land. From the time of Liholiho's departure for England in 1823, until Ka`ahumanu's death in 1832, she virtually ruled the kingdom. It was during the aforementioned time frame that the strength of the ancient *kapu* (prohibition) system began to fail. Ka`ahumanu, who disagreed with the restrictions of traditional *kapu* system, persuaded Liholiho to abolish it. "The train of circumstances leading up to the final act of abolition of the *kapu* and the old religious system cannot easily be traced in detail...Some authorities state that immediately after the installation of Liholiho as king, Ka`ahumanu proposed to him that the *kapu* be disregarded and she announced her own intention to disregard them" (Kuykendall1938:66-67). With the overthrow of the *kapu* system she was free to exercise her political authority but this prohibition inadvertently cleared the way for the Christian missionaries in 1820. With the emergence of Christianity, the *heiau* (religious structures) associated with the native religious practices were destroyed and abandoned.

In reference to the island of Maui, Ke`eaumoku, brother of Kamehameha I's wives Kaheiheimaile and Ka`ahumanu, presided over the island until his death in 1824. Ke`eaumoku was succeeded by Wahinepi`o, the sister of Chief (Governor) Boki. Hoapili succeeded Wahinepi`o and ruled Maui between 1826 until 1840, and was followed by Keoni ana (John Young II). Lahaina, located in West Maui, was the center of power in the Hawaiian Kingdom. Kamehameha III (Kauikeaouli), the last son of Kamehameha I, rose to the throne when he was ten years old - due to the death of his older brother. During his younger years, Ka`ahumanu continued to govern with the assistance of a council of chiefly advisors. Kamehameha III reigned from 1825 to 1854 - the longest period of power in the history of Hawai`i. During this period, he resided in Lahaina from 1837 to 1845 (Pantalelo 2001).
In 1778, with the appearance of Captain James Cook in Kahului Bay on Maui, the post-contact documentation of the indigenous populace on Maui began. A comprehensive account of history of the Hawaiian Kingdom commencing from contact (1778) is provided in Kuykendall (1938). There were additional voyagers to Hawai`i subsequent to the arrival of Cook - including La Perouse and Vancouver. By the early 1800s, whaling ships, merchants, and missionaries had arrived. The arrival of foreigners severely impacted the demographics of the Hawaiian people and caused a significant depopulation of the

native people due to the introduction of Western diseases, in combination with the populace beginning to cluster around growing port towns. According to Kuykendall (1938:336), an early estimate of the population (made by missionaries) in 1823 was 142,050 and decreased to 86,593 by 1850.

Historic Background Mid- to Late- 1800's

In 1845, land reform legislation, which eventually developed into 'The Great Māhele, was introduced. During the *Māhele* in 1848, crown lands were divided between the Government, Royalty, and commoners (Figure 6). The Board of Commisioners to Quiet Land Titles received applications for land claims. When a land claim was validated, a Land Claim Award (LCA) was awarded. Following payment of this claim, a Royal Patent (R.P.) was issued. The Great Māhele initiated extreme social, economic, and political changes within the traditional Hawaiian culture on all the islands. The Māhele resulted in the division of lands according to a system of private ownership based on Western legal concepts. In the first phase of this process, Kamehameha III subdivided his lands among the highest *ali`i* (royalty) *konohiki* (chiefs), and some favored *haole* (foreigners). This process of redistribution severed the political and social relationships of the traditional system of land use (Moffatt and Fitzpatrick 1995:11). Following this change, *maka`āinana* (commoners) were then permitted to pursue legal title and ownership to land they had cultivated and inhabited, in addition to pursue purchase of other government lands. At the end of the Māhele, naturalized foreign citizens were given the right to purchase land in Hawai`i. The ultimate result of this decision placed more land in the hands of non-Hawaiians than native Hawaiians between the years of 1850 and 1865 (Moffatt and Fitzpatrick 1995:51).

> In 1848, there were approximately 88,000 Hawaiians, but only 14,195 applications were made...of the 14,195 *kuleana* claims, only 8,421 were actually awarded. The *Maka`ainana* received less than 1% of the land. Countless Native Hawaiians lost their land use rights as a result of the Great Mahele of 1848, with the establishment of a system of private land ownership. Many landless Native Hawaiians signed on as laborers in the emerging sugar industry, which began on Maui in the 1820s. Within a short time, large tracts of land were turned over to commercial agriculture, primarily sugarcane cultivation (Kame`eleihiwa 1992:295).In many cases, the purchases or leases to non-Hawaiians included entire *`ili* or *ahupua`a*.

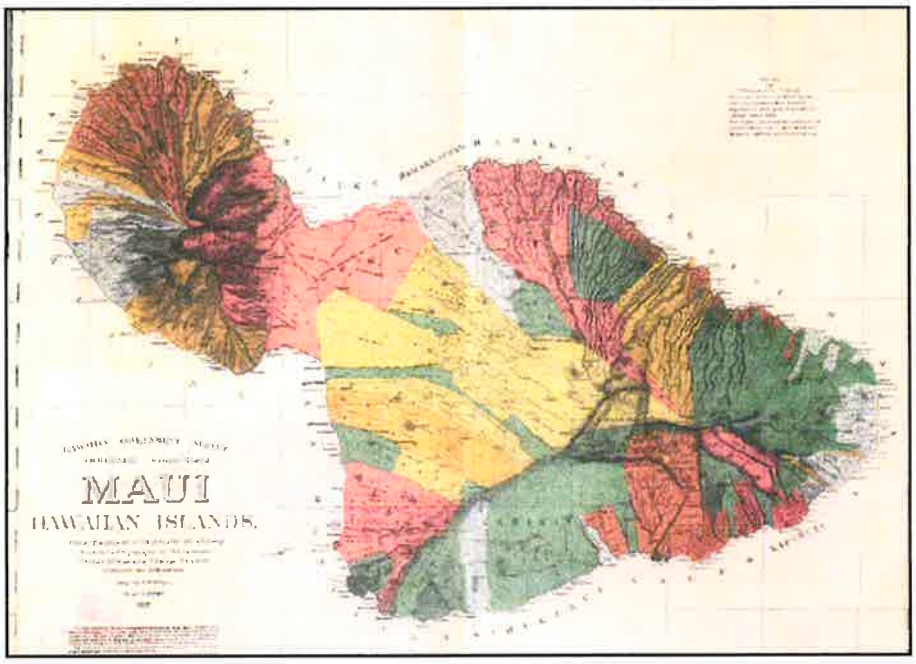

Figure 5. Hawaiian Government Survey Map (Brown and Monsarrat 1885)
(Crown lands Depicted in Yellow and Government Lands in Green)

As of 1893, a Hawaiian Government Survey indicated that less than one percent of the total land in the Hawaiian Kingdom had been awarded as *kuleana* land (Moffatt and Fitzpatrick 1995:50-51) (see also Kame`eleihiwa 1992). Changes instigated during the Māhele had a significant impact across the Hawaiian Islands. As previously mentioned, the 'Great *Māhele*' of 1848, brought with it an official change in the organization of land possession and significant changes for the people in Hawai`i. The most noteworthy aspect would be that the people could now own land fee simple, and the *maka`āinana* had the prospect to obtain land.

The earliest commercial sugar production on Maui Island began in Wailuku in 1823 when Hungtai Sugar Works was founded by Chinese merchants (Morrow n.d.:51). Wailuku Sugar Company was started in November of 1862 by James Robinson and company, Thomas Cumming, J. Fuller, and C. Brewer and Company. In 1865, C. Brewer and company acquired controlling interest, with Robinson and Company and Cumming as the minority stockholders.

In 1876, when the Reciprocal Trade Treaty was signed in Washington D.C., Alexander and Baldwin purchased land east of Kahului for sugar cane production. In 1878, they acquired the Paia Plantation and

incorporated the Haiku Plantation the following year (Best 1978:13). The majority of central and eastern portion of Wailuku *ahupua'a* as Grant 3343, totaling 24,000 acres, and established the Hawaiian Commercial and Sugar Company (Alder 1966). In 1926, Alexander and Baldwin bought Spreckel's Hawaiian Commercial and Sugar Company, which resulted in the intensification of the sugar industry in Wailuku.

With Spreckels' acquisition of land, the Hawaiian Commercial Company (H. C. & C.) was established and there were two distinct areas of cultivation operated by opposing companies. The area to the west of Kailua Gulch was cultivated by H. C. and C. and the region to the east (extending to and including Pā`ia) was developed by S.T. Alexander and H.P. Baldwin Company (A &B Co.). The continuing escalation of the sugar industry on Maui brought with it the need for imported labor. Immigrants from around the world (Scandanavian, Scottish, Italian, German, Russian, Spanish, Hawaiian, Chinese, Portuguese, and Japanese) arrived on Maui to work on the sugar plantations. Thirteen camp communities, including: Japanese Camp, Russian Camp, Hawaiian Camp, Portuguese Camp, Spanish Camp, Chinese Camp, Cod Fish Row, Camp One, Camp Two, and Camp Three, were established in the Pu`unene and Spreckelsville region. Camps along railroad spur lines were established throughout the cultivated regions and small towns began to emerge around Pu`unene and Spreckelsville.

In the publication, *Korean Ministerial Appointments to Hawaii Methodist Churches*, D. H. L. Murabayashi documented that in 1905, a fraternal agreement was made between the Hawaiian (Congregational) Board and the Methodists. The agreement was that the Methodists would be in charge of Japanese and Korean work and that the Congregationalists were to care for the Chinese and Hawaiians (2001: 7). He also notes that the first Korean immigrants departed for Hawaii in 1902 and were supplied with literature, including "letters of introduction to Superintendent George L. Pearson of the Methodist Mission in Hawaii". On the voyage from Nagasaki to Honolulu, prayer meetings were held by exhorters in the steerage of the ship and carried on Christian work among the fellow emigrants. Once the crew arrived in Honolulu, the majority of the immigrants converted to the Methodist Episcopal Church (2001:7-8). A list of Korean ministry appointments, assigns Chi Pum Hong (Pyongyang) to the Spreckelsville Methodist Church in 1906. The entries for this church between 1944 to1955 refer to the ministry appointment as "to be supplied" (2001:43).

Humanity scholars, Ogawa and Grant depicted the Japanese in Hawai`i between the years of 1885 and 1907. During this time frame, thousands of Japanese immigrated to Hawai`i and by 1897 the Japanese were the largest single ethnic group in the Islands. In 1888, there were 6,420 Japanese in Hawai`i this

number escalated to 61,111 by the year 1900 representing approximately forty percent of the Island's population. The Japanese were viewed as sons of farmers in their homelands and thus would be well accustomed to plantation type work. They were not discouraged by the living conditions, which were crude and racially segregated in places such as Pu`unene, Spreckelsville, and Camp Four. These immigrants were typically from rural Japan and accustomed to the plantation "camp" living conditions which included: grass-thatched huts, communal baths, physical isolation, and communal cooking (Chang 2003). The Japanese workers thought their living conditions were temporary and held on to the dream of returning to their village financially successful. Unfortunately, once they arrived these dreams were shattered by the inadequate wages they received and they debt they had incurred to immigrate.

By 1947, the railroad-spur lines and junctions where the sugar camp communities had been established were replaced by road systems and the railway was no longer utilized. With the diminishing use of the railroad system, in combination with the merging of the sugar companies, the sugar camp establishments began to vanish. Although some of the earlier camps, such as those located in Kahului and Wailuku, evolved into urban centers--others were tilled over and cultivated in sugar. Relics of this era are apparent sporadically in the immediate northern coastal region (Clark, *et al.* 1987:8-10). Remnant cemeteries, railroad tracks segments, various structural foundations, associated artifactual materials--including glass, marbles, ceramics, and metal hardware strewn in the cane fields--are all evidence of the earlier thriving plantation activities which once existed in this area.

LAND TENURE

For the subject parcel, there were no plantation camps within the immediate area, rather reservoirs and other cane fields surround the subject parcel (Figures 6-8). As depicted on Figure 6, the subject parcel was planted in cane as early as 1905 and situated in between Paia Plantation and Haiku Sugar. In 1949, the subject parcel was part of Hawaiian Commercial and Sugar Company Field 214 (Figures 7 and 8).

Additional information was extrapolated from the tax map key in Figure 2 which exemplifies the project area was also part of the lands Deeded to the Board of Education Oahu College January 30,1860; however as evidenced today, this type of proposed development has not been realized. Lastly, no LCA's or Grants were present within the parcel, however Grant 3343 to Spreckles and Haliimaile *`ili* to the southwest was LCA 11426:27.

Figure 6. Hawaiian Government Survey Map of Maui (Brown and Monsarratt, 1885) Updated by Dodge, F. S. and J. M. Donn (1906)

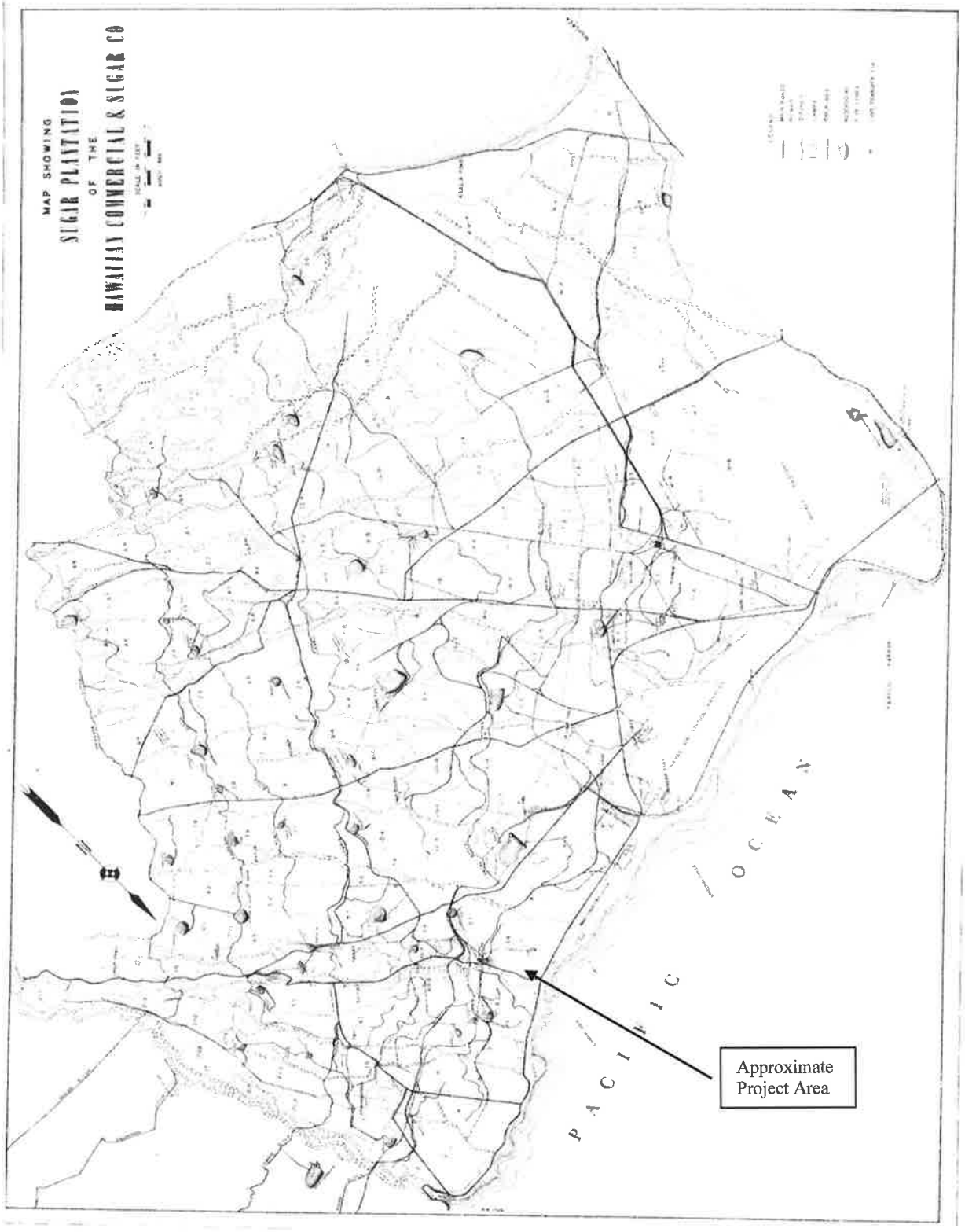

Figure 7. Hawaiian Commercial and Sugar Company 1949 Sugar Plantation Map (see Enlargement Figure 8)

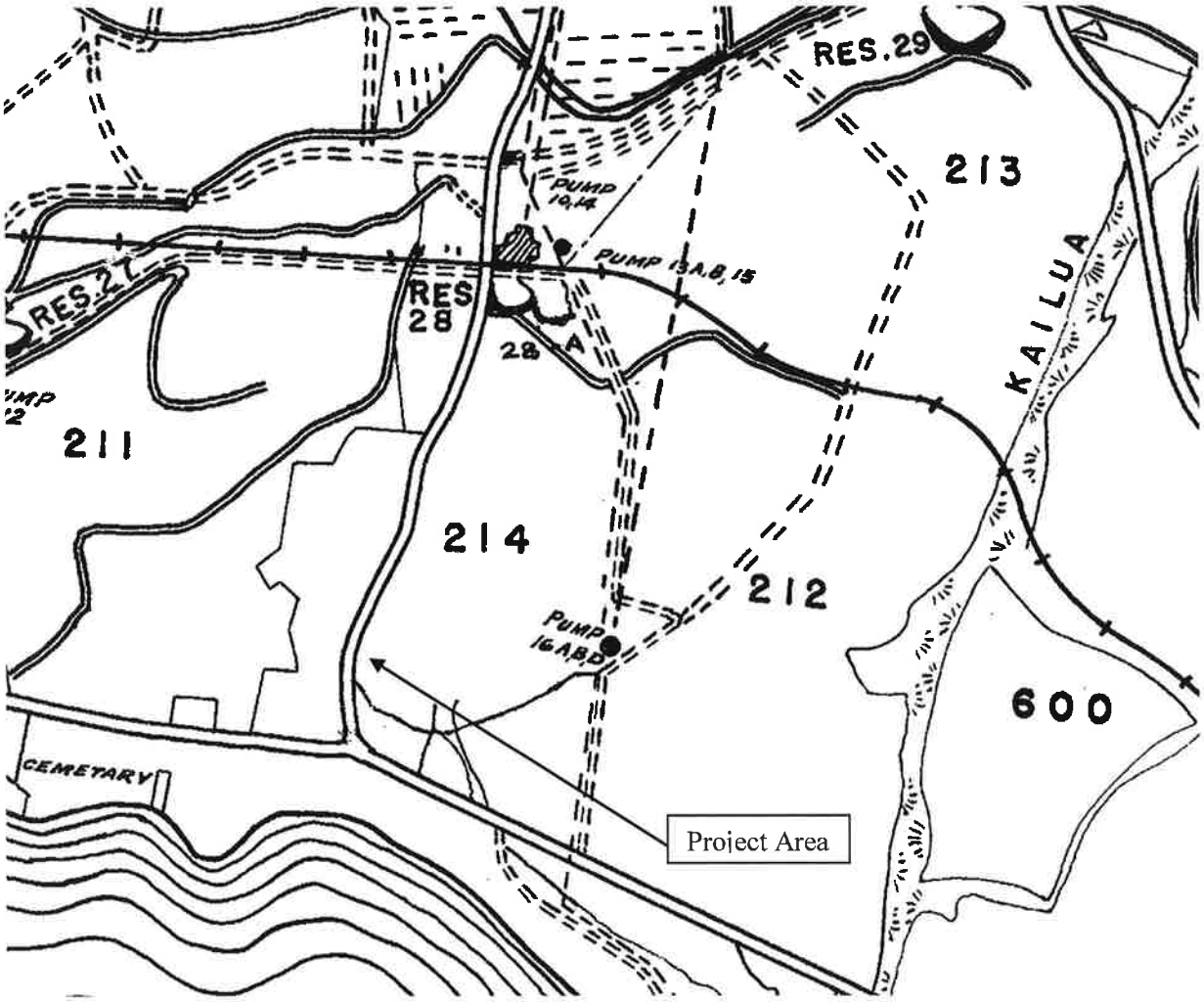

Figure 8. Enlarged Area of Hawaiian Commercial and Sugar Company 1949 Sugar Plantation Map

PREVIOUS ARCHAEOLOGY

The early archaeological studies conducted on Maui consisted of recording *heiau* (religious structures) sites along the coastline. These studies were carried out by Thrum (1909) and Stokes (1916). An island-wide survey was executed in 1928 by Winslow Walker (1931) and resulted in the documentation of the Kailua *Heiau* located approximately 0.50 miles west of Pā`ia Road near the Kailua Gulch. This site consisted of a platform measuring 50 by 80 feet which, according to Walker, was probably destroyed during sugarcane farming activities (Walker in Sterling 1998:97).

Previous archaeological investigations along this northern coast line and inland have been summarized below and presented in Figure 12. In 1987, Clark and Toenjes performed archaeological monitoring for the Pā`ia sewer line which examined over 3.54 miles of stratigraphic profiles in the exposed trenches. Six subsurface archaeological sites were documented and assigned temporary site numbers (TS) 50-Ma-C9-37, -38, and 50-Ma-B26-9, -10, -11, and -12. These sites consisted of intact cultural layers and intact (subsurface) features (pits, burials, hearths, and charcoal concentrations). Midden, artifacts, and datable material (C14 and volcanic glass) were retrieved during field work. The sites were interpreted as being associated with Hawaiian habitation and fishing activities and yielded dates ranging from A.D. 1420 to 1810.

The Baldwin Beach burial site (TS.50-Ma-C9-3 and or State Site 50-50-05-1171) consists of a burial site located along the western portions of the beach at Henry Baldwin Park. According to 1978 State of Hawai`i records, human remains have been eroding out of this site for an extended period of time (Clark and Toenjes 1987:11). This site was revisited in 1984 and 1985 and human remains were not identified at this time.

A shoreline habitation site (TS.50-Ma-B25-2 and or State Site: 50-50-05-1258) was recorded northeast of central Pā`ia and Pā`ia Bay. This site is also referred to as the "Pā`ia house and grave site". The two features consist of a rectangular boulder house foundation and a rectangular soil and coral filled pit (presumably a burial) (State of Hawai`i 1974). A combination of historic artifacts (bottle glass, ceramics, metal fragments) and traditional pre-contact type artifacts and were documented in association with this site. It is suggested that multiple occupation periods at this location spanning from pre-contact to post-contact times.

Frederickson *et al.* (1988) conducted a 34 acre archaeological inventory survey in Spreckelsville. Nine test trenches and five auger holes were excavated to detect the presence or absence of subsurface cultural materials. All excavations were void of cultural remains.

Cultural Surveys Hawaii (Toenjes *et al.* 1991) conducted subsurface testing at Site 50-50-04-2849, a cultural deposit, for the proposed approach "clear zone", north end of runway 2-20 at Kahului Airport. Radiocarbon dating of this site yielded an age ranged from A.D. 1230 to1765. A radiocarbon sample from a cultural deposit from the shoreline yielded a date range between A.D. 410 to A.D. 615, one of the oldest dates recovered from an archaeological site Hawai`i, -if deemed reliable.

International Archaeological Research Institute, Inc. (Welch 1991) conducted subsurface testing for Kanaha Beach Park addition and Kanaha airport transient apron, Kahului Airport. A total of 82 backhoe trenches were excavated throughout the project area, and no subsurface cultural remains or deposits were encountered.

Cultural Survey Hawaii (Folk et al. 1993) conducted testing for subsurface deposits in the Federal Aviation Administration Vortac Site, Kahului Airport. A total of twelve backhoe trenches were excavated throughout the project area, and no subsurface cultural remains or deposits were exposed.

Cultural Survey Hawaii (Folk et al. 2000) conducted an inventory survey of sugarcane lands proposed for development at Spreckelsville. Subsurface testing was deemed unwarranted in the sugarcane fields. No sites were identified in the 200-acre project area, but no subsurface investigations were undertaken.

Scientific Consultant Services, Inc. (McGerty et al. 2003) conducted and inventory survey for Phase II of the Spreckelsville-Baldwin Park bikeway. No surface structures or areas of exposed deposits or scatters were identified during the survey. Since Phase II of the bikeway corridor extends along previously developed areas, subsurface testing was deemed unwarranted.

Kalahau burial site (Site 1064) situated along the coast at Tavares Bay northeast of Paia Town contains traditional clay-pit and sand-dune burials.

O'Rourke (2005) conducted an archaeological inventory survey of 1400 square meters within the boundaries of the Maui Country Club. The survey was conducted in preparation for the expansion of the Clubhouse. The study documented a portion of a "late 19th / early 20th century railroad berm" (Site 50-

50-05-5563), a cistern (Site 50-50-05-5561), and a partial burial located in sand fill associated with the cistern (State Site 50-50-05-5563). Earlier, the original Clubhouse structure, designed by C.W. Dickey, was given Site 50-50-05-5502 as a historic structure. This original structure was destroyed by a *tsunami* in 1950.

Archeological Services Hawaii, LLC (ASH) (Pantaleo 2004) conducted an archaeological inventory survey of a portion of a 71-acre parcel of land in Spreckelsville, Wailuku *ahupua'a* and District, Maui Island. Due to extensive previous ground altering activities, subsurface sampling through backhoe trenching was implemented. No significant cultural remains were encountered during trenching, and no further work was recommended beyond construction monitoring. Due to the presence of human burials and other significant archeological sites in the immediate vicinity, archaeological monitoring was conducted by ASH between March and December of 2006, where no historic properties were discovered.

In 2010, Pantaleo et. al. conducted an archaeological assessment for Mr. Henry Spencer of an 55.0 acre parcel which was cultivated in sugar cane and located to the northeast at TMK 3-8-001:004. No extant historic properties were documented within the project area however based on archival research, it formerly contained the plantation camp identified as Camp One and or Japanese Camp, and an associated Korean Church and hospital (Pantaleo 2010:1).

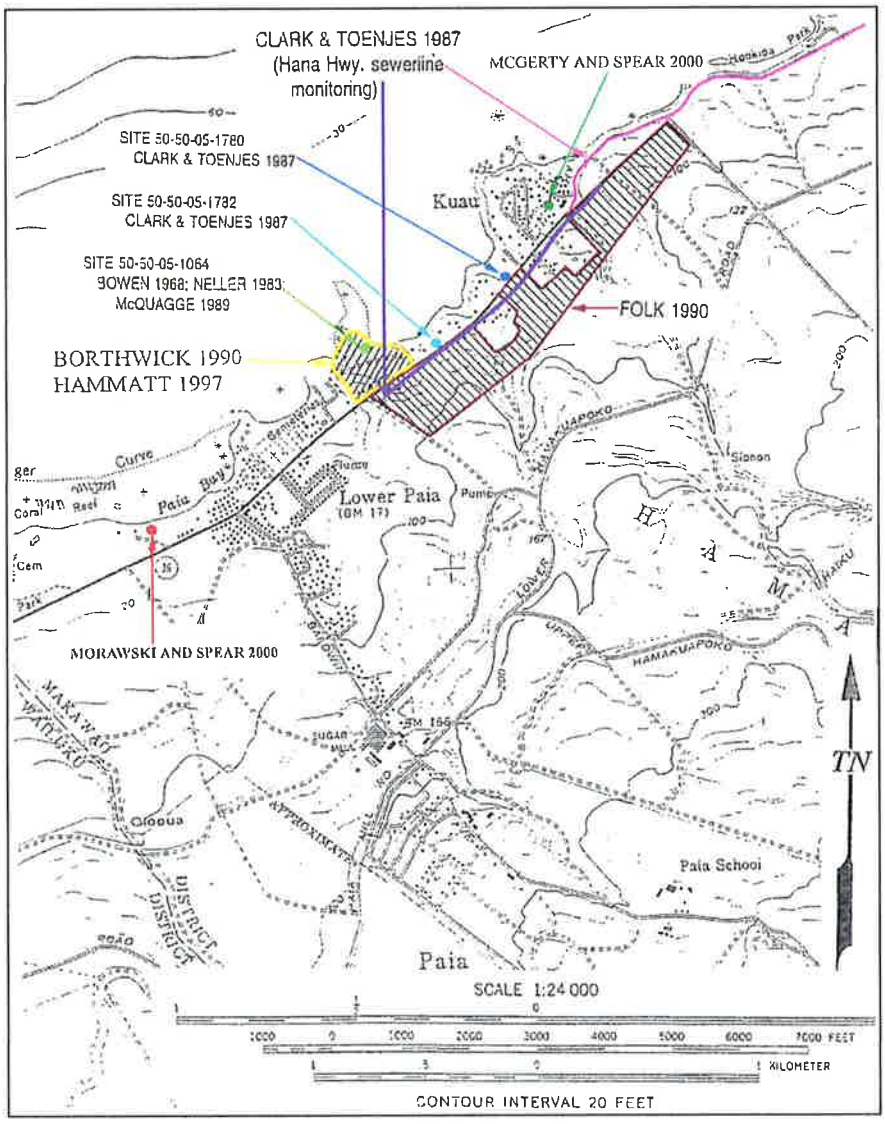

Figure 9. Previous Archaeological Studies in the Immediate area of the Project Area

SITE EXPECTABILITY

Based on previous investigations, and that the parcel has undergone compounded disturbances, remnant sites comprised of habitation (cultural layers, fire-pits, burials, refuse pits, subsurface architecture) from both the pre-Contact and historic period era's may be present.

METHODS AND PROCEDURES

A review of previous archaeological investigations in the vicinity was conducted at the SHPD library in Wailuku prior to the initiation of the testing strategy. Archaeological investigations (backhoe trenches 1-14) were conducted from 9-10 March 2010 by Mr. Nico Fuentas (B.A.) and Ms. Rochelle Barretto. Overall direction and coordination was performed by Ms. Lisa Rotunno-Hazuka (B.A.) and the Principal Investigator was Mr. Jeffrey Pantaleo (M.A.). Drafting of figures was performed by Ms. Holly Formolo (M.A.) and Ms. Mia Watson.

FIELD METHODS

The survey initially entailed conducting a pedestrian surface survey of the project area where archaeologists were spaced 5.0 meters apart. Due to prior disturbances, no surface structural remains and or midden scatters were observed, thus testing of the project area was performed through subsurface explorations. Excavations were conducted utilizing a backhoe with a 3.0 ft. wide bucket. A total of 14 locations were examined through back hoe testing.

All excavations were undertaken with the supervision of the archaeologist. The testing method employed was systematic random sampling where the areas to be analyzed are chosen at random with a subsequent pre-determined strategy (Hester et. al. 2009). "Use of this sample technique guarantees more uniform coverage of an area than would likely occur with simple random sampling" (Hester et. al. 2009:29). It allows the investigator to obtain information about the subsurface conditions across a project area that aide in determining future excavation strategies for the project area. Field notes, stratigraphic profiles, soil descriptions and photographs were recorded for each trench and soil color and texture were recorded utilizing the Munsell color system. .Location of trenches was plotted by the archaeologist utilizing tape and compass from a known surveyed point. During the course of this project, all accepted standard archaeological procedures and practices were followed.

LABORATORY PROCEDURES

Cultural materials (if recovered) and soil samples collected during trenching or recovered *in-situ* were stored in bags and labeled with provenience information, date collected, and contents. Charcoal if collected was stored in foil packets, weighed and curated until samples were sent for radiometric analysis.

RESULTS

A total of 14 backhoe trenches were excavated across the project area (currently covered in tall grasses) to sample and examine the subsurface conditions. All trenches were negative for cultural remains and averaged 4.0 m long by 1.8 m wide by 1.8 m deep (Table I and Figure 9). Table I is a summary of pertinent backhoe information and Figure 13 is a map showing the location of the trenches. These trenches are further described below along with associated stratigraphic profiles and overview photographs of the subject parcel (Figures 10-13) and trench excavations.

Table I. Summary of Backhoe Trenches 1-14

TRENCH	LOCATION	MEASUREMENTS	ORIENTATION	CULTURAL
1	NW Portion	5.0 m x 2.0 m x 2.0 m deep	290 degrees	No
2	W Central	4.0 m x 2.0 m x 1.8 m deep	290 degrees	No
3	S Central	3.0 m x 2.0 m x 1.65 m deep	290 degrees	No
4	SE Portion	4.0 m x 2.0 m x 1.85 m deep	290 degrees	No
5	NW Portion	4.0 m x 1.4 m x 1.55 m deep	340 degrees	No
6	Central	3.7 m x 1.5 m x 1.8 m deep	340 degrees	No
7	E Central	4.0 m x 2.2 m x 1.6 m deep	340 degrees	No
8	NW Portion	4.0 m x 2.2 m x 1.5 m deep	290 degrees	No
9	Central	4.0 m x 1.5 m x 1.6 m deep	290 degrees	No
10	Central	4.0 m x 2.0 m x 2.0 m deep	290 degrees	No
11	East	4.0 m x 2.0 m x 2.0 m deep	350 degrees	No
12	North	5.0 m x 1.5 m x 1.8 m deep	350 degrees	No
13	NE Portion	5.0 m x 1.7 m x 2.0 m deep	340 degrees	No
14	East	4.0 m x 1.8 m x 1.8 m deep	290 degrees	No

TR 1
TR 2
TR 3
TR 4
TR 5
TR 6
TR 7
TR 8
TR 9
TR 10
TR 11
TR 12
TR 13
TR 14
N
LOT 1
9.262 Acs.
LOT 2
339.019 Acs.
ROAD WIDENING LOT A
0.011 Acs
BALDWIN AVENUE
Temporary Parking

Figure 10.Trench Locations within Project Area (TR 1-14)

Figure 11. Overview of Project Area Showing Temporary Parking Lot to Right (View to North)

Figure 12.Overview of Project Area with Bypass Road in Background (View to West)

Figure 13. Overview of Project area with Bypass Road in Foreground (View to Southeast)

TRENCH 1

Trench 1 (TR1) was situated within the northwest portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR1 measured 5.0m long (e/w) by 2.0m wide (n/s) by 2.0m deep and was oriented 290 degrees (Figures 14, 15 and Table I). Inspection of the trench walls identified a two-layer stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layers I (0-39cmbs) is a very dark brown (7.5yr 2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of fragmented blue rock and black plastic irrigation.
Layer II (30-200+cmbs) is a dark reddish brown (2.5yr 2.5/4), silty clay, plastic, very sticky, fine-medium grain with no observed inclusions.

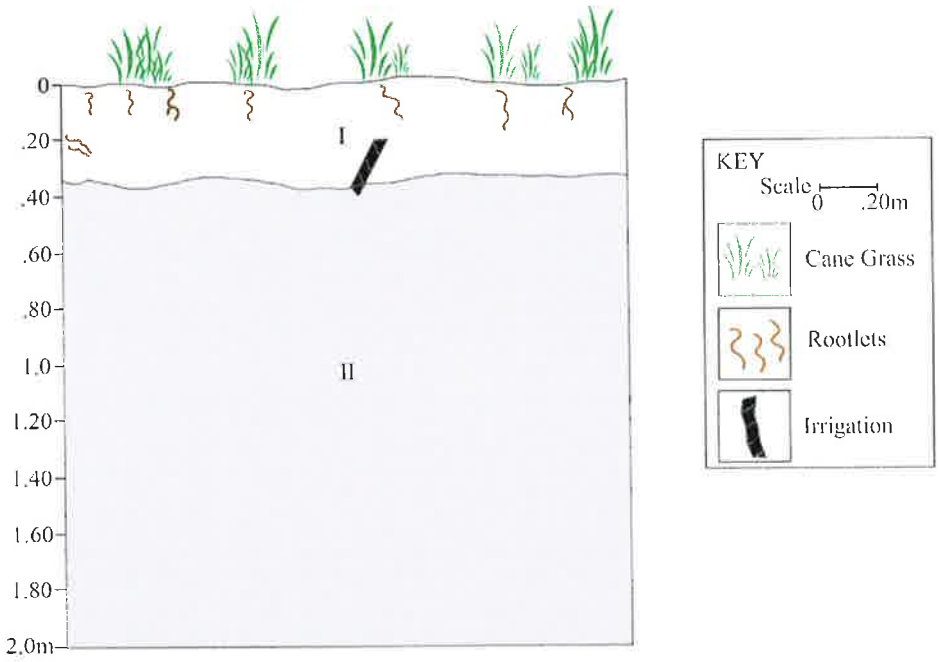

Figure 14. Stratigraphic Profile of North Wall at TR1

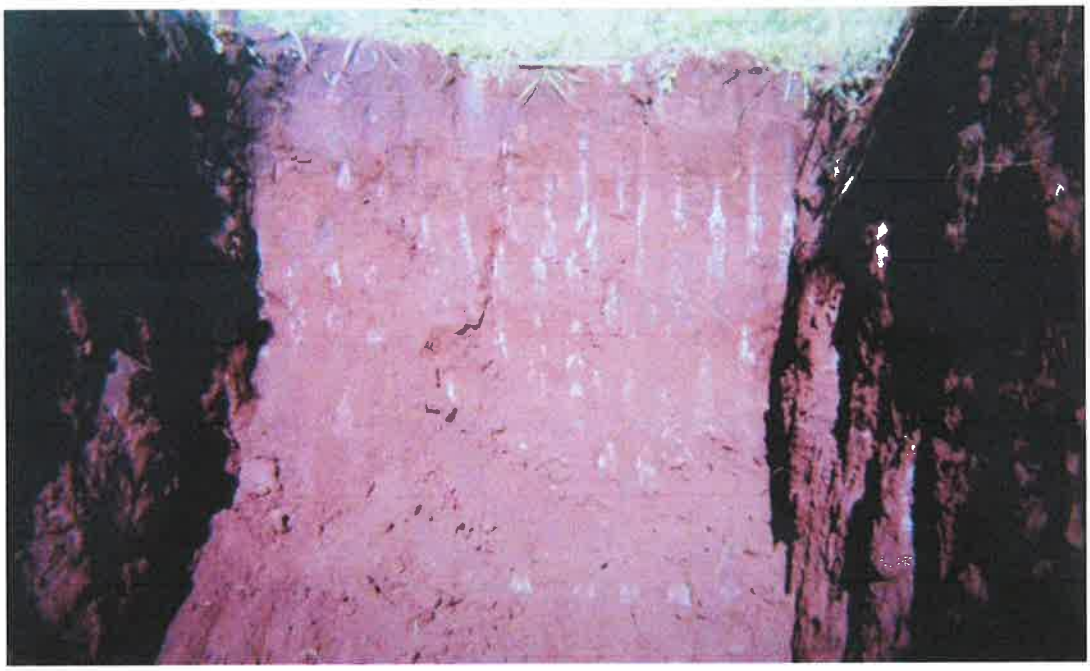

Figure 15. Photograph of North Wall at TR1

TRENCH 2

Trench 2 (TR2) was situated within the west central portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR2 measured 4.0m long (e/w) by 2.0m wide (n/s) by 1.8m deep and was oriented 290 degrees (Figures 16, 17 and Table I). Excavations revealed a tripartite-stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layers I (0-50cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of fragmented blue rock and black plastic irrigation.
Layer II (44-170cmbs) is a dark reddish brown (2.5yr 2.5/4), silty clay, plastic, very sticky, fine-medium grain with no an observed increased frequency of cobbles and large boulders.
Layer III (155-180+cmbs) is a dark yellowish brown (10yr4/4), gravely silt, slightly sticky, medium-coarse grain with moderate frequency of decomposing basalt. No other inclusions were observed.

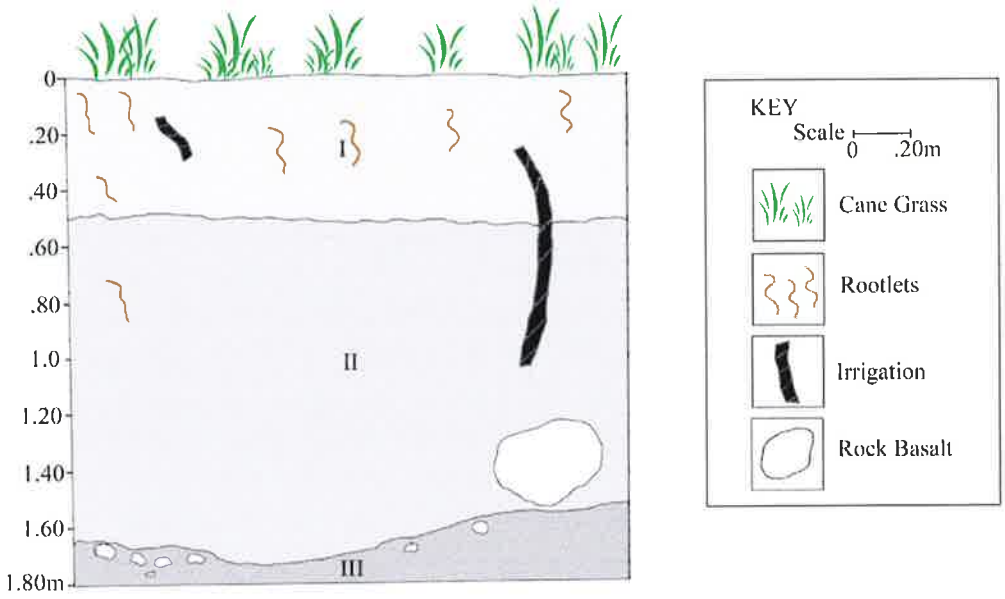

Figure 16. Stratigraphic Profile of North Wall at TR2

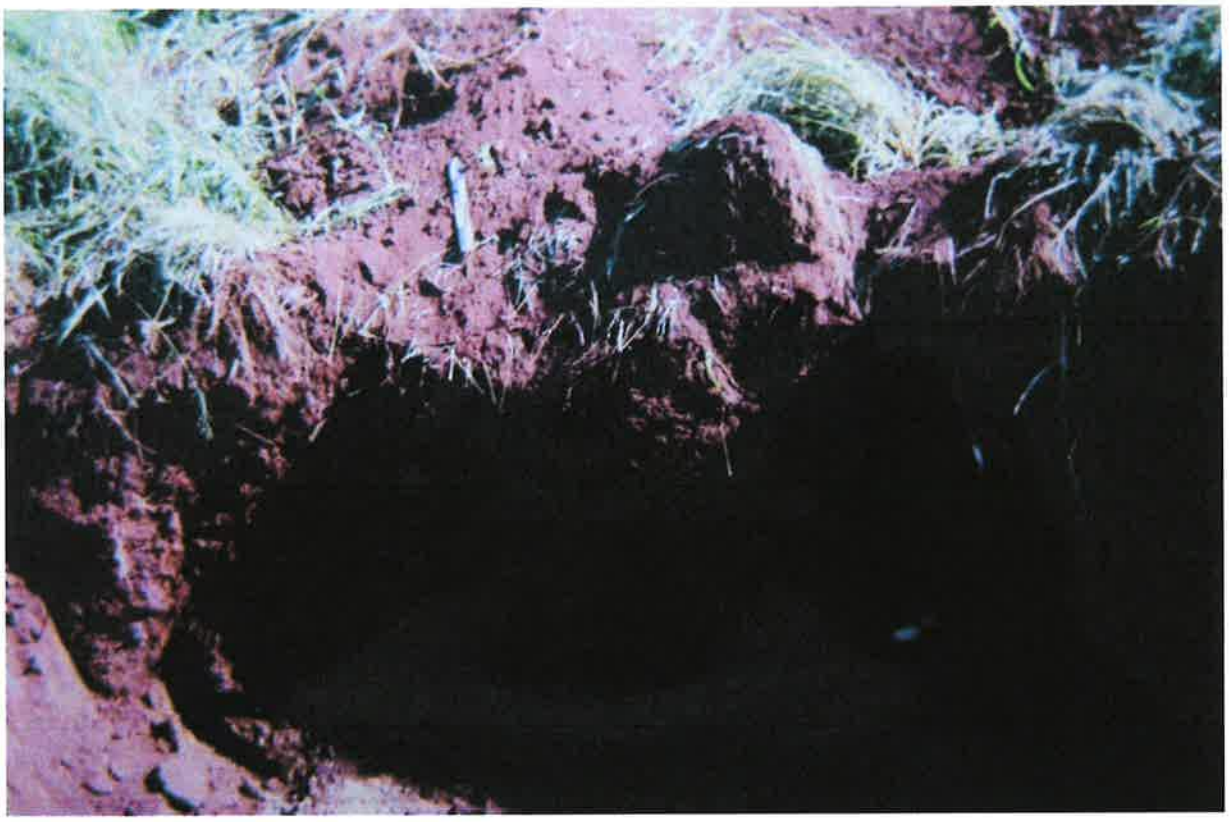

Figure 16. Photograph of North Wall at TR2

TRENCH 3

Trench 3 (TR3) was situated within the south central portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR3 measured 3.0m long (e/w) by 2.0m wide (n/s) by 1.65 deep and was oriented 290 degrees (Figures 17, 18 and Table I). A three-layer stratigraphic sequence contained no cultural layers. The soil layers are described below.

Layers I (0-28cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of fragmented blue rock and black plastic irrigation.
Layer II (24-160cmbs) is a dark reddish brown (2.5yr 2.5/4), silty clay, plastic, very sticky, fine-medium grain with no an observed increased frequency of cobbles and large boulders.
Layer III (156-165+cmbs) is a dark yellowish brown (10yr3/4), gravely silt, slightly sticky, medium-coarse grain with moderate frequency of decomposing basalt. No other inclusions were observed.

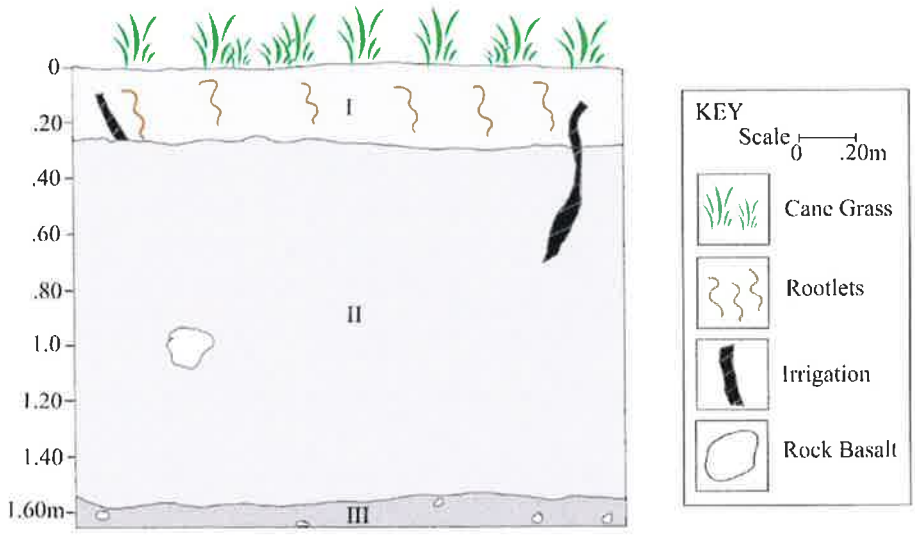

Figure 17. Stratigraphic Profile of South Wall at TR3

Figure 18. Photograph of South Wall at TR3

TRENCH 4

Trench 4 (TR4) was situated within the southeast portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR4 measured 4.0m long (e/w) by 2.0m wide (n/s) by 1.8m deep and was oriented 290 degrees (Figures 19, 20 and TableI). Excavations revealed a tripartite stratigraphic sequence which was negative for cultural remains. The soil layers are described below.

Layer I (0-48cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of fragmented blue rock and black plastic irrigation, also observed a very coarse concrete fragment.
Layer II (44-152cmbs) is a dark reddish brown (2.5yr 2.5/4), silty clay, plastic, very sticky, fine-medium grain with no an observed inclusions.
Layer III (152-180+cmbs) is a dark yellowish brown (10yr3/4), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with moderate frequency of decomposing basalt. No other inclusions were observed.

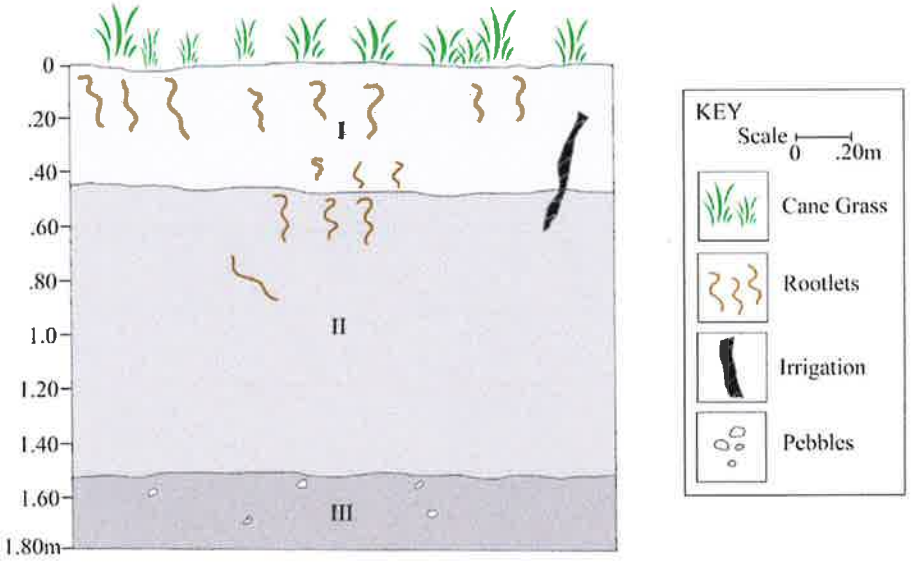

Figure 19. Stratigraphic Profile of North Wall at TR4

Figure 20. Photograph of North Wall at TR4

TRENCH 5

Trench 5 (TR5) was situated within the northwest portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR5 measured 4.0m long (n/s) by 1.4m wide (e/w) by 1.55m deep was oriented at 340 degrees and contained a three-layer profile (Figures 21, 22 and Table). No buried historic properties were discovered within TR5. The soil layers are described below.

Layer I (0-41cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of fragmented blue rock and black plastic irrigation, also observed a very coarse concrete fragment.
Layer II (40-142cmbs) is a dark reddish brown (2.5yr 2.5/4), silty clay, plastic, very sticky, fine-medium grain. Inclusions consisted of low frequencies of larger boulders primarily observed at base and east face.
Layer III (120-155+cmbs) is a dark yellowish brown (10yr2.5/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with moderate to high frequencies of cobbles and boulders.

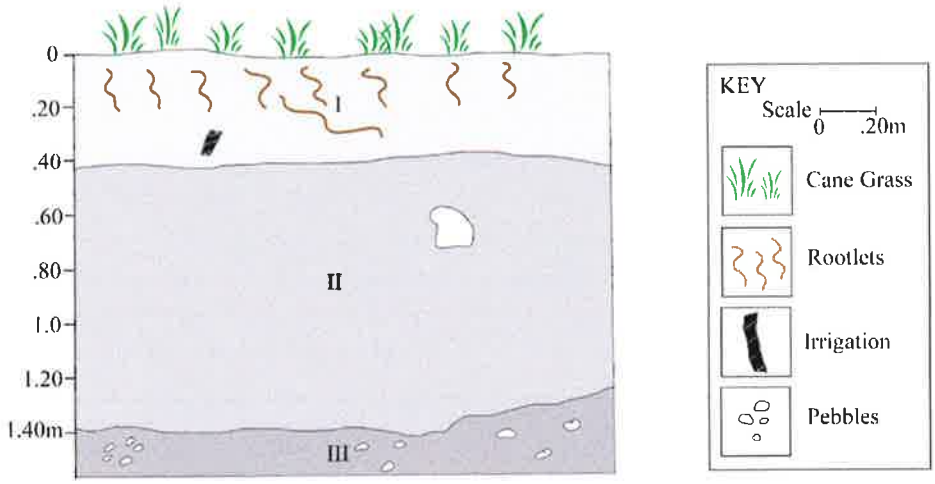

Figure 21. Stratigraphic Profile of West Wall at TR5

Figure 22. Photograph of West Wall at TR5

TRENCH 6

Trench 6 (TR6) was situated in the central portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR5 measured 3.7m long (n/s) by 1.5m wide (e/w) by 1.8m deep and was oriented 340 degrees (Figures 23, 24 and Table I). It contained a three-layer stratigraphic sequence which was negative for cultural remains. The soil layers are described below.

Layer I (0-25cmbs) is a dark reddish brown (5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consist of black plastic irrigation.
Layer II (24-136cmbs) is a very dark brown (7.5yr2.5/3), silty clay, plastic, very sticky, fine-medium grain, with no observed inclusions.
Layer III (132-180+cmbs) is a brown (10yr4/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with a moderate frequency of gravel and cobbles. No other inclusions were observed.

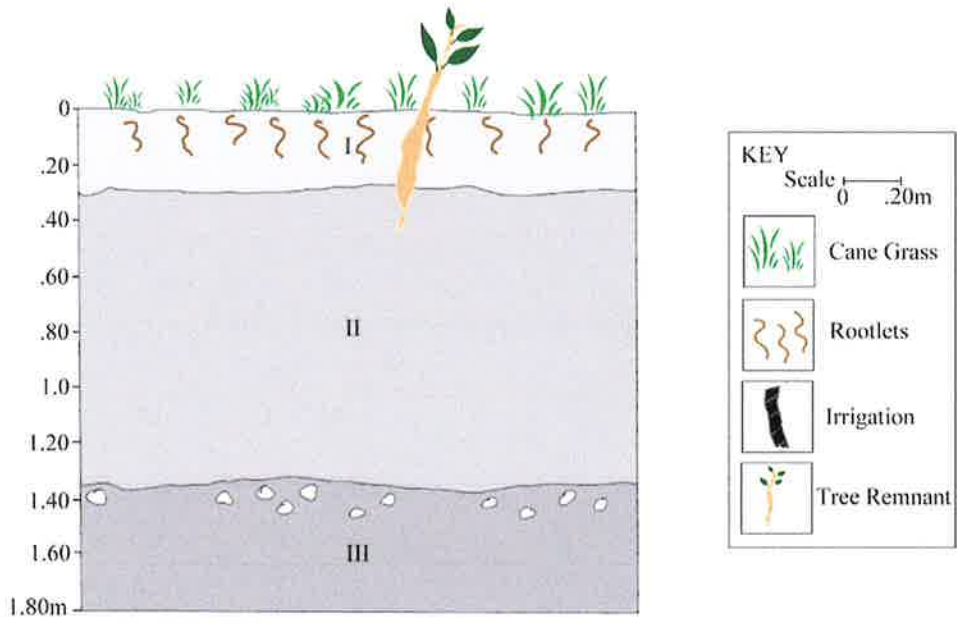

Figure 23. Stratigraphic Profile of West Wall at TR6

Figure 24. Photograph of West Wall at TR6

TRENCH 7

Trench 7 (TR7) was situated in east central portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR7 measured 4.0m long (n/s) by 2.2m wide (e/w) by 1.6m deep and was oriented 340 degrees (Figures 25, 26 and Table I). The excavations revealed a two-layer stratigraphic sequence which was negative for subsurface historic properties. The soil layers are described below.

Layer I (0-44cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of rock and black plastic irrigation.
Layer II (38-160+cmbs) is a dark red (2.5yr3/6), clay, plastic, very sticky, medium grain with no observed inclusions.

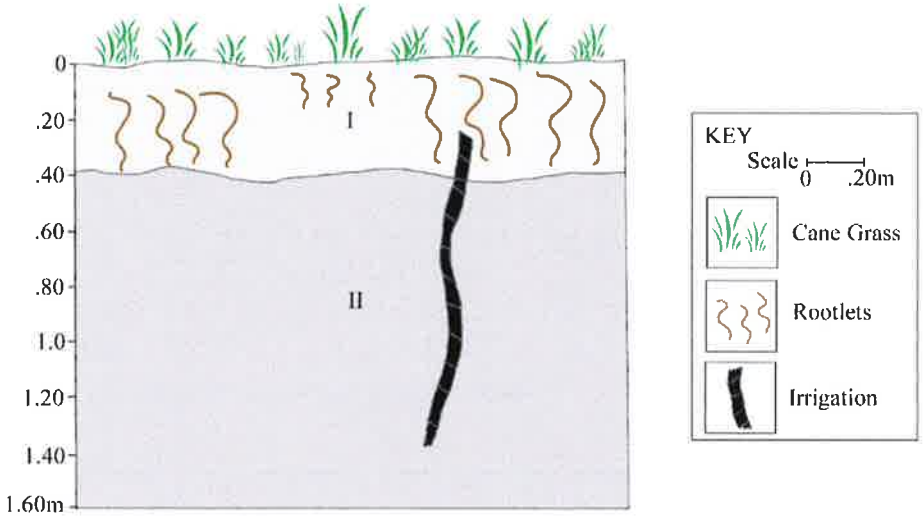

Figure 25. Stratigraphic Profile of West Wall at TR7

Figure 26. Photograph of West Wall at TR7

TRENCH 8

Trench 8 (TR8) was situated in the northwest portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR8 measured 4.0m long (e/w) by 2.2m wide (n/s) by 1.5m deep and was oriented 290 degrees (Figures 27, 28 and Table I). Inspection of the trench walls indentified a tripartite stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0- 35cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly plastic, slightly sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of rock and black plastic irrigation.
Layer II (28-120cmbs) is a dark reddish brown (5yr2.5/2), silty clay, plastic, sticky, medium grain, with low frequencies rocks. No other inclusions were observed.
Layer III (112-140+cmbs) is a dark brown (10yr3/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with a moderate frequency of gravel. No other inclusions were observed.

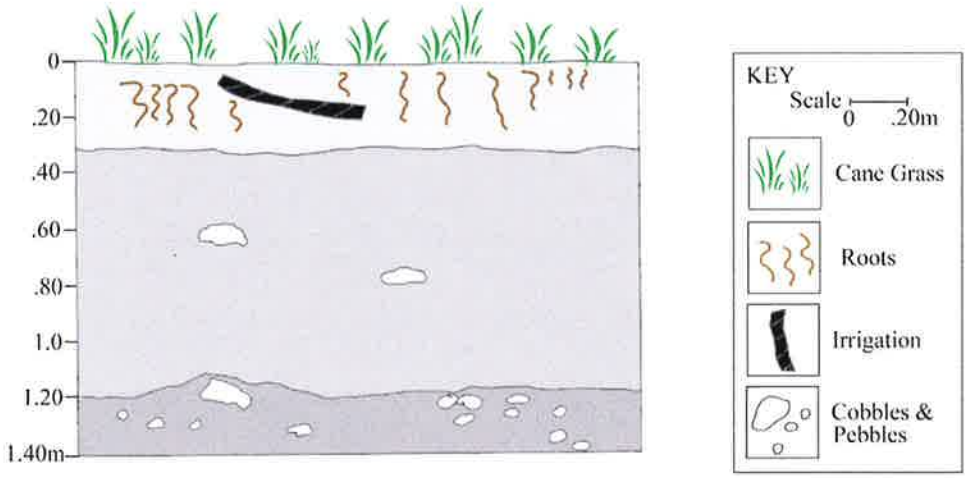

Figure 27. Stratigraphic Profile of North Wall at TR8

Figure 28. Photograph of North Wall at TR8

TRENCH 9

Trench 9 (TR9) was situated in the central portion of the project area to ascertain the presence or absence of subsurface cultural remains. TR9 measured 4.0m long (e/w) by 1.5m wide (n/s) by 1.6m deep, was oriented at 290 degrees and contained a three-layer stratigraphic sequence (Figures 29, 30 and Table I). Inspection of the soils revealed no cultural materials and the soil layers arefurther described below.

Layer I (0-38cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly plastic, slightly sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of rock and black plastic irrigation.
Layer II (38-130cmbs) is a dark reddish brown (5yr2.5/2), silty clay, plastic, sticky, medium grain, with low frequencies rocks. No other inclusions were observed.
Layer III (70-160+cmbs) is a dark brown (10yr3/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with a moderate frequency of gravel. No other inclusions were observed.

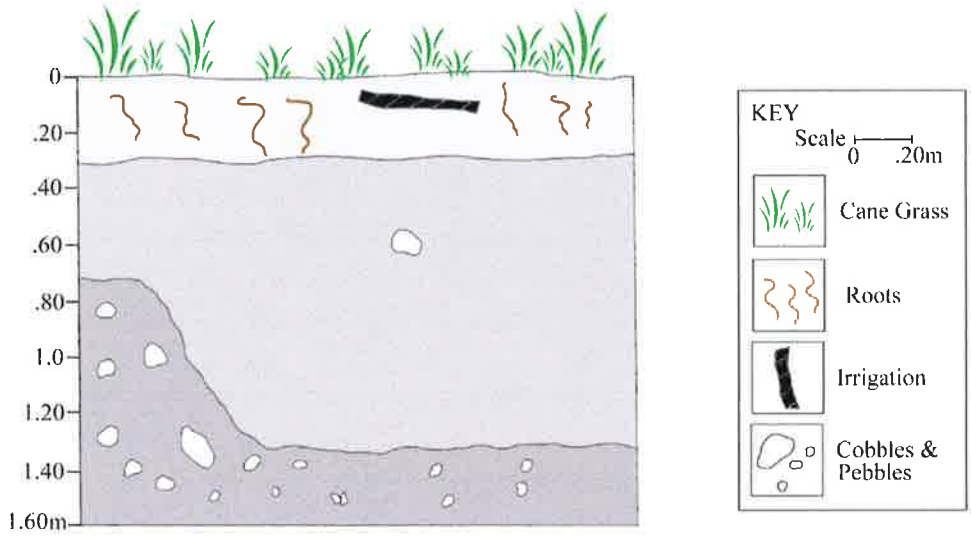

Figure 29. Stratigraphic Profile of North Wall at TR9

Figure 30. Photograph of North Wall at TR9

TRENCH 10

Trench 10 (TR10) was situated in the central portion of the project area to ascertain the presence or absence of the subsurface cultural remains. TR10 measured 4.0m long (e/w) by 2.0m (n/s) by 2.0m deep and was oriented at 290 degrees (Figures 31, 32 and Table I). It contained a three- layer stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0-44cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of rock and black plastic irrigation.
Layer II (40-184cmbs) is a dark red (2.5yr3/6), clay, plastic, very sticky, medium grain with no observed inclusions.
Layer III (180-200+cmbs) is a dark brown (10yr3/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with a moderate frequency of gravel. No other inclusions were observed.

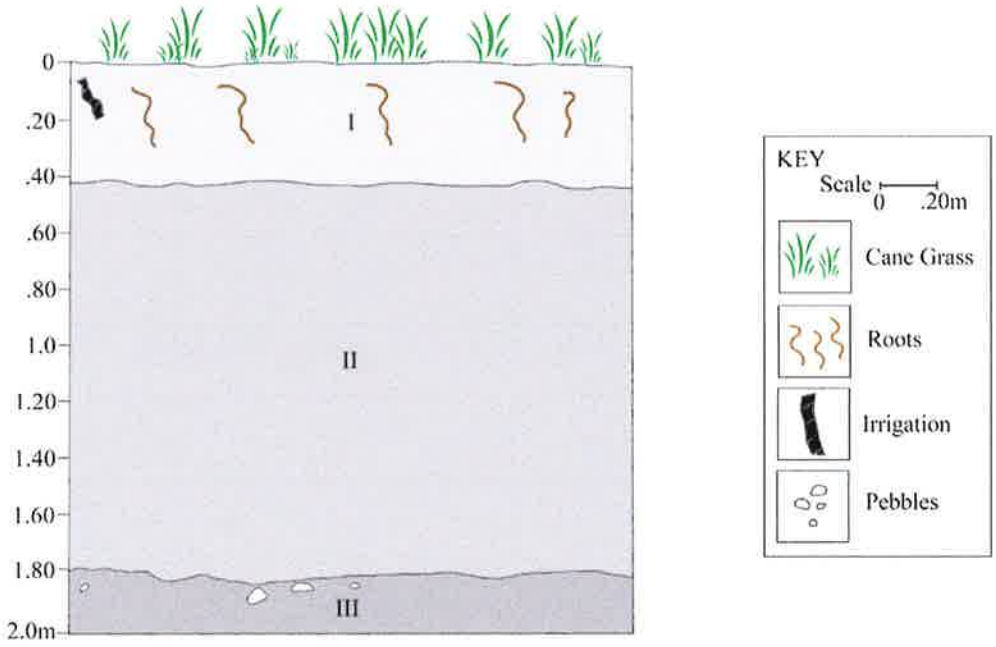

Figure 31. Stratigraphic Profile of North Wall at TR10

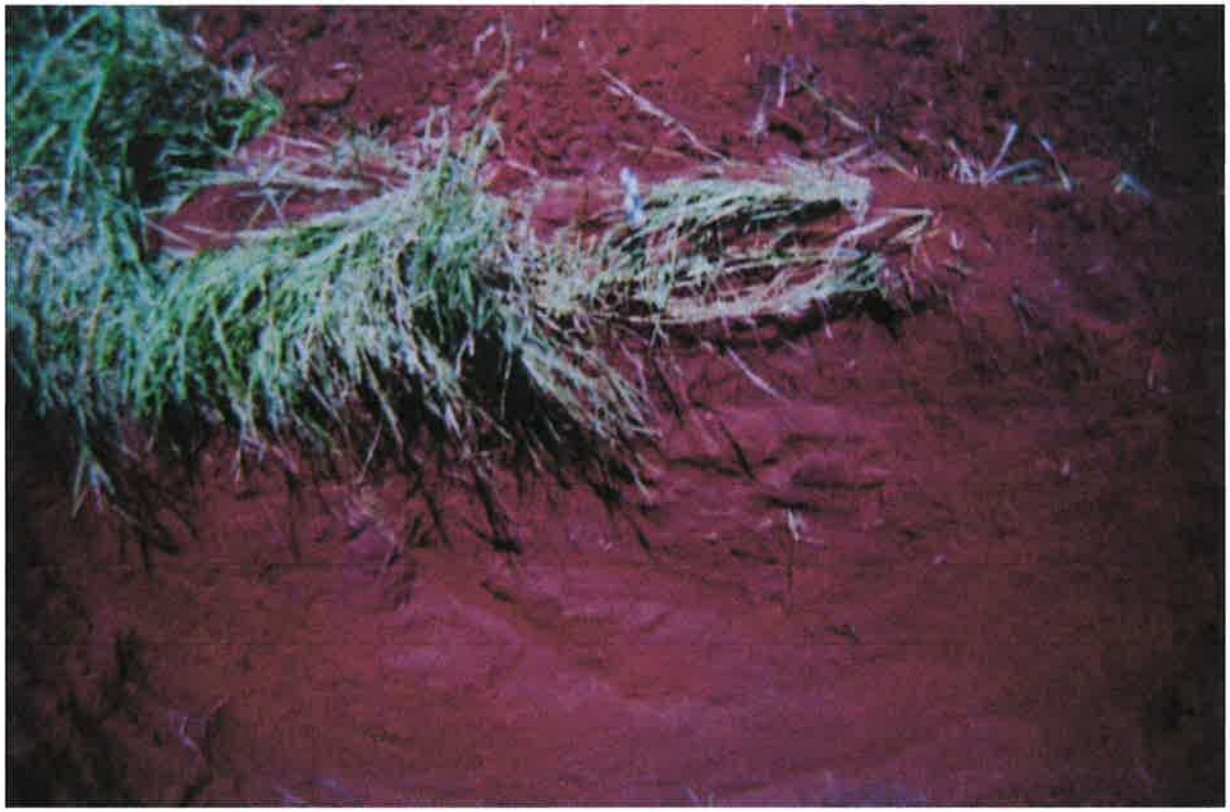

Figure 32. Photograph of North Wall at TR10

TRENCH 11

Trench 11 (TR11) was situated in the east portion of the project area to ascertain the presence absence of subsurface cultural remains. TR11 measured 4.0m long (e/w) by 2.0m wide (n/s) by 2.0m deep and was oriented 290 degrees (Figures 33, 34 and Table I). Excavations revealed a three- layer stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0-36cmbs) is a very dark brown (7.5yr2.5/2), clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. Inclusions consisted of low frequencies of rock and black plastic irrigation.
Layer II (32-182cmbs) is a dark red (2.5yr3/6), clay, plastic, very sticky, medium grain with no observed inclusions.
Layer III (176-200+cmbs) is a dark brown (10yr3/3), gravely silt, slightly plastic, slightly sticky, medium-coarse grain with a moderate frequency of gravel. No other inclusions were observed.

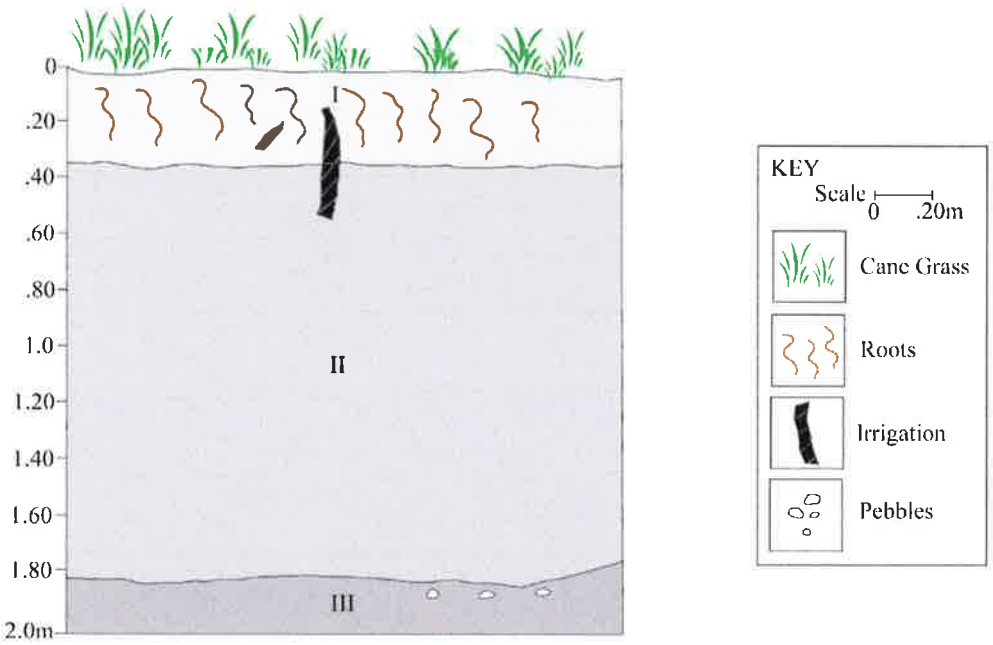

Figure 33. Stratigraphic Profile of North Wall at TR11

Figure 34. Photograph of North Wall at TR11

TRENCH 12

Trench 12 (TR12) was situated in the north portion of the project area to ascertain the presence or absence of subsurface cultural layers. TR12 measured 5.0m long (n/s) by 1.5m wide (e/w) by 1.8m deep and was oriented 350 degrees (Figures 35, 36 and Table I). Inspection of the trench walls identified a tripartite stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0-24cmbs) is a very dark brown (7.5yr2.5/2) clayey silt, slightly-plastic, sticky, fine-medium grain with moderate frequency of roots and rootlets. No inclusions were observed.
Layer II (20-180cmbs) is dark reddish brown (2.5yr2.5/4) silty clay, plastic, sticky, medium grain, with no observed inclusions.
Layer III (176-180+cmbs) is very dark brown (2.5yr2.5/3) silty clay, plastic, sticky, fine-medium grain with no observed inclusions.

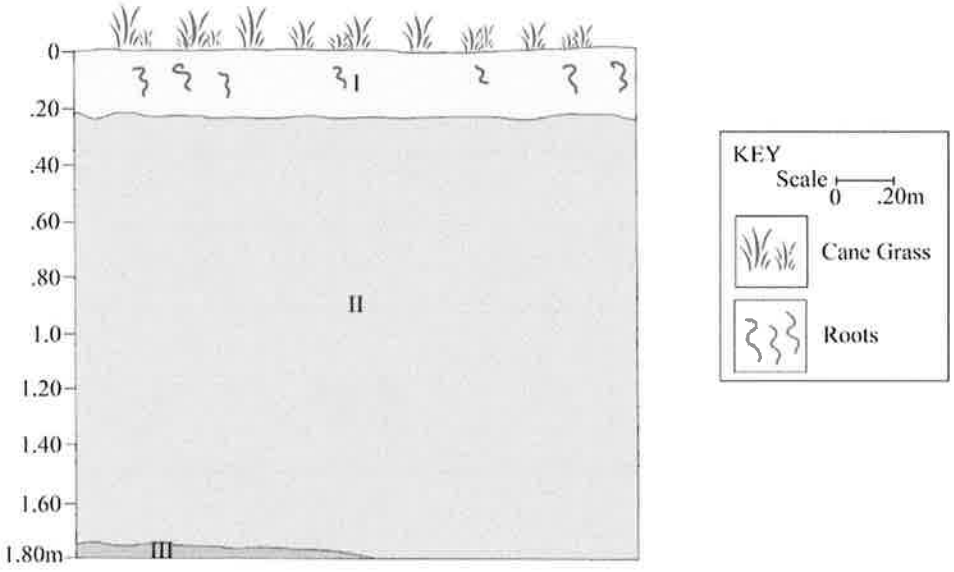

Figure 35. Stratigraphic Profile of East Wall at TR12

Figure 36. Photograph of East Wall at TR12

TRENCH 13

Trench 13 (TR13) was situated in the northeast portion of the project area to ascertain the presence or absence of subsurface cultural layers. TR13 measured 5.0m long (n/s) by 1.7m wide (e/w) by 2.0m deep and was oriented 350 degrees (Figures 37, 38 and Table I). Excavations documented a tripartite stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0-20cmbs) is very dark brown (7.5yr2.5/3) clayey silt, slightly plastic, slightly sticky, fine-medium grain with low frequencies of roots and black plastic irrigation.
Layer II (20-152cmbs) is a dark reddish brown (2.5yr2.5/4) silty clay, plastic, sticky, medium grain with no observed inclusions.
Layer III (152-200+cmbs) is a very dusky red (2.5yr2.5/2) silty clay, slightly plastic, slightly sticky, medium-coarse grain with no observed inclusions.

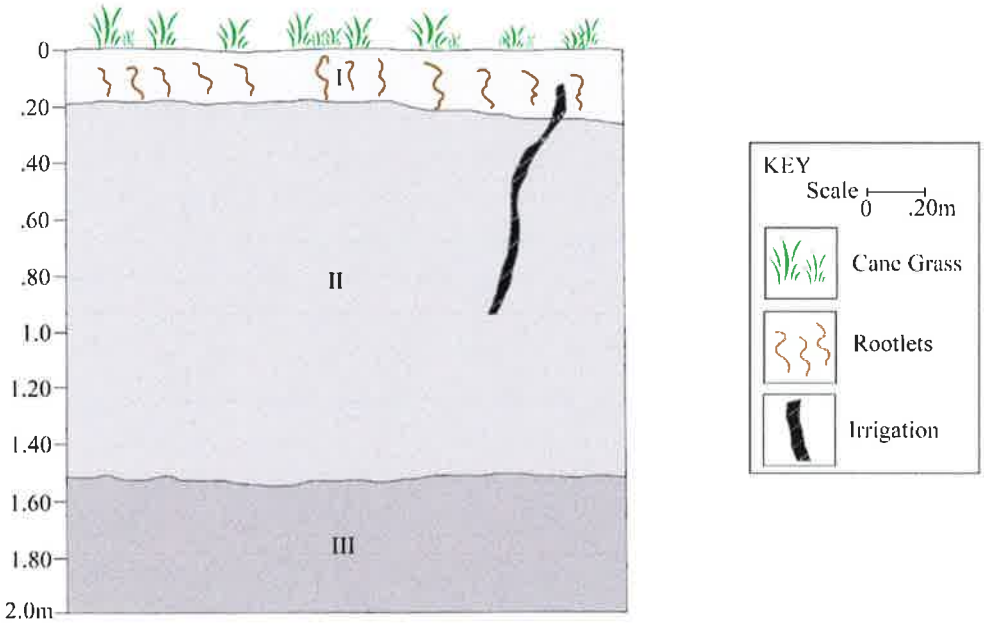

Figure 37. Stratigraphic Profile of East Wall at TR13

Figure 38. Photograph of East Wall at TR13

TRENCH 14

Trench 14 (TR14) was situated in the temporary parking lot adjacent to the USPS (east portion of project area) to ascertain the presence or absence of subsurface cultural layers. TR14 measured 4.0m long (n/s) by 1.8m wide (e/w) by 1.8m deep and was oriented 340 degrees (Figure 39, 40 and Table I). Inspection of the trench walls identified a 2 layer stratigraphic sequence which contained no cultural layers. The soil layers are described below.

Layer I (0-22cmbs) is a very dark brown (7.5yr2.5/2) clayey silt, slightly plastic, slightly sticky, fine-medium grain with no observed inclusions.
Layer II (23-184+cmbs) is a dark red (2.5yr3/6) silty clay, plastic, sticky, fine-medium grain with no observed inclusions.

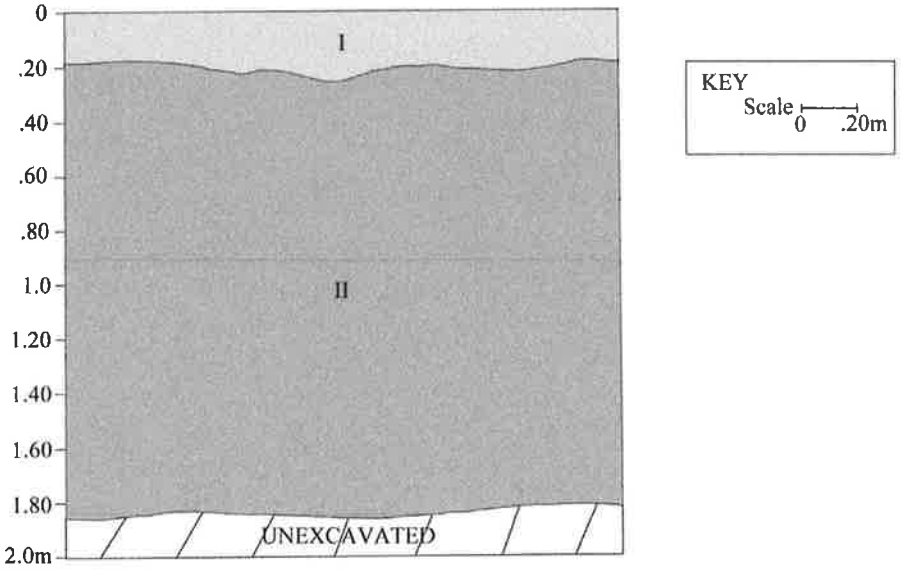

Figure 39. Stratigraphic Profile of East Wall at TR14

Figure 40. Photograph of East Wall at TR14

DISCUSSION

A total of 14 backhoe trenches were executed across the subject parcel to ascertain presence absence of subsurface historic properties. Since the project area was actively cultivated in sugarcane, examinations of the parcel focused on subsurface explorations, however a pedestrian survey was initiated to observe exposed areas of the surface for scattered cultural materials and to prepare a research testing design. The testing method employed was systematic random sampling where the areas to be analyzed are chosen at random with a subsequent pre-determined strategy. As previously discussed, this strategy guarantees a more uniform coverage of an area than would likely occur with simple random sampling (Hester et. al. 2009:29).

During the testing program, no subsurface cultural remains were identified within the 14 backhoe trenches. The negative findings are likely due to a combination of several factors. The intensity of sugar

cane cultivation for over 100 years has obscured or obliterated the pre-Contact record (sugar cane till zone ranges from 10 inches (.25 m) to 1.0 ft. 8 inches (.50 m) feet deep, the resultant data may be a sampling error, and or may exemplify that this section of the parcel was not utilized for historic habitation, rather just agriculture.

RECOMMENDATIONS

The subject parcel has been intensively cultivated for numerous decades which has disturbed the upper soil horizons up to approximately 2.0 ft. Nevertheless, due to the project area's close proximity to the shoreline and historic Paia Town, coupled with only a sampling of the area being tested, remnant features may be extant and some level of archaeological monitoring is recommended and dependent on the proposed development plans. For example, minimal grading up to 1.0 foot across an expansive area (roads, parking lots, sidewalks etc.) may initially be monitored to analyze the potential for disturbed historic properties. If no cultural materials are identified, monitoring may only be warranted for excavations below the till zone as cultural remains have been identified in Wailuku, Kula and Olowalu below the active till-zone.

Prior to any ground-altering activities, a Monitoring Plan detailing the above proposed mitigation measures will be prepared and submitted to the State Historic Preservation Division (SHPD).

B

Appendix B

Environmental Site Assessment

MALAMA
Environmental

Environmental Site Assessment:
Phase I Investigation – Paia 2020 LLC

Property: ***Paia 2020 LLC***
9 Acres Vacant Land
PAIA, MAUI, HAWAII 96779
T.M.K. (2) 5-005-018-001

Prepared for: MR. HENRY SPENCER
Paia 2020 LLC
P.O. BOX 790478
PAIA, HI 96779

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental professional* as defined in 312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the *subject property*. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR part 312.

Brian P. Carey, *B.S. Geology,*
Senior Geologist

- *Professional Geologist (California)*

7-11-11
Date

John S. Vuich, *M.S. Geological Engineering*
Project Supervisor

- *Registered Environmental Assessor No. 1433 (California)*
- *Professional Geologist (California)*
- *Certified Environmental Manager (Nevada)*

7-11-11
Date

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Disclosure

This document contains the results of services performed on this Project by **Malama Environmental (MEV, LLC)** pursuant to Agreement. The results represent the application of a variety of scientific and analytical disciplines that have been rendered using the standard of care, skill, and diligence normally provided by professionals in the performance of similar services under similar circumstances.

MEV assessments are intended to reduce, but not eliminate, uncertainty regarding recognized environmental conditions in connection with the Subject Site, as conducted within reasonable limits of time and cost. A general consensus of EPA's guidance on landowner liability is that *no environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property.*

The use of this document and the results reported are limited to the services performed and areas examined as described in this document and no inferences are intended with respect to anything not described herein.

MEV is not responsible for conditions or consequences arising from relevant data, facts, and information that were concealed, missing, withheld, not fully disclosed, or not reasonably available at the time these services were performed. **MEV** is not responsible for any indirect, incidental, or consequential damages of any nature arising from any cause.

MEV has no beneficial economic interest in the Project other than as an independent professional organization performing the agreed services. **MEV's** warranties are as described above and there are no other warranties of any kind, expressed or implied, regarding the services.

Executive Summary

Introduction

This Phase I Environmental Site Assessment (ESA) has been prepared for Mr. Henry Spencer of Paia 2020 LLC and was conducted pursuant to Malama Environmental's (MEV's) written proposal and contract accepted by Mr. Spencer on May 19, 2011. This investigation and report format follows the guidelines of the American Society of Testing and Materials (ASTM) Publication E1527-05, which is recognized by 40 CFR Part 312 as an acceptable guidance document for satisfying the EPA's final "*All Appropriate Inquiries*" rule.

Site Description

The subject site, known as a vacant lot owned by Paia 2020 LLC, is located in Paia town adjacent to Baldwin Avenue. The site consists of one (1) individual parcel of land measuring approximately 9 acres in total area. The site is further described on the Tax Maps of the State of Hawaii as Division 2, Zone 2, Section 5, Plat 005, Parcel 001. The site is bordered by Paia Post Office to the south, Baldwin Avenue to the east, and Paia Bypass Road to the southwest. The parcel is a fallow sugarcane field and is mostly undeveloped. The southeastern portion of the site has been developed as a gravel parking lot.

Intended Use of Property

The purpose of this project is to provide an environmental assessment of recognized environmental conditions for 9 acres of land proposed for development of commercial, office, residential, parking and senior housing.

Records Review

The purpose of a records review is to obtain and review records that will help identify ***recognized environmental conditions*** in connection with the subject property. The services of Environmental Data Resources, Inc. (EDR) were utilized to compile the database listings.

Our records review did not discover any current/on-going investigation of the subject site under any programs conducted by a federal, state, or local environmental agency.

No risk sites were identified in the vicinity of the subject property.

Site Reconnaissance

A site investigation focuses on obtaining information indicating the likelihood of identifying physical ***recognized environmental conditions*** in connection with the property and assessing the subject property in relation to surrounding land uses and natural surface features. It includes a physical inspection of the real property and any on-site facilities.

On May 19, 2011, MEV geologist Mr. Brian Carey conducted an overall site inspection of the subject site. Accessible areas of the property were visually and physically inspected.

The following are significant observations of field conditions: (Appendix A, Figure 2 Site Plan)

- Visually identified regulated waste items (i.e. one derelict vehicle).
- Pole-mounted electrical transformers along the northern property boundary.

Conclusions

Recognized environmental conditions, as defined by ASTM Standard E1527-05, are the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an

existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property, or into the ground, groundwater, or surface water of the property.

Recognized environmental conditions are described with regard to (1) the nature and extent of the environmental condition, (2) potential or actual environmental threat, (3) potential for transport (migration) of any environmental conditions, and (4) consideration for further investigation. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

MEV has performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of the ASTM Practice E 1527-05 for the subject property, located between the Paia Post Office, Baldwin Avenue, and Paia Bypass Road in Paia, Maui, Hawaii [TMK (2) 2-5-005-018] defined as the subject property. Any exceptions to or deletions from this practice are described in Section 1.4, Limitations and Exceptions, of this report.

This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property.

- ***Database Listings***

  The subject site is not listed. No risk sites were located in close proximity to the subject property.

- ***Current and Historic Use or Storage of Hazardous and Regulated Substances***

  There is no evidence of any historic or current misuse or significant spills of hazardous or regulated substances on the subject property.

  Sugarcane and pineapple agriculture had been previously active on the subject property for several decades, and is still active on the adjacent property to the west and southwest. Pesticide and fertilizer use are both related to the above noted activities. MEV obtained no evidence of any dedicated pesticide storage or mixing sites on the property or of any chemical misuses.

  According to Hawaii Administrative Rules, Chapter 128D Environmental Response Law, the presence of agricultural chemicals, resulting from the legal application of a pesticide product, does not constitute a release of a hazardous substance and is not considered a recognized environmental condition.

  However, for residential development, it is common practice to conduct a limited soil sampling program on former agricultural lands to ensure residual pesticide concentrations (if any) are at acceptable levels. Given that the assessment protocol and this investigation conducted by MEV did not substantiate nor observe any indicators of chemical storage or on-site chemical mixing, MEV believes that the risk potential for residual chemicals to remain in the soil at levels above the State action concentration, should not be an environmental concern at this time for the intended development. That being stated, the decision to conduct any such sampling of the soils therefore, remains with the developer/owner.

*The concerns listed below may not be considered **recognized environmental conditions** by ASTM definition, however, they may be considered regulated under other environmental laws and ordinances and may present a potential liability to the property owner.*

- ***Waste Management Practices***

  A limited amount of dumping (one derelict vehicle) was evident on the subject property. Management of these wastes should be performed in a manner that complies with all local, state, and federal regulations as applicable to the waste type.

Due to the large size of the property and the heavily vegetated areas, not all of the subject property was visibly inspected. Therefore, it is important to note that if clearing the property commences and large amounts of construction debris or unidentifiable substances (containers) are discovered, proper waste identification, testing and applicable federal, state and/or county waste handling/disposal regulations are followed.

The concerns listed above are presented as a matter of record. They, collectively or independently, do not have any significant impact on the environment, and are not considered by MEV to devalue the subject property at this time in any way.

The conclusions stated above should not be construed to mean that any regulatory agency would have the same opinion as this author, nor is any implication proposed therefrom.

The results of this environmental assessment are intended for general reference purposes only and are not intended as legal advice. The advice of legal counsel should be sought in regard to individual facts, circumstances and interpretation of environmental liability.

Environmental Site Assessment

Phase 1 Investigation

1.0 INTRODUCTION

A Phase I Environmental Site Assessment (ESA) is conducted to determine if a site may be contaminated with hazardous or toxic substances or wastes resulting from current or past site activities, unauthorized dumping or disposal, or migration of contaminants from adjacent or nearby properties. Its goal is to identify ***recognized environmental conditions*** on a property that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products. These release conditions apply to structures on the property as well as the soil, groundwater, or surface water of the property. The American Society of Testing and Materials (ASTM) Standard 1527-05, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process, is used to "...define good commercial and customary practices for conducting an environmental site assessment of a parcel of commercial real estate."

1.1 Purpose

The study objectives are to characterize the environmental setting of the subject property, to identify any obvious activity of environmental concern that may have occurred at or near the site, and to evaluate potential migration pathways for any identified contaminants. It may also address any activities that affect future considerations for potential environmental impairment to the property.

Another function of this Phase I ESA is to conduct an *all appropriate environmental inquiry* in response to the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, the EPA's final rule (40 CFR Part 312), and similar state and local regulations. An ESA "all appropriate inquiry" may provide the buyer, receiver, or lender making a loan secured by the subject real property with a basis to qualify for the *innocent landowner, contiguous property owner, or bona fide prospective purchaser defense* should any legal action be initiated for environmental impairment to the property.

ASTM Publication E1527-05 is recognized by 40 CFR Part 312 as an acceptable guidance document for satisfying the EPA's final "*All Appropriate Inquiries*" rule.

1.2 Detailed Scope of Services

This Phase I ESA has been prepared for Mr. Henry Spencer of Paia 2020 LLC and was conducted pursuant to Malama Environmental's (MEV's) written proposal and contract accepted by Mr. Spencer on May 19, 2011.

There were no other additional services requested of MEV by the Client.

1.3 Significant Assumptions

The assessment of ***recognized environmental conditions*** relies on: 1) sources of actual knowledge, 2) thorough appropriate inquiry, 3) reviewing reasonably ascertainable documents and records, and 4) conducting a visual and olfactory reconnaissance. In conducting this ESA, MEV has relied on the truthfulness of its inquiry sources and the validity of reviewed records. If obvious indications or MEV actual knowledge contradicted the reported/reviewed information sources, it has been so stated in the appropriate sections of this report.

1.4 Limitations and Exceptions

The investigation performed for this report includes the components of an *all appropriate inquiry* regarding the potential for contamination to exist or have occurred at this site. This investigation is also the basis of an *all appropriate inquiry* into the presence or likely presence, release or threatened release, of hazardous substances and petroleum products at this real property. As indicated earlier, this Phase I Environmental Site Assessment was prepared according to guidelines presented in (ASTM E-1527-05).

Since no ESA can eliminate uncertainty regarding the potential for ***recognized environmental conditions*** in connection with a property, the limiting intent of this investigation is to reduce the uncertainty to an appropriate level. Minimal requirements for the Phase I ESA include a review of historical records, a review of files and databases compiled by regulatory agencies, interviews with current owners and/or occupants of the property, and a field reconnaissance of the subject site and adjacent areas.

This ESA also takes into consideration the evaluation of other substances and products that are or may be interpreted as excluded under CERCLA. Commonly, these substances are of concern in commercial real estate transactions under current custom and usage and may include, but are not limited to, radon, l6ead-in-drinking water, and Special Environmental Resources. Where appropriate, MEV has considered environmental concerns of other federal, state, and local regulations.

Some database resources developed for Maui County are not readily attainable in a useful form or are not cross-referenced in a manner as to be readily discernible. The Maui County Fire Department maintains an electronic database that dates back to January 2000. Information and records prior to 2000 exist on file, as hardcopies, at the Department of Fire and Public Safety Office.

Databases and records utilized for this investigation were limited to those that are reasonably ascertainable; that is, they had to be publicly available, obtainable from its source within reasonable time and cost constraints, and practically reviewable with regard to volume, sorting, and organization. Additionally, the services of *Environmental Data Resources, Inc.* (EDR) were utilized to compile the environmental database listings. See Appendix B.

1.5 Data Gaps

MEV did not encounter any significant *data gaps* during the course of this Phase I ESA Investigation that would affect the ability of the *Environmental Professional* to identify *recognized environmental conditions* pertaining to the subject property.

1.6 Special Terms and Conditions

As a standard practice, a confidential client privilege was initiated by MEV for the work performed and contents of this report. MEV shall ensure that its officers, employees, agents, and independent contractors do not disclose this report or any information contained therein to any person without the proper knowledge and written consent from the Client (or as otherwise required by law). MEV shall ensure that each of its officers, employees, agents, and independent contractors understand and obey these requirements.

The information and opinions provided herein are intended as background data and planning guidance to interested parties. This should not be construed to mean that any regulatory agency would have the same opinion as MEV, nor is any implication proposed.

MEV has performed this study in a competent and professional manner. Since there may be hidden or unknown conditions that may be missed during this inspection, MEV cannot warrant the actual site conditions described in this report.

2.0 SITE AND REGIONAL DESCRIPTION

Refer to Figure 1, Regional Setting Map, in Appendix A, for a depiction of the general setting of the subject site in relation to topographic features. Also depicted are the projected groundwater flows, regional surface water flows, and locations of other significant physical features or structures. A regional aerial photo Figure 2 (Site Plan) and Figure 3 (Tax Map Key) are also provided in Appendix A.

2.1 Location and Legal Description

The subject site, known as Paia 2020 LLC, is located in Paia south of (mauka) Hana Highway, and west of/adjacent to Baldwin Avenue, Maui, Hawaii. The site is further described on the Tax Maps of the State of Hawaii as a portion of Division 2, Zone 2, Section 5, Plat 5, Parcel 18.

2.2 Site and Vicinity General Characteristics

The parcel comprises approximately 9 acres of mostly vacant, fallow sugarcane land. An approximate 1-acre portion of the southern portion of the site is developed as a gravel parking area. The parcel lies between Baldwin Avenue (east of the site) and Paia Bypass Road (west of the site). The site can be accessed from either road by foot traverse. The United States Post Office Paia Branch borders the site to the south, and residential homes border the site to the north.

The predominant vegetation is Kiawe trees, lowland shrubs, grasses and cacti. The surrounding regional land uses consist of residential (north and east), commercial/retail (north and east), and agricultural land for sugarcane production (west and south). At the closest point, the Pacific Ocean is approximately 850 feet directly northwest of the subject site (Appendix A, Figure 2). Photos of select property boundaries are provided in Appendix A.

Topography of the property is varied, but generally slopes from east to west. The nearest prominent natural feature is the Pacific Ocean to the north (Appendix A, Figures 1 and 2).

2.3 Description of Structures, Roads, Other Improvements

The property is vacant and has no structures, roads, or other improvements onsite. An approximate 1-acre portion of the southern portion of the site is developed as a gravel parking area for local businesses.

2.4 Current Use of the Property

As noted above, the site is undeveloped except for a gravel parking lot.

2.5 Current Uses of the Adjoining Properties

The current uses of the adjoining properties as observed by the investigator during the site reconnaissance are as follows (see also Appendix A, Figure 2, Site Plan):

• *Northern Adjoining Property:*	Residential homes
• *Eastern Adjoining Property:*	Baldwin Avenue, then mixed commercial/residential use
• *Southern Adjoining Property:*	United States Post Office and Paia Bypass Road
• *Western Adjoining Property:*	Paia Bypass Road, then active sugarcane production

3.0 USER PROVIDED INFORMATION

As a standard of practice, the following information was requested from the Client during the preliminary phases of this investigation:

- Title records and knowledge of environmental liens or activity and land use limitations (AULs);
- Personal, specialized knowledge or experience in regard to ***recognized environmental conditions*** concerning the property; and
- If applicable, actual knowledge of a significant, low purchase price for the property, and explanation for the lower price.

The Client also provided Tax Map Key information, site development drawings, and property information pertaining to the subject site.

The purpose of this information is to help identify the possibility of ***recognized environmental conditions*** in connection with the property. These tasks do not require the technical expertise of an environmental professional and are generally not performed by environmental professionals performing the Phase I ESA. MEV submits a Preliminary Environmental Investigation questionnaire to the Client for this information. The completed questionnaire is attached in Appendix B.

According to information provided by the Client in the Preliminary Environmental Investigation, the Client is not aware of any environmental liens, proceedings, investigations against the subject property, or significant low purchase price of the property as of the date of this ESA.

4.0 RECORDS REVIEW

The purpose of a record review is to obtain and review records that will help identify ***recognized environmental conditions*** in connection with the subject property. The service of Environmental Data Resources, Inc. (EDR) was utilized to compile the database listings.

4.1 Standard Environmental Record Sources

The subject property and properties within the minimum search distances were reviewed from the following record sources (see below). Risk sites, if any, that may be located on or adjacent to the subject property, or are within close proximity to the subject site are described. Refer to Appendix B, EDR Radius Map Report, for a complete listing and description of all sites located within the designated search distances, details, and government agency database release dates.

The EDR Report bases the location of the listed risk sites on longitude/latitude information provided by the respective government agency. MEV confirms the locations of risk sites within close proximity to the subject site during the site visit. When the MEV site visit contradicts the EDR Report, it has been so stated.

ASTM E-1527-05 EDR Sources and Recommended Search Distances	
EDR SOURCES	**ASTM STANDARD SEARCH DISTANCES (miles)**
Federal NPL Site List	1.0
Federal CERCLIS List	0.5
Federal CERCLIS NFRAP Site List	0.5
Federal RCRA CORRACTS Facilities List	1.0
Federal RCRA Non-CORRACTS TSD Facilities List	0.5
Federal RCRA Generators List	0.25
Federal ERNS List	Target property only
State & Tribal – Equivalent NPL	1.0
State & Tribal – Equivalent CERCLIS	0.5
State & Tribal Landfill and/or Solid Waste Disposal Sites	0.5
State & Tribal LUST Sites	0.5
State & Tribal UST Sites	0.25

THE TARGET PROPERTY (SUBJECT SITE) IS NOT LISTED ON ANY OF THE FEDERAL OR STATE DATABASE LISTINGS IN THE EDR REPORT.

Nine sites were listed within 1 mile of the subject property. Based on the type of listing and/or distance from the property, none of the listed sites are expected to adversely impact the property.

The following is list of Federal Database Listings provided in the EDR search and report in Appendix B.

National Priorities List (NPL or Superfund) and Proposed NPL, EPA. The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program.

Comprehensive Environmental Response, Compensation and Liability Information System List (CERCLIS), EPA. The CERCLIS list contains data on potentially hazardous waste sites that have been reported to EPA by states, municipalities, private companies and private persons, pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites that are either proposed to or on the NPL and sites, which are in the screening and assessment phase for possible inclusion on the NPL.

CERCLIS – No Further Remedial Action Planned (NFRAP), EPA. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

RCRA CORRACTS, EPA. The CORRACTS report lists hazardous waste handlers with RCRA corrective action activity.

RCRA (Non-CORRACTS) TSD Facilities. The EPA's RCRA program identifies and tracks hazardous waste from the point of where it was generated to the point of final disposal. The RCRA Treatment, Storage or Disposal (TSD) facility database compiles those reporting facilities that treat, store, or dispose of hazardous waste.

Resource Conservation and Recovery Information System (RCRIS), EPA/NTIS. RCRIS includes selective information on sites that generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). The Federal RCRA Generator list includes Large Quantity Generators (LQG), facilities which generate more than 1,000 kilograms (kg)/month of hazardous waste, Small Quantity Generator (SQG), facilities which generate less than 1,000 kg but more than 100 kg/month and Conditionally Exempt Small Quantity Generator (CESQG), facilities which generate less than 100 kg/month.

Emergency Response Notification System (ERNS), EPA/NTIS. Records and stores information on reported releases of oil and hazardous substances. The database contains information regarding the discharger, release date, material, amount released, incident location and release action taken.

State of Hawaii Database Listings

Sites List State Hazardous Waste Branch (SHWS), DOH. A list of facilities, sites, or areas in which the Office of Hazard Evaluation and Emergency Response (HEER) has an interest, has investigated or may investigate under HRS 128D (includes CERCLIS sites).

Permitted Landfills in the State of Hawaii (SWF/LF), DOH. An inventory of solid waste disposal facilities or landfills in the State of Hawaii. These may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Leaking Underground Storage Tank (LUST) database, DOH. An inventory of reported leaking underground storage tank incidents.

Underground Storage Tank (UST) database, DOH. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with DOH.

4.2 Additional Environmental Record Sources

The subject property and properties within the minimum search distances were reviewed from the following record sources. Refer to Appendix B, EDR Radius Map Report, for a complete listing and description of all sites located within the designated search distances, details, and database release dates.

Federal Database Listings

- **Superfund (CERCLA) Consent Decrees (CONSENT), EPA Regional Offices.** Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites.
- **Records of Decisions (ROD), EPA.** ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.
- **National Priority List Deletions (De-listed NPL), EPA.** A list of sites that have been deleted from the NPL where no further response is appropriate.
- **Facility Index System/Facility Identification Initiative Program Summary Report (FINDS), EPA.** Contains both facility information and 'pointers' to other sources that contain more detail.
- **Hazardous Materials Information Reporting System (HMIRS) DOT.** A list of hazardous material spill incidents reported to DOT.
- **Material Licensing Tracking System (MLTS), Nuclear Regulatory Commission (NRC).** A list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements.
- **Mines Master Index File (MINES), Department of Labor, Mine Safety and Health Administration.** Contains both facility information and 'pointers' to other sources that contain more detail.
- **Federal Superfund Liens (NPL Liens), EPA.** A list of properties whereby the EPA has filed liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability.
- **PCB Activity Database System (PADS).** Identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify EPA of such activities.
- **RCRA Administrative Action Tracking System (RAATS), EPA.** A historical archived database containing records on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by EPA. The database was discontinued on September 30, 1995.
- **Toxic Chemical Release Inventory System (TRIS), EPA.** A list of facilities which release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313.
- **Toxic Substances Control Act (TSCA), EPA.** Identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list.
- **Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA)/TSCA Tracking System (FTTS INSP and FTTS), EPA – Office of Prevention, Pesticides and Toxic Substances.** FTTS tracks administrative cases, pesticide enforcement actions, and compliance activities related to FIFRA, TSCA, and Emergency Planning and Community Right-to-Know Act (EPCRA).

State of Hawaii Database Listings

- **Release Notifications (SPILLS), DOH.** Releases of hazardous substances to the environment reported to the HEER Office. The following databases are included in the HEER Spill List:

  Release Notification Report: a compilation of releases reported to HEER.

  Hawaii Emergency Planning and Community Right-to-Know Act (HEPCRA): a list of facilities that have submitted Tier II and Form Rs as a reporting requirement.

- **Registered Wells and Dry Wells, DLNR.** There are no registered wells listed for the subject property. *(DLNR data).* There are no nearby listed wells. See Figure 1, Appendix A for nearest well locations.

County and Other Database Listings

Other local records of environmental interest that were reviewed or considered for review by MEV included:

- **Hazardous Waste Disposal Documents.** MEV did not review any hazardous waste disposal documents.
- **Maui Electric Company.** Maintains records on county power transformers regarding PCB-containing equipment and equipment maintenance. No pad electrical transformers were observed on the subject property. Three pole-mounted transformers were observed on an electrical pole on the northern boundary in the northwestern portion of the property.
- **Other Environmental Reports.** No other environmental reports were reviewed.
- **Planning & Zoning, County of Maui.** According to the Maui County Department of Planning, the subject site's zoning is "Ag" in the western portion, and "Public/Quasi-Public" and "Business/Commercial" along Baldwin Avenue. A portion of the subject property **is** within the boundaries of the Special Management Area (SMA).
- **Property Tax Office, County of Maui.** The Maui County Property Tax Office maintains records of past ownership, maps, sketches and other information as it pertains to the subject property. (See also Section 8.0). According to Maui County Tax Office as of May 27, 2011, the current property owner is listed as Paia 2020 LLC.

4.3 Physical Setting Source(s)

The following sources were reviewed for physical setting information (refer to Section 8.0 for a complete listing):

- Atlas of Hawaii;
- Civil Defense Tsunami Evacuation Map;
- Geologic and Topographic Map (Hawaii Atlas & Gazetteer);
- Groundwater Map and Water Quality Plan for State of Hawaii;
- U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, HI;
- U.S. Geological Survey, 7.5 Minute Topographic Map, Paia, HI, 1983.

These data sources were used to provide information regarding physical characteristics of the subject site and surrounding area. This information is typically used in analysis of potential geological trends, which might impact environmental conditions of the subject site. Note that this investigation is not intended to identify geologic hazards associated with the subject property.

4.4 Historical Use Information Regarding the Property and Adjoining Properties

The following historical data sources were reviewed for this report (refer to Section 8.0 for a complete listing):

- Aerial Photographs;
- Department of Planning and Zoning, County of Maui;
- Maui County Fire Department (Fire Prevention Bureau / Hazardous Materials Division);
- Maui County Real Property Tax Records;
- Personal Interviews;
- Sanborn Maps (not available for this location);
- State of Hawaii, Department of Health, Environmental Management Division;

- Environmental Data Resources (EDR);

Historic Aerial Photographs

A series of aerial photographs with coverage of the subject property and surrounding area were examined. MEV did not observe any features on aerial photographs examined that would suggest the presence of significant vegetative stress, soil staining, or bulk storage of chemicals such as drums or tanks.

Table 1.0. Historical Aerial Photograph Analysis.

Date	Aerial Photo Analysis	
2/27/1950	SS:	Sugarcane.production.
	N, E,	Developed with residential and/or commercial buildings.
	S, W:	Sugarcane production.
	RG:	Additional sugarcane production, and residential/commercial development in Paia town.
4/22/1961	SS:	No significant changes from the previous photograph.
	N,S,E,W:	No significant changes from the previous photograph.
	RG:	No significant changes from the previous photograph.
3/6/1972	SS:	No significant changes from the previous photograph.
	N,S,E,W:	No significant changes from the previous photograph.
	RG:	One small neighborhood of 60-70 homes has been developed east of the site.
12/12/1981	SS:	No significant changes from the previous photograph.
	N,S,E,W:	No significant changes from the previous photograph.
	RG:	No significant changes from the previous photograph.
1/11/1994	SS:	No significant changes from the previous photograph.
	N,S,E,W:	No significant changes from the previous photograph.
	RG:	No significant changes from the previous photograph.
Bing.com Mid 2000s	SS:	No significant changes from the previous photograph.
	N:	No significant changes from the previous photograph.
	S:	The Paia Post Office and Paia Bypass Road have been constructed.
	E:	No significant changes from the previous photograph.
	W:	Paia Bypass Road has been constructed.
	RG:	A slight increase in residential development.

Notes:

SS Subject Site
N Northern Adjoining Property
E Eastern Adjoining Property
S Southern Adjacent Property
W Western Adjoining Property
RG Regional Area

5.0 SITE RECONNAISSANCE

Information regarding the storm water flow, property layout, physical characteristics, and adjoining property conditions are presented in Figure 2, Site Plan, and site photographs located in Appendix A.

5.1 Methodology and Limiting Conditions

A site investigation focuses on obtaining information indicating the likelihood of identifying ***recognized environmental conditions*** in connection with the property and assessing the subject property in relation to surrounding land uses and natural surface features. It includes a physical inspection of the real property and any on-site building structures.

On May 19, 2011, MEV geologist Mr. Brian Carey conducted an overall site inspection of the subject site. The method used to observe the subject property included: (1) walking the approximate perimeter of the subject property where accessible, and along all on-site roads, (2) inspecting the interior of the subject property, (3) conducting random and non-random traverses of the subject property and (4) driving and inspecting the main access road.

Certain physical obstructions limited the investigators from total property observations of native surface soils. Limited areas of dense vegetation located throughout the site obscured the underlying surface soils. Exposed soils that were observable did not exhibit evidence of gross surface contamination.

Any environmental conditions reported here are not intended to include minimal conditions that 1) generally do not present a material risk of harm to public health or the environment and 2) generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

5.2 General Site Setting

5.2.1 Current and Past Use(s) of the Property

Current Uses

According to the Maui County Tax Office, the current owner is listed as Paia 2020 LLC. The subject site consists of one (1) parcel of land totaling approximately 9 acres of land. A gravel parking lot providing public parking for nearby Paia Town is located in the southeast portion of the site.

Information presented here represents those items visually or physically observed or identified in the interviews or records review.

Past Uses

The land has been used for sugarcane production for many decades, although the exact beginning of sugarcane production on the subject property is unknown.

The knowledge of past uses of the property was primarily obtained from aerial photographs, client supplied information, interviews and property tax records. Topographic maps and the Hawaii Atlas provided limited regional information.

5.2.2 Current and Past Use(s) of the Adjoining Properties and Surrounding Area

MEV has researched current uses of adjoining properties and at its discretion, past uses of the adjoining properties and the surrounding areas. Information presented here represents those items visually or physically observed or identified in the interviews or records review. The information is described herein as items that may indicate ***recognized environmental conditions*** with adjoining properties and those

conditions that may indicate a high probability of migration of hazardous substances or petroleum products to the subject property.

Adjoining Property	Period	Land/Property Use	Concerns	Comments
North of Subject Site	Past	Residential/commercial	None	None
	Present	Residential/commercial	None	None
East of subject site	Past	Baldwin Avenue, then Residential/commercial properties east of the road	None	None
	Present	Baldwin Avenue, then Residential/commercial properties east of the road	None	None
South of subject site	Past	Sugarcane production	Pesticide application leading to possible soil and groundwater contamination. Soil contamination is more likely in areas of chemical misuse or spillage.	Sugarcane cultivation had been active on this site for several decades up to the early 2000's. During this time, the use of agricultural pest control chemicals and fertilizers was practiced. These chemicals have long been recognized by the U.S. Environmental Protection Agency (EPA) for contributing to the potential contamination of surface soils and groundwater systems. However, it is unlikely that the chemicals applied to this site have impacted the subject site any more than the chemicals historically used on the subject site. Areas of chemical misuse, spillage or mixing were not identified by MEV.
	Present	United States Post Office – Paia Branch	None	None
West of subject site	Past	Sugarcane production	Pesticide application leading to possible soil and groundwater contamination. Soil contamination is more likely in areas of chemical misuse or spillage.	Sugarcane cultivation had been active on this site for several decades up to the early 2000's. During this time, the use of agricultural pest control chemicals and fertilizers was practiced. These chemicals have long been recognized by the U.S. Environmental Protection Agency (EPA) for contributing to the potential contamination of surface soils and groundwater systems. However, it is unlikely that the chemicals applied to this site have impacted the subject site any more than the chemicals historically used on the subject site. Areas of chemical misuse, spillage or mixing were not identified by MEV.

Adjoining Property	Period	Land/Property Use	Concerns	Comments
	Present	Paia Bypass Road, then sugarcane production west of the roadway	Pesticide application leading to possible soil and groundwater contamination. Soil contamination is more likely in areas of chemical misuse or spillage.	Sugarcane cultivation had been active on this site for several decades up to the early 2000's. During this time, the use of agricultural pest control chemicals and fertilizers was practiced. These chemicals have long been recognized by the U.S. Environmental Protection Agency (EPA) for contributing to the potential contamination of surface soils and groundwater systems. However, it is unlikely that the chemicals applied to this site have impacted the subject site any more than the chemicals historically used on the subject site. Areas of chemical misuse, spillage or mixing were not identified by MEV.

The development of past uses of the adjoining properties was primarily interpreted from interviews, MEV site reconnaissance, and aerial photographs. Topographic maps and the Hawaii Atlas provided limited regional information.

5.2.3 Topography

The subject site is situated on the northern slopes of Haleakala Volcano. The physiographic type feature is described as Kula, slightly dissected upland. The regional area is located on the northwest edge of East Maui (Haleakala side).

The site elevation ranges between approximately 20 feet in the northwest property corner to approximately 50 feet in the southeast property corner. Locally, the area is characterized by northwesterly trending slopes of 0-3 percent (approximate).

The nearest prominent natural features are Paia Bay in the Pacific Ocean, located approximately 900 feet to the north.

5.2.4 Geology and Soils

The Haleakala Volcanics have been divided into three series. The oldest series is the Honomanu Volcanic Series, which is the primitive shield composed of Pahoehoe and a flow of tholeiite, tholeiitic olivine basalt, and oceanite. Above sea level, later lavas have almost wholly buried this volcanic series. The Kula Volcanic Series overlies the Honomanu Volcanics and are composed predominantly of hawaiite with lesser amounts of alkalic olivine basalt and ankaramite. Near the summit of Haleakala Mountain, the Kula Series is at least 750 meters thick, and near the shoreline it is only 15 to 60 meters thick. After a long period of erosion, renewal activity included the flows and cones of the Hana Volcanic Series, which are composed of the same rock type as of the Kula Series, but alkalic olivine basalts and basaltic hawaiites are predominant over the more siliceous types.

There are two predominant soil series located on the subject property. The Paia Soil Series consists of Paia silty clays, which are well drained soils with 3% to 7% slopes, and 7% to 15% slopes. Permeability is moderate, and runoff is slow to medium. This soil complex is used for pasture and agriculture.

Other common, surface geologic phenomena investigated in an environmental site assessment are faults, landslides, rock falls, earthquake zones and volcanic eruptions. In 1992, the USGS reevaluated the seismic hazards for the State of Hawaii, and Maui County was classified as Zone 2B. This indicates that in any

given year within a 50-year period (average building life span) there is a 10% chance that 1/5 the force of gravity (ground acceleration) during an earthquake will be exceeded.

After examination of the relevant data, it has been determined by MEV that these geologic phenomena are not a factor to the subject site. However, it should be noted that this is not an investigation for geological hazards. All building structures should conform to Seismic Zone 2B Building Standards.

5.2.5 Hydrology

Because the subject site is located on the windward side of Maui at the base of Haleakala Volcano, rainfall is primarily from tradewind showers and storms from the Pacific Ocean. Rainfall is more predominant during the winter months due to the higher frequency of storms. The average annual rainfall is approximately 30 inches. The average temperature range from the annual high to the annual low is 85 degrees and 65 degrees Fahrenheit, respectively. The pre-development vegetation within this temperature and rainfall range is characterized as Lantana-koa haole shrubs.

On-site drainage is generally directed from the higher property elevations along the eastern boundary to the lower elevations of the western boundary.

The pertinent Federal Insurance Rate Maps (FEMA FIRM MAP #1500030408E dated September 25, 2009, prepared by the United States Federal Emergency Management Agency, depicts the area as determined to be outside the 0.2 percent annual chance floodplain (Zone X).

The Civil Defense Tsunami Evacuation Maps indicate that only the northwestern corner of the subject property is within the tsunami reach-zone. The Pacific Ocean is located approximately 850 feet northwest of the site at its closest point, as measured from the site's northwestern corner.

5.2.6 Hydrogeology

As with all islands of the United States, Maui is regulated by the Coastal Zone Management Act of the Clean Water Act. These two designations require protective comprehensive plans for groundwater management and limit the extent of certain types of development and land use. One important management criterion is the disposal of wastewater. The Water Resource Management Department of Hawaii has designated the groundwater management area as the **Paia Aquifer System** within the **Central Aquifer Sector**. The groundwater underlying the subject site is defined as follows:

Table 2.0 Aquifer Classification of the subject site

Aquifer Type: Hydrology & Geology	Status of Groundwater				
	Development Stage	Utility	Salinity (mg/l Cl)	Uniqueness	Vulnerability to Contamination
Upper - Unconfined High Level Aquifer perched on an impermeable layer (Perched)	No Potential Use	Neither	Low	Replaceable	High
Lower - Unconfined Basal Aquifer occurring within horizontally extensive lavas (Flank)	Currently Used	Drinking	Fresh	Irreplaceable	Moderate

The following are descriptions of the aquifer classification codes, according to Water Quality Plan: *basal* – freshwater in contact with seawater; *high level* – freshwater not in contact with seawater; *unconfined* – water table is the upper surface of the saturated aquifer; *confined* – aquifer is bounded by impermeable or poorly permeable formations; and *confined or unconfined* – the actual condition is uncertain.

Aquifer Type Geology: flank, dike, flank/dike, perched, dike/perched, and sedimentary.

Development Stage – currently used, potential use, no potential use: Aquifers are differentiated according to those already being used (currently used), those with potential utility (potential use), and those having no potential developability.

Utility – drinking, ecologically important, neither: Identifies aquifers by use.

Salinity – fresh, low, moderate, high, and seawater: The gradation of groundwater from fresh to seawater is a feature of all basal aquifers in Hawaii. The upper limit of the standard for drinking water is 250 mg/l Chlorine (Cl^-) (fresh) and true seawater has a chloride content of 18,980 mg/l.

Uniqueness – irreplaceable and replaceable: The classes irreplaceable and replaceable are direct EPA derivatives. Virtually all potable water in the state of Hawaii should be considered irreplaceable over the long term.

Vulnerability to Contamination – high, moderate, low, none: Because of the geographical limits of resources, interconnection among groundwater sources and the relatively rapid time of groundwater travel, aquifers can be described as being either vulnerable or not vulnerable to contamination.

The estimated depth to the basal groundwater is projected to be between 40 and 70 feet below ground surface, depending on the position on the subject site. The projected groundwater flow is expected to follow the general slope of the volcanic flows and be in a west to northwest direction.

The subject site is located makai (below and seaward) of the Underground Injection Control (UIC) line. The UIC line is the designated boundary that divides protected inland areas situated over drinking water sources from seaward areas located over non-potable water sources. Sites mauka of the UIC line are considered drinking water sources and permit limitations are imposed by Maui County, Clean Water Branch (CWB).

5.2.7 Potable Water Supply and Sewage Disposal System

The subject property is not developed with a potable water supply.

5.3 Interior and Exterior Observations

5.3.1 Hazardous/Regulated Substances and Petroleum Products in Connection with Identified Uses

MEV did not identify any hazardous/regulated substances and/or petroleum products that are in connection with identified current uses as visually and physically observed on the subject property at the time of the site visit. However, historic land use (Pre-1950 to mid-2000s) included agricultural activities (sugarcane cultivation). This activity was associated with pesticide and herbicide use. There is no evidence of any historic misuse of pesticides, dedicated mixing or storage areas or zones of dedicated stormwater retention located on-site.

5.3.2 Hazardous/Regulated Substances and Petroleum Products/Containers (not in connection with identified current uses)

MEV did not identify any hazardous/regulated substances and/or petroleum products that are not in connection with identified current uses as visually and physically observed on the property at the time of the site visit.

5.3.3 Unidentified Substance Containers

MEV did not identify open or damaged containers containing unidentified substances suspected of being hazardous substances or petroleum products as visually and/or physically observed on the property at the time of the site reconnaissance.

5.3.4 Storage Tanks

MEV's site reconnaissance, review of regulatory databases, and interviews indicated no presence or historic use of underground storage tanks (USTs) containing regulated substances on the subject site.

5.3.5 Odors

MEV identified no suspect odors on the subject property.

5.3.6 Pools of Liquid

MEV did not observe any pools or sumps containing liquids suspect to be hazardous substances or petroleum products to the extent visually and/or physically observed on the subject property at the time of the site visit.

5.3.7 Indications of PCBs

Pole or pad-mounted transformers numbered 7777 or above are considered non-PCB containing by the Maui Electric Company.

No pad-mounted electrical transformers were observed on the subject property. Three (3) pole-mounted transformers were identified on an electrical pole along the property's northeastern boundary. The transformer serial numbers were not visible from the gorund or upon binocular inspection. Their age appeared to be post late-1970s, and Maui Electric confirmed none of their pole-mounted transformers contain PCB-containing fluid.

Background Information:

Polychlorinated biphenyls (PCBs) are groups of manufactured organic chemicals that contain 209 individual chlorinated chemicals (known as congeners) and were introduced in 1929. PCBs have been used widely as coolants and lubricants in transformers, capacitors, and other electrical equipment. Products containing PCBs are old fluorescent lighting fixtures, electrical appliances containing PCB capacitors, old microscope oil, and hydraulic fluids.

The manufacture of PCBs stopped in the United States in 1977 because of evidence that they build up in the environment and cause harmful effects. The distribution in commerce of PCB containing items was banned in 1979 (40 CFR 761.20). The EPA aggressively enforces regulations concerning PCB manufacturing, use, distribution, release and disposal under the Toxic Substance Control Act (TSCA). This federal agency extensively regulates the use, servicing, and disposal of PCBs in electrical equipment by enforcing marking, notification, inspection, and record keeping requirements.

5.4 Interior Observations

The subject property is undeveloped with no permanent building structures. This section does not apply.

5.5 Exterior Observations

5.5.1 Pits, Ponds, and Lagoons

There were no areas identified as any man-made or natural depressions that are, or would have been, likely to hold waste liquids or sludge from industrial operations or other activities. One (1) small trench was observed in the northwest-central portion of the property, approximately 12 feet long by 5 feet deep by 5 feet wide. This test pit was excavated by a subcontractor during an archeological study, and was backfilled the day following our site visit.

5.5.2 Stained Soil or Pavement

No areas of soil staining that indicated gross soil contamination were observed on the subject property at the time of MEV's site inspection.

If in the future the site should undergo development and a significant release occurs (greater than 25 gallons), the State of Hawaii must be notified.

5.5.3 Stressed Vegetation

There were no areas of stressed vegetation identified on the subject property at the time of the site visit that are, or would have been, likely caused from something other than insufficient water (or flooding).

5.5.4 Solid Waste

There were no indications of significant solid waste dumping or suspect fill materials, mounds, depressions or excavations observed on this property during the site reconnaissance, nor on historic aerial photographs.

MEV observed one derelict vehicle in the northwestern portion of the site, which is considered a regulated solid waste item by the State of Hawaii and requires special management. It appeared to have been there for decades based on the rust and weeds growing around it.

Some wastes may be considered "Special Wastes" according to the Hawaii Administrative Rules (HAR) on Solid Waste, Title 11, Chapter 58.1. Special wastes are those wastes that do not fit in the mixed municipal solid waste (MMSW) category, either by general nature or because of special handling requirements. Special waste categories include: asbestos, sludge, medical waste, used oil, batteries, agricultural wastes, tires, derelict vehicles and white goods (i.e., appliances). Locally, the County of Maui, Department of Public Works, Solid Waste Division administers the disposal of these materials. These wastes need to be disposed of in a permitted solid waste landfill such as the Maui County Central Landfill. Special wastes' management needs to be performed in a manner that complies with all local, state, and federal regulations as applicable to the specific waste type.

5.5.5 Wastewater or Storm Water – Discharge Drains, Dry Wells, Drainage Ways, and Retention Basins

MEV did not note any wastewater discharge drains, dry wells, or retention basins located on-site.

Any future grubbing or grading activity that may take place on the subject site (especially if greater than 1 acre of soil disturbance), both a Maui County Grading Permit and a Department of Health, Clean Water Branch, NPDES (National Pollutant Discharge Elimination System) permit may be required.

5.5.6 Wells

From MEV's observations and database search, there are no production, domestic, abandoned, irrigation or monitor wells located on the subject site.

5.5.7 Septic and Cesspool Systems

The subject property is undeveloped. MEV did not observe evidence of any former septic or cesspool system located on the subject site. Currently no sewage disposal systems have been installed on the subject site.

5.6 Non-Scope Considerations

The concerns listed below are not normally considered relevant under CERCLA, however, they may be considered regulated under other environmental laws and ordinances and may present a potential liability to the property owner.

5.6.1 Asbestos-Containing Materials (ACM)

The subject property did not have any permanent on-site building structures that would consist of asbestos-containing materials. No suspect asbestos-containing debris was noted.

5.6.2 Lead-Based Paint

The subject property did not have any substantial, permanent on-site building structures that would consist of lead-based paint. No suspect lead-based paint debris was noted.

5.6.3 Arsenic-Containing Substances

MEV did not observe any suspect arsenic-containing building materials such as Canec or treated lumber or waste materials at the time of the site visit.

5.6.4 Radon

MEV did not identify any man-made products on the subject property that are known or suspected to emit radioactive decay elements.

5.6.5 Lead in Drinking Water

The potable water supply for the subject property is served by the County of Maui Municipal Water System that, by regulatory compliance, must be periodically tested for lead concentrations. MEV did not review records of tap water testing conducted at this site.

5.6.6 Ecological Resources, Endangered Species, Cultural and Historic Resources, and Wetlands

The subject property is located within the County of Maui's Special Management Area (SMA).

5.6.7 Indoor Air Quality

MEV did not identify any buildings. This section does not apply.

5.6.8 High Voltage Transmission Lines

MEV did not identify any high voltage transmission lines on the subject site.

6.0 INTERVIEWS

MEV conducts interviews with persons that may have specific knowledge on the subject property and any land use activities that may have operated on-site in the past or continue to currently operate on the subject property. Interviews are also an effective tool to better understand the overall historical regional and local setting of the subject site. Whenever possible, MEV attempts to interview the present and past owner(s), site manager, occupants, local government officials and other relevant contacts. See also Section 8.3.

6.1 Interview with the Client

In the information provided by the Client in the Preliminary Environmental Investigation, Henry Spencer of Paia 2020 LLC is not aware of any environmental liens, proceedings, or investigations against the subject property as of the date of this ESA. The completed questionnaire is attached in Appendix B. Mr. Spencer also provided MEV with intended property use information and supplied MEV with conceptual site plans pertaining to the subject property.

6.2 Other Persons Interviewed

A list of any additional persons interviewed during the course of this investigation is located in Section 8.3. None of these persons interviewed had any specialized knowledge of the site relating to *Recognized Environmental Conditions* on the subject site.

7.0 FINDINGS, OPINIONS, AND CONCLUSIONS

7.1 Recognized Environmental Conditions

Recognized environmental conditions, as defined by ASTM Standard E1527-05, are the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

Recognized environmental conditions are described with regard to (1) the nature and extent of the environmental condition, (2) potential or actual environmental threat, (3) potential for transport (migration) of any environmental conditions, and (4) consideration for further investigation. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

MEV has performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of the ASTM Practice E 1527-05 for the subject property, known as Paia 2020 LLC, west of Baldwin Avenue and east of Paia Bypass Road in Paia, Maui, Hawaii. The site is further described on the Tax Maps of the State of Hawaii as Division 2, Zone 2, Section 5, Plat 005, Parcel 018, lot 1. Any exceptions to or deletions from this practice are described in Section 1.4, Limitations and Exceptions, of this report.

This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property.

7.1.1 Database Listings (See Section 4.0 & EDR Report, Appendix B)

Finding and Conclusions:

The subject site is not listed. No risk sites were located in close proximity to the subject property.

7.1.2 Current and Historic Use or Storage of Hazardous and Regulated Substances (See Sections 5.3.1 & 5.3.2)

Findings/Concerns:

There is no evidence of any historic or current significant misuse or significant spills of hazardous or regulated substances on or immediately adjacent to the subject property. Pesticides and herbicides were likely applied to the sugarcane on the property in years past.

7.2 Other Environmental Concerns

The concerns listed below may not be considered ***recognized environmental conditions*** by ASTM definition. However, they may be considered regulated under other environmental laws and ordinances and may present a potential liability to the property owner.

7.2.1 Solid Waste Management (See Section 5.5.4)

Findings/Concerns:

One (1) derelict vehicle was observed on the subject property; however, no odors or staining associated with the vehicle were noted.

Opinions and Conclusions:

Any waste disposal should be in a permitted solid waste landfill or recycled/managed in a manner that complies with all local, state, and federal regulations as applicable to the specific waste type with special attention given to regulated items.

7.2.4 Surface Waters and Area Aquifer Protection (See Section 5.5.5)

Findings/Concerns:

The property owner should be aware of the potential for contaminants to migrate off-site and into nearby waterways and the Pacific Ocean. Products of concern would be silt, oils, antifreezes and other fluids from automobile or on-site machinery.

Opinions and Conclusions:

In order to minimize the regulatory profiling of the subject site as a potential responsible party for any newly discovered groundwater or surface water contamination, property managers should consider implementing conservative, proactive environmental policies for the current and future tenants.

The conclusions stated above should not be construed to mean that any regulatory agency would have the same opinion as this author, nor is any implication proposed therefrom.

The results of this environmental assessment are intended for general reference purposes only and are not intended as legal advice. The advice of legal counsel should be sought in regard to individual facts, circumstances and interpretation of environmental liability.

8.0 REFERENCES

8.1 Published References

1. American Standard of Testing and Materials, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, E1527-05, 2005.
2. "Atlas of Hawaii", 2nd Edition, Department of Geography, University of Hawaii at Hilo, 1983, University of Hawaii Press.
3. "Atlas of Hawaii", 3rd Edition, Department of Geography, University of Hawaii at Hilo, 1998, University of Hawaii Press.
4. County of Maui, Real Property Tax Division, Historical Records for TMK Number (2) 5-5-018-001.
5. Hawaii Administrative Rules, Title 11, Department of Health, Chapter 58.1, Solid Waste Management Control.
6. State of Hawaii, Department of Health, Solid and Hazardous Waste Branch, Underground Storage Tank Section, List of Leaking Underground Storage Tank Release Sites, December 2010.
7. State of Hawaii, Department of Health, Solid and Hazardous Waste Branch, Underground Storage Tank Section, List of Underground Storage Tank Facilities, December 2010.
8. State of Hawaii, Department of Health, Voluntary Response Program (VRP), List of Voluntary Response Program Sites, January 2010.
9. State of Hawaii, Department of Health, Office of Hazard Evaluation and Emergency Response, List of Release Notifications, March 2010.
10. State of Hawaii, Department of Health, Office of Hazard Evaluation and Emergency Response, List of Sites List, December 2009.
11. State of Hawaii, Department of Land and Natural Resources, Registered Wells and Dry Wells.
12. State of Hawaii, Department of Land and Natural Resources, "State of Hawaii Water Quality Plan and Groundwater Map", June 1990, Revised December 1991.
13. U.S. Department of Agriculture, Soil Conservation Service, "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii", 1972.

8.2 Map and Other References

1. Environmental Data Resources, Inc., "The EDR Radius Map™ Report with Geocheck®", May 16, 2011
2. Federal Emergency Management Agency, "Flood Insurance Rate Map", Number #1500030408E dated September 25, 2009.
3. Sanborn Maps (no coverage).
4. U.S. Geological Survey, 7.5 Minute Topographic Map, Paia, Hawaii 1983.
5. http://www.mauipropertytax.com/Main/Home.aspx

8.3 Record of Personal Communications

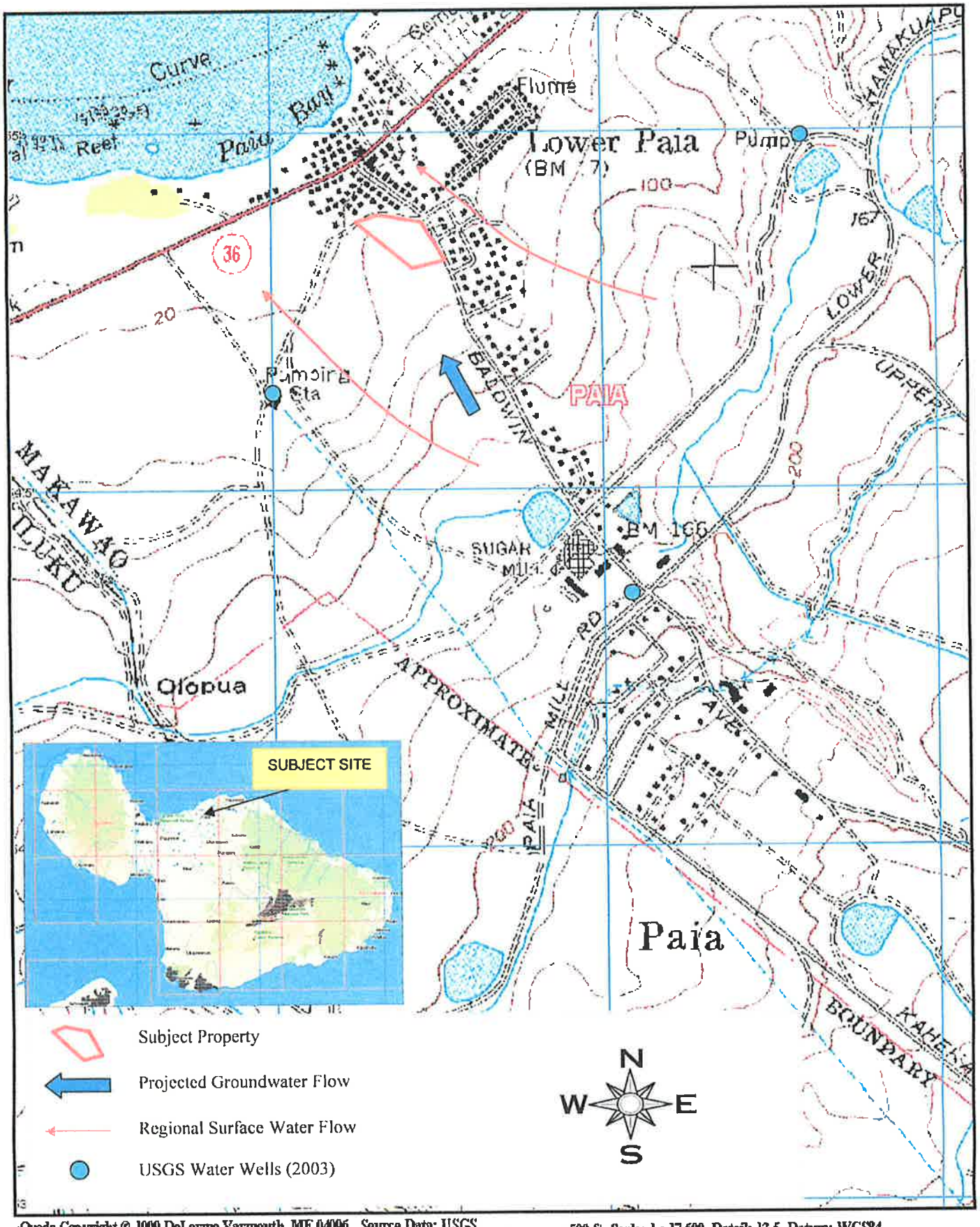
Table 3.0. List of personal interviews conducted by MEV.

Date	Interviewee	Title & Organization	Address	Phone Number
5/19/11	Mr. Henry Spencer	Paia 2020 LLC	62 Baldwin Avenue, Suite 2B Paia, HI 96779	(808) 579-8244
6/20/11	Mr. Sean O'Keefe	Alexander & Baldwin, Inc.	822 Bishop Street Honolulu, HI 96813	(808) 283-8907

Appendix A:

Maps, Plans, and Photographs

FIGURE 1: REGIONAL SETTING MAP



Quads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS 500 ft Scale: 1 : 17,600 Detail: 13-5 Datum: WGS84

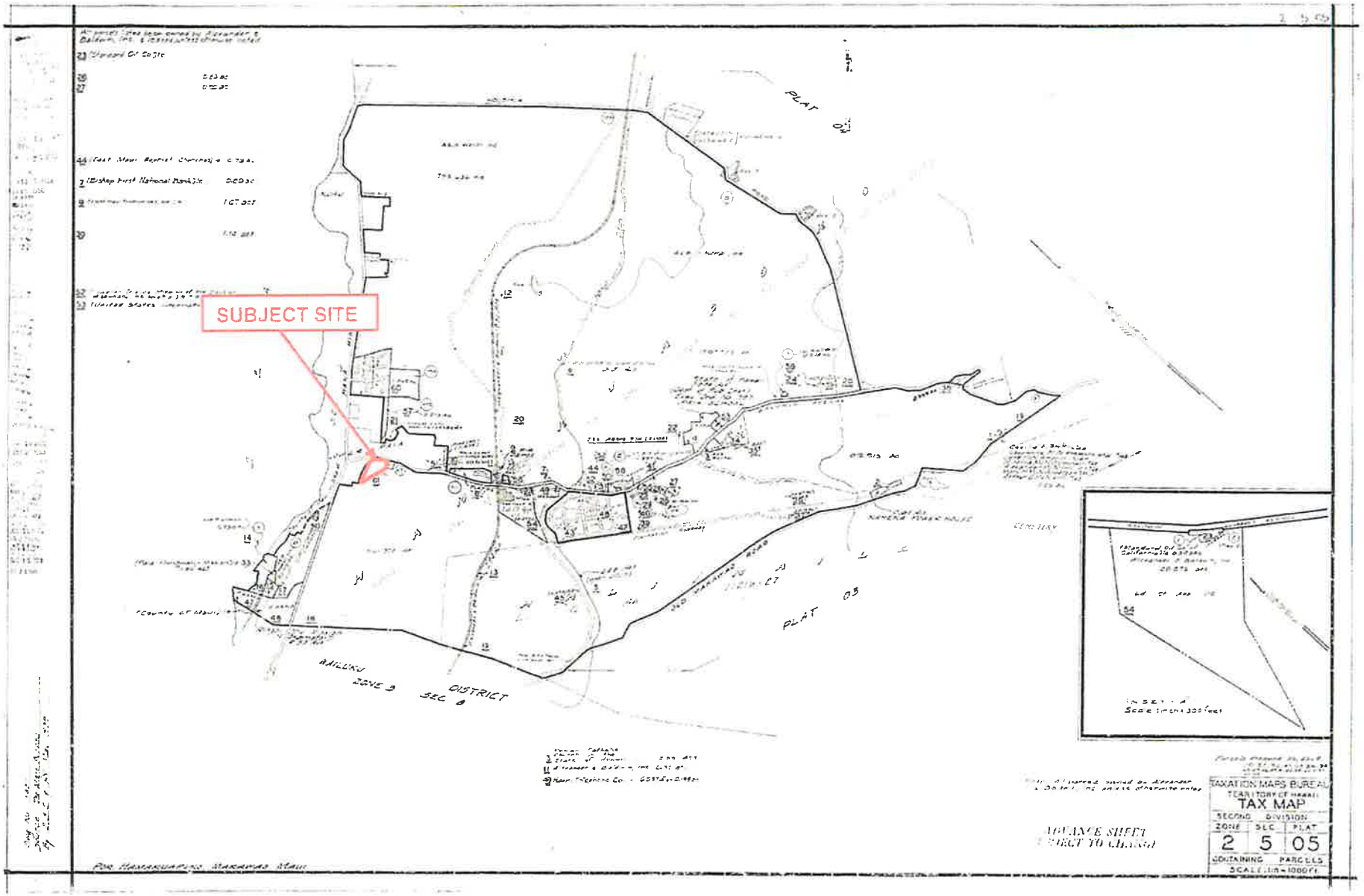
FIGURE 2: SITE PLAN

LEGEND

Property Boundaries Adjacent Property Boundaries		Projected Stormwater Direction Projected Groundwater Flow		Gravel Parking Lot Derelict Vehicle	

SCALE	Not to scale
DATA BY	BC
DRAWN BY	BC
DATE	7/12/2011

FIGURE 3 TAX MAP KEY



Appendix B:

Regulatory Records Documentation

Site Specific Documentation

PRELIMINARY INFORMATION
FOR ENVIRONMENTAL INVESTIGATION

According to ASTM Standard 1527-05, the user's (or client's) responsibility in this investigation is to help identify the possibility of recognized environmental conditions in connection with the property. In order to qualify for one of the *Land Owner Liability Protections* (LLPs) offered by the small Business Liability Relief and Brownfields Revitalization Act of 2001 *(the "Brownfields Amendments")*, the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *"all appropriate inquiry"* is not complete. Please assist us by responding to the following request for ASTM required data and other MEV requested information you may have, or of which you may have some specialized knowledge. This questionnaire will be included in the Appendices of the final report as an indication of user assistance. □

Project Name: Paia 2020 _____ MEV
Project No: 001_____
Please supply as many of the following documents as possible:

- o Tax Map Key Number/Tax Code Number _TMK: (2) 2-5-005:018 por. and (2) 2-6-003:001 aka. Lot A-1-A , DSA File 2.3052 _____
- o Title Information *Paia 2020 LLC*
- o Property Legal Description *(If Title Information is not available)*
- o Tax Map and/or Site Development Drawing/Plat
- o Special Property Information *NONE*
- o Real Estate Appraisal Report NONE
- o Special Management Area Permit Report NONE

Please provide the following information to the best of your ability:

Environmental clean-up liens that are filed or recorded against the site (40 CFR 312.25)
Are you aware of any environmental clean up liens against the *property* that are filed or recorded under federal, tribal, state or local law?
_____NO_____
_____
_____
_____
_____
_____

Activity and land use limitations (AULs) that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26).
Are you aware of any AULs, such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state, or local law? NO
_____
_____
_____
_____
_____
_____

Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

As the user of this *ESA*, do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former *occupants* of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? NO

Relationship of the purchase price to the fair market value of the *property* if it were not contaminated (40 CFR 312.29).

Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the *property*? *PAID FAIR MARKET PRICE*

Commonly known or *reasonably ascertainable* information about the property if it were not contaminated (40 CFR 312.30).

Are you aware of commonly known or *reasonably ascertainable* information about the property that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? For example, as *user*,

Do you know the past uses of the *property*? SUGAR CANE

Do you know of specific chemicals that are present or *once* were present at the *property?* *NO*

Do you know of spills or other chemical releases that have taken place at the *property?* *NO*

Do you know of any environmental cleanups that have taken place at the *property?* *NO*

6. **The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).**

As the *user* of this *ESA*, based on your knowledge and experience related to the *property*, are there any obvious indicators that point to the presence or likely presence of contamination at the *property?NO*

Additional Information Request:

Name of Current Owner: PAIA 2020 LLC

Name of Former Owner: ALEXANDER & BALDWIN

Environmental Site Assessments (ESA): Are you aware of any previous assessments: Phase I/II ESAs *Cleanup Closure Reports, Permit Characterization Reports, etc.* conducted on the subject site or *within the immediate area?* If yes, please supply details. NO

Local-State-Federal Inspections: Are you aware of any environmental inspections *conducted by any regulatory agency*, i.e., Hawaii Dept. of Health (Environmental Health Services), OSHA, U.S. Army Corps of Engineers, Department of Land & Natural Resources, Fish & Wildlife Services, HUD, EPA, or County Wastewater or Solid Waste Division of the Public Works/Waste Management Department etc.? If yes, please supply details. NO

Structures/Buildings: Are there any as-built or other construction drawings available for review? *Contact Name and Telephone Number:* NO

Site improvements? (*Renovation Date & Extent)* NO

Proceedings Against the Property: Are you aware of any administrative or legal proceedings against the property for environmental concerns i.e., Compliance Orders, Notices of Violation? If yes, please supply details. NO

Specialized Historic Information: Are you aware of any previous owner, neighbor, business affiliate or other individual who might have knowledge of any special or unusual historic use of, and/or previous operations conducted on the subject property? *Contact Name and Telephone Number:* NO

Manufacturing or Processing: If there are manufacturing or processing activities conducted on-site, is there an operation flow chart, diagram or procedures manual available for review? *Contact Name and Telephone Number.* NO

This Phase I ESA Report is being prepared for: (*Please Print*)
Attention: PAIA 2020
LLC_____

Organization:_____

Address:_62 BALDWIN AVE. SUITE B , PO BOX 790478, PAIA, HI. 96779_____

Phone no.: _808 579-8244 _____ Fax no.: 808 579-8600_____

Please List Other Organizations (Lenders) Who Will Require a Listing as "Also Prepared For:" on the Phase I ESA report cover and signature page.
(1)
Attention:__NONE_____

Organization:_____

Address:
_____

(2)
Attention:_____

Organization:_____

Address:
_____

We will submit 2 signed reports for each project. If additional copies are required, an additional fee will be charged for processing.

Who Prepared This Starter Package Information?

Print Name:HENRY	SPENCER	Title:	
Company:			
Address:			
Tel. No.:		Fax No.:	
Signature:		Date:	

Paia 2020 LLC
Baldwin Avenue/Hana Hwy
Paia, HI 96779

Inquiry Number: 3069520.1s
May 16, 2011

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

BALDWIN AVENUE/HANA HWY
PAIA, HI 96779

COORDINATES

Latitude (North):	20.914500 - 20° 54' 52.2"
Longitude (West):	156.380500 - 156° 22' 49.8"
Universal Tranverse Mercator:	Zone 4
UTM X (Meters):	772471.8
UTM Y (Meters):	2314773.0
Elevation:	39 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	20156-H4 KAHAKULOA, HI
Most Recent Revision:	Not reported

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

EXECUTIVE SUMMARY

Federal CERCLIS list

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-SQG..... RCRA - Small Quantity Generators
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Permitted Landfills in the State of Hawaii

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal institutional control / engineering control registries

ENG CONTROLS..... Engineering Control Sites
INST CONTROL..... Sites with Institutional Controls

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing
VCP..... Voluntary Response Program Sites

EXECUTIVE SUMMARY

State and tribal Brownfields sites

BROWNFIELDS..... Brownfields Sites

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
ODL..... Open Dump Inventory
INDIAN ODL..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
CDL..... Clandestine Drug Lab Listing
US HIST CDL..... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information
LUCIS..... Land Use Control Information System

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
SPILLS..... Release Notifications

Other Ascertainable Records

RCRA-NonGen..... RCRA - Non Generators
DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
UMTRA..... Uranium Mill Tailings Sites
MINES..... Mines Master Index File
TRIS..... Toxic Chemical Release Inventory System
TSCA..... Toxic Substances Control Act
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing
SSTS..... Section 7 Tracking Systems
ICIS..... Integrated Compliance Information System
PADS..... PCB Activity Database System
MLTS..... Material Licensing Tracking System
RADINFO..... Radiation Information Database
FINDS..... Facility Index System/Facility Registry System

EXECUTIVE SUMMARY

RAATS..... RCRA Administrative Action Tracking System
UIC..... Underground Injection Wells Listing
DRYCLEANERS..... Permitted Drycleaner Facility Listing
AIRS..... List of Permitted Facilities
INDIAN RESERV..... Indian Reservations
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List
FINANCIAL ASSURANCE.... Financial Assurance Information Listing
COAL ASH DOE..... Steam-Electric Plan Operation Data
PCB TRANSFORMER..... PCB Transformer Registration Database

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants..... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

State- and tribal - equivalent CERCLIS

SHWS: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of Health.

A review of the SHWS list, as provided by EDR, and dated 12/01/2009 has revealed that there is 1 SHWS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PAIA GENERAL STORE	149 HANA HWY	N 1/8 - 1/4 (0.134 mi.)	D7	13

EXECUTIVE SUMMARY

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Health's Active Leaking Underground Storage Tank Log Listing.

A review of the LUST list, as provided by EDR, and dated 03/08/2011 has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PAIA SHELL	***68 HANA HWY***	***NNW 0 - 1/8 (0.101 mi.)***	***C4***	***10***
Facility Status: Site Cleanup Completed (NFA)				
FORMER PAIA GENREAL STORE	***149 HANA HIGHWAY***	***N 1/8 - 1/4 (0.134 mi.)***	***D8***	***13***
Facility Status: Site Cleanup Completed (NFA)				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Health's Listing of Underground Storage Tanks.

A review of the UST list, as provided by EDR, and dated 03/08/2011 has revealed that there are 7 UST sites within approximately 0.25 miles of the target property.

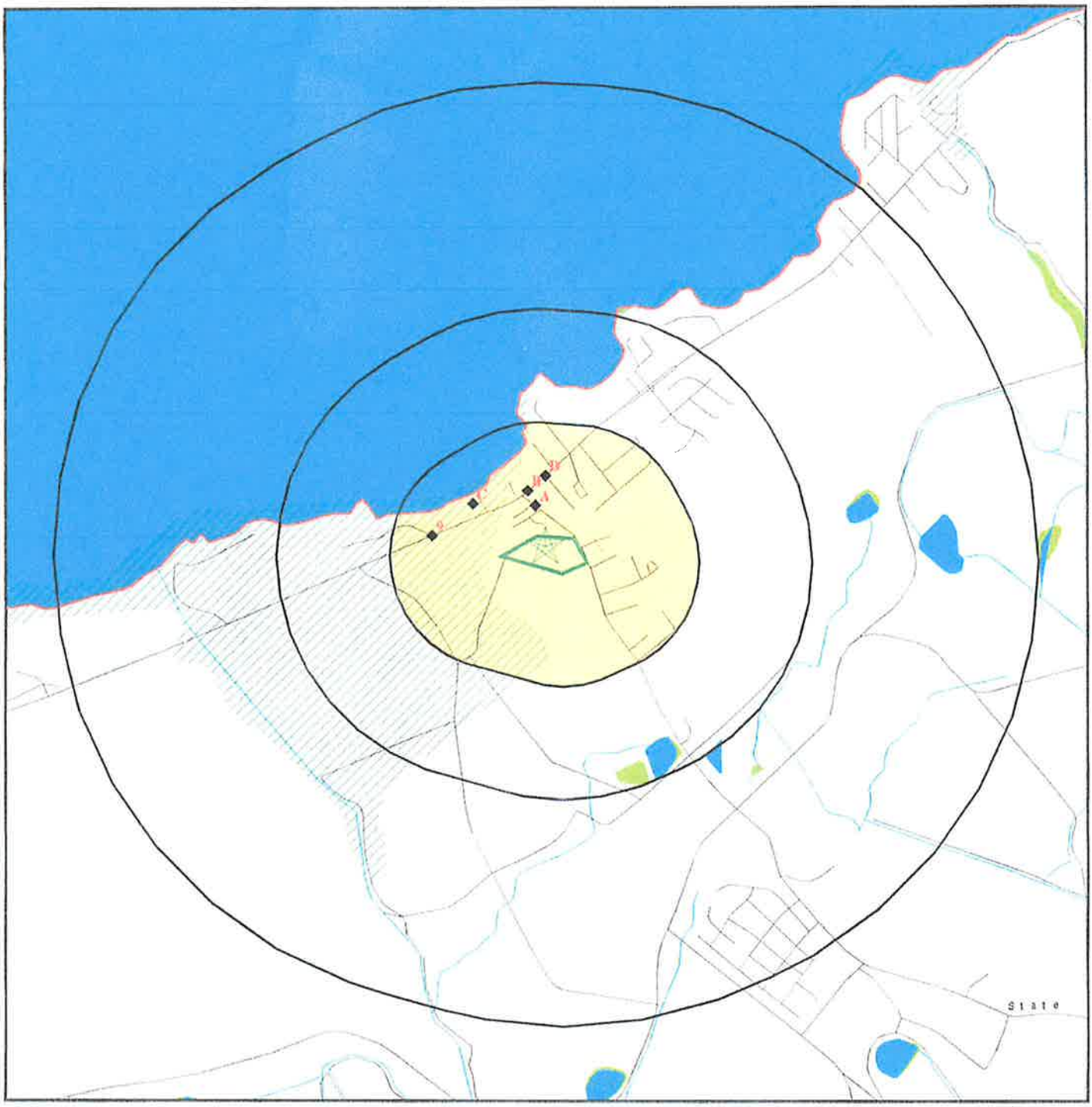
Lower Elevation	Address	Direction / Distance	Map ID	Page
KAGEHIRO SERVICE STATION	58 BALDWIN AVE	N 0 - 1/8 (0.037 mi.)	A1	7
BATAAN GARAGE	24 BALDWIN AVE	N 0 - 1/8 (0.068 mi.)	A2	7
PAIA CHEVRON	99 HANA HWY	NNW 0 - 1/8 (0.094 mi.)	B3	8
MINIT STOP - PAIA	123 HANA HWY	NNW 0 - 1/8 (0.102 mi.)	B5	12
NOBORU UEHARA	***65 HANA HWY***	***NNW 1/8 - 1/4 (0.134 mi.)***	***C6***	***12***
FORMER PAIA GENREAL STORE	***149 HANA HIGHWAY***	***N 1/8 - 1/4 (0.134 mi.)***	***D8***	***13***
PAIA SEWER PUMP STATION	PUNA RD/HANA HWY	WNW 1/8 - 1/4 (0.162 mi.)	9	14

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
SUGAR CANE FIELD OUTSIDE OF PAIA	ERNS
PAIA LIME KILN	FINDS

OVERVIEW MAP - 3069520.1s



0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory

SITE NAME: Pala 2020 LLC ADDRESS: Baldwin Avenue/Hana Hwy Pala HI 96779 LAT/LONG: 20.9145 / 156.3805	CLIENT: MEV, LLC CONTACT: Brian Carey INQUIRY #: 3069520.1s DATE: May 16, 2011 4:22 pm

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DETAIL MAP - 3069520.1s

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory

SITE NAME: Paia 2020 LLC	CLIENT: MEV, LLC
ADDRESS: Baldwin Avenue/Hana Hwy Paia HI 96779	CONTACT: Brian Carey INQUIRY #: 3069520.1s
LAT/LONG: 20.9145 / 156.3805	DATE: May 16, 2011 4:22 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL		1.000	0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS		0.500	0	0	0	NR	NR	0
FEDERAL FACILITY		1.000	0	0	0	0	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP		0.500	0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS		1.000	0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF		0.500	0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG		0.250	0	0	NR	NR	NR	0
RCRA-SQG		0.250	0	0	NR	NR	NR	0
RCRA-CESQG		0.250	0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
Federal ERNS list								
ERNS		TP	NR	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
SHWS		1.000	0	1	0	0	NR	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF		0.500	0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST		0.500	1	1	0	NR	NR	2
INDIAN LUST		0.500	0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST		0.250	4	3	NR	NR	NR	7

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN UST		0.250	0	0	NR	NR	NR	0
FEMA UST		0.250	0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
ENG CONTROLS		0.500	0	0	0	NR	NR	0
INST CONTROL		0.500	0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS		0.500	0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
INDIAN ODI		0.500	0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
US HIST CDL		TP	NR	NR	NR	NR	NR	0
Local Land Records								
LIENS 2		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS		TP	NR	NR	NR	NR	NR	0
SPILLS		TP	NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen		0.250	0	0	NR	NR	NR	0
DOT OPS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
UIC		TP	NR	NR	NR	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
AIRS		TP	NR	NR	NR	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
SCRD DRYCLEANERS		0.500	0	0	0	NR	NR	0
COAL ASH EPA		0.500	0	0	0	NR	NR	0
FINANCIAL ASSURANCE		TP	NR	NR	NR	NR	NR	0
COAL ASH DOE		TP	NR	NR	NR	NR	NR	0
PCB TRANSFORMER		TP	NR	NR	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
North
< 1/8
0.037 mi.
197 ft.

KAGEHIRO SERVICE STATION
58 BALDWIN AVE
PAIA, HI 96779

Site 1 of 2 in cluster A

UST **U003541904**
N/A

Relative:
Lower

Actual:
31 ft.

UST:

Facility ID:	9-503077
Owner:	EDWIN KAGEHIRO
Owner Address:	236 EHILANI ST
Owner City,St,Zip:	Paia, 96779 96779
Tank ID:	R-1
Date Installed:	Not reported
Tank Status:	**Permanently Out of Use**
Date Closed:	6/13/1995
Tank Capacity:	550
Substance:	Gasoline
Tank ID:	R-2
Date Installed:	Not reported
Tank Status:	**Permanently Out of Use**
Date Closed:	6/13/1995
Tank Capacity:	1000
Substance:	Gasoline
Tank ID:	R-3
Date Installed:	Not reported
Tank Status:	**Permanently Out of Use**
Date Closed:	6/13/1995
Tank Capacity:	1000
Substance:	Gasoline

A2
North
< 1/8
0.068 mi.
360 ft.

BATAAN GARAGE
24 BALDWIN AVE
PAIA, HI 96779

Site 2 of 2 in cluster A

UST **U003155138**
N/A

Relative:
Lower

Actual:
21 ft.

UST:

Facility ID:	9-502973
Owner:	TADAUUKI HORIUCHI
Owner Address:	24 BALDWIN AVE
Owner City,St,Zip:	Paia, 96779 96779
Tank ID:	R-1
Date Installed:	Not reported
Tank Status:	**Permanently Out of Use**
Date Closed:	8/6/1994
Tank Capacity:	1000
Substance:	Diesel
Tank ID:	R-2
Date Installed:	Not reported
Tank Status:	**Permanently Out of Use**
Date Closed:	8/6/1994
Tank Capacity:	1000

BATAAN GARAGE (Continued) **U003155138**

Substance: Gasoline

B3 **PAIA CHEVRON** **UST** **U001236720**
NNW **99 HANA HWY** **N/A**
< 1/8 **PAIA, HI 96779**
0.094 mi.
498 ft. **Site 1 of 2 in cluster B**

Relative:
Lower

Actual:
13 ft.

UST:

Facility ID:	9-501250
Owner:	McBARNET PAIA CORP
Owner Address:	16 HOBRON AVE
Owner City,St,Zip:	Paia, 96779 96779
Tank ID:	1
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	6000
Substance:	Diesel
Tank ID:	1
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	6000
Substance:	Diesel
Tank ID:	2
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	6000
Substance:	Gasoline
Tank ID:	2
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	6000
Substance:	Gasoline
Tank ID:	3
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	6000
Substance:	Gasoline
Tank ID:	3
Date Installed:	1/1/1986
Tank Status:	**Currently In Use**
Date Closed:	Not reported

PAIA CHEVRON (Continued) **U001236720**

Tank Capacity: 6000
Substance: Gasoline

Tank ID: R-1
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 4000
Substance: Gasoline

Tank ID: R-1
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 4000
Substance: Gasoline

Tank ID: R-2
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 4000
Substance: Gasoline

Tank ID: R-2
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 4000
Substance: Gasoline

Tank ID: R-3
Date Installed: 1/30/1974
Tank Status: Permanently Out of Use
Date Closed: 1/1/1987
Tank Capacity: 5000
Substance: Gasoline

Tank ID: R-3
Date Installed: 1/30/1974
Tank Status: Permanently Out of Use
Date Closed: 1/1/1987
Tank Capacity: 5000
Substance: Gasoline

Tank ID: R-4
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 550

PAIA CHEVRON (Continued) **U001236720**

Substance: Used Oil

Tank ID: R-4
Date Installed: 1/30/1963
Tank Status: Permanently Out of Use
Date Closed: 12/1/1986
Tank Capacity: 550
Substance: Used Oil

C4 **PAIA SHELL** **FINDS 1006843930**
NNW **68 HANA HWY** **LUST N/A**
< 1/8 **PAIA, HI 96779** **FINANCIAL ASSURANCE**
0.101 mi.
531 ft. **Site 1 of 2 in cluster C**

Relative: Lower

Actual: 9 ft.

FINDS:

Registry ID: 110014055306

Environmental Interest/Information System
HI-UST (Hawaii - Underground Storage Tank). Hawaii Underground Storage Tank Program regulates underground storage tanks which store petroleum or hazardous substances and offers documents and data products for downloading.

LUST:
Facility ID: 9-501802
Facility Status: Site Cleanup Completed (NFA)
Facility Status Date: 4/26/1996
Release ID: 960045
Project Officer: Mark Sutterfield

HI FINANCIAL ASSURANCE:
Alt Facility ID: 9-501802
Tank Id: 92
Tank Status Desc: Currently In Use
FRTYPE: Other
Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: R-4
Tank Status Desc: Permanently Out of Use
FRTYPE: Other
Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: 87
Tank Status Desc: Currently In Use
FRTYPE: Other
Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: R-3
Tank Status Desc: Permanently Out of Use
FRTYPE: Other

PAIA SHELL (Continued) **1006843930**

Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: R-1
Tank Status Desc: Permanently Out of Use
FRTYPE: Other
Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: R-2
Tank Status Desc: Permanently Out of Use
FRTYPE: Other
Expiration Date: Not reported

Alt Facility ID: 9-501802
Tank Id: R-4
Tank Status Desc: Permanently Out of Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

Alt Facility ID: 9-501802
Tank Id: R-3
Tank Status Desc: Permanently Out of Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

Alt Facility ID: 9-501802
Tank Id: R-2
Tank Status Desc: Permanently Out of Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

Alt Facility ID: 9-501802
Tank Id: 92
Tank Status Desc: Currently In Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

Alt Facility ID: 9-501802
Tank Id: 87
Tank Status Desc: Currently In Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

Alt Facility ID: 9-501802
Tank Id: R-1
Tank Status Desc: Permanently Out of Use
FRTYPE: Insurance
Expiration Date: 9/13/2010

B5
NNW
< 1/8
0.102 mi.
540 ft.

MINIT STOP - PAIA
123 HANA HWY
PAIA, HI 96779

Site 2 of 2 in cluster B

Relative:
Lower

Actual:
12 ft.

UST **U003155089**
N/A

UST:

Facility ID:	9-500223
Owner:	MAUI PETROLEUM, Inc.
Owner Address:	385 HUKILIKE ST, SUITE 200
Owner City,St,Zip:	Paia, 96779 96779
Tank ID:	87
Date Installed:	2/10/1992
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	12000
Substance:	Gasoline
Tank ID:	92
Date Installed:	2/10/1992
Tank Status:	**Currently In Use**
Date Closed:	Not reported
Tank Capacity:	12000
Substance:	Gasoline
Tank ID:	R-1
Date Installed:	4/17/1962
Tank Status:	**Permanently Out of Use**
Date Closed:	Not reported
Tank Capacity:	3000
Substance:	Gasoline
Tank ID:	R-2
Date Installed:	4/17/1962
Tank Status:	**Permanently Out of Use**
Date Closed:	9/1/1992
Tank Capacity:	3000
Substance:	Gasoline

C6
NNW
1/8-1/4
0.134 mi.
706 ft.

NOBORU UEHARA
65 HANA HWY
PAIA, HI 96779

Site 2 of 2 in cluster C

Relative:
Lower

Actual:
4 ft.

FINDS **1006842761**
UST **N/A**

FINDS:

Registry ID: 110014042366

Environmental Interest/Information System
HI-UST (Hawaii - Underground Storage Tank). Hawaii Underground Storage Tank Program regulates underground storage tanks which store petroleum or hazardous substances and offers documents and data products for downloading.

NOBORU UEHARA (Continued) **1006842761**

UST:
Facility ID: 9-502983
Owner: NOBORU UEHARA
Owner Address: 33 PONI PLACE
Owner City,St,Zip: Paia, 96779 96779

Tank ID: R-1
Date Installed: 12/30/1955
Tank Status: Permanently Out of Use
Date Closed: 9/10/1994
Tank Capacity: 1000
Substance: Gasoline

Tank ID: R-2
Date Installed: 12/30/1955
Tank Status: Permanently Out of Use
Date Closed: 9/10/1994
Tank Capacity: 1000
Substance: Gasoline

D7 **PAIA GENERAL STORE** **SHWS S107022557**
North **149 HANA HWY** **N/A**
1/8-1/4 **PAIA, HI 96779**
0.134 mi.
706 ft. **Site 1 of 2 in cluster D**

Relative: **Lower**

Actual: **18 ft.**

SHWS:
Organization: Paia General Store
Supplemental Location Text: Not reported
Island: Maui
Environmental Interest: Paia General Store
Hid Number: Not reported
Facility Registry Identifier: Not reported
Lead Agency: Not reported
Program: State
Project Manager: Clarence Callahan
Hazard Priority: NFA
Site Status: NFA
Action: Assessment
Potential Hazards And Controls: Hazard Undetermined
Closure Document Title: NFA - Type Undetermined
Date Of Closure Document: 8/4/2005 1:19:42 AM

D8 **FORMER PAIA GENREAL STORE** **LUST U003998223**
North **149 HANA HIGHWAY** **UST N/A**
1/8-1/4 **PAIA, HI 96779**
0.134 mi.
706 ft. **Site 2 of 2 in cluster D**

Relative: **Lower**

Actual: **18 ft.**

LUST:
Facility ID: 9-503790
Facility Status: Site Cleanup Completed (NFA)
Facility Status Date: 4/28/2006
Release ID: 060023
Project Officer: Richard Takaba

FORMER PAIA GENREAL STORE (Continued) **U003998223**

UST:
Facility ID: 9-503790
Owner: RAY NAKAGAWA
Owner Address: 149 HANA HWY
Owner City,St,Zip: Paia, 96779 96779

Tank ID: R-1
Date Installed: Not reported
Tank Status: Permanently Out of Use
Date Closed: 3/15/2005
Tank Capacity: 1000
Substance: Gasoline

Tank ID: R-2
Date Installed: Not reported
Tank Status: Permanently Out of Use
Date Closed: 3/15/2005
Tank Capacity: 560
Substance: Diesel

9
WNW
1/8-1/4
0.162 mi.
856 ft.

Relative:
Lower

Actual:
7 ft.

PAIA SEWER PUMP STATION **UST** **U003222223**
PUNA RD/HANA HWY **N/A**
KAHULUI, HI 96732

UST:
Facility ID: 9-501348
Owner: COUNTY OF MAUI - PUBLIC WORKS & WASTE MANAGEMENT
Owner Address: 200 S HIGH ST
Owner City,St,Zip: Kahului, 96732 96732

Tank ID: R-M-1
Date Installed: 5/5/1985
Tank Status: Permanently Out of Use
Date Closed: 10/15/1998
Tank Capacity: 285
Substance: Diesel

Count: 2 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PAIA	1006843374	PAIA LIME KILN	HANA HWY	96779	FINDS
PAIA	99525306	SUGAR CANE FIELD OUTSIDE OF PAIA	SUGAR CANE FIELD OUTSIDE OF PA		ERNS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/13/2011
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 15

Source: EPA
Telephone: N/A
Last EDR Contact: 04/13/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites
A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/13/2011
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 15

Source: EPA
Telephone: N/A
Last EDR Contact: 04/13/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens
Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 05/16/2011
Next Scheduled EDR Contact: 08/29/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/13/2011
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 15

Source: EPA
Telephone: N/A
Last EDR Contact: 04/13/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/25/2011
Date Data Arrived at EDR: 03/01/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 62

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 04/29/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing
A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPAa??s Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/10/2010
Date Data Arrived at EDR: 01/11/2011
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/15/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/25/2011
Date Data Arrived at EDR: 03/01/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 62

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 04/29/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 05/25/2010
Date Data Arrived at EDR: 06/02/2010
Date Made Active in Reports: 10/04/2010
Number of Days to Update: 124

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/16/2011
Next Scheduled EDR Contact: 08/29/2011
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/11/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/11/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 01/05/2011
Date Data Arrived at EDR: 01/14/2011
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 03/14/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/05/2011
Date Data Arrived at EDR: 01/14/2011
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 03/14/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/07/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Annually

State- and tribal - equivalent CERCLIS

SHWS: Sites List

Facilities, sites or areas in which the Office of Hazard Evaluation and Emergency Response has an interest, has investigated or may investigate under HRS 128D (includes CERCLIS sites).

Date of Government Version: 12/01/2009
Date Data Arrived at EDR: 12/07/2009
Date Made Active in Reports: 01/08/2010
Number of Days to Update: 32

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Semi-Annually

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Permitted Landfills in the State of Hawaii

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/01/2010
Date Data Arrived at EDR: 04/08/2010
Date Made Active in Reports: 05/19/2010
Number of Days to Update: 41

Source: Department of Health
Telephone: 808-586-4245
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 03/08/2011
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 04/12/2011
Number of Days to Update: 33

Source: Department of Health
Telephone: 808-586-4228
Last EDR Contact: 03/07/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Semi-Annually

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 02/03/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/31/2011
Date Data Arrived at EDR: 02/01/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 48

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 02/04/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/04/2009
Date Data Arrived at EDR: 05/04/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 64

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/04/2010
Next Scheduled EDR Contact: 05/16/2011
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 03/03/2011
Date Data Arrived at EDR: 03/18/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 45

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 09/01/2010
Date Data Arrived at EDR: 11/05/2010
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 84

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/03/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/03/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

State and tribal registered storage tank lists

UST: Underground Storage Tank Database
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 03/08/2011
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 04/12/2011
Number of Days to Update: 33

Source: Department of Health
Telephone: 808-586-4228
Last EDR Contact: 03/07/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Semi-Annually

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 01/31/2011
Date Data Arrived at EDR: 02/01/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 48

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 02/04/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 09/01/2010
Date Data Arrived at EDR: 11/05/2010
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 84

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/03/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 11/01/2010
Date Data Arrived at EDR: 12/02/2010
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 57

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 02/03/2011
Next Scheduled EDR Contact: 05/16/2011
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 02/03/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 01/01/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 68

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/03/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 45

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 03/03/2011
Date Data Arrived at EDR: 03/18/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 45

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Semi-Annually

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/18/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENG CONTROLS: Engineering Control Sites
A listing of sites with engineering controls in place.

Date of Government Version: 12/01/2009
Date Data Arrived at EDR: 12/07/2009
Date Made Active in Reports: 01/08/2010
Number of Days to Update: 32

Source: Department of Health
Telephone: 404-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

INST CONTROL: Sites with Institutional Controls
Voluntary Remediation Program and Brownfields sites with institutional controls in place.

Date of Government Version: 12/01/2009
Date Data Arrived at EDR: 12/07/2009
Date Made Active in Reports: 01/08/2010
Number of Days to Update: 32

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/01/2010
Date Data Arrived at EDR: 01/05/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 75

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Varies

VCP: Voluntary Response Program Sites
Sites participating in the Voluntary Response Program. The purpose of the VRP is to streamline the cleanup process in a way that will encourage prospective developers, lenders, and purchasers to voluntarily cleanup properties.

Date of Government Version: 12/01/2009
Date Data Arrived at EDR: 12/07/2009
Date Made Active in Reports: 01/08/2010
Number of Days to Update: 32

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Listng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Brownfields Sites
With certain legal exclusions and additions, the term 'brownfield site' means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Date of Government Version: 12/01/2009
Date Data Arrived at EDR: 12/07/2009
Date Made Active in Reports: 01/08/2010
Number of Days to Update: 32

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 12/29/2010
Date Data Arrived at EDR: 12/30/2010
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/29/2011
Next Scheduled EDR Contact: 07/11/2011
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 03/28/2011
Next Scheduled EDR Contact: 07/11/2011
Data Release Frequency: No Update Planned

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 05/09/2011
Next Scheduled EDR Contact: 08/22/2011
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/02/2011
Date Data Arrived at EDR: 03/17/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 46

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/08/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Quarterly

CDL: Clandestine Drug Lab Listing
A listing of clandestine drug lab site locations.

Date of Government Version: 08/04/2010
Date Data Arrived at EDR: 09/10/2010
Date Made Active in Reports: 10/22/2010
Number of Days to Update: 42

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/07/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 02/04/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

LUCIS: Land Use Control Information System
LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/22/2011
Next Scheduled EDR Contact: 06/06/2011
Data Release Frequency: Varies

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/05/2011
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 51

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS: Release Notifications
Releases of hazardous substances to the environment reported to the Office of Hazard Evaluation and Emergency Response since 1988.

Date of Government Version: 03/10/2010
Date Data Arrived at EDR: 03/16/2010
Date Made Active in Reports: 04/13/2010
Number of Days to Update: 28

Source: Department of Health
Telephone: 808-586-4249
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

Other Ascertainable Records

RCRA-NonGen: RCRA - Non Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/11/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/12/2011
Date Data Arrived at EDR: 02/11/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/11/2011
Next Scheduled EDR Contact: 08/22/2011
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/21/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 08/12/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 112

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 03/15/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 10/01/2010
Date Data Arrived at EDR: 10/29/2010
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 91

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/04/2011
Next Scheduled EDR Contact: 07/18/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 02/25/2011
Date Data Arrived at EDR: 03/16/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 5
Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/16/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites
Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/21/2010
Date Made Active in Reports: 01/28/2011
Number of Days to Update: 99
Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 03/04/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Varies

MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/08/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 03/09/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/17/2010
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 94
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 03/01/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/29/2011
Next Scheduled EDR Contact: 07/11/2011
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 02/28/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 02/28/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/07/2011
Date Data Arrived at EDR: 01/21/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 03/28/2011
Next Scheduled EDR Contact: 07/11/2011
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2010
Date Data Arrived at EDR: 11/10/2010
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 98

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/22/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/18/2010
Date Data Arrived at EDR: 04/06/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 51

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 03/14/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/11/2011
Date Data Arrived at EDR: 01/13/2011
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/13/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/14/2010
Date Data Arrived at EDR: 04/16/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 41

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/14/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 03/01/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 62

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/01/2011
Next Scheduled EDR Contact: 06/13/2011
Data Release Frequency: Biennially

UIC: Underground Injection Wells Listing
A listing of underground injection well locations.

Date of Government Version: 09/21/2010
Date Data Arrived at EDR: 10/01/2010
Date Made Active in Reports: 10/22/2010
Number of Days to Update: 21

Source: Department of Health
Telephone: 808-586-4258
Last EDR Contact: 04/05/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: Varies

DRYCLEANERS: Permitted Drycleaner Facility Listing
A listing of permitted drycleaner facilities in the state.

Date of Government Version: 06/30/2010
Date Data Arrived at EDR: 07/13/2010
Date Made Active in Reports: 08/04/2010
Number of Days to Update: 22

Source: Department of Health
Telephone: 808-586-4200
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Varies

AIRS: List of Permitted Facilities
A listing of permitted facilities in the state.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 01/14/2011
Date Made Active in Reports: 01/24/2011
Number of Days to Update: 10

Source: Department of Health
Telephone: 808-586-4200
Last EDR Contact: 04/25/2011
Next Scheduled EDR Contact: 07/25/2011
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/21/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing
The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/09/2011
Next Scheduled EDR Contact: 08/08/2011
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 02/18/2009
Date Made Active in Reports: 05/29/2009
Number of Days to Update: 100

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 05/05/2011
Next Scheduled EDR Contact: 08/15/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 04/19/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 03/18/2011
Next Scheduled EDR Contact: 06/27/2011
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands
Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/21/2011
Next Scheduled EDR Contact: 08/01/2011
Data Release Frequency: N/A

FINANCIAL ASSURANCE: Financial Assurance Information Listing
A listing of financial assurance information for underground storage tank facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 03/22/2011
Date Data Arrived at EDR: 03/25/2011
Date Made Active in Reports: 04/12/2011
Number of Days to Update: 18

Source: Department of Health
Telephone: 808-586-4226
Last EDR Contact: 03/21/2011
Next Scheduled EDR Contact: 07/04/2011
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: Rextag Strategies Corp.
Telephone: (281) 769-2247
U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PAIA 2020 LLC
BALDWIN AVENUE/HANA HWY
PAIA, HI 96779

TARGET PROPERTY COORDINATES

Latitude (North):	20.91450 - 20° 54' 52.2"
Longitude (West):	156.3805 - 156° 22' 49.8"
Universal Tranverse Mercator:	Zone 4
UTM X (Meters):	772471.8
UTM Y (Meters):	2314773.0
Elevation:	39 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	20156-H4 KAHAKULOA, HI
Most Recent Revision:	Not reported

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

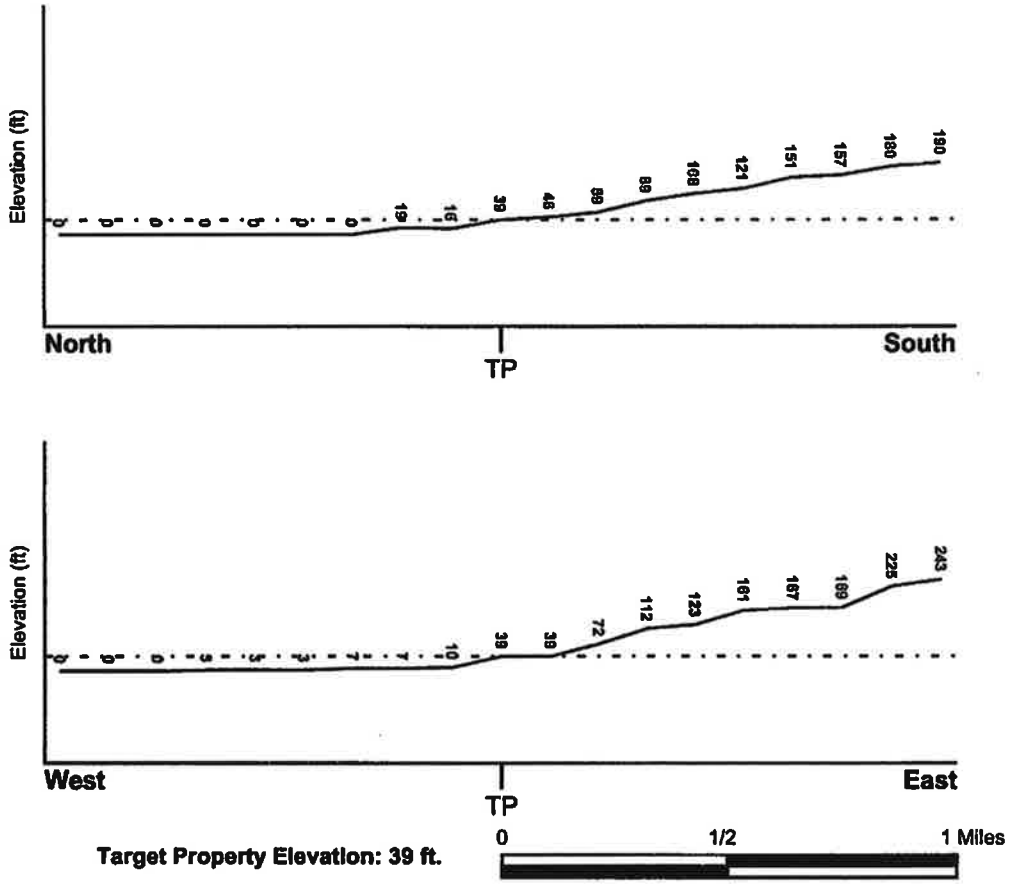
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
MAUI, HI	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	1500030185C - FEMA Q3 Flood data
Additional Panels in search area:	1500030195C - FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
NOT AVAILABLE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

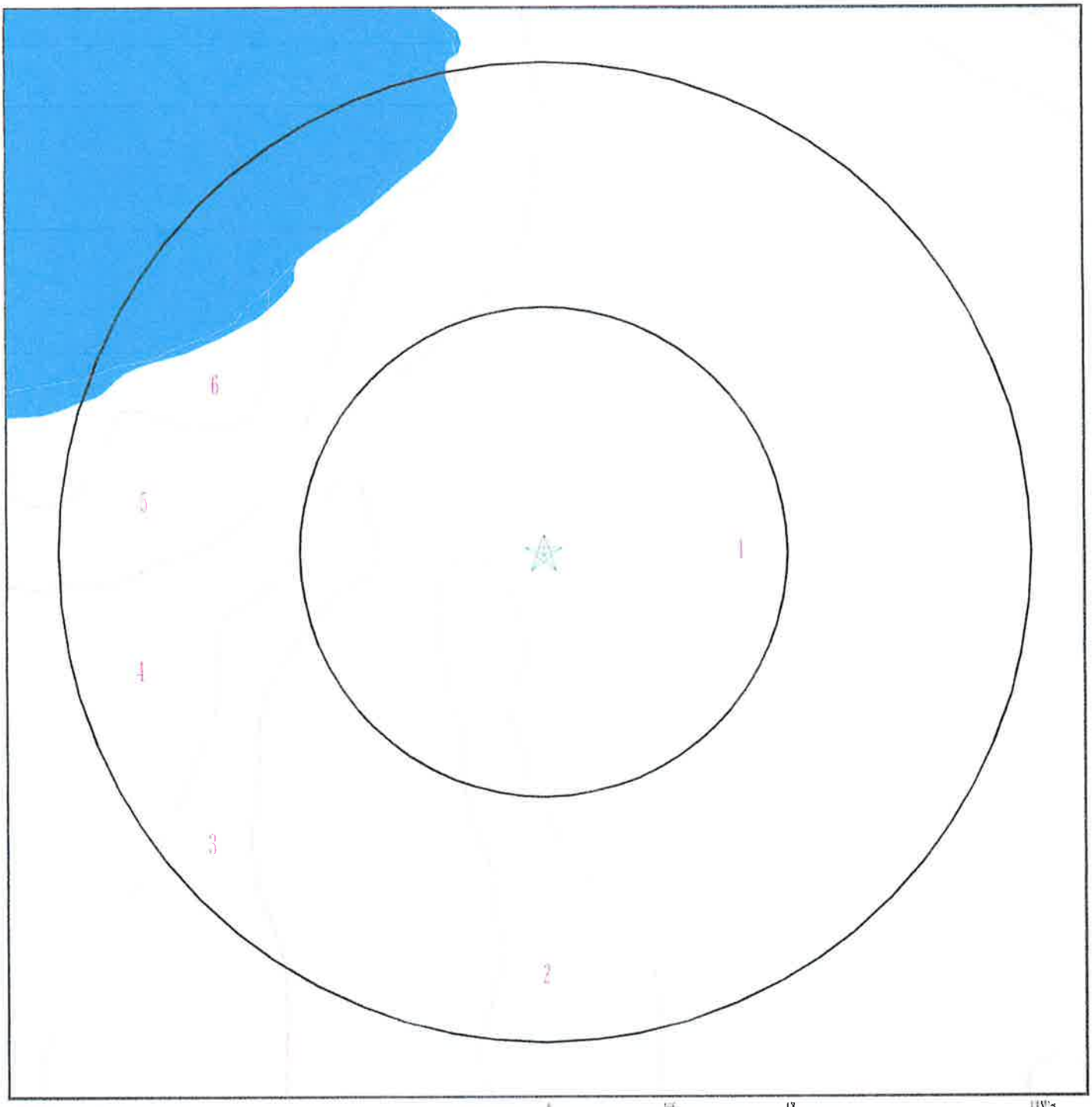
Era:	-
System:	-
Series:	-
Code:	N/A *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: -

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 3069520.1s



★ Target Property
SSURGO Soil
Water

SITE NAME: Pala 2020 LLC ADDRESS: Baldwin Avenue/Hana Hwy Pala HI 96779 LAT/LONG: 20.9145 / 156.3805	CLIENT: MEV, LLC CONTACT: Brian Carey INQUIRY #: 3069520.1s DATE: May 16, 2011 4:22 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Paia

Soil Surface Texture: silty clay

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information

	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	silty clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4
2	11 inches	18 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4
3	18 inches	59 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 2

Soil Component Name: Paia

Soil Surface Texture: silty clay

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information

	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	silty clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4
2	11 inches	18 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4
3	18 inches	59 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 4.23 Min: 0.42	Max: 7.8 Min: 7.4

Soil Map ID: 3

Soil Component Name: Ewa

Soil Surface Texture: silty clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	18 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 14 Min: 4.23	Max: 7.8 Min: 6.6
2	18 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	MH-K (proposed)	Max: 14 Min: 4.23	Max: 7.8 Min: 6.6

Soil Map ID: 4

Soil Component Name: Pulehu

Soil Surface Texture: silt loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.14 Min: 14.11	Max: 7.8 Min: 6.6
2	20 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.14 Min: 14.11	Max: 7.8 Min: 6.6

Soil Map ID: 5

Soil Component Name: Pulehu

Soil Surface Texture: silt loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.14 Min: 14.11	Max: 7.8 Min: 6.6

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	20 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.14 Min: 14.11	Max: 7.8 Min: 6.6

Soil Map ID: 6

Soil Component Name: Beaches

Soil Surface Texture: coarse sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 92 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	coarse sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.8 Min: 6.1
2	5 inches	59 inches	coarse sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.8 Min: 6.1

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

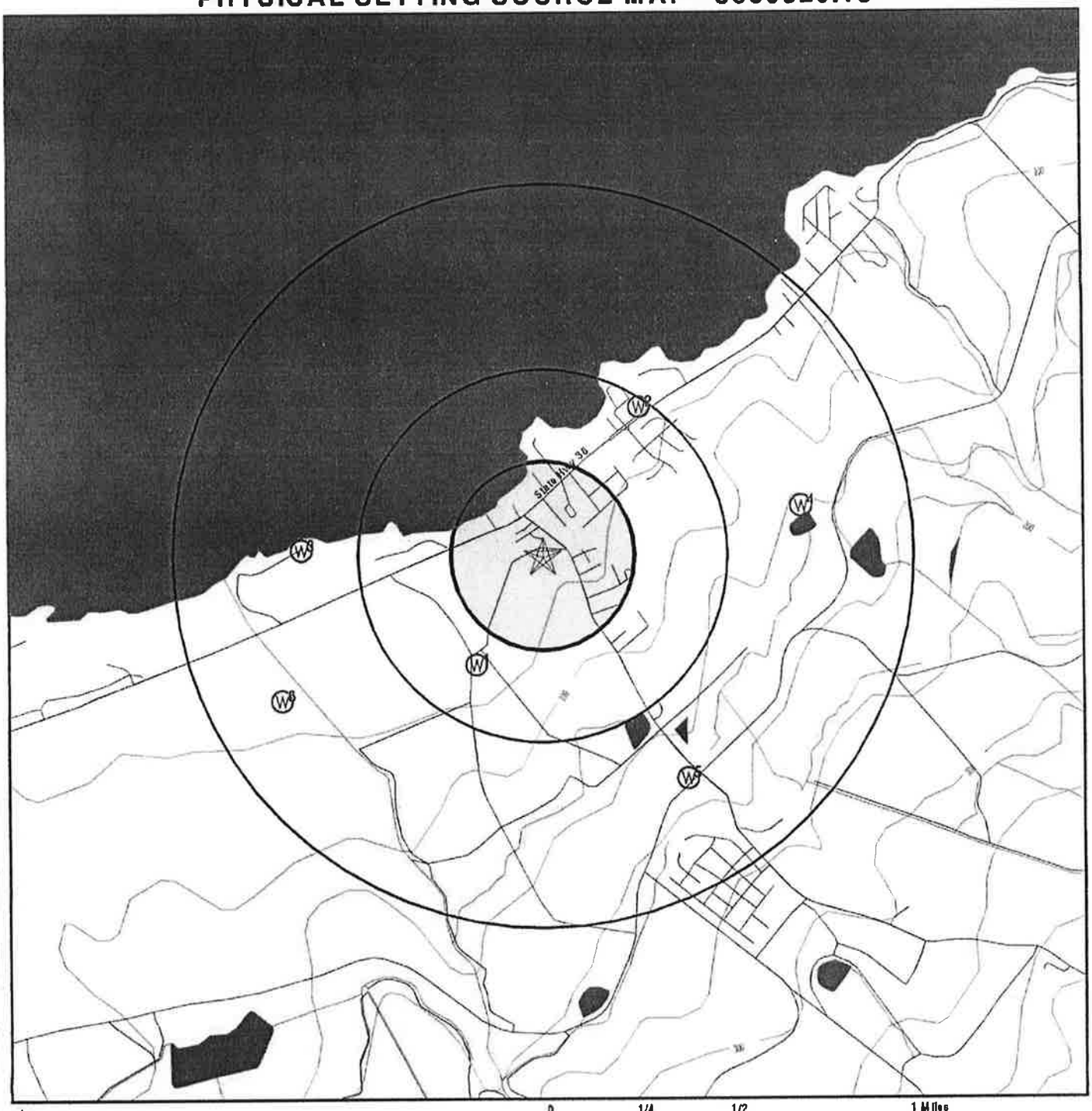
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	HI6000000001526	1/4 - 1/2 Mile SSW
2	HI6000000001548	1/4 - 1/2 Mile NE
3	HI6000000001538	1/2 - 1 Mile West
4	HI6000000001540	1/2 - 1 Mile East
5	HI6000000001497	1/2 - 1 Mile SSE
6	HI6000000001513	1/2 - 1 Mile WSW

PHYSICAL SETTING SOURCE MAP - 3069520.1s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location

SITE NAME: Pala 2020 LLC	CLIENT: MEV, LLC
ADDRESS: Baldwin Avenue/Hana Hwy Pala HI 96779	CONTACT: Brian Carey INQUIRY #: 3069520.1s
LAT/LONG: 20.9145 / 156.3805	DATE: May 16, 2011 4:22 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 SSW 1/4 - 1/2 Mile Lower			HI WELLS	HI6000000001526
Wid:	6-5423-002	Island:	6	
Well no:	5423-02	Well name:	Low Pala-Pump 16	
Old name:	Not Reported	Yr drilled:	1899	
Driller:	Not Reported	Quad map:	07	
Longitude2:	1562310	Latitude27:	205449	
Longitude8:	1562260	Latitude83:	205437	
Lat83d:	20	Lat83m:	54	
Lat83s:	37	Lon83d:	156	
Lon83m:	22	Lon83s:	60	
Lat83dd:	20.91028			
Lon83dd:	-156.38333			
Long83dd:	-156.38333			
Lat83dd 1:	20.91028			
Gps:	0	Utm:	1	
Owner user:	HC & S Co	Old number:	30-SH	
Well type:	SHF	Casing dia:	Not Reported	
Ground el:	25	Well depth:	Not Reported	
Solid case:	Not Reported	Perf case:	Not Reported	
Use:	AGR - Agriculture			
Use year:	Not Reported			
Init water:	Not Reported			
Init head:	Not Reported			
Init chlor:	Not Reported	Init cl:	0	
Test date:	Not Reported	Test gpm:	Not Reported	
Test ddown:	Not Reported	Test chlor:	Not Reported	
Test temp:	25.0	Temp unit:	C	
Pump gpm:	19000.00000	Draft mgy:	6191	
Head feet:	Not Reported	Max chlor:	1499	
Min chlor:	335	Geology:	THO	
Pump yr:	70	Draft yr:	76	
Head yr:	Not Reported	Maxchl:	1/1/1966	
Maxchl yr:	66	Minchl:	1/1/1941	
Minchl yr:	41	Bot hole:	Not Reported	
Bot solid:	Not Reported	Bot perf:	Not Reported	
Spec capac:	Not Reported	Pump mgd:	27.14	
Draft mgd:	17.0	Aquifer:	60302	
Tmk:	Not Reported	Old aqui:	Not Reported	
Aqui code:	60302	Latest hd:	Not Reported	
Cur head:	Not Reported	Cur cl:	Not Reported	
Cur temp:	Not Reported	Wcr:	01/01/1932	
Pir:	Not Reported	Surveyor:	Not Reported	
T:	Not Reported	Pump elev:	Not Reported	
Pump depth:	Not Reported	Site id:	HI6000000001526	
2 NE 1/4 - 1/2 Mile Lower			HI WELLS	HI6000000001548

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Wid:	6-5522-003	Island:	6
Well no:	5522-03	Well name:	Kuau-Newbro
Old name:	Not Reported	Yr drilled:	2001
Driller:	WAILANI DRLG	Quad map:	07
Longitude2:	1562245	Latitude27:	205525
Longitude8:	1562235	Latitude83:	205513
Lat83d:	20	Lat83m:	55
Lat83s:	13	Lon83d:	156
Lon83m:	22	Lon83s:	35
Lat83dd:	20.92028		
Lon83dd:	-156.37639		
Long83dd:	-156.37639		
Lat83dd 1:	20.92028		
Gps:	0	Utm:	1
Owner user:	Newbro M	Old number:	Not Reported
Well type:	ROT	Casing dia:	6
Ground el:	47	Well depth:	63
Solid case:	48	Perf case:	63
Use:	IRR - Landscape/Water Features		
Use year:	01		
Init water:	Not Reported		
Init head:	2.69000		
Init chlor:	Not Reported	Init cl:	360
Test date:	3/5/2001	Test gpm:	63
Test ddown:	2.1	Test chlor:	360
Test temp:	Not Reported	Temp unit:	Not Reported
Pump gpm:	60.00000	Draft mgy:	Not Reported
Head feet:	2.69	Max chlor:	Not Reported
Min chlor:	Not Reported	Geology:	THO
Pump yr:	01	Draft yr:	Not Reported
Head yr:	Not Reported	Maxchl:	Not Reported
Maxchl yr:	Not Reported	Minchl:	Not Reported
Minchl yr:	Not Reported	Bot hole:	-16
Bot solid:	-1	Bot perf:	-16
Spec capac:	Not Reported	Pump mgd:	0.086
Draft mgd:	Not Reported	Aquifer:	Not Reported
Tmk:	2-6-009:002	Old aqui:	Not Reported
Aqui code:	60302	Latest hd:	Not Reported
Cur head:	Not Reported	Cur cl:	Not Reported
Cur temp:	Not Reported	Wcr:	01/01/1933
Pir:	Not Reported	Surveyor:	KEN T NOMURA
T:	Not Reported	Pump elev:	-7
Pump depth:	54	Site id:	HI6000000001548

3
West
1/2 - 1 Mile
Lower

HI WELLS **HI6000000001538**

Wid:	6-5523-001	Island:	6
Well no:	5523-01	Well name:	Paia-Ulmer
Old name:	Not Reported	Yr drilled:	2001
Driller:	WAILANI DRLG	Quad map:	07
Longitude2:	1562336	Latitude27:	205505
Longitude8:	1562326	Latitude83:	205453
Lat83d:	20	Lat83m:	54
Lat83s:	53	Lon83d:	156
Lon83m:	23	Lon83s:	26
Lat83dd:	20.91472		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Lon83dd:	-156.39056		
Long83dd:	-156.39056		
Lat83dd 1:	20.91472		
Gps:	0	Utm:	1
Owner user:	Ulmer K	Old number:	Not Reported
Well type:	ROT	Casing dia:	6
Ground el:	10	Well depth:	50
Solid case:	41	Perf case:	49
Use:	UNU - Unused		
Use year:	02		
Init water:	Not Reported		
Init head:	5.01000		
Init chlor:	Not Reported	Init cl:	3200
Test date:	1/7/2001	Test gpm:	133
Test ddown:	1.7	Test chlor:	6230
Test temp:	74.0	Temp unit:	F
Pump gpm:	Not Reported	Draft mgy:	Not Reported
Head feet:	5.01	Max chlor:	Not Reported
Min chlor:	Not Reported	Geology:	THO
Pump yr:	Not Reported	Draft yr:	Not Reported
Head yr:	Not Reported	Maxchl:	Not Reported
Maxchl yr:	Not Reported	Minchl:	Not Reported
Minchl yr:	Not Reported	Bot hole:	-40
Bot solid:	-31	Bot perf:	-39
Spec capac:	78	Pump mgd:	Not Reported
Draft mgd:	Not Reported	Aquifer:	Not Reported
Tmk:	2-5-005:016	Old aqui:	Not Reported
Aqui code:	60302	Latest hd:	Not Reported
Cur head:	Not Reported	Cur cl:	Not Reported
Cur temp:	Not Reported	Wcr:	01/01/1933
Plr:	Not Reported	Surveyor:	BRUCE R LEE
T:	35104.00000	Pump elev:	Not Reported
Pump depth:	Not Reported	Site id:	HI6000000001538

4
East
1/2 - 1 Mile
Higher

HI WELLS **HI6000000001540**

Wid:	6-5522-001	Island:	6
Well no:	5522-01	Well name:	Kuau Pump 12
Old name:	Not Reported	Yr drilled:	1933
Driller:	Not Reported	Quad map:	07
Longitude2:	1562221	Latitude27:	205511
Longitude8:	1562211	Latitude83:	205459
Lat83d:	20	Lat83m:	54
Lat83s:	59	Lon83d:	156
Lon83m:	22	Lon83s:	11
Lat83dd:	20.91639		
Lon83dd:	-156.36972		
Long83dd:	-156.36972		
Lat83dd 1:	20.91639		
Gps:	0	Utm:	1
Owner user:	HC & S Co	Old number:	31-SH
Well type:	SHF	Casing dia:	Not Reported
Ground el:	156	Well depth:	Not Reported
Solid case:	Not Reported	Perf case:	Not Reported
Use:	AGR - Crops and Processing		
Use year:	75		
Init water:	Not Reported		

Init head:	Not Reported		
Init chlor:	Not Reported	Init cl:	0
Test date:	Not Reported	Test gpm:	Not Reported
Test ddown:	Not Reported	Test chlor:	Not Reported
Test temp:	Not Reported	Temp unit:	Not Reported
Pump gpm:	4720.00000	Draft mgy:	1811
Head feet:	4.0	Max chlor:	305
Min chlor:	187	Geology:	THO
Pump yr:	70	Draft yr:	76
Head yr:	70	Maxchl:	1/1/1975
Maxchl yr:	75	Minchl:	1/1/1941
Minchl yr:	75	Bot hole:	Not Reported
Bot solid:	Not Reported	Bot perf:	Not Reported
Spec capac:	Not Reported	Pump mgd:	6.740
Draft mgd:	5.0	Aquifer:	60302
Tmk:	Not Reported	Old aqui:	Not Reported
Aqui code:	60302	Latest hd:	4.00000
Cur head:	Not Reported	Cur cl:	Not Reported
Cur temp:	Not Reported	Wcr:	01/01/1933
Pir:	Not Reported	Surveyor:	Not Reported
T:	Not Reported	Pump elev:	Not Reported
Pump depth:	Not Reported	Site id:	HI6000000001540

5
SSE
1/2 - 1 Mile
Higher

HI WELLS **HI6000000001497**

Wid:	6-5422-001	Island:	6
Well no:	5422-01	Well name:	Paia Mill-Pum 13
Old name:	Not Reported	Yr drilled:	1923
Driller:	Not Reported	Quad map:	07
Longitude2:	1562238	Latitude27:	205433
Longitude8:	1562228	Latitude83:	205421
Lat83d:	20	Lat83m:	54
Lat83s:	21	Lon83d:	156
Lon83m:	22	Lon83s:	28
Lat83dd:	20.90583		
Lon83dd:	-156.37444		
Long83dd:	-156.37444		
Lat83dd 1:	20.90583		
Gps:	0	Utm:	1
Owner user:	HC & S Co	Old number:	29-SH
Well type:	SHF	Casing dia:	Not Reported
Ground el:	155	Well depth:	150
Solid case:	Not Reported	Perf case:	Not Reported
Use:	AGR - Crops and Processing		
Use year:	Not Reported		
Init water:	5.2		
Init head:	5.20000		
Init chlor:	160	Init cl:	160
Test date:	Not Reported	Test gpm:	3819
Test ddown:	0.7	Test chlor:	160
Test temp:	Not Reported	Temp unit:	Not Reported
Pump gpm:	9300.00000	Draft mgy:	3898
Head feet:	3.8	Max chlor:	453
Min chlor:	166	Geology:	THO
Pump yr:	70	Draft yr:	76
Head yr:	70	Maxchl:	1/1/1966

Maxchl yr:	66	Minchl:	1/1/1942
Minchl yr:	42	Bot hole:	5
Bot solid:	Not Reported	Bot perf:	Not Reported
Spec capac:	5456	Pump mgd:	13.29
Draft mgd:	10.7	Aquifer:	60302
Tmk:	Not Reported	Old aqui:	Not Reported
Aqui code:	60302	Latest hd:	3.80000
Cur head:	Not Reported	Cur cl:	Not Reported
Cur temp:	Not Reported	Wcr:	01/01/1923
Plr:	Not Reported	Surveyor:	Not Reported
T:	Not Reported	Pump elev:	Not Reported
Pump depth:	Not Reported	Site id:	HI6000000001497

6
WSW
1/2 - 1 Mile
Lower

HI WELLS **HI6000000001513**

Wid:	6-5423-001	Island:	6
Well no:	5423-01	Well name:	Kailua Gulch
Old name:	Not Reported	Yr drilled:	1899
Driller:	Not Reported	Quad map:	07
Longitude2:	1562339	Latitude27:	205444
Longitude8:	1562329	Latitude83:	205432
Lat83d:	20	Lat83m:	54
Lat83s:	32	Lon83d:	156
Lon83m:	23	Lon83s:	29
Lat83dd:	20.90889		
Lon83dd:	-156.39139		
Long83dd:	-156.39139		
Lat83dd 1:	20.90889		
Gps:	0	Utm:	1
Owner user:	Alexander & Baldwin, Inc.	Old number:	26-SH
Well type:	TUN	Casing dia:	Not Reported
Ground el:	18	Well depth:	Not Reported
Solid case:	Not Reported	Perf case:	Not Reported
Use:	IRR - Golf Course		
Use year:	05		
Init water:	Not Reported		
Init head:	Not Reported		
Init chlor:	Not Reported	Init cl:	0
Test date:	Not Reported	Test gpm:	Not Reported
Test ddown:	Not Reported	Test chlor:	Not Reported
Test temp:	Not Reported	Temp unit:	Not Reported
Pump gpm:	Not Reported	Draft mgy:	730
Head feet:	4.0	Max chlor:	Not Reported
Min chlor:	Not Reported	Geology:	THO
Pump yr:	Not Reported	Draft yr:	70
Head yr:	70	Maxchl:	Not Reported
Maxchl yr:	Not Reported	Minchl:	Not Reported
Minchl yr:	Not Reported	Bot hole:	Not Reported
Bot solid:	Not Reported	Bot perf:	Not Reported
Spec capac:	Not Reported	Pump mgd:	Not Reported
Draft mgd:	2.0	Aquifer:	60302
Tmk:	Not Reported	Old aqui:	Not Reported
Aqui code:	60302	Latest hd:	4.00000
Cur head:	Not Reported	Cur cl:	Not Reported
Cur temp:	Not Reported	Wcr:	01/01/1932
Plr:	Not Reported	Surveyor:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

T:	Not Reported	Pump elev:	Not Reported
Pump depth:	Not Reported	Site id:	HI6000000001513

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

Federal EPA Radon Zone for MAUI County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for MAUI COUNTY, HI

Number of sites tested: 70

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.057 pCi/L	100%	0%	0%
Living Area - 2nd Floor	0.000 pCi/L	100%	0%	0%
Basement	0.150 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Well Index Database
Source: Commission on Water Resource Management
Telephone: 808-587-0214
CWRM maintains a Well Index Database to track specific information pertaining to the construction and installation of production wells in Hawaii

OTHER STATE DATABASE INFORMATION

RADON

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

STREET AND ADDRESS INFORMATION

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MALAMA
Environmental

May 17, 2011

State of Hawaii Department of Health
Environmental Management Division
919 Ala Moana Boulevard, Room 308
Honolulu, HI 96814

Attn: Safe Drinking Water Branch

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo.

Respectfully,

Brian Carey

PO Box 880487, Pukalani, Hawaii 96788-0487 • Phone (808) 876-0500 • Fax (808) 876-1900
Email: info@malamaenvironmental.com • Web: www.malamaenvironmental.com

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, Hawaii 96801-3378

In reply, please refer to:
File:

May 31, 2011

Mr. Brian Carey
Malama Environmental
P. O. Box 880487
Pukalani, HI 96788-0487

Dear Mr. Carey:

SUBJECT: UNDERGROUND INJECTION CONTROL (UIC);
REPLY TO YOUR INFORMATION REQUEST FOR
TMK: (2) 2-5-005-018 (PORTION)
O BALDWIN AVENUE, PA`IA, HI

Based on your submitted information, there is no UIC permit associated with the subject property.

If a well is found at the property, please contact us so that we can determine if the injection well regulations are applicable.

If you have any question about this subject, please call Chauncey Hew at (808) 586-4258 (Honolulu) or call direct toll free from Maui at 984-2400, ext. 64258.

Sincerely,

Joanna Seto

JOANNA L. SETO, P.E., CHIEF
Safe Drinking Water Branch
Environmental Management Division

CH:cb

MALAMA
Environmental

May 17, 2011

State of Hawaii Department of Health
Environmental Management Division
919 Ala Moana Boulevard, Room 206
Honolulu, HI 96814

Attn: Office of Hazard Evaluation
& Emergency Response (HEER)

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo.

Respectfully,

Brian Carey

PO Box 880487, Pukalani, Hawaii 96788-0487 • Phone (808) 876-000 • Fax (808) 876-1900
Email: info@malamaenvironmental.com • Web: www.malamaenvironmental.com

Brian Carey

From: Liana, Amy Susana [amy.liana@doh.hawaii.gov]
Sent: Thursday, May 26, 2011 9:52 AM
To: bcarey@malamaenvironmental.com
Subject: re: request to access gov't records daed 5/17/11

Hi Brian,
I just wanted to let you know that there are no records for this request.

Project Number: 1105-0204
TMK: (2) 2-5-005-018 (portion)
0 Baldwin Avenue, Paia, HI
Current Owner: Paia Condominium – Condo Master
Former Owner: Alexander & Baldwin

MALAMA
Environmental

May 17, 2011

State of Hawaii Department of Health
Environmental Management Division
919 Ala Moana Boulevard, Room 309
Honolulu, HI 96814

Attn: Clean Air Branch

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo!

Respectfully,

Brian Carey

PO Box 880487, Pukalani, Hawaii 96788-0487 · Phone (808) 876-0500 · Fax (808) 876-1900
Email: info@malamaenvironmental.com · Web: www.malamaenvironmental.com

MALAMA
Environmental

May 17, 2011

State of Hawaii Department of Health
Environmental Management Division
919 Ala Moana Boulevard, Room 301
Honolulu, HI 96814

Attn: Clean Water Branch

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo.

Respectfully,

Brian Carey

PO Box 880487, Pukalani, Hawaii 96788-0487 · Phone (808) 876-0500 · Fax (808) 876-1900
Email: info@malamaenvironmental.com · Web: www.malamaenvironmental.com

MALAMA
Environmental

May 17, 2011

State of Hawaii Department of Health
Environmental Management Division
919 Ala Moana Boulevard, Room 212
Honolulu, HI 96814

Attn: Solid & Hazardous Waste Branch

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo.

Respectfully,

Brian Carey

PO Box 880487, Pukalani, Hawaii 96788-0487 · Phone (808) 876-0500 · Fax (808) 876-1900
Email: info@malamaenvironmental.com · Web: www.malamaenvironmental.com

MALAMA
Environmental

May 17, 2011

Hawaii State Department of Health
919 Ala Moana Blvd., Room 203
Honolulu, HI 96814
Attn: Wastewater Branch

Subject: REQUEST FOR PUBLIC RECORDS

Dear Sir/Madam:

We are requesting a search for any past or pending environmental permits, licenses, citations, releases, or other information pertaining to the site(s) described below.

SITE INFORMATION:

Project Number:	**1105-0204**
Tax Map Key No.:	**(2) 2-5-005-018 (portion)**
Address:	**0 Baldwin Avenue, Paia, HI**
Current Owner:	**Paia Condominium – Condo Master**
Former Owner:	**Alexander & Baldwin**
Current Occupant:	**Vacant**
Type of Business:	**Undeveloped**

Tax Map Key is enclosed. Please send your response or records found to our address below, or electronically to bcarey@malamaenevironmental.com. Mahalo.

Respectfully,

Brian Carey

P.O. Box 880487, Pukalani, Hawaii 96788-0487 ▲ Phone: (808) 876-0500 ▲ Fax: (808) 876-1900
Email: info@malamaenvironmental.com • Web: www.malamaenvironmental.com

Appendix C:

Qualifications of Environmental Professionals

MALAMA Environmental

STATEMENT OF QUALIFICATIONS

for

Brian P. Carey, Senior Geologist

Company Position Senior Geologist

Responsibilities and Duties:

- Project Manager on Phase I & II Environmental Site Assessments/Investigations
- Project Manager for Soil and Groundwater Remediation Projects
- Underground Storage Tank (UST) Closures
- Assist on Asbestos Inspections and Sampling
- Assist on Lead-Based Paint Inspections
- Assist on Indoor Air Quality Investigations and Sampling

Experience:

- Soil and Groundwater Investigations/Remediation
- UST Investigations, Removal, and Closure
- Soil Logging with Various Drill Rig Technologies
- Groundwater Well, Remediation Well Installations
- Environmental Report Writing, Review, and Authorization
- Geological Investigation Project Management
- Geological Investigation Report Writing, Review, and Authorization
- Geological mapping

Training & Education

- Bachelor of Science, Geology, California State University, Sacramento, 1997
- 40-hr OSHA HAZWOPER Course
- 8-hr OSHA Supervisor of Hazardous Waste Workers Course
- 8-hr OSHA Competent Person Course
- American Petroleum Institute WorkSafe Training
- Loss Prevention System Training
- Professional Geologist Registration #7820, California

P.O. Box 880487, Pukalani, HI 96788-0487 ● (808) 876-0500 Phone (808) 876-1900 Fax
Email: bcarey@malamaenvironmental.com

MALAMA Environmental

JOHN S. VUICH

President & CEO

STATEMENT OF QUALIFICATIONS:

M. S. Geological Engineering, University of Arizona
B. S. Geological Engineering, University of Arizona
Registered Geologist (California)
Registered Environmental Assessor (California)
Certified Environmental Manager (Nevada)

AREAS OF EXPERTISE

ENVIRONMENTAL

- Site Assessments, Phase I, II, III Investigations
- Underground Storage Tank Closure
- Asbestos Inspection and Monitoring, Management Planning, and Abatement Project Design and Removal
- Lead-Containing Paint Surveys and Inspections, and Disturbance Design and Removal
- Site Characterization for Remedial Investigations
- Facility Operation Compliance Audits-ISO 14000 Audits
- Soils/Groundwater Remediation
- Hazardous Waste Management
- Risk Assessment Investigations
- RCRA Compliance and Closure Projects
- Expert Witness/Litigation Support
- Industrial Hygiene Qualified/Competent Person
- Mold/Fungi Sampling, Remediation and Abatement Design and Removal

GEOLOGICAL

- Hydrogeology
- Geologic Hazards Analysis
- Subsurface Excavations and Drilling Investigations and Sampling

P.O. Box 880487, Pukalani, HI 96788-0487 ● (808) 876-0500 Phone (808) 876-1900 Fax
Email: jvuich@malamaenvironmental.com

RELEVANT EXPERIENCE

Owner-President • MEV, LLC.
Maui, HI • (June 2006 - Present)
Consulting services and project management for remediation projects, property transfers, sampling and site characterization plans, hazardous and toxic waste management, underground storage tanks, regulatory compliance, permit applications and litigation support.

Owner-President • Vuich Environmental Consultants, Inc.
Maui and Honolulu, Oahu • (March, 1994 - Present)
Licensed contractor for asbestos, mold and lead-based paint abatement, general demolition and construction cleanup.

Project Manager • Various Environmental and Geological Companies
Southwest U.S.A • (1972-1994)
Hazardous materials' and environmental assessment. Site characterization and remediation.

OTHER CERTIFICATIONS AND TRAINING

- Asbestos & Demolition Contractor (C-19, C-24) **HI LIC #21212**
- Accredited Asbestos Contractor/Supervisor
- Continuing Education in Hazardous Materials Management, Environmental Studies and Environmental Regulations.

P.O. Box 880487, Pukalani, HI 96788-0487 ● (808) 876-0500 Phone (808) 876-1900 Fax
Email: jvuich@malamaenvironmental.com

Appendix D:

Acronyms and Abbreviations

Abbreviation	Definition
AST	Aboveground Storage Tank
AHERA	(Federal) Asbestos Hazard Emergency Response Act
ASTM	American Society for Testing and Materials
BACT	Best Available Control Technology
BLM	Bureau of Land Management
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
CAA	Clean Air Act: Regulates Air Quality
CAMU	Corrective Action management Unit
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act: Federal Superfund for Cleanup of Environmental Contamination (1980, 1986)
CERCLIS	CERCLA Information System (data base)
CESQG	Conditionally Exempt SQG: Hazardous Waste Generator less than 100 kg/mo.
C.F.R.	Code of Federal Regulations: National Standard Regulations
COLIWASA	Composite Liquid Waste Sampler
CRC	Chlorofluorocarbon
CMU	Concrete Masonry Unit
CWA	Clean Water Act: Regulates Water Quality (1972, 1987)
CZMA	Coastal Zone Management Act
DLNR	Department of Land and Natural Resources
DOT	Department of Transportation: Administers hazardous Waste Containers-Marking-Labeling-Placarding and Transportation Procedures.
DOH	Department Of Health (State Of Hawaii)
DRASTIC	EPA Standardized System for Evaluating Groundwater Pollution Potential Using Hydrogeologic Settings.
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency: Administers CERCLA, RCRA and SARA
FID	Flame Ionization Detector
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act: Regulates Pesticides (1972, 1988)
FSP	Field Sampling Plan
FWPCA	Federal Water Pollution Control Act
HAP	Hazardous Air Pollutant
HCS	(OSHA) Hazard Communication Standard
HSWA	(Federal) Hazardous and Solid Waste Amendments of 1984
LEL	Lower Explosive Limit
LQG	Large Quantity Generators; Hazardous Waste Generator in Excess of 100 kg/mo.
LUST	Leaking Underground Storage Tank.
MCL	Maximum Contaminant Level
MCLG	Maximum Contaminant Level Goal
MSDS	Material Safety Data Sheets: Hazard Information Required for Chemical Substances by OSHA
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants (Under CAA Regulations)
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O&M	Operating and Maintenance
OCS	Outer Continental Shelf
OSHA	Occupational Safety and Health Act: Established Hazard Communication Program and Employee Right-to-Know Law (1970)
OVA	Organic Vapor Analyzer
PCB	Polychlorinated Biphenyls: Toxic Substance Used in Electric-Device Cooling.
PCi/l	Picocuries Per Liter
PEL	Permissible Airborne Exposure Level
PID	Photoionization Detector

POTW	Publicly Owned Treatment Works
ppb	parts per billion
ppm	parts per million
PWP	Project Work Plan
PRPs	Potentially Responsible Parties
QA/QC	Quality Assurance/Quality Control
QAPP	Quality Assurance Project Plan
RBCA	Risk Based Corrective Action and Decision-Making at Sites with Contaminated Soil and Groundwater. (Hawaii DOH)
RCRA	Resource Conservation and Recovery Act: Federal Hazardous Waste Management Law. Regulates Waste Generation, Transportation, Treatment, Storage or Disposal Sites (1976, 1984)
RQ	Reportable Quantity
RUST	Registry of Underground Storage Tanks
SAP	Sampling & Analysis Plan
SARA	Superfund Amendments and Reauthorization Act: Amends CERCLA and includes Community Right to Know Law. Requires facilities report their chemical inventories and emissions (1986).
SDWA	Safe Drinking Water Act: Establishes maximum contaminant levels for drinking water (1974, 1986).
SHSP	Site Health & Safety Plan
SIC	Standard Industrial Classification
SIP	State implementation plan
SPCC	Spill Prevention Control and Countermeasure
SQG	Small Quantity Generator: Hazardous Waste Generator between 100-1000 kg/mo.
TCLP	Toxicity Characteristic Leaching Procedure: A toxicity test for certain substances declared hazardous by the EPA.
TMK	(Hawaii) Tax Map Key
TPH	Total Petroleum Hydrocarbons
TPQ	Threshold Planning Quantity
TSCA	Toxic Substances Control Act: Regulates PCBs in electrical devices and chromium in evaporative cooling towers, asbestos in schools. (1976)
TSD	Treatment, Storage, and Disposal
UEL	Upper Explosive Limit
UIC	Underground Injection Control
USGS	United States Geological Survey
UST	Underground Storage Tank
VOA	Volatile Organic Analyses
VOC	Volatile Organic Compound: EPA listed toxic or carcinogenic organic substances.
Minimal, Minor or Not Significant	1) An unlikely or remote event, i.e., possible, but not anticipated under current conditions and observed features. 2) Insignificant when compared to regulatory acceptance levels, guideline action levels or when compared to background and/or baseline conditions of the local environment. 3) Any potential effect or impact attributed to the subject factor may be considered as the least likely source among a number of potentially responsible factors. 4) Any potential effect may not be measurable or detected by current technology. 5) Education, experience, and background of the investigator were utilized to conclude the situation or condition as trifle.

C

Appendix C

Native Hawaiian Cultural Practices Assessment

A Native Hawaiian Traditional Cultural Practices Assessment of Paia

Commercial, Paia Post Office Island of Maui.
(TMK: (2)2-5-05:18(Portion), an area of approximately
9 acres which is presently in sugar cane.

FINAL

By

Charles Kauluwehi Maxwell Sr.,
Hawaiian Cultural Specialist

Prepared for

A&B PROPERTIES INC.
P.O. Box 156 Kahului Maui 96733

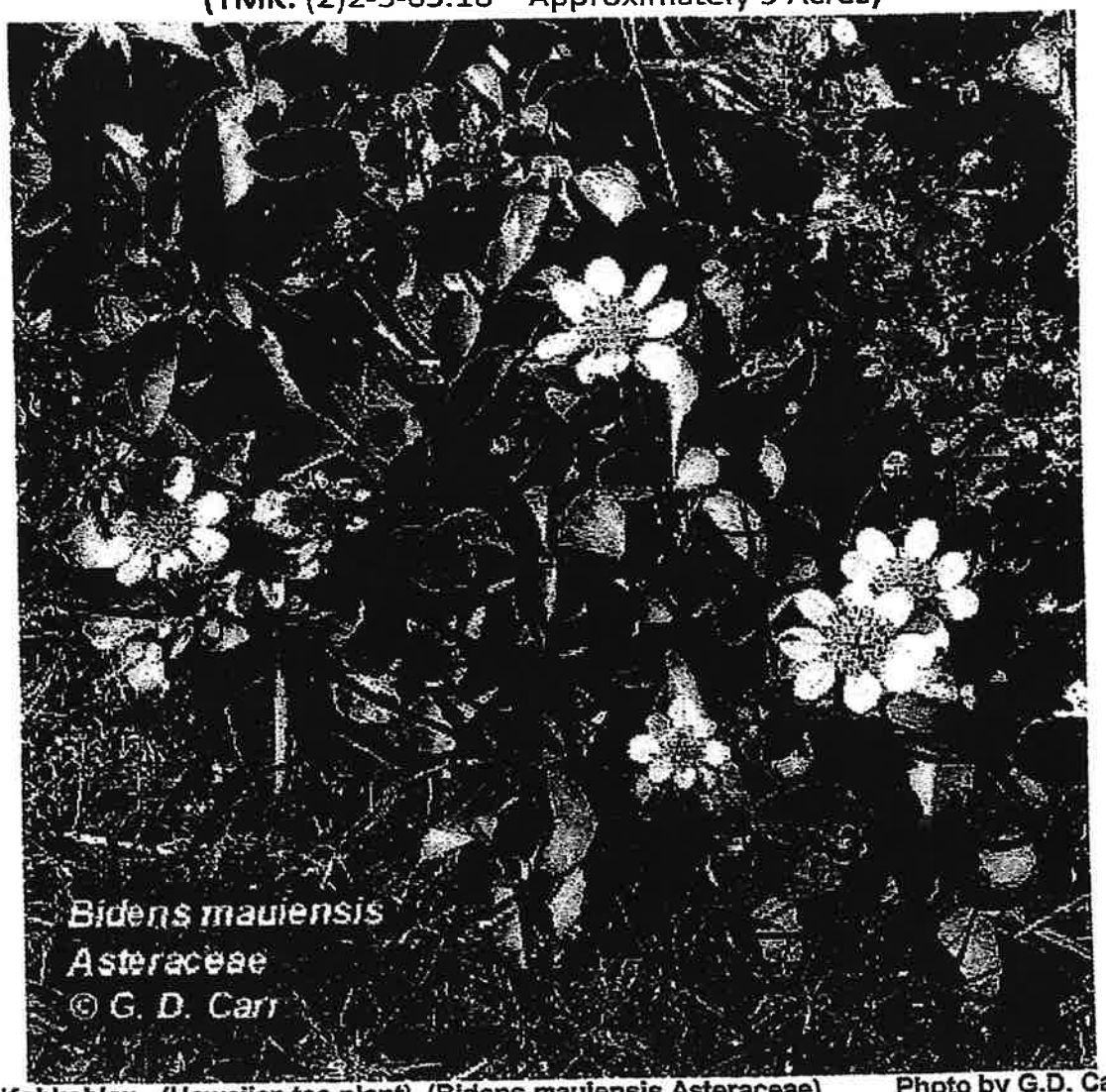
CKM CULTURAL RESOURCES
July, 2002

A Native Hawaiian Traditional Cultural Practices Assessment

Of Paia Commercial, Paia Post Office, Paia Maui.

Island of Maui

(TMK: (2)2-5-05:18 – Approximately 9 Acres)



Kobkoblau (Hawaiian tea plant) (Bidens mauiensis Asteraceae) Photo by G.D. Car

By

Kahu (Rev.) Charles Kauluwehi Maxwell Sr.

Cultural Practitioner

Prepared for

A&B Properties Inc., Subsidiary of Alexander & Baldwin Inc.

PO Box 156, Kahului Hi, 96733-6656

CKM Cultural Resources

July 2000

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b. The topographic change
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a. Various/Native fauna
b. Sugar Cane

III. Lifestyle (Ke Ola Nei)

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ABSTRACT

CKM Cultural Resources conducted a native Hawaiian traditional cultural practices assessment of the A Native Hawaiian Traditional Cultural Practices Assessment
Of Paia Commercial, Paia Post Office, Paia Maui.
Island Of Maui
(TMK: (2)2-5-05:18(Portion)

The Cultural assessment is for an area of approximately 9 acres and presently it is in sugar cane. Historical documentation is sparse for this exact area because of the long use of sugar cane planting. A major focus of this study was historical research, and limited interviews because of the fact that this area is small and most long time residence have moved away or passed on. Several interviews were conducted and the memory of the persons interviewed only remembers cane growing in this area. The types of usage on this area were highlighted in the Introduction of this report.

Briefly in ancient times the people that used this area did so for farming only, however the habitation studies which will be done by the Archeologist will most likely show that this is true.

NOTE: As much as possible, throughout this report, the spelling of Hawaiian vocabulary and place names had been standardized to present orthography.

INTRODUCTION

V History of Pä'ia, Maui

Sections:

I. The District (Ahupua'a)
  a. What 'ili (land sections) are contained in Pä'ia
  b. The topographic change
  c. Topographic details

II. Hawaiian Fauna (Lä'au Hawai'i)
  a. Various/Native fauna
  b. Sugar Cane

III. Lifestyle (Ke Ola Nei)
  a. Paradigm of living
  b. Today's generation

Section I. The District (Ahupua'a)

Pä'ia is a large land district or ahupua'a in the northern shores of Maui. The shoreline is named Kapukaulua, meaning the ulua (certain species of jack or crevalle fish) pit. It was named this because of the abundance of ulua during the certain fishing season.

The Pä'ia ahupua'a is bordered by three other ahupua'a, Wailuku, Ha'ikü, and Pu'u O Kali, respectively. From these three ahupua'a, Pä'ia's ahupua'a extends to more portions of the ocean than it's bordering ahupua'a.

In this particular ahupua'a there are many 'ili. The main east end border for this ahupua'a is Kü'au. Nearing the ocean front, Kü'au sets one line for the ahupua'a. Another point in the border system is Häli'imaile, from here the border extends to Pukalani (traditionally Pu'ukalani) on the slopes of Maui's eastern mountain, Haleakalä. From Pukalani the border extends back down to the sea to where currently the Kahului airport resides. In the traditional ahupua'a system, this wahi (area) is known as Pä'ia.

These are the different 'ili contained within Pä'ia.
Ho'okipa, Kü'au, Käheka, Kailua, Häli'imaile, Pukalani (traditionally Pu'ukalani), Keähua, Spreckelsville, and Kapukaulua - shoreline.

The 'ili that encompasses the old sugar mill and the area around it (for at least a radius of 1.5 miles/2.3 kilometers) is a mix of two separate 'ili - Käheka and Kailua1. This area has an elevation between 560 ft. to1, 269 ft. - Kailua's highest peak in the region.

In lieu of the U.S. Census, the change of land zoning for these tracts of lands may appear differently as compared to the
Pä'ia- Käheka and Kailua

traditional ahupua'a system. The topography of Pä'ia had changed when the areas were rezoned due to reapportionment. Therefore, this report has combined both traditional land uses of this area (i.e. traditional names) and the current topography that this area is currently zoned as.

The land in this area is dry, yet fertile. One 'ölelo no'eau (Hawaiian proverb) says, "Ka makani häpala lepo o Pä'ia." This literally means, "Dust smearing wind of Pä'ia." The land is also at a bit of an incline, as mentioned earlier. This incline, the slightly arid temperatures, and the dry plains, made the area perfect for growing 'uala (Ipomea batatas) or sweet potato.

II. Hawaiian Fauna (Lä'au Hawai'i)

This area rarely made perfect lö'ï kalo (taro patches) because of the dry conditions. Therefore, sweet potato may have been a large source of carbohydrate sufficiency because of the lack of water in the area. Although the fact is recognized that Hawaiians would traditionally trade, swap, and share various foods, kalo or taro (Colocasia esculenta) was not commonly available, as if one were to have a lö'ï kalo in the immediate vicinity.

Another plant that may have grown in this area, to supplement the need of kalo, is 'ulu (Artocarpus incisus) or breadfruit. According to a book titled, "Native Planters In Old Hawai'i: Their life, lore, and environment," written by E.S. Handy et al. explicates, "...early voyagers noted extensive planting of breadfruit along the southern and leeward coast..." Although this statement singles out the Southern and leeward coasts, more of the dryer areas on the island, Pä'ia still made a perfect place for 'ulu to grow because of it's dry dusty plains. 'Ulu also grew in many of the bordering districts that were near the Käheka - Kailua area.

Hala (Pandanus odoratissimus) or Pandanus may have also been plants

that made a comfortable home in Pä'ia, more specifically
Pä'ia- Käheka and Kailua

the Käheka and Kailua areas. Hala was known to grow vibrantly in the bordering ahupua'a mentioned earlier. This would be useful in the process to create needed objects in the home, farm, and family settings.

Pili (Heterogon contortus) grass was also quite common in these areas because of the climate conditions. Pili liked to grow in arid and dusty conditions. This grass was useful to Hawaiians in that the dried grass would be made into bunches and used to thatch the roofs of homes in the area.

On of the ground covers used to keep some of the dirt from blowing in the wind was Pä'ü o Hi'iaka (Jacquemontia ovalifolia). This was a ground covering vine with abundant tubular flowers that range in color from light blue, purple, to white. This plant did not need much water, which in turn would make Pä'ia perfect areas of growth for the Pä'ü o Hi'iaka.

While Hawaiians of the past used Pä'ü o Hi'iaka for curing keiki (children) of ea (thrush, a mouth disease), this plant is better known for the mo'oleo (story) that explains its name. Long ago, Pele, the volcano goddess, took her youngest sister, Hi'iaka, to the ocean. As Pele was out amongst the waves fishing, or some say surfing, the sun climbed higher and hotter in the sky. Meanwhile, Hi'iaka waited patiently on the shoreline for her sister. A plant near Hi'iaka, seeing that the keiki's tender young skin was being burned by the sun's merciless rays, took pity upon Hi'iaka and extended its viney branches to shield her. When Pele returned from the ocean, she discovered Hi'iaka covered, and protected, by the plant. In gratitude, Pele gave the plant its name, Pä'ü (skirt) O Hi'iaka (of Hi'iaka), my baby sister.

Another blossoming plant that may have resided in this area is the 'a'ali'i (Dodonaea viscosa) bush. This hard wood native shrub is indigenous to the islands. This plant also grows well in dryer climates. Ranging in heights of one to thirty feet, this shrub to tree is found growing at elevations up to 8,000 feet and wind-swept open country. In today's day and age, 'a'ali'i is being used to reforest the island of Kaho'olawe. This island's water plate is cracked in half from missile testing by the U.S. Another plant which grew profusely in this area was Ko'oko'olau (Hawaiian tea plant) or (Bidens mauiensis Asteraceae). It was used by the ancients and is still used today as tea and for medicinal purposes. A picture of this plant is being used as the cover of this report.

Pä'ia- Käheka and Kailua government in the late 1960's and '70's. Kaho'olawe is not able to retain water because of the cracked water plate, yet the 'a'ali'i is doing

well in growing and flourishing on the island.

One plant that has proved itself worth the while is, Kö (Saccharum officinarum) or sugar cane. Kö is an extremely low maintenance plant that is easy to deal with when water is not as readily available. Alexander and Baldwin found this to be true and later built an empire with this cultural knowledge. The sugar cane, up until the late 1980's, put Hawai'i at the forefront of the sugar cane industry. Today, that industry struggles to survive among top competitors. However, this industry has left many marks (both good and bad) in the history of Hawai'i and the lives of many families, native and non-native.

III. The Lifestyle (Ke Ola Nei)

Upon the introduction of the sugar cane industry there had been a shift in the treatment of land and other resources contained in these areas. Land divisions were plowed, unearthed, and made into fields to plant the profitable crop of sugar cane. No doubt, this industry employed generations of people. In a matter of years the planting and cropping system of plants in the area of Käheka and Kailua went from culturally based farms to crops of mass production.

Land titles were lost to quid pro quo deals and nepotistic actions taken by officials who were friends with sugar cane tycoons. At the behest of all of this, was the traditional lifestyle of native Hawaiians, their native wildlife, and the native and indigenous fauna. A lifestyle of its own accelerated the lives of the natives of the area to quickly assimilate to a system unfamiliar to their own.

In the wake of this paradigm, native Hawaiians faired poorly, if they chose to live a cultural lifestyle in this ahupua'a of Pä'ia.
As more continental Americans migrated to the islands in search of employment, either as military personnel or to fill vacancies in other industries, they brought with them a new way of life to Pä'ia- Käheka and Kailua.

VI INTERVIEW INFORMANTS

Based on the recommendations of present residents of Paia, several knowledgeable individuals were identified on (1) knowledgeable individuals with cultural expertise and knowledge of the project area and surrounding vicinity, and (2) identify cultural concerns and potential negative impacts relative to the project. An effort was made to identify *Kupuna* (elders) who either grew up in Paia close to the project area or lived in the area that could relate to the project area prior to the growing of the sugar cane.

5 people were identified as having potential knowledge of the project area, however when contacted, they related that 2 of the people grew up in Kü'au and stated that they only knew the area as having sugar cane growing at the project site and have no knowledge prior to the planting of the cane. The other person, who was born above the project site, did not want to be interviewed and indicated that his recollection was that cane was growing there since he was a "little boy".

It is only common sense to surmise that the planting of sugar cane in the project area probably started in the middle 1800's, and the average age of the *Kupuna* was 75 years old, thus the history of sugar in the project area was firmly established more then 60 years before any of these *kupuna* were born. Therefore it would be difficult to locate *kupuna* with first-hand cultural information of the project area since the integrity of the landscape had been compromised long before they were born.

The two interviews were done by formal taped interviews.

INTERVIEW OF: AARON KALANI BROWN 8/1/02 – 9:00AM.

Aaron Brown was interviewed in my vehicle on the project. He stated that he was born in Hilo on April 3, 1918. That he moved to Paia in 1930, when he was 11 years old and lived close to this project. His family rented a home for $12 a month. He now lives on Hana Highway, in Lower Paia. He can recollect that across the project site was housing and people from all over Maui lived in Paia. They did not necessarily work for the Sugar Plantation. That he resents the calling of Paia as a "Plantation Town", because a lot of people back then and now does not work for the plantation especially now that Paia Mill has shut down.

As far as he can remember there was sugar cane growing at the project site and does not know of anyone living today that could recall the area prior to planting of the sugar cane. He further related that he can recall when "Upper Paia" and "Lower Paia" were large communities. Upper Paia had its own bakery, and all the different camps (Hawaiian Camp, Nashiwa Camp, Russian Camp, Paia School, the Orphanage, the Catholic Church and Japanese Church).

The ocean below Paia town was always accessible to the residents and everyone used the ocean for sustenance.

He has no recollection of cultural or historical sites in the project area.

He was not happy with the proposed project as he feels that it will open up the use of agricultural land for commercial purposes and would very detrimental and would add to the traffic congestion that is happening now.

INTERVIEW OF CHARLOTTE A. MAXWELL 8/20/02 – 12:45PM.

Charlotte A. Maxwell was interviewed at her home at 157 Alea Place, Pukalani. She related that she lived in Upper Paia, below the Gym and above what is now Doris Todd School. She is 64 years old born on Feb. 10, 1938. She lived there until she was about 5 or 6 years old and can remember that the proposed project was across residential housing, planted in sugar cane. Her grandfather and mother, in fact all her family worked for the Paia Mill. Also that there was hardly any traffic on the highway and to get from one place to the other they would use the bus service. There were different Camps located in Upper Paia and the Nashiwa Bakery where they would walk to early in the morning to buy pastries. Her favorite place was "Camp Store" where they sold all kinds of "goodies" like crack seed, pine nuts etc. Most of her aunts and uncles did not go to High School because they had to help support a large family of 11 children.

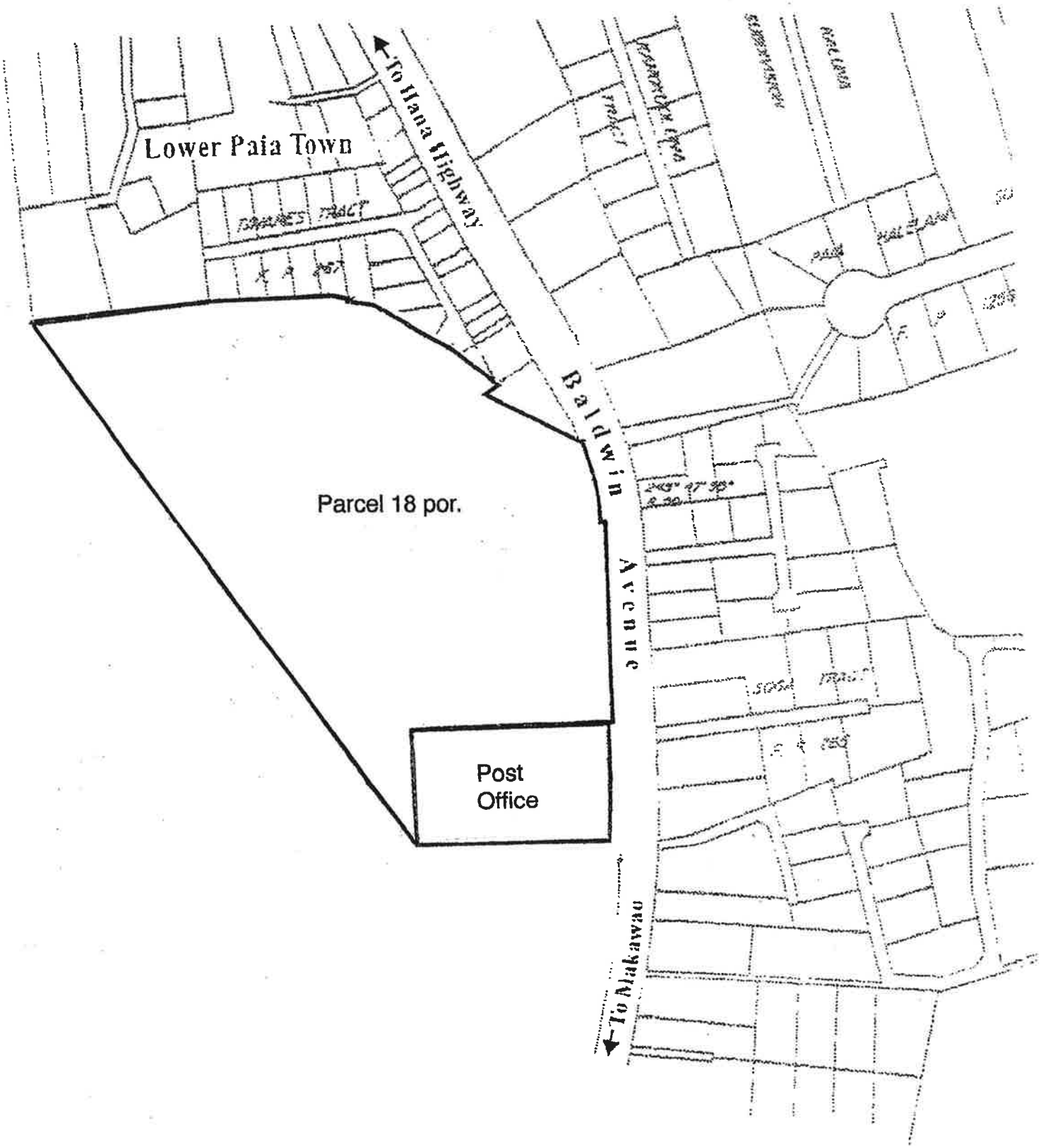
Almost all the people that lived in the camps worked either in the cane fields or at Paia Mill. Across the Mill there was the A&B Store. Although she moved away at an early age, she would visit her Uncle who lived across the Punawai, below the mill.

As far as she can remember the entire Paia area was heavily grown in sugar cane and if anything of Hawaiian cultural significance was present, it would have been impacted by planting of the sugar cane a long time ago.

ARCHEOLOGICAL ASSESSMENT OF SITE

The archeological Assessment of the site cannot be completed until the sugar cane planted on the project is harvested. Because of this fact, the Cultural Assessment is being finalized and when the Archeological report is completed and should there be significant features, artifacts or human remains, it would be noted in the report from the archeologist.

Because of the long history of sugar cane planting, it would be highly improbable that anything on the surface would be found for a cultural analysis. However there have been incidents where human remains have been found in Olowalu under sugar cane fields.



Site Location Map

CONCLUSION

Conclusion (Ua Pau)

Käheka and Kailua were full of life with different plants and people to mälama (care) the 'äina (land). Today, many generations of families have resided near Käheka and Kailua, because majority of this area is laden with sugar cane crops, the history beneath it is hidden.

Various species of native fauna inhabited the area, quite possibly some plants that grew there no long exist in Hawai'i. It is important to stress the sanctity of these areas, Käheka and Kailua, respectively. Pä'ia is an extremely diverse ahupua'a, from Kü'au to Pukalani and back down to Sprecklesville, the ahupua'a covered vast lands and different landscapes. Today, majority of Pä'ia's land is now covered by sugar cane crops. Pä'ia, once home to traditional farmers and fishermen, now home to generations of others who come for the sport of windsurfing at Ho'okipa Park in Kü'au. And then there are others who have built homes and work in other parts of Maui and people that have chose to build retirement homes on the outskirts of Paia.

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D

Appendix D

Traffic Impact Analysis Report

&

Traffic Updates

Phillip Rowell and Associates
47-273 'D' Hui Iwa Street Kaneohe, Hawaii 96744 Phone: (808) 239-8206 FAX: (808) 239-4175 Email:prowell@hawiiantel.net

October 3, 2011

Paia 2020, LLC
P.O. Box 790478
Paia, HI 96779-0478

Re: **Traffic Impact Analysis Report**
Paia 2020, Paia, Maui Hawaii

Dear Sirs:

Phillip Rowell and Associates have completed the following Traffic Impact Analysis Report (TIAR) for proposed Paia 2020 project. The report is presented in the following format:

A. Project Location and Description
B. Purpose and Objective of Study
C. Study Approach
D. Description of Existing Streets and Intersection Controls
E. Existing Peak Hour Traffic Volumes
F. Level-of-Service Concept
G. Existing Levels-of-Service
H. Background Traffic Projections
I. Project Trip Generation
J. Background Plus Project Projections
K. Traffic Impact Assessment
L. Mitigation
M. Other Traffic Related Issues
N. Summary and Recommendations

A. Project Location and Description

The proposed project is located along the west side of Baldwin Avenue, immediately north of the Post Office. A portion of the site is currently used as a temporary public parking lot.

The proposed action is the construction of:

- 104 senior housing units
- 38,057 square feet of country town business floor area
- 8 residential live/work units

In addition to the parking required by code to accommodate the residential, retail and commercial development, the project will also provide an additional 172 parking spaces for public use. A site plan is provided as Attachment A.

Access to and egress from the project will be provided via a recently constructed driveway along the west side of Baldwin Avenue and two new driveways along the Paia Bypass. The driveway along Baldwin Avenue is 36-feet wide with two outbound and one inbound lane. All traffic movements will be allowed at this driveway. Since the Paia Bypass is one-way southbound, traffic movements at the north project driveway will be restricted to left turns into the project only. Traffic movements at the south driveway will be restricted to left turns in and left turns out.

A bus stop within the project is part of the plan to provide transportation for the senior residents of the project and community. There will also be a connection for pedestrians between the project and the Post Office.

B. Purpose and Objective of Study

1. Quantify and describe the traffic related characteristics of the proposed project.

2. Identify potential deficiencies adjacent to the project that will impact traffic operations in the vicinity of the proposed project.

C. Study Approach

1. A field reconnaissance was performed to identify existing roadway cross-sections, intersection lane configurations, traffic control devices, and surrounding land uses.

2. Existing weekday peak hour traffic volumes were obtained from manual traffic counts at the intersections of Hana Highway at Baldwin Avenue and Baldwin Avenue at the Paia Bypass. Existing intersection levels-of-service were determined using the methodology described in the *2000 Highway Capacity Manual*.

3. Future background traffic volumes without traffic generated by the study project were estimated. A level-of-service analysis was performed to determine traffic operating conditions and levels-of-service as a result of background growth and traffic generated by other known future development projects.

4. Peak hour traffic that the proposed project will generate was estimated using trip generation analysis procedures recommended by the Institute of Transportation Engineers. Project generated traffic was distributed and assigned to the adjacent roadway network.

5. A level-of-service analysis for future traffic conditions with traffic generated by the study project was performed.

6. The impacts of traffic generated by the proposed project were quantified and summarized.

7. Improvements or modifications necessary to mitigate the traffic impacts of the project and to provide adequate access to and egress from the site were identified and analyzed.

8. A report documenting the conclusions of the analyses performed and recommendations was prepared.

D. Description of Existing Streets and Intersection Controls

Hana Highway is an east-west, State Highway that connects Kahului with Hana. Within Paia, Hana Highway is a two-lane, two-way roadway. There are separate left and right turn lanes at the intersection with Baldwin Avenue. The intersection is signalized and left turns are protected. There is parking along both side of the roadway, but not in the immediate vicinity of the intersection. Based on traffic counts completed in May 2011, both morning and afternoon peak hour traffic volumes are approximately 1,200 vehicles per hour.

Baldwin Avenue is a two-lane, two-way County road that connects Paia with Makawao. Parking is also allowed along both sides of the street within Paia town. The morning and afternoon peak hour traffic volumes are approximately 500 and 600 vehicles per hour, respectively.

The Paia Bypass provides an alternate route for traffic from Hana Highway bound for areas south the Paia Town. The bypass begins from Hana Highway west of town and ends at Baldwin Avenue south of the Post Office. The bypass is only one-lane wide and allows one-way traffic in the southbound direction only. The morning and afternoon peak hour volumes are approximately 60 and 200 vehicles per hour, respectively.

E. Existing Peak Hour Traffic Volumes

Existing weekday peak hour traffic volumes were obtained from manual traffic counts at the intersections of Hana Highway at Baldwin Avenue and Baldwin Avenue at the Paia Bypass. These counts were performed on Thursday, May 19, 2011. Theses counts are summarized on Attachment B.

The traffic counts include buses, trucks and other large vehicles. Mopeds and bicycles are not included.

The morning traffic counts were performed from 6:30 AM to 8:30 AM. The counts determined that the morning peak hour of the intersection of Hana Highway at Baldwin Avenue is between 7:15 AM and 8:15 AM. The morning peak hour of the intersection of Baldwin Avenue at the Paia Bypass is between 7:00 AM and 8:00 AM.

The afternoon counts were performed from 2:30 PM to 5:30 PM. The traffic count period was extended to make sure that traffic along Baldwin Avenue associated end of the school day was included in the counts. The counts determined that the afternoon peak hour at the intersection of Hana Highway at Baldwin Avenue is between 2:30 PM and 3:30 PM. There is another peak later during the afternoon commute period between 4:30 PM and 5:30 PM that is comparable to the peak hour volume starting at 2:30 PM.

The afternoon peak hour of the intersection of Baldwin Avenue at the Paia Bypass is between 4:15 PM and 5:15 PM.

During the surveys, the following was observed:

1. Parking maneuvers out of the angle parking causes significant delays to through traffic along Hana Highway. Traffic must stop to allow vehicles to back out of the parking stall into traffic. This is especially bad during the afternoon peak period.

2. It was also observed that some vehicles turn left across traffic to park in the angled parking stalls on the opposite side of the street. Traffic in both directions must stop when this maneuver occurs. This also occurs during both peak periods.

3. During the morning peak period, trucks, including delivery trucks, park in No Parking zones, therefore impeding traffic flow. Delivery trucks that park in the parking stalls are too long to fit into standard parking stalls. Therefore, the rear of the vehicle hangs into the traffic lane impeding traffic flow.

4. During the morning peak period, delivery trucks will block both approach lanes in order to back into off-street loading areas.

5. Pedestrians do not use the crosswalks and do not comply with the pedestrian crossing signals.

Pedestrians were also counted at the intersection of Hana Highway at Baldwin Avenue. During the morning peak hour, 127 pedestrians used the crosswalks at this intersection. During the afternoon peak hour, 503 pedestrians used the crosswalks.

Pedestrian activity at the intersection of Baldwin Avenue at the Paia Bypass was negligible.

F. Level-of-Service Concept

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

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

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

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[1] Institute of Transportation Engineers, *Transportation Impact Analyses for Site Development: A Recommended Practice*, 2006, page 60

Table 1 Level-of-Service Definitions for Signalized Intersections[1]

Level of Service	Interpretation	Volume-to-Capacity Ratio[2]	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<20.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	20.1-35.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	35.1-55.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	55.1-80.0
F	Total breakdown with stop-and-go operation	>1.001	>80.0

Notes:
(1) Source: *Highway Capacity Manual*, 2000.
(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

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

Table 2 Level-of-Service Definitions for Unsignalized Intersections[1]

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

Notes:
(1) Source: *Highway Capacity Manual*, 2000.
(2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

G. Existing Levels-of-Service

The results of the level-of-service analysis are summarized in Table 3. For the intersection of Hana Highway at Baldwin Avenue, which is signalized, volume-to-capacity ratios, control delays and levels-of-service of each controlled lane group.

Volume-to-capacity ratios are not shown for the lane groups of the intersection of Baldwin Avenue at the Paia Bypass. The *Highway Capacity Manual* methodology does not calculate volume-to-capacity ratios for uncontrolled lane groups of unsignalized intersections. The HCS methodology calculates the delays, which define the levels-of-service, of controlled lane groups only. Since the northbound and southbound through lanes are uncontrolled, delays are not calculated and levels-of-service are not provided.

The levels-of-service calculations indicate relatively good traffic operating conditions at the intersection of Hana Highway at Baldwin Avenue. This is not consistent with conditions observed in the field, especially during the afternoon peak period. There is congestion and significant delays along eastbound approach of Hana Highway during the afternoon peak period which results in a long initial queue. This implies that the congestion within the Paia area is the result of other activities within the study area that adversely impact traffic operations as previously described. Accordingly, two levels-of-service are shown in the table. The first is the level-of-service as estimated from the volume-to-capacity ratio and delay calculations. The second is the level-of-service as observed during the traffic counts.

Table 3 Existing (2011) Levels-of-Service

	AM Peak Hour				PM Peak Hour			
			LOS [2]				LOS	
Intersection and Movement	V/C	Delay [1]	Calculated	Observed	V/C	Delay [1]	Calculated	Observed
Hana Highway at Baldwin Av	***0.62***	***17.6***	***B***	***B***	***0.67***	***18.2***	***B***	***D***
Eastbound Thru	0.77	24.2	C	C	0.83	26.9	C	E
Eastbound Right	0.06	13.8	B	C	0.12	13.1	B	E
Westbound Left	0.52	25.2	C	C	0.68	31.3	C	D
Westbound Thru	0.72	13.5	B	C	0.50	8.6	A	C
Northbound Left	0.46	17.3	B	D	0.40	16.6	B	D
Northbound Right	0.08	13.0	B	C	0.16	14.2	B	D
Paia Bypass at Baldwin Av	***nc***	***1.3***	***A***	***A***	***nc***	***4.1***	***A***	***A***
Eastbound Left	nc	12.2	B	A	nc	11.7	B	A
Eastbound Right	nc	9.4	A	A	nc	10.2	B	A

NOTES:
(1) Delay is in seconds per vehicle.
(2) Denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.
(3) See Attachment C for Level-of-Service Worksheets.
(4) nc = not calclated

H. Background Traffic Projections

Background traffic projections are defined as future background traffic conditions without proposed project generated traffic. Future traffic growth consists of ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This background growth rate will also compensate for any small development projects that are not identified as a related project.

Background Growth

The *Maui Long Range Transportation Plan*[2] concluded that traffic in Maui would increase an average of 1.6% per year from 1990 to 2020. This growth rate was used to estimate the background growth between 2011 and 2015, which is the design year for this project. The growth factor was calculated using the following formula:

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

where F = Growth Factor
i = Average annual growth rate, or 0.016
n = Growth period in years

The estimated background traffic growth between 2011 and 2015 are summarized as Attachment D.

Related Projects

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

The only related project that will significantly impact the study intersections is the Paia Town Center, located in the southeast quadrant of the intersection of Hana Highway at Baldwin Avenue. The project consists of 5,640 square feet of new retail space, 4,320 square feet of office space and improvements to the parking lot. The parking lot improvements have been completed, but the new retail and office space has not yet been constructed. No timetable for construction was available. Traffic projections for the new retail and office space were obtained from the traffic impact study for the project[3].

The related projects' trip assignments are summarized as Attachment D. The estimated 2015 background traffic projections for 2015 are shown in Attachment E.

I. Project Trip Generation

Future traffic volumes generated by a project were estimated using the methodology described in the *Trip Generation Handbook*[4] and data provided in *Trip Generation*[5]. This method uses trip generation equations or rates to estimate the number of trips that the project will generate during the peak hours of the project and along the adjacent street.

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[2] Kaku Associates, *Maui Long Range Land Transportation Plan*, February 1997

[3] Phillip Rowell and Associates, *TIAR for Paia Town Center*, July 20, 2005

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

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

The project will contain 38,057 square feet of country town business uses. It was assumed that the country town businesses will have traffic characteristics comparable to uses defined as "specialty retail" by the Institute of Transportation Engineers. This will allow maximum flexibility for alternative uses. The Institute of Transportation Engineers defines specialty retail as follows:

> *Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants.*[6]

The senior housing component of the project will consist of 104 units. Based on the site plan, these uses are considered attached versus detached, which would be separate individual units. The Institute of Transportation Engineers defines senior adult housing (attached) as follows:

> *Attached senior adult housing may include limited social and recreational services, but typically lacks centralized dining or medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired.* [7]

Lastly, the project will include eight (8) residential units. It was assumed that these residential unit will have traffic characteristics comparable to condominiums.

The trip generation analysis is summarized in Table 4. The trips shown are the peak hourly trips generated by the project, which typically coincide with the peak hour of the adjacent street. As shown, the project will generate 312 trips during the morning peak hour, 149 inbound and 163 outbound. During the afternoon peak hour, this phase will generate 116 inbound and 90 outbound trips for a total of 206 trips.

Table 4 Trip Generation Analysis

Period & Direction		Specialty Retail (LU Code 814)			Senior Housing (LU Code 252)			Residential Condos (LU Code 230)			Total Trips
		Trips Generation Equation or Percent	Area (SF)	Trips	Trips per Unit or Percent	Units	Trips	Trips per Unit or Percent	Units	Trips	
AM Peak Hour	Total	T=4.91(A)+115.59	38,057	302	0.06	104	6	0.44	8	4	312
	Inbound	48%		145	50%		3	18%		1	149
	Outbound	52%		157	50%		3	82%		3	163
PM Peak Hour	Total	T=5.02(A)		191	0.11		11	0.52		4	206
	Inbound	56%		107	53%		6	64%		3	116
	Outbound	44%		84	47%		5	31%		1	90

[6] Institute of Transportation Engineers, Trip Generation, 7th Edition, Washington, D.C., 2003, p 1337

[7] Institute of Transportation Engineers, Trip Generation, 7th Edition, Washington, D.C., 2003, p 460

Since the project is a mixed use development, there will be trip interaction between the uses within the project, particularly the senior residential and the retail. Given the small number of peak hour trips generated by the senior residential uses, this interaction will be minimal during the peak hours and will have a negligible impact on the number of trips generated and the level-of-service calculations.

Project trips were distributed and assigned based on existing traffic approach and departure patterns of traffic into and out of the Paia area as estimated from the traffic counts. Based on these counts, the approach and departure patterns are summarized in Table 5. The resulting project trip assignments are shown in Attachment F.

Table 5 Project Trip Distribution

	Percent From/To	
To/From	AM	PM
From Hana	44%	42%
From Kahului	32%	44%
From Makawao	24%	14%
Total	100%	100%
To Hana	30%	44%
To Kahului	57%	41%
To Makawao	13%	15%
Total	100%	100%

J. Background Plus Project Projections

Background plus project traffic projections were estimated by superimposing the peak hourly traffic generated by the proposed project on the background (without project) peak hour traffic projections. This assumes that the peak hourly trips generated by the project coincide with the peak hour of the adjacent street. This represents a worse-case condition as it assumes that the peak hours of all the intersection approaches and the peak hour of the study project coincide. The resulting background plus project peak hour traffic projections are shown in Attachment G.

K. Traffic Impact Assessment

A level-of-service analysis was performed for "without project" and "with project" conditions to confirm that the intersections will operate at an acceptable level-of-service and that there are no traffic operational deficiencies.

The results of the level-of-service analysis are summarized in Table 6. Shown are the average vehicle delays and the levels-of-service of the controlled lane groups. Delays and levels-of-service are not calculated for uncontrolled movements. The analysis concluded that all controlled traffic movements will operate at Level-of-Service D or better, which implies acceptable operating conditions and minimal delays.

Level-of-Service of Project Driveway

The results of the level-of-service analysis of the proposed project driveway along Baldwin Avenue is summarized as Table 7. It was assumed that there are separate left and right turn lanes for

traffic exiting the project and there are no separate left turn lane or right turn lane for traffic entering the project. An assessment of the need for a separate left turn lane is provided later in this report.

The level-of-service analysis concluded that all controlled movements will operate at Level-of-Service C, or better, which is an acceptable level-of-service.

A level-of-service analysis of the project's driveways along the Paia Bypass was not performed because there are no controlled movements. Only left turns from the bypass, which is one way, into the project will be allowed. As there are no controlled movements, levels-of-service could were not calculated.

Table 6 2015 Intersection Levels-of-Service

	AM Peak Hour						PM Peak Hour					
	Without Project			With Project			Without Project			With Project		
Intersection and Movement	V/C	Delay [1]	LOS [2]	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
Hana Highway at Baldwin Av	***0.67***	***19.1***	***B***	***0.84***	***25.5***	***C***	***0.74***	***18.2***	***B***	***0.82***	***21.3***	***C***
Eastbound Thru	0.82	27.2	C	0.88	36.0	D	0.88	30.6	C	0.88	31.8	C
Eastbound Right	0.07	13.8	B	0.08	16.1	B	0.13	12.9	B	0.14	13.7	B
Westbound Left	0.55	26.0	C	0.85	41.4	D	0.73	35.2	D	0.77	35.5	D
Westbound Thru	0.76	14.3	B	0.70	11.7	B	0.52	8.8	A	0.50	7.9	A
Northbound Left	0.53	19.1	B	0.80	32.8	C	0.46	18.1	B	0.58	22.5	C
Northbound Right	0.10	13.7	B	0.14	16.7	B	0.19	14.9	B	0.23	17.2	B
Paia Bypass at Baldwin Av		***1.2***	***A***		***1.2***	***A***		***4.0***	***A***		***3.9***	***A***
Eastbound Left		12.8	B		13.6	B		12.6	B		13.0	B
Eastbound Right		9.6	A		9.8	A		10.5	B		10.7	B

NOTES:
(1) Delay is in seconds per vehicle.
(2) Denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.
(3) See Attachment H for Level-of-Service Worksheets for background conditions. See Attachment I for Level-of-Service Worksheets for background plus project conditions.

Table 7 Driveway Levels-of-Service

	AM Peak Hour		PM Peak Hour	
Intersection and Movement	Delay [1]	LOS [2]	Delay [1]	LOS
Project Driveway at Baldwin Avenue	***5.6***	***A***	***2.3***	***A***
Eastbound Left	24.0	C	15.0	B
Eastbound Right	9.6	A	9.7	A
Northbound Left & Thru	1.1	A	0.5	A

NOTES:
(1) Delay is in seconds per vehicle.
(2) Denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. Level-of-Service is based on delay.
(3) See Attachment I for Level-of-Service Worksheets.

L. Mitigation

Level-of-Service D is generally considered to be the minimum acceptable peak hour level-of-service for urban intersections.[8] As all controlled traffic movements will operate at Level-of-Service A or B, no mitigation is recommended.

M. Other Traffic Related Issues

Left Turn Storage Lane

An assessment of the need for a separate left turn lane for traffic turning into the project from Baldwin Avenue was performed using guidelines published by the Transportation Resource Board[9]. The assessment is presented as Attachment J. If the plotted intersection of the approaching volumes and the opposing volume falls above and right of the percentage of left turns, then a separate left turn lane should be considered. The posted speed limit along Baldwin Avenue in the vicinity is 25 miles per hour. This implies that the design speed is 35 miles per hour. There are no charts for 35 miles per hour. The charts for 40 miles per hour were used as this is the closest chart available for the conditions given.

The assessment determined that a separate left turn lane was not warranted during either peak period. Accordingly, based on the findings of this accepted standard, a separate left turn lane is not recommended. It should also be noted that providing a separate left turn lane would be inconsistent with the adjacent intersections in the area. A left turn lane at the project's driveway along Baldwin Avenue would also result in conflicts with traffic turning into and out of the Post Office parking lot, which is adjacent to the project's driveway.

Public Transportation

Maui Public Bus Transit System operates one bus route through Paia along Hana Highway. Route 35 connects Kahului and Haiku. This route operates through Paia from approximately 6:00 AM to 9:00 PM at 90-minute intervals. There are two stops in Paia along Hana Highway.

The developer has provided an area within the project with the intent of having public transit service provided to and from the project.

Pedestrian Circulation

A sidewalk will be provided along the project's Baldwin Avenue frontage. A pedestrian connection between the project will also be provided. This will preclude the need for residents or persons using the public parking lot from having to use the sidewalk adjacent to Baldwin Avenue.

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[8] Institute of Traffic Engineers *Transportation Impact Analyses for Site Development, A Recommended Practice*, Washington, D.C., 2006, p 60.

[9] Transportation Resource Board, NCHRP Report 457, *Evaluating Intersection Improvements: An Engineering Study Guide*, 2001, Washington, D.C. p21-22

Bicycles

Provisions for parking and short term storing of bicycles in the project should be provided.

N. Summary and Recommendations

1. The proposed project is located along the west side of Baldwin Avenue, immediately north of the Post Office. The project will consist of 104 senior residential units, 38,057 square feet of country town business floor area and 8 residential live/work units. In addition to the parking required by code to accommodate the residential, retail and commercial development, the project will also provide an additional 172 parking spaces for the project for public use.

2. Access to and egress from the project will be provided via a recently constructed driveway along the west side of Baldwin Avenue and two new driveways along the Paia Bypass. The driveway along Baldwin Avenue is 36-feet wide with two outbound and one inbound lane. All traffic movements will be allowed at this driveway. Since the Paia Bypass is one-way southbound, traffic movements at the north project driveway will be restricted to left turns into the project only. Traffic movements at the south driveway will be restricted to left turns in and left turns out.

3. A bus stop within the project is part of the plan to provide transportation for the senior residents of the project and community. There will also be a connection for pedestrians between the project and the Post Office.

4. The proposed project will generate 312 trips during the morning peak hour, 149 inbound and 163 outbound. During the afternoon peak hour, this phase will generate 116 inbound and 90 outbound trips for a total of 206 trips.

5. The level-of-service analysis concluded that all controlled traffic movements will operate at Level-of-Service D or better, which implies acceptable operating conditions and minimal delays. Accordingly, no additional mitigation is recommended.

6. An assessment of the need for a separate left turn lane for vehicles turning left into the project from Baldwin Avenue was performed. The assessment determined that a separate left turn lane was not warranted during either peak period. Accordingly, based on the findings of this accepted standard, a separate left turn lane is not recommended. It should also be noted that providing a separate left turn lane would be inconsistent with the adjacent intersections in the area. A left turn lane at the project's driveway along Baldwin Avenue would also result in conflicts with traffic turning into and out of the Post Office parking lot, which is adjacent to the project's driveway.

7. Currently no public bus service is available along Baldwin Avenue that could be used directly by project residents or clients. The nearest public bus route is Route 35, which connects Kahului and Haiku via Hana Highway. The developer has provided an area for a bus stop within the project in anticipation that public bus service will be provided in the future.

Respectfully submitted,
PHILLIP ROWELL AND ASSOCIATES

Phillip J. Rowell, P.E.
Principal

List of Attachments

A. Project Site Plan

B. Existing Lane Configurations and Existing (2011) Peak Hour Traffic Volumes

C. Level-of-Service Worksheets for Existing Conditions

D. Background Growth and Related Projects' Trip Assignments

E. 2015 Background Peak Hour Traffic Projections

F. Project Trip Assignments

G. 2015 Background Plus Project Peak Hour Traffic Projetions

H. Level-of-Service Worksheets for Background Conditions

I. Level-of-Service Worksheets for Background Plus Project Conditions

J. Guidelines for Determining the Need for a Left Turn Storage Lane at Two-Way Stop Controlled Intersections

SSFM INTERNATIONAL

501 Sumner Street
Suite 620
Honolulu, Hawaii 96817
Phone: (808) 531-1308
Fax: (808) 521-7348
www.ssfm.com

PAIA COURTYARD
TRAFFIC UPDATE MEMORANDUM

October 18, 2013

I. PROJECT BACKGROUND

This traffic memorandum provides an update to the October 3, 2011 *Traffic Impact Analysis Report Pā'ia 2020* (PRA, 2011), submitted for the proposed Pā'ia Courtyard development at TMK (2) 2-5-005:0189 Lot A-1-A. This is in response to comments received from the County of Maui (COM) Department of Planning in a July 23, 2013 letter, *Subject: Initiating a State District Boundary Amendment From the State Agricultural District to the State Urban District, a Community Plan Amendment, a Change in Zoning and a Special Management Area (SMA) Use Permit for the Pā'ia Courtyard Project, Located at Pā'ia, Island of Maui, Hawai'i; TMK: (2) 2-5-005-063*, comment #7:

> The Traffic Impact Analysis Report (TIAR) completed for the project and summarized in the Infrastructure – Roadways section of the document on page 17 suggests that the Baldwin Avenue and Hāna Highway intersection functions at a Level of Service D and will continue to do so upon completion of the project. This study was done in 2010. However, Table 1 existing Level of Service on page 6 of the Pā'ia Relief Route analysis done by Parsons Brinkerhoff for the Draft Environmental Impact Statement (2013) assigns a Level of Service F to the intersection for PM peak hours. This is more consistent with the "observed" levels of service noted in the TIAR as opposed to the calculated levels of service. The functionality of this intersection is fundamental to assessing the impacts of this project on the Pā'ia Community. Please update the traffic study accordingly and provide mitigating alternatives;

This traffic memorandum will address each of the items in question pertaining to the traffic report as an update to the previously submitted *Traffic Impact Analysis Report Pā'ia 2020* (PRA, 2011).

II. INTERSECTION LEVEL OF SERVICE

Hāna Highway intersects Baldwin Avenue at a signalized T-intersection with a dedicated right turn lane in the eastbound direction and left turn lane in the westbound direction. Hāna Highway is a State owned, two-lane, undivided, rural minor arterial. Baldwin Avenue is a County owned, two-lane, undivided rural minor collector. West of the intersection with Baldwin Avenue, Hāna Highway has two 12-foot wide travel lanes and four-foot wide paved shoulders that also doubles as a bicycle facility. After the intersection with Pā'ia Mini Bypass Road, and through Pā'ia town, the shoulder is replaced by front-in angled parking on the mauka side and parallel parking on the makai side. Travel lanes range from 11-12 feet. East of Pā'ia town, Hāna Highway transitions between 11-12 foot lanes and four to six foot grass and paved shoulders. Posted speeds along Hāna Highway range from 45 mph, along the straight segments with few intersecting roads, to 20 mph through Pā'ia town. Posted speeds along Baldwin Avenue vary from 20 to 30 mph.

Hāna Highway provides the most direct route for travel between Kahului and areas east of Pā'ia. The signalized intersection with Baldwin Avenue exists along a stretch of rural uninterrupted highway. The reduction in posted speed and existence of a traffic signal along this stretch of highway is the primary cause for delay. It is has been noted in traffic reports that the operations of the roadway segments in the vicinity of the intersection are worsened due to factors beyond the volume of traffic and intersection capacity such as on-street parking, intersecting driveways, and crossing pedestrians.

A. Level of Service Methodology

Level of service (LOS) is an operational analysis rating system used in traffic engineering to measure the effectiveness of roadway operating conditions. There are six LOS ranging from A to F. LOS A is defined as being the least interrupted flow conditions with little or no delays, whereas LOS F is defined as conditions where extreme delays exist. Guidelines from the *Statewide Uniform Design Manual for Streets and Highways* (HDOT, 1980) state that an appropriate LOS for a rural arterial, which is the classification of Hāna Highway in the project area, is LOS C or better. Although the stretch of Hāna Highway through Pā'ia town is classified as rural, actual conditions are more in line with an urban area which typically allow for LOS D. LOS is calculated using *Synchro* traffic software which is based on the methodologies of the *Highway Capacity Manual.*

B. Level of Service Reported

Intersection LOS reported in the ***Traffic Impact Analysis Report Pā'ia 2020*** **(PRA, 2011)** was calculated using *Synchro* traffic software and turning movement traffic counts taken in May 2011 during the AM and PM peak periods. Calculated results were LOS B for both the AM and PM peak hours. Observed LOS was reported to be LOS B and D for the AM and PM peak hours respectively.

The ***Pā'ia Relief Route TIAR* (SSFM, 2012)** was completed in support of the *Pā'ia Relief Route Draft Environmental Statement* (SSFM, unpublished) (DEIS) referenced in the July 23, 2013 COM letter. The DEIS was submitted to HDOT in March 2013 and HDOT submitted it for review to FHWA in April although it has not been signed off on yet and therefore is not a publically available document. The *Pā'ia Relief Route TIAR* (SSFM, 2012) calculated intersection LOS using *Synchro* traffic software and traffic counts taken in December 2007. Calculated results were LOS C and D for the AM and PM peak hours respectively.

The previously referenced *Pā'ia Relief Route TIAR* (SSFM, 2012) included the ***Draft Pā'ia Relief Route Travel Demand Forecasting Report* (PB, 2012)** as an appendix. This report prepared by Parsons Brinkerhoff is believed to be the report referenced in the July 23, 2013 COM letter. This report included calculated intersection LOS using *Synchro* traffic software and the same December 2007 traffic counts used in the *Pā'ia Relief Route TIAR* (SSFM, 2012). Calculated LOS were LOS D and LOS F for the AM and PM peak hours respectively.

Calculated LOS from the referenced reports are included in the following table.

Reference/Scenario	Volume Year	Intersection LOS	
		AM	PM
Traffic Impact Analysis Report Pā'ia 2020 (PRA, 2011)	2011	B	B
Pā'ia Relief Route TIAR (SSFM, 2012)	2007	C	D
Draft Pā'ia Relief Route Travel Demand Forecasting Report (PB, 2012)	2007	D	F

C. Level of Service Comparison

The same traffic software, intersection configuration, and intersection turning movement volumes were used to analyze conditions in the *Draft Pā'ia Relief Route Travel Demand Forecasting Report* (PB, 2012) and *Pā'ia Relief Route TIAR* (SSFM, 2012). Differences were noted in traffic signal timing and that the *Draft Pā'ia Relief Route Travel Demand Forecasting Report* (PB, 2012) included an adjustment to account for the existence of on-street parking. The inclusion of adjacent on-street parking in the traffic model, and resulting parking conflicts, lowers the saturated flow rate which results in worsening intersection movement delay, volume to capacity ratio (v/c), and LOS. Without contesting the proximity of existing on-street parking, the *Draft Pā'ia Relief Route Travel Demand Forecasting Report* (PB, 2012) also included this adjustment along the westbound approach where no adjacent on-street parking exists which was in error.

Consequently, the *Traffic Impact Analysis Report Pā'ia 2020* (PRA, 2011) did not include parking conflicts in the analysis of intersection operations due to the belief that parking did not exist in the immediate vicinity of the intersection. It was observed, "Parking maneuvers out of the angle parking causes significant delays to through traffic along Hāna Highway. Traffic must

stop to allow vehicles to back out of the parking stall into traffic. This is especially bad during the afternoon peak period." These observations are in reference to operations along the stretch of road through Pā'ia town and not specific to the intersection.

D. Level of Service Re-analysis

Re-analysis of the intersection of Hāna Highway and Baldwin Avenue was completed using Synchro traffic software to better reflect observed conditions. This scenario included adjustments for on-street parking along the makai-bound and eastbound approaches, as well as optimized traffic signal timing. AM and PM peak hour volumes from 2007, taken from *Pā'ia Relief Route TIAR* (SSFM, 2012), and 2011, taken from *Traffic Impact Analysis Report Pā'ia 2020* (PRA, 2011), were used for each scenario. Resulting LOS was LOS C or D for the peak hours of both years, as shown in the following table, which is appropriate and considered to better represent actual intersection operations. Re-analysis Synchro reports are included in the appendix.

Scenario	Volume Year	Intersection LOS	
		AM	PM
Re-analysis w/Parking Conflicts and Timing Optimization	2011	C	C
	2007	C	D

III. MITIGATION

It can be concluded that the intersection of Hāna Highway and Baldwin Avenue would function better with additional capacity. As noted, various impediments to roadway capacity exist in the current configuration that result in the difference between observed and calculated intersection LOS. Removing existing causes of friction along the approaches to the intersection would lessen delay and improve operations. It is noted that many of these roadway features that result in vehicular delay have a primary purpose to enhance the pedestrian-centered aspect of Pā'ia town.

A. Road Widening

Additional right-of-way (ROW) does not exist along Hāna Highway in its current configuration to provide for additional turn or through-traveling lanes. The current on-street parking configuration reduces the capacity of the intersection as a result of parked vehicles existing in the travel way ROW. Reduction of on-street parking in the vicinity of the intersection would provide additional capacity as a result of a lengthened eastbound right-turn lane which in turn would improve intersection operations.

B. On-Street Parking

Currently the 21 parking stalls along the mauka side of Hāna Highway are front-in angled parking with 14 stalls on the west side of the intersection and seven on the east side. Vehicular movements to pull out of these stalls impede the adjacent through-traveling vehicles, resulting in delay and congestion. In addition, motorists will often slow or stop along Hāna Highway while waiting for a driver to enter their vehicle in anticipation of a parking stall becoming available. Through traveling vehicles would not be as impacted if on-street parking were removed during peak vehicular travel times. By prohibiting parking during the peak travel times, such as the PM peak commuter period, through-traveling vehicles will not be delayed during these high volume periods. Another option would be to reconfigure parking to a configuration such as parallel parking. While the vehicular maneuvers into a parallel parking stall are more time consuming than into a front-in angled stall, these maneuvers can likely take place outside of the vehicular travel way thereby not impeding through-traveling vehicles. Using an average parking stall length of 20 feet, reconfiguration of the existing front-in angled parking to parallel parking would remove eight parking stalls, five on the west side and three on the east. The reduction of conflicting movements along the approach and receiving legs of the intersection with Baldwin Avenue would improve intersection operations. The removal of required space dedicated to front-in angled parking will also allow for a bicycle facility which would improve multi-modal connectivity and safety.

C. Driveway Intersections

Multiple driveways to private and public parking lots exist along Hāna Highway in the vicinity of the intersection with Baldwin Avenue. Conflicts from vehicles making turns onto and off of Hāna Highway add additional delay to through-traveling vehicles, resulting in underutilized traffic signal timing. Consolidating driveways or restricting movement into and out of those

driveways that have alternative access through Baldwin Avenue would potentially improve operations along Hāna Highway.

D. Pedestrians

Pedestrians were observed to jaywalk across Hāna Highway in the vicinity of the intersection with Baldwin Avenue. No pedestrian crosswalk exists across the west leg of the intersection, with the next available marked crossing at the intersection with the public parking lot 600 feet to the west. A pedestrian crosswalk was likely not included across the west leg of the intersection due to the potential conflict of left-turning vehicles from Baldwin Avenue with crossing pedestrians. By adding a crosswalk with a leading pedestrian crossing interval, conflicts between vehicles and pedestrians could be minimized. While the addition of a crosswalk here would add to the calculated delay of the intersection operations, actual operations would likely be improved through a reduction in pedestrians jaywalking at mid-block locations which causes both an operational and safety concern. As an alternative to a crosswalk across the west leg of the intersection, the addition of a mid-block pedestrian crosswalk halfway (300 feet) between the intersection and public parking would provide for the desired pedestrian crossing point that currently results in the jaywalking. Therefore, it is suggested to consider including a crosswalk across the west leg of the intersection or at a location 300 feet to the west in order to increase safety for pedestrians.

IV. CONCLUSION AND RECOMMENDATIONS

Through observations and analysis it can be concluded that the existence of on-street parking worsens operations along Hāna Highway. The difference between observed and calculated LOS is a result of what is considered to be a part of the intersection with Baldwin Avenue. Therefore, the reconfiguration, reduction, or removal of on-street parking along Hāna Highway will remove vehicle conflicts that impede roadway flow and consequently worsen intersection operations. This is most applicable along the mauka side of Hāna Highway, where there are currently 21 front-in angled parking stalls, to limit conflicts with traffic heading in the eastbound direction. Approximately eight less on-street stalls would exist if reconfigured to parallel parking.

The reconfiguration of parking along Hāna Highway would allow for additional width of travel way and the ability to improve multi-modal connectivity and safety by continuing the bicycle facility that ends at the Pā'ia Mini Bypass Road. In the current configuration, bicycles share the lane with vehicles through Pā'ia town although front-in angled parking is not safe for bicyclists due to the difficulty for motorists to see them when reversing. To improve pedestrian safety as well as vehicular operations along Hāna Highway, the inclusion of a crosswalk across the west leg of the intersection, or at a mid-block location between the intersection and public parking, would provide a protected crossing. It is believed that these proposed mitigation actions will improve operations through Pā'ia town and at the intersection of Hāna Highway and Baldwin Avenue.

The inclusion of 172 additional off-street parking stalls for tenants, employees, and customers, beyond the number required by zoning, in the Pā'ia Courtyard plans will help offset any reduction in the number of available on-street parking. A portion of this additional parking will be free. Available parking provided by the Pā'ia Courtyard will also assist in reducing the number of conflicting turns into and out of driveways off of Hāna Highway for vehicles looking for parking. Way-finding signage could be installed along Hāna Highway that directs vehicles traveling from the west onto the Pā'ia Mini Bypass Road to access Pā'ia town parking, reducing the number of vehicles traveling through the intersection of Hāna Highway and Baldwin Avenue. It is because of this that the proposed options for reconfiguring parking along Hāna Highway, and addition of parking stalls with the Pā'ia Courtyard project, will result in better operations at the intersection of Hāna Highway and Baldwin Avenue.

V. REFERENCES

Hawai'i Department of Transportation, *Statewide Uniform Design Manual for Streets and Highways*, 1980.

Parsons Brinkerhoff, *Draft Pā'ia Relief Route Travel Demand Forecasting Report*, 2012.

Phillip Rowell Associates, *Traffic Impact Analysis Report Pā'ia 2020*, 2011.

SSFM International, *Pā'ia Relief Route Draft Environmental Impact Statement*, unpublished.

SSFM International, *Pā'ia Relief Route Traffic Impact Analysis Report* (part of DEIS), 2012.

Transportation Research Board of National Academies, *Highway Capacity Manual*, 2000.

APPENDIX –
RE-ANALYSIS SYNCHRO REPORTS

HCM Signalized Intersection Capacity Analysis
25: Baldwin Avenue & Hana Highway

9/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	310	108	118	721	232	90
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.86	1.00	1.00	1.00	0.86
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1382	1015	1509	1588	1313	1015
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1382	1015	1509	1588	1313	1015
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	130%	130%
Adj. Flow (vph)	337	117	128	784	328	127
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	337	117	128	784	328	127
Confl. Peds. (#/hr)		60	60		60	60
Parking (#/hr)	6	6			6	6
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	34.4	34.4	11.0	50.4	26.5	26.5
Effective Green, g (s)	34.4	34.4	11.0	50.4	26.5	26.5
Actuated g/C Ratio	0.40	0.40	0.13	0.58	0.30	0.30
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	547	401	191	921	400	309
v/s Ratio Prot	0.24		0.08	c0.49	c0.25	
v/s Ratio Perm		0.12				0.13
v/c Ratio	0.62	0.29	0.67	0.85	0.82	0.41
Uniform Delay, d1	21.0	17.9	36.2	15.1	28.0	24.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.4	8.9	7.6	12.4	0.9
Delay (s)	23.0	18.3	45.1	22.8	40.4	24.9
Level of Service	C	B	D	C	D	C
Approach Delay (s)	21.8			25.9	36.0	
Approach LOS	C			C	D	

Intersection Summary			
HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	86.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
25: Baldwin Avenue & Hana Highway

9/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	620	84	117	456	155	170
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.81	1.00	1.00	1.00	0.81
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1382	952	1509	1588	1313	952
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1382	952	1509	1588	1313	952
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	130%	130%
Adj. Flow (vph)	674	91	127	496	219	240
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	674	91	127	496	219	240
Confl. Peds. (#/hr)		60	60		60	60
Parking (#/hr)	6	6			6	6
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	64.3	64.3	11.1	80.4	36.1	36.1
Effective Green, g (s)	64.3	64.3	11.1	80.4	36.1	36.1
Actuated g/C Ratio	0.51	0.51	0.09	0.64	0.29	0.29
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	702	483	132	1009	374	271
v/s Ratio Prot	c0.49		c0.08	0.31	0.17	
v/s Ratio Perm		0.10				c0.25
v/c Ratio	0.96	0.19	0.96	0.49	0.59	0.89
Uniform Delay, d1	29.9	16.9	57.5	12.2	38.8	43.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.5	0.2	66.3	0.4	2.3	27.2
Delay (s)	54.3	17.1	123.8	12.6	41.1	70.4
Level of Service	D	B	F	B	D	E
Approach Delay (s)	49.9			35.3	56.4	
Approach LOS	D			D	E	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	126.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
25: Baldwin Avenue & Hana Highway

9/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	340	64	114	638	227	104
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.86	1.00	1.00	1.00	0.86
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1382	1016	1509	1588	1313	1016
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1382	1016	1509	1588	1313	1016
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	130%	130%
Adj. Flow (vph)	370	70	124	693	321	147
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	370	70	124	693	321	147
Confl. Peds. (#/hr)		60	60		60	60
Parking (#/hr)	6	6			6	6
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	30.4	30.4	12.7	48.1	28.0	28.0
Effective Green, g (s)	30.4	30.4	12.7	48.1	28.0	28.0
Actuated g/C Ratio	0.35	0.35	0.15	0.56	0.33	0.33
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	487	358	222	887	426	330
v/s Ratio Prot	0.27		0.08	c0.44	c0.24	
v/s Ratio Perm		0.07				0.14
v/c Ratio	0.76	0.20	0.56	0.78	0.75	0.45
Uniform Delay, d1	24.6	19.4	34.1	14.9	26.0	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.7	0.3	3.0	4.5	7.4	1.0
Delay (s)	31.3	19.6	37.1	19.4	33.4	23.9
Level of Service	C	B	D	B	C	C
Approach Delay (s)	29.5			22.1	30.4	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	86.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
25: Baldwin Avenue & Hana Highway

9/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	470	112	135	425	200	171
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.84	1.00	1.00	1.00	0.84
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1382	986	1509	1588	1313	986
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1382	986	1509	1588	1313	986
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	130%	130%
Adj. Flow (vph)	511	122	147	462	283	242
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	511	122	147	462	283	242
Confl. Peds. (#/hr)		60	60		60	60
Parking (#/hr)	6	6			6	6
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	44.4	44.4	13.7	63.1	31.8	31.8
Effective Green, g (s)	44.4	44.4	13.7	63.1	31.8	31.8
Actuated g/C Ratio	0.42	0.42	0.13	0.60	0.30	0.30
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	584	417	197	955	398	298
v/s Ratio Prot	c0.37		c0.10	0.29	0.22	
v/s Ratio Perm		0.12				c0.25
v/c Ratio	0.88	0.29	0.75	0.48	0.71	0.81
Uniform Delay, d1	27.7	19.9	43.9	11.7	32.5	33.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.7	0.4	14.2	0.4	5.9	15.4
Delay (s)	41.4	20.3	58.2	12.1	38.4	49.2
Level of Service	D	C	E	B	D	D
Approach Delay (s)	37.4			23.2	43.3	
Approach LOS	D			C	D	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	104.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Pā'ia Courtyard

Traffic Impact Analysis Report

Pā'ia, Island of Maui

April 4, 2016

Prepared for

Pā'ia 2020 LLC

Prepared by

SSFM INTERNATIONAL

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I. PROJECT DESCRIPTION

Pā'ia 2020 LLC, the applicant, is proposing to develop a nine-acre parcel located along Baldwin Avenue in downtown Pā'ia, located on the north coast of the island of Maui (see project location map in Figure 1). The project site is located on a plot of land, makai (ocean side) of the existing Post Office and Pā'ia Mini-Bypass Road, that is currently used for parking. Proposed access to the development will be through one full-access driveway off of Baldwin Avenue. There is the potential for an additional one-way ingress access driveway to be provided off of the Pā'ia Mini-Bypass Road however this was not included in the analysis so as to assume worst case conditions. The *Maui Island Plan General Plan 2030* (COM, 2012) includes the development within the Small Town Growth Boundary.

The proposed development includes 56 total senior housing units, 14 of which will fall under the requirements for affordable housing, nine (9) residential units, 9,708 square-feet (sf.) of office space, 27,392 sf. of retail, and a 4,503 sf. restaurant. This results in 41,603 sf. of mixed-use space including business, retail, and a restaurant (see site plan in Figure 2). The project will provide 309 parking stalls on site and 13 on-street parking stalls off site adjacent to the project site along Baldwin Avenue. This is 57 stalls more than what is required per zoning regulations. These parking stalls are accessible for public use. A bus stop is being proposed within the project to provide transportation for the residents of the senior housing. The full buildout and occupancy of the proposed development is expected by 2020.

This traffic impact analysis report (TIAR) will evaluate existing conditions and assess traffic impacts in the surrounding area as a result of the full build out conditions for this development in the year 2020. This TIAR was prepared as an update to the *Traffic Impact Analysis Report Pā'ia 2020* (PRA, October 2011) and *Pā'ia Courtyard Traffic Update Memorandum* (SSFM, October 2013) in support of an Environmental Assessment.

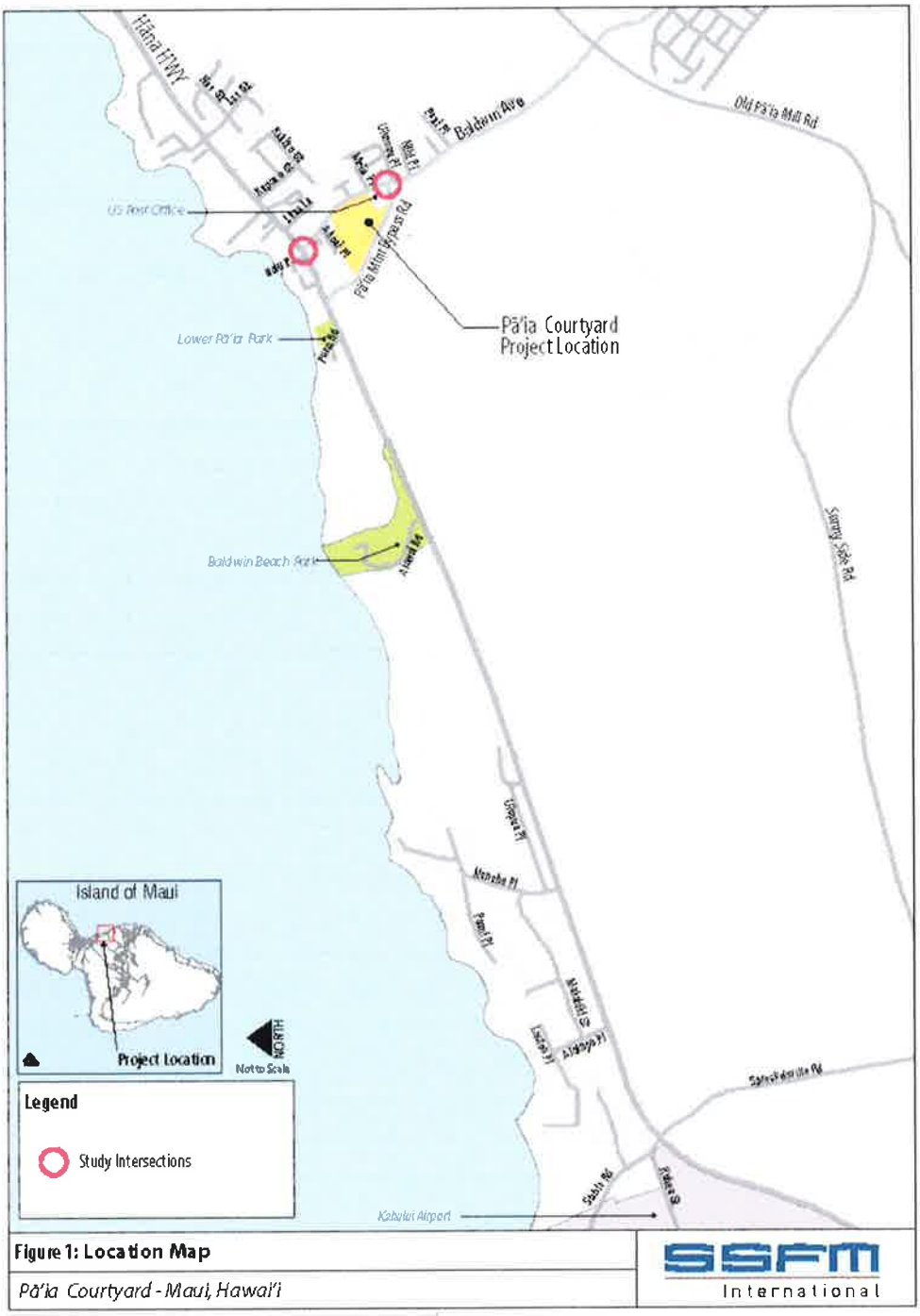


Figure 1: Location Map

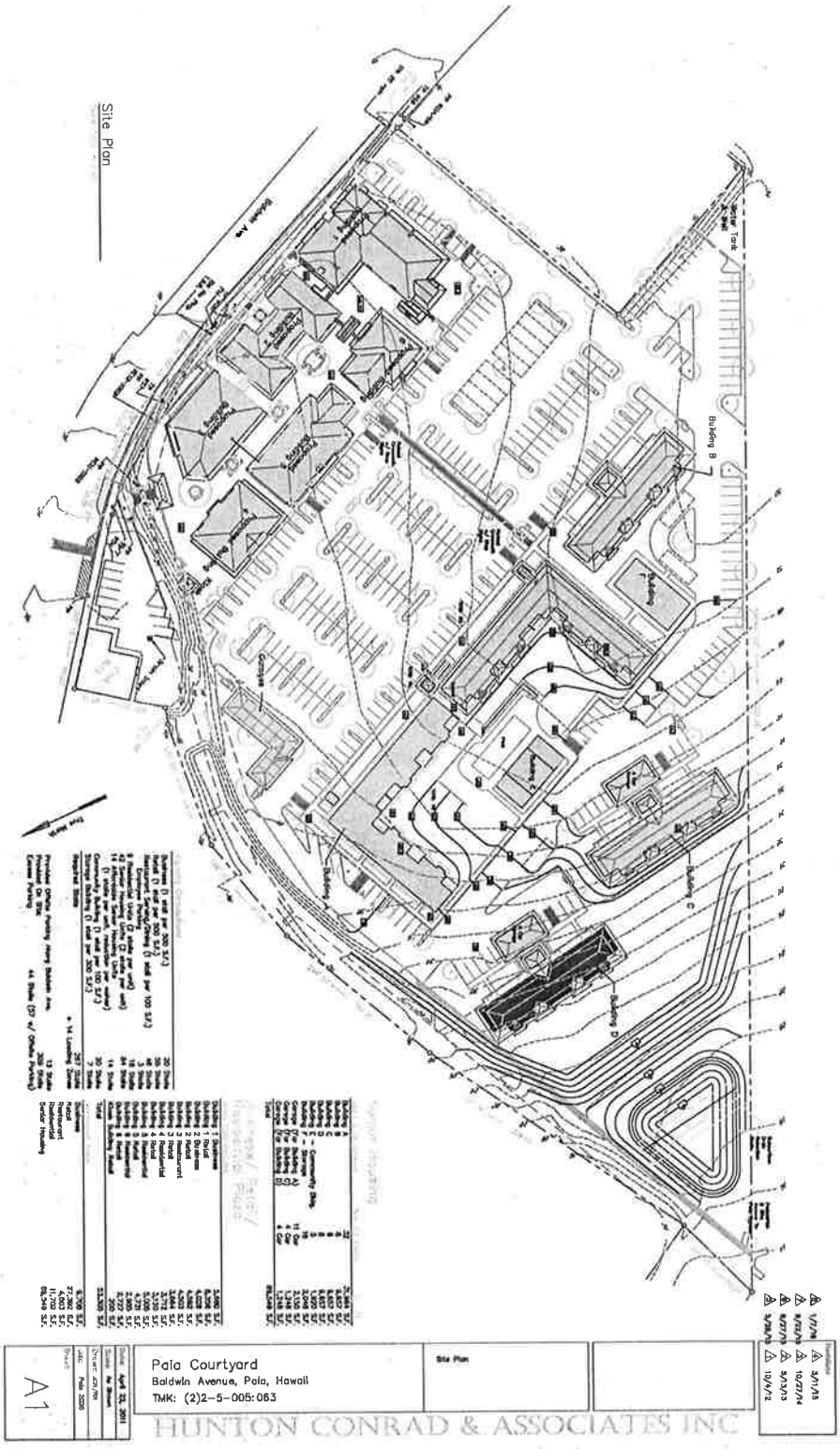


Figure 2: Site Plan

II. EXISTING CONDITIONS

Downtown Pā'ia is a historic town along the north Maui coastline that is a large tourist attraction. A part of its attractiveness is its walkable, old-town appeal, and retail/restaurants. This attracts a large amount of tourists in vehicles from all over the island, however primarily to the west as it provides access to Kahului Airport, West Maui, and South Maui. Many of these visitors travel to Pā'ia with the intent of parking their vehicle and walking to their destination within the downtown. Sole vehicular access to Pā'ia and to areas on either side (Kahului to the west, Hāna to the east) must travel along Hāna Highway through downtown Pā'ia. This conflict of an apparently walkable downtown, with high demand for vehicle through-put, are at odds. This results in vehicle back-up and delay that currently exists. Business owners previously expressed a desire to maintain existing access and parking along Hāna Highway through downtown Pā'ia however these same perceived benefits, further congest the area.

A. Geometric Configuration

Baldwin Avenue is a two-lane, two-way, undivided roadway with walking paths on both sides of the street. On-street parking is also allowed on both sides of Baldwin Avenue in places. There are no dedicated bike lanes along Baldwin Avenue. It is owned by the County of Maui with the functional classification of urban collector and a posted speed limit ranging from 20 to 30 mph. The road travels in the mauka-makai (mountain side – ocean side) direction through central Maui, from Pā'ia to Makawao. There are no existing bus routes or bus stops along Baldwin Avenue adjacent to the project site. It is a private road with a posted speed limit of 20 mph. Entrance to the Pā'ia Mini-Bypass Road is limited to eastbound travel movements as left-turns off of Hāna Highway are prohibited. It provides alternative access to Baldwin Avenue, bypassing the downtown Pā'ia and the intersection of Hāna Highway and Baldwin Avenue. The approach to the Pā'ia Mini-Bypass Road comes through a ½-mile dedicated lane along Hāna Highway, starting near Baldwin Park.

Primary study intersections in the project area include the following:

1) Baldwin Avenue at Hana Highway: This is a signalized T-intersection with marked crosswalks on the west and mauka sides. Hāna Highway has dedicated turn lanes at the Baldwin Avenue intersection. Baldwin Avenue also has separate left and right turn lanes.
2) Baldwin Avenue at Pā'ia Mini-Bypass Road: This is a stop-sign controlled intersection for the Mini-Bypass Road approach. There are dedicated turn lanes on the Mini-Bypass Road approach in the northbound and southbound direction.
3) Baldwin Avenue at Project driveway: This intersection is being proposed with the project and will be a stop-sign controlled T-intersection. The northbound approach will be a shared through and left turn lane. The southbound approach will be a shared through and right turn lane. The eastbound approach will be one lane for both the left turn and right turn movements.

B. Existing Volumes

1. Roadway 24-Hour Volumes

In 2013, the average daily traffic (ADT) along Baldwin Avenue in the project area was approximately 5,600 vehicles, based on Hawai'i Department of Transportation (HDOT) *Historical Traffic Station Maps*.

The ADT along Hana Highway in the project area in 2013 was approximately 18,100 vehicles. Table 1 provides the roadway weekday ADT along Baldwin Avenue and along Hana Highway. Appendix A includes the detailed 24-hour HDOT traffic count data.

Table 1: Roadway Traffic Volumes

Roadway	Location	2013 ADT (vehicles)
Baldwin Avenue	Between Puakou Place and Mahiko Street	5,600
Hana Highway	Between Puna Road and Alawai Road	18,100

Source: *Historical Traffic Station Maps* (HDOT)

A graph of directional weekday hourly distribution along Baldwin Avenue is shown in Figure 3. Of the approximately 500 vehicles traveling along Baldwin Avenue during the AM peak hour (7:15-8:15 AM), about 300 vehicles were traveling in the southbound direction and 200 in the northbound direction. There were approximately 500 vehicles traveling along Baldwin during the mid-day peak (1:45-2:45 PM), with an equal northbound and southbound split. There were approximately 490 vehicles along Baldwin Avenue during the PM peak hour (4:00-5:00 PM) with 280 vehicles headed in the southbound direction and 310 vehicles headed in the northbound direction.

2. Intersection Peak Hour Volumes

Manual intersection turning movement counts were taken at the intersections of Baldwin Avenue and Hana Highway and at Baldwin Avenue and Pā'ia Mini-Bypass Road on Wednesday, February 17, 2016, during a time when school was in session. The turning movement traffic counts included classification of passenger vehicles, heavy vehicles (buses, trucks, vehicles with trailers), bicycles, and pedestrians. Counts were conducted during the AM and PM peak periods from 6:30 - 9:30 AM and 2:30 - 5:30 PM. The peak hours for the intersection of Baldwin Avenue and Hana Highway were 8:00 - 9:00 AM and 4:00 - 5:00 PM. The peak hours for the intersection of Baldwin and Pā'ia Mini-Bypass Road were 7:30-8:30 AM and 4:00-5:00 PM.

a) Passenger Vehicle Volumes

Vehicular peak hour volumes are largely constrained by the capacity of the roadway and intersection which results in severe back-up along Hāna Highway (eastbound) during certain times of the day. Therefore, the peak hour volumes counted are not reflective of the demand. Tabulated peak hour volumes are shown in Figure 4. Detailed peak hour counts are included in Appendix A.

b) Heavy Vehicle Volumes

Table 2 provides the peak hour volumes for the heavy vehicles at each intersection. The percentage of heavy vehicles, bicycles and pedestrians volumes are each less than 1% of the total intersection volumes.

Table 2: Heavy Vehicle Peak Hour Volumes

Intersection	Heavy Vehicles			
	AM Peak Hour		PM Peak Hour	
	Volume	%	Volume	%
Hāna Highway and Baldwin Avenue	56	4.0	24	1.5

Baldwin Avenue and Pā'ia Mini-Bypass Road	2	0.4	7	1.1

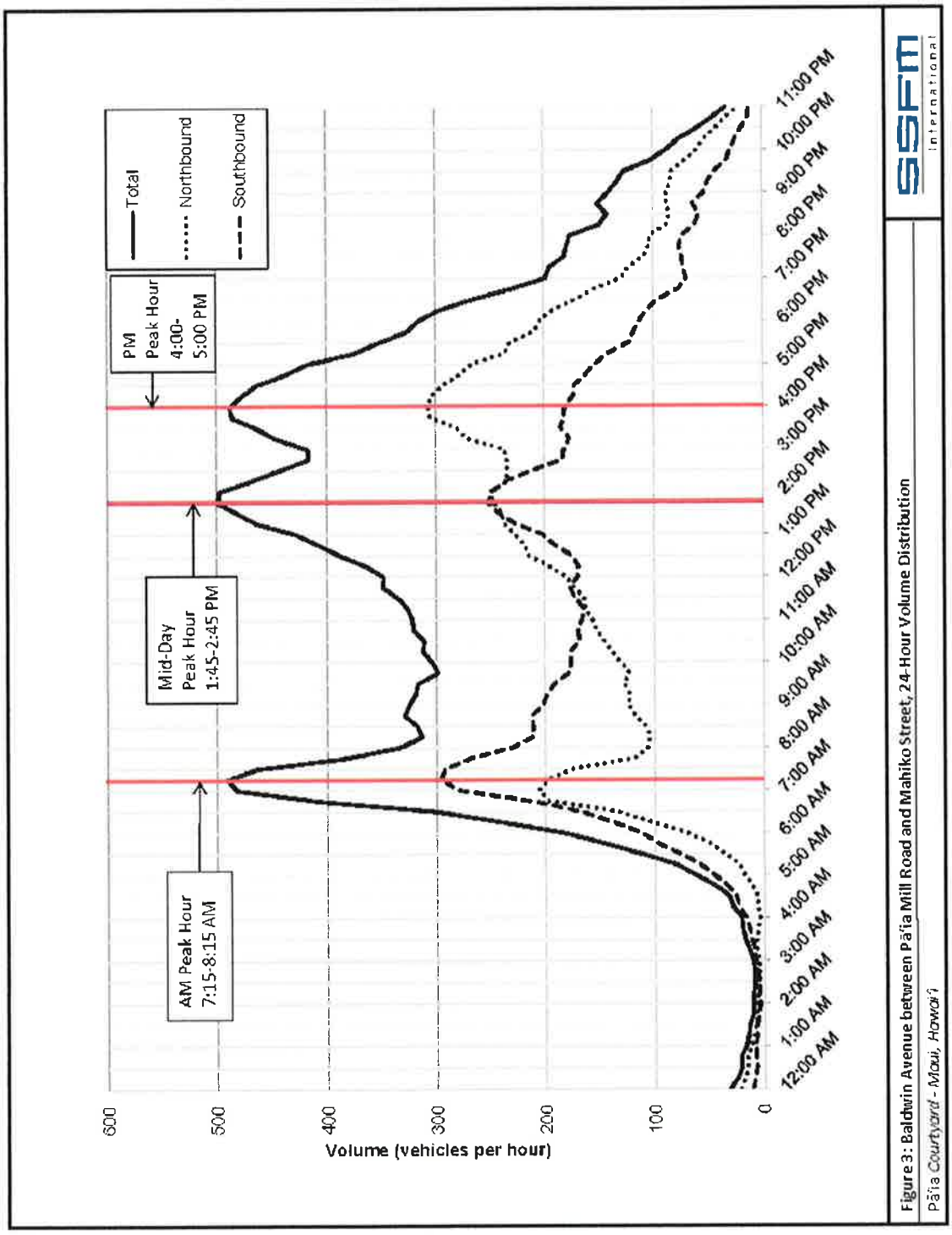


Figure 3: Baldwin Avenue between Pā'ia Mill Road and Mahiko Street, 24-Hour Volume Distribution

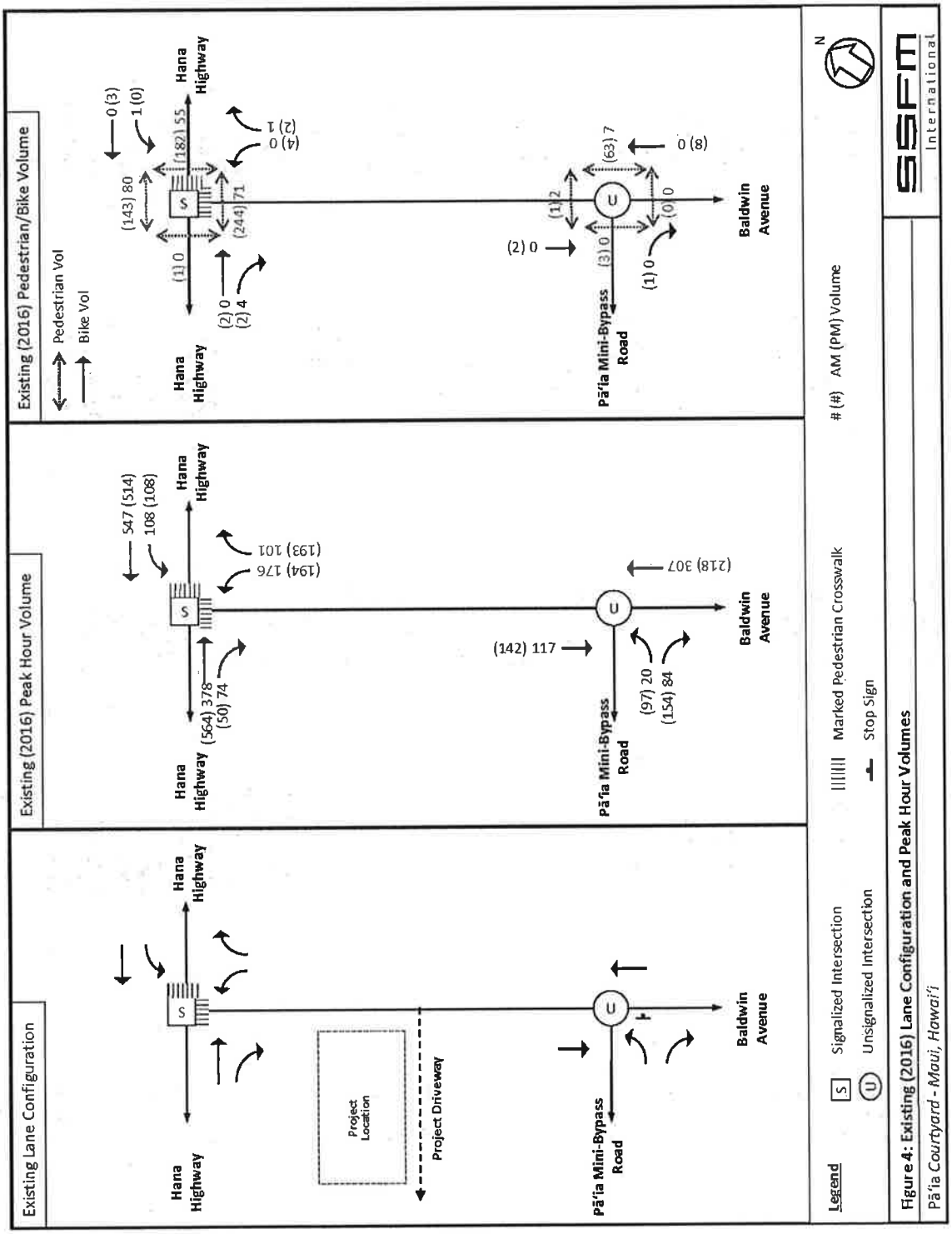


Figure 4: Existing (2016) Lane Configuration and Peak Hour Volumes

Pā'ia Courtyard - Maui, Hawai'i

c) Transit Bus Volumes

The Maui County transit system has no bus routes directly in the project area along Baldwin Avenue. There is one route, the Route 35 "Haiku Islander", which runs along Hana Highway and has two stops in Pā'ia, near the project location. Appendix B includes the detailed bus route schedule and map for these routes.

The "Ha'ikū Islander", runs from the Queen Ka'ahumanu shopping center to Ha'ikū seven days a week from 5:30 AM to 9:40 PM. There is one bus which passes along Hana Highway two times during the peak hour AM period and two times during the PM peak hour period.

d) Pedestrians and Bicycle Volumes

Pedestrian and bicycles were counted at the study intersections during the peak period. 206 pedestrians and 6 bicycles were counted at the intersection of Baldwin Avenue and Hana Highway during the AM peak hour. 570 pedestrians and 13 bikes were counted during the PM peak hour. 9 pedestrians and no bicycles were counted at the intersection of Pā'ia Mini-Bypass Road during the AM peak hour. 67 pedestrians and 11 bikes were counted during the PM peak hour.

C. Level of Service

1. Methodology

Level of service (LOS) is a rating system used in traffic engineering to measure the effectiveness of roadway operating conditions. There are six LOS ranging from A to F. LOS A is defined as being the least interrupted flow conditions with little or no delays, whereas LOS F is defined as conditions where extreme delays exist. *A Policy on Geometric Design of Highways and Streets* (AASHTO, 2011) states that an "appropriate" LOS for an urban collector, which is the classification of Baldwin Avenue through the study area, is LOS D or better. An "appropriate" LOS for an urban arterial, which is the classification of Hana Highway, is LOS C or D. Therefore, it is assumed that appropriate LOS for study intersections and turning movements should be LOS D or better. Intersection LOS and delay was determined for the weekend peak hour using *Synchro, Version 9.0* traffic analysis software.

a) Calculated Level of Service

(1) Two-Way Stop Controlled Intersection

As stated in the *Highway Capacity Manual (HCM)* (TRB, 2010), LOS for a two-way stop controlled (TWSC) intersection is determined by the measured control delay (see Table 3) and is defined for each minor movement, not for the intersection as a whole. Vehicles traveling along the major, free-flow road, of a TWSC intersection, proceed through with minimal delay. Those vehicles approaching the intersection along the minor movement are controlled by a stop sign and thus experience delay attributable to the volume of vehicles passing along the free-flow road and the gaps available.

Table 3: LOS Criteria for Unsignalized Intersections

Average Control Delay (s/veh)	LOS by v/c Ratio	
	<=1.0	>1.0
≤ 10.0	A	F
>10 and ≤15	B	F
>15 and ≤25	C	F
>25 and ≤35	D	F
>35 and ≤50	E	F
>50	F	F

Source: *Highway Capacity Manual* (TRB, 2010)

(2) Signalized Intersection

The LOS analysis for signalized intersections is based on average total vehicle delay based on the methodologies of the *HCM* (TRB, 2010) shown in Table 4. High numbers of vehicles passing the intersection, long cycle lengths, inappropriate signal phasing, or a poor signal progression can result in long delays, and consequently poor LOS.

Table 4: LOS Criteria for Signalized Intersections

Average Control Delay (s/veh)	LOS by v/c Ratio	
	<=1.0	>1.0
≤ 10.0	A	F
>10 and ≤20	B	F
>20 and ≤35	C	F
>35 and ≤55	D	F
>55 and ≤80	E	F
>80	F	F

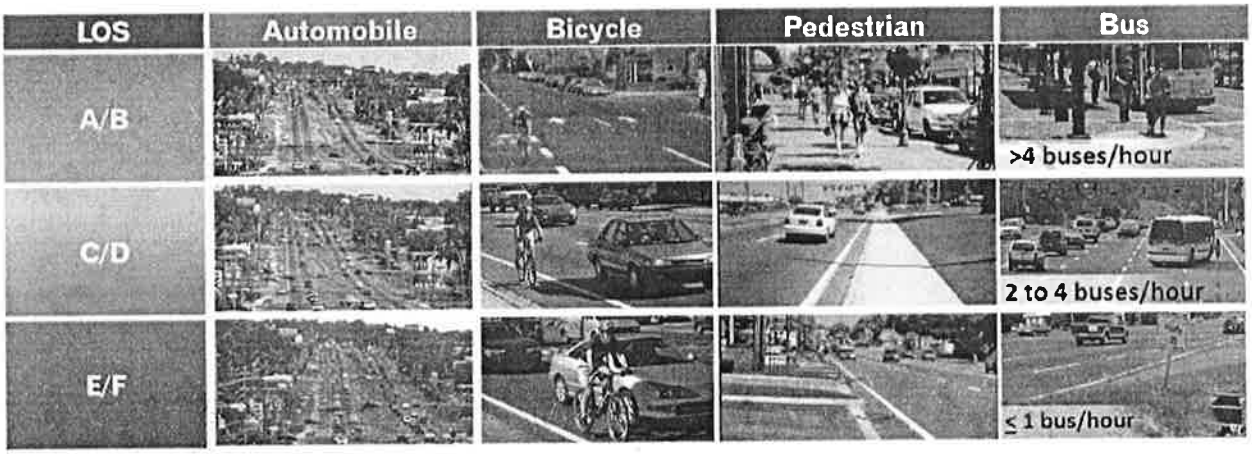
Source: *HCM* (TRB, 2010)

Another measure of intersection operation is the volume to capacity (v/c) ratio. This is the ratio of the volume of traffic utilizing the intersection compared to the maximum volume of vehicles that can be accommodated by the intersection during a specific period of time. A v/c ratio under 0.85 means the intersection is operating under capacity and excessive delays are not experienced. An intersection is operating near its capacity when v/c ratios range from 0.85 to 0.95. Unstable flows are expected when the v/c ratio is between 0.95 and 1.0. Any v/c ratio greater than or equal to 1.0 indicates that the intersection is operating at or above capacity which results in a LOS F per the *HCM* (TRB, 2010). A traffic movement can have a poor LOS but low v/c which suggests that the traffic volumes along that movement are low but have to wait a long time to make the movement. This is common for low volume protected turn movements or side streets that have to wait through a long cycle length for their split to come up.

b) Observed Level of Service

Vehicle intersection capacity can be constrained by factors not accounted for in the model calculations, resulting in worse actual conditions. This may result in vehicle queues that aren't captured in the

intersection counts and therefore not reflected in the calculated LOS. Multimodal LOS is also more easily defined through observed conditions rather than calculations. For bicycles and pedestrians, this is defined by the existence of dedicated facilities such as bike lanes and sidewalks. For bus transit, this is equated by the frequency of service. Examples of these observed LOS are shown in Figure 5.



Source: *Quality/Level of Service Handbook* (FDOT, 2013)

Figure 5: Observed Level of Service

2. Existing (2016) Calculated LOS

Existing (2016) calculated LOS for the intersection and traffic movements resulted in LOS D or better during the peak hours (see Table 5). The v/c ratio for all movements were calculated to be under capacity. Appendix C provides the detailed analysis reports for the Existing (2016) conditions.

Table 5: Existing (2016) Intersection Calculated LOS

Existing Calculated								
Intersection	Traffic Control		AM Peak Hour			PM Peak Hour		
	Appr	Mvmt	Delay	v/c	LOS	Delay	v/c	LOS
Baldwin Avenue and Hana Highway	Intersection		17.0	-	B	18.9	-	B
	EB	T	19.2	0.69	B	17.9	0.78	B
		R	14.6	0.21	B	10.7	0.14	B
	WB	T	34.3	0.71	C	39.2	0.74	D
		L	11.4	0.65	B	7.3	0.53	A
	NB	L	19.4	0.46	B	29.7	0.73	C
		R	18.0	0.30	B	33.1	0.82	C
Baldwin Avenue and Pā'ia Mini-Bypass Road	Unsignalized		-	-	-	-	-	-
	EB	L	12.8	0.06	B	12.1	0.17	B
		R	9.6	0.13	A	10.0	0.19	B
EB=Eastbound; WB=Westbound; NB=Northbound; T=Through; R=Right; L=Left;								

3. Existing (2016) Observed LOS

The LOS calculations indicate relatively good traffic operating conditions at the intersection of Hana Highway at Baldwin Avenue. This is not consistent with conditions observed in the field, especially during the afternoon peak period. The reason for this is that the demand largely exceeds the capacity which does not permit a higher volume of vehicles to travel through the intersection during the peak

hours. As a walkable downtown area with high pedestrian use and crossings, the needs of all travel modes needs to be balanced. This qualitative assessment is included in Table 6 to reflect existing conditions for all users. Hāna Highway at Baldwin Avenue has poor automobile conditions, no bicycle facilities, also it has sidewalks on both sides of the road, and bus transit service. Baldwin Avenue at Pā'ia Mini-Bypass Road has acceptable automobile conditions but has no dedicated bicycle facilities, sidewalks on one side of the road, and no bus transit.

Table 6: Existing (2016) Observed LOS

Existing Observed				
Roadway	Automobile	Bicycle	Pedestrian	Bus
Hana Highway at Baldwin Avenue	**E**	**F**	C	D
Baldwin Avenue at Pā'ia Mini-Bypass Road	A	**E**	**F**	**F**

III. FUTURE (2020) CONDITIONS

Future conditions are assessed for Year 2020, the year of full build out.

A. Future (2020) Surrounding Area Conditions

1. Roadway Construction

From research into the Statewide Transportation Improvements Program (STIP), Baldwin Avenue from Haliimaile Road to Hana Highway is scheduled for repaving during the 2016 fiscal year. Hana Highway will also be repaved in Pā'ia during the Fiscal year 2016. Assuming that the roadway configuration and on-street parking will remain in existing conditions, it can be assumed that this will have no significant impact on the operations of the intersections or roadway.

2. Surrounding Developments

From research into the State of Hawaii Office of Environmental Quality Control library, two future developments are expected to be complete by the year 2020. Heritage Hall is a proposed multi-purpose cultural and community facility. Pā'ia Town Center consists of redeveloping parts of the existing Pā'ia Town Center to increase office and retail space.

B. Future (2020) Geometric Configuration

1. Future (2020) Without Project

Currently, there is a parking lot with a driveway at the location of the project site. No dedicated turn lanes exist along Baldwin Avenue at the intersection with the parking lot driveway.

2. Future (2020) With Project

The project proposes to use the same driveway for access to the project site. There is the potential for an additional one-way ingress access driveway to be provided off of the Pā'ia Mini-Bypass Road however this was not included in the analysis so as to assume worst case conditions. Paved sidewalks are being provided along the west side of the project, connecting existing sidewalks mauka and makai of the project area.

C. Future (2020) Volumes

1. Background Growth

The *Maui Long Range Land Transportation Plan (LRLTP) TransCAD model* (CH2MHill, 2013) projects a compounded annual increase of 0.50% along Hana Highway near the project area through the year 2020. The Maui LRLTP showed a decrease of volume along Baldwin Avenue. It was determined to apply a compounded annual increase of 0.50% to all traffic volumes along Hāna Highway and Baldwin Avenue from 2016 to 2020.

2. Surrounding Area Development

The trips generated by the two identified developments were included as part of the Future (2020) With Project volumes.

3. Future (2020) Without Project Volumes

The background growth rate was assumed to account for the regional growth. The background growth was applied to the existing traffic volumes along Baldwin Avenue and Hana Highway. The trips generated by the identified surrounding area development as also added to get the forecasted volumes for Future (2020) Without Project conditions in Figure 6.

4. Project Related Volumes

The addition of trips resulting from the project was calculated using the four-step trip generation methodology: trip generation, trip distribution, modal choice, route assignment.

a) Trip Generation

(1) Trip Generation Methodology

The Pā'ia Courtyard development includes senior housing units, residential units, retail space, office space, and one small restaurant. Trips generated from the proposed development were calculated using nationally accepted land use rates for a "Shopping Center", "Senior Housing- Attached" and "Residential Condominium/Townhouse". The *Trip Generation, 8th Edition* (ITE, 2008) defines "Shopping Center" as an integrated group of commercial establishments that is planned, developed, owned and managed as a unit and provides on-site parking facilities sufficient to serve its own parking demands. This was determined to be applicable for use with combining retail, business, and restaurant space with this project. "Senior Housing-Attached" is characterized by senior adult housing that includes limited social and recreational services but may lack dining or medical facilities. Residents who live in these dwellings are typically live independently and may or may not be retired, which was determined to be applicable for the senior housing in the project. Resulting trip generation for the proposed development was calculated using *Trip Generation, 8th Edition* (ITE, 2008) and related trip generation rates are shown in Table 7.

Table 7: Development Trip Generation Rates

Land Use [ITE Code]	Trip Generation Rates					
	AM Peak Hour			PM Peak Hour		
	Average Rate	% In	% Out	Average Rate	% In	% Out
Senior Adult Housing-Attached (252)	0.13	36	64	0.16	60	40
Residential Condominium/ Townhouse (230)	0.44	17	83	0.52	67	33
Shopping Center (820)	1.00	61	39	3.73	49	51

Methodologies described in *Trip Generation Handbook, 2nd Edition* (ITE, June 2004) state that although total project trips are calculated for a specified development, the total trips will not necessarily be new vehicles added to the adjacent roadways. The three types of project related trips considered are pass-by trips, diverted trips, and primary trips. The definition of each type of trip is shown in Table 8.

Table 8: Project Related Trip Definitions

Type	Definition
Pass-by	Traffic currently passing the site on an adjacent street or roadway that offers direct access to the generator.
Diverted	Trips that are attracted from the traffic volume on roadways within the vicinity of the generator but require a diversion from that roadway to another roadway to gain access to the site.
Primary	Trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip.

Source: *Trip Generation Handbook, 2nd Edition* (ITE, June 2004)

(2) Trip Generation Calculation

Pā'ia 2020 proposes the development of 56 senior housing units, 9 residential units, and 41,600 square feet of commercial areas comprising of retail space, business space and restaurant space. The resulting trips were generated for weekday peak hours (see Table 9).

Table 9: Project Related Volumes Trip Generation Based on ITE Land Use Rates

Land Use [ITE Code]	Qty	Units	Trip Generation					
			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Senior Adult Housing-Attached (252)	56	Dwelling Units	7	3	4	9	5	4
Residential Condominium/ Townhouse (230)	9	Dwelling Units	4	1	3	5	3	2
Shopping Center (820)	41.603	1,000 Square Feet	42	26	16	155	76	79

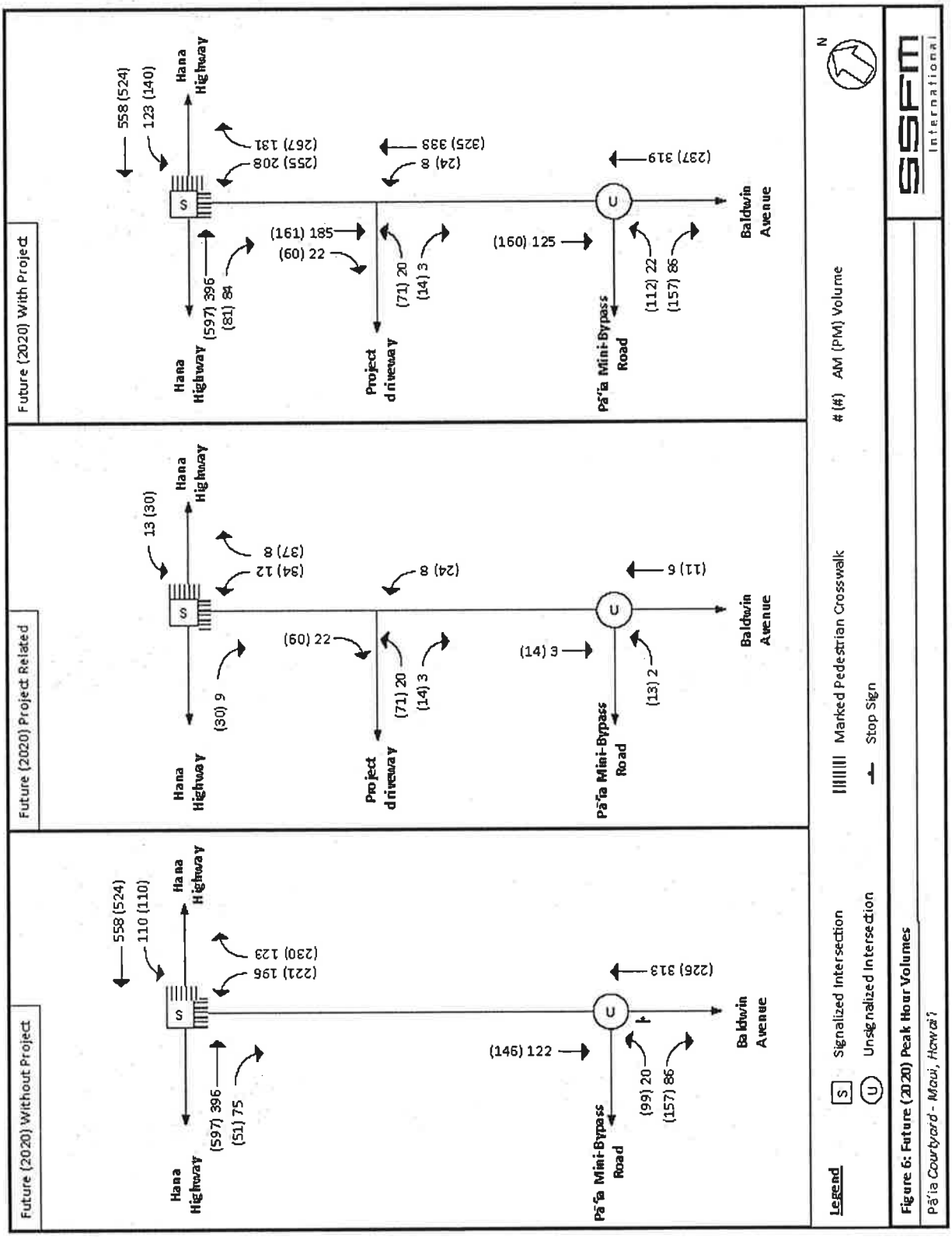


Figure 6: Future (2020) Peak Hour Volumes

b) Trip Distribution

Trip distribution was calculated using existing traffic distribution. Table 10 provides the trip distribution rates. During the AM peak hour, 43% of vehicles will travel from Hāna, 30% will travel from Kahului using Hāna Highway, 7% will travel from Kahului using Pā'ia Mini-Bypass Road, and 20% will travel from Makawao using Baldwin Avenue. For the vehicles exiting the project during the AM peak hour, 34% of the vehicles will travel to Hāna, 52% will travel towards Kahului, and the remaining 14% will travel towards Makawao. During the PM peak hour, 36% of vehicles will travel from Hāna, 36% will travel from Kahului using Hāna Highway, 15% will travel from Kahului using Pā'ia Mini-Bypass Road and 13% will travel from Makawao. For vehicles existing the project during the PM peak hour, 43% will travel to Hāna, 40% will travel to Kahului and 17% will travel to Makawao.

Table 10: Trip Distribution Rates

To/From Location	AM Peak Hour	PM Peak Hour
FROM Hana	43%	36%
FROM Kahului – Hana Highway	30%	36%
FROM Kahului – Mini-Bypass Road	7%	15%
FROM Makawao	20%	13%
TO Hana	34%	43%
TO Kahului	52%	40%
TO Makawao	14%	17%

c) Modal Choice

To assume the worst case scenario, all project related trips were assumed to be by vehicle trips only.

d) Trip Assignment

Resulting project related volumes are included in Figure 6.

5. Future (2020) With Project Volumes

Project related trips were added to the Future (2020) Without Project volumes to calculate the Future (2020) With Project volumes (see Figure 6).

D. Future (2020) LOS

1. Future (2020) Without Project LOS

Future (2020) Without Project LOS for the unsignalized and signalized intersection and movements continued to operate at an appropriate LOS D or better during the weekend peak hour with all v/c under capacity (see Table 11). Appendix D provides the detailed analysis reports for the Future (2020) Without Project conditions. It can be assumed that without changes to the roadway configuration, Future (2020) observed intersection LOS will remain as exists.

Table 11: Future (2020) Without Project Calculated LOS

Future (2020) Without Project								
Intersection	Traffic Control		AM Peak Hour			PM Peak Hour		
	Appr	Mvmt	Delay	v/c	LOS	Delay	v/c	LOS
Baldwin Avenue and Hana Highway	Intersection		14.2	-	B	23.2	-	C
	EB	T	14.0	0.66	B	23.1	0.83	C
		R	10.4	0.19	B	12.3	0.14	B
	WB	T	27.3	0.67	C	50.6	0.77	D
		L	6.9	0.59	A	8.9	0.55	A
	NB	L	24.8	0.77	C	32.0	0.74	C
		R	21.0	0.54	C	37.1	0.86	D
Baldwin Avenue and the Pā'ia Mini-Bypass Road	Unsignalized		-	-	-	-	-	-
	NB	L	0.0	-	A	0.0	-	A
	EB	L	10.8	0.19	B	12.5	0.37	B
EB=Eastbound; WB=Westbound; NB=Northbound; T=Through; R=Right; L=Left;								

2. Future (2020) Without Project Mitigation

Various impediments to roadway capacity exist in the current configuration that result in the difference between observed and calculated intersection LOS. Removing existing causes of friction along the approaches to the intersection would lessen delay and improve operations. It is noted that many of these roadway features that result in vehicular delay have a primary purpose to enhance the pedestrian-centered aspect of downtown Pā'ia.

a) Road Widening

Additional right-of-way (ROW) does not exist along Hāna Highway in its current configuration to provide for additional turn or through-traveling lanes. The current on-street parking configuration reduces the capacity of the intersection as a result of parked vehicles existing in the travel way ROW. Reduction of on-street parking in the vicinity of the intersection would provide additional capacity as a result of a lengthened eastbound right-turn lane which in turn would improve intersection operations.

Baldwin Avenue has an approximate 48-foot wide curb-to-curb width between Hāna Highway and the makai edge of the project site. Fronting the project site, the paved travelway narrows to 40 feet. 48-foot sections can be marked for two travel lanes, bike lanes, and parallel on-street parking (or turn lanes). The 40-foot wide sections could provide for two travel lanes and on-street parking on both sides of the road with bikes sharing the travelway.

b) On-Street Parking

Currently the 21 parking stalls along the mauka side of Hāna Highway are front-in angled parking with 14 stalls on the west side of the intersection and seven on the east side. Vehicular movements to pull out of these stalls impede the adjacent through-traveling vehicles, resulting in delay and congestion. In addition, motorists will often slow or stop along Hāna Highway while waiting for a driver to enter their vehicle in anticipation of a parking stall becoming available. Through traveling vehicles would not be as

impacted if on-street parking were removed during peak vehicular travel times. By prohibiting parking during the peak travel times, such as the PM peak commuter period, through-traveling vehicles will not be delayed during these high volume periods. Another option would be to reconfigure parking to a configuration such as parallel parking. While the vehicular maneuvers into a parallel parking stall are more time consuming than into a front-in angled stall, these maneuvers can likely take place outside of the vehicular travel way thereby not impeding through-traveling vehicles. Using an average parking stall length of 20 feet, reconfiguration of the existing front-in angled parking to parallel parking would remove eight parking stalls, five on the west side and three on the east. The reduction of conflicting movements along the approach and receiving legs of the intersection with Baldwin Avenue would improve intersection operations.

Baldwin Avenue has front-in angled parking along the west side of a stretch of roadway. By reconfiguring the angled parking to parallel parking, the total number of parking stalls would be reduced but traffic conflicts would be reduced.

c) Driveway Intersections

Multiple driveways to private and public parking lots exist along Hāna Highway and Baldwin Avenue. Conflicts from vehicles making turns onto and off of the major road add additional delay to through-traveling vehicles, resulting in underutilized traffic signal timing. Consolidating driveways or restricting movement into and out of those driveways, especially those on Hāna Highway that have alternative access through Baldwin Avenue, would potentially improve operations along Hāna Highway.

d) Bicycles

The removal of required space dedicated to front-in angled parking will also allow for dedicated bicycle facilities on Hāna Highway and Baldwin Avenue through downtown Pā'ia. For Hāna Highway, this would provide a connection to the dedicated off-street path and shoulders west of downtown Pā'ia. This would improve multi-modal connectivity and safety for bicycle users.

e) Pedestrians

Pedestrians were observed to jaywalk across Hāna Highway in the vicinity of the intersection with Baldwin Avenue. No pedestrian crosswalk exists across the west leg of the intersection, with the next available marked crossing at the intersection with the public parking lot 600 feet to the west. A pedestrian crosswalk was likely not included across the west leg of the intersection due to the potential conflict of left-turning vehicles from Baldwin Avenue with crossing pedestrians. By adding a crosswalk with a leading pedestrian crossing interval, conflicts between vehicles and pedestrians could be minimized. While the addition of a crosswalk here would add to the calculated delay of the intersection operations, actual operations would likely be improved through a reduction in pedestrians jaywalking at mid-block locations which causes both an operational and safety concern. As an alternative to a crosswalk across the west leg of the intersection, the addition of a mid-block pedestrian crosswalk halfway (300 feet) between the intersection and public parking would provide for the desired pedestrian crossing point that currently results in the jaywalking. Therefore, it is suggested to consider including a

crosswalk across the west leg of the intersection or at a location 300 feet to the west in order to increase safety for pedestrians.

Existing marked crosswalks along Baldwin Avenue are spaced greater than 300-feet apart and have a limited impact on vehicle operations. No paved sidewalks exist on the west side of Baldwin Avenue adjacent to the project site which still constrains access.

f) Future (2020) Without Project Observed LOS

If proposed changes were made to the roadway configuration that reconfigured on-street parking, provided dedicated bicycle lanes, and provided appropriate pedestrian crossings, conditions would likely improve (see Table 12).

Table 12: Future (2020) Without Project Observed LOS

	Existing Observed			
Roadway	**Automobile**	**Bicycle**	**Pedestrian**	**Bus**
Hana Highway at Baldwin Avenue	**E**	A	B	D
Baldwin Avenue at Pā'ia Mini-Bypass Road	A	A	F	**F**

3. Future (2020) With Project LOS

a) Future (2020) With Project Calculated LOS

Future (2020) With Project LOS for the unsignalized and signalized intersection and movements continued to operate at an appropriate LOS D or better during the weekend peak hour with all v/c under capacity (see Table 13). Some delay and v/c ratios slightly increased but not sufficient to change the LOS from Future (2020) Without Project conditions. Appendix E provides the detailed analysis reports for the Future (2020) With Project conditions.

Table 13: Future (2020) With Project Calculated LOS

Future (2020) With Project								
Intersection	Traffic Control		AM Peak Hour			PM Peak Hour		
	Appr	Mvmt	Delay	v/c	LOS	Delay	v/c	LOS
Baldwin Avenue and Hana Highway	Intersection		15.7	-	B	32.1	-	C
	EB	T	15.0	0.67	B	46.9	0.96	D
		R	11.0	0.23	B	15.6	0.26	B
	WB	T	37.5	0.73	D	53.9	0.81	D
		L	7.3	0.60	A	10.8	0.59	B
	NB	L	25.0	0.79	C	28.7	0.74	C
		R	20.8	0.56	C	37.6	0.87	D
Baldwin Avenue and the Pā'ia Mini-Bypass Road	Unsignalized		-	-	-	-	-	-
	EB	L	13.2	0.06	B	12.8	0.21	B
		R	9.7	0.13	A	10.2	0.20	B
Baldwin Avenue and the Project Driveway	Unsignalized		-	-	-	-	-	-
	NB	L	7.5	0.01	A	7.7	0.02	A
	EB	L	12.0	0.05	B	14.0	0.19	B
EB=Eastbound; WB=Westbound; NB=Northbound; T=Through; R=Right; L=Left;								

4. Future (2020) With Project Mitigation

In the existing roadway configuration, tourists coming from the west largely travel into downtown Pā'ia looking for parking. New wayfinding signage, directing vehicles up Pā'ia Mini-Bypass Road would redirect existing and new vehicles to the proposed excess parking stalls proposed by this development. Even for vehicles looking for other parking in the area, travel along Baldwin Avenue will have less of an impact on through-traveling movements as travel along Hāna Highway due to its dual function as the primary east-west corridor. Assuming 100% of vehicles travelling from the west will access the new development and parking lot by way ofthe Pā'ia Mini-Bypass Road, and off of Baldwin Avenue, calculated Future (2020) With Project LOS shows no changes (see Table 14). However, this is believed to have an impact on observed LOS.

Table 14: Future (2020) With Project Mitigation Calculated LOS

Intersection	Future (2020) With Project							
	Traffic Control		AM Peak Hour			PM Peak Hour		
	Appr	Mvmt	Delay	v/c	LOS	Delay	v/c	LOS
Baldwin Avenue and Hana Highway	Intersection		15.7	-	B	32.4	-	C
	EB	T	15.0	0.67	B	46.9	0.96	D
		R	10.8	0.20	B	14.8	0.17	B
	WB	T	37.5	0.73	D	53.9	0.81	D
		L	7.3	0.60	A	10.8	0.59	B
	NB	L	25.0	0.79	C	28.7	0.74	C
		R	20.8	0.56	C	37.6	0.87	D
Baldwin Avenue and the Pā'ia Mini-Bypass Road	Unsignalized		-	-	-	-	-	-
	EB	L	13.4	0.09	B	13.4	0.26	B
		R	9.7	0.13	A	10.2	0.20	B
Baldwin Avenue and the Project Driveway	Unsignalized		-	-	-	-	-	-
	NB	L	7.5	**0.01**	A	7.7	0.04	A
	EB	L	12.2	0.05	B	15.0	0.20	C
EB=Eastbound; WB=Westbound; NB=Northbound; T=Through; R=Right; L=Left;								

a) Future (2020) With Project Observed LOS

By providing paved sidewalks along Baldwin Avenue fronting the project, pedestrian access will be improved for all users. Providing additional off-street parking will also help mitigate potential lost parking from reconfiguring the on-street parking stalls. The project also proposes to provide a bus stop within the project site. Internal pedestrian access and dedicated bicycle racks should be provided with the project for access to the parking lot. With the proposed changes under Future (2020) Without Project and Future (2020) With Project, it is assumed that observed LOS will improve (see Table 15).

Table 15: Future (2020) With Project Observed LOS

Existing Observed				
Roadway	Automobile	Bicycle	Pedestrian	Bus
Hana Highway at Baldwin Avenue	D	A	B	C
Baldwin Avenue at Pā'ia Mini-Bypass Road	A	A	B	D

IV. SUMMARY AND RECOMMENDATIONS

The applicant is proposing to develop a nine-acre parcel located along Baldwin Avenue within the Small Town Growth Boundary in downtown Pā'ia. Proposed access to the development will be through one full-access driveway off of Baldwin Avenue with an additional one-way ingress driveway off of the Pā'ia Mini-Bypass Road. The proposed development will include 56 total senior housing units, 14 of which will fall under the requirements for affordable housing, nine (9) residential units, 9,708 square-feet (sf.) of office space, 27,392 sf. of retail, and a 4,503 sf. restaurant. The project will provide 309 parking stalls on site and 13 on-street parking stalls off site adjacent to the project site along Baldwin Avenue. This is 57 stalls more than what is required per zoning regulations. These parking stalls are accessible for public use. A bus stop is being proposed within the project to provide transportation for the residents of the senior housing. The full buildout and occupancy of the proposed development is expected by 2020.

Existing vehicle conditions through downtown Pā'ia are observed to be poor during most times of the day even though calculated LOS shows acceptable operations. This is largely due to a lack of capacity at the intersection of Hāna Highway at Baldwin Avenue as well as the other conditions that impact travel flow such as on-street parking, driveway movements, and pedestrian crossings. Some of these features are what makes downtown Pā'ia a more walkable community by slowing down traffic and prioritizing pedestrian travel.

Future (2020) Without Project conditions assume a slight increase in vehicle volumes which has a limited impact on future LOS conditions. Potential mitigation measures that would improve observed LOS for vehicles, bicycles, and pedestrians includes reconfiguring on-street parking to parallel, providing additional pavement width to mark dedicated bike lanes on Hāna Highway and Baldwin Avenue in downtown Pā'ia. Relocating the existing uncontrolled marked crosswalk along Hāna Highway or adding a crosswalk across the west leg of the intersection would also help improve pedestrian conditions while also concentrating pedestrian crossings.

With the proposed project, additional development is added however an excess of parking is provided to assist in filling an existing demand. Other proposed improvements include the construction of a sidewalk along the west side of Baldwin Avenue and including a bus stop within the project site. By providing wayfinding for eastbound traffic along Hāna Highway that directs vehicles onto Pā'ia Mini-Bypass Road, vehicles could be removed from the intersection of Hāna Highway and Baldwin Avenue, potentially alleviating some existing delay. With all proposed future mitigation, it is believed that operations for all users could be improved to acceptable conditions.

V. REFERENCES

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Appendix A

24-Hour HDOT Traffic Data and Intersection Peak Period Traffic Counts

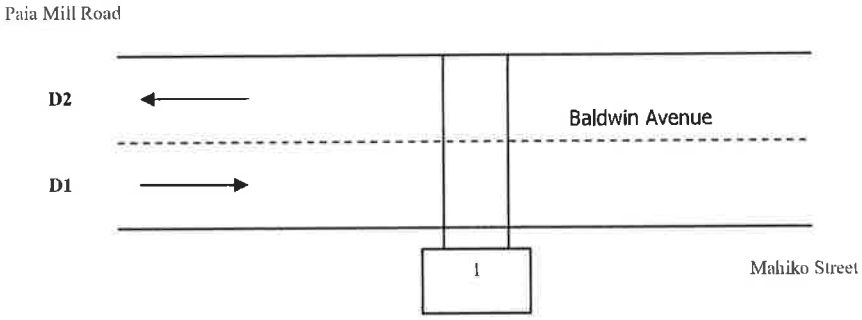
Traffic Data Service

Traffic Station Sketch

N

Island: Maui
Area: Paia

Section ID/Station #: B74039000085



Meter #	File Name	GPS
1. w091	D1204029_B74039000085	20.90458, -156.3727
2.	D1204030_B74039000085	

Station Description: Baldwin Avenue: Paia Mill Road to Mahiko Street					
Survey Beginning Date/Time: 12/4/13 @ 0000			Survey Ending Date/Time: 12/5/13 @ 2400		
Survey Method:	Road Tube		Data Type:	Class	
Survey Crew:	LM			C1B	
Sketch Updated:			By:	SR	
Remarks:	1149				
FACILITY NAME	JURI	FUNC CLASS	AREA TYPE	ROUTE NO.	ROUTE MILE
Baldwin Avenue		17		0390	
D1= Direction to End D2= Direction to Begin			D1: Mahiko St/Makawao Ave D2: Paia Mill Road / Hana Highway		

Run Date: 2014/05/27

Hawaii Department of Transportation
Highways Division — Highways Planning Survey Section
2013 Program Count - Summary

Site ID: B74039000085 **Town:** Maui **DIR 1:** +MP **DIR 2:**-MP **Final AADT:** 5400
Functional Class: URBAN:COLLECTOR **Count Type:** CLASS **Counter Type:** Tube **Route No:** 390
Location: Baldwin Avenue: Paia Mill Rd to Mahiko St

TIME-AM	DIR 1	DIR 2	TOTAL	TIME-AM	DIR 1	DIR 2	TOTAL	TIME-PM	DIR 1	DIR 2	TOTAL	TIME-PM	DIR 1	DIR 2	TOTAL
DATE : 12/04/2013															
12:00-12:15	4	4	8	06:00-06:15	7	19	26	12:00-12:15	49	41	90	06:00-06:15	48	23	71
12:15-12:30	4	2	6	06:15-06:30	16	26	42	12:15-12:30	40	50	90	06:15-06:30	51	27	78
12:30-12:45	1	1	2	06:30-06:45	20	28	48	12:30-12:45	55	42	97	06:30-06:45	38	28	66
12:45-01:00	7	3	10	06:45-07:00	27	31	58	12:45-01:00	54	29	83	06:45-07:00	56	30	86
01:00-01:15	1	0	1	07:00-07:15	44	51	95	01:00-01:15	66	40	106	07:00-07:15	45	16	61
01:15-01:30	1	1	2	07:15-07:30	42	63	105	01:15-01:30	73	58	131	07:15-07:30	39	28	67
01:30-01:45	2	1	3	07:30-07:45	79	76	155	01:30-01:45	43	65	108	07:30-07:45	25	14	39
01:45-02:00	3	2	5	07:45-08:00	34	96	130	01:45-02:00	56	51	107	07:45-08:00	28	24	52
02:00-02:15	2	0	2	08:00-08:15	33	71	104	02:00-02:15	60	49	109	08:00-08:15	46	22	68
02:15-02:30	2	2	4	08:15-08:30	27	52	79	02:15-02:30	52	59	111	08:15-08:30	14	23	37
02:30-02:45	0	0	0	08:30-08:45	21	59	80	02:30-02:45	52	70	122	08:30-08:45	24	16	40
02:45-03:00	3	1	4	08:45-09:00	29	57	86	02:45-03:00	56	40	96	08:45-09:00	26	17	43
03:00-03:15	0	0	0	09:00-09:15	26	43	69	03:00-03:15	50	53	103	09:00-09:15	14	11	25
03:15-03:30	0	2	2	09:15-09:30	26	56	82	03:15-03:30	60	40	100	09:15-09:30	16	12	28
03:30-03:45	1	1	2	09:30-09:45	37	57	94	03:30-03:45	59	46	105	09:30-09:45	23	25	48
03:45-04:00	4	4	8	09:45-10:00	36	53	89	03:45-04:00	65	48	113	09:45-10:00	22	9	31
04:00-04:15	2	2	4	10:00-10:15	35	44	79	04:00-04:15	84	46	130	10:00-10:15	11	4	15
04:15-04:30	0	2	2	10:15-10:30	39	43	82	04:15-04:30	66	42	108	10:15-10:30	14	7	21
04:30-04:45	0	4	4	10:30-10:45	35	42	77	04:30-04:45	77	39	116	10:30-10:45	8	6	14
04:45-05:00	0	5	5	10:45-11:00	39	51	90	04:45-05:00	65	40	105	10:45-11:00	18	6	24
05:00-05:15	3	5	8	11:00-11:15	31	43	74	05:00-05:15	70	43	113	11:00-11:15	8	2	10
05:15-05:30	0	11	11	11:15-11:30	37	32	69	05:15-05:30	65	44	109	11:15-11:30	8	3	11
05:30-05:45	5	11	16	11:30-11:45	34	43	77	05:30-05:45	68	33	101	11:30-11:45	2	2	4
05:45-06:00	9	19	28	11:45-12:00	44	41	85	05:45-06:00	54	34	88	11:45-12:00	3	4	7

AM COMMUTER PERIOD (05:00-09:00)	DIR 1	DIR 2	
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:15 AM to 08:15 AM		
AM - PEAK HR VOLUME	188	306	494
AM - K FACTOR (%)			8.82
AM - D (%)	38.06	61.94	100.00
DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:00 AM to 08:00 AM	07:15 AM to 08:15 AM	
AM - PEAK HR VOLUME	199	306	

PM COMMUTER PERIOD (15:00-19:00)	DIR 1	DIR 2	
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:45 PM to 04:45 PM		
PM - PEAK HR VOLUME	292	175	467
PM - K FACTOR (%)			8.34
PM - D (%)	62.53	37.47	100.00
DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:45 PM to 04:45 PM	03:00 PM to 04:00 PM	
PM - PEAK HR VOLUME	292	187	

AM PERIOD (00:00-12:00)			
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:15 AM to 08:15 AM		
AM - PEAK HR VOLUME	188	306	494
AM - K FACTOR (%)			8.82
AM - D (%)	38.06	61.94	100.00

PM PERIOD (12:00-24:00)			
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:45 PM to 04:45 PM		
PM - PEAK HR VOLUME	292	175	467
PM - K FACTOR (%)			8.34
PM - D (%)	62.53	37.47	100.00

NON-COMMUTER PERIOD (09:00-15:00)	DIR 1	DIR 2	
TWO DIRECTIONAL PEAK			
PEAK HR TIME	01:15 PM to 02:15 PM		
PEAK HR VOLUME	232	223	455
DIRECTIONAL PEAK			
PEAK HR TIME	12:30 PM to 01:30 PM	01:45 PM to 02:45 PM	
PEAK HR VOLUME	248	229	

6-HR, 12-HR, 24-HR PERIODS	DIR 1	DIR 2	Total
AM 6-HR PERIOD (06:00-12:00)	798	1,177	1,975
AM 12-HR PERIOD (00:00-12:00)	852	1,260	2,112
PM 6-HR PERIOD (12:00-18:00)	1,439	1,102	2,541
PM 12-HR PERIOD (12:00-24:00)	2,026	1,461	3,487
24 HOUR PERIOD	2,878	2,721	5,599
D (%)	51.40	48.60	100.00

Run Date: 2014/05/27

Hawaii Department of Transportation
Highways Division **Highways Planning Survey Section**
2013 Program Count - Summary

Site ID: B74039000085 **Town:** Maui **DIR 1:** +MP **DIR 2:**-MP **Final AADT:** 5400
Functional Class: URBAN:COLLECTOR **Count Type:** CLASS **Counter Type:** Tube **Route No:** 390
Location: Baldwin Avenue: Paia Mill Rd to Mahiko St

TIME-AM	DIR 1	DIR 2	TOTAL	TIME-AM	DIR 1	DIR 2	TOTAL	TIME-PM	DIR 1	DIR 2	TOTAL	TIME-PM	DIR 1	DIR 2	TOTAL
DATE : 12/05/2013															
12:00-12:15	10	2	12	06:00-06:15	10	23	33	12:00-12:15	34	38	72	06:00-06:15	57	31	88
12:15-12:30	5	5	10	06:15-06:30	11	26	37	12:15-12:30	43	38	81	06:15-06:30	60	29	89
12:30-12:45	5	3	8	06:30-06:45	17	36	53	12:30-12:45	35	53	88	06:30-06:45	48	31	79
12:45-01:00	7	1	8	06:45-07:00	31	34	65	12:45-01:00	47	46	93	06:45-07:00	47	25	72
01:00-01:15	4	1	5	07:00-07:15	37	42	79	01:00-01:15	50	37	87	07:00-07:15	37	24	61
01:15-01:30	4	2	6	07:15-07:30	49	48	97	01:15-01:30	48	41	89	07:15-07:30	30	8	38
01:30-01:45	4	4	8	07:30-07:45	83	78	161	01:30-01:45	53	63	116	07:30-07:45	26	8	34
01:45-02:00	2	1	3	07:45-08:00	41	101	142	01:45-02:00	64	47	111	07:45-08:00	25	17	42
02:00-02:15	0	0	0	08:00-08:15	31	57	88	02:00-02:15	76	79	155	08:00-08:15	23	24	47
02:15-02:30	0	1	1	08:15-08:30	20	51	71	02:15-02:30	74	70	144	08:15-08:30	27	14	41
02:30-02:45	3	1	4	08:30-08:45	26	47	73	02:30-02:45	59	78	137	08:30-08:45	18	12	30
02:45-03:00	3	1	4	08:45-09:00	22	64	86	02:45-03:00	69	50	119	08:45-09:00	25	19	44
03:00-03:15	0	1	1	09:00-09:15	33	47	80	03:00-03:15	54	51	105	09:00-09:15	25	11	36
03:15-03:30	1	1	2	09:15-09:30	30	48	78	03:15-03:30	64	39	103	09:15-09:30	19	17	36
03:30-03:45	0	2	2	09:30-09:45	30	51	81	03:30-03:45	53	48	101	09:30-09:45	25	15	40
03:45-04:00	1	2	3	09:45-10:00	27	48	75	03:45-04:00	66	37	103	09:45-10:00	29	7	36
04:00-04:15	2	2	4	10:00-10:15	20	38	58	04:00-04:15	88	48	136	10:00-10:15	21	10	31
04:15-04:30	2	8	10	10:15-10:30	29	46	75	04:15-04:30	78	54	132	10:15-10:30	19	11	30
04:30-04:45	0	4	4	10:30-10:45	22	39	61	04:30-04:45	84	49	133	10:30-10:45	15	11	26
04:45-05:00	1	7	8	10:45-11:00	40	46	86	04:45-05:00	71	44	115	10:45-11:00	12	2	14
05:00-05:15	4	11	15	11:00-11:15	40	40	80	05:00-05:15	96	35	131	11:00-11:15	11	3	14
05:15-05:30	2	5	7	11:15-11:30	44	40	84	05:15-05:30	56	49	105	11:15-11:30	4	2	6
05:30-05:45	5	13	18	11:30-11:45	38	42	80	05:30-05:45	62	34	96	11:30-11:45	4	3	7
05:45-06:00	6	16	22	11:45-12:00	44	49	93	05:45-06:00	59	31	90	11:45-12:00	3	1	4

AM COMMUTER PERIOD (05:00-09:00)	DIR 1	DIR 2	
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:15 AM to 08:15 AM		
AM - PEAK HR VOLUME	204	284	488
AM - K FACTOR (%)			8.61
AM - D (%)	41.80	58.20	100.00
DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:00 AM to 08:00 AM	07:30 AM to 08:30 AM	
AM - PEAK HR VOLUME	210	287	

PM COMMUTER PERIOD (15:00-19:00)	DIR 1	DIR 2	
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	04:00 PM to 05:00 PM		
PM - PEAK HR VOLUME	321	195	516
PM - K FACTOR (%)			9.10
PM - D (%)	62.21	37.79	100.00
DIRECTIONAL PEAK			
PM - PEAK HR TIME	04:15 PM to 05:15 PM	04:00 PM to 05:00 PM	
PM - PEAK HR VOLUME	329	195	

AM PERIOD (00:00-12:00)			
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:15 AM to 08:15 AM		
AM - PEAK HR VOLUME	204	284	488
AM - K FACTOR (%)			8.61
AM - D (%)	41.80	58.20	100.00

PM PERIOD (12:00-24:00)			
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	02:00 PM to 03:00 PM		
PM - PEAK HR VOLUME	278	277	555
PM - K FACTOR (%)			9.79
PM - D (%)	50.09	49.91	100.00

NON-COMMUTER PERIOD (09:00-15:00)			
TWO DIRECTIONAL PEAK			
PEAK HR TIME	02:00 PM to 03:00 PM		
PEAK HR VOLUME	278	277	555
DIRECTIONAL PEAK			
PEAK HR TIME	02:00 PM to 03:00 PM	02:00 PM to 03:00 PM	
PEAK HR VOLUME	278	277	

6-HR, 12-HR, 24-HR PERIODS	DIR 1	DIR 2	Total
AM 6-HR PERIOD (06:00-12:00)	775	1,141	1,916
AM 12-HR PERIOD (00:00-12:00)	846	1,235	2,081
PM 6-HR PERIOD (12:00-18:00)	1,483	1,159	2,642
PM 12-HR PERIOD (12:00-24:00)	2,093	1,494	3,587
24 HOUR PERIOD	2,939	2,729	5,668
D (%)	51.85	48.15	100.00

Run Date: 2014/05/28

Hawaii Department of Transportation
Highways Division
Highways Planning Survey Section

Vehicle Classification Data Summary
2013

Site ID: B74039000085 **Route No:** 390 **Date From:** 2013/12/04 0:00

Town: Maui **Direction:** +MP **Date To:** 2013/12/05 23:45

Location: Baldwin Avenue: Paia Mill Rd to Mahiko St

Functional Classification: 17 URBAN:COLLECTOR

REPORT TOTALS - 48 HOURS RECORDED

	VOLUME	%	NUMBER OF AXLES
Cycles	162	1.44%	324
PC	8375	74.33%	16750
2A-4T	2573	22.84%	5146
LIGHT VEHICLE TOTALS	11110	98.61%	22220
	HEAVY VEHICLES		
Bus	35	0.31%	87
SINGLE UNIT TRUCK			
2A-6T	35	0.31%	70
3A-SU	62	0.55%	186
4A-SU	3	0.03%	12
SINGLE-TRAILER TRUCKS			
4A-ST	8	0.07%	32
5A-ST	4	0.04%	20
6A-ST	4	0.04%	24
MULTI-TRAILER TRUCKS			
5A-MT	2	0.02%	10
6A-MT	0	0.00%	0
7A-MT	4	0.04%	28
HEAVY VEHICLE TOTALS	157	1.39%	469
CLASSIFIED VEHICLES TOTALS	11267 (A)	100.00%	22690 (B)
UNCLASSIFIED VEHICLES TOTALS	-0	-0.00%	

AXLE CORRECTION FACTOR (A/C) = 0.993

ROADTUBE EQUIVALENT(B/2) = 11345 (C)

PEAK HOUR VOLUME : 555 2013/12/05 14:00	PEAK HOUR TRUCK VOLUME	% TOTAL PEAK HOUR VOLUME	24 HOUR TRUCK VOLUME	AADT	% OF AADT	HPMS K-FACTOR (PEAK/AADT) (ITEM 66)
SINGLE UNIT TRUCKS (TYPE 4-7)	6	(65A-1) 1.08%	67	5400	(65A-2) 1.24%	10.28%
COMBINATION (TYPE 8-13)	0	(65B-1) 0.00%	11		(65B-2) 0.20%	10.28%

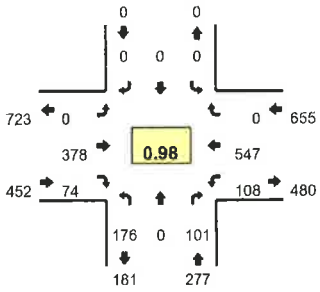
Type of peak hour being reported: Intersection Peak

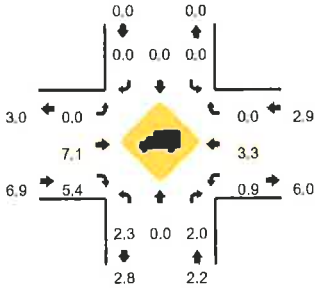
Method for determining peak hour: Total Entering Volume

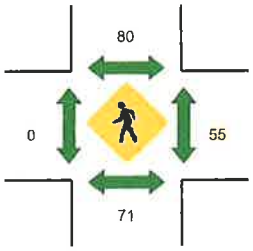
LOCATION: Baldwin Ave -- Hana Hwy
CITY/STATE: Paia, HI

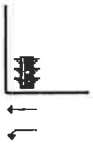
QC JOB #: 13709701
DATE: Wed, Feb 17 2016

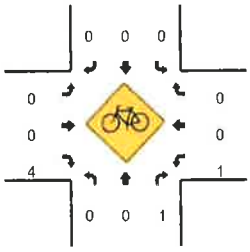
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

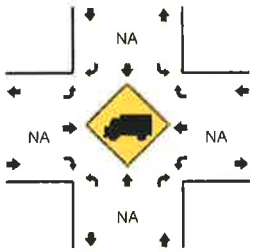


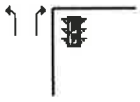


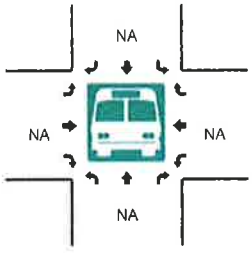












15-Min Count Period Beginning At	Baldwin Ave (Northbound)				Baldwin Ave (Southbound)				Hana Hwy (Eastbound)				Hana Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	27	0	12	0	0	0	0	0	0	35	8	0	10	137	0	0	229	
6:45 AM	25	0	7	0	0	0	0	0	0	32	9	0	19	130	0	0	222	
7:00 AM	38	0	12	0	0	0	0	0	0	44	10	0	24	132	0	0	260	
7:15 AM	49	0	17	0	0	0	0	0	0	43	7	0	23	154	0	0	293	1004
7:30 AM	63	0	31	0	0	0	0	0	0	60	7	0	46	145	0	0	352	1127
7:45 AM	72	0	26	0	0	0	0	0	0	57	15	0	30	123	0	0	323	1228
8:00 AM	53	0	19	0	0	0	0	0	0	75	11	0	41	133	0	0	332	1300
8:15 AM	45	0	25	0	0	0	0	0	0	97	27	0	25	131	0	0	350	1357
8:30 AM	36	0	32	0	0	0	0	0	0	103	21	0	21	137	0	0	350	1355
8:45 AM	42	0	25	0	0	0	0	0	0	103	15	0	20	146	0	1	352	1384
9:00 AM	36	0	26	0	0	0	0	0	0	96	17	0	27	100	0	0	302	1354
9:15 AM	45	0	40	0	0	0	0	0	0	100	23	0	30	124	0	0	362	1366

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	168	0	100	0	0	0	0	0	0	412	60	0	80	584	0	4	1408
Heavy Trucks	4	0	4		0	0	0		0	16	4		0	16	0		44
Pedestrians		64				112				0				64			240
Bicycles	0	0	1		0	0	0		0	0	3		0	0	0		4
Railroad Stopped Buses																	

Comments:

Report generated on 2/22/2016 10:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

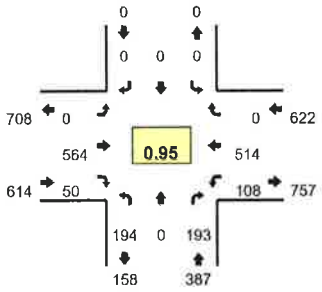
Type of peak hour being reported: Intersection Peak

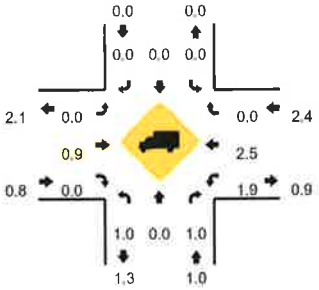
Method for determining peak hour: Total Entering Volume

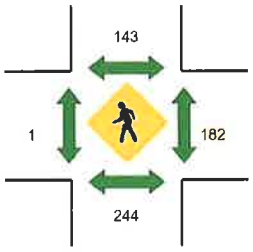
LOCATION: Baldwin Ave -- Hana Hwy
CITY/STATE: Paia, HI

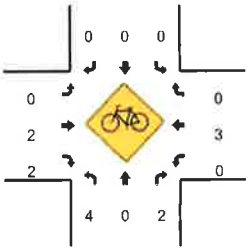
QC JOB #: 13709702
DATE: Wed, Feb 17 2016

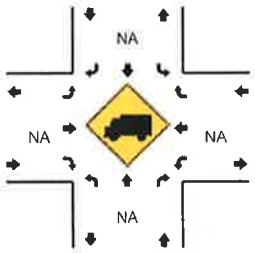
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

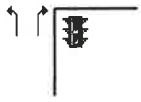


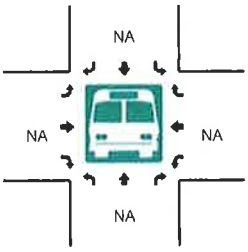












15-Min Count Period Beginning At	Baldwin Ave (Northbound)				Baldwin Ave (Southbound)				Hana Hwy (Eastbound)				Hana Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:30 PM	57	0	46	0	0	0	0	0	0	119	15	0	35	130	0	0	402	
2:45 PM	48	0	57	0	0	0	0	0	0	125	13	0	28	114	0	0	385	
3:00 PM	48	0	48	0	0	0	0	0	0	118	16	0	36	128	0	0	394	
3:15 PM	53	0	34	0	0	0	0	0	0	129	19	0	25	125	0	0	385	1566
3:30 PM	55	0	43	0	0	0	0	0	0	122	18	0	31	120	0	0	389	1553
3:45 PM	43	0	33	0	0	0	0	0	0	136	11	0	20	132	0	0	375	1543
4:00 PM	50	0	42	0	0	0	0	0	0	142	14	0	30	147	0	0	425	1574
4:15 PM	58	0	52	0	0	0	0	0	0	125	12	0	16	123	0	0	386	1575
4:30 PM	45	0	47	0	0	0	0	0	0	149	14	0	31	134	0	0	420	1606
4:45 PM	41	0	52	0	0	0	0	0	0	148	10	0	31	110	0	0	392	1623
5:00 PM	45	0	55	0	0	0	0	0	0	144	11	0	26	123	0	0	404	1602
5:15 PM	29	0	48	0	0	0	0	0	0	134	13	0	27	121	0	0	372	1588

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	200	0	168	0	0	0	0	0	0	568	56	0	120	588	0	0	1700
Heavy Trucks	0	0	0		0	0	0		0	12	0		4	12	0		28
Pedestrians		176				120				0				156			452
Bicycles	0	0	0		0	0	0		0	0	2		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/22/2016 10:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

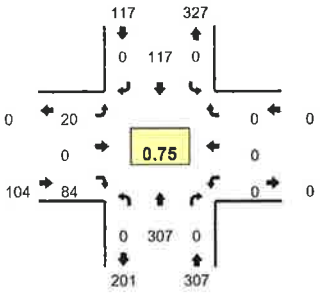
Type of peak hour being reported: Intersection Peak

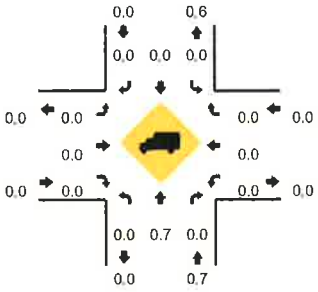
Method for determining peak hour: Total Entering Volume

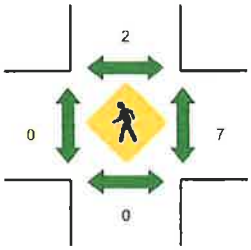
LOCATION: Baldwin Ave -- Paia Mini-Bypass Rd
CITY/STATE: Paia, HI

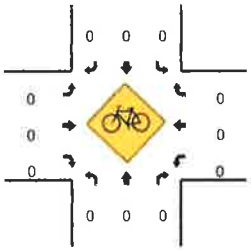
QC JOB #: 13709703
DATE: Wed, Feb 17 2016

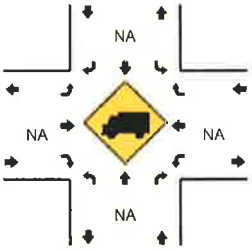
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

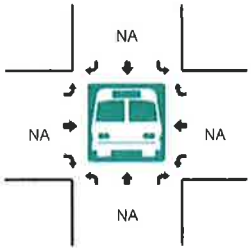












15-Min Count Period Beginning At	Baldwin Ave (Northbound)				Baldwin Ave (Southbound)				Paia Mini-Bypass Rd (Eastbound)				Paia Mini-Bypass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	34	0	0	0	12	0	0	0	0	8	0	0	0	0	0	54	
6:45 AM	0	31	0	0	0	20	0	0	1	0	9	0	0	0	0	0	61	
7:00 AM	0	51	0	0	0	32	0	0	4	0	20	0	0	0	0	0	107	
7:15 AM	0	55	0	0	0	21	0	0	1	0	17	0	0	0	0	0	94	316
7:30 AM	0	88	0	0	0	42	0	0	2	0	45	0	0	0	0	0	177	439
7:45 AM	0	84	0	0	0	19	0	0	3	0	19	0	0	0	0	0	125	503
8:00 AM	0	75	0	0	0	27	0	0	7	0	8	0	0	0	0	0	117	513
8:15 AM	0	60	0	0	0	29	0	0	8	0	12	0	0	0	0	0	109	528
8:30 AM	0	52	0	0	0	24	0	0	5	0	6	0	0	0	0	0	87	438
8:45 AM	0	46	0	0	0	24	0	0	3	0	7	0	0	0	0	0	80	393
9:00 AM	0	52	0	0	0	20	0	0	6	0	5	0	0	0	0	0	83	359
9:15 AM	0	44	0	0	0	22	0	1	5	0	9	0	0	0	0	0	81	331

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	352	0	0	0	168	0	0	8	0	180	0	0	0	0	0	708
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 2/22/2016 10:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

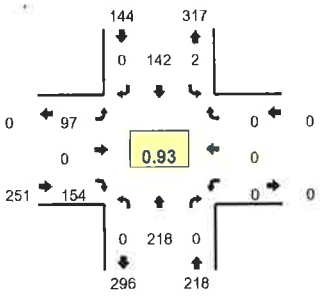
Type of peak hour being reported: Intersection Peak

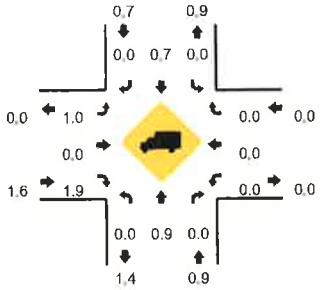
Method for determining peak hour: Total Entering Volume

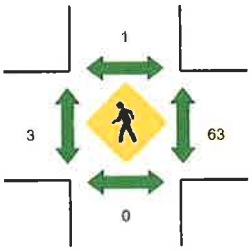
LOCATION: Baldwin Ave -- Paia Mini-Bypass Rd
CITY/STATE: Paia, HI

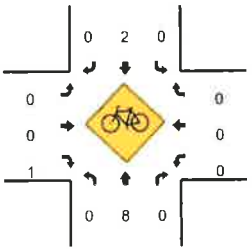
QC JOB #: 13709704
DATE: Wed, Feb 17 2016

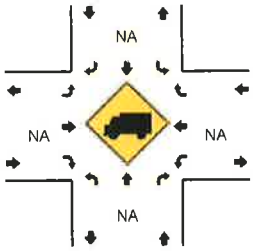
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

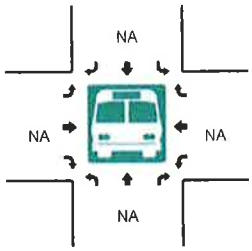












15-Min Count Period Beginning At	Baldwin Ave (Northbound)				Baldwin Ave (Southbound)				Paia Mini-Bypass Rd (Eastbound)				Paia Mini-Bypass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:30 PM	0	69	0	0	0	44	0	0	22	0	22	0	0	0	0	0	157	
2:45 PM	0	60	0	0	0	32	0	0	27	0	28	0	0	0	0	0	147	
3:00 PM	0	61	0	0	0	42	0	1	11	0	22	0	0	0	0	0	137	
3:15 PM	0	54	0	2	0	34	0	0	23	0	20	0	0	0	0	0	133	574
3:30 PM	0	50	0	0	0	40	0	0	18	0	24	0	0	0	0	0	132	549
3:45 PM	0	46	0	0	0	36	0	0	27	0	39	0	0	0	0	0	148	550
4:00 PM	0	62	0	0	0	33	0	0	26	0	27	0	0	0	0	0	148	561
4:15 PM	0	48	0	0	0	36	0	1	21	0	44	0	0	0	0	0	150	578
4:30 PM	0	53	0	0	0	39	0	1	30	0	41	0	0	0	0	0	164	610
4:45 PM	0	55	0	0	0	34	0	0	20	0	42	0	0	0	0	0	151	613
5:00 PM	0	45	0	0	0	24	0	0	29	0	34	0	0	0	0	0	132	597
5:15 PM	0	49	0	0	0	33	0	0	28	0	41	0	0	0	0	0	151	598

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	212	0	0	0	156	0	4	120	0	164	0	0	0	0	0	656
Heavy Trucks	0	0	0		0	0	0		4	0	8		0	0	0		12
Pedestrians		0				0				0				112			112
Bicycles	0	4	0		0	1	0		0	0	0		0	0	0		5
Railroad Stopped Buses																	

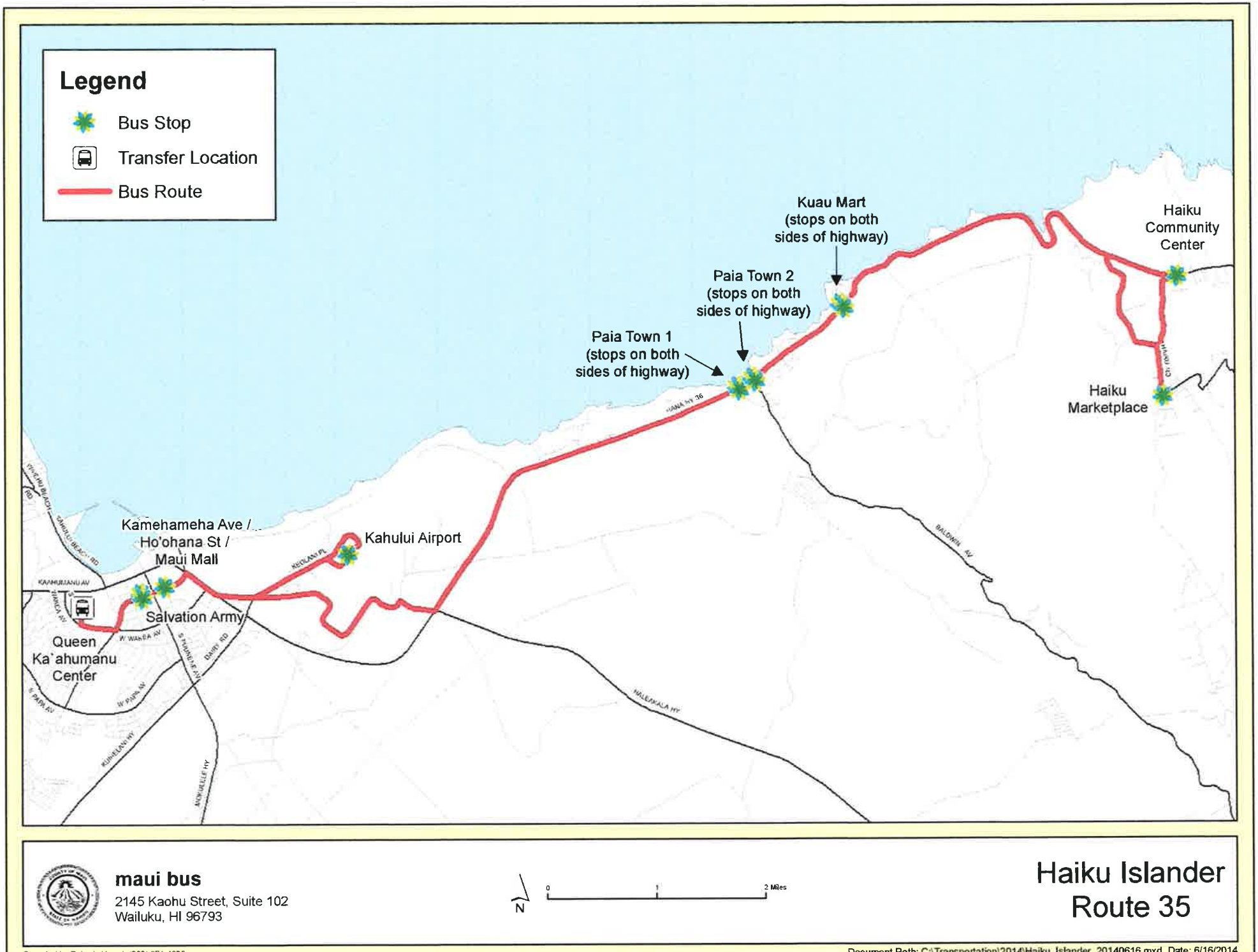
Comments:

Report generated on 2/22/2016 10:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix B

County of Maui Bus Routes and Timetable



maui bus
2145 Kaohu Street, Suite 102
Wailuku, HI 96793

N

0 1 2 Miles

Haiku Islander
Route 35

Operated by Roberts Hawaii (808) 871-4838

Document Path: C:\Transportation\2014\Haiku_Islander_20140616.mxd Date: 6/16/2014

WAILUKU LOOP ROUTE #1

Queen Ka'ahumanu Center	Maui Memorial Hospital	Maui Lani Parkway	Ka Hale A Ke Ola	State Office Building	Malama I Ke Ola Health Clinic	Wailuku Post Office	Piihana Terrace	Makaala Dr. Fronting Hale Mahaolu	Waiehu Heights	Hawaiian Homes	Eha St. Fronting Sack N Save	Wailuku Community Center	Kanaloa Ave. / Little League Field	Queen Ka'ahumanu Center
6:30	6:37	6:39	6:47	6:52	6:55	6:58	7:03	7:08	7:11	7:12	7:13	7:15	7:21	7:30
7:30	7:37	7:39	7:47	7:52	7:55	7:58	8:03	8:08	8:11	8:12	8:13	8:15	8:21	8:30
8:30	8:37	8:39	8:47	8:52	8:55	8:58	9:03	9:08	9:11	9:12	9:13	9:15	9:21	9:30
9:30	9:37	9:39	9:47	9:52	9:55	9:58	10:03	10:08	10:11	10:12	10:13	10:15	10:21	10:30
10:30	10:37	10:39	10:47	10:52	10:55	10:58	11:03	11:08	11:11	11:12	11:13	11:15	11:21	11:30
11:30	11:37	11:39	11:47	11:52	11:55	11:58	12:03	12:08	12:11	12:12	12:13	12:15	12:21	12:30
12:30	12:37	12:39	12:47	12:52	12:55	12:58	1:03	1:08	1:11	1:12	1:13	1:15	1:21	1:30
1:30	1:37	1:39	1:47	1:52	1:55	1:58	2:03	2:08	2:11	2:12	2:13	2:15	2:21	2:30
2:30	2:37	2:39	2:47	2:52	2:55	2:58	3:03	3:08	3:11	3:12	3:13	3:15	3:21	3:30
3:30	3:37	3:39	3:47	3:52	3:55	3:58	4:03	4:08	4:11	4:12	4:13	4:15	4:21	4:30
4:30	4:37	4:39	4:47	4:52	4:55	4:58	5:03	5:08	5:11	5:12	5:13	5:15	5:21	5:30
5:30	5:37	5:39	5:47	5:52	5:55	5:58	6:03	6:08	6:11	6:12	6:13	6:15	6:21	6:30
6:30	6:37	6:39	6:47	6:52	6:55	6:58	7:03	7:08	7:11	7:12	7:13	7:15	7:21	7:30
7:30	7:37	7:39	7:47	7:52	7:55	7:58	8:03	8:08	8:11	8:12	8:13	8:15	8:21	8:30
8:30	8:37	8:39	8:47	8:52	8:55	8:58	9:03	9:08	9:11	9:12	9:13	9:15	9:21	9:30

WAILUKU LOOP ROUTE #2 (reverse)

Queen Ka'ahumanu Center	Kanaloa Avenue / Near Kaahumanu Ave.	Wailuku Community Center	Eha Street Fronting Sack N Save	Hawaiian Homes	Waiehu Heights	Makaala Drive Fronting Hale Mahaolu	Piihana Terrace	Wailuku Post Office	Malama I Ke Ola Health Clinic	Ka Hale A Ke Ola	State Office Building	Maui Lani Parkway	Maui Memorial Hospital	Queen Ka'ahumanu Center
7:00	7:03	7:08	7:11	7:15	7:17	7:19	7:24	7:29	7:32	7:37	7:43	7:46	7:49	8:00
8:00	8:03	8:08	8:11	8:15	8:17	8:19	8:24	8:29	8:32	8:37	8:43	8:46	8:49	9:00
9:00	9:03	9:08	9:11	9:15	9:17	9:19	9:24	9:29	9:32	9:37	9:43	9:46	9:49	10:00
10:00	10:03	10:08	10:11	10:15	10:17	10:19	10:24	10:29	10:32	10:37	10:43	10:46	10:49	11:00
11:00	11:03	11:08	11:11	11:15	11:17	11:19	11:24	11:29	11:32	11:37	11:43	11:46	11:49	12:00
12:00	12:03	12:08	12:11	12:15	12:17	12:19	12:24	12:29	12:32	12:37	12:43	12:46	12:49	1:00
1:00	1:03	1:08	1:11	1:15	1:17	1:19	1:24	1:29	1:32	1:37	1:43	1:46	1:49	2:00
2:00	2:03	2:08	2:11	2:15	2:17	2:19	2:24	2:29	2:32	2:37	2:43	2:46	2:49	3:00
3:00	3:03	3:08	3:11	3:15	3:17	3:19	3:24	3:29	3:32	3:37	3:43	3:46	3:49	4:00
4:00	4:03	4:08	4:11	4:15	4:17	4:19	4:24	4:29	4:32	4:37	4:43	4:46	4:49	5:00
5:00	5:03	5:08	5:11	5:15	5:17	5:19	5:24	5:29	5:32	5:37	5:43	5:46	5:49	6:00
6:00	6:03	6:08	6:11	6:15	6:17	6:19	6:24	6:29	6:32	6:37	6:43	6:46	6:49	7:00
7:00	7:03	7:08	7:11	7:15	7:17	7:19	7:24	7:29	7:32	7:37	7:43	7:46	7:49	8:00
8:00	8:03	8:08	8:11	8:15	8:17	8:19	8:24	8:29	8:32	8:37	8:43	8:46	8:49	9:00
9:00	9:03	9:08	9:11	9:15	9:17	9:19	9:24	9:29	9:32	9:37	9:43	9:46	9:49	10:00

HAIKU ISLANDER ROUTE #35

Queen Ka'ahumanu Center	Kahului Salvation Army / Kamehameha Ave	Kamehameha Ave / Ho'ohana St	Kahului Airport Pick-Up Zone #3	Paia Town	Haiku Marketplace	Shelter Next to Haiku Comm. Center	Paia Town	Kahului Airport Pick-Up Zone #3	Kamehameha Ave / Maui Mall Entrance	Kamehameha Ave / Kahului Shop'g Ctr (rear)	Queen Ka'ahumanu Center
5:30	5:33	5:34	5:40	5:53	6:11	6:17	6:29	6:40	6:47	6:48	7:00
7:00	7:03	7:04	7:10	7:23	7:41	7:47	7:59	8:10	8:17	8:18	8:30
8:30	8:33	8:34	8:40	8:53	9:11	9:17	9:29	9:40	9:47	9:48	10:00
10:00	10:03	10:04	10:10	10:23	10:41	10:47	10:59	11:10	11:17	11:18	11:30
11:30	11:33	11:34	11:40	11:53	12:11	12:17	12:29	12:40	12:47	12:48	1:00
1:00	1:03	1:04	1:10	1:23	1:41	1:47	1:59	2:10	2:17	2:18	2:30
2:30	2:33	2:34	2:40	2:53	3:11	3:17	3:29	3:40	3:47	3:48	4:00
4:00	4:03	4:04	4:10	4:23	4:41	4:47	4:59	5:10	5:17	5:18	5:30
5:30	5:33	5:34	5:40	5:53	6:11	6:17	6:29	6:40	6:47	6:48	7:00
7:00	7:03	7:04	7:10	7:23	7:41	7:47	7:59	8:10	8:17	8:18	8:30
8:30	8:33	8:34	8:40	8:53	9:11	9:17	9:29	9:40			

KAHULUI LOOP ROUTE #5

Queen Ka'ahumanu Center	Wahinepio Ave / UH Maui College Parking Entrance	Roselani Place	Onehe'e Ave. / S. Papa Ave.	Hale Mahaolu Elua	Kamehameha Ave. / Molokai Akau St.	Luana Gardens	W. Papa Ave. / La'au St.	Pakaula St. / Wal-Mart Back Entrance	Maui Marketplace Food Court	K-Mart	Kamehameha Ave. / Maui Mall Entrance	Kahului Shopping Center	Queen Ka'ahumanu Center
6:30	6:38	6:41	6:44	6:47	6:49	6:51	6:53	7:00	7:03	7:08	7:14	7:17	7:30
7:30	7:38	7:41	7:44	7:47	7:49	7:51	7:53	8:00	8:03	8:08	8:14	8:17	8:30
8:30	8:38	8:41	8:44	8:47	8:49	8:51	8:53	9:00	9:03	9:08	9:14	9:17	9:30
9:30	9:38	9:41	9:44	9:47	9:49	9:51	9:53	10:00	10:03	10:08	10:14	10:17	10:30
10:30	10:38	10:41	10:44	10:47	10:49	10:51	10:53	11:00	11:03	11:08	11:14	11:17	11:30
11:30	11:38	11:41	11:44	11:47	11:49	11:51	11:53	12:00	12:03	12:08	12:14	12:17	12:30
12:30	12:38	12:41	12:44	12:47	12:49	12:51	12:53	1:00	1:03	1:08	1:14	1:17	1:30
1:30	1:38	1:41	1:44	1:47	1:49	1:51	1:53	2:00	2:03	2:08	2:14	2:17	2:30
2:30	2:38	2:41	2:44	2:47	2:49	2:51	2:53	3:00	3:03	3:08	3:14	3:17	3:30
3:30	3:38	3:41	3:44	3:47	3:49	3:51	3:53	4:00	4:03	4:08	4:14	4:17	4:30
4:30	4:38	4:41	4:44	4:47	4:49	4:51	4:53	5:00	5:03	5:08	5:14	5:17	5:30
5:30	5:38	5:41	5:44	5:47	5:49	5:51	5:53	6:00	6:03	6:08	6:14	6:17	6:30
6:30	6:38	6:41	6:44	6:47	6:49	6:51	6:53	7:00	7:03	7:08	7:14	7:17	7:30
7:30	7:38	7:41	7:44	7:47	7:49	7:51	7:53	8:00	8:03	8:08	8:14	8:17	8:30
8:30	8:38	8:41	8:44	8:47	8:49	8:51	8:53	9:00	9:03	9:08			

KAHULUI LOOP ROUTE #6 (reverse)

Queen Ka'ahumanu Center	Kahului Shopping Center	Kamehameha Ave. / Ho'ohana St.	K-Mart	Maui Marketplace Food Court	Pakaula St. / Past Home Depot Entrance	W. Papa Ave. / La'au St.	Luana Gardens	Kamehameha Ave. / Molokai Akau St.	Hale Mahaolu Elua	Onehe'e / S. Papa Ave.	Roselani Place	Wahinepio Ave / MACC	Queen Ka'ahumanu Center
7:00	7:08	7:10	7:16	7:25	7:29	7:35	7:37	7:38	7:40	7:43	7:45	7:48	8:00
8:00	8:08	8:10	8:16	8:25	8:29	8:35	8:37	8:38	8:40	8:43	8:45	8:48	9:00
9:00	9:08	9:10	9:16	9:25	9:29	9:35	9:37	9:38	9:40	9:43	9:45	9:48	10:00
10:00	10:08	10:10	10:16	10:25	10:29	10:35	10:37	10:38	10:40	10:43	10:45	10:48	11:00
11:00	11:08	11:10	11:16	11:25	11:29	11:35	11:37	11:38	11:40	11:43	11:45	11:48	12:00
12:00	12:08	12:10	12:16	12:25	12:29	12:35	12:37	12:38	12:40	12:43	12:45	12:48	1:00
1:00	1:08	1:10	1:16	1:25	1:29	1:35	1:37	1:38	1:40	1:43	1:45	1:48	2:00
2:00	2:08	2:10	2:16	2:25	2:29	2:35	2:37	2:38	2:40	2:43	2:45	2:48	3:00
3:00	3:08	3:10	3:16	3:25	3:29	3:35	3:37	3:38	3:40	3:43	3:45	3:48	4:00
4:00	4:08	4:10	4:16	4:25	4:29	4:35	4:37	4:38	4:40	4:43	4:45	4:48	5:00
5:00	5:08	5:10	5:16	5:25	5:29	5:35	5:37	5:38	5:40	5:43	5:45	5:48	6:00
6:00	6:08	6:10	6:16	6:25	6:29	6:35	6:37	6:38	6:40	6:43	6:45	6:48	7:00
7:00	7:08	7:10	7:16	7:25	7:29	7:35	7:37	7:38	7:40	7:43	7:45	7:48	8:00
8:00	8:08	8:10	8:16	8:25	8:29	8:35	8:37	8:38	8:40	8:43	8:45	8:48	9:00
9:00	9:08	9:10	9:16	9:25	9:29	9:35	9:37	9:38	9:40	9:43	9:45	9:48	10:00

UPCOUNTRY ISLANDER ROUTE #40

Queen Ka'ahumanu Center	Kahului Salvation Army / Kamehameha Ave	Kamehameha Ave / Ho'ohana St	Kahului Airport Pick-Up Zone #3	Pukalani Street near Community Ctr Entrance	Kulamalu	Across Makawao Library	Haliimaile	Kahului Airport Pick-Up Zone #3	Kamehameha Ave / Maui Mall Entrance	Kamehameha Ave / Kahului Shop'g Ctr (rear)	Queen Ka'ahumanu Center
6:00	6:03	6:04	6:10	6:30	6:38	6:48	6:53	7:11	7:17	7:18	7:30
7:30	7:33	7:34	7:40	8:00	8:08	8:18	8:23	8:41	8:47	8:48	9:00
9:00	9:03	9:04	9:10	9:30	9:38	9:48	9:53	10:11	10:17	10:18	10:30
10:30	10:33	10:34	10:40	11:00	11:08	11:18	11:23	11:41	11:47	11:48	12:00
12:00	12:03	12:04	12:10	12:30	12:38	12:48	12:53	1:11	1:17	1:18	1:30
1:30	1:33	1:34	1:40	2:00	2:08	2:18	2:23	2:41	2:47	2:48	3:00
3:00	3:03	3:04	3:10	3:30	3:38	3:48	3:53	4:11	4:17	4:18	4:30
4:30	4:33	4:34	4:40	5:00	5:08	5:18	5:23	5:41	5:47	5:48	6:00
6:00	6:03	6:04	6:10	6:30	6:38	6:48	6:53	7:11	7:17	7:18	7:30
7:30	7:33	7:34	7:40	8:00	8:08	8:18	8:23	8:41	8:47	8:48	9:00
9:00	9:03	9:04	9:10	9:30	9:38	9:48	9:53	10:11			

LAHAINA ISLANDER #20

Queen Ka'ahumanu Center	State Office Building and Wells St.	Maalaea Harbor Village	Wharf Cinema Center	Ma'alaea Harbor Village	State Office Building	Queen Ka'ahumanu Center
5:30	5:40	5:55	6:30	7:05	7:18	7:30
6:30	6:40	6:55	7:30	8:05	8:18	8:30
7:30	7:40	7:55	8:30	9:05	9:18	9:30
8:30	8:40	8:55	9:30	10:05	10:18	10:30
9:30	9:40	9:55	10:30	11:05	11:18	11:30
10:30	10:40	10:55	11:30	12:05	12:18	12:30
11:30	11:40	11:55	12:30	1:05	1:18	1:30
12:30	12:40	12:55	1:30	2:05	2:18	2:30
1:30	1:40	1:55	2:30	3:05	3:18	3:30
2:30	2:40	2:55	3:30	4:05	4:18	4:30
3:30	3:40	3:55	4:30	5:05	5:18	5:30
4:30	4:40	4:55	5:30	6:05	6:18	6:30
5:30	5:40	5:55	6:30	7:05	7:18	7:30
6:30	6:40	6:55	7:30	8:05	8:18	8:30
7:30	7:40	7:55	8:30	9:05	9:18	9:30

KA'ANAPALI ISLANDER #25

Wharf Cinema Center Luakini Street	Papalaua Street	Lahaina Cannery Mall	Whalers Village	Lahaina Cannery Mall	Papalaua Street	Wharf Cinema Center Luakini Street
			6:00	6:10	6:20	6:30
6:30	6:43	6:50	7:00	7:10	7:20	7:30
7:30	7:43	7:50	8:00	8:10	8:20	8:30
8:30	8:43	8:50	9:00	9:10	9:20	9:30
9:30	9:43	9:50	10:00	10:10	10:20	10:30
10:30	10:43	10:50	11:00	11:10	11:20	11:30
11:30	11:43	11:50	12:00	12:10	12:20	12:30
12:30	12:43	12:50	1:00	1:10	1:20	1:30
1:30	1:43	1:50	2:00	2:10	2:20	2:30
			2:30	2:40	2:50	3:00
2:30	2:43	2:50	3:00	3:10	3:20	3:30
3:00	3:13	3:20	3:30	3:40	3:50	4:00
3:30	3:43	3:50	4:00	4:10	4:20	4:30
4:00	4:13	4:20	4:30	4:40	4:50	5:00
4:30	4:43	4:50	5:00	5:10	5:20	5:30
5:00	5:13	5:20	5:30			
5:30	5:43	5:50	6:00	6:10	6:20	6:30
6:30	6:43	6:50	7:00	7:10	7:20	7:30
7:30	7:43	7:50	8:00	8:10	8:20	8:30
8:30	8:43	8:50	9:00	9:10	9:20	9:30

[All times in BOLD are PM]

ALL ROUTES
$2 PER BOARDING

Appendix C

Analysis Reports
Existing (2016) Condition

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	378	74	108	547	176	101
Future Volume (veh/h)	378	74	108	547	176	101
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.90	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1514	1543	1604	1573	1588	1588
Adj Flow Rate, veh/h	386	76	110	558	180	103
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	1	3	2	2
Cap, veh/h	556	357	156	858	389	347
Arrive On Green	0.37	0.37	0.10	0.55	0.30	0.30
Sat Flow, veh/h	1514	971	1528	1573	1286	1148
Grp Volume(v), veh/h	386	76	110	558	180	103
Grp Sat Flow(s),veh/h/ln	1514	971	1528	1573	1286	1148
Q Serve(g_s), s	14.2	3.5	4.6	16.4	7.5	4.5
Cycle Q Clear(g_c), s	14.2	3.5	4.6	16.4	7.5	4.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	556	357	156	858	389	347
V/C Ratio(X)	0.69	0.21	0.71	0.65	0.46	0.30
Avail Cap(c_a), veh/h	1060	680	302	1532	900	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	14.3	28.6	10.5	18.6	17.6
Incr Delay (d2), s/veh	1.6	0.3	5.7	0.8	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	1.0	2.2	7.2	2.7	1.5
LnGrp Delay(d),s/veh	19.2	14.6	34.3	11.4	19.4	18.0
LnGrp LOS	B	B	C	B	B	B
Approach Vol, veh/h	462			668	283	
Approach Delay, s/veh	18.5			15.1	18.9	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.9	11.7	29.1				40.8
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		46.0	13.0	46.0				64.0
Max Q Clear Time (g_c+I1), s		9.5	6.6	16.2				18.4
Green Ext Time (p_c), s		0.9	0.1	7.9				8.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	20	84	0	307	117	0
Future Vol, veh/h	20	84	0	307	117	0
Conflicting Peds, #/hr	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	80	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	27	112	0	409	156	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	567	158	158	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	488	893	1434	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	892	1434	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1434	-	486	892	-	-
HCM Lane V/C Ratio	-	-	0.055	0.126	-	-
HCM Control Delay (s)	0	-	12.8	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.4	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Volume (veh/h)	564	50	108	514	194	193
Future Volume (veh/h)	564	50	108	514	194	193
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.73	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1604	1620	1588	1573	1604	1604
Adj Flow Rate, veh/h	594	53	114	541	204	203
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	3	1	1
Cap, veh/h	757	387	155	1014	278	248
Arrive On Green	0.47	0.47	0.10	0.65	0.21	0.21
Sat Flow, veh/h	1604	819	1513	1573	1298	1159
Grp Volume(v), veh/h	594	53	114	541	204	203
Grp Sat Flow(s),veh/h/ln	1604	819	1513	1573	1298	1159
Q Serve(g_s), s	22.0	2.6	5.2	13.2	10.4	11.8
Cycle Q Clear(g_c), s	22.0	2.6	5.2	13.2	10.4	11.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	757	387	155	1014	278	248
V/C Ratio(X)	0.78	0.14	0.74	0.53	0.73	0.82
Avail Cap(c_a), veh/h	1130	577	213	1441	824	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	10.6	30.9	6.8	26.0	26.6
Incr Delay (d2), s/veh	2.2	0.2	8.2	0.4	3.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.6	2.5	5.7	4.0	4.2
LnGrp Delay(d),s/veh	17.9	10.7	39.2	7.3	29.7	33.1
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	647			655	407	
Approach Delay, s/veh	17.3			12.8	31.4	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		20.2	12.3	38.5				50.8
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		45.0	10.0	50.0				65.0
Max Q Clear Time (g_c+I1), s		13.8	7.2	24.0				15.2
Green Ext Time (p_c), s		1.3	0.1	9.5				11.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	97	154	0	218	142	0
Future Vol, veh/h	97	154	0	218	142	0
Conflicting Peds, #/hr	4	4	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	2	0	1	1	0
Mvmt Flow	104	166	0	234	153	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	391	160	157	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	615	885	1435	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	880	1431	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1431	-	611	880	-	-
HCM Lane V/C Ratio	-	-	0.171	0.188	-	-
HCM Control Delay (s)	0	-	12.1	10	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.7	-	-

Appendix D

Analysis Reports
Future (2020) Without Project Conditions

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	396	75	110	558	196	123
Future Volume (veh/h)	396	75	110	558	196	123
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.91	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1514	1543	1604	1573	1588	1588
Adj Flow Rate, veh/h	404	77	112	569	200	126
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	1	3	2	2
Cap, veh/h	615	398	168	959	260	232
Arrive On Green	0.41	0.41	0.11	0.61	0.20	0.20
Sat Flow, veh/h	1514	981	1528	1573	1286	1148
Grp Volume(v), veh/h	404	77	112	569	200	126
Grp Sat Flow(s),veh/h/ln	1514	981	1528	1573	1286	1148
Q Serve(g_s), s	11.5	2.7	3.7	11.8	7.8	5.2
Cycle Q Clear(g_c), s	11.5	2.7	3.7	11.8	7.8	5.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	615	398	168	959	260	232
V/C Ratio(X)	0.66	0.19	0.67	0.59	0.77	0.54
Avail Cap(c_a), veh/h	995	645	287	1477	1087	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.2	22.8	6.4	20.0	19.0
Incr Delay (d2), s/veh	1.2	0.2	4.5	0.6	4.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.8	1.8	5.2	3.1	1.8
LnGrp Delay(d),s/veh	14.0	10.4	27.3	6.9	24.8	21.0
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	481			681	326	
Approach Delay, s/veh	13.4			10.3	23.3	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		15.8	10.8	26.6				37.4
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		45.0	10.0	35.0				50.0
Max Q Clear Time (g_c+I1), s		9.8	5.7	13.5				13.8
Green Ext Time (p_c), s		1.1	0.1	7.3				8.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	20	86	0	313	122	0
Future Vol, veh/h	20	86	0	313	122	0
Conflicting Peds, #/hr	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	27	115	0	417	163	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	582	165	165	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	479	885	1426	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	477	884	1426	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1426	-	477	884	-	-
HCM Lane V/C Ratio	-	-	0.056	0.13	-	-
HCM Control Delay (s)	0	-	13	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.4	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Volume (veh/h)	597	51	110	524	221	230
Future Volume (veh/h)	597	51	110	524	221	230
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.74	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1604	1620	1588	1573	1604	1604
Adj Flow Rate, veh/h	628	54	116	552	233	242
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	3	1	1
Cap, veh/h	760	397	151	998	316	282
Arrive On Green	0.47	0.47	0.10	0.63	0.24	0.24
Sat Flow, veh/h	1604	839	1513	1573	1298	1159
Grp Volume(v), veh/h	628	54	116	552	233	242
Grp Sat Flow(s),veh/h/ln	1604	839	1513	1573	1298	1159
Q Serve(g_s), s	27.8	3.0	6.1	16.2	13.6	16.4
Cycle Q Clear(g_c), s	27.8	3.0	6.1	16.2	13.6	16.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	760	397	151	998	316	282
V/C Ratio(X)	0.83	0.14	0.77	0.55	0.74	0.86
Avail Cap(c_a), veh/h	997	521	184	1265	775	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	12.1	36.0	8.4	28.6	29.7
Incr Delay (d2), s/veh	4.5	0.2	14.6	0.5	3.3	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.7	3.2	7.0	5.1	5.8
LnGrp Delay(d),s/veh	23.1	12.3	50.6	8.9	32.0	37.1
LnGrp LOS	C	B	D	A	C	D
Approach Vol, veh/h	682			668	475	
Approach Delay, s/veh	22.3			16.2	34.6	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		25.0	13.2	43.9				57.1
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		49.0	10.0	51.0				66.0
Max Q Clear Time (g_c+I1), s		18.4	8.1	29.8				18.2
Green Ext Time (p_c), s		1.6	0.0	9.1				11.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	99	157	0	226	146	0
Future Vol, veh/h	99	157	0	226	146	0
Conflicting Peds, #/hr	4	4	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	2	0	1	1	0
Mvmt Flow	106	169	0	243	157	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	404	164	161	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	605	881	1430	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	876	1426	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1426	-	601	876	-	-
HCM Lane V/C Ratio	-	-	0.177	0.193	-	-
HCM Control Delay (s)	0	-	12.3	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.7	-	-

Appendix E

Analysis Reports
Future (2020) With Project Conditions

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	396	84	123	558	208	131
Future Volume (veh/h)	396	84	123	558	208	131
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.89	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1514	1543	1604	1573	1588	1588
Adj Flow Rate, veh/h	404	86	126	569	212	134
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	1	3	2	2
Cap, veh/h	599	379	172	948	269	240
Arrive On Green	0.40	0.40	0.11	0.60	0.21	0.21
Sat Flow, veh/h	1514	958	1528	1573	1286	1148
Grp Volume(v), veh/h	404	86	126	569	212	134
Grp Sat Flow(s),veh/h/ln	1514	958	1528	1573	1286	1148
Q Serve(g_s), s	11.7	3.2	4.2	12.0	8.3	5.6
Cycle Q Clear(g_c), s	11.7	3.2	4.2	12.0	8.3	5.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	599	379	172	948	269	240
V/C Ratio(X)	0.67	0.23	0.73	0.60	0.79	0.56
Avail Cap(c_a), veh/h	740	469	172	1094	556	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	10.7	22.8	6.6	19.9	18.8
Incr Delay (d2), s/veh	1.8	0.3	14.7	0.7	5.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.9	2.5	5.2	3.3	1.9
LnGrp Delay(d),s/veh	15.0	11.0	37.5	7.3	25.0	20.8
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	490			695	346	
Approach Delay, s/veh	14.3			12.8	23.4	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		16.1	11.0	26.1				37.1
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		23.0	6.0	26.0				37.0
Max Q Clear Time (g_c+I1), s		10.3	6.2	13.7				14.0
Green Ext Time (p_c), s		0.9	0.0	5.5				7.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	20	3	8	333	122	22
Future Vol, veh/h	20	3	8	333	122	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	3	9	362	133	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	524	145	157	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	902	1423	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	902	1423	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	541	-	-
HCM Lane V/C Ratio	0.006	-	0.046	-	-
HCM Control Delay (s)	7.5	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	22	86	0	319	125	0
Future Vol, veh/h	22	86	0	319	125	0
Conflicting Peds, #/hr	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	29	115	0	425	167	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	594	169	169	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	471	880	1421	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	469	879	1421	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1421	-	469	879	-	-
HCM Lane V/C Ratio	-	-	0.063	0.13	-	-
HCM Control Delay (s)	0	-	13.2	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.4	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	597	81	140	524	255	267
Future Volume (veh/h)	597	81	140	524	255	267
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.70	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1604	1620	1588	1573	1604	1604
Adj Flow Rate, veh/h	628	85	147	552	268	281
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	3	1	1
Cap, veh/h	657	325	182	935	360	321
Arrive On Green	0.41	0.41	0.12	0.59	0.28	0.28
Sat Flow, veh/h	1604	793	1513	1573	1298	1159
Grp Volume(v), veh/h	628	85	147	552	268	281
Grp Sat Flow(s),veh/h/ln	1604	793	1513	1573	1298	1159
Q Serve(g_s), s	29.6	5.5	7.4	17.1	14.6	18.0
Cycle Q Clear(g_c), s	29.6	5.5	7.4	17.1	14.6	18.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	657	325	182	935	360	321
V/C Ratio(X)	0.96	0.26	0.81	0.59	0.74	0.87
Avail Cap(c_a), veh/h	659	326	194	949	550	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	15.2	33.4	9.9	25.6	26.9
Incr Delay (d2), s/veh	24.6	0.4	20.5	1.0	3.1	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	1.2	4.1	7.6	5.5	6.7
LnGrp Delay(d),s/veh	46.9	15.6	53.9	10.8	28.7	37.6
LnGrp LOS	D	B	D	B	C	D
Approach Vol, veh/h	713			699	549	
Approach Delay, s/veh	43.2			19.9	33.3	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		26.6	14.4	36.9				51.3
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		33.0	10.0	32.0				47.0
Max Q Clear Time (g_c+I1), s		20.0	9.4	31.6				19.1
Green Ext Time (p_c), s		1.6	0.0	0.3				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	71	14	24	325	146	60
Future Vol, veh/h	71	14	24	325	146	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	15	26	353	159	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	596	191	224	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	466	851	1345	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	455	851	1345	-	-	-
Mov Cap-2 Maneuver	455	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1345	-	493	-	-
HCM Lane V/C Ratio	0.019	-	0.187	-	-
HCM Control Delay (s)	7.7	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	112	157	0	237	160	0
Future Vol, veh/h	112	157	0	237	160	0
Conflicting Peds, #/hr	4	4	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	2	0	1	1	0
Mvmt Flow	120	169	0	255	172	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	431	179	176	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	583	864	1412	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	859	1408	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1408	-	579	859	-	-
HCM Lane V/C Ratio	-	-	0.208	0.197	-	-
HCM Control Delay (s)	0	-	12.8	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.7	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	396	75	123	558	208	131
Future Volume (veh/h)	396	75	123	558	208	131
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.89	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1514	1543	1604	1573	1588	1588
Adj Flow Rate, veh/h	404	77	126	569	212	134
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	1	3	2	2
Cap, veh/h	599	379	172	948	269	240
Arrive On Green	0.40	0.40	0.11	0.60	0.21	0.21
Sat Flow, veh/h	1514	958	1528	1573	1286	1148
Grp Volume(v), veh/h	404	77	126	569	212	134
Grp Sat Flow(s),veh/h/ln	1514	958	1528	1573	1286	1148
Q Serve(g_s), s	11.7	2.8	4.2	12.0	8.3	5.6
Cycle Q Clear(g_c), s	11.7	2.8	4.2	12.0	8.3	5.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	599	379	172	948	269	240
V/C Ratio(X)	0.67	0.20	0.73	0.60	0.79	0.56
Avail Cap(c_a), veh/h	740	469	172	1094	556	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	10.6	22.8	6.6	19.9	18.8
Incr Delay (d2), s/veh	1.8	0.3	14.6	0.7	5.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.8	2.5	5.2	3.3	1.9
LnGrp Delay(d),s/veh	15.0	10.8	37.5	7.3	25.0	20.8
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	481			695	346	
Approach Delay, s/veh	14.3			12.8	23.4	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		16.1	11.0	26.0				37.0
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		23.0	6.0	26.0				37.0
Max Q Clear Time (g_c+I1), s		10.3	6.2	13.7				14.0
Green Ext Time (p_c), s		0.9	0.0	5.5				7.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	20	3	17	333	122	13
Future Vol, veh/h	20	3	17	333	122	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	3	18	362	133	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	539	140	147	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	503	908	1435	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	908	1435	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1435	-	526	-	-
HCM Lane V/C Ratio	0.013	-	0.048	-	-
HCM Control Delay (s)	7.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	31	86	0	319	125	0
Future Vol, veh/h	31	86	0	319	125	0
Conflicting Peds, #/hr	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	41	115	0	425	167	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	594	169	169	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	471	880	1421	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	469	879	1421	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1421	-	469	879	-	-
HCM Lane V/C Ratio	-	-	0.088	0.13	-	-
HCM Control Delay (s)	0	-	13.4	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.4	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	597	51	140	524	255	267
Future Volume (veh/h)	597	51	140	524	255	267
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.70	1.00		1.00	1.00
Parking Bus, Adj	1.00	0.82	1.00	1.00	0.85	0.85
Adj Sat Flow, veh/h/ln	1604	1620	1588	1573	1604	1604
Adj Flow Rate, veh/h	628	54	147	552	268	281
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	3	1	1
Cap, veh/h	657	325	182	935	360	321
Arrive On Green	0.41	0.41	0.12	0.59	0.28	0.28
Sat Flow, veh/h	1604	793	1513	1573	1298	1159
Grp Volume(v), veh/h	628	54	147	552	268	281
Grp Sat Flow(s),veh/h/ln	1604	793	1513	1573	1298	1159
Q Serve(g_s), s	29.6	3.4	7.4	17.1	14.6	18.0
Cycle Q Clear(g_c), s	29.6	3.4	7.4	17.1	14.6	18.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	657	325	182	935	360	321
V/C Ratio(X)	0.96	0.17	0.81	0.59	0.74	0.87
Avail Cap(c_a), veh/h	659	326	194	949	550	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	14.6	33.4	9.9	25.6	26.9
Incr Delay (d2), s/veh	24.6	0.2	20.5	1.0	3.1	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	0.8	4.1	7.6	5.5	6.7
LnGrp Delay(d),s/veh	46.9	14.8	53.9	10.8	28.7	37.6
LnGrp LOS	D	B	D	B	C	D
Approach Vol, veh/h	682			699	549	
Approach Delay, s/veh	44.4			19.9	33.3	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		26.6	14.4	36.9				51.3
Change Period (Y+Rc), s		5.0	5.0	5.0				5.0
Max Green Setting (Gmax), s		33.0	10.0	32.0				47.0
Max Q Clear Time (g_c+I1), s		20.0	9.4	31.6				19.1
Green Ext Time (p_c), s		1.6	0.0	0.3				10.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	71	14	54	325	146	30
Future Vol, veh/h	71	14	54	325	146	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	15	59	353	159	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	175	191	0	-	0
Stage 1	175	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	868	1383	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	868	1383	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1383	-	452	-	-
HCM Lane V/C Ratio	0.042	-	0.204	-	-
HCM Control Delay (s)	7.7	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	142	157	0	237	160	0
Future Vol, veh/h	142	157	0	237	160	0
Conflicting Peds, #/hr	4	4	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	2	0	1	1	0
Mvmt Flow	153	169	0	255	172	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	431	179	176	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	583	864	1412	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	859	1408	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1408	-	579	859	-	-
HCM Lane V/C Ratio	-	-	0.264	0.197	-	-
HCM Control Delay (s)	0	-	13.4	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	1.1	0.7	-	-

E

Appendix E

Preliminary Engineering Report
(Roadway, Drainage, Sewer, and Water)

PRELIMINARY ENGINEERING REPORT

FOR

PAIA 2020

Paia, Maui, Hawaii

T.M.K.: (2) 2-5-005: 018

Prepared For:

Paia 2020, LLC
Paia, Maui, Hawaii

Prepared By:

OTOMO
ENGINEERING, INC.

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

April 2012
Revised May 2014

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PRELIMINARY ENGINEERING REPORT
FOR
PAIA 2020
T.M.K.: (2) 2-5-005: 018

1.0 INTRODUCTION

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

The subject property is identified as T.M.K.: (2) 2-5-005: 018 and encompasses approximately 9.262 acres. It is also known as Lot A-1-A of the Paia Post Office Subdivision (File No. 2.3052). The project site is bordered by existing commercial and residential structures to the north, Baldwin Ave. to the east, the Paia Post Office to the south, and Lot A-1-B, which includes the Paia Mini-Bypass and existing cane fields to the east. The development plan consists of two phases, Phase I will consist of a commercial center and Phase II will include a senior housing center. The commercial center will include six buildings for office and retail use and may include up to three restaurants. It will also include eight live-work units. The senior housing center will include 55 apartment units, as well as a main facility and pool for residents use. Associated improvements for the entire project site include paved parking area and driveways, underground utilities, and landscaping.

The site is currently undeveloped except for a portion of the property that was previously graded for public parking. This temporary parking area is currently graveled.

2.0 EXISTING INFRASTRUCTURE

2.1 ROADWAYS

Hana Highway, to the north of the project, is the major roadway linking Kahului and East Maui. It is owned by the State of Hawaii. It is generally a two-lane, east-west roadway nearest the project site through Paia town. At its terminus in Kahului, near the Maui Mall, Hana Highway turns into Kaahumanu Avenue.

Baldwin Avenue runs in the north-south direction and provides access to the project site. Baldwin Avenue connects to Hana Highway to the north and continues

mauka to Makawao town. It is a County road with a curb and concrete sidewalk on the east side of the street, but the roadway shoulder is unimproved fronting the project site. There is an existing 36' wide driveway apron along Baldwin Ave. to access the parcel.

The Paia Mini-Bypass runs generally in the north-south direction and is one-way in the southbound direction. The bypass begins west of Paia town along Hana Highway and exits to Baldwin Ave. south of the Post Office to allow traffic to continue south towards Makawao.

2.2 DRAINAGE

The elevation on the site ranges in the south to north direction from an elevation of 54 feet at the top of the property to 14 feet at the makai property line, with a slope averaging approximately 4.2%. According to Panel Number 150003 0408 E of the Flood Insurance Rate Map, Sept. 29, 2009, prepared by the United States Federal Emergency Management Agency, the project site is situated in Flood Zone X. Flood Zone X represents areas outside the 0.2% annual chance floodplain.

According to the "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August, 1972)," prepared by the United States Department of Agriculture Soil Conservation Service, the soils within the project site are classified as Paia Series (PcB and PcC). Paia Series is characterized as having moderate permeability, slow runoff, and a slight erosion hazard.

Presently, runoff from the project site sheet flows in the south to north direction towards the bottom of the property and generally sheet flows off of the project site towards Baldwin Ave. or the existing cane fields to the northwest. It is estimated that the present 50-year, 1-hour runoff from the project site is approximately 8.5 cfs and 13,755 cf of runoff volume.

2.3 SEWER

There is an existing 8-inch sewerline on Baldwin Ave. fronting the project site. Sewer from the area flow through a series of collection systems and is transported to the Kahului Wastewater Treatment Plant in Naska.

According to the Wastewater Reclamation Division, County of Maui, the County is assessing sewer fees of $1,165.35/unit for multi-family projects in this area. The Kahului Wastewater Reclamation Facility has a capacity of 7.9 million gallons per day

(mgd). As of March 2010, the average daily flow into the Kahului Wastewater Reclamation Facility is approximately 4.9 mgd. However, according to the Wastewater Reclamation Division, County of Maui, the total allocation, including projects already permitted, is 6.95 mgd.

2.4 WATER

Domestic water and fire flow is being provided by the County□s water system. The property is currently serviced by an existing 2" water meter which is connected to an existing 8" waterline along Baldwin Ave. Fire protection is provided by the same existing 8" waterline fronting the project site. There is an existing fire hydrant fronting the project site. The domestic water and fire flow for this area are provided by the existing 300,000 and 100,000 gal. tanks above Paia town.

2.5 ELECTRIC, TELEPHONE AND CABLE TV

There are existing overhead electrical, cable and telephone lines which are located along Baldwin Ave. that services the area.

3.0 ANTICIPATED INFRASTRUCTURE IMPROVEMENTS

3.1 ROADWAYS

Access to the project will continue to be from the existing 36' wide driveway along Baldwin Ave. There is also an existing road widening lot fronting the project along Baldwin Ave. The frontage will be improved with concrete curb, gutter and sidewalk to meet Department of Public Works standards. Two new driveways along the Paia Mini-Bypass on the west side of the property are proposed for left turns into the project only. There are 409 proposed onsite parking stalls which will exceed the number required by the Maui County Code for the proposed development. Based on the assessment provided by the Traffic Impact Analysis Report (TIAR), dated September 22, 2011, prepared by Phillip Rowell and Associates, no additional mitigation measures are recommended.

3.2 DRAINAGE

The post development runoff from the project site is estimated to be 34.5 cfs and 37,280 cf of runoff volume, which is an increase of 26.0 cfs and 23,525 cf of runoff

volume over existing conditions. The project site will be graded to maintain the existing runoff pattern with a majority of the runoff sheet flowing towards the northwest. All onsite runoff will be collected by catch basins located within the parking and landscaped areas. The runoff will be conveyed to a retention system, which will consist of a retention basin and subsurface drainage system. The retention basin will be located within a one acre easement within Lot A-1-B immediately to the northwest of the project site. The subsurface drainage system will be located beneath the paved parking within the project site and consists of perforated drainline embedded in crushed rock which will be wrapped with a layer of filter fabric. Surface runoff entering the perforated pipe will be allowed to infiltrate into the ground. The drainage system will be have a storage volume of approximately 40,000 cf which is greater than the total post development surface runoff volume generated from a 50-year, 1-hour storm. Overflow from the onsite drainage system will be allowed to continue downstream along the existing drainage pattern.

The design intent of the project will be to limit the need for extensive grading as much as possible. Development of the project will also include implementation of site specific best management practices (BMP's) during construction to provide erosion control and minimize impacts to downstream properties. BMP's which may be implemented would include, but is not limited to:

1. Prevention of cement products, oil, fuel, and other toxic substances from falling or leaching into the water.
2. Prompt and proper disposal of all loosened and excavated soil and debris material from drainage structure work.
3. Retention of ground cover until the last possible date.
4. Stabilization of denuded areas by sodding or planting as soon as possible.
5. Early construction of drainage features.
6. Minimize time of construction.

The proposed drainage and bmp plan will be designed in accordance with Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui and Chapter 111, Rules for the Design of Storm Water Treatment Best Management Practices.

3.3 SEWER

The proposed project will generate approximately 10,697 gallons per day of wastewater for Phase I and 14,025 gallons per day for Phase II (See Appendix B). The wastewater generated from the project will be transported to the Kahului Wastewater Treatment Facility by means of the existing sewer system. According to the Wastewater Reclamation Division, the treatment plant has sufficient capacity to accommodate the additional wastewater generated from the project at this time. The project will connect to the existing sewer lateral on the northeast side of the property.

3.4 WATER

In accordance with the Department of Water Supply□s Domestic Consumption Guidelines for commercial development, the average daily demand for the project is approximately 9,800 gallons per day for Phase I and 30,800 gallons per day for Phase II (See Appendix C). The existing 2" water meter will used to provide domestic water to the commercial center. Additional water meters will be required to provide domestic water to the senior center. New reduced pressure backflow preventers and a double check detector assembly will be installed to meet DWS standards as part of the required improvements. The project will also utilize low-flow fixtures as part of the water conservation measure.

Fire flow demand for commercial and multi-family developments is 2,000 gallons per minute for a 2 hour duration. The existing 8-inch waterline along Baldwin Ave. is capable of providing fire flow for the project and will be utilized by installing a fire line into the property. Fire hydrants will be installed around the project site with a maximum spacing of 250 feet.

3.5 ELECTRIC, TELEPHONE AND CABLE TV

The proposed electrical, telephone and cable TV distribution systems to the subject project will be installed from the existing overhead facilities currently servicing the project area. Upgrades to the facilities will be made as necessary during the building permit process. Within the project site, the electric, cable and telephone systems will be installed in accordance with the utility companies rules and regulations.

APPENDIX A
HYDROLOGIC CALCULATIONS

HYDROLOGIC CALCULATIONS

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

A. Determine the Runoff Coefficient (C):

EXISTING CONDITIONS:

Infiltration (Medium)	= 0.07
Relief (Flat)	= 0.00
Vegetal Cover (Good)	= 0.03
Development Type (Open)	= 0.15
	C = 0.25

DEVELOPED CONDITIONS:

ROOF AREAS:

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

PAVED AREAS:

Infiltration (Negligible)	= 0.20
Relief (Flat)	= 0.00
Vegetal Cover (None)	= 0.07
Development Type (Pavement)	= 0.55
	C = 0.82

LANDSCAPE AREAS:

Infiltration (Medium)	= 0.07
Relief (Flat)	= 0.00
Vegetal Cover (Good)	= 0.03
Development Type (Open)	= 0.15
	C = 0.25

DEVELOPED CONDITIONS:

Paved Area = 5.7 Acres

Roof Area = 1.9 Acres

Landscaped Area = 1.7 acres

WEIGHTED C = 0.74

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

i_{50} = 2.5 inches

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

Existing Condition:

T_c = 27 minutes

I = 3.67 inches/hour

Developed Condition:

T_c = 12 minutes

I = 5.04 inches/hour

C. Drainage Area (A) = 9.262 Acres

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

Q = CIA

Existing Conditions:

Q = (0.25)(3.67)(9.262)

= 8.5 cfs

Developed Conditions:

Q = (0.74)(5.04)(9.262)

= 34.5 cfs

The increase in runoff due to the proposed development is 34.5 - 8.5 = 26.0 cfs.

Hydrograph Plot

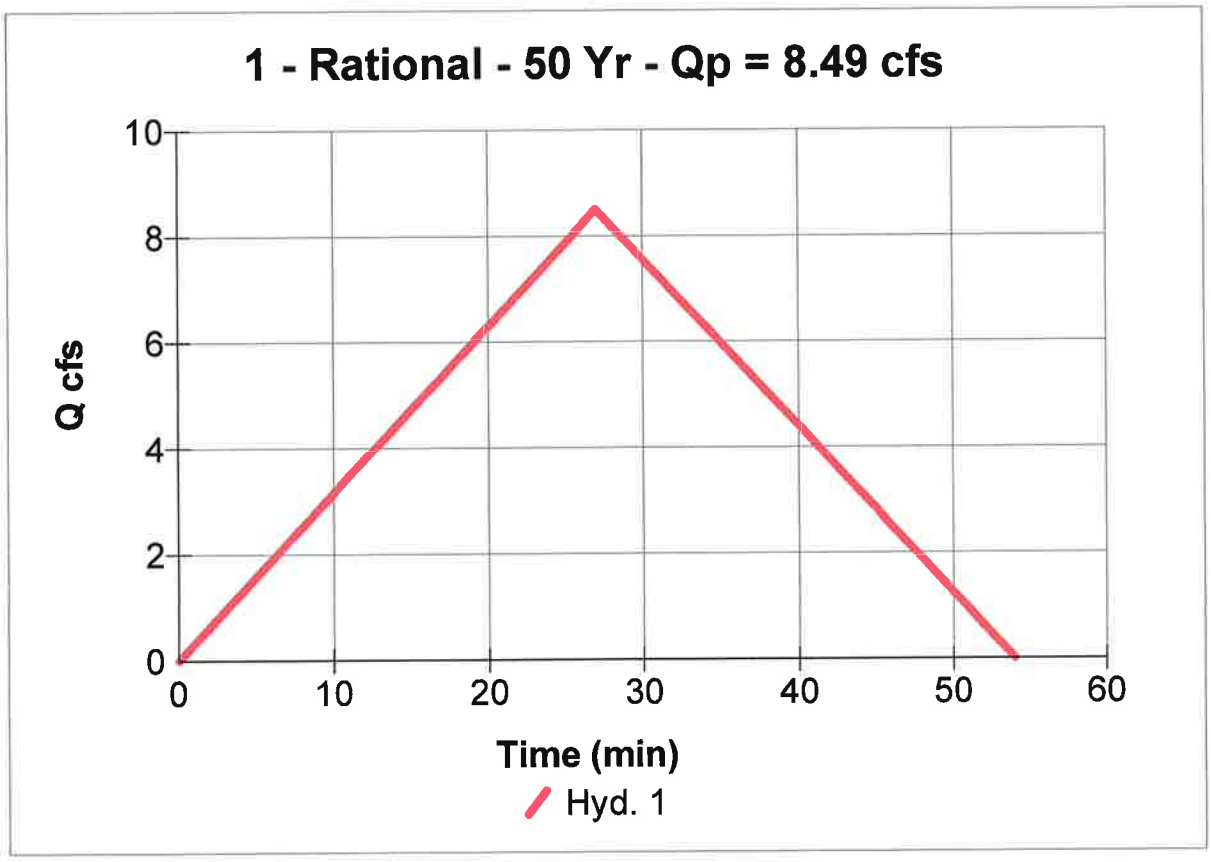
English

Hyd. No. 1

PRE

Hydrograph type	= Rational	Peak discharge	= 8.49 cfs
Storm frequency	= 50 yrs	Time interval	= 1 min
Drainage area	= 9.3 ac	Runoff coeff.	= 0.25
Intensity	= 3.67 in	Time of conc. (Tc)	= 27 min
I-D-F Curve	= 2-5.IDF	Reced. limb factor	= 1

Total Volume = 13,755 cuft



Hydrograph Plot

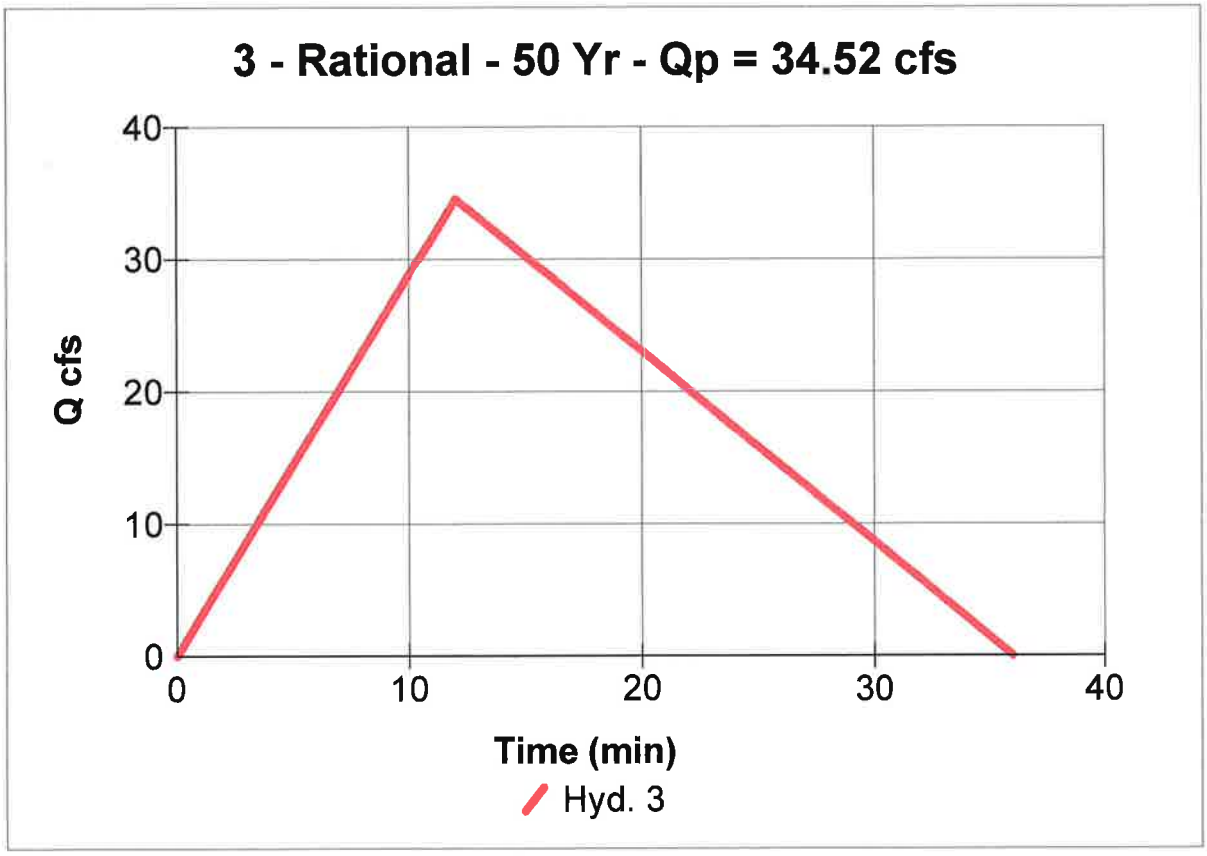
English

Hyd. No. 3

POST

Hydrograph type	= Rational	Peak discharge	= 34.52 cfs
Storm frequency	= 50 yrs	Time interval	= 1 min
Drainage area	= 9.3 ac	Runoff coeff.	= 0.74
Intensity	= 5.04 in	Time of conc. (Tc)	= 12 min
I-D-F Curve	= 2-5.IDF	Reced. limb factor	= 2

Total Volume = 37,281 cuft



APPENDIX B
WASTEWATER CALCULATIONS

WASTEWATER CALCULATIONS

Project Data:

Phase I (Commercial Center)

16,500 sq. ft. (Commercial - Office)

16, 500 sq. ft. (Commercial - Retail)

8 multi-family units

70 seats (Restaurant)

140 customers(Public Restrooms)

Phase II (Senior Center)

55 multi-family units

Per the 2000 Wastewater Flow Standards:

Wastewater Contribution:

Multi-family project = 255 gallons/day/unit

Occupancy = 2.5 persons unit

Office = 20 gallons/day/employee (Employee = 1/200 sq. ft.)

Retail = 15 gallons/day/employee (Employee = 1/350 sq. ft.)

Restaurant = 80 gallons/day/seat

Customers (Public Restroom) = 5 gallons/day/use

Phase I (Commercial Center)

Wastewater Contribution =

Office	= 20 x 16,500 sf/200	=	1,650 gpd
Retail	= 15 x 16,500 sf/350	=	707 gpd
Restaurant	= 80 x 70 seats	=	5,600 gpd
Customers	= 5 x 140 customers	=	700 gpd
Multi-Family	= 255 x 8 units	=	2,040 gpd
Total		=	10,697 gpd

Phase II (Senior Center)

Wastewater Contribution =

Multi-Family = 255 x 55 units = 14,025 gpd

APPENDIX C
WATER DEMAND CALCULATIONS

WATER DEMAND CALCULATIONS

Project Data:

Phase I (Commercial Center)

38,000 sq. ft. (Commercial)

8 multi-family units

Phase II (Senior Center)

55 multi-family units

Per 2002 Water System Standards:

Consumption Guidelines:

Commercial Zoning = 140 gallons/1,000 sq. ft.

Multi-Family Residential = 560 gallons/unit

Phase I (Commercial Center)

Average Daily Demand (ADD) =

Commercial = 140 x 38,000sf/1,000 = 5,320 gallons

Multi-Family Residential = 560 x 8 units = 4,480 gallons

ADD = 9,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 9,800 = 14,700 gpd

Phase II (Senior Center)

Average Daily Demand (ADD) =

Multi-Family Residential = 560 x 55 units = 30,800 gallons

ADD = 30,800 gpd

Max. Daily Demand (1.5 x ADD) = 1.5 x 30,800 = 42,200 gpd

Max. Fire Flow = 2,000 gpm (Multi-family/Commercial)

EXHIBITS

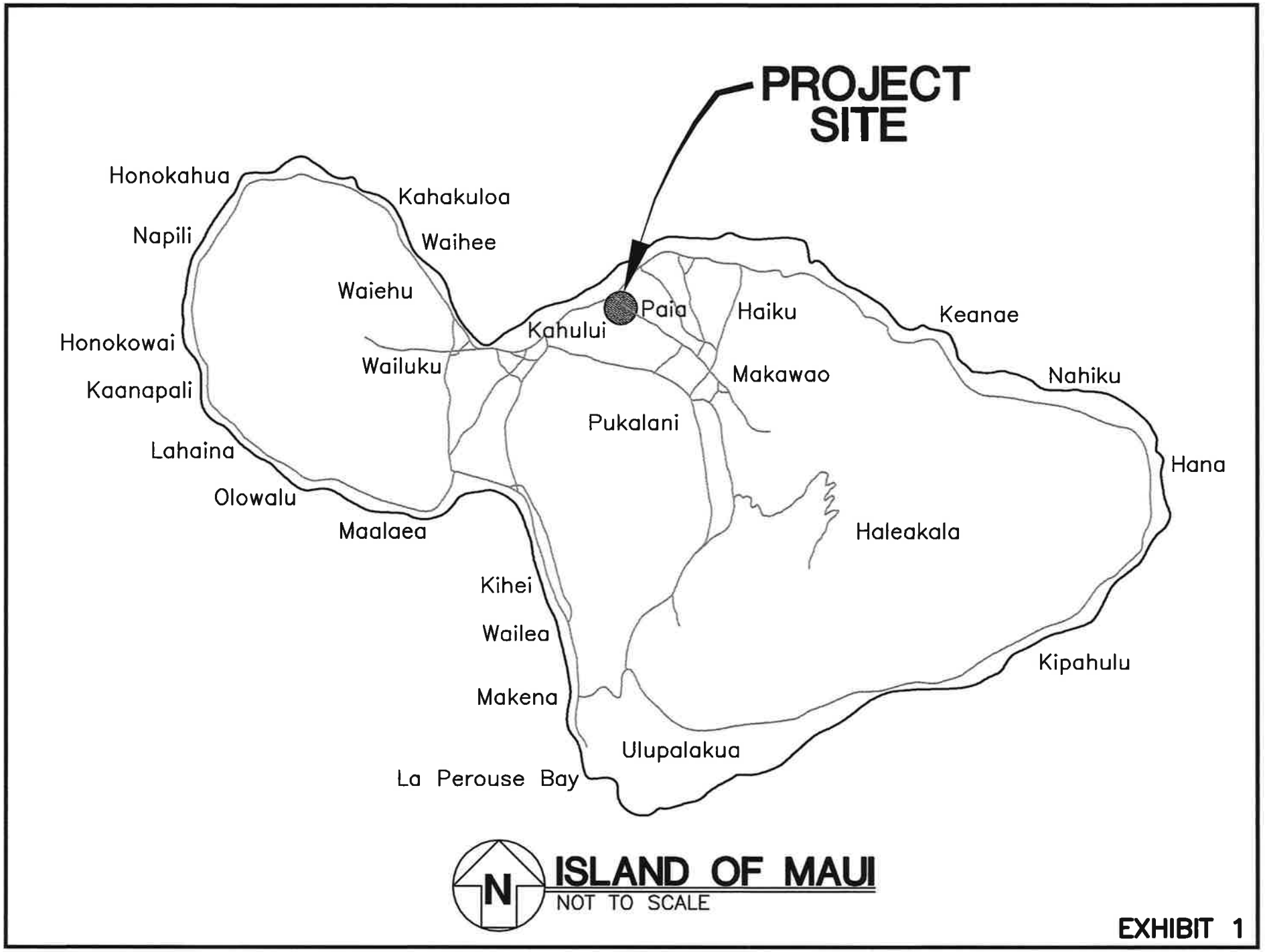
1 Location Map

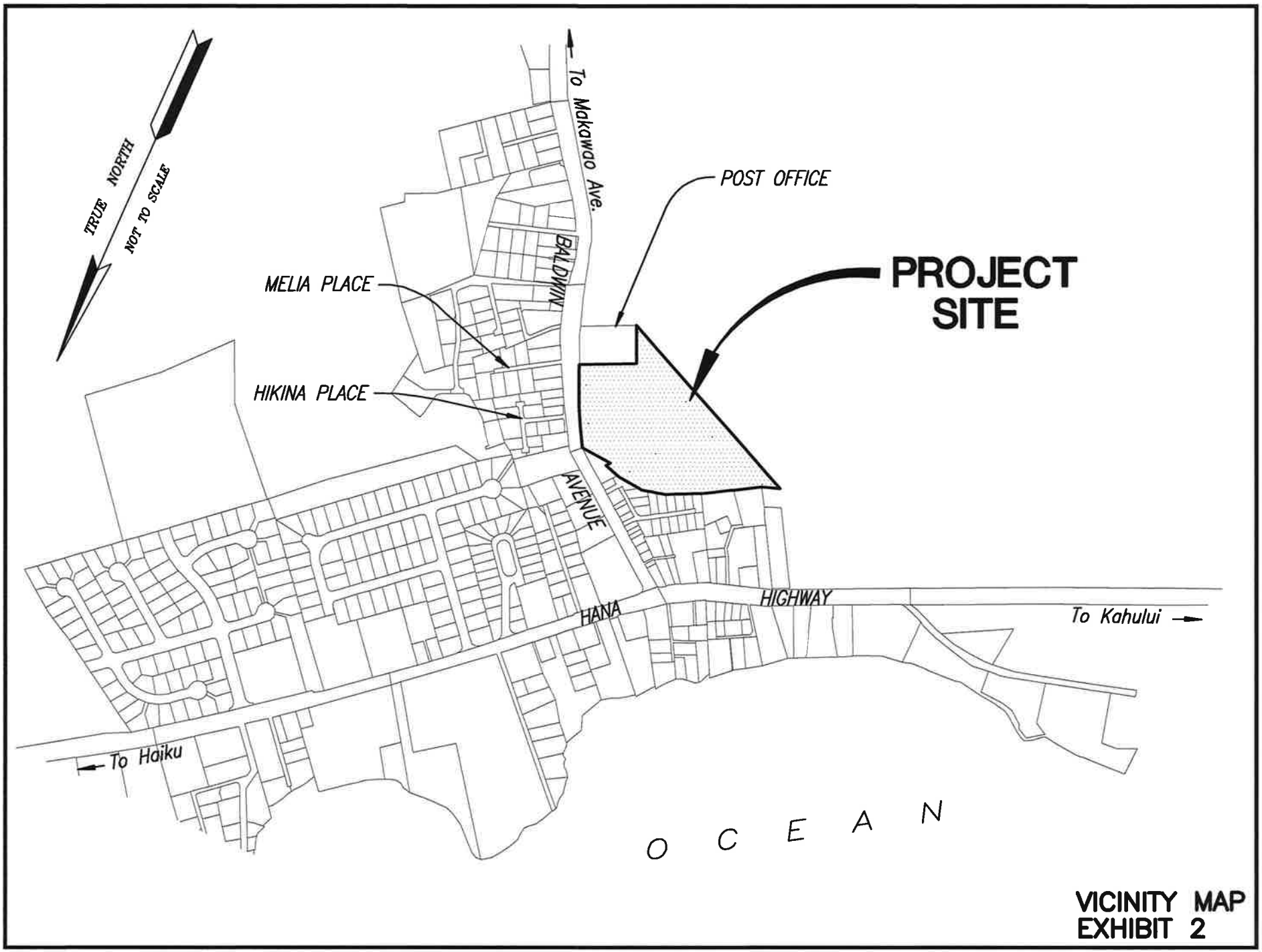
2 Vicinity Map

3 Soil Survey Map

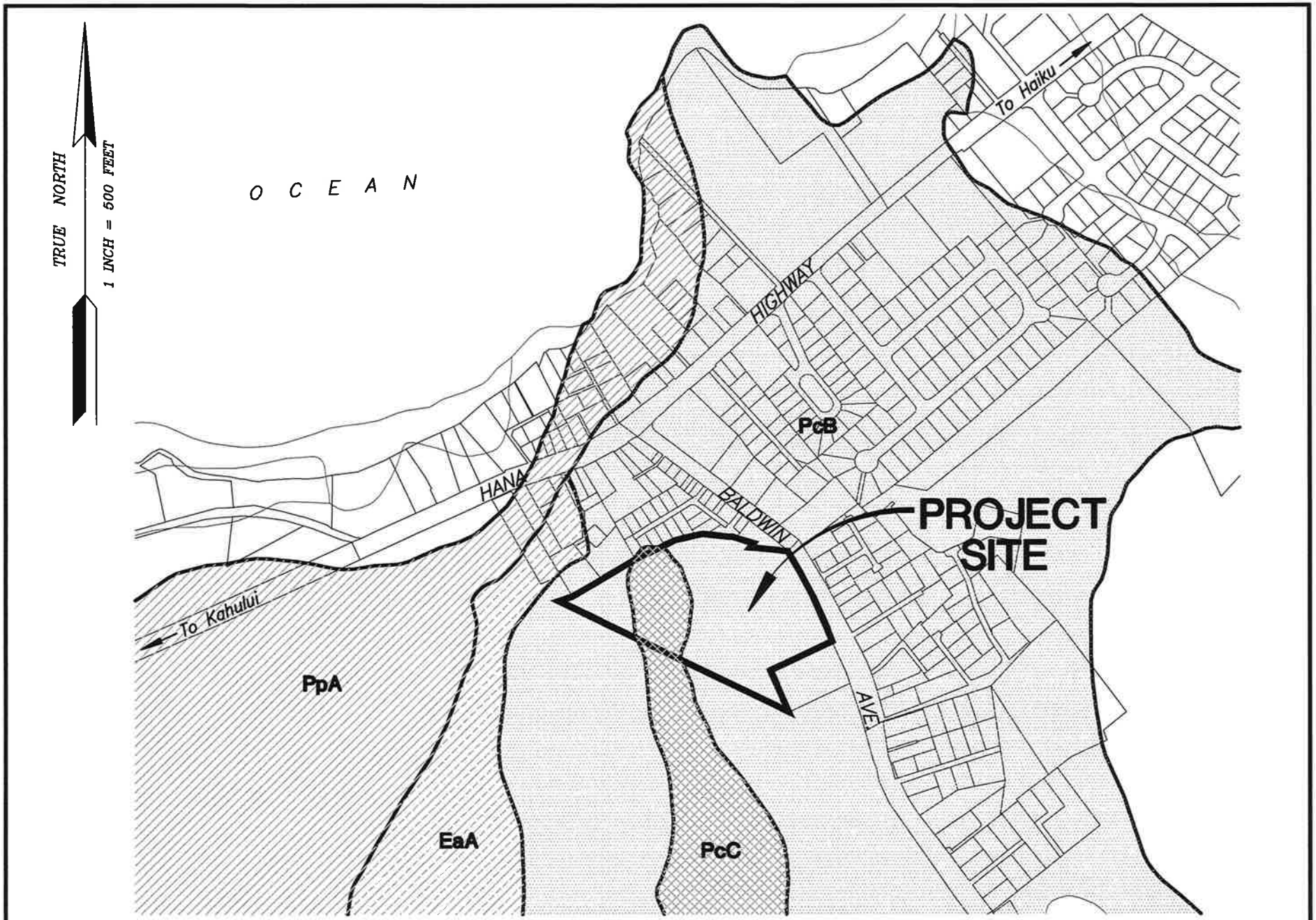
4 Flood Insurance Rate Map

5 Preliminary Grading and Drainage Plan

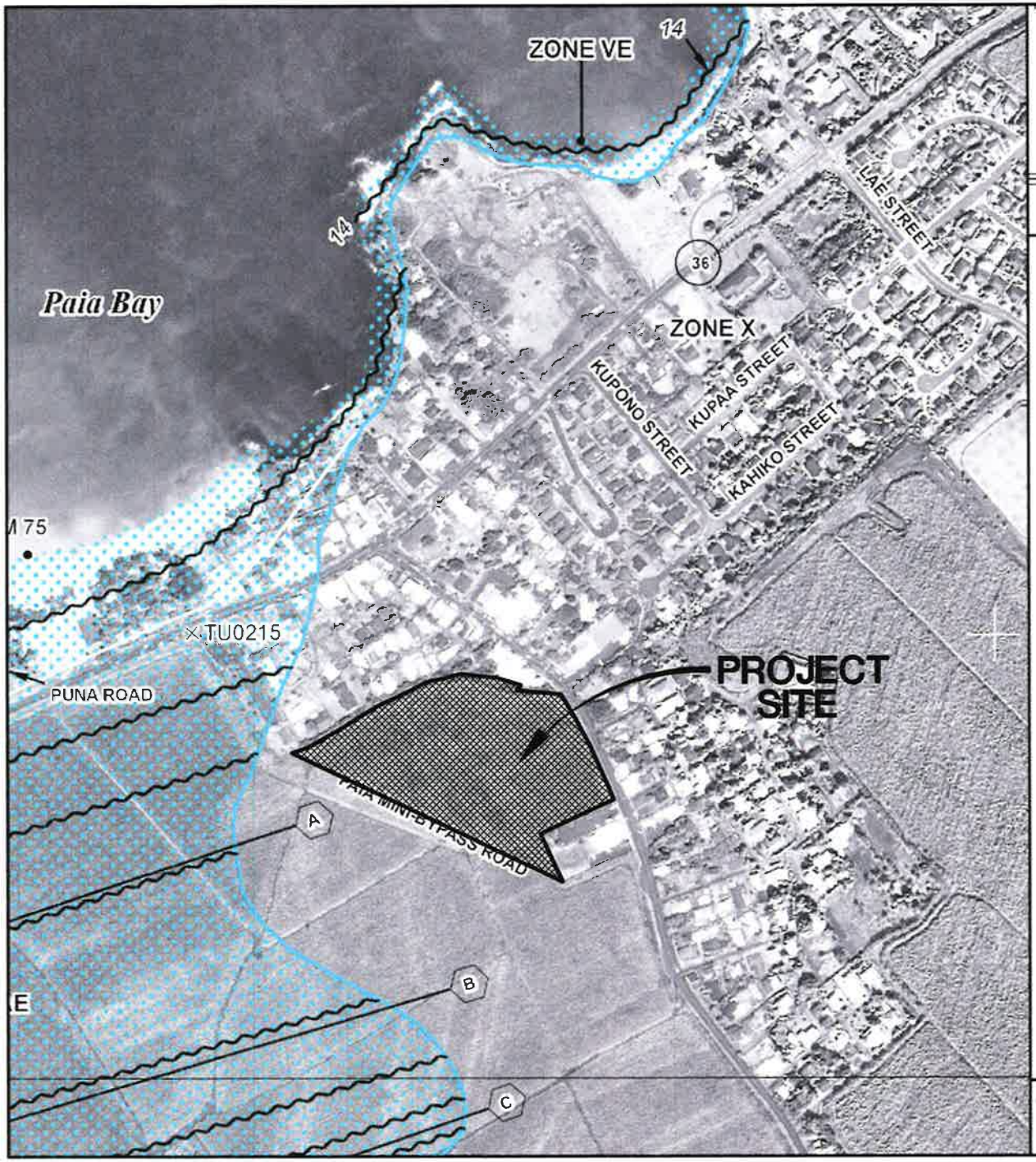

PROJECT SITE
Honokahua
Napili
Kahakuloa
Waihee
Waiehu
Honokowai
Kaanapali
Wailuku
Lahaina
Olowalu
Maalaea
Kihei
Wailea
Makena
La Perouse Bay
Ulupalakua
Kahului
Paia
Haiku
Keanae
Makawao
Nahiku
Pukalani
Hana
Haleakala
Kipahulu
N
ISLAND OF MAUI
NOT TO SCALE
EXHIBIT 1



VICINITY MAP
EXHIBIT 2



SOIL SURVEY MAP
EXHIBIT 3



MAP SCALE 1" = 500'

250 0 500 1000

FEET

MET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0408E

FIRM

FLOOD INSURANCE RATE MAP

MAUI COUNTY, HAWAII

PANEL 408 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
MAUI COUNTY	150003	0408	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
1500030408E

MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

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

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B. Erosion and Sediment Control Guide for Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, March 1981.

C. Rainfall-Frequency Atlas of the Hawaiian Islands, Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau, 1962.

D. Flood Insurance Rate Maps of the County of Maui, September 2009.

E. Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui, prepared by the Department of Public Works and Waste Management, County of Maui, 1995.

F. Chapter 111, Rules for the Design of Storm Water Treatment Best Management Practices, prepared by the Department of Public Works, County of Maui, 2012.

G. Water System Standards, Department of Water Supply, County of Maui, 2002.

H. Traffic Impact Analysis Report - Paia 2020, prepared by Phillip Rowell and Associates, September 22, 2011.

ד

Appendix F

PAIA COMMERCIAL MARKET STUDY

Paia Commercial Market Study

Prepared for
Paia 2020 LLC

Prepared by
Colliers International Hawaii Research & Consulting

January 29, 2014

Colliers International
220 South King Street, Suite 1800
Honolulu, Hawaii 96813
808.524.2666
www.colliers.com

LIMITING CONDITIONS

The research undertaken in our report and which underpins the estimates of future performance of the project are prepared in accordance with industry practice. Colliers International Hawaii Research & Consulting ("Colliers") undertakes steps to determine whether the Client's assumptions underlying the estimates included in our report are fair and reasonable in the light of information provided and available. In our experience, these assumptions will have to be reviewed and revised by the Client periodically to reflect changes in the underlying market trends, trading patterns and the competitive environment.

Accordingly, we can offer no guarantees or warranties (expressed or implied) that the assumptions and resulting estimates set out in our report will be achieved. Our report identifies these hypothetical events or assumptions and any limitations to the usefulness of the presentation. Even if the hypothetical assumptions were to occur, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and the differences may by material.

The Client is responsible for representations about its plans, expectations, final assumptions to be used in the model and for disclosure of significant information that might affect the ultimate realization of the projected results. Our findings constitute only one of several factors for the Client to consider in its decision making process. The ultimate decision to move forward with the project rests with the project's management team.

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Executive Summary

PROJECT OVERVIEW

Colliers International Hawaii Research & Consulting ("Colliers") was engaged by Paia 2020 LLC ("Client") to provide a commercial (retail) real estate market study for the town of Paia on Maui's north shore. This study was conducted in response to a request by the Maui Department of Planning to provide more detail about market conditions, anticipated market absorption rate and economic impact of a planned Paia Courtyard development on Baldwin Avenue (TMK parcel (2) 2-5-5-63) ("Subject Property"). The scope of work for this study is as follows:

- Provide a demographics report and analysis comparing Paia to Maui island.
- Analyze current retail market conditions for Paia utilizing information that the Client has collected on asking and negotiated retail lease rates, retail inventory (square footage), building additions and conversions. Provide an estimate of Paia retail vacancy rates and net absorption based on this data, along with the basis for the market overview.
- Project the level of net absorption for the subject property development based upon market statistics and the market information provided.
- Perform a "leakage analysis" to determine the amount of consumer retail expenditures generated by Paia residents that are being spent outside of Paia region.
- Evaluate traffic count and tourist expenditure data as a contributing component for the retail demand of the subject development.
- Estimate potential retail demand for additional retail development in Paia using population and consumer expenditures models.

Executive Summary

RETAIL MARKET OVERVIEW

The Paia retail market is relatively small with approximately 154,405 square feet of retail space located in the primary commercial corridor along Hāna Highway and Baldwin Avenue. The majority of these buildings were built in the 1920s and 1930s to serve the plantation workers and residents in this small, rural community. Retailers in this small retail market include businesses that cater to tourists, as well as those who service the community such as professional service providers and medical practices. Today, this quaint beach town offers an array of specialty shops, boutiques, art galleries, and restaurants.

Currently, there is approximately 3,998 square feet of vacant space in Paia for a 2.6% vacancy rate. This rate is lower than the island-wide retail vacancy rate of 8.4%. The average asking monthly rent for the area is $3.13 per square foot, which is lower than the island-wide monthly asking rent of $3.38 per square foot but higher than the Central Maui rate of $2.61 per square foot.

The small market size and minimal amount of new development over the past decade made it difficult to determine the annual net absorption of the Paia commercial real estate market. While demand is high due to the popularity of the area for tourists, net absorption is minimal for this market as inventory is limited and vacancy rates are low. A quarterly study of ten commercial buildings in Paia by CoStar indicates a total net absorption of 483 square feet from 2011 to 2013. However, since there has not been any significant retail development in the area recently, this minimal absorption pace is not likely reflective of the potential net absorption of the proposed development. Instead, we analyzed the potential market demand that could be supported by the Paia Courtyard property.

RETAIL DEMAND ANALYSIS

Colliers utilizes a population model and a consumer expenditure model to identify the level of consumer demand for a retail development. This includes resident and transient demand. The population model examines the demand potential from the existing population and projected population growth for a market area using a retail square footage per resident ratio.

The primary trade area for the Paia Courtyard site was identified as being within a 3-mile radius. The secondary trade area extended out to a population base that is within a 5-mile radius of the site. This trade area includes the Haiku and Hali'imaile communities. The combined population of the primary and secondary trade areas is estimated at 9,838 residents.

In addition, the potential demand from tourists was considered by examining the traffic counts through the area on Hāna Highway. Our analysis estimates about 200 to 390 cars per day which could potentially stop at the Paia Courtyard development.

Both of the retail demand models support additional retail development at the Paia Courtyard site. A weighted average of both models with a heavier weighting on the consumer expenditure model indicates **potential market support for a ground floor retail development of 15,000 square feet to 20,000 square feet in size.** In addition to retail space, this site has strong potential for other commercial services for a second floor development which might include medical and general office use. For Paia residents, many would benefit from the convenience of a local medical facility, as they currenlty have to travel to medical clinics in Pukalani, Haiku and Kahului.

LEAKAGE ANALYSIS

As part of our analysis, we examined if the demand for certain types of retail uses were not being met within the trade area. If residents are spending money outside of the primary trade area, we consider that as "leakage" that trade area retailers are not capturing. By examining if retail sales (supply) are lower than consumer expenditures (demand) for the trade area, we determined that there is a leakage in the following categories:

- Automotive Dealers
- Electronics and Appliance Stores
- Hardware Stores
- Book Stores
- Grocery Stores

While this indicates a potential need for these retail categories in the trade area, this doesn't necessarily mean that all of these retailers would choose a location in Paia. The automotive dealers, electronics/appliance, hardware, and book store categories are represented in the nearby Kahului marketplace. Thus, these retailers may not feel the need to be in the smaller, Paia market. However, the success of Mana Foods in Paia provides solid evidence that there is a potential for a greater presence for additional grocery stores within a 3-mile radius. A recent expansion of the parking lot for Mana Foods corresponded to a $30,000 to $50,000 increase in retail sales for the market.

Section 1: Market Overview

MAUI RETAIL MARKET OVERVIEW

The total Maui retail center inventory is approximately 2.8 million square feet divided among the Central Maui, South Maui, and West Maui markets. Central Maui is the primary commercial and residential hub for the island of Maui and includes Kahului and Wailuku. Paia is located on eastern edge of this submarket. The West Maui market includes the Lahaina, Kaanapali and Kapalua resort areas, while South Maui includes the Kihei and the Wailea and Makena resort areas.

Maui's retail inventory consists of resident retail centers, as well as resort retail centers. Resident retail centers are community or neighborhood centers with such tenants as grocery stores, general merchandise, personal/professional service providers, and dining options which cater to the local community. Resort retail centers are primarily located in South Maui and West Maui resort areas and typically house luxury retailers, mid- to high-end restaurants, art galleries, gift shops, resort apparel, and other retailers which appeal to tourists.

2013 MAUI RETAIL MARKET STATISTICS

TRADE AREA	INVENTORY (SF)	AVAILABLE SPACE (SF)	VACANCY RATE	NET ABSORPTION (SF)	AVG. LOW NNN ASKING RENT (PSF/MO)	AVG. HIGH NNN ASKING RENT (PSF/MO)	AVG OPERATING EXPENSE (PSF/MO)
CENTRAL MAUI	1,156,642	72,309	6.25%	12,274	$2.29	$2.93	$0.82
SOUTH MAUI	786,273	60,339	7.67%	22,238	$3.07	$4.12	$0.99
WEST MAUI	892,278	104,066	11.66%	16,379	$2.86	$4.19	$1.12
MAUI TOTAL	**2,835,193**	**236,714**	**8.35%**	**50,891**	**$2.80**	**$3.81**	**$0.99**

Source: Colliers International.

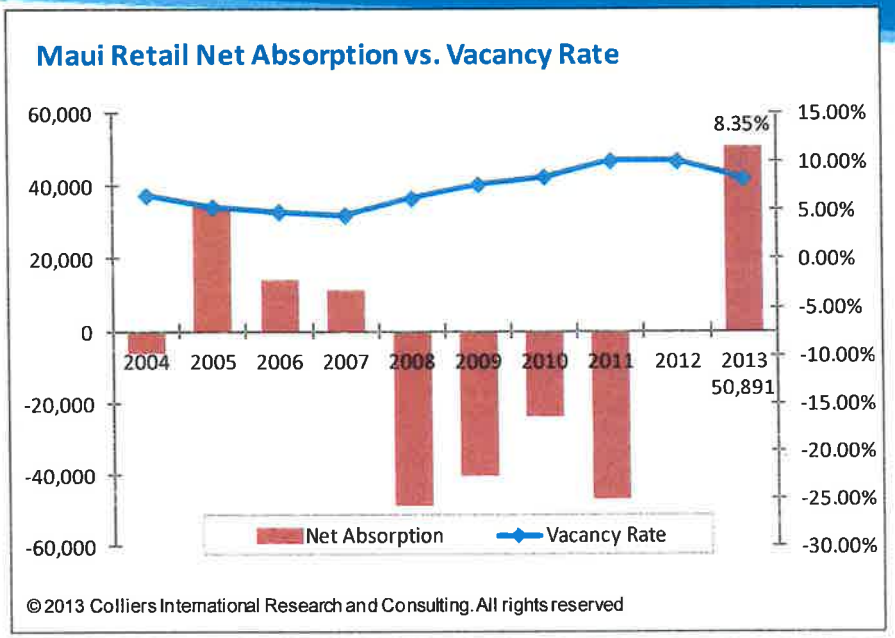
Section 1: Market Overview

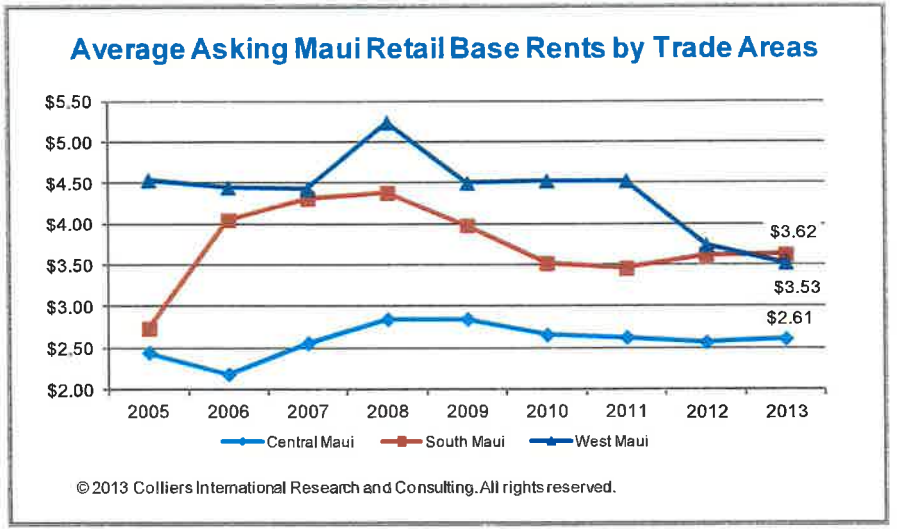
Maui's retail environment continues to steadily improve as economic factors reversed direction and began to post solid gains. More than 50,000 square feet of new occupancy during the past year resulted in a decline to the island's retail vacancy rate from 10.14% to 8.35%.

This submarket has historically been the strongest of the three markets with occupancy rates as it is heavily resident based and less reliant on the tourism industry.

In 2013, the Central Maui market had a 6.25% vacancy rate versus 7.67% and 11.66% rates for the South Maui and West Maui markets, respectively.

Island-wide asking rents declined from $3.38 per square foot per month ("psf/mo") in 2012 to $3.31 psf/mo in 2013. Average asking rents appear to be stabilizing for Central Maui and South Maui markets. Central Maui rents averaged $2.61 psf/mo while South Maui rents averaged $3.62 psf/mo. For West Maui, average asking rents still appear to be trending downward and have reached the lowest level in 16 years at $3.53 psf/mo. Landlords in this resort retail market may still be a little hesitant to raise rates, especially after having faced a 17% vacancy rate only two years ago when the tourism industry was hit hard by the recession.





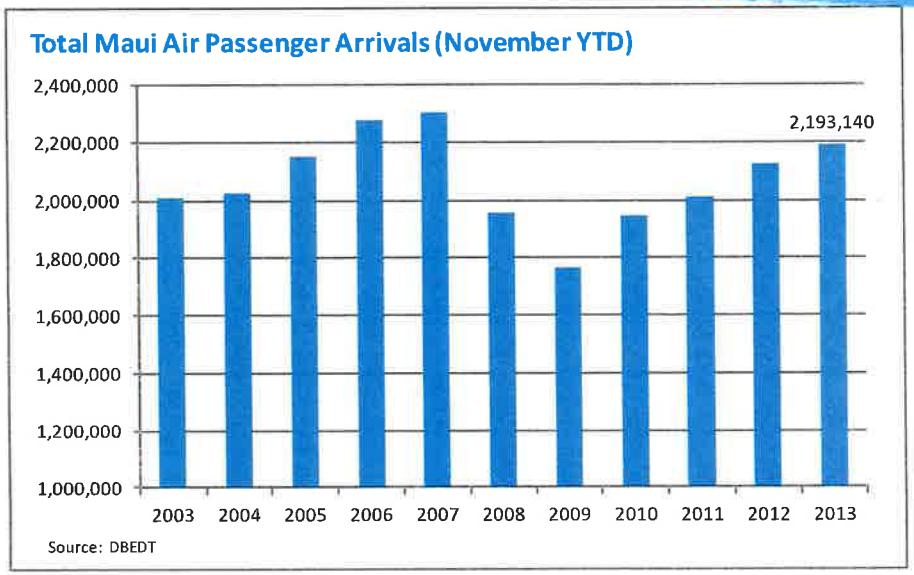
Section 1: Market Overview

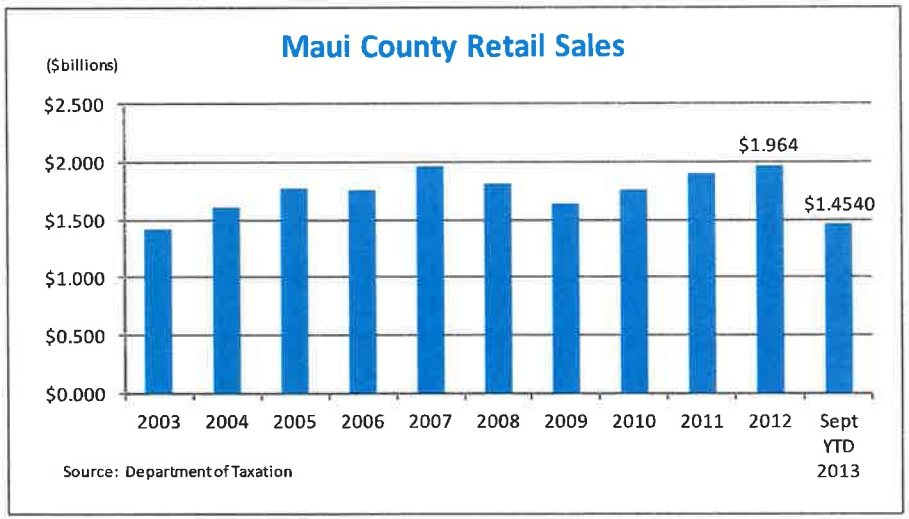
Maui visitor counts rose for the fourth consecutive year with year-to-date November 2013 figures increasing 3.1% over 2012 numbers to nearly 2.2 million visitors. This boost in tourism contributed to solid gains in the hotel sector with occupancy rates rising to 72.8% and average daily room rates climbing to $274.57 as of October 2013. This growth is helped to fuel strong retail sales among resort retail centers and improved net absorption for South Maui and West Maui over the past year.

Maui County retail sales increased in 2012 to roughly $2.0 billion and year-to-date September 2013 sales were over $1.45 billion. The increase in visitor arrivals should lead to a rise in retail sales.

The forecast for Maui's retail market is a continuation of the steady improvement currently being experienced. As long as the tourism sector experiences rising air passenger arrival counts, and both residential and construction sectors rebound, Maui's economy will generate new jobs which will in turn generate healthy retail sales.

Island-wide vacancy rates are projected to trend downward to between 7.5% and 8.0% by 2014. Rents will stabilize and show marginal improvement for Central Maui and South Maui. West Maui will continue to face soft market conditions resulting from overbuilding.





Section 1: Market Overview

PAIA MARKET OVERVIEW

The town of Paia is located on the north shore of Maui on the way to Hana from Kahului. This historic community was once a booming plantation town during the heyday of Maui's sugar cane industry. Today, this quaint beach town offers an array of specialty shops, boutiques, art galleries, and restaurants housed in small, plantation-style buildings. The primary commercial corridor is located along Hāna Highway and Baldwin Avenue.

Commercial Space Inventory

There is approximately 154,405 square feet of retail space within the commercial corridor located in various commercial buildings, as well as converted single-family homes. These properties are zoned B-CT (Country Town Business) which allows for both retail and office uses. A lot of buildings are older and were built in the 1920s and 1930s. There are a handful of properties built after 2000, with the newest building built in 2013. The buildings are primarily one to two stories tall with ground floor retail and 2nd floor office space, with most measuring under 5,000 square feet in size. A list of the commercial space inventory is provided in the Appendix. Besides the subject development, there are no other known planned commercial projects in the area.

Retailers in this small retail market include businesses that cater to tourists, as well as those who service the community such as professional service providers and medical practices. The popularity of the area as a tourist attraction and limited inventory has kept demand for commercial space high. Currently, there is approximately 3,998 square feet of vacant space or a 2.6% vacancy rate. Thus, the Paia market is a healthy one when compared to the overall island retail vacancy rate of 8.4%.

PAIA RETAIL MARKET SUMMARY
As of December 2013

Total Inventory	154,405 sq. ft.
Available Space	3,998 sq. ft.
Vacancy Rate	2.6%
Asking Rent Range	$1.30 - $5.45 psf/month
Weighted Average Asking Rent	$3.13 psf/month
Avg. Asking Ground Floor Street Retail	$5.11 psf/month

Source: Inventory data provided by client and publicly available information via Hawaii Information Service.

Section 1: Market Overview

Lease Rents

Asking rents for the available commercial space in Paia range from $1.30 per square foot per month ("psf/mo") for interior space at Paia Plaza to $5.45 psf/mo for ground floor retail space on Baldwin Avenue for a weighted average for all spaces of $3.13 psf/mo. The average of the two ground floor retail spaces with street visibility is $5.11 psf/mo. While Paia is considered to be in the Central Maui retail market, the town's tourism appeal more closely resembles that of Lahaina in the West Maui market where average asking rents range from $2.86 psf/mo to $4.19 psf/mo.

12	BALDWIN AVE	PAIA	1965	760	930	0	n/a	ina	Owner-user
18	BALDWIN AVE	PAIA	1969	2,937	1,971	1,500	$5.45	$2.10	
20	BALDWIN AVE	PAIA	1961	1,645		0	n/a	ina	
22	BALDWIN AVE	PAIA	1961	800	2,154	0	n/a	ina	
26	BALDWIN AVE	PAIA	1931	1,800	1,200	0	n/a	ina	
28	BALDWIN AVE	PAIA	1938	474	1,200	0	n/a	ina	
30	BALDWIN AVE	PAIA	1925	2,342	1,616	1,588	$4.78	ina	
35	BALDWIN AVE	PAIA	1969	3,104	16,283	0	n/a	ina	Owner-user
36	BALDWIN AVE	PAIA	1915	528	1,680	0	n/a	ina	
40	BALDWIN AVE	PAIA	1927	1,200	2,400	0	n/a	ina	
42	BALDWIN AVE	PAIA	1929	1,763	1,200	0	n/a	ina	
49	BALDWIN AVE	PAIA	1930	4,816	16,486	0	n/a	ina	
50	BALDWIN AVE	PAIA	1929	1,664	4,799	0	n/a	ina	
54	BALDWIN AVE	PAIA	2000	1,491	1,920	0	n/a	ina	Owner-user
62	BALDWIN AVE	PAIA	2000	4,000	403,453	0	n/a	ina	
71	BALDWIN AVE	PAIA	1906	18,862	33,448	3,998	$1.30 - $1.90	$1.00	Paia Plaza - Interior office/retail space available
105	BALDWIN AVE	PAIA	1934	2,878	4,055	0	n/a	ina	
109	BALDWIN AVE	PAIA	1975	1,054	7,265	0	n/a	ina	Owner-user
115	BALDWIN AVE	PAIA	1931	3,820	7,494	0	n/a	ina	
120	BALDWIN AVE	PAIA	2000	4,292	45,433	0	n/a	ina	US Post Office
129	BALDWIN AVE	PAIA	1938	2,040	9,611	0	n/a	ina	Owner-user
10	KULIA PL A	PAIA	1931	2,922	6,217	0	n/a	ina	
35	KULIA PL A	PAIA	1981	3,878	28,400	0	n/a	ina	
43	HANA HWY	PAIA	1919	2,064	16,553	0	n/a	ina	
65	HANA HWY	PAIA	1954	392	23,566	0	n/a	ina	
68	HANA HWY	PAIA	2000	217	7,906	0	n/a	ina	
69	HANA HWY	PAIA	1931	2,940	2,942	0	n/a	ina	
75	HANA HWY	PAIA		-	3,220	0	n/a	ina	Owner-user
76	HANA HWY	PAIA	1976	2,520	25,906	0	n/a	ina	
77	HANA HWY	PAIA	1931	744	2,663	0	n/a	ina	
83	HANA HWY	PAIA	1931	1,480	3,890	0	n/a	ina	
86	HANA HWY	PAIA	1931	1,651	3,964	0	n/a	ina	
87	HANA HWY	PAIA	1932	2,706	4,118	0	n/a	ina	
88	HANA HWY	PAIA	1926	2,952	9,078	0	n/a	ina	
93	HANA HWY	PAIA	1990	4,856	5,633	0	n/a	ina	
99	HANA HWY	PAIA		3,071		0	n/a	ina	
100	HANA HWY	PAIA	1931	1,713	3,729	0	n/a	ina	
112	HANA HWY	PAIA	1939	2,313	4,698	0	n/a	ina	
115	HANA HWY	PAIA	1964	5,514	14,336	0	n/a	ina	
120	HANA HWY	PAIA	1926	15,000	53,544	0	n/a	ina	
123	HANA HWY	PAIA	1991	3,954	13,553	0	n/a	ina	
127	HANA HWY	PAIA	1980	3,315	34,960	0	n/a	ina	
137	HANA HWY	PAIA	2008	13,018	37,192	0	n/a	ina	

Source: Inventory data provided by client and publicly available information via Hawaii Information Service.

Existing rents as shown in the lease comparables chart range from $1.75 to $6.50 psf/mo for a weighted average of $3.80 psf.mo.

Net Absorption

Net absorption is the change in occupied space between two periods of time. Because of the limited inventory, high demand, and minimal amount of available space, we hypothesize that historical net absorption for commercial space in Paia is minimal. A quarterly study of 10 buildings (58,942 square feet) in the Paia market as tracked by CoStar commercial real estate information group indicates total net absorption of 483 square feet from 2Q2011 to 4Q2013.

TABLE 2 - LEASE COMPARABLES

Property		Building GLA (sf)	Leased Area (sf)		Current Base Rent (psf/mo)	Building Operating Expenses (psf/mo)
			Total	Tenant Space		
36	BALDWIN AVE	528	390	390	$4.00	$1.10
40	BALDWIN AVE	1,200	1,200	158 - 565	$4.50	$0.75
50	BALDWIN AVE	1,664	400	400	$4.00	
62	BALDWIN AVE	4,000	3,942	575 - 1,200	$1.75 - $3.26	$0.50
71	BALDWIN AVE	18,862	1,500	1,500	$2.00	$0.76
120	HANA HWY	15,000	4,950	600 - 1,800	$6.50	$0.87
137	HANA HWY	13,018	1,080	1,080	$4.00	$1.08
				Range	$1.75 - $6.50	
				Weighted Average	$3.80	

Source: Inventory data provided by client and publicly available information via Hawaii Information Service.

The Paia Courtyard at 151 Hāna Highway was built in 2013 and has already been leased. According to public records, the property is 420 square feet in size. Since no large scale commercial development has occurred in Paia recently, there is a lack of historical benchmarks to gauge the potential net absorption of the proposed development. In this regard, we look instead at analyzing the potential retail demand that could be supported by the Paia Courtyard project.

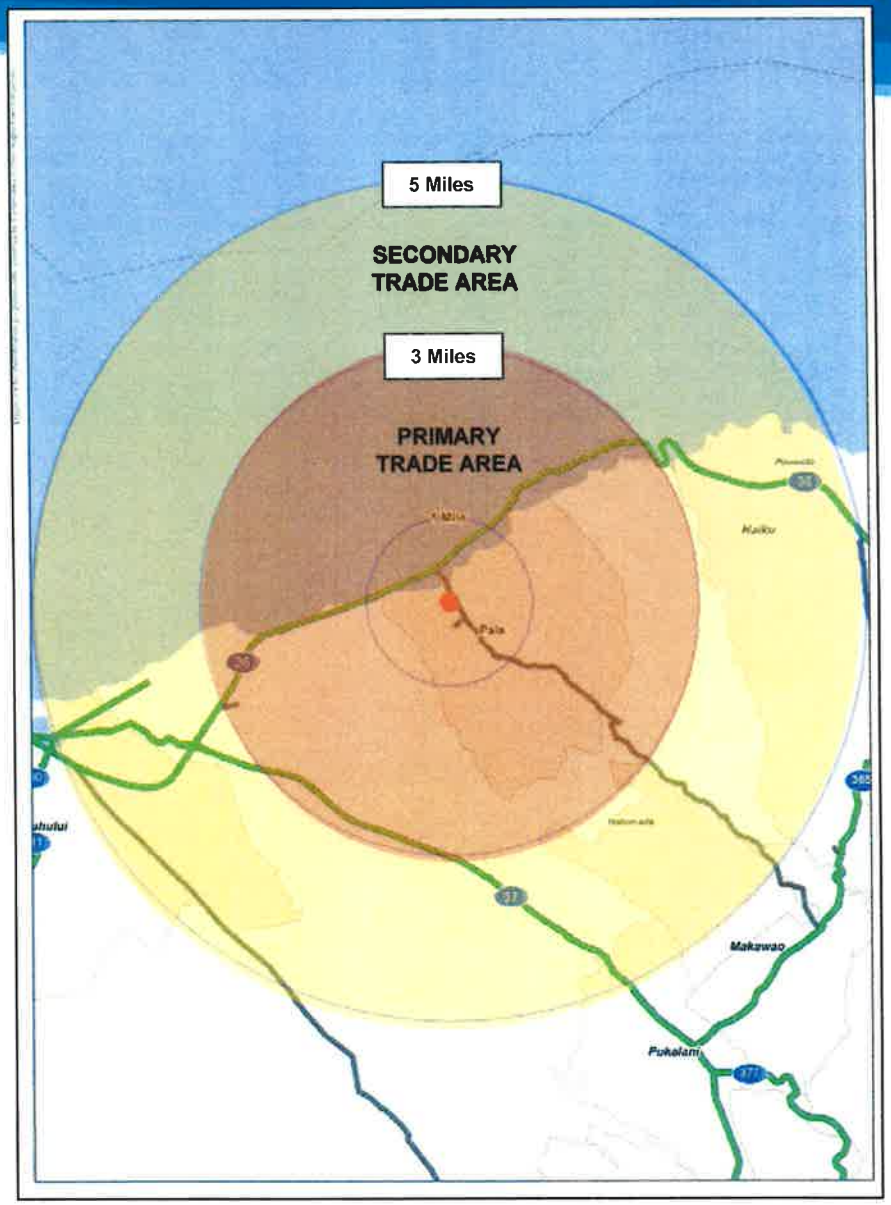
Section 2: Primary and Secondary Trade Areas

Primary Trade Area

The primary trade area for a neighborhood shopping center is typically within a three-mile radius. Because of the rural location, this radius only includes the resident population of Paia town. There are an estimated 3,345 residents and 1,146 households in the primary trade area. The population is projected to grow at a nominal rate of 1.2% annually over the next five years. A demographic summary is provided on the following page. The retail inventory in Paia is approximately 154,405 square feet (see Appendix for property list).

Secondary Trade Area

The secondary trade area stretches out to a 5-mile radius from the subject development site and adds the communities of Haiku and Hali'imaile. There are an additional 6,493 residents and 2,360 households in the secondary trade area. Nominal growth is also projected for this area at 1.4% each year through 2018. There is approximately 51,300 square feet of retail inventory in the secondary trade area, primarily in the Haiku market (see Appendix for property list).



Section 2: Primary and Secondary Trade Areas

TRADE AREA DEMOGRAPHICS

TABLE 3 - MAUI ISLAND DEMOGRAPHICS (2013)	
Population	
Estimated Population (2013)	147,874
Projected Population (2018)	156,451
Projected Annual Change (2013-2018)	1.2%
Historical Annual Change (2000-2013)	2.0%
Households	
Estimated Households (2013)	51,459
Projected Households (2018)	54,940
Projected Annual Change (2013-2018)	1.4%
Historical Annual Change (2000-2013)	2.2%
Average Household Size	2.8
Age	
Median Age	39.1
Age 19 Years or Less	36,757
Age 20 Years to 64 years	90,718
Age 65 Years or Over	20,399
Average Household Income	
Estimated Average Household Income (2013)	$83,606
Projected Average Household Income (2018)	$89,386
Projected Annual Change (2013-2018)	1.4%
Historical Annual Change (2000-2013)	2.2%
Daytime Demographics (2013)	
Total Businesses	6,575
Total Employees	72,846
Employee Population per Business	11.1 TO 1
Residential Population per Business	22.5 TO 1
Source: Sites USA	

TABLE 4 - PRIMARY AREA DEMOGRAPHICS (2013) (3-mile radius from subject property)	
Population	
Estimated Population (2013)	3,345
Projected Population (2018)	3,539
Projected Annual Change (2013-2018)	1.2%
Historical Annual Change (2000-2013)	2.5%
Households	
Estimated Households (2013)	1,146
Projected Households (2018)	1,223
Projected Annual Change (2013-2018)	1.2%
Historical Annual Change (2000-2013)	2.5%
Average Household Size	2.9
Age	
Median Age	37.0
Age 19 Years or Less	788
Age 20 Years to 64 years	2,157
Age 65 Years or Over	401
Average Household Income	
Estimated Average Household Income (2013)	$91,560
Projected Average Household Income (2018)	$97,945
Projected Annual Change (2013-2018)	1.2%
Historical Annual Change (2000-2013)	2.5%
Daytime Demographics (2013)	
Total Businesses	213
Total Employees	2,642
Employee Population per Business	12.4 TO 1
Residential Population per Business	15.7 TO 1
Source: Sites USA	

TABLE 5 - SECONDARY AREA DEMOGRAPHICS (2013) (3-mile to 5-mile radius from subject property)	
Population	
Estimated Population (2013)	6,493
Projected Population (2018)	6,870
Projected Annual Change (2013-2018)	1.4%
Historical Annual Change (2000-2013)	2.4%
Households	
Estimated Households (2013)	2,360
Projected Households (2018)	2,521
Projected Annual Change (2013-2018)	1.4%
Historical Annual Change (2000-2013)	2.4%
Average Household Size	2.8
Age	
Median Age	38.1
Age 19 Years or Less	1,625
Age 20 Years to 64 years	4,148
Age 65 Years or Over	719
Average Household Income	
Estimated Average Household Income (2013)	$84,305
Projected Average Household Income (2018)	$90,121
Projected Annual Change (2013-2018)	1.4%
Historical Annual Change (2000-2013)	2.4%
Daytime Demographics (2013)	
Total Businesses	268
Total Employees	3,132
Employee Population per Business	12.0 TO 1
Residential Population per Business	20.4 TO 1
Source: Sites USA	

Section 3: Market Demand Analysis

POPULATION DEMAND MODEL

Colliers utilizes the population model and the consumer expenditure model to identify the level of consumer demand for a retail development.

The population model examines the demand potential from the existing population and projected population growth for a market area using a retail square footage per resident ratio. The potential or residual demand is calculated by subtracting the current inventory of retail shopping center space in the primary and secondary target markets from the calculated total retail demand. If the residual demand is positive, it would indicate that there is a need for additional retail space to be built. It should be noted that this methodology does not consider the impact of tourists to the area.

By using U.S. Census figures and demographic market reports, Colliers can evaluate whether population projections provide an accurate indication of a geographic region's growth. In a market with healthy residential development, Colliers would also incorporate information on household formation growth. The primary and secondary trade areas are anticipated to have limited, if any, new residential development over the next five years.

The International Council of Shopping Centers ("ICSC") calculates national ratios for the amount of retail square footage per resident. Colliers also tracks these ratios on a statewide, county wide and geographic specific basis with the use of its proprietary commercial property database. **For this analysis, we used a ratio range of 44 to 48 square feet per resident**

Lastly, Colliers uses a "market penetration rate" to determine the percentage of the market that would likely shop at the subject property. For a market with few retail developments, the subject property would generally have a higher capture rate. For a market with a large existing retail inventory, the market penetration rate would be much lower. **For this analysis, we assumed that 30% of the primary market residual retail demand and 7% of the secondary residual demand could be captured by a retail center developed at the subject site in Paia.**

As most retail developments have an inherent risk, Colliers incorporates a conservative, moderate and aggressive development scenario into the model and allows the developer to determine their level of risk aversion.

Section 3: Market Demand Analysis

Primary Market Demand

Based on our estimates, it appears that as of 2013, the primary market is slightly oversaturated under the conservative and moderate scenarios and has pent up demand of 6,814 square feet under the aggressive scenario. Demand is positive in 2018 and increases up to 16,722 square feet.

TABLE 6 - RETAIL DEMAND ANALYSIS - PRIMARY MARKET - POPULATION MODEL							
PRIMARY MARKET POPULATION ESTIMATE		2013	2014	2015	2016	2017	2018
Existing Population [1]		3,345	3,385	3,426	3,467	3,508	3,551
PRIMARY MARKET RETAIL DEMAND ESTIMATE (sf)							
Scenario	SF per resident	2013	2014	2015	2016	2017	2018
Conservative	44	145,865	147,615	149,386	151,179	152,993	154,829
Moderate	46	153,542	155,384	157,249	159,136	161,045	162,978
Aggressive	48	161,219	163,153	165,111	167,093	169,098	171,127
PRIMARY MARKET RETAIL INVENTORY							
Existing Retail Centers	GLA (sf)						
Primary Trade Area Retail Inventory	154,405						
PRIMARY MARKET RESIDUAL DEMAND (sf)							
Scenario		2013	2014	2015	2016	2017	2018
Conservative		(8,540)	(6,790)	(5,019)	(3,226)	(1,412)	424
Moderate		(863)	979	2,844	4,731	6,640	8,573
Aggressive		6,814	8,748	10,706	12,688	14,693	16,722

[1] *Data from Sites USA for 3-mile raduis from site.*

Section 3: Market Demand Analysis

Secondary Market Demand

The secondary market area is underserved for commercial space. Colliers estimated 231,872 square feet to 261,676 square feet of pent up demand for 2013. By 2018, these numbers increase to a range of 252,254 square feet to 284,204 square feet.

TABLE 7 - RETAIL DEMAND ANALYSIS - PRIMARY MARKET - POPULATION MODEL							
SECONDARY MARKET POPULATION ESTIMATE		2013	2014	2015	2016	2017	2018
Existing Population [1]		6,493	6,584	6,676	6,770	6,864	6,960
SECONDARY MARKET RETAIL DEMAND ESTIMATE (sf)							
Scenario	SF per resident	2013	2014	2015	2016	2017	2018
Conservative	44	283,139	287,103	291,122	295,198	299,331	303,521
Moderate	46	298,041	302,213	306,444	310,735	315,085	319,496
Aggressive	48	312,943	317,324	321,767	326,271	330,839	335,471
SECONDARY MARKET RETAIL INVENTORY							
Existing Retail Centers	GLA (sf)	2013	2014	2015	2016	2017	2018
Secondary Trade Area Retail Inventory	51,267						
SECONDARY MARKET RESIDUAL DEMAND (sf)							
Scenario		2013	2014	2015	2016	2017	2018
Conservative		231,872	235,836	239,855	243,931	248,064	252,254
Moderate		246,774	250,946	255,177	259,468	263,818	268,229
Aggressive		261,676	266,057	270,500	275,004	279,572	284,204

[1] *Data from Sites USA for 3-mile to 5-mile radius from site.*

Section 3: Market Demand Analysis

Potential Retail Demand for Paia Courtyard Site

The results of the Population Model indicate that the total residual market demand for the primary and secondary trade areas ranges from 223,300 square feet and 268,500 square feet. While the trade areas are rural, the city of Kahului is within a 15- to 20-minute drive. Thus, while the markets may be underserved for retail space under this analysis, it's reasonable to assume that residents travel to Kahului for shopping and services. For our analysis, we used a market penetration/capture rate of the residual market demand of 30% for the primary market and 7% for the secondary market. Colliers estimates approximately 13,700 square feet (conservative) to 20,400 square feet (aggressive) of retail demand can be supported at the subject development site.

TABLE 8 - TOTAL RETAIL DEMAND ESTIMATE - POPULATION MODEL						
TOTAL MARKET RESIDUAL DEMAND (sf)						
Scenario	2013	2014	2015	2016	2017	2018
Conservative	223,331	229,046	234,837	240,705	246,652	252,678
Moderate	245,911	251,926	258,021	264,198	270,458	276,802
Aggressive	268,490	274,806	281,206	287,692	294,265	300,926
MARKET PENETRATION	Capture Rate					
Primary Market	30.0%					
Secondary Market	7.0%					
POTENTIAL RETAIL DEMAND (sf)						
Scenario	2013	2014	2015	2016	2017	2018
Conservative	13,669	14,472	15,284	16,107	16,941	17,785
Moderate	17,015	17,860	18,716	19,582	20,459	21,348
Aggressive	20,361	21,249	22,147	23,057	23,978	24,911

CONSUMER EXPENDITURES DEMAND MODEL

In addition to the Population Demand model, Colliers uses a Consumer Expenditures model to triangulate on the level of consumer support for a retail development. The Consumer Expenditures model evaluates a market's retail potential based on actual retail sales being generated by the target audience.

Colliers uses retail expenditure data and projections from the U.S Census and Claritas demographic market reports, as well as retail sales per square foot ratios from ICSC which are modified to best fit Hawaii's retail market. By dividing the retail expenditures by these ratios, we can identify the level of retail demand in a market.

Just as with the population model, the residual demand is calculated by subtracting the current inventory of retail shopping center space in the primary and secondary target markets from the estimated total retail demand. If the residual demand is positive, it would indicate that there is a need for additional retail space to be built.

Retail Sales Per Square Foot

ICSC indicates that the average sales per square foot for most shopping centers in the United States is $342 and $333 for the State of Hawaii. Based on current sales tax base data reported by the State Department of Taxation, Maui County sales for retail centers is $286 per square foot. Sales data for selected West Maui retail centers reflects an average of $446 per square foot. Colliers estimated that the sales per square foot for this proposed retail development would range from $350 to $450.

TABLE 9 - RETAIL SALES PER SQUARE FOOT (Shopping Centers)	
U.S. Retail Mall Sales/SF [1]	$342
Hawaii (State) Sales/SF [1]	$333
Maui County Sales/SF [2]	$286
Selected West Maui Shopping Centers [3]	$446
Average	$352

[1] *Source: International Council of Shopping Centers*

[2] *Sources: Department of Taxation and Colliers International*

[3] *Colliers International*

Section 3: Market Demand Analysis

Primary Market Demand

Under the consumer expenditure model, Colliers estimates a slightly oversaturated market under the conservative scenario to a pent up demand of approximately 47,115 square feet 37,326 square feet for 2013. Demand increases to up 102,100 square feet under the aggressive scenario in 2018.

TABLE 10 - RETAIL DEMAND ANALYSIS - PRIMARY MARKET - CONSUMER EXPENDITURES MODEL							
PRIMARY MARKET HOUSEHOLDS							
		2013	2014	2015	2016	2017	2018
Existing and projected HH [1]		1,146	1,160	1,174	1,188	1,202	1,216
PRIMARY MARKET RETAIL EXPENDITURES							
		2013	2014	2015	2016	2017	2018
Primary market expenditures [2]		$67,106,000	$68,326,167	$69,568,519	$70,833,461	$72,121,403	$73,432,763
PRIMARY MARKET DEMAND ESTIMATE (sf) - CONSUMER EXPENDITURES MODEL							
	Retail Sales psf	2013	2014	2015	2016	2018	2018
Conservative	$450	149,124	151,836	154,597	157,408	160,270	163,184
Moderate	$400	167,765	170,815	173,921	177,084	180,304	183,582
Aggressive	$350	191,731	195,218	198,767	202,381	206,061	209,808
PRIMARY MARKET RETAIL INVENTORY	GLA (sf)						
Existing GLA	154,405						
PRIMARY MARKET RESIDUAL RETAIL DEMAND ESTIMATE (sf)							
Scenario		2013	2014	2015	2016	2017	2018
Conservative		(5,281)	(2,569)	192	3,003	5,865	8,779
Moderate		13,360	16,410	19,516	22,679	25,899	29,177
Aggressive		37,326	40,813	44,362	47,976	51,656	55,403

(1) Data from Sites USA for 3-mile raduis from site.

(2) Data from Claritas

Section 3: Market Demand Analysis

Secondary Market Demand

The potential retail demand for the secondary market is estimated between 195,100 square feet and 265,500 square feet for 2013. By 2018, demand is projected to increase to between 220,700 square feet and 298,400 square feet.

TABLE 11 - RETAIL DEMAND ANALYSIS - SECONDARY MARKET - CONSUMER EXPENDITURES MODEL							
SECONDARY MARKET HOUSEHOLDS		2013	2014	2015	2016	2017	2018
Existing and projected HH [1]		2,360	2,393	2,427	2,461	2,495	2,530
SECONDARY MARKET RETAIL EXPENDITURES		2013	2014	2015	2016	2017	2018
Secondary market expenditures [2]		$110,859,000	$113,072,152	$115,329,486	$117,631,885	$119,980,248	$122,375,494
SECONDARY MARKET DEMAND ESTIMATE (sf) - CONSUMER EXPENDITURES MODEL							
	Retail Sales psf	2013	2014	2015	2016	2018	2018
Conservative	$450	246,353	251,271	256,288	261,404	266,623	271,946
Moderate	$400	277,148	282,680	288,324	294,080	299,951	305,939
Aggressive	$350	316,740	323,063	329,513	336,091	342,801	349,644
SECONDARY MARKET RETAIL INVENTORY	GLA (sf)						
Existing GLA	51,267						
SECONDARY MARKET RESIDUAL RETAIL DEMAND ESTIMATE (sf)							
Scenario		2013	2014	2015	2016	2017	2018
Conservative		195,086	200,004	205,021	210,137	215,356	220,679
Moderate		225,881	231,413	237,057	242,813	248,684	254,672
Aggressive		265,473	271,796	278,246	284,824	291,534	298,377

[1] *Data from Sites USA for a 3-mile to 5-mile radius from site.*

[2] *Data from Claritas*

Potential Retail Demand for Paia Courtyard Site – Resident Market

The results of the Consumer Expenditure model indicate that the total residual market demand for the primary and secondary trade areas is between 189,800 square feet and 302,800 square feet. Utilizing a 30% and 7% market capture rate for the primary and secondary markets, respectively, Colliers projects the subject site would be able to support a development between 12,100 square feet (conservative) and 29,800square feet (aggressive). However, In addition to consumer expenditures by residents in the primary and secondary trade areas, there are also transient or tourist expenditures that need to be examined.

TABLE 12 - TOTAL RETAIL DEMAND ESTIMATE - CONSUMER EXPENDITURES MODEL - RESIDENT MARKET						
TOTAL MARKET RESIDUAL DEMAND (sf)						
Scenario	2013	2014	2015	2016	2017	2018
Conservative	189,806	197,435	205,212	213,140	221,221	229,457
Moderate	239,241	247,824	256,573	265,491	274,582	283,849
Aggressive	302,799	312,609	322,608	332,800	343,190	353,780
MARKET PENETRATION	Capture Rate					
Primary Market	30.0%					
Secondary Market	7.0%					
POTENTIAL RETAIL DEMAND (sf)						
Scenario	2013	2014	2015	2016	2017	2018
Conservative	12,072	13,230	14,409	15,610	16,834	18,081
Moderate	19,820	21,122	22,449	23,800	25,177	26,580
Aggressive	29,781	31,270	32,786	34,331	35,904	37,507

Section 3: Market Demand Analysis

TRANSIENT DEMAND

In addition to consumer expenditures by residents in the primary and secondary trade areas, Colliers also measures transient demand (car traffic) along Hana Highway as another source of retail demand.

It is assumed that a significant share of the cars driving during non-peak traffic times are tourists. Based on traffic counts provided by the State Department of Transportation, there is an average of 7,770 vehicles that drive through the selected market areas during non-peak traffic hours on a weekday. We assumed that 50% of these cars were tourists traveling to and from Hāna.

In order to determine the amount of square footage that tourist spending can support, Colliers estimated the potential daily expenditures that could be spent at the proposed development. As shown in Table 14, total daily visitor spending for Maui tourists is $78.30 per day. Colliers estimated a daily expenditure rate of $12.30 per person could be captured from tourists shopping at the Paia Courtyard site.

TABLE 13 - TRAFFIC COUNTS (Non-Peak Weekday) [1]

	# OF CARS
Hāna Hwy Near Baldwin Park (to Haiku)	7,822
Hāna Hwy Near Baldwin Park (to Kahului Airport)	7,718
Average	7,770

[1] *Data from State Dept of Transportation for 2012.*

Estimted Tourist share (50%)	3,885

TABLE 14 - ESTIMATED DAILY TOURIST EXPENDITURES

Category	Total Daily Spending Per Person (1)	Capture Rate	Captured Spending Per Person
Shopping	$18.10	20.0%	$3.62
Food & Beverage	$37.80	20.0%	$7.56
Entertainment	$16.40	5.0%	$0.82
Miscellaneous	$6.00	5.0%	$0.30
Total	$78.30		$12.30

[1] *Source: HTA 2012 Annual Visitor Research Report*

Depending on the tenant mix, we estimate that between 5% to10% of these vehicles would stop at a retail development at the subject site. On the one hand, a convenient parking lot would help to bring customers in, but the subject site is also not located on Hāna Highway so the visibility to tourists driving to Hāna is hindered. Utilizing a 2.2 passengers per car ratio, an estimated 427 to 855 tourists (per weekday) could potentially patronize a retail center at the subject site. Based on these assumptions, tourist expenditures can support an additional 3,400 square feet to 6,800 square feet of retail space.

TABLE 15 - TRANSIENT DEMAND ESTIMATE

Scenario	Capture Rate of Tourist Traffic	# of Cars	# of Consumers (2.2 per car)	Daily Expenditures ($12.30/person) [1]	Annual Expenditures (5 days/week)	Demand (sf) based on sales psf of $400
Conservative	5.0%	194	427	$5,256	$1,366,600	3,417
Moderate	7.0%	272	598	$7,359	$1,913,240	4,783
Aggressive	10.0%	388	855	$10,512	$2,733,200	6,833

[1] *Estimate based on U.S. West Visitor Personal Daily Spending by Category data from Hawaii Tourism Authority.*

Combined Resident and Transient Demand – Consumer Expenditures Model

Under the Consumer Expenditures demand model, there is an estimated 15,500 square feet to 36,600 square feet of retail space that can be supported at a retail development at the subject site.

TABLE 16 - COMBINED MARKET DEMAND (SF) - CONSUMER EXPENDITURES MODEL

PRIMARY, SECONDARY AND TRANSIENT MARKETS	2013	2014	2015	2016	2017	2018
Conservative	15,488	16,646	17,825	19,027	20,251	21,498
Moderate	24,603	25,905	27,232	28,584	29,961	31,363
Aggressive	36,614	38,103	39,619	41,164	42,737	44,340

Section 3: Market Demand Analysis

RETAIL DEMAND ANALYSIS FINDINGS

Both of the retail demand models utilized by Colliers support additional retail development at the subject site. The Population Model supports demand for a development of 13,700 square feet to 20,400 square feet, while the Consumer Expenditures Model supports demand of 15,500 square feet to 36,600 square feet. A heavier weighting was placed on the Consumer Expenditure model (70%) as it accounts for tourism expenditures. **Colliers recommends a ground floor retail development for the subject site of 15,000 square feet to 20,000 square feet in size.**

TABLE 17 - MARKET DEMAND SUMMARY POPULATION MODEL DEMAND (SF)	2013	2014	2015	2016	2017	2018
Conservative	13,669	14,472	15,284	16,107	16,941	17,785
Moderate	17,015	17,860	18,716	19,582	20,459	21,348
Aggressive	20,361	21,249	22,147	23,057	23,978	24,911
CONSUMER EXPENDITURES MODEL DEMAND (SF)						
Conservative	15,488	16,646	17,825	19,027	20,251	21,498
Moderate	24,603	25,905	27,232	28,584	29,961	31,363
Aggressive	36,614	38,103	39,619	41,164	42,737	44,340
COLLIERS ESTIMATED RETAIL DEMAND POTENTIAL (SF) FOR PAIA COURTYARD SITE						
Conservative	14,900	16,000	17,100	18,200	19,300	20,400
Moderate	22,300	23,500	24,700	25,900	27,100	28,400
Aggressive	31,700	33,000	34,400	35,700	37,100	38,500

Section 4: RETAIL LEAKAGE ANALYSIS

As part of our analysis, we examined if the demand for certain types of retail uses were not being met within the trade area. If residents are spending money outside of the primary trade area for a specific retail category, we consider that as "leakage" that trade area retailers are not capturing or a retail use that is underserved. By examining if retail sales (supply) are lower than consumer expenditures (demand), we determined that the retail categories below are underserved in the target market.

TABLE 17 - RETAIL LEAKAGE ANALYSIS

	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Leakage
Automotive Dealers	$ 7,007,324	$ -	$ 7,007,324
Electronics and Appliance Stores	$ 1,311,556	$ 554,640	$ 756,916
Hardware Stores	$ 502,264	$ -	$ 502,264
Supermarkets, Grocery Stores	$ 5,904,444	$ 3,407,212	$ 2,497,232
Book Stores	$ 2,114,724	$ 280,823	$ 1,833,901

Source: Claritas Retail Market Potential report for 3-mile radius from subject site.

While this indicates a potential need for these retail categories in the trade area, this doesn't necessarily mean that all of these retailers would choose a location in Paia. The automotive dealers, electronics/appliance, hardware, and book store categories are represented in the nearby Kahului marketplace. Thus, these retailers may not feel the need to be in the smaller, Paia market. However, the success of Mana Foods provides solid evidence that there is a potential for a greater presence for additional grocery stores within a 3-mile radius. A recent expansion of the parking lot for Mana Foods corresponded to a $30,000 to $50,000 increase in retail sales for the market.

Appendix

Trade Area Commercial Space Inventory
Demographics Reports
Claritas Reports

TRADE AREA RETAIL INVENTORY
PRIMARY TRADE AREA

Property		City	Year Built	Building GLA (sf)	Land Area (sf)	Available Retail Space (sf)	Asking Base Rent (psf/mo)	Building Operating Expenses (psf/mo)	Comments
12	BALDWIN AVE	PAIA	1965	760	930	0	n/a	ina	Owner-user
18	BALDWIN AVE	PAIA	1969	2,937	1,971	1,500	$5.45	$2.10	
20	BALDWIN AVE	PAIA	1961	1,645		0	n/a	ina	
24	BALDWIN AVE	PAIA	1931	800	2,254	0	n/a	ina	
26	BALDWIN AVE	PAIA	1931	1,800	1,200	0	n/a	ina	
28	BALDWIN AVE	PAIA	1938	474	1,200	0	n/a	ina	
30	BALDWIN AVE	PAIA	1925	2,342	1,616	1,588	$4.78	ina	
35	BALDWIN AVE	PAIA	1969	3,104	16,283	0	n/a	ina	Owner-user
36	BALDWIN AVE	PAIA	1915	528	1,680	0	n/a	ina	
40	BALDWIN AVE	PAIA	1927	1,200	2,400	0	n/a	ina	
42	BALDWIN AVE	PAIA	1929	1,763	1,200	0	n/a	ina	
49	BALDWIN AVE	PAIA	1930	4,816	16,486	0	n/a	ina	
50	BALDWIN AVE	PAIA	1929	1,664	4,799	0	n/a	ina	
54	BALDWIN AVE	PAIA	2000	1,491	1,920	0	n/a	ina	Owner-user
62	BALDWIN AVE	PAIA	2000	4,000	403,453	0	n/a	ina	
71	BALDWIN AVE	PAIA	1906	18,862	33,448	3,998	$1.30 - $1.90	$1.00	Paia Plaza - Interior office/retail space available
105	BALDWIN AVE	PAIA	1934	2,878	4,055	0	n/a	ina	
109	BALDWIN AVE	PAIA	1975	1,054	7,265	0	n/a	ina	Owner-user
115	BALDWIN AVE	PAIA	1931	3,820	7,494	0	n/a	ina	
120	BALDWIN AVE	PAIA	2000	4,292	45,433	0	n/a	ina	US Post Office
129	BALDWIN AVE	PAIA	1938	2,040	9,611	0	n/a	ina	Owner-user
10	KULIA PL A	PAIA	1931	2,922	6,217	0	n/a	ina	
35	KULIA PL A	PAIA	1981	3,878	28,400	0	n/a	ina	
43	HANA HWY	PAIA	1919	2,064	16,553	0	n/a	ina	
65	HANA HWY	PAIA	1954	392	23,566	0	n/a	ina	
68	HANA HWY	PAIA	2000	217	7,906	0	n/a	ina	
69	HANA HWY	PAIA	1931	2,940	2,942	0	n/a	ina	
75	HANA HWY	PAIA		-	3,220	0	n/a	ina	Owner-user
76	HANA HWY	PAIA	1976	2,520	25,906	0	n/a	ina	
77	HANA HWY	PAIA	1931	744	2,663	0	n/a	ina	
83	HANA HWY	PAIA	1931	1,480	3,890	0	n/a	ina	
86	HANA HWY	PAIA	1931	1,651	3,964	0	n/a	ina	
87	HANA HWY	PAIA	1932	2,706	4,118	0	n/a	ina	
88	HANA HWY	PAIA	1926	2,952	9,078	0	n/a	ina	
93	HANA HWY	PAIA	1990	4,856	5,633	0	n/a	ina	
99	HANA HWY	PAIA		3,071		0	n/a	ina	
100	HANA HWY	PAIA	1931	1,713	3,729	0	n/a	ina	
112	HANA HWY	PAIA	1939	2,313	4,698	0	n/a	ina	
115	HANA HWY	PAIA	1964	5,514	14,336	0	n/a	ina	
120	HANA HWY	PAIA	1926	15,000	53,544	0	n/a	ina	
123	HANA HWY	PAIA	1991	3,954	13,553	0	n/a	ina	
127	HANA HWY	PAIA	1980	3,315	34,960	0	n/a	ina	
137	HANA HWY	PAIA	2008	13,018	37,192	0	n/a	ina	
142	HANA HWY	PAIA	1926	5,712	14,034	0	n/a	ina	
149	HANA HWY	PAIA	1953	5,075	9,932	0	n/a	ina	
151	HANA HWY	PAIA	2013	420	7,999	0	n/a	ina	Paia Courtyard
165	HANA HWY	PAIA	1940	3,708	7,000	0	n/a	ina	
			Totals			**7,086**			
			Totals	**154,405**	**909,730**	**7,086**			
			Vacancy			**4.6%**			

Source: Client data

SECONDARY TRADE AREA

Property		City	Year Built	Building GLA (sf)	Land Area (sf)	Available Retail Space (sf)	Asking Base Rent (psf/mo)	Building Operating Expenses (psf/mo)	Comments
780	HAIKU RD	HAIKU	1972	1,800	6,970	0	n/a	ina	
810	HAIKU RD	HAIKU	1920	16,000	274,428	6,940	$1.55 - $1.60	$0.78	Haiku Marketplace
810	KOKOMO RD	HAIKU	1915	25,703	43,560	1,489	$1.50 - $2.25	ina	Aloha Aina Center
824	KOKOMO RD	HAIKU	1921	1,952	9,148	0	n/a	ina	
200	W. KUIAHA RD	HAIKU	1928	3,000	54,886	0	n/a	ina	
160	NAHELE RD	HAIKU	1985	2,812	221,720	0	n/a	ina	
			Totals	**51,267**	**610,711**	**8,429**			
			Vacancy			**16.4%**			

Source: CoStar data

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COMPLETE PROFILE

?000-2010 Census, 2013 Estimates with 2018 Projections

alculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Population						
Estimated Population (2013)	813		3,345		9,838	
Projected Population (2018)	861		3,539		10,409	
Census Population (2010)	794		3,268		9,609	
Census Population (2000)	725		2,944		8,052	
Projected Annual Growth (2013-2018)	48	*1.2%*	194	*1.2%*	572	*1.2%*
Historical Annual Growth (2010-2013)	19	*0.8%*	78	*0.8%*	228	*0.8%*
Historical Annual Growth (2000-2010)	68	*0.9%*	324	*1.1%*	1,557	*1.9%*
Estimated Population Density (2013)	259 *psm*		118 *psm*		125 *psm*	
Trade Area Size	3.1 *sq mi*		28.3 *sq mi*		78.5 *sq mi*	
Households						
Estimated Households (2013)	274		1,146		3,506	
Projected Households (2018)	293		1,223		3,744	
Census Households (2010)	268		1,118		3,421	
ensus Households (2000)	219		925		2,678	
Projected Annual Growth (2013-2018)	18	*1.3%*	77	*1.3%*	238	*1.4%*
Historical Annual Change (2000-2013)	55	*1.9%*	221	*1.8%*	828	*2.4%*
Average Household Income						
Estimated Average Household Income (2013)	$91,066		$91,560		$84,305	
Projected Average Household Income (2018)	$97,458		$97,945		$90,121	
Census Average Household Income (2010)	$87,348		$88,032		$80,116	
Census Average Household Income (2000)	$59,974		$64,031		$64,124	
Projected Annual Change (2013-2018)	$6,392	*1.4%*	$6,384	*1.4%*	$5,817	*1.4%*
Historical Annual Change (2000-2013)	$31,092	*4.0%*	$27,529	*3.3%*	$20,181	*2.4%*
Median Household Income						
Estimated Median Household Income (2013)	$67,182		$70,012		$67,694	
Projected Median Household Income (2018)	$71,002		$74,349		$71,720	
Census Median Household Income (2010)	$63,667		$66,841		$63,317	
Census Median Household Income (2000)	$53,938		$52,936		$49,513	
Projected Annual Change (2013-2018)	$3,820	*1.1%*	$4,337	*1.2%*	$4,026	*1.2%*
Historical Annual Change (2000-2013)	$13,244	*1.9%*	$17,076	*2.5%*	$18,181	*2.8%*
Per Capita Income						
Estimated Per Capita Income (2013)	$32,880		$32,984		$30,693	
Projected Per Capita Income (2018)	$35,376		$35,522		$33,049	
Census Per Capita Income (2010)	$29,445		$30,113		$28,525	
ensus Per Capita Income (2000)	$18,205		$20,007		$20,986	
Projected Annual Change (2013-2018)	$2,496	*1.5%*	$2,538	*1.5%*	$2,356	*1.5%*
Historical Annual Change (2000-2013)	$14,675	*6.2%*	$12,977	*5.0%*	$9,708	*3.6%*
Estimated Average Household Net Worth (2013)	$827,350		$819,561		$778,020	

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COMPLETE PROFILE

'000-2010 Census, 2013 Estimates with 2018 Projections

alculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Race and Ethnicity						
Total Population (2013)	813		3,345		9,838	
White (2013)	311	38.3%	1,395	41.7%	4,682	47.6%
Black or African American (2013)	2	0.2%	10	0.3%	36	0.4%
American Indian or Alaska Native (2013)	5	0.6%	18	0.5%	43	0.4%
Asian (2013)	214	26.4%	780	23.3%	1,605	16.3%
Hawaiian or Pacific Islander (2013)	68	8.3%	292	8.7%	883	9.0%
Other Race (2013)	11	1.3%	54	1.6%	139	1.4%
Two or More Races (2013)	202	24.8%	797	23.8%	2,450	24.9%
Population < 18 (2013)	172	21.1%	710	21.2%	2,188	22.2%
White	37	21.5%	184	25.9%	735	33.6%
Black or African American	-	-	2	0.2%	9	0.4%
American Indian or Alaska Native	-	-	-	-	5	0.2%
Asian	36	20.7%	127	17.9%	241	11.0%
Hawaiian and Pacific Islander	23	13.4%	91	12.7%	236	10.8%
Other Race	76	44.4%	307	43.2%	961	43.9%
Hispanic Population < 18 (2013)	24	3.0%	106	3.2%	385	3.9%
Not Hispanic or Latino Population (2013)	726	89.3%	2,984	89.2%	8,668	88.1%
Not Hispanic White	293	40.4%	1,316	44.1%	4,333	50.0%
Not Hispanic Black or African American	2	0.2%	10	0.3%	36	0.4%
Not Hispanic American Indian or Alaska Native	2	0.3%	9	0.3%	23	0.3%
Not Hispanic Asian	203	27.9%	740	24.8%	1,520	17.5%
Not Hispanic Hawaiian or Pacific Islander	62	8.5%	267	9.0%	814	9.4%
Not Hispanic Other Race	1	0.1%	5	0.2%	21	0.2%
Not Hispanic Two or More Races	164	22.6%	638	21.4%	1,920	22.2%
Hispanic or Latino Population (2013)	87	10.7%	361	10.8%	1,170	11.9%
Hispanic White	18	21.2%	79	21.9%	349	29.8%
Hispanic Black or African American	-	-	-	-	-	-
Hispanic American Indian or Alaska Native	3	3.4%	9	2.5%	20	1.7%
Hispanic Asian	12	13.4%	40	11.0%	85	7.3%
Hispanic Hawaiian or Pacific Islander	6	7.1%	24	6.8%	69	5.9%
Hispanic Other Race	10	11.6%	50	13.8%	117	10.0%
Hispanic Two or More Races	38	43.3%	159	44.0%	530	45.3%
Not Hispanic or Latino Population (2010)	713	89.8%	2,932	89.7%	8,520	88.7%
Hispanic or Latino Population (2010)	81	10.2%	336	10.3%	1,090	11.3%
Not Hispanic or Latino Population (2000)	641	88.3%	2,641	89.7%	7,333	91.1%
Hispanic or Latino Population (2000)	85	11.7%	303	10.3%	719	8.9%
Not Hispanic or Latino Population (2018)	759	88.2%	3,115	88.0%	9,037	86.8%
Hispanic or Latino Population (2018)	102	11.8%	424	12.0%	1,372	13.2%
Projected Annual Growth (2013-2018)	15	3.4%	62	3.5%	202	3.5%
Historical Annual Growth (2000-2010)	-4	-0.5%	33	1.1%	371	5.2%

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COMPLETE PROFILE

2000-2010 Census, 2013 Estimates with 2018 Projections

Calculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Total Age Distribution (2013)						
Total Population	813		3,345		9,838	
Age Under 5 Years	54	6.7%	218	6.5%	601	6.1%
Age 5 to 9 Years	46	5.7%	192	5.7%	603	6.1%
Age 10 to 14 Years	43	5.3%	179	5.4%	585	5.9%
Age 15 to 19 Years	47	5.8%	199	5.9%	624	6.3%
Age 20 to 24 Years	53	6.5%	222	6.6%	604	6.1%
Age 25 to 29 Years	66	8.2%	254	7.6%	622	6.3%
Age 30 to 34 Years	61	7.5%	251	7.5%	716	7.3%
Age 35 to 39 Years	63	7.7%	254	7.6%	686	7.0%
Age 40 to 44 Years	51	6.3%	228	6.8%	716	7.3%
Age 45 to 49 Years	66	8.1%	262	7.8%	726	7.4%
Age 50 to 54 Years	54	6.7%	233	7.0%	775	7.9%
Age 55 to 59 Years	61	7.5%	248	7.4%	804	8.2%
Age 60 to 64 Years	50	6.1%	206	6.1%	654	6.7%
Age 65 to 69 Years	38	4.6%	158	4.7%	440	4.5%
Age 70 to 74 Years	18	2.3%	76	2.3%	245	2.5%
Age 75 to 79 Years	15	1.8%	57	1.7%	159	1.6%
Age 80 to 84 Years	14	1.7%	48	1.4%	118	1.2%
Age 85 Years or Over	13	1.6%	61	1.8%	159	1.6%
Median Age	36.8		37.0		38.1	
Age 19 Years or Less	191	23.5%	788	23.6%	2,413	24.5%
Age 20 to 64 Years	525	64.5%	2,157	64.5%	6,305	64.1%
Age 65 Years or Over	97	12.0%	401	12.0%	1,120	11.4%
Female Age Distribution (2013)						
Female Population	397	48.9%	1,641	49.1%	4,848	49.3%
Age Under 5 Years	23	5.7%	97	5.9%	274	5.6%
Age 5 to 9 Years	22	5.6%	96	5.9%	295	6.1%
Age 10 to 14 Years	22	5.6%	91	5.5%	297	6.1%
Age 15 to 19 Years	20	5.1%	89	5.4%	291	6.0%
Age 20 to 24 Years	25	6.4%	108	6.6%	281	5.8%
Age 25 to 29 Years	33	8.2%	125	7.6%	304	6.3%
Age 30 to 34 Years	25	6.3%	106	6.5%	344	7.1%
Age 35 to 39 Years	32	8.1%	129	7.8%	324	6.7%
Age 40 to 44 Years	25	6.3%	115	7.0%	379	7.8%
Age 45 to 49 Years	31	7.9%	124	7.5%	355	7.3%
Age 50 to 54 Years	25	6.3%	108	6.6%	396	8.2%
Age 55 to 59 Years	28	7.0%	111	6.8%	385	7.9%
Age 60 to 64 Years	29	7.3%	113	6.9%	323	6.7%
Age 65 to 69 Years	18	4.6%	75	4.6%	200	4.1%
Age 70 to 74 Years	10	2.4%	44	2.7%	122	2.5%
Age 75 to 79 Years	10	2.6%	37	2.2%	96	2.0%
Age 80 to 84 Years	10	2.5%	35	2.1%	78	1.6%
Age 85 Years or Over	9	2.2%	41	2.5%	105	2.2%
Female Median Age	38.4		38.1		39.0	
Age 19 Years or Less	87	22.0%	372	22.7%	1,156	23.9%
Age 20 to 64 Years	254	63.8%	1,038	63.2%	3,091	63.7%
Age 65 Years or Over	56	14.2%	231	14.1%	601	12.4%

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COMPLETE PROFILE

2000-2010 Census, 2013 Estimates with 2018 Projections

`alculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Male Age Distribution (2013)						
Male Population	416	51.1%	1,704	50.9%	4,990	50.7%
Age Under 5 Years	31	7.6%	121	7.1%	327	6.6%
Age 5 to 9 Years	24	5.8%	96	5.6%	308	6.2%
Age 10 to 14 Years	21	5.1%	88	5.2%	288	5.8%
Age 15 to 19 Years	27	6.5%	110	6.5%	333	6.7%
Age 20 to 24 Years	27	6.6%	114	6.7%	324	6.5%
Age 25 to 29 Years	34	8.1%	129	7.6%	318	6.4%
Age 30 to 34 Years	36	8.6%	145	8.5%	372	7.5%
Age 35 to 39 Years	31	7.4%	125	7.3%	363	7.3%
Age 40 to 44 Years	26	6.3%	112	6.6%	337	6.7%
Age 45 to 49 Years	34	8.3%	139	8.1%	371	7.4%
Age 50 to 54 Years	29	7.0%	125	7.3%	380	7.6%
Age 55 to 59 Years	33	7.9%	137	8.1%	419	8.4%
Age 60 to 64 Years	21	5.0%	92	5.4%	332	6.6%
Age 65 to 69 Years	19	4.7%	83	4.9%	240	4.8%
Age 70 to 74 Years	9	2.1%	33	1.9%	122	2.5%
Age 75 to 79 Years	5	1.1%	20	1.2%	63	1.3%
Age 80 to 84 Years	4	0.9%	13	0.8%	40	0.8%
Age 85 Years or Over	4	1.0%	21	1.2%	54	1.1%
Male Median Age	35.1		35.9		37.2	
Age 19 Years or Less	104	25.0%	416	24.4%	1,256	25.2%
Age 20 to 64 Years	271	65.2%	1,119	65.7%	3,214	64.4%
Age 65 Years or Over	41	9.8%	170	10.0%	519	10.4%
Males per 100 Females (2013)						
Overall Comparison	105		104		103	
Age Under 5 Years	138	58.0%	125	55.5%	120	54.5%
Age 5 to 9 Years	109	52.2%	100	49.9%	105	51.1%
Age 10 to 14 Years	97	49.2%	98	49.4%	97	49.3%
Age 15 to 19 Years	132	56.9%	124	55.5%	114	53.3%
Age 20 to 24 Years	108	52.0%	106	51.5%	115	53.6%
Age 25 to 29 Years	104	51.0%	103	50.9%	105	51.1%
Age 30 to 34 Years	142	58.7%	136	57.7%	108	51.9%
Age 35 to 39 Years	95	48.8%	97	49.3%	112	52.8%
Age 40 to 44 Years	104	51.1%	97	49.4%	89	47.0%
Age 45 to 49 Years	110	52.3%	112	52.9%	105	51.1%
Age 50 to 54 Years	115	53.5%	116	53.6%	96	49.0%
Age 55 to 59 Years	118	54.1%	124	55.3%	109	52.1%
Age 60 to 64 Years	71	41.6%	82	45.0%	103	50.7%
Age 65 to 69 Years	108	51.9%	111	52.6%	120	54.6%
Age 70 to 74 Years	90	47.4%	75	42.8%	100	50.1%
Age 75 to 79 Years	45	30.8%	55	35.4%	66	39.6%
Age 80 to 84 Years	39	27.9%	38	27.5%	51	33.6%
Age 85 Years or Over	49	33.0%	51	33.7%	52	34.1%
Age 19 Years or Less	119	54.3%	112	52.7%	109	52.1%
Age 20 to 39 Years	111	52.6%	110	52.3%	110	52.3%
Age 40 to 64 Years	103	50.8%	106	51.5%	100	50.0%
Age 65 Years or Over	72	42.0%	73	42.4%	86	46.4%

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COMPLETE PROFILE

2000-2010 Census, 2013 Estimates with 2018 Projections

alculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Household Type (2013)						
Total Households	274		1,146		3,506	
Households with Children	92	33.5%	383	33.4%	1,225	34.9%
Average Household Size	3.0		2.9		2.8	
Household Density per Square Mile	87		41		45	
Population Family	593	73.0%	2,386	71.3%	7,310	74.3%
Population Non-Family	219	26.9%	903	27.0%	2,365	24.0%
Population Group Quarters	1	0.1%	56	1.7%	163	1.7%
Family Households	167	60.9%	692	60.4%	2,254	64.3%
Married Couple Households	107	64.3%	455	65.8%	1,542	68.4%
Other Family Households	60	35.7%	237	34.2%	712	31.6%
Family Households with Children	90	53.9%	373	54.0%	1,204	53.4%
Married Couple with Children	53	58.9%	227	60.7%	741	61.5%
Other Family Households with Children	37	41.1%	147	39.3%	463	38.5%
Family Households No Children	77	46.1%	319	46.0%	1,051	46.6%
Married Couple No Children	54	70.5%	229	71.8%	801	76.3%
Other Family Households No Children	23	29.5%	90	28.2%	249	23.7%
ɔn-Family Households	107	39.1%	454	39.6%	1,252	35.7%
Non-Family Households with Children	2	1.7%	9	2.0%	21	1.7%
Non-Family Households No Children	105	98.3%	445	98.0%	1,231	98.3%
Lone Person No Children	-	-	-	-	-	-
2 or More Persons No Children	105	98.3%	445	98.0%	1,231	98.3%
Household Lone Male	-	-	-	-	-	-
Household Lone Female	-	-	-	-	-	-
Average Family Household Size	3.5		3.4		3.2	
Average Family Income	$113,742		$113,313		$98,712	
Median Family Income	$80,968		$83,124		$79,001	
Average Non-Family Household Size	2.0		2.0		1.9	
Marital Status (2013)						
Population Age 15 Years or Over	669		2,756		8,049	
Never Married	388	58.1%	1,440	52.2%	3,583	44.5%
Currently Married	224	33.4%	1,008	36.6%	3,474	43.2%
Previously Married	57	8.5%	309	11.2%	992	12.3%
Separated	6	10.0%	27	8.7%	191	19.3%
Widowed	26	46.3%	125	40.6%	375	37.8%
Divorced	25	43.7%	156	50.7%	426	43.0%
Educational Attainment (2013)						
Adult Population Age 25 Years or Over	569		2,336		6,820	
Elementary (Grade Level 0 to 8)	42	7.4%	171	7.3%	334	4.9%
Some High School (Grade Level 9 to 11)	46	8.1%	175	7.5%	275	4.0%
High School Graduate	107	18.8%	449	19.2%	1,946	28.5%
Some College	120	21.0%	494	21.1%	1,472	21.6%
ɜsociate Degree Only	64	11.2%	231	9.9%	598	8.8%
ɹachelor Degree Only	156	27.5%	597	25.6%	1,491	21.9%
Graduate Degree	34	5.9%	218	9.3%	704	10.3%
Any College (Some College or Higher)	374	65.6%	1,540	66.0%	4,265	62.5%
College Degree + (Bachelor Degree or Higher)	190	33.4%	815	34.9%	2,195	32.2%

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Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Housing						
Total Housing Units (2013)	303		1,302		3,884	
Total Housing Units (2010)	296		1,271		3,792	
Historical Annual Growth (2010-2013)	7	0.8%	31	0.8%	91	0.8%
Housing Units Occupied (2013)	274	90.5%	1,146	88.0%	3,506	90.3%
Housing Units Owner-Occupied	164	59.6%	648	56.6%	1,946	55.5%
Housing Units Renter-Occupied	111	40.4%	498	43.4%	1,561	44.5%
Housing Units Vacant (2013)	29	10.5%	156	13.6%	377	10.8%
Household Size (2013)						
Total Households	274		1,146		3,506	
1 Person Households	64	23.3%	273	23.8%	817	23.3%
2 Person Households	74	27.1%	327	28.5%	1,108	31.6%
3 Person Households	54	19.7%	217	18.9%	641	18.3%
4 Person Households	36	13.0%	155	13.5%	477	13.6%
5 Person Households	19	7.0%	78	6.8%	234	6.7%
6 Person Households	12	4.2%	43	3.8%	117	3.3%
7 or More Person Households	16	5.7%	53	4.6%	113	3.2%
Household Income Distribution (2013)						
HH Income $200,000 or More	20	7.3%	88	7.7%	239	6.8%
HH Income $150,000 to $199,999	19	6.8%	73	6.4%	190	5.4%
HH Income $125,000 to $149,999	19	6.9%	77	6.7%	206	5.9%
HH Income $100,000 to $124,999	23	8.3%	112	9.8%	360	10.3%
HH Income $75,000 to $99,999	36	13.1%	162	14.2%	542	15.5%
HH Income $50,000 to $74,999	70	25.5%	267	23.3%	736	21.0%
HH Income $35,000 to $49,999	23	8.6%	94	8.2%	339	9.7%
HH Income $25,000 to $34,999	19	7.0%	81	7.1%	261	7.5%
HH Income $15,000 to $24,999	23	8.4%	79	6.9%	280	8.0%
HH Income $10,000 to $14,999	13	4.8%	58	5.1%	110	3.1%
HH Income Under $10,000	9	3.4%	54	4.7%	244	7.0%
Household Vehicles (2013)						
Households 0 Vehicles Available	13	4.8%	38	3.4%	141	4.0%
Households 1 Vehicle Available	97	35.4%	377	32.9%	1,008	28.8%
Households 2 Vehicles Available	87	31.8%	389	34.0%	1,433	40.9%
Households 3 or More Vehicles Available	77	28.0%	341	29.8%	925	26.4%
Total Vehicles Available	560		2,418		7,107	
Average Vehicles per Household	2.0		2.1		2.0	
Owner-Occupied Household Vehicles	411	73.4%	1,639	67.8%	4,464	62.8%
Average Vehicles per Owner-Occupied Household	2.5		2.5		2.3	
Renter-Occupied Household Vehicles	149	26.6%	779	32.2%	2,643	37.2%
Average Vehicles per Renter-Occupied Household	1.3		1.6		1.7	
Travel Time (2010)						
Worker Base Age 16 years or Over	350		1,495		4,720	
Travel to Work in 14 Minutes or Less	75	21.4%	302	20.2%	735	15.6%
Travel to Work in 15 to 29 Minutes	123	35.3%	531	35.5%	1,516	32.1%
Travel to Work in 30 to 59 Minutes	85	24.4%	390	26.1%	1,599	33.9%
Travel to Work in 60 Minutes or More	22	6.2%	80	5.3%	236	5.0%
Work at Home	45	12.8%	192	12.8%	635	13.4%
Average Minutes Travel to Work	21.4		22.2		25.8	

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RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Transportation To Work (2010)						
Worker Base Age 16 years or Over	350		1,495		4,720	
Drive to Work Alone	217	62.0%	953	63.7%	3,068	65.0%
Drive to Work in Carpool	41	11.9%	188	12.6%	634	13.4%
Travel to Work by Public Transportation	9	2.4%	34	2.3%	124	2.6%
Drive to Work on Motorcycle	1	0.3%	3	0.2%	9	0.2%
Bicycle to Work	2	0.5%	5	0.4%	8	0.2%
Walk to Work	22	6.4%	83	5.6%	186	3.9%
Other Means	13	3.8%	37	2.5%	56	1.2%
Work at Home	45	12.8%	192	12.8%	635	13.4%
Daytime Demographics (2013)						
Total Businesses	53		213		481	
Total Employees	404		2,642		5,774	
Company Headquarter Businesses	-	0.7%	2	0.9%	4	0.7%
Company Headquarter Employees	6	1.4%	41	1.5%	89	1.5%
Employee Population per Business	7.7 to 1		12.4 to 1		12.0 to 1	
Residential Population per Business	15.5 to 1		15.7 to 1		20.4 to 1	
Daytime Demographics Age 16 Years or Over	706		3,847		8,915	
Labor Force						
Labor Population Age 16 Years or Over (2013)	660		2,715		7,916	
Labor Force Total Males (2013)	333	50.4%	1,375	50.6%	3,996	50.5%
Male Civilian Employed	211	63.4%	866	63.0%	2,395	59.9%
Male Civilian Unemployed	9	2.7%	49	3.6%	206	5.1%
Males in Armed Forces	-	0.1%	6	0.5%	136	3.4%
Males Not in Labor Force	112	33.7%	453	32.9%	1,260	31.5%
Labor Force Total Females (2013)	327	49.6%	1,340	49.4%	3,920	49.5%
Female Civilian Employed	147	44.8%	635	47.4%	2,236	57.1%
Female Civilian Unemployed	4	1.1%	22	1.6%	85	2.2%
Females in Armed Forces	-	-	3	0.2%	8	0.2%
Females Not in Labor Force	177	54.1%	681	50.8%	1,590	40.6%
Unemployment Rate		1.9%		2.6%		3.7%
Labor Force Growth (2010-2013)	-20	-5.4%	-115	-7.1%	-298	-6.0%
Male Labor Force Growth (2010-2013)	-11	-5.0%	-50	-5.5%	-198	-7.6%
Female Labor Force Growth (2010-2013)	-9	-5.9%	-64	-9.2%	-100	-4.3%
Occupation (2010)						
Occupation Population Age 16 Years or Over	378		1,616		4,929	
Occupation Total Males	222	58.8%	916	56.7%	2,592	52.6%
Occupation Total Females	156	41.2%	700	43.3%	2,337	47.4%
Management, Business, Financial Operations	40	10.6%	158	9.8%	445	9.0%
Professional, Related	69	18.1%	311	19.3%	1,100	22.3%
Service	76	20.2%	398	24.6%	1,172	23.8%
Sales, Office	117	30.9%	428	26.5%	1,153	23.4%
Farming, Fishing, Forestry	10	2.7%	46	2.9%	106	2.2%
Construction, Extraction, Maintenance	40	10.6%	165	10.2%	489	9.9%
Production, Transport, Material Moving	26	6.9%	109	6.7%	464	9.4%
White Collar Workers		59.6%		55.6%		54.7%
Blue Collar Workers		40.4%		44.4%		45.3%

This report was produced using data from private and government sources deemed to be reliable. The information herein is provided without representation or warranty.

COMPLETE PROFILE

2000-2010 Census, 2013 Estimates with 2018 Projections

Calculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Units In Structure (2010)						
Total Units	268		1,118		3,421	
1 Detached Unit	201	75.2%	838	74.9%	2,711	79.2%
1 Attached Unit	9	3.3%	42	3.8%	143	4.2%
2 Units	27	10.0%	117	10.5%	299	8.7%
3 to 4 Units	13	5.0%	53	4.7%	86	2.5%
5 to 9 Units	9	3.2%	33	2.9%	56	1.6%
10 to 19 Units	3	1.0%	10	0.9%	26	0.8%
20 to 49 Units	2	0.6%	7	0.7%	26	0.8%
50 or More Units	4	1.7%	19	1.7%	72	2.1%
Mobile Home or Trailer	-	-	-	-	2	-
Other Structure	-	-	-	-	-	-
Homes Built By Year (2010)						
Homes Built 2005 or later	14	5.2%	48	4.3%	204	6.0%
Homes Built 2000 to 2004	9	3.3%	40	3.6%	159	4.6%
Homes Built 1990 to 1999	61	22.6%	232	20.8%	686	20.0%
Homes Built 1980 to 1989	57	21.3%	208	18.6%	644	18.8%
Homes Built 1970 to 1979	56	20.8%	225	20.1%	598	17.5%
Homes Built 1960 to 1969	31	11.4%	155	13.9%	380	11.1%
Homes Built 1950 to 1959	17	6.2%	95	8.5%	361	10.5%
Homes Built 1940 to 1949	10	3.6%	48	4.3%	138	4.0%
Homes Built Before 1939	15	5.5%	66	5.9%	251	7.3%
Median Age of Homes	36.2 *yrs*		38.1 *yrs*		38.0 *yrs*	
Home Values (2010)						
Owner Specified Housing Units	160		633		1,898	
Home Values $1,000,000 or More	15	9.4%	80	12.7%	253	13.3%
Home Values $750,000 to $999,999	23	14.2%	97	15.3%	367	19.3%
Home Values $500,000 to $749,999	61	38.1%	234	37.0%	720	37.9%
Home Values $400,000 to $499,999	31	19.5%	115	18.2%	230	12.1%
Home Values $300,000 to $399,999	17	10.9%	56	8.8%	175	9.2%
Home Values $250,000 to $299,999	2	1.2%	9	1.3%	35	1.9%
Home Values $200,000 to $249,999	2	1.0%	7	1.1%	33	1.7%
Home Values $175,000 to $199,999	2	1.3%	6	1.0%	12	0.6%
Home Values $150,000 to $174,999	1	0.4%	3	0.5%	16	0.8%
Home Values $125,000 to $149,999	-	0.2%	1	0.2%	4	0.2%
Home Values $100,000 to $124,999	5	3.1%	14	2.3%	18	0.9%
Home Values $90,000 to $99,999	-	-	-	-	1	0.1%
Home Values $80,000 to $89,999	-	0.2%	5	0.8%	13	0.7%
Home Values $70,000 to $79,999	-	0.2%	1	0.2%	7	0.4%
Home Values $60,000 to $69,999	-	-	-	-	1	-
Home Values $50,000 to $59,999	-	-	-	-	-	-
Home Values $35,000 to $49,999	-	-	-	-	5	0.3%
Home Values $25,000 to $34,999	-	0.1%	2	0.4%	5	0.3%
Home Values $10,000 to $24,999	-	0.1%	1	0.2%	2	0.1%
Home Values Under $10,000	-	-	-	-	1	0.1%
Owner-Occupied Median Home Value	$584,015		$618,740		$653,788	
Renter-Occupied Median Rent	$1,208		$1,310		$1,428	

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COMPLETE PROFILE

'000-2010 Census, 2013 Estimates with 2018 Projections

Calculated using Proportional Block Groups

Lat/Lon: 20.9136/-156.3814

RFULL9

62 Baldwin Avenue, Paia, HI	1 Mile		3 Miles		5 Miles	
Total Annual Consumer Expenditure (2013)						
Total Household Expenditure	$18.3 M		$76.3 M		$220 M	
Total Non-Retail Expenditure	$10.5 M		$43.8 M		$126 M	
Total Retail Expenditure	$7.79 M		$32.5 M		$93.5 M	
Apparel	$874 K		$3.65 M		$10.5 M	
Contributions	$667 K		$2.82 M		$8.19 M	
Education	$434 K		$1.83 M		$5.23 M	
Entertainment	$1.02 M		$4.25 M		$12.3 M	
Food and Beverages	$2.80 M		$11.7 M		$33.6 M	
Furnishings and Equipment	$807 K		$3.39 M		$9.79 M	
Gifts	$478 K		$2.00 M		$5.77 M	
Health Care	$1.11 M		$4.63 M		$13.4 M	
Household Operations	$643 K		$2.70 M		$7.81 M	
Miscellaneous Expenses	$306 K		$1.27 M		$3.65 M	
Personal Care	$265 K		$1.11 M		$3.19 M	
Personal Insurance	$186 K		$782 K		$2.26 M	
Reading	$59.6 K		$249 K		$720 K	
Shelter	$3.56 M		$14.9 M		$42.7 M	
Tobacco	$120 K		$496 K		$1.43 M	
Transportation	$3.65 M		$15.2 M		$43.9 M	
Utilities	$1.28 M		$5.32 M		$15.3 M	
Monthly Household Consumer Expenditure (2013)						
Total Household Expenditure	$5,547		$5,545		$5,221	
Total Non-Retail Expenditure	$3,181	*57.3%*	$3,183	*57.4%*	$2,999	*57.4%*
Total Retail Expenditures	$2,366	*42.7%*	$2,362	*42.6%*	$2,223	*42.6%*
Apparel	$266	*4.8%*	$265	*4.8%*	$250	*4.8%*
Contributions	$203	*3.7%*	$205	*3.7%*	$195	*3.7%*
Education	$132	*2.4%*	$133	*2.4%*	$124	*2.4%*
Entertainment	$309	*5.6%*	$309	*5.6%*	$291	*5.6%*
Food and Beverages	$852	*15.4%*	$849	*15.3%*	$797	*15.3%*
Furnishings and Equipment	$245	*4.4%*	$247	*4.4%*	$233	*4.5%*
Gifts	$145	*2.6%*	$146	*2.6%*	$137	*2.6%*
Health Care	$338	*6.1%*	$337	*6.1%*	$318	*6.1%*
Household Operations	$195	*3.5%*	$196	*3.5%*	$186	*3.6%*
Miscellaneous Expenses	$93	*1.7%*	$92	*1.7%*	$87	*1.7%*
Personal Care	$80	*1.5%*	$80	*1.4%*	$76	*1.5%*
Personal Insurance	$57	*1.0%*	$57	*1.0%*	$54	*1.0%*
Reading	$18	*0.3%*	$18	*0.3%*	$17	*0.3%*
Shelter	$1,082	*19.5%*	$1,081	*19.5%*	$1,016	*19.5%*
Tobacco	$36	*0.7%*	$36	*0.7%*	$34	*0.7%*
Transportation	$1,108	*20.0%*	$1,107	*20.0%*	$1,043	*20.0%*
Utilities	$389	*7.0%*	$387	*7.0%*	$364	*7.0%*

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Consumer Spending Patterns

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
Total Specified Consumer Expenditures - USA	5,952,277,025		6,525,281,569		49,932	52,877	1.93	
Total Specified Consumer Expenditures (AREA)	37,969	0.00	43,909	0.00	53,177	56,150	3.13	106
FOOD AT HOME	4,560	12.01	5,074	11.56	6,387	6,489	2.25	110
Bakery Products	396	1.04	444	1.01	554	568	2.46	103
Cereal Products	250	0.66	276	0.63	350	353	2.08	128
Dairy Products	461	1.21	518	1.18	646	662	2.45	106
Fresh Milk and Cream	120	0.32	134	0.31	168	172	2.41	103
Other Dairy Products	276	0.73	312	0.71	387	399	2.57	102
Eggs	65	0.17	72	0.16	91	92	1.99	142
Fats and Oils	36	0.09	40	0.09	50	51	2.45	92
Fish and Seafood	105	0.28	117	0.27	147	150	2.25	104
Fruits and Vegetables	615	1.62	677	1.54	861	866	2.03	119
Juices	137	0.36	153	0.35	192	195	2.33	107
Meats (All)	879	2.32	968	2.20	1,231	1,238	2.03	109
Nonalcoholic Beverages	449	1.18	500	1.14	629	639	2.25	99
Prepared Foods	924	2.43	1,036	2.36	1,294	1,325	2.42	115
Sugar and Other Sweets	309	0.81	346	0.79	432	442	2.39	114
FOOD AWAY FROM HOME & ALCOHOL								
Alcoholic Beverages	767	2.02	852	1.94	1,074	1,090	2.23	104
Alcoholic Beverages at Home	661	1.74	735	1.67	926	940	2.22	104
Alcoholic Beverages away from Home	105	0.28	117	0.27	147	150	2.31	109
Total Food away from Home	2,246	5.91	2,500	5.69	3,145	3,197	2.27	108
Lunch	623	1.64	691	1.57	872	884	2.20	117
Dinner	886	2.33	988	2.25	1,240	1,263	2.31	106
Breakfast and Brunch	179	0.47	201	0.46	250	257	2.50	101
DAY CARE, EDUCATION & CONTRIBUTIONS								
All Day Care	270	0.71	303	0.69	378	388	2.48	116
Contributions (All)	932	2.45	1,051	2.39	1,305	1,344	2.56	91
Education	1,381	3.64	1,533	3.49	1,934	1,960	2.20	100
Room and Board	149	0.39	164	0.37	208	210	2.08	145
Tuition/School Supplies	1,232	3.24	1,369	3.12	1,725	1,750	2.22	97

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Consumer Spending Patterns

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
HEALTHCARE								
Medical Services	1,627	4.29	1,928	4.39	2,279	2,466	3.70	104
Prescription Drugs	1,705	4.49	2,023	4.61	2,388	2,586	3.72	91
Medical Supplies	153	0.40	180	0.41	214	230	3.57	106
HOUSEHOLD FURNISHINGS & APPLIANCES								
Total Furniture	519	1.37	602	1.37	727	769	3.17	107
Bedroom Furniture	128	0.34	150	0.34	180	192	3.38	101
Living/Dining Room Furniture	249	0.66	289	0.66	348	370	3.25	112
Other Furniture	134	0.35	153	0.35	187	195	2.86	102
Total Household Textiles	339	0.89	399	0.91	475	510	3.52	97
Domestic Textiles	286	0.75	337	0.77	400	431	3.61	104
Window and Furniture Covers	53	0.14	61	0.14	75	78	3.04	73
Major Appliances	192	0.51	226	0.52	269	289	3.52	109
Misc Household Equipment	361	0.95	420	0.96	505	538	3.31	107
Small Appliance/Houseware	511	1.34	594	1.35	715	760	3.28	117
HOUSING RELATED & PERSONAL								
Total Housing Expenses	2,884	7.59	3,318	7.56	4,039	4,243	3.01	96
Fuels and Utilities	1,535	4.04	1,765	4.02	2,149	2,257	3.00	95
Telephone Service	790	2.08	891	2.03	1,106	1,140	2.57	101
Household Repairs	331	0.87	384	0.88	463	491	3.23	107
Household Services	336	0.88	375	0.85	470	479	2.32	85
Housekeeping Supplies	262	0.69	309	0.70	366	395	3.60	101
Personal Expenses and Services	1,186	3.12	1,397	3.18	1,662	1,787	3.55	102
PERSONAL CARE & SMOKING PRODUCTS								
Personal Care Products and Services	821	2.16	941	2.14	1,150	1,203	2.92	111
Personal Care Services	368	0.97	417	0.95	516	533	2.62	116
Smoking Prods/Supplies	396	1.04	465	1.06	554	594	3.51	63
PET EXPENSES	502	1.32	592	1.35	703	757	3.59	124

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Consumer Spending Patterns

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
SPORTS & ENTERTAINMENT								
Photographic Equipment	82	0.22	109	0.25	115	139	6.55	113
Reading Materials	353	0.93	417	0.95	494	534	3.66	116
Sports and Recreation	1,316	3.47	1,657	3.77	1,843	2,119	5.18	123
Sports Equipment	689	1.81	918	2.09	965	1,173	6.63	115
Travel	1,852	4.88	2,063	4.70	2,594	2,639	2.28	126
TV, Radio and Sound Equipment	763	2.01	1,137	2.59	1,069	1,454	9.79	156
Computers, Software & Accssories	520	1.37	818	1.86	728	1,046	11.45	124
TRANSPORTATION & AUTO EXPENSES								
Automotive Maintenance/Repair/Other	1,580	4.16	1,680	3.83	2,213	2,148	1.26	116
Gasoline	1,748	4.60	1,794	4.09	2,448	2,294	0.53	106
Diesel Fuel	10	0.03	11	0.02	14	14	1.89	72
Motor Oil	34	0.09	36	0.08	48	46	0.74	116
Vehicle Purchases & Leases	3,978	10.48	4,683	10.66	5,572	5,988	3.54	104
New Autos/Trucks/Vans	1,899	5.00	2,043	4.65	2,660	2,612	1.51	95
Used Vehicles	1,335	3.52	1,457	3.32	1,870	1,864	1.83	84
Boats and Recreational Vehicle Purchase	744	1.96	1,182	2.69	1,042	1,512	11.78	292
Rented Vehicles	103	0.27	110	0.25	145	140	1.19	73
TOTAL APPAREL	3,218	8.48	3,783	8.62	4,508	4,837	3.51	114
Women's Apparel	1,073	2.83	1,251	2.85	1,503	1,600	3.32	117
Men's Apparel	697	1.84	816	1.86	976	1,044	3.43	118
Girl's Apparel	227	0.60	276	0.63	318	353	4.27	112
Boy's Apparel	171	0.45	208	0.47	240	266	4.33	118
Infant's Apparel	88	0.23	106	0.24	124	136	4.07	110
Footwear (excl. Infants)	413	1.09	488	1.11	579	624	3.63	112
Other Apparel Prods/Services	549	1.44	637	1.45	768	815	3.22	105

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Consumer Spending Patterns

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
Total Specified Consumer Expenditures - USA	5,952,277,025		6,525,281,569		49,932	52,877	1.93	
Total Specified Consumer Expenditures (AREA)	67,106	0.00	74,427	0.00	53,301	56,341	2.18	107
FOOD AT HOME	7,973	11.88	8,508	11.43	6,333	6,440	1.34	109
Bakery Products	700	1.04	752	1.01	556	569	1.49	103
Cereal Products	419	0.62	445	0.60	333	337	1.24	122
Dairy Products	824	1.23	884	1.19	654	669	1.46	108
Fresh Milk and Cream	209	0.31	225	0.30	166	170	1.49	102
Other Dairy Products	503	0.75	541	0.73	399	409	1.52	105
Eggs	112	0.17	119	0.16	89	90	1.14	139
Fats and Oils	63	0.09	68	0.09	50	52	1.47	92
Fish and Seafood	184	0.27	196	0.26	146	149	1.34	103
Fruits and Vegetables	1,054	1.57	1,117	1.50	837	845	1.19	116
Juices	242	0.36	259	0.35	193	196	1.38	107
Meats (All)	1,507	2.25	1,598	2.15	1,197	1,210	1.20	106
Nonalcoholic Beverages	798	1.19	850	1.14	634	644	1.31	100
Prepared Foods	1,634	2.43	1,752	2.35	1,298	1,326	1.45	115
Sugar and Other Sweets	547	0.82	586	0.79	434	444	1.43	115
FOOD AWAY FROM HOME & ALCOHOL								
Alcoholic Beverages	1,373	2.05	1,462	1.96	1,091	1,106	1.29	106
Alcoholic Beverages at Home	1,188	1.77	1,263	1.70	944	956	1.27	106
Alcoholic Beverages away from Home	185	0.28	198	0.27	147	150	1.42	109
Total Food away from Home	3,967	5.91	4,234	5.69	3,151	3,205	1.35	109
Lunch	1,088	1.62	1,158	1.56	864	877	1.29	116
Dinner	1,575	2.35	1,683	2.26	1,251	1,274	1.37	107
Breakfast and Brunch	320	0.48	345	0.46	254	261	1.53	103
DAY CARE, EDUCATION & CONTRIBUTIONS								
All Day Care	472	0.70	512	0.69	375	387	1.67	115
Contributions (All)	1,681	2.51	1,821	2.45	1,335	1,378	1.66	93
Education	2,391	3.56	2,574	3.46	1,899	1,948	1.53	98
Room and Board	264	0.39	280	0.38	209	212	1.23	145
Tuition/School Supplies	2,128	3.17	2,294	3.08	1,690	1,736	1.56	95

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Consumer Spending Patterns

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
HEALTHCARE								
Medical Services	2,884	4.30	3,276	4.40	2,291	2,480	2.72	104
Prescription Drugs	2,963	4.42	3,379	4.54	2,354	2,558	2.81	90
Medical Supplies	269	0.40	305	0.41	213	231	2.69	105
HOUSEHOLD FURNISHINGS & APPLIANCES								
Total Furniture	923	1.38	1,027	1.38	733	777	2.25	108
Bedroom Furniture	230	0.34	258	0.35	183	195	2.42	103
Living/Dining Room Furniture	439	0.65	490	0.66	349	371	2.32	112
Other Furniture	239	0.36	262	0.35	190	199	2.00	104
Total Household Textiles	601	0.90	677	0.91	477	513	2.55	98
Domestic Textiles	507	0.75	573	0.77	402	434	2.62	104
Window and Furniture Covers	94	0.14	104	0.14	75	79	2.15	74
Major Appliances	335	0.50	378	0.51	266	287	2.60	107
Misc Household Equipment	631	0.94	708	0.95	501	536	2.44	106
Small Appliance/Houseware	906	1.35	1,012	1.36	720	766	2.33	117
HOUSING RELATED & PERSONAL								
Total Housing Expenses	5,080	7.57	5,609	7.54	4,035	4,246	2.08	96
Fuels and Utilities	2,694	4.02	2,973	3.99	2,140	2,250	2.07	95
Telephone Service	1,393	2.08	1,511	2.03	1,107	1,143	1.68	101
Household Repairs	569	0.85	634	0.85	452	480	2.30	104
Household Services	601	0.90	644	0.87	478	488	1.43	86
Housekeeping Supplies	466	0.69	527	0.71	370	399	2.59	102
Personal Expenses and Services	2,119	3.16	2,376	3.19	1,683	1,798	2.42	104
PERSONAL CARE & SMOKING PRODUCTS								
Personal Care Products and Services	1,456	2.17	1,603	2.15	1,157	1,213	2.01	112
Personal Care Services	657	0.98	714	0.96	522	540	1.74	117
Smoking Prods/Supplies	760	1.13	847	1.14	603	641	2.29	69
PET EXPENSES	881	1.31	996	1.34	700	754	2.61	123

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Consumer Spending Patterns

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
SPORTS & ENTERTAINMENT								
Photographic Equipment	145	0.22	185	0.25	115	140	5.56	113
Reading Materials	637	0.95	721	0.97	506	546	2.65	119
Sports and Recreation	2,324	3.46	2,801	3.76	1,846	2,120	4.11	123
Sports Equipment	1,194	1.78	1,527	2.05	948	1,156	5.57	113
Travel	3,303	4.92	3,528	4.74	2,624	2,671	1.36	127
TV, Radio and Sound Equipment	1,289	1.92	1,847	2.48	1,024	1,398	8.64	150
Computers, Software & Accssories	925	1.38	1,393	1.87	734	1,055	10.14	125
TRANSPORTATION & AUTO EXPENSES								
Automotive Maintenance/Repair/Other	2,825	4.21	2,880	3.87	2,244	2,180	0.39	118
Gasoline	3,126	4.66	3,076	4.13	2,483	2,328	-0.32	107
Diesel Fuel	19	0.03	20	0.03	15	15	0.65	80
Motor Oil	62	0.09	62	0.08	50	47	-0.14	119
Vehicle Purchases & Leases	7,103	10.59	8,010	10.76	5,642	6,063	2.55	105
New Autos/Trucks/Vans	3,368	5.02	3,480	4.68	2,675	2,634	0.67	95
Used Vehicles	2,377	3.54	2,477	3.33	1,888	1,875	0.84	85
Boats and Recreational Vehicle Purchase	1,358	2.02	2,052	2.76	1,079	1,553	10.21	302
Rented Vehicles	188	0.28	191	0.26	150	145	0.32	75
TOTAL APPAREL	5,623	8.38	6,356	8.54	4,466	4,812	2.61	113
Women's Apparel	1,860	2.77	2,096	2.82	1,478	1,586	2.53	115
Men's Apparel	1,204	1.79	1,356	1.82	956	1,027	2.53	116
Girl's Apparel	399	0.60	462	0.62	317	350	3.15	111
Boy's Apparel	299	0.44	347	0.47	237	263	3.26	117
Infant's Apparel	153	0.23	177	0.24	122	134	3.10	109
Footwear (excl. Infants)	713	1.06	810	1.09	567	614	2.72	110
Other Apparel Prods/Services	994	1.48	1,107	1.49	790	838	2.26	108

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Consumer Spending Patterns

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
Total Specified Consumer Expenditures - USA	5,952,277,025		6,525,281,569		49,932	52,877	1.93	
Total Specified Consumer Expenditures (AREA)	177,965	0.00	199,282	0.00	51,824	54,598	2.40	104
FOOD AT HOME	21,497	12.08	23,190	11.64	6,260	6,354	1.58	108
Bakery Products	1,896	1.07	2,056	1.03	552	563	1.68	102
Cereal Products	1,086	0.61	1,162	0.58	316	318	1.39	116
Dairy Products	2,272	1.28	2,466	1.24	662	676	1.71	109
Fresh Milk and Cream	567	0.32	616	0.31	165	169	1.74	102
Other Dairy Products	1,404	0.79	1,527	0.77	409	418	1.75	107
Eggs	302	0.17	323	0.16	88	89	1.44	137
Fats and Oils	176	0.10	190	0.10	51	52	1.69	94
Fish and Seafood	494	0.28	534	0.27	144	146	1.61	101
Fruits and Vegetables	2,788	1.57	2,990	1.50	812	819	1.45	112
Juices	662	0.37	716	0.36	193	196	1.62	107
Meats (All)	4,013	2.26	4,314	2.16	1,169	1,182	1.50	104
Nonalcoholic Beverages	2,187	1.23	2,358	1.18	637	646	1.56	101
Prepared Foods	4,441	2.50	4,803	2.41	1,293	1,316	1.63	115
Sugar and Other Sweets	1,482	0.83	1,602	0.80	432	439	1.62	114
FOOD AWAY FROM HOME & ALCOHOL								
Alcoholic Beverages	3,718	2.09	4,011	2.01	1,083	1,099	1.58	105
Alcoholic Beverages at Home	3,232	1.82	3,485	1.75	941	955	1.57	105
Alcoholic Beverages away from Home	486	0.27	526	0.26	142	144	1.64	105
Total Food away from Home	10,596	5.95	11,437	5.74	3,086	3,133	1.59	106
Lunch	2,868	1.61	3,085	1.55	835	845	1.52	112
Dinner	4,219	2.37	4,557	2.29	1,229	1,248	1.60	105
Breakfast and Brunch	879	0.49	958	0.48	256	262	1.78	104
DAY CARE, EDUCATION & CONTRIBUTIONS								
All Day Care	1,209	0.68	1,329	0.67	352	364	1.98	108
Contributions (All)	4,555	2.56	4,997	2.51	1,326	1,369	1.94	92
Education	6,179	3.47	6,734	3.38	1,799	1,845	1.80	93
Room and Board	727	0.41	780	0.39	212	214	1.46	147
Tuition/School Supplies	5,452	3.06	5,954	2.99	1,588	1,631	1.84	89

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Consumer Spending Patterns

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
HEALTHCARE								
Medical Services	7,786	4.37	8,927	4.48	2,267	2,446	2.93	103
Prescription Drugs	7,953	4.47	9,182	4.61	2,316	2,515	3.09	88
Medical Supplies	706	0.40	813	0.41	206	223	3.02	101
HOUSEHOLD FURNISHINGS & APPLIANCES								
Total Furniture	2,401	1.35	2,704	1.36	699	741	2.53	103
Bedroom Furniture	609	0.34	692	0.35	177	190	2.72	100
Living/Dining Room Furniture	1,135	0.64	1,282	0.64	331	351	2.59	107
Other Furniture	615	0.35	685	0.34	179	188	2.27	98
Total Household Textiles	1,602	0.90	1,828	0.92	466	501	2.82	96
Domestic Textiles	1,359	0.76	1,555	0.78	396	426	2.90	103
Window and Furniture Covers	243	0.14	272	0.14	71	75	2.40	70
Major Appliances	885	0.50	1,009	0.51	258	276	2.81	104
Misc Household Equipment	1,649	0.93	1,868	0.94	480	512	2.65	102
Small Appliance/Houseware	2,424	1.36	2,742	1.38	706	751	2.62	115
HOUSING RELATED & PERSONAL								
Total Housing Expenses	13,730	7.72	15,349	7.70	3,998	4,205	2.36	95
Fuels and Utilities	7,240	4.07	8,084	4.06	2,108	2,215	2.33	93
Telephone Service	3,793	2.13	4,168	2.09	1,104	1,142	1.98	101
Household Repairs	1,487	0.84	1,674	0.84	433	459	2.52	100
Household Services	1,594	0.90	1,730	0.87	464	474	1.71	84
Housekeeping Supplies	1,280	0.72	1,462	0.73	373	401	2.85	103
Personal Expenses and Services	5,705	3.21	6,470	3.25	1,661	1,773	2.68	102
PERSONAL CARE & SMOKING PRODUCTS								
Personal Care Products and Services	3,893	2.19	4,334	2.17	1,134	1,187	2.26	110
Personal Care Services	1,760	0.99	1,934	0.97	512	530	1.97	115
Smoking Prods/Supplies	2,348	1.32	2,658	1.33	684	728	2.64	78
PET EXPENSES	2,326	1.31	2,652	1.33	677	726	2.80	119

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Consumer Spending Patterns

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Product Category	2013 Aggregate Expenditure Estimate (in 1000s)	% Comp	2018 Aggregate Expenditure Estimate (in 1000s)	% Comp	2013 Annual Avg/ HH	2018 Annual Avg/ HH	Avg Annual % Growth	2013 Index to USA
SPORTS & ENTERTAINMENT								
Photographic Equipment	385	0.22	499	0.25	112	137	5.92	110
Reading Materials	1,739	0.98	1,992	1.00	506	546	2.91	119
Sports and Recreation	6,152	3.46	7,478	3.75	1,792	2,049	4.31	120
Sports Equipment	3,146	1.77	4,059	2.04	916	1,112	5.81	109
Travel	8,716	4.90	9,418	4.73	2,538	2,580	1.61	123
TV, Radio and Sound Equipment	3,300	1.85	4,759	2.39	961	1,304	8.84	140
Computers, Software & Accssories	2,471	1.39	3,765	1.89	720	1,032	10.48	122
TRANSPORTATION & AUTO EXPENSES								
Automotive Maintenance/Repair/Other	7,462	4.19	7,695	3.86	2,173	2,108	0.62	114
Gasoline	8,395	4.72	8,350	4.19	2,445	2,288	-0.11	105
Diesel Fuel	55	0.03	58	0.03	16	16	0.85	85
Motor Oil	165	0.09	166	0.08	48	45	0.12	116
Vehicle Purchases & Leases	17,607	9.89	19,853	9.96	5,127	5,439	2.55	95
New Autos/Trucks/Vans	8,485	4.77	8,868	4.45	2,471	2,430	0.90	88
Used Vehicles	5,929	3.33	6,224	3.12	1,726	1,705	0.99	78
Boats and Recreational Vehicle Purchase	3,193	1.79	4,761	2.39	930	1,304	9.82	260
Rented Vehicles	512	0.29	524	0.26	149	144	0.48	75
TOTAL APPAREL	14,857	8.35	16,956	8.51	4,326	4,645	2.83	109
Women's Apparel	4,942	2.78	5,641	2.83	1,439	1,545	2.83	112
Men's Apparel	3,149	1.77	3,591	1.80	917	984	2.80	111
Girl's Apparel	1,059	0.60	1,221	0.61	308	335	3.06	108
Boy's Apparel	789	0.44	915	0.46	230	251	3.19	113
Infant's Apparel	395	0.22	459	0.23	115	126	3.20	103
Footwear (excl. Infants)	1,914	1.08	2,192	1.10	557	600	2.90	108
Other Apparel Prods/Services	2,608	1.47	2,938	1.47	759	805	2.53	104

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	31,806,999	99,404,323	(67,597,324)
Motor Vehicle and Parts Dealers-441	5,478,820	0	5,478,820
Automotive Dealers-4411	3,943,997	0	3,943,997
Other Motor Vehicle Dealers-4412	1,064,404	0	1,064,404
Automotive Parts/Accsrs, Tire Stores-4413	470,419	0	470,419
Furniture and Home Furnishings Stores-442	650,037	0	650,037
Furniture Stores-4421	352,566	0	352,566
Home Furnishing Stores-4422	297,471	0	297,471
Electronics and Appliance Stores-443	755,745	0	755,745
Appliances, TVs, Electronics Stores-44311	571,196	0	571,196
Household Appliances Stores-443111	87,916	0	87,916
Radio, Television, Electronics Stores-443112	483,280	0	483,280
Computer and Software Stores-44312	168,179	0	168,179
Camera and Photographic Equipment Stores-44313	16,370	0	16,370
Building Material, Garden Equip Stores -444	3,093,546	387,480	2,706,066
Building Material and Supply Dealers-4441	2,746,616	387,480	2,359,136
Home Centers-44411	1,121,978	0	1,121,978
Paint and Wallpaper Stores-44412	44,317	0	44,317
Hardware Stores-44413	286,085	0	286,085
Other Building Materials Dealers-44419	1,294,235	387,480	906,755
Building Materials, Lumberyards-444191	503,068	151,505	351,563
Lawn, Garden Equipment, Supplies Stores-4442	346,930	0	346,930
Outdoor Power Equipment Stores-44421	75,130	0	75,130
Nursery and Garden Centers-44422	271,800	0	271,800
Food and Beverage Stores-445	4,077,384	6,035,042	(1,957,658)
Grocery Stores-4451	3,525,963	5,986,169	(2,460,206)
Supermarkets, Grocery (Ex Conv) Stores-44511	3,366,788	3,076,262	290,526
Convenience Stores-44512	159,175	2,909,907	(2,750,732)
Specialty Food Stores-4452	302,982	0	302,982
Beer, Wine and Liquor Stores-4453	248,439	48,873	199,566
Health and Personal Care Stores-446	1,632,965	7,842,224	(6,209,259)
Pharmancies and Drug Stores-44611	1,288,547	1,899,434	(610,887)
Cosmetics, Beauty Supplies, Perfume Stores-44612	113,145	508,631	(395,486)
Optical Goods Stores-44613	83,839	0	83,839
Other Health and Personal Care Stores-44619	147,435	5,434,159	(5,286,724)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	2,961,867	10,504,135	(7,542,268)
Gasoline Stations With Conv Stores-44711	2,139,703	8,895,379	(6,755,676)
Other Gasoline Stations-44719	822,164	1,608,757	(786,593)
Clothing and Clothing Accessories Stores-448	1,610,569	6,291,514	(4,680,945)
Clothing Stores-4481	1,227,386	5,799,044	(4,571,658)
Men's Clothing Stores-44811	70,960	0	70,960
Women's Clothing Stores-44812	274,535	947,329	(672,794)
Childrens, Infants Clothing Stores-44813	75,872	266,889	(191,017)
Family Clothing Stores-44814	644,859	2,864,725	(2,219,866)
Clothing Accessories Stores-44815	51,330	472,976	(421,646)
Other Clothing Stores-44819	109,829	1,247,126	(1,137,297)
Shoe Stores-4482	188,331	0	188,331
Jewelry, Luggage, Leather Goods Stores-4483	194,852	492,469	(297,617)
Jewelry Stores-44831	180,776	492,469	(311,693)
Luggage and Leather Goods Stores-44832	14,077	0	14,077
Sporting Goods, Hobby, Book, Music Stores-451	686,201	1,700,807	(1,014,606)
Sportng Goods, Hobby, Musical Inst Stores-4511	524,076	1,700,807	(1,176,731)
Sporting Goods Stores-45111	264,169	1,353,832	(1,089,663)
Hobby, Toys and Games Stores-45112	145,520	346,975	(201,455)
Sew/Needlework/Piece Goods Stores-45113	40,007	0	40,007
Musical Instrument and Supplies Stores-45114	74,380	0	74,380
Book, Periodical and Music Stores-4512	162,126	0	162,126
Book Stores and News Dealers-45121	123,256	0	123,256
Book Stores-451211	113,672	0	113,672
News Dealers and Newsstands-451212	9,585	0	9,585
Prerecorded Tapes, CDs, Record Stores-45122	38,869	0	38,869
General Merchandise Stores-452	4,175,636	1,840,691	2,334,945
Department Stores Excl Leased Depts-4521	1,730,417	1,176,339	554,078
Other General Merchandise Stores-4529	2,445,219	664,352	1,780,867
Miscellaneous Store Retailers-453	833,704	3,633,655	(2,799,951)
Florists-4531	40,117	106,635	(66,518)
Office Supplies, Stationery, Gift Stores-4532	284,749	1,760,197	(1,475,448)
Office Supplies and Stationery Stores-45321	161,584	0	161,584
Gift, Novelty and Souvenir Stores-45322	123,166	1,760,197	(1,637,031)
Used Merchandise Stores-4533	88,323	273,379	(185,056)
Other Miscellaneous Store Retailers-4539	420,515	1,493,443	(1,072,928)
Non-Store Retailers-454	2,465,055	0	2,465,055
Foodservice and Drinking Places-722	3,385,468	61,168,775	(57,783,307)
Full-Service Restaurants-7221	1,573,842	21,635,329	(20,061,487)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 1: , 0.00 - 1.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Limited-Service Eating Places-7222	1,392,001	32,418,841	(31,026,840)
Special Foodservices-7223	270,090	1,898,597	(1,628,507)
Drinking Places -Alcoholic Beverages-7224	149,535	5,216,008	(5,066,473)
GAFO *	8,162,938	11,593,209	(3,430,271)
General Merchandise Stores-452	4,175,636	1,840,691	2,334,945
Clothing and Clothing Accessories Stores-448	1,610,569	6,291,514	(4,680,945)
Furniture and Home Furnishings Stores-442	650,037	0	650,037
Electronics and Appliance Stores-443	755,745	0	755,745
Sporting Goods, Hobby, Book, Music Stores-451	686,201	1,700,807	(1,014,606)
Office Supplies, Stationery, Gift Stores-4532	284,749	1,760,197	(1,475,448)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	56,086,876	591,581,676	(535,494,800)
Motor Vehicle and Parts Dealers-441	9,764,302	7,621,393	2,142,909
Automotive Dealers-4411	7,007,324	0	7,007,324
Other Motor Vehicle Dealers-4412	1,930,076	6,934,113	(5,004,037)
Automotive Parts/Accsrs, Tire Stores-4413	826,902	687,280	139,622
Furniture and Home Furnishings Stores-442	1,151,792	3,478,475	(2,326,683)
Furniture Stores-4421	625,900	3,446,026	(2,820,126)
Home Furnishing Stores-4422	525,891	32,449	493,442
Electronics and Appliance Stores-443	1,311,556	554,640	756,916
Appliances, TVs, Electronics Stores-44311	986,769	554,640	432,129
Household Appliances Stores-443111	153,568	0	153,568
Radio, Television, Electronics Stores-443112	833,202	554,640	278,562
Computer and Software Stores-44312	296,002	0	296,002
Camera and Photographic Equipment Stores-44313	28,785	0	28,785
Building Material, Garden Equip Stores -444	5,439,719	90,786,009	(85,346,290)
Building Material and Supply Dealers-4441	4,826,531	90,786,009	(85,959,478)
Home Centers-44411	1,977,907	86,955,270	(84,977,363)
Paint and Wallpaper Stores-44412	77,585	0	77,585
Hardware Stores-44413	502,264	0	502,264
Other Building Materials Dealers-44419	2,268,775	3,830,739	(1,561,964)
Building Materials, Lumberyards-444191	887,979	1,497,815	(609,836)
Lawn, Garden Equipment, Supplies Stores-4442	613,188	0	613,188
Outdoor Power Equipment Stores-44421	135,171	0	135,171
Nursery and Garden Centers-44422	478,018	0	478,018
Food and Beverage Stores-445	7,164,581	7,164,461	120
Grocery Stores-4451	6,188,390	6,630,173	(441,783)
Supermarkets, Grocery (Ex Conv) Stores-44511	5,904,444	3,407,212	2,497,232
Convenience Stores-44512	283,947	3,222,961	(2,939,014)
Specialty Food Stores-4452	529,905	405,049	124,856
Beer, Wine and Liquor Stores-4453	446,286	129,240	317,046
Health and Personal Care Stores-446	2,853,893	12,180,512	(9,326,619)
Pharmancies and Drug Stores-44611	2,251,590	4,710,179	(2,458,589)
Cosmetics, Beauty Supplies, Perfume Stores-44612	197,459	563,350	(365,891)
Optical Goods Stores-44613	147,547	496,728	(349,181)
Other Health and Personal Care Stores-44619	257,297	6,410,256	(6,152,959)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	5,308,936	44,448,104	(39,139,168)
Gasoline Stations With Conv Stores-44711	3,838,078	41,893,638	(38,055,560)
Other Gasoline Stations-44719	1,470,857	2,554,466	(1,083,609)
Clothing and Clothing Accessories Stores-448	2,808,592	13,250,489	(10,441,897)
Clothing Stores-4481	2,131,093	12,232,005	(10,100,912)
Men's Clothing Stores-44811	122,645	0	122,645
Women's Clothing Stores-44812	476,499	1,049,244	(572,745)
Childrens, Infants Clothing Stores-44813	132,652	295,601	(162,949)
Family Clothing Stores-44814	1,119,254	8,982,006	(7,862,752)
Clothing Accessories Stores-44815	89,602	523,860	(434,258)
Other Clothing Stores-44819	190,441	1,381,294	(1,190,853)
Shoe Stores-4482	325,335	0	325,335
Jewelry, Luggage, Leather Goods Stores-4483	352,164	1,018,485	(666,321)
Jewelry Stores-44831	327,482	1,018,485	(691,003)
Luggage and Leather Goods Stores-44832	24,682	0	24,682
Sporting Goods, Hobby, Book, Music Stores-451	1,185,544	6,748,785	(5,563,241)
Sportng Goods, Hobby, Musical Inst Stores-4511	903,241	6,218,470	(5,315,229)
Sporting Goods Stores-45111	460,365	5,834,167	(5,373,802)
Hobby, Toys and Games Stores-45112	250,992	384,303	(133,311)
Sew/Needlework/Piece Goods Stores-45113	70,929	0	70,929
Musical Instrument and Supplies Stores-45114	120,955	0	120,955
Book, Periodical and Music Stores-4512	282,303	530,315	(248,012)
Book Stores and News Dealers-45121	217,752	530,315	(312,563)
Book Stores-451211	200,723	0	200,723
News Dealers and Newsstands-451212	17,028	530,315	(513,287)
Prerecorded Tapes, CDs, Record Stores-45122	64,551	0	64,551
General Merchandise Stores-452	7,301,942	220,876,492	(213,574,550)
Department Stores Excl Leased Depts-4521	3,014,798	156,327,299	(153,312,501)
Other General Merchandise Stores-4529	4,287,144	64,549,194	(60,262,050)
Miscellaneous Store Retailers-453	1,487,807	14,077,743	(12,589,936)
Florists-4531	70,447	118,107	(47,660)
Office Supplies, Stationery, Gift Stores-4532	503,846	7,693,501	(7,189,655)
Office Supplies and Stationery Stores-45321	286,629	2,700,615	(2,413,986)
Gift, Novelty and Souvenir Stores-45322	217,217	4,992,887	(4,775,670)
Used Merchandise Stores-4533	154,471	2,731,722	(2,577,251)
Other Miscellaneous Store Retailers-4539	759,042	3,534,413	(2,775,371)
Non-Store Retailers-454	4,322,480	0	4,322,480
Foodservice and Drinking Places-722	5,985,733	170,394,571	(164,408,838)
Full-Service Restaurants-7221	2,783,058	70,613,622	(67,830,564)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 2: , 0.00 - 3.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Limited-Service Eating Places-7222	2,458,761	90,636,539	(88,177,778)
Special Foodservices-7223	**476,928**	**3,367,254**	(2,890,326)
Drinking Places -Alcoholic Beverages-7224	266,987	5,777,156	(5,510,169)
GAFO *	14,263,272	252,602,384	(238,339,112)
General Merchandise Stores-452	**7,301,942**	220,876,492	(213,574,550)
Clothing and Clothing Accessories Stores-448	2,808,592	13,250,489	(10,441,897)
Furniture and Home Furnishings Stores-442	**1,151,792**	3,478,475	**(2,326,683)**
Electronics and Appliance Stores-443	1,311,556	554,640	756,916
Sporting Goods, Hobby, Book, Music Stores-451	**1,185,544**	6,748,785	(5,563,241)
Office Supplies, Stationery, Gift Stores-4532	503,846	7,693,501	(7,189,655)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	148,283,147	698,052,766	(549,769,619)
Motor Vehicle and Parts Dealers-441	24,376,384	8,694,034	15,682,350
Automotive Dealers-4411	17,584,018	0	17,584,018
Other Motor Vehicle Dealers-4412	4,618,153	7,910,026	(3,291,873)
Automotive Parts/Accsrs, Tire Stores-4413	2,174,214	784,008	1,390,206
Furniture and Home Furnishings Stores-442	3,025,752	4,569,405	(1,543,653)
Furniture Stores-4421	1,629,974	3,931,022	(2,301,048)
Home Furnishing Stores-4422	1,395,778	638,382	757,396
Electronics and Appliance Stores-443	3,444,119	846,104	2,598,015
Appliances, TVs, Electronics Stores-44311	2,580,029	739,680	1,840,349
Household Appliances Stores-443111	404,579	106,980	297,599
Radio, Television, Electronics Stores-443112	2,175,449	632,701	1,542,748
Computer and Software Stores-44312	787,474	106,424	681,050
Camera and Photographic Equipment Stores-44313	76,616	0	76,616
Building Material, Garden Equip Stores -444	14,354,841	107,822,978	(93,468,137)
Building Material and Supply Dealers-4441	12,759,116	106,879,521	(94,120,405)
Home Centers-44411	5,231,909	99,198,121	(93,966,212)
Paint and Wallpaper Stores-44412	203,736	0	203,736
Hardware Stores-44413	1,330,344	1,296,009	34,335
Other Building Materials Dealers-44419	5,993,127	6,385,391	(392,264)
Building Materials, Lumberyards-444191	2,350,023	2,496,686	(146,663)
Lawn, Garden Equipment, Supplies Stores-4442	1,595,726	943,457	652,269
Outdoor Power Equipment Stores-44421	331,244	0	331,244
Nursery and Garden Centers-44422	1,264,481	943,457	321,024
Food and Beverage Stores-445	19,384,586	20,525,540	(1,140,954)
Grocery Stores-4451	16,738,563	19,794,181	(3,055,618)
Supermarkets, Grocery (Ex Conv) Stores-44511	15,954,048	16,571,220	(617,172)
Convenience Stores-44512	784,515	3,222,961	(2,438,446)
Specialty Food Stores-4452	1,428,955	591,548	837,407
Beer, Wine and Liquor Stores-4453	1,217,068	139,811	1,077,257
Health and Personal Care Stores-446	7,649,617	12,720,505	(5,070,888)
Pharmancies and Drug Stores-44611	6,039,627	5,119,992	919,635
Cosmetics, Beauty Supplies, Perfume Stores-44612	528,836	563,350	(34,514)
Optical Goods Stores-44613	391,489	570,734	(179,245)
Other Health and Personal Care Stores-44619	689,665	6,466,429	(5,776,764)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	14,445,855	49,422,723	(34,976,868)
Gasoline Stations With Conv Stores-44711	10,483,682	46,403,151	(35,919,469)
Other Gasoline Stations-44719	3,962,173	3,019,572	942,601
Clothing and Clothing Accessories Stores-448	7,421,305	15,538,293	(8,116,988)
Clothing Stores-4481	5,633,701	13,629,266	(7,995,565)
Men's Clothing Stores-44811	321,346	0	321,346
Women's Clothing Stores-44812	1,264,828	1,049,244	215,584
Childrens, Infants Clothing Stores-44813	349,763	295,601	54,162
Family Clothing Stores-44814	2,956,028	10,379,267	(7,423,239)
Clothing Accessories Stores-44815	236,856	523,860	(287,004)
Other Clothing Stores-44819	504,880	1,381,294	(876,414)
Shoe Stores-4482	871,447	0	871,447
Jewelry, Luggage, Leather Goods Stores-4483	916,157	1,909,027	(992,870)
Jewelry Stores-44831	850,859	1,909,027	(1,058,168)
Luggage and Leather Goods Stores-44832	65,298	0	65,298
Sporting Goods, Hobby, Book, Music Stores-451	3,103,370	9,380,862	(6,277,492)
Sportng Goods, Hobby, Musical Inst Stores-4511	2,363,420	8,731,731	(6,368,311)
Sporting Goods Stores-45111	1,214,337	8,331,094	(7,116,757)
Hobby, Toys and Games Stores-45112	663,838	384,303	279,535
Sew/Needlework/Piece Goods Stores-45113	185,216	16,334	168,882
Musical Instrument and Supplies Stores-45114	300,029	0	300,029
Book, Periodical and Music Stores-4512	739,950	649,130	90,820
Book Stores and News Dealers-45121	576,811	622,583	(45,772)
Book Stores-451211	530,476	17,632	512,844
News Dealers and Newsstands-451212	46,335	604,952	(558,617)
Prerecorded Tapes, CDs, Record Stores-45122	163,139	26,547	136,592
General Merchandise Stores-452	19,517,515	254,051,820	(234,534,305)
Department Stores Excl Leased Depts-4521	7,992,673	178,145,548	(170,152,875)
Other General Merchandise Stores-4529	11,524,842	75,906,271	(64,381,429)
Miscellaneous Store Retailers-453	4,038,508	16,998,409	(12,959,901)
Florists-4531	185,542	138,908	46,634
Office Supplies, Stationery, Gift Stores-4532	1,337,860	8,753,714	(7,415,854)
Office Supplies and Stationery Stores-45321	760,754	3,080,701	(2,319,947)
Gift, Novelty and Souvenir Stores-45322	577,106	5,673,013	(5,095,907)
Used Merchandise Stores-4533	406,762	3,206,890	(2,800,128)
Other Miscellaneous Store Retailers-4539	2,108,344	4,898,897	(2,790,553)
Non-Store Retailers-454	11,499,607	0	11,499,607
Foodservice and Drinking Places-722	16,021,685	197,482,094	(181,460,409)
Full-Service Restaurants-7221	7,441,019	84,071,829	(76,630,810)

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RMP Opportunity Gap - Retail Stores

Paia Market Analysis

Radius 3: , 0.00 - 5.00 Miles, Total

Retail Stores	2013 Demand (Consumer Expenditures)	2013 Supply (Retail Sales)	Opportunity Gap/Surplus
Limited-Service Eating Places-7222	6,580,820	98,385,971	(91,805,151)
Special Foodservices-7223	1,275,472	9,247,138	(7,971,666)
Drinking Places -Alcoholic Beverages-7224	724,373	5,777,156	(5,052,783)
GAFO *	37,849,921	293,140,197	(255,290,276)
General Merchandise Stores-452	19,517,515	254,051,820	(234,534,305)
Clothing and Clothing Accessories Stores-448	7,421,305	15,538,293	(8,116,988)
Furniture and Home Furnishings Stores-442	3,025,752	4,569,405	(1,543,653)
Electronics and Appliance Stores-443	3,444,119	846,104	2,598,015
Sporting Goods, Hobby, Book, Music Stores-451	3,103,370	9,380,862	(6,277,492)
Office Supplies, Stationery, Gift Stores-4532	1,337,860	8,753,714	(7,415,854)

* GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Nielsen' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.Additional data sources are incorporated to create both supply and demand estimates.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.

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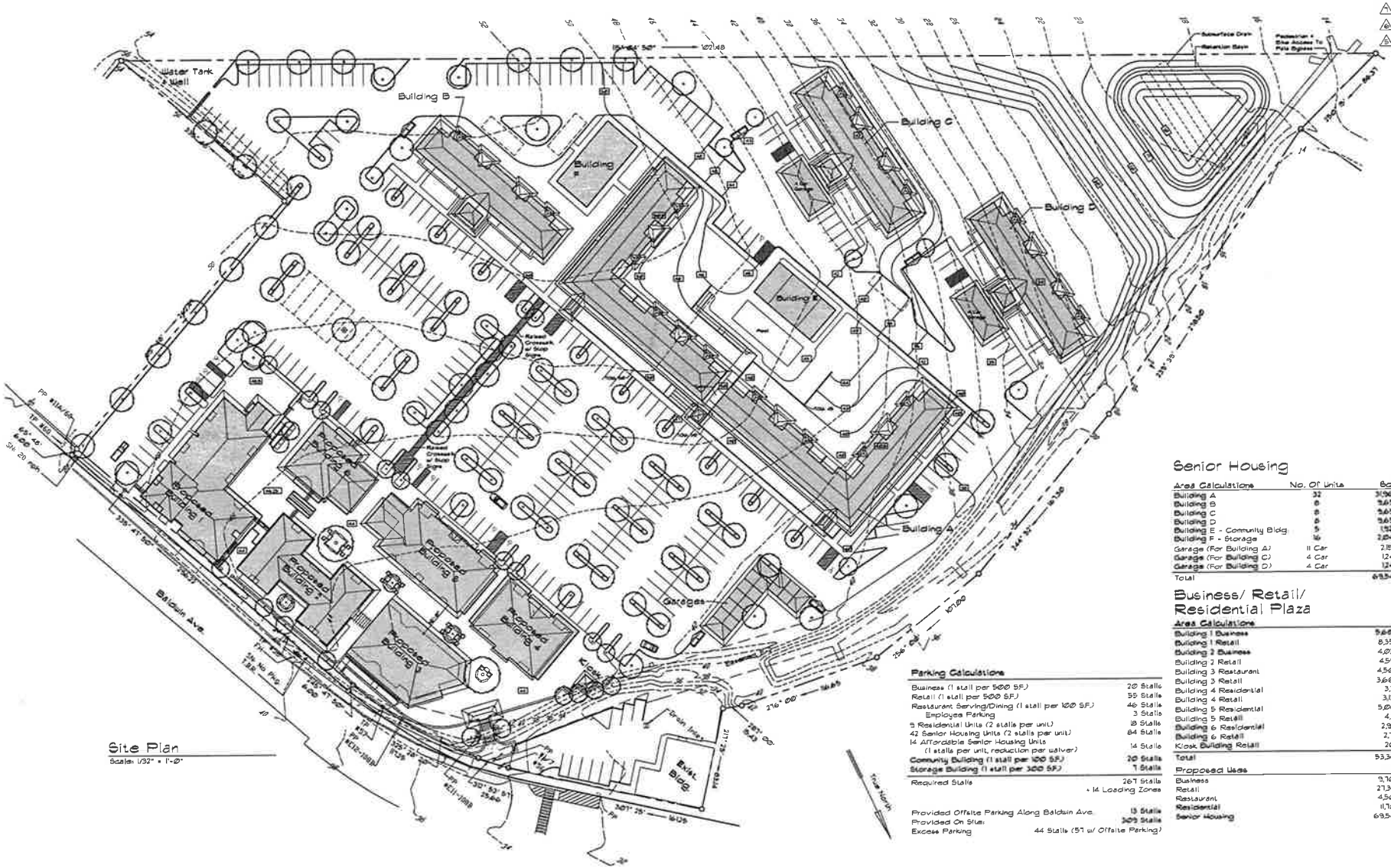
G

Appendix G

DEVELOPMENT PLAN
WITH RENDERINGS



Site Plan

Scale: 1/32" = 1'-0"

Parking Calculations

Business (1 stall per 500 SF.)	20 Stalls
Retail (1 stall per 500 SF.)	55 Stalls
Restaurant Serving/Dining (1 stall per 100 SF.)	46 Stalls
Employee Parking	3 Stalls
9 Residential Units (2 stalls per unit)	18 Stalls
42 Senior Housing Units (2 stalls per unit)	84 Stalls
14 Affordable Senior Housing Units (1 stalls per unit, reduction per waiver)	14 Stalls
Community Building (1 stall per 100 SF.)	**20 Stalls**
Storage Building (1 stall per 300 SF.)	**7 Stalls**
Required Stalls	267 Stalls
	+ 14 Loading Zones
Provided Offsite Parking Along Baldwin Ave.	**13 Stalls**
Provided On Site:	**305 Stalls**
Excess Parking	44 Stalls (57 w/ Offsite Parking)

Senior Housing

Area Calculations	No. Of Units	Sq. Ft.
Building A	32	31,764 S.F.
Building B	6	5,657 S.F.
Building C	6	5,657 S.F.
Building D	6	5,657 S.F.
Building E - Community Bldg.	5	1,520 S.F.
Building F - Storage	16	2,048 S.F.
Garage (For Building A)	11 Car	2,150 S.F.
Garage (For Building C)	4 Car	1,248 S.F.
Garage (For Building D)	4 Car	1,248 S.F.
Total		69,549 S.F.

Business/ Retail/ Residential Plaza

Area Calculations	
Building 1 Business	**9,640 S.F.**
Building 1 Retail	8,358 S.F.
Building 2 Business	4,028 S.F.
Building 2 Retail	4,592 S.F.
Building 3 Restaurant	4,503 S.F.
Building 3 Retail	3,664 S.F.
Building 4 Residential	3,712 S.F.
Building 4 Retail	3,120 S.F.
Building 5 Residential	5,2009 S.F.
Building 5 Retail	4,731 S.F.
Building 6 Residential	2,985 S.F.
Building 6 Retail	2,727 S.F.
Kiosk Building Retail	200 S.F.
Total	53,305 S.F.
Proposed Uses	
Business	9,108 S.F.
Retail	27,392 S.F.
Restaurant	4,503 S.F.
Residential	11,702 S.F.
Senior Housing	69,549 S.F.

Revisions	
1/7/16	3/11/15
9/22/15	10/27/14
8/21/15	5/13/13
5/28/15	10/4/12

HUNTON CONRAD & ASSOCIATES INC

Site Plan

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

Date:	April 22, 2011
Scale:	As Shown
Drawn:	JCR/RN
Job:	Pala 2020
Sheet:	A1

1 West Elevation (Facing Parking Lot)
Scale: 3/32" = 1'-0"

2 East Elevation (Facing Baldwin Avenue)
Scale: 3/32" = 1'-0"

3 East Elevation (Within Mall, Facing Baldwin Ave.)
Scale: 3/32" = 1'-0"

4 West Elevation (Within Mall, Facing Parking Lot)
Scale: 3/32" = 1'-0"

PRELIMINARY

Revisions
8/27/15
11/25/14

Elevations

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2010
Sheet:
A2

① Lower Floor Plan - Building '1'
Scale: 1/8" = 1'-0"

Area Calculations

Upper Floor:	6,882 Sq. Ft.
Lower Floor:	7,156 Sq. Ft.
Overall	14,038 Sq. Ft.

② Upper Floor Plan - Building '1'
Scale: 1/8" = 1'-0"

PRELIMINARY

Revisions
2 8/27/15
1 11/25/14

Building '1'

Paia Courtyard
Baldwin Avenue, Paia, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

Date:	August 29, 2012
Scale:	As Shown
Drawn:	RN
Job:	Paia 2020
Sheet:	A3

1 South Elevation
Scale: 1/8" = 1'-0"

2 West Elevation (Facing Mall)
Scale: 1/8" = 1'-0"

3 North Elevation
Scale: 1/8" = 1'-0"

4 East Elevation (Facing Baldwin Ave.)
Scale: 1/8" = 1'-0"

Revisions
△
△
2 8/27/15
1 11/25/14

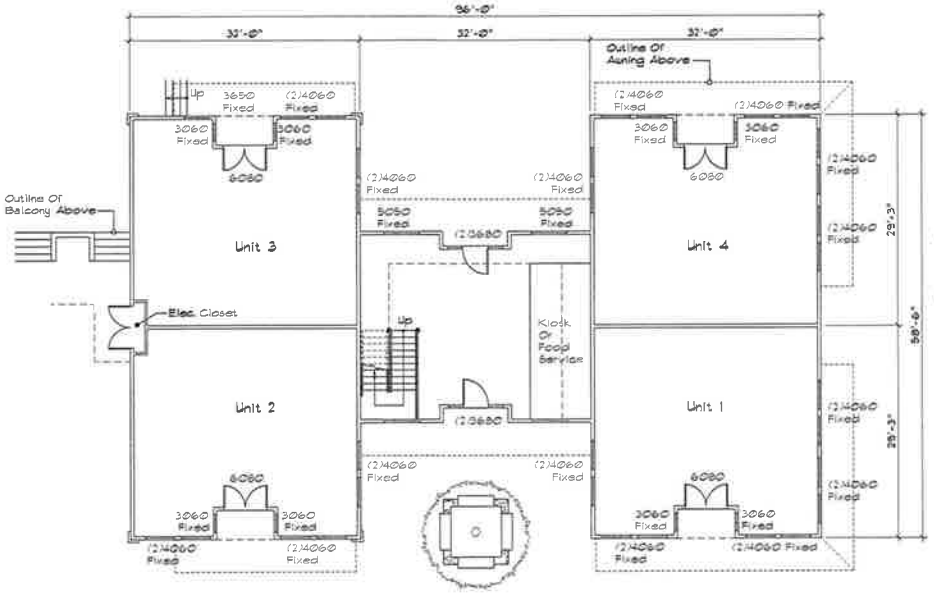
Building 'F'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

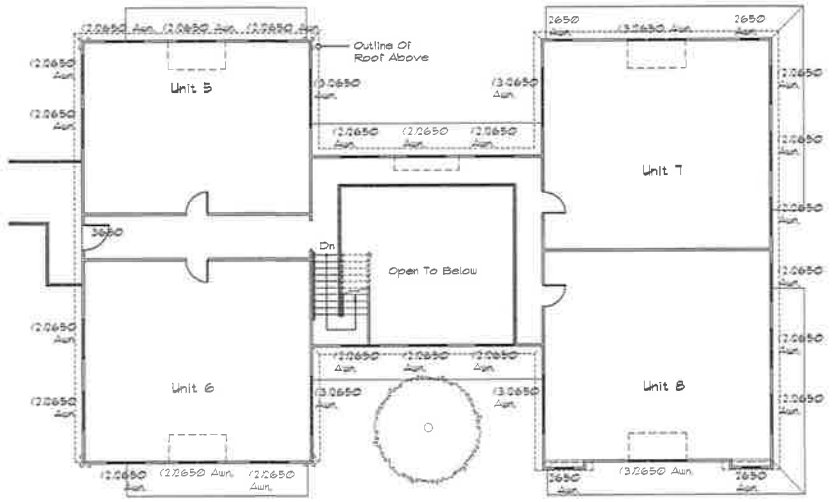
HUNTON CONRAD & ASSOCIATES INC

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A4

PRELIMINARY



1 Lower Floor Plan - Building '2'
Scale: 1/8" = 1'-0"



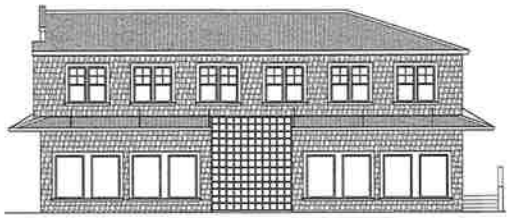
2 Upper Floor Plan - Building '2'
Scale: 1/8" = 1'-0"

Area Calculations

Upper Floor:	4592 Sq. Ft.
Lower Floor:	4,028 Sq. Ft.
Total:	8620 Sq. Ft.

3 South Elevation
Scale: 1/8" = 1'-0"

4 West Elevation (Facing Mall)
Scale: 1/8" = 1'-0"



5 North Elevation
Scale: 1/8" = 1'-0"

6 East Elevation (Facing Baldwin Ave.)
Scale: 1/8" = 1'-0"

PRELIMINARY

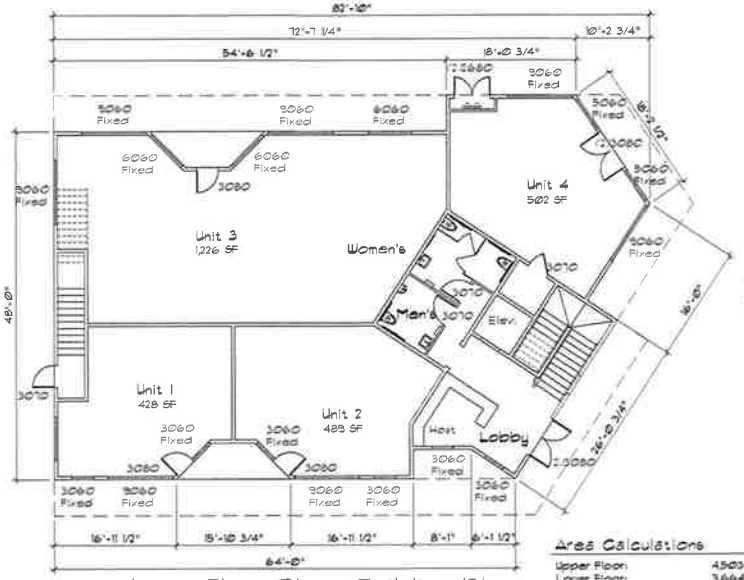
Revisions
2 8/27/15
1 11/25/14

Building '2'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (22-5-005:063

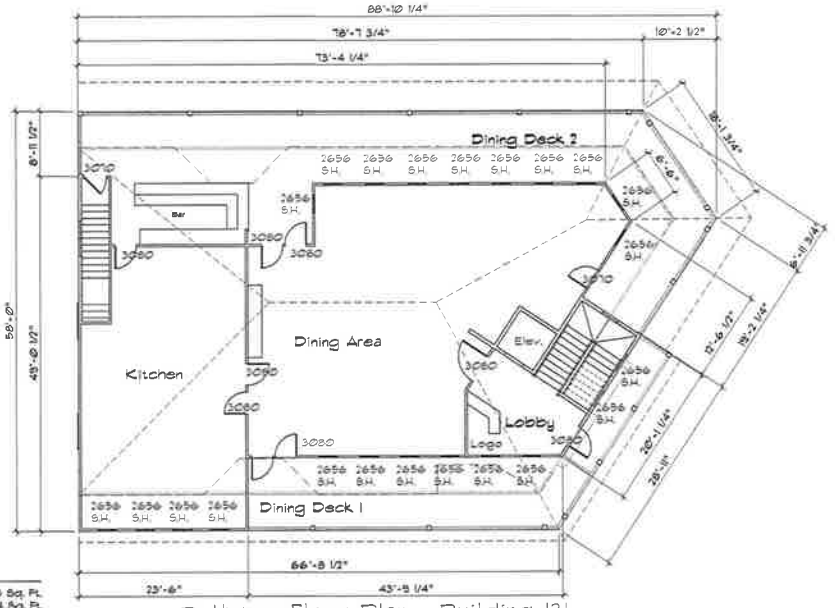
HUNTON CONRAD & ASSOCIATES INC

Date: August 28, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A5



1 Lower Floor Plan - Building '3'
Scale: 1/8" = 1'-0"

Area Calculations	
Upper Floor:	4503 Sq. Ft.
Lower Floor:	3664 Sq. Ft.
Overall	8167 Sq. Ft.



2 Upper Floor Plan - Building '3'
Scale: 1/8" = 1'-0"

3 South Elevation
Scale: 1/8" = 1'-0"

4 West Elevation (Facing Mall)
Scale: 1/8" = 1'-0"

5 North Elevation
Scale: 1/8" = 1'-0"

6 East Elevation (Facing Baldwin Ave.)
Scale: 1/8" = 1'-0"

PRELIMINARY

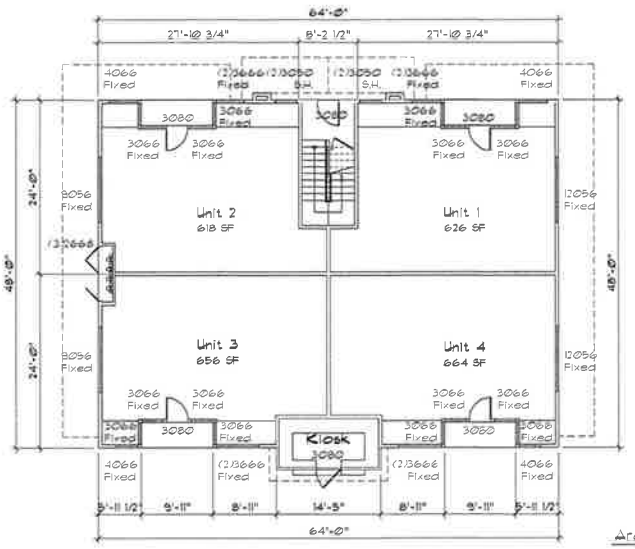
Revisions
2 5/13/13
1 10/4/12

Building '3'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

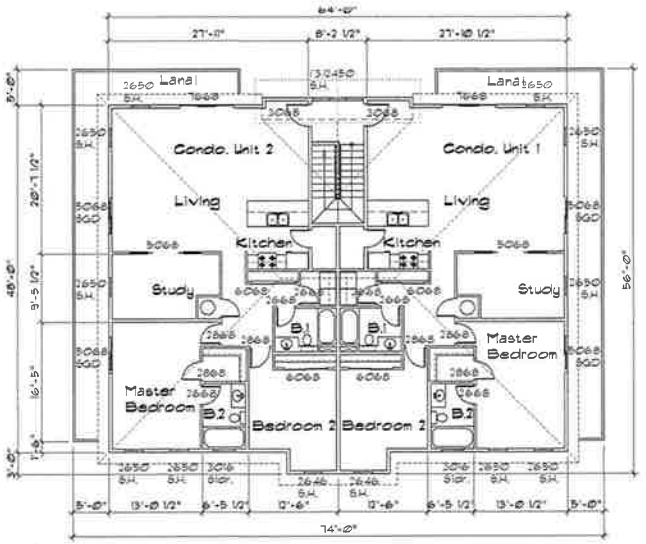
Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A6



1 Lower Floor Plan - Building '4'
Scale: 1/8" = 1'-0"

Area Calculations

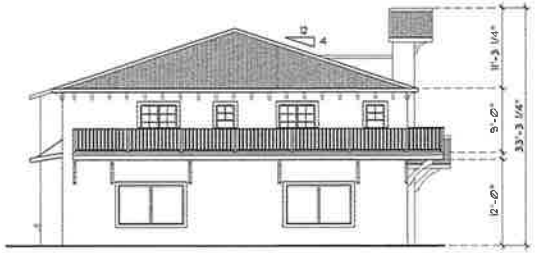
Upper Floor:	3,712 Sq. Ft.
Lower Floor:	3,120 Sq. Ft.
Overall	6,832 Sq. Ft.



2 Upper Floor Plan - Building '4'
Scale: 1/8" = 1'-0"

3 South Elevation
Scale: 1/8" = 1'-0"

4 West Elevation (Facing Mall)
Scale: 1/8" = 1'-0"



5 North Elevation
Scale: 1/8" = 1'-0"

6 East Elevation (Facing Parking Lot)
Scale: 1/8" = 1'-0"

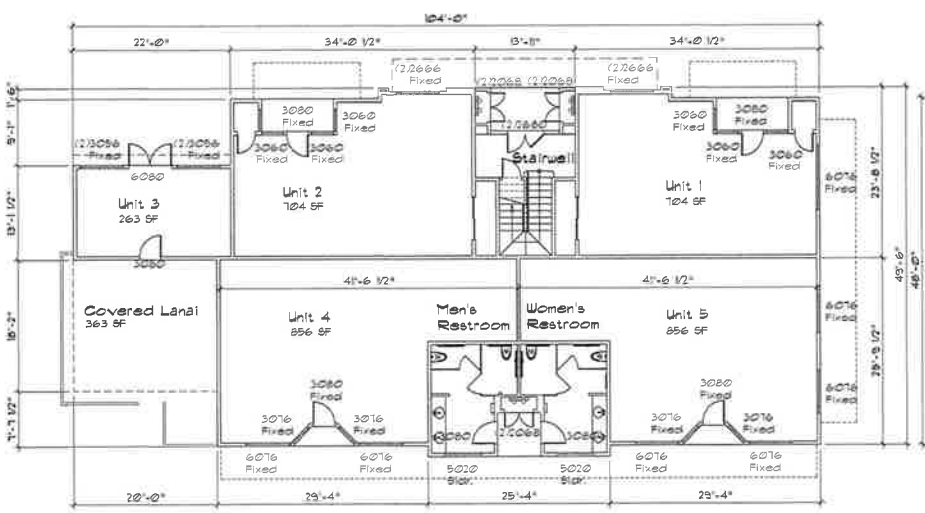
Revisions
2 12/4/12
1 10/4/12

Building '4'

Paia Courtyard
Baldwin Avenue, Paia, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

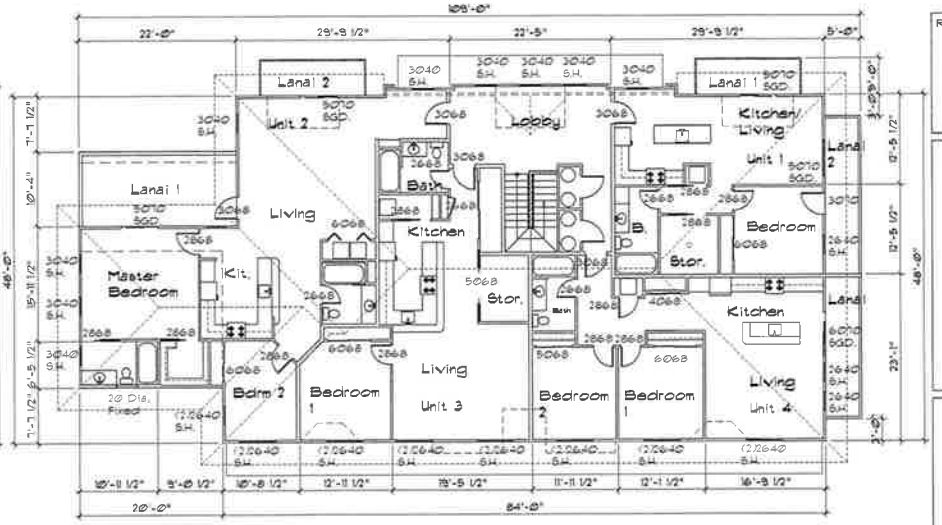
Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Paia 2020
Sheet: A1



1 Lower Floor Plan - Building '5'
Scale: 1/8" = 1'-0"

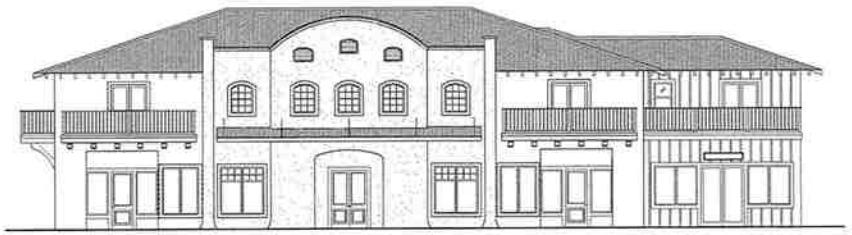
Area Calculations

Upper Floor:	5,005 Sq. Ft.
Lower Floor:	4,731 Sq. Ft.
Overall	9,736 Sq. Ft.

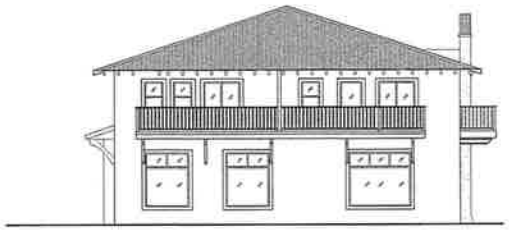


2 Upper Floor Plan - Building '5'
Scale: 1/8" = 1'-0"

3 South Elevation
Scale: 1/8" = 1'-0"



4 West Elevation (Facing Parking Lot)
Scale: 1/8" = 1'-0"



5 North Elevation
Scale: 1/8" = 1'-0"

6 East Elevation (Facing Mall)
Scale: 1/8" = 1'-0"

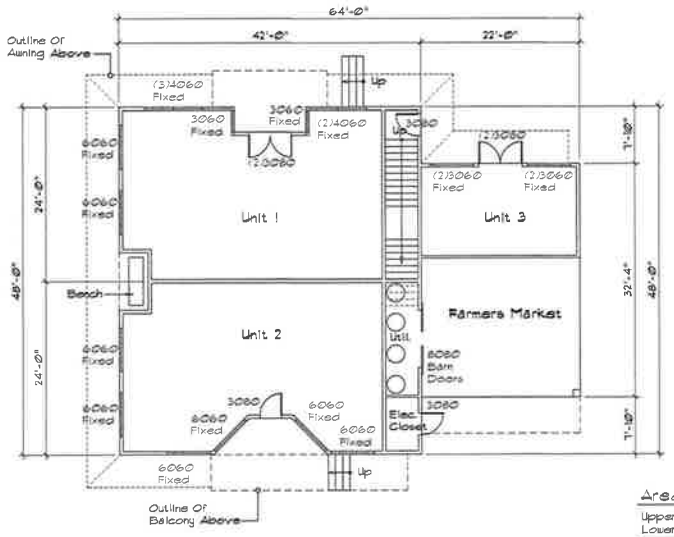
Revisions
- 4 8/27/15
- 3 5/28/15
- 2 12/4/12
- 1 10/4/12

Building '5'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

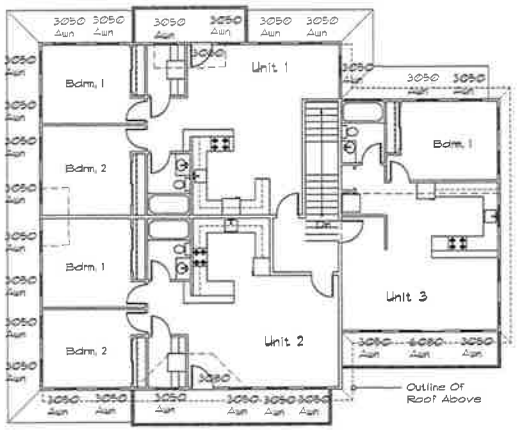
HUNTON CONRAD & ASSOCIATES INC

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A8

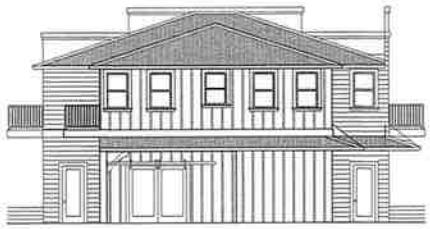


1 Lower Floor Plan - Building '6'
Scale: 1/8" = 1'-0"

Area Calculations	
Upper Floor:	2,985 Sq. Ft.
Lower Floor:	2,727 Sq. Ft.
Overall	5,712 Sq. Ft.



2 Upper Floor Plan - Building '6'
Scale: 1/8" = 1'-0"



3 North Elevation
Scale: 1/8" = 1'-0"

4 South Elevation
Scale: 1/8" = 1'-0"

5 West Elevation (Facing Parking Lot)
Scale: 1/8" = 1'-0"

6 East Elevation (Facing Mall)
Scale: 1/8" = 1'-0"

PRELIMINARY

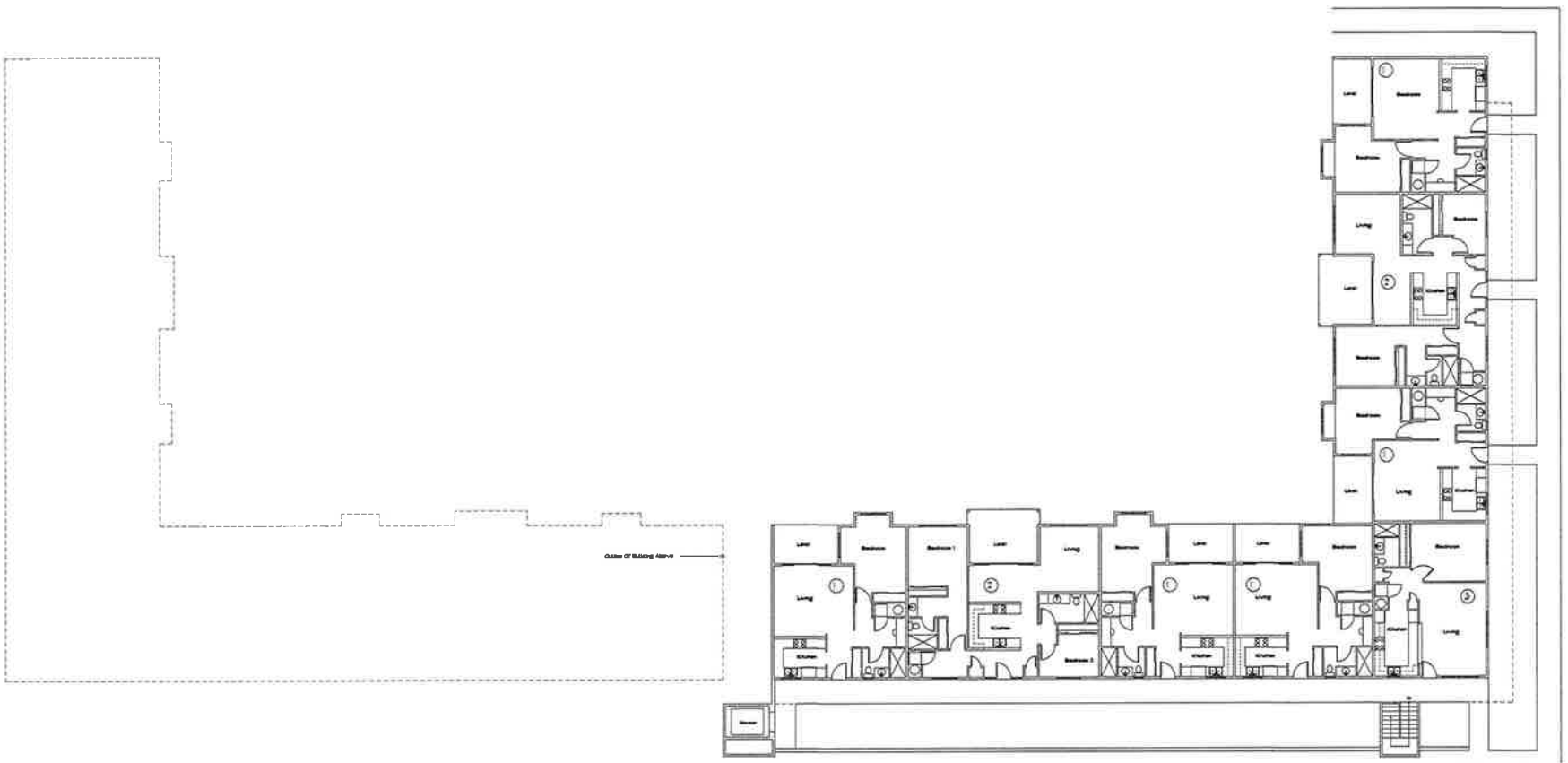
Revisions
△
△
2 8/27/15
1 11/25/14

Building '6'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A9



Makai Wing - Lower

Overall Area Calculations

Living	7,127 Sq. Ft.
Lanais	864 Sq. Ft.
Total:	7,991 Sq. Ft.

1 Floor Plan - Building 'A'
Scale: 3/32" = 1'-0"

Legend

1. Unit Type '1'
2. Unit Type '2'
3. Unit Type '3'

Note:
Refer To Sheet A6 For Dimensions

Area Calculations For Individual Units

Unit Type '1'

Living	806 Sq. Ft.
Lanai	110 Sq. Ft.
Total:	916 Sq. Ft.

Unit Type '2'

Living	1,188 Sq. Ft.
Lanai	137 Sq. Ft.
Total:	1,325 Sq. Ft.

Unit Type '3'

Living	766 Sq. Ft.

PRELIMINARY

Revisions
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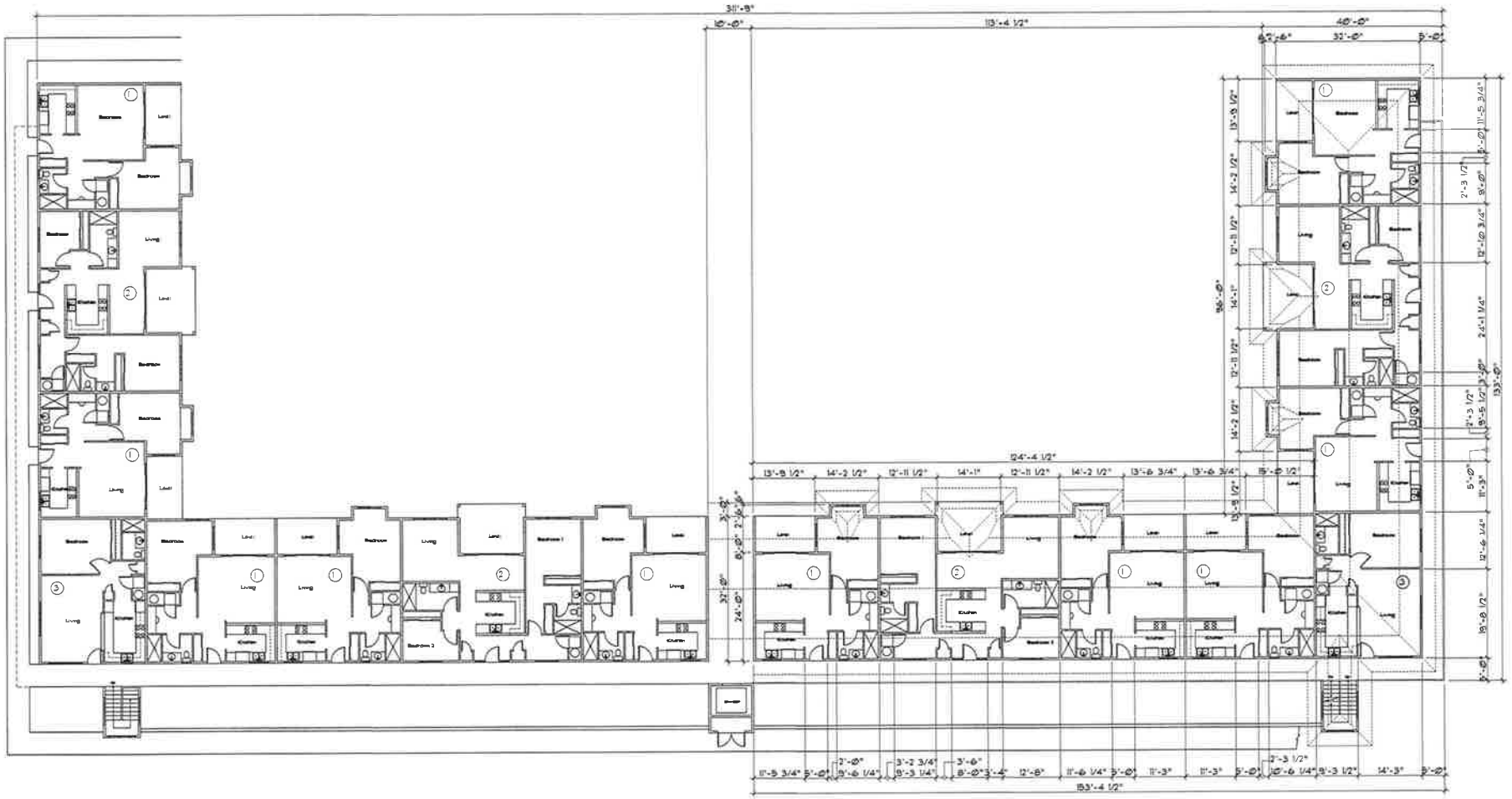
Building 'A'

Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

Date: June, 2012
Scale: 3/32" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: A1



Mauka Wing - Lower Floor

Overall Area Calculations

Living	7,127 Sq. Ft.
Lanais	864 Sq. Ft.
Total:	7,991 Sq. Ft.

Makai Wing - Upper Floor

Overall Area Calculations

Living	7,127 Sq. Ft.
Lanais	864 Sq. Ft.
Total:	7,991 Sq. Ft.

Legend

1. Unit Type '1'
2. Unit Type '2'
3. Unit Type '3'

Note:
Refer To Sheet A6 For Dimensions

Area Calculations For Individual Units

Unit Type '1'

Living	806 Sq. Ft.
Lanai	110 Sq. Ft.
Total:	916 Sq. Ft.

Unit Type '2'

Living	1,188 Sq. Ft.
Lanai	137 Sq. Ft.
Total:	1,325 Sq. Ft.

Unit Type '3'

Living	766 Sq. Ft.

1 Floor Plan - Building 'A'

Scale: 3/32" = 1'-0"

PRELIMINARY

Revisions

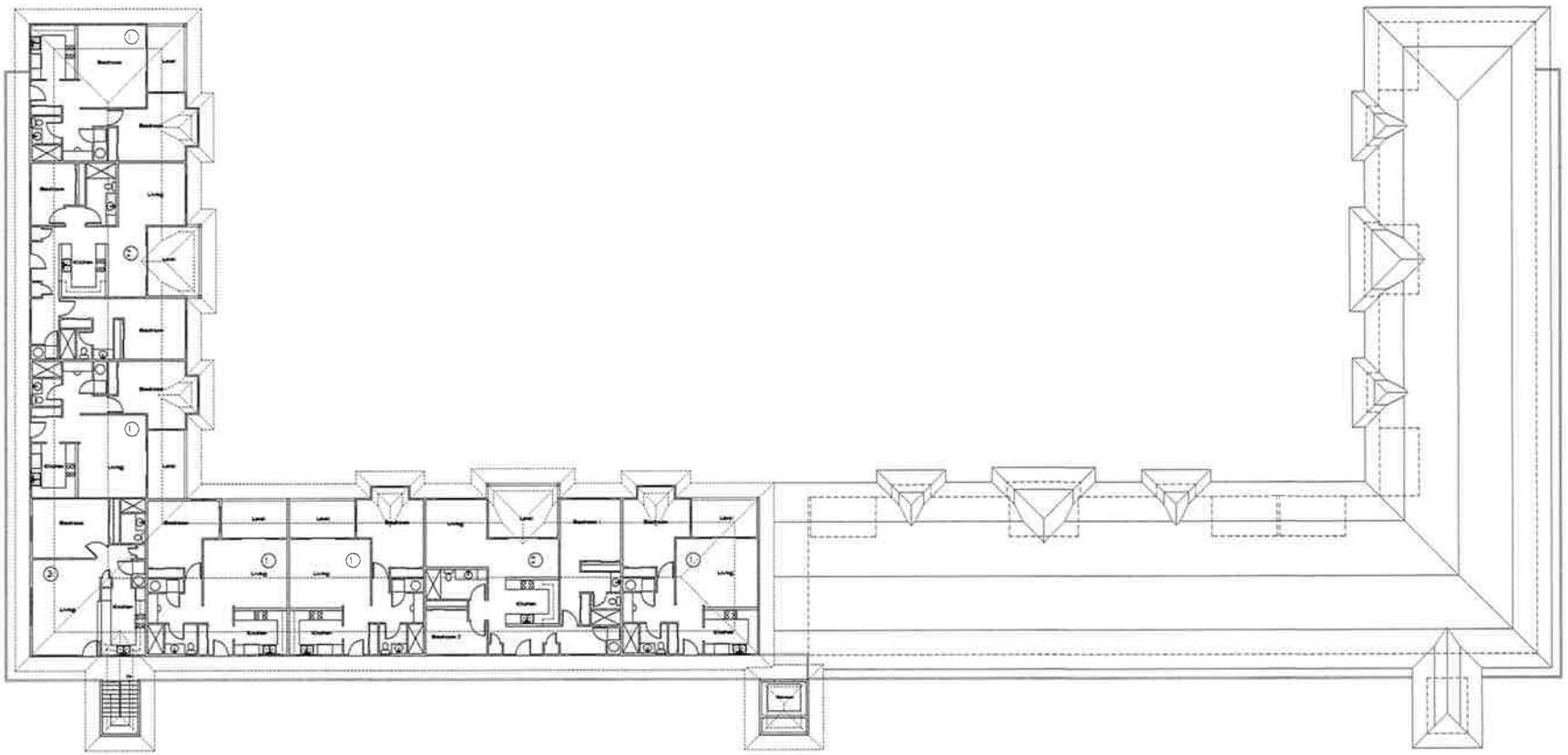
Building 'A'

Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

Date: June, 2012
Scale: 3/32" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet:

A1



Mauka Wing - Upper Floor

Overall Area Calculations

Living	7,127 Sq. Ft.
Lanais	864 Sq. Ft.
Total:	7,991 Sq. Ft.

1 Floor Plan - Building 'A'
Scale: 3/32" = 1'-0"

Legend

1 Unit Type '1'

2 Unit Type '2'

3 Unit Type '3'

Note:
Refer To Sheet A6 For Dimensions

Area Calculations For Individual Units

Unit Type '1'

Living	806 Sq. Ft.
Lanai	110 Sq. Ft.
Total:	916 Sq. Ft.

Unit Type '2'

Living	1,188 Sq. Ft.
Lanai	137 Sq. Ft.
Total:	1,325 Sq. Ft.

Unit Type '3'

Living	766 Sq. Ft.

PRELIMINARY

Revisions
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△
△

Building 'A'

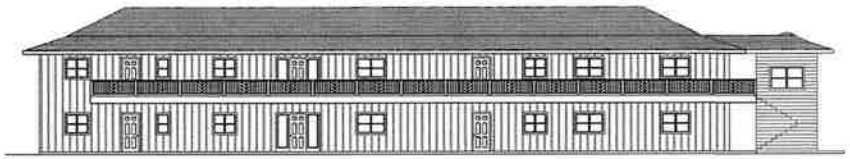
Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

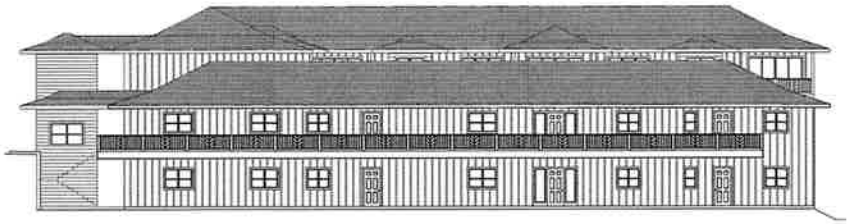
Date: June, 2012
Scale: 3/32" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet:
A12

1 Front Elevation
Scale: 3/32" = 1'-0"

2 Rear Elevation
Scale: 3/32" = 1'-0"



3 Left Elevation
Scale: 3/32" = 1'-0"



4 Right Elevation
Scale: 3/32" = 1'-0"

1 Alternate Exterior Elevations
Scale: 3/32" = 1'-0"

PRELIMINARY

Revisions
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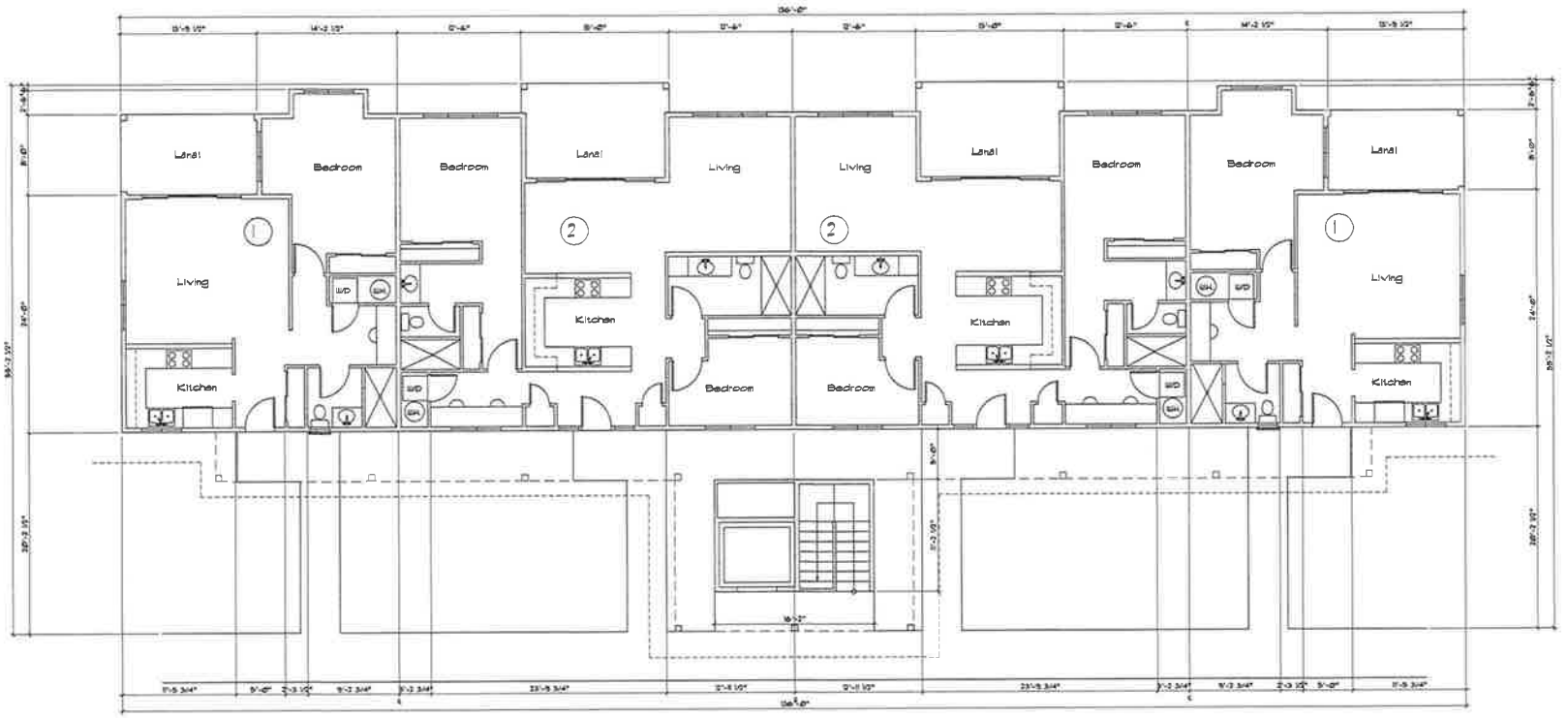
Building 'A' - Alternate Exterior Elevations

Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

Date: June, 2012
Scale: 3/32" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: A13



1 Lower Floor Plan - Building 'C' & 'D'
Scale: 1/4" = 1'-0"

Overall Area Calculations

Living	3,988 Sq. Ft.
Lanais	494 Sq. Ft.
Total:	4,482 Sq. Ft.

Legend

1 Unit Type '1'

2 Unit Type '2'

Area Calculations For Individual Units

Unit Type "1"

Living	806 Sq. Ft.
Lanai	110 Sq. Ft.
Total:	916 Sq. Ft.

Unit Type "2"

Living	1,166 Sq. Ft.
Lanai	137 Sq. Ft.
Total:	1,329 Sq. Ft.

PRELIMINARY

Revisions
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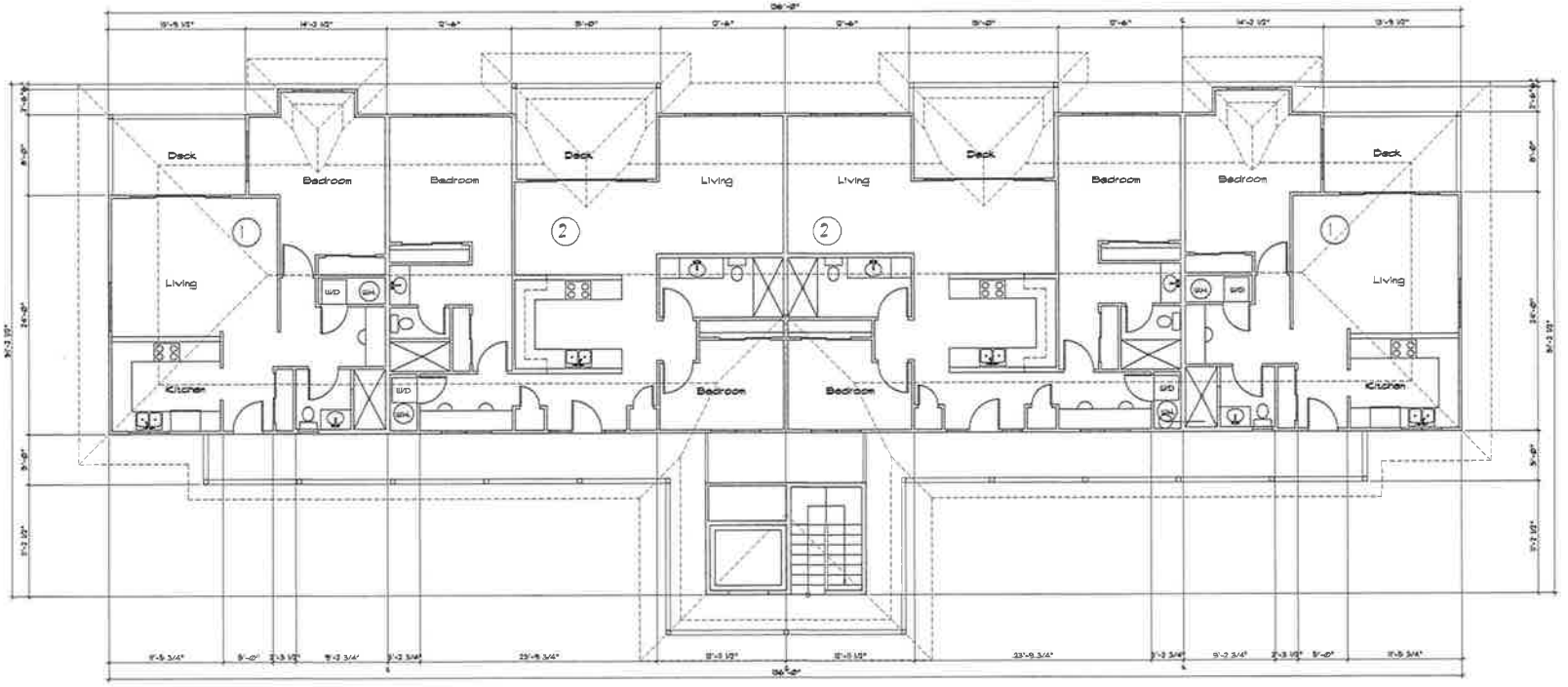
Building 'C' & 'D'

Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

Date: June, 2012
Scale: 1/4" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: 4



1 Upper Floor Plan - Building 'C' & 'D'
Scale: 1/4" = 1'-0"

Overall Area Calculations

Living	3,988 Sq. Ft.
Lanais	1,187 Sq. Ft.
Total:	5,175 Sq. Ft.

Legend

1 Unit Type '1'

2 Unit Type '2'

Area Calculations For Individual Units

Unit Type '1'

Living	806 Sq. Ft.
Lanai	110 Sq. Ft.
Total:	916 Sq. Ft.

Unit Type '2'

Living	1,188 Sq. Ft.
Lanai	137 Sq. Ft.
Total:	1,325 Sq. Ft.

PRELIMINARY

Revisions
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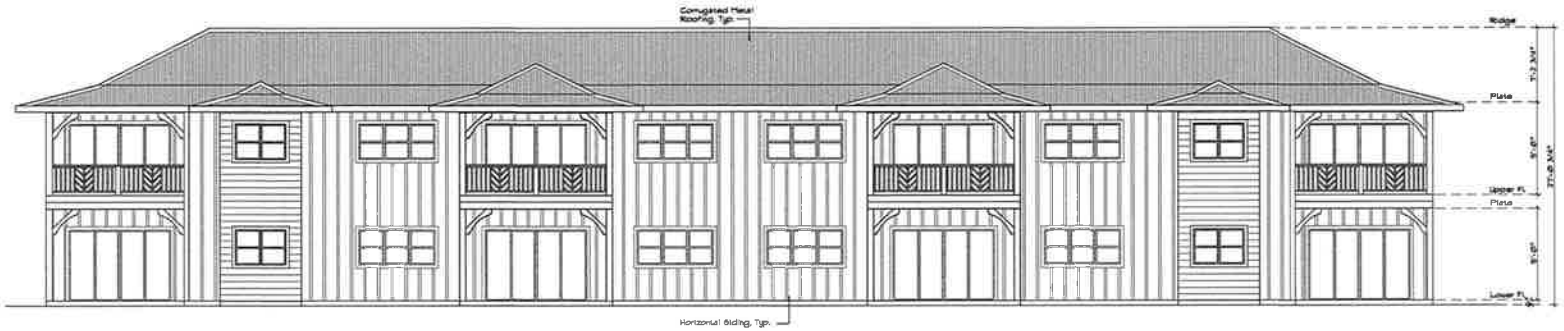
Building 'C' & 'D'

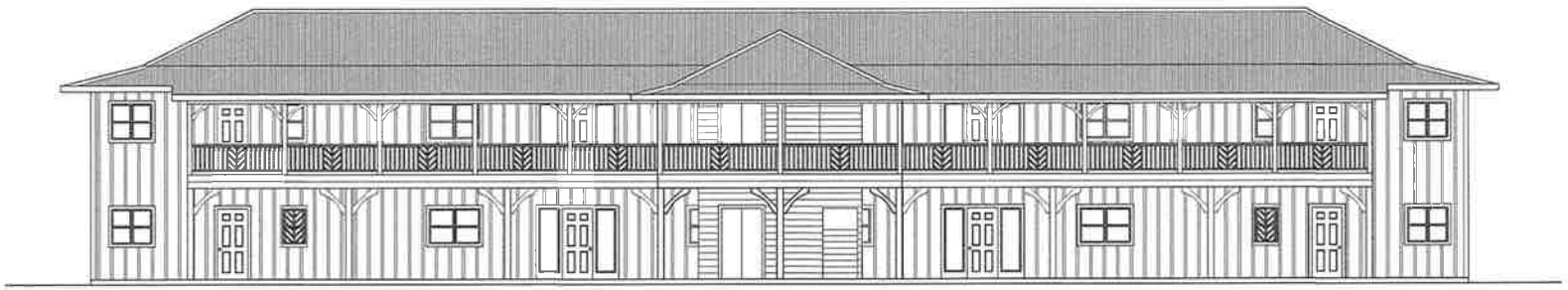
Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

HUNTON CONRAD & ASSOCIATES INC

Date: June, 2012
Scale: 1/4" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: A1.5

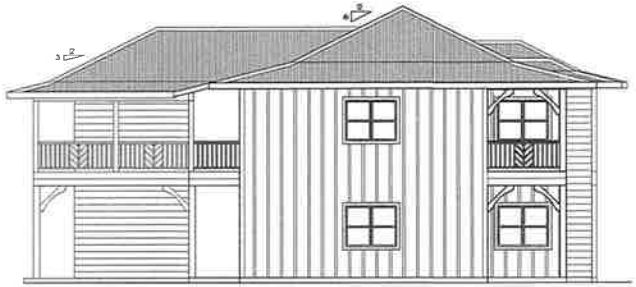


1 Rear Elevation
Scale: 1/4" = 1'-0"



2 Front Elevation
Scale: 1/4" = 1'-0"

3 Left Elevation
Scale: 1/4" = 1'-0"



4 Right Elevation
Scale: 1/4" = 1'-0"

PRELIMINARY

Revisions
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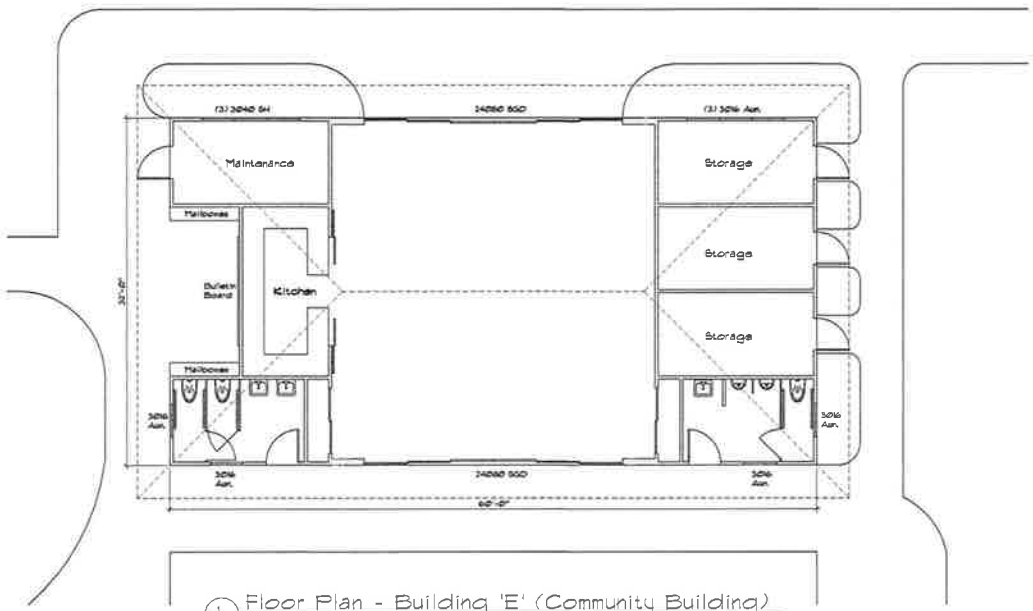
HUNTON CONRAD & ASSOCIATES INC

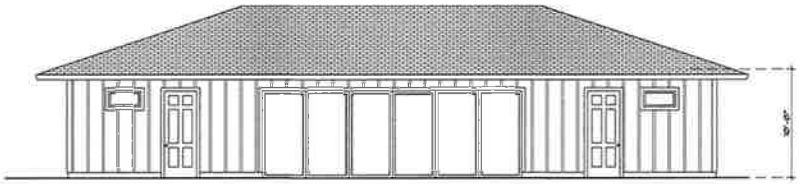
Exterior Elevations

Proposed Senior Housing For:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:018 Lot A-1-A

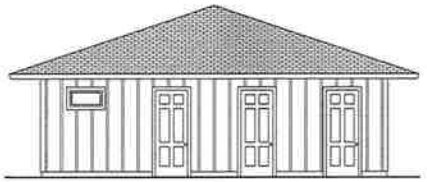
Date: June, 2012
Scale: 1/4" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: A16



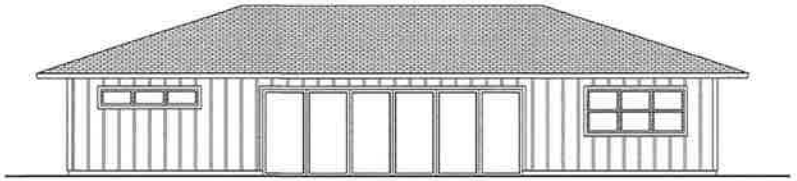
1 Floor Plan - Building 'E' (Community Building)
Scale: 3/16" = 1'-0"



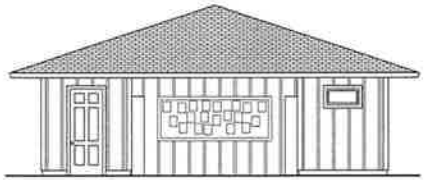
2 West Elevation
Scale: 3/16" = 1'-0"



3 North Elevation
Scale: 3/16" = 1'-0"



4 West Elevation
Scale: 3/16" = 1'-0"



5 South Elevation
Scale: 3/16" = 1'-0"

PRELIMINARY

Revisions
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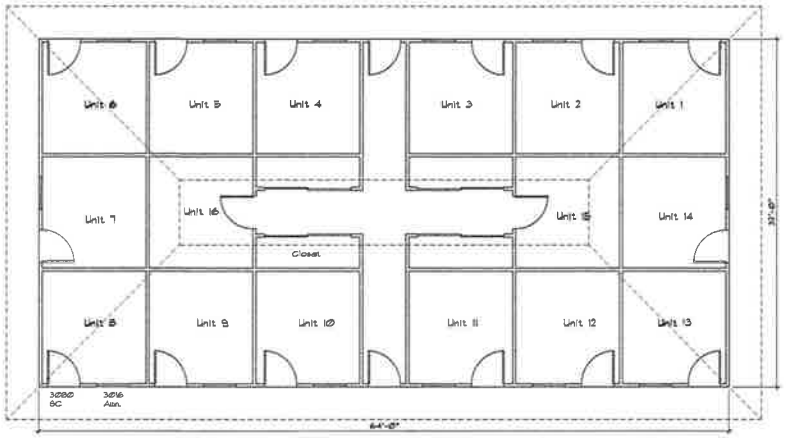
Community Building

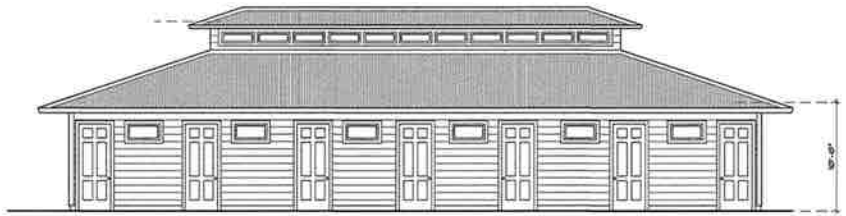
Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A1

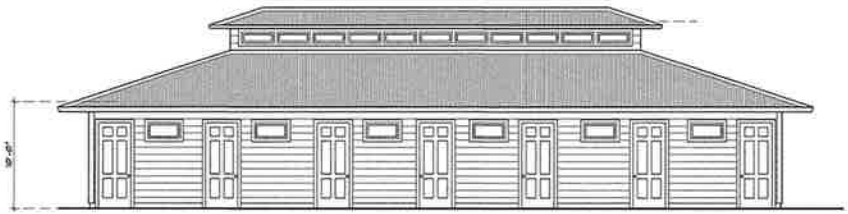


1 Floor Plan - Building 'F' (Storage Building)
Scale: 3/16" = 1'-0"



2 North Elevation
Scale: 3/16" = 1'-0"

3 North Elevation
Scale: 3/16" = 1'-0"



4 West Elevation
Scale: 3/16" = 1'-0"

5 South Elevation
Scale: 3/16" = 1'-0"

PRELIMINARY

Revisions
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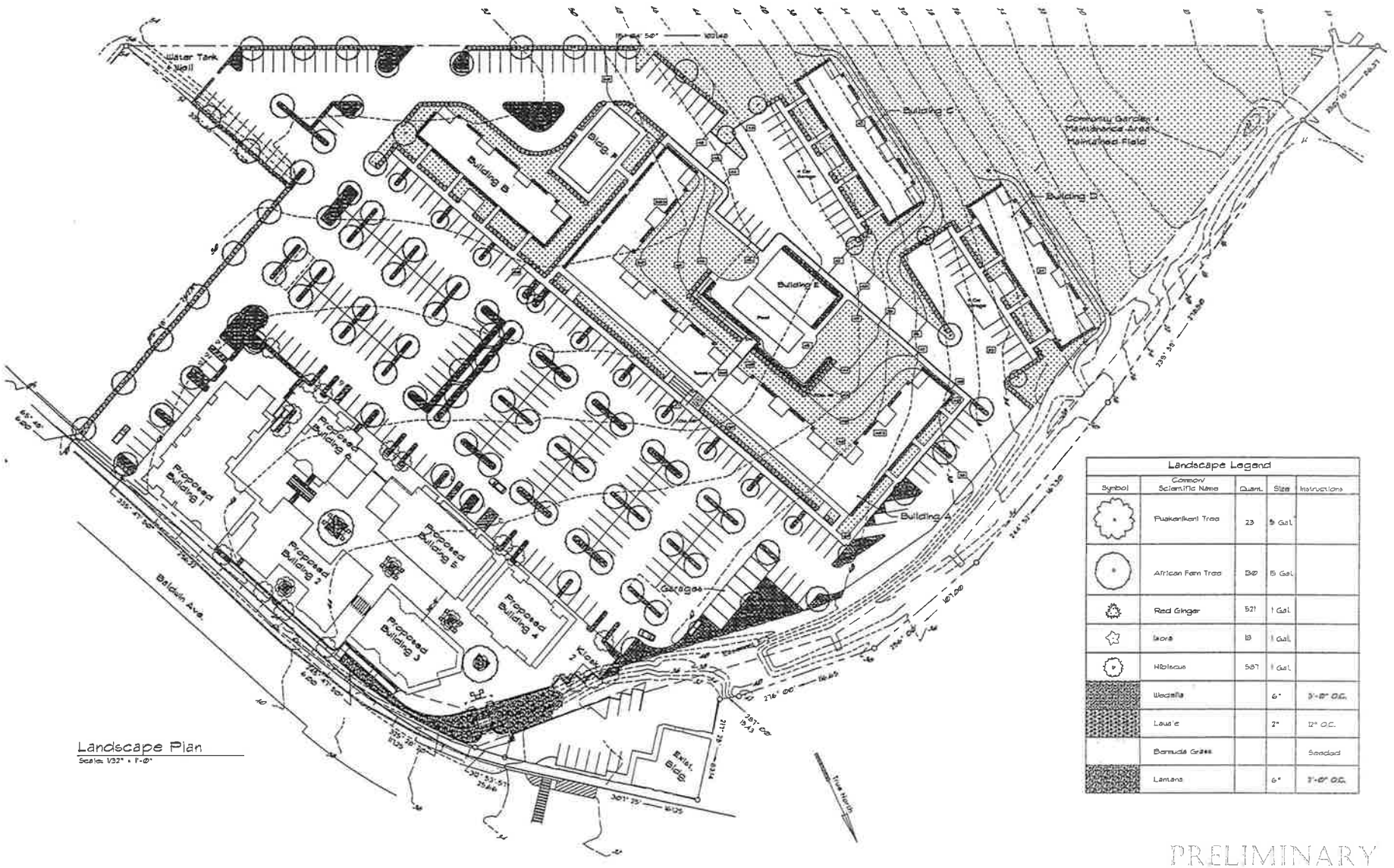
HUNTON CONRAD & ASSOCIATES INC

Building 'F'

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

Date: August 29, 2012
Scale: As Shown
Drawn: RN
Job: Pala 2020
Sheet: A1.8



Landscape Plan

Scale: 1/32" = 1'-0"

Landscape Legend				
Symbol	Common/ Scientific Name	Quan.	Size	Instructions
	Pua Kenikeni Tree	23	5 Gal.	
	African Fern Tree	130	15 Gal.	
	Red Ginger	521	1 Gal.	
	Ilima	18	1 Gal.	
	Hibiscus	587	1 Gal.	
	Wedelia		6"	3'-0" O.C.
	Lau'e		2"	12" O.C.
	Bermuda Grass			Seeded
	Lantana		6"	3'-0" O.C.

PRELIMINARY

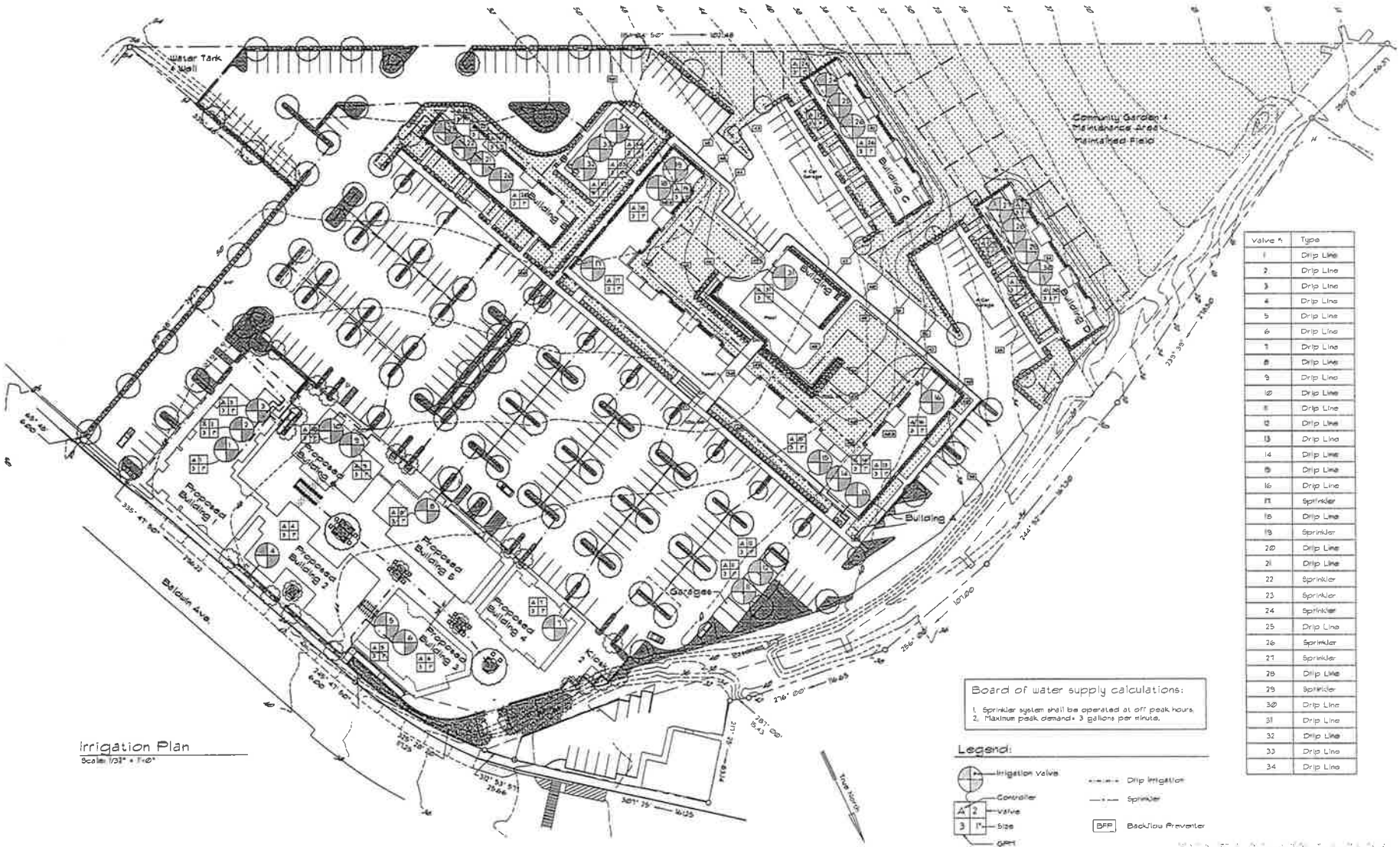
Revisions

Landscape Plan

A Project for:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii

HUNTON CONRAD & ASSOCIATES INC

Date: April 22, 2011
Scale: 1/32" = 1'-0"
Drawn: RN
Job: Pala 2010
Sheet: L-1



Irrigation Plan

Scale: 1/32" = 1'-0"

Valve #	Type
1	Drip Line
2	Drip Line
3	Drip Line
4	Drip Line
5	Drip Line
6	Drip Line
7	Drip Line
8	Drip Line
9	Drip Line
10	Drip Line
11	Drip Line
12	Drip Line
13	Drip Line
14	Drip Line
15	Drip Line
16	Drip Line
17	Sprinkler
18	Drip Line
19	Sprinkler
20	Drip Line
21	Drip Line
22	Sprinkler
23	Sprinkler
24	Sprinkler
25	Drip Line
26	Sprinkler
27	Sprinkler
28	Drip Line
29	Sprinkler
30	Drip Line
31	Drip Line
32	Drip Line
33	Drip Line
34	Drip Line

Board of water supply calculations:

1. Sprinkler system shall be operated at off peak hours.
2. Maximum peak demand = 3 gallons per minute.

Legend:

- Irrigation Valve
- Controller
- Valve
- Size
- GPM
- Drip Irrigation
- Sprinkler
- BFP Backflow Preventer

PRELIMINARY

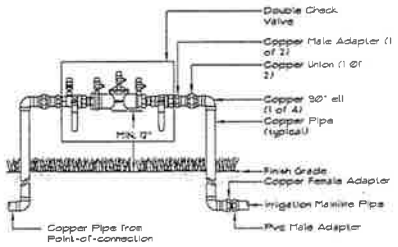
Revisions

Irrigation Plan

A Project for:
Paia 2020 LLC
Baldwin Avenue, Paia, Hawaii

HUNTON CONRAD & ASSOCIATES INC

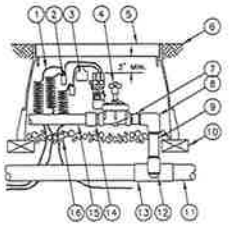
Date: April 22, 2011
Scale: 1/32" = 1'-0"
Drawn: RN
Job: Paia 2010
Sheet: L2



NOTE:
1. Install backflow preventer as required by local codes and health department. Verify local requirements prior to installation.

Backflow Preventer

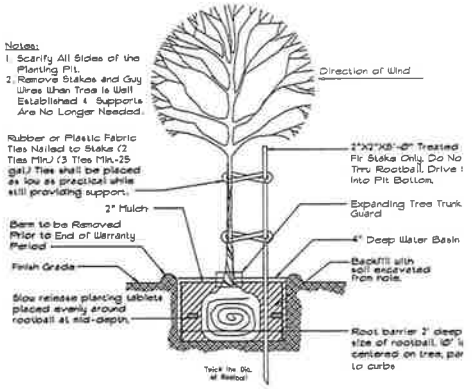
NTS



1. 30-INCH LINEAR LENGTH OF WIRE, COILED
2. WATERPROOF CONNECTION, RAIN BIRD SPLICE-1 (1 OF 2)
3. ID TAG: RAIN BIRD VID SERIES
4. REMOTE CONTROL VALVE: RAIN BIRD PESB-PRS-D WITH NP-MAN
5. VALVE BOX WITH COVER: RAIN BIRD VB-STD
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

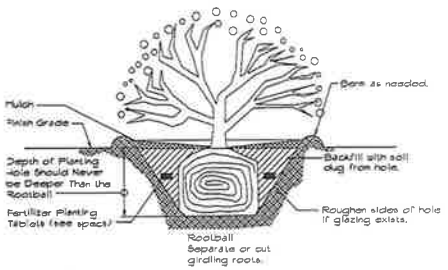
Electric Remote-Control Valve, Peb or Bebs Series

NTS



Tree Planting Detail

NTS



Shrub Planting Detail

NTS

PRELIMINARY

Revisions
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Irrigation Details

A Project for:
Pala 2020 LLC
Baldwin Avenue, Pala, Hawaii

HUNTON CONRAD & ASSOCIATES INC

Date: April 22, 2011
Scale: 1/32" = 1'-0"
Drawn: RN
Job: Pala 2020
Sheet: L3

View down Baldwin Avenue

View from the Parking Lot

View from Baldwin below

PAIA COURTYARD

HUNTON CONRAD

View at Baldwin from Post Office

View from Parking Lot above

Courtyard

PAIA COURTYARD

HUNTON CONRAD

Senior Housing from Parking Lot

Senior Housing from Grass Court

PAIA COURTYARD

HUNTON CONRAD

Senior Housing from Mini Bypass

PAIA COURTYARD

HUNTON CONRAD

H

Appendix H

BIOLOGICAL SURVEY

BIOLOGICAL SURVEY
FOR BLACKBURN'S SPHINX MOTH
(*MANDUCA BLACKBURNI*)
PAIA, MAUI

Blackburn's Sphinx Moth (*Manduca blackburni*) larva feeding on tree tobacco (*Nicotiana glauca*), Kanaha Beach, Maui.

Prepared for:
David R. Spee
Attorney at Law
Maui, Hawaii

Prepared by:
Forest Starr & Kim Starr
Biologists / Environmental Consultants
Starr Environmental
Maui, Hawaii

November 2013

INTRODUCTION

Planning is being done for potential development of a parcel in Paia, Maui. A survey of the parcel for the endangered Blackburn's Sphinx Moth (*Manduca blackburni*) was done to ensure impacts that could potentially occur at the site are minimized.

SITE DESCRIPTION

The site is an approximately nine acre parcel on the western margin of Paia town, TMK# 250050630000, bounded by Baldwin Avenue to the east, Paia Post Office to the south, Paia Mini-bypass road to the west, and residential housing to the north.

The bulk of the site was previously in sugar cane cultivation for many decades, was recently cut off from the main fields by the new Paia Mini-bypass road, and now sits idle. The site is predominantly an open field of grass mowed twice a year to keep the fire hazard down, and also contains a gravel parking lot and commercial office buildings.

Area Surveyed (TMK#250050630000) in Paia, Maui on November 16, 2013.

The vast majority of the site is mowed. These areas are dominated by Guinea grass (*Megathyrus maximus*) with interspersed haole koa (*Leucaena leucocephala*).

Along the northern margin of the property is a strip of vegetation that is not mowed. This strip contains a mix of non-native ornamental and edible plants, such as bougainvillea (*Bougainvillea* spp.) and night blooming cereus (*Hylocereus undatus*).

OBJECTIVES

The objective was to survey the project area for presence of tree tobacco (*Nicotiana glauca*) and other plants that may support Blackburn's Sphinx Moth (*Manduca blackburni*), and to look for presence or sign of Blackburn's Sphinx Moth.

METHODS

On November 16, 2013, two biologists (Forest Starr and Kim Starr) walked the parcel, looking for presence of tree tobacco (*Nicotiana glauca*) and other plants that may support Blackburn's Sphinx Moth (*Manduca blackburni*), such as species in the tomato family (Solanaceae), which are potential larval food, and species with flowers able to be utilized by adult moths, such as morning glory (*Ipomoea*).

RESULTS & DISCUSSION

With the exception of the common uhaloa (*Waltheria indica*), the parcel was composed of completely non-native vegetation, the bulk of which is mowed and less than a foot tall.

Very short Guinea grass (*Megathyrsus maximus*) dominates the vast majority of the parcel, and is interspersed with stubs of mowed down haole koa (*Leucaena leucocephala*). In areas of bare ground castor bean (*Ricinus communis*), non-native morning glories (*Ipomoea obscura* and *I. triloba*), and false mallow (*Malvastrum coromandelianum* subsp. *coromandelianum*) can be found.

A strip along the northern boundary of the parcel is not mowed and, along with the plants present in the open field, contains an array of non-native ornamental and edible plants, such as bougainvillea (*Bougainvillea* spp.), African tulip (*Spathodea campanulata*), night blooming cereus (*Hylocereus undatus*), and kalamungay (*Moringa oleifera*).

- No tree tobacco (*Nicotiana glauca*) plants or other potential larval host plants (Solanaceae) were found on the parcel.

- A few potential adult nectar plants were observed, including little bell (*Ipomoea triloba*), obscure morning glory (*Ipomoea obscura*), night blooming cereus (*Hylocereus undatus*), and Chinese violet (*Asystasia gangetica*). These are all common non-native plants found elsewhere in Paia and other areas of Hawaii.

It appears development of this parcel will have no to negligible impact on the endangered Blackburn's Sphinx Moth (*Manduca blackburni*).

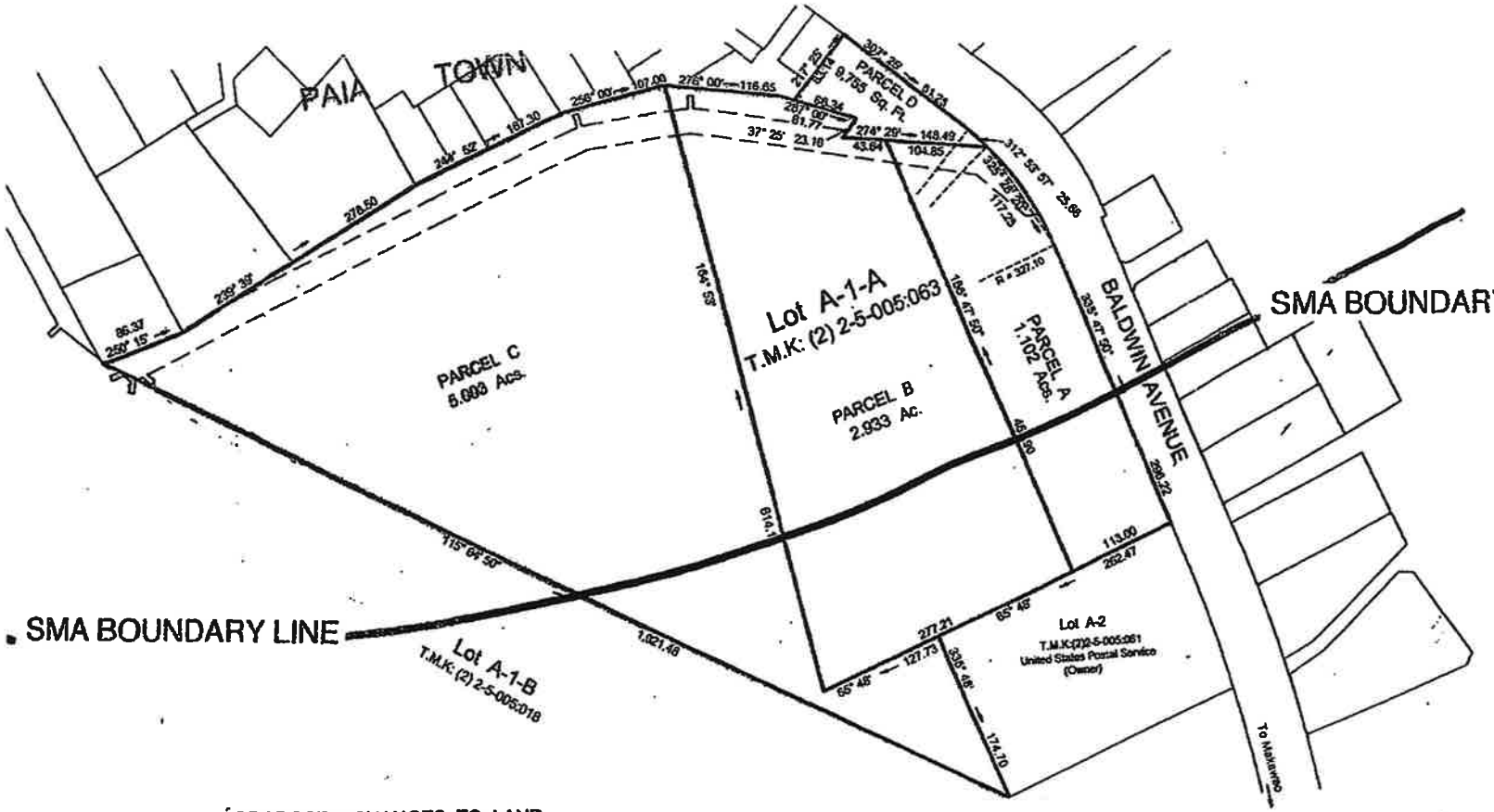


EXHIBIT "I"

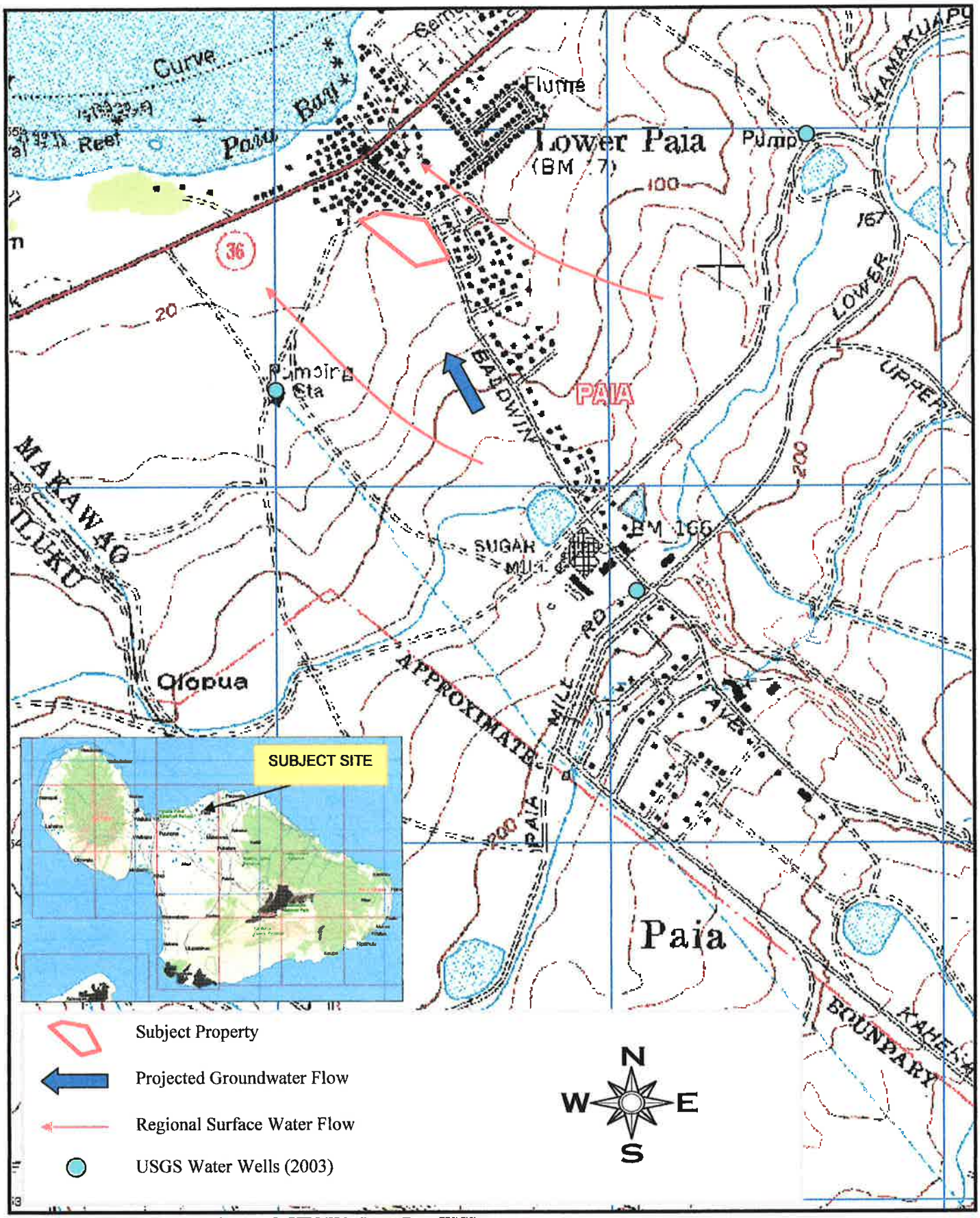
PROPOSED CHANGES TO LAND USE DESIGNATIONS

		EXISTING	PROPOSED
PARCEL A (1.102 Acs.)	State	Agricultural	Urban
	County	Interim	Country Town Business
	Community Plan	Business	Business/Multi-family
PARCEL B (2.933 Ac.)	State	Agricultural	Urban
	County	Interim	Country Town Business
	Community Plan	Public/Quasi Public	Business/Multi-family
PARCEL C (5.003 Acs.)	State	Agricultural	Urban
	County	Agricultural	Country Town Business
	Community Plan	Agricultural	Business/Multi-family
PARCEL D (9,755 Sq. Ft.)	State	Urban	Urban
	County	Country Town Business	Country Town Business
	Community Plan	Business	Business/Multi-family

PAIA POST OFFICE SUBDIVISION

PAIA, MAKAWAO, MAUI, HAWAII

FIGURE 1: REGIONAL SETTING MAP



Quads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS

500 ft Scale: 1 : 17,600 Detail: 13-5 Datum: WGS84

3

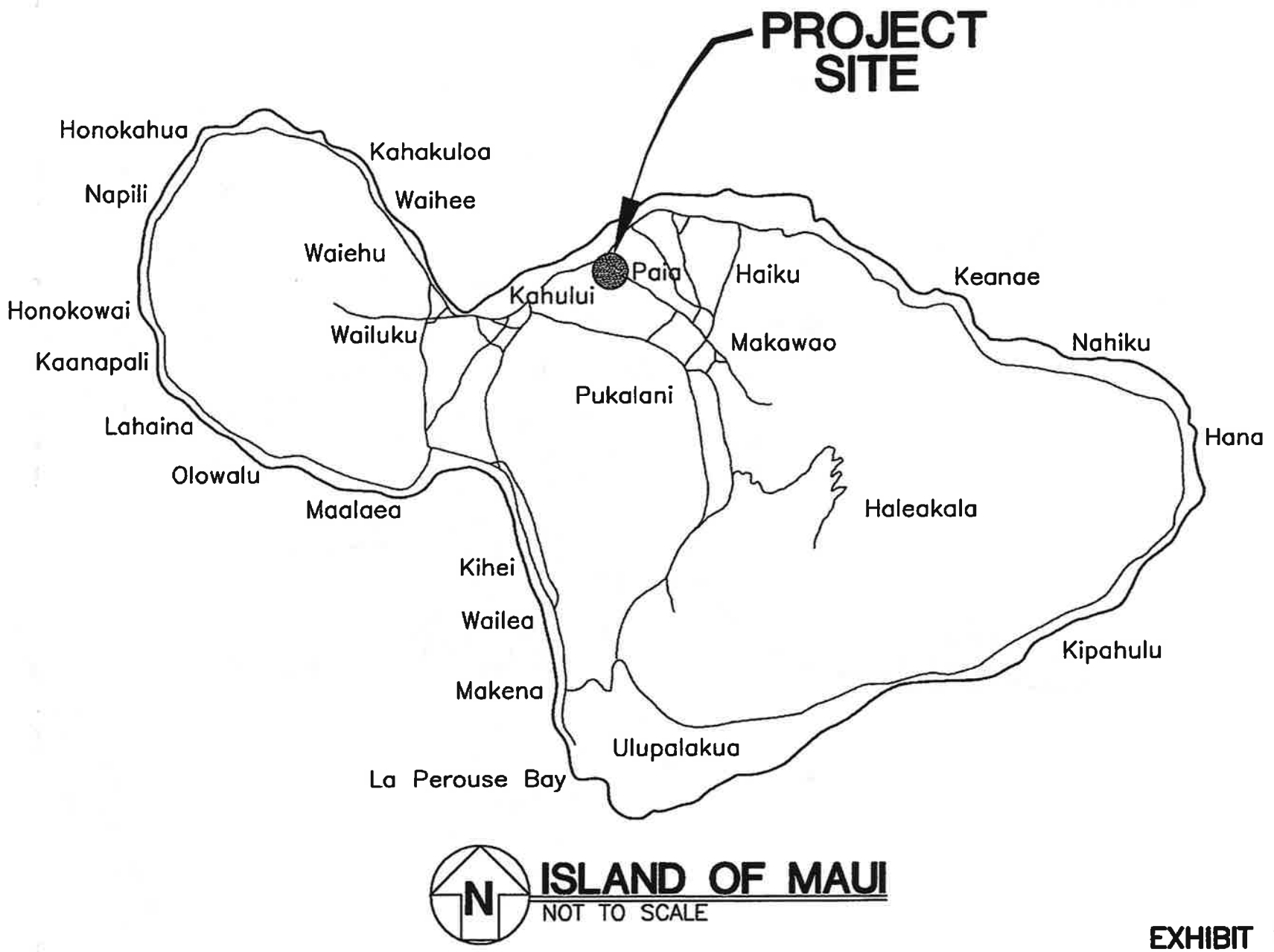
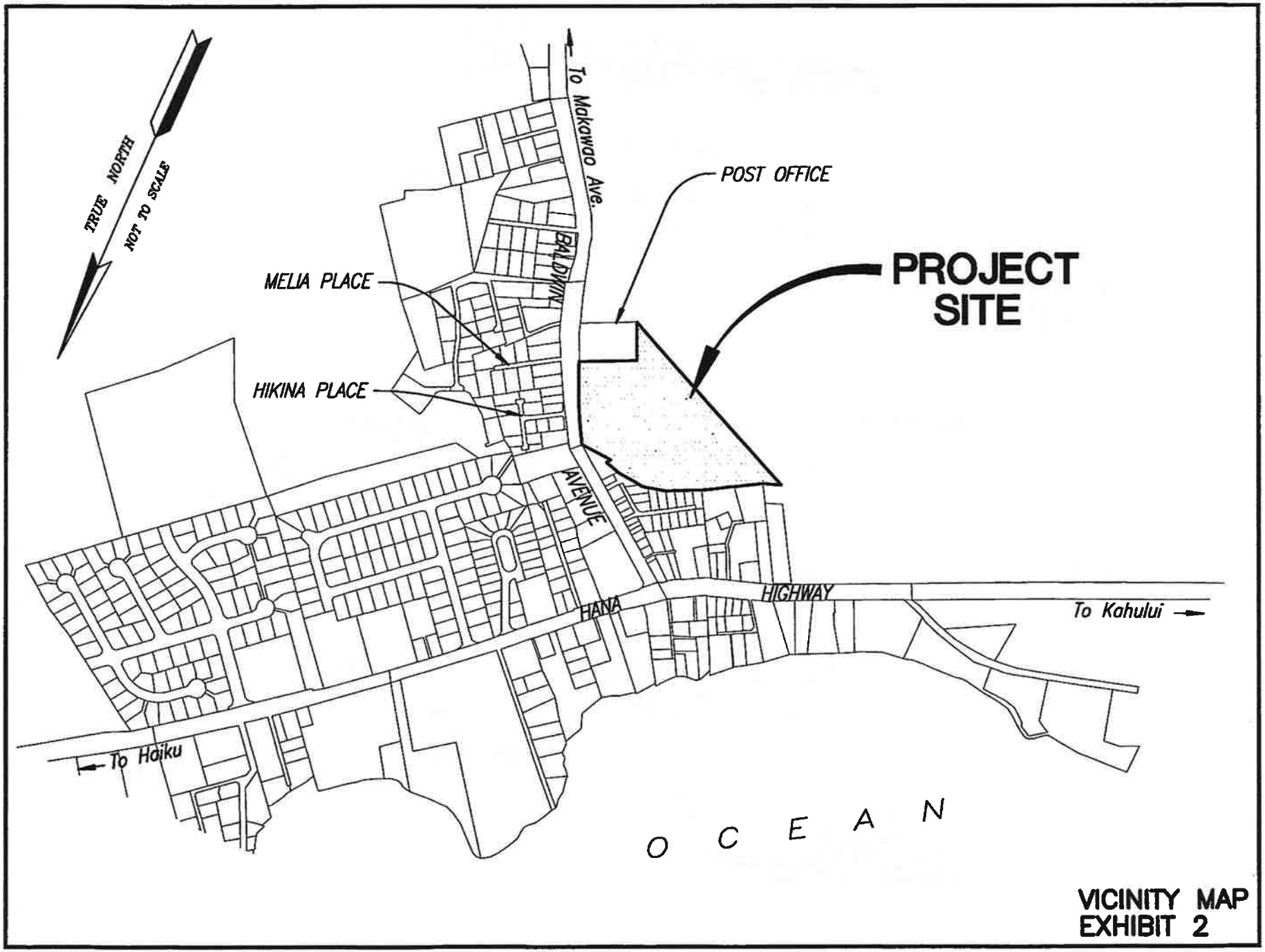
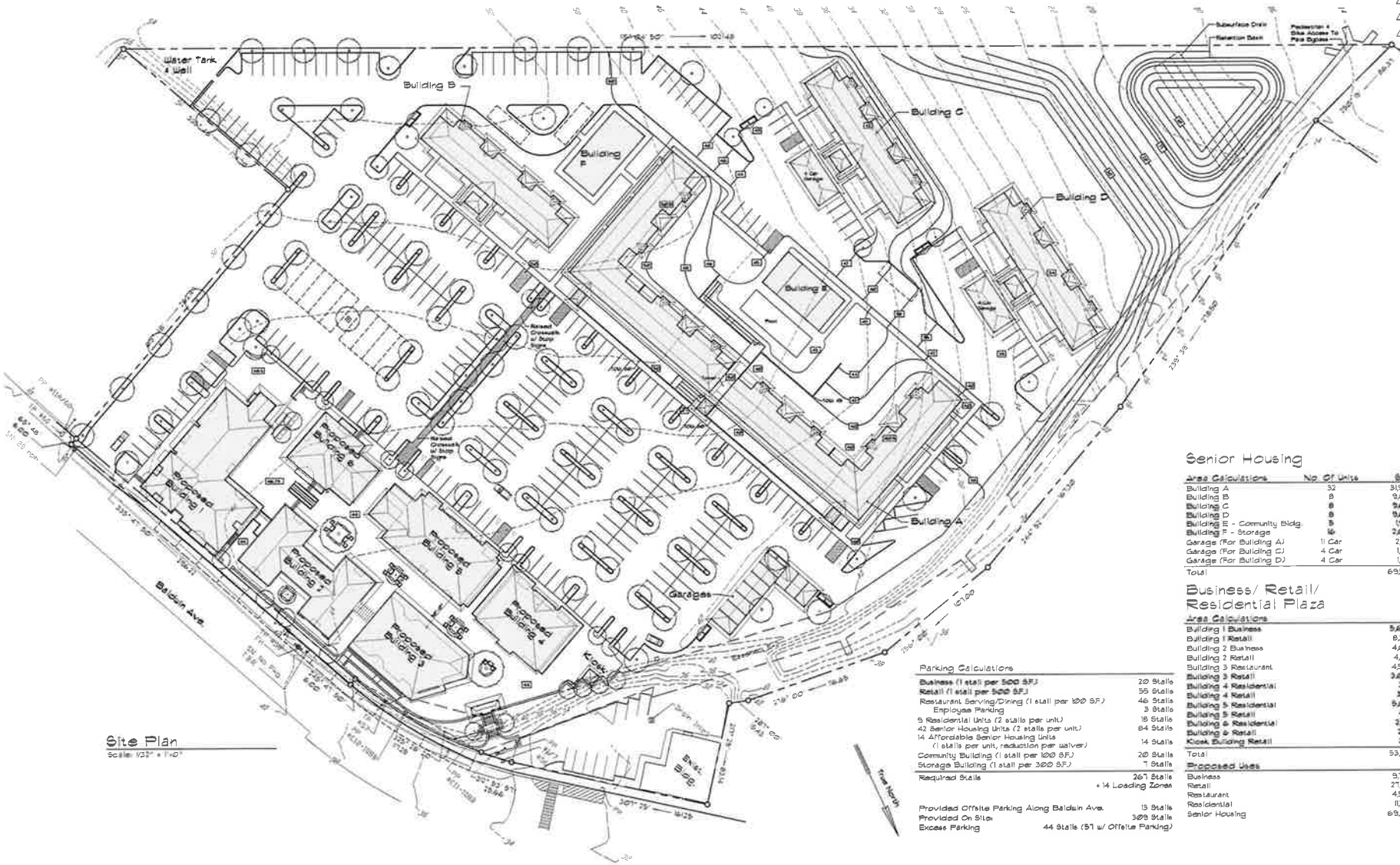

PROJECT SITE
Honokahua
Napili
Kahakuloa
Waihee
Waiehu
Honokowai
Kaanapali
Lahaina
Olowalu
Maalaea
Wailuku
Kahului
Paia
Haiku
Keanae
Nahiku
Makawao
Pukalani
Hana
Haleakala
Kihei
Wailea
Makena
Kipahulu
Ulupalakua
La Perouse Bay
N
ISLAND OF MAUI
NOT TO SCALE

EXHIBIT 1



VICINITY MAP
EXHIBIT 2

4



Site Plan

Scale: 1/32" = 1'-0"

Parking Calculations

Business (1 stall per 500 S.F.)	20 Stalls
Retail (1 stall per 500 S.F.)	55 Stalls
Restaurant Serving/Dining (1 stall per 100 S.F.)	46 Stalls
Employee Parking	3 Stalls
9 Residential Units (2 stalls per unit)	18 Stalls
42 Senior Housing Units (2 stalls per unit)	84 Stalls
14 Affordable Senior Housing Units (1 stalls per unit, reduction per waiver)	14 Stalls
Community Building (1 stall per 100 S.F.)	20 Stalls
Storage Building (1 stall per 300 S.F.)	7 Stalls
Required Stalls	267 Stalls + 14 Loading Zones
Provided Offsite Parking Along Baldwin Ave.	13 Stalls
Provided On Site:	308 Stalls
Excess Parking	44 Stalls (57 w/ Offsite Parking)

Senior Housing

Area Calculations	No. Of Units	Sq. Ft.
Building A	32	31,364 S.F.
Building B	8	9,651 S.F.
Building C	8	9,651 S.F.
Building D	8	9,651 S.F.
Building E - Community Bldg	1	1,020 S.F.
Building F - Storage	1	2,048 S.F.
Garage (For Building A)	11 Car	2,150 S.F.
Garage (For Building C)	4 Car	1,248 S.F.
Garage (For Building D)	4 Car	1,248 S.F.
Total		69,549 S.F.

Business/ Retail/ Residential Plaza

Area Calculations	
Building 1 Business	5,680 S.F.
Building 1 Retail	8,358 S.F.
Building 2 Business	4,028 S.F.
Building 2 Retail	4,392 S.F.
Building 3 Restaurant	4,503 S.F.
Building 3 Retail	3,664 S.F.
Building 4 Residential	3,712 S.F.
Building 4 Retail	3,210 S.F.
Building 5 Residential	5,005 S.F.
Building 5 Retail	4,731 S.F.
Building 6 Residential	2,985 S.F.
Building 6 Retail	2,721 S.F.
Kiosk Building Retail	200 S.F.
Total	53,305 S.F.
Proposed Uses	
Business	9,708 S.F.
Retail	27,392 S.F.
Restaurant	4,503 S.F.
Residential	11,702 S.F.
Senior Housing	69,549 S.F.

Revisions
- 1/1/16
- 9/22/15
- 8/27/15
- 5/28/15
- 3/11/15
- 10/27/14
- 5/13/15
- 10/4/12

Site Plan

Pala Courtyard
Baldwin Avenue, Pala, Hawaii
TMK: (2)2-5-005:063

HUNTON CONRAD & ASSOCIATES INC

Date: April 22, 2011
Scale: As Shown
Drawn: JCR/RN
Job: Pala 2020
Sheet: A1

State of Hawaii

FLOOD HAZARD ASSESSMENT REPORT

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD – The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, V, and VE. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

- **Zone A:** No BFE determined.
- **Zone AE:** BFE determined.
- **Zone AH:** Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined.
- **Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined.
- **Zone V:** Coastal flood zone with velocity hazard (wave action); no BFE determined.
- **Zone VE:** Coastal flood zone with velocity hazard (wave action); BFE determined.
- **Zone AEF:** Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE.

NON-SPECIAL FLOOD HAZARD AREA – An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

- **Zone XS (X shaded):** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- **Zone X:** Areas determined to be outside the 0.2% annual chance floodplain.

OTHER FLOOD AREAS

- **Zone D:** Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

PROPERTY INFORMATION

COUNTY:	MAUI
TMK NO:	(2) 2-5-005-018
PARCEL ADDRESS:	BALDWIN AVE PAIA, HI 96779
FIRM INDEX DATE:	SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S):	NONE
FEMA FIRM PANEL(S):	1500030408E
PANEL EFFECTIVE DATE:	SEPTEMBER 25, 2009

PARCEL DATA FROM:	MAY 2012
IMAGERY DATA FROM:	MAY 2005

IMPORTANT PHONE NUMBERS

County NFIP Coordinator	
County of Maui	
Francis Cerizo, CFM	(808) 270-7771
State NFIP Coordinator	
Carol Tyau-Beam, P.E., CFM	(808) 587-0267

Disclaimer. The Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use of the information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR from any liability, which may arise from its use.

If this map has been identified as "PRELIMINARY" or "UNOFFICIAL", please note that it is being provided for informational purposes and is not to be used for official/legal decisions, regulatory compliance, or flood insurance rating. Contact your county NFIP coordinator for flood zone determinations to be used for compliance with local floodplain management regulations.

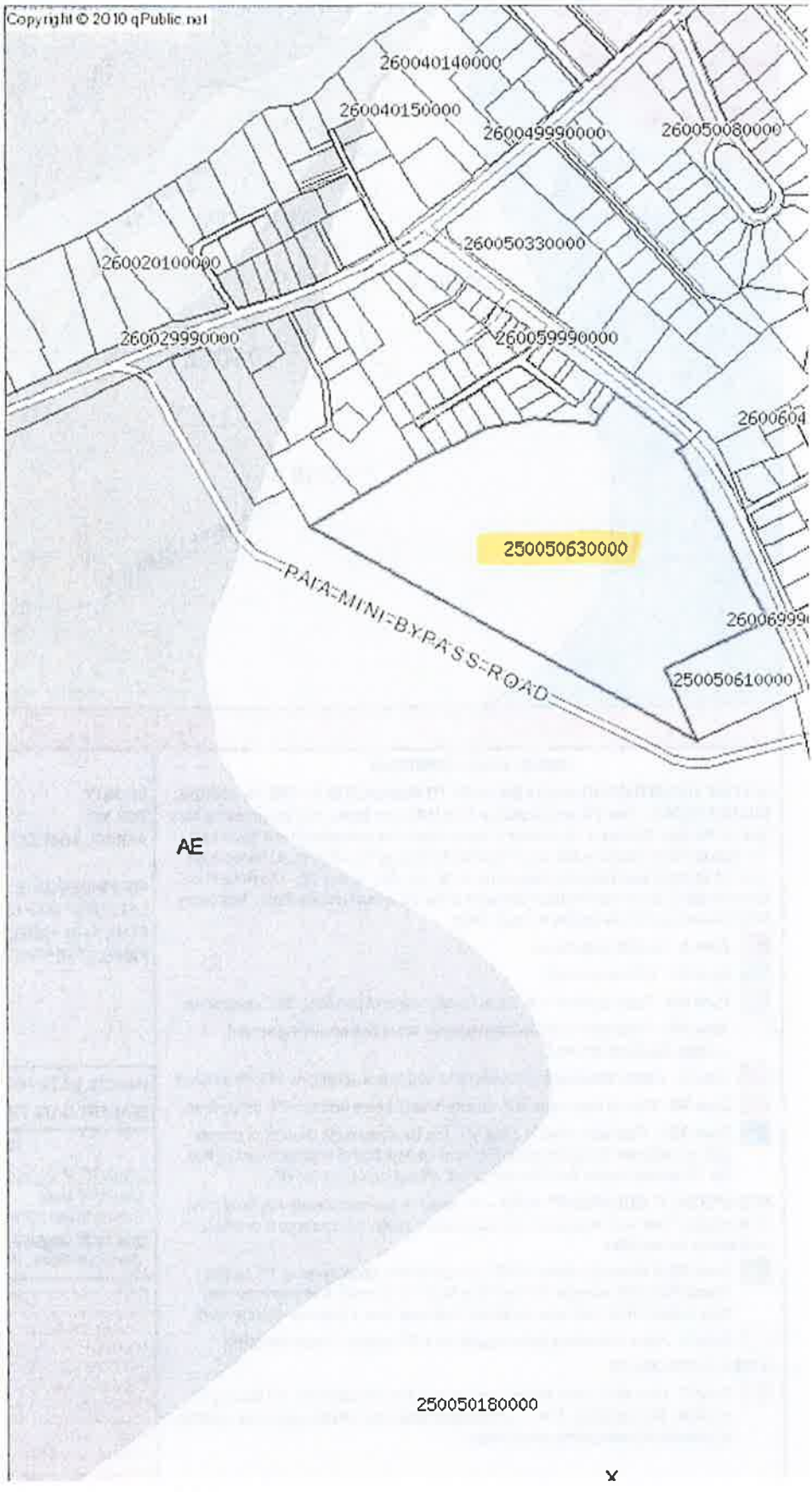
EXHIBIT "3"

Zoom County | Zoom to Box | Zoom In | Zoom Out | Panby Hand | Get Info | Zoom To Parcel | Center On Parcel | Measure | Area Tool | Print Page | Search Sales | Add

Controls

Show layers:
- [x] Parcels
- [ ] Yearly Sales
- [x] Parcel Numbers
- [x] Roads
- [ ] Tsunami Evacuation Zones
- [x] Flood Hazard Areas
- [ ] State Land Use Districts
- [ ] Special Management Area
- [x] Streets (Google)
- [ ] Satellite (Google)
- [ ] Hybrid (Google)
- [ ] Physical (Google)

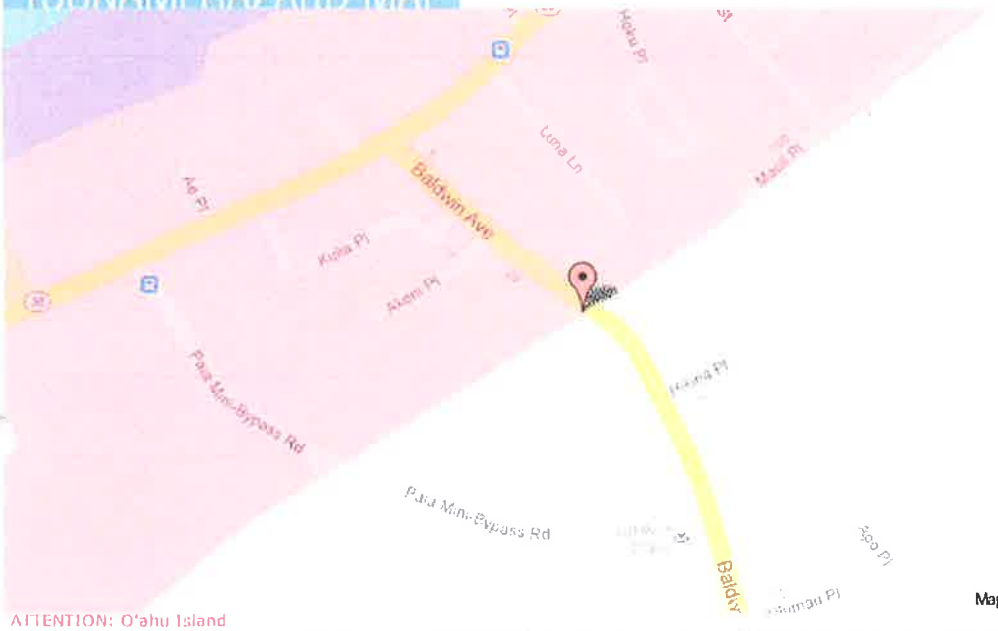
1:3,386



We cannot prevent a tsunami, but we can prepare for one.

Preparedness | Warning | Evacuation | Risk | Travel Time | Search Again

TSUNAMI HAZARD MAP



Important Map Notes

Remain at least 100 feet away from inland waterways and marinas connected to the ocean due to wave surges and possible flooding.

If possible, remove or deploy vessels to deep water (at least 200 fathoms).

Structural steel or reinforced concrete buildings of six or more stories provide increased protection on or above the third floor.

The evacuation zone is a guideline and should be considered the minimum safe evacuation distance.

These maps do not consider the destructive effects of a locally generated tsunami. If you feel shaking, move inland immediately, well away from the evacuation zone.

ATTENTION: O'ahu Island

The tsunami evacuation zone maps have been updated for O'ahu. These new maps were developed using updated scientific techniques and technology, and were produced in conjunction with County Public Safety Officials. The new tsunami evacuation zone maps for O'ahu can also be found on the Department of Emergency Management Website or the CCH Public GIS Ftp site, or in the 2011 Hawaiian Telcom Yellow Pages.

ATTENTION: Other Islands

These tsunami evacuation zone maps are identical to those located in the front section of your phone book. They are based on data from tsunamis that have hit Hawai'i in the past and represent the best information available at this time. The University of Hawai'i, under direction of State Civil Defense, is currently using the latest scientific techniques and technology to improve this information. Once this is complete, county governments will be able to update their tsunami evacuation zones, if necessary.

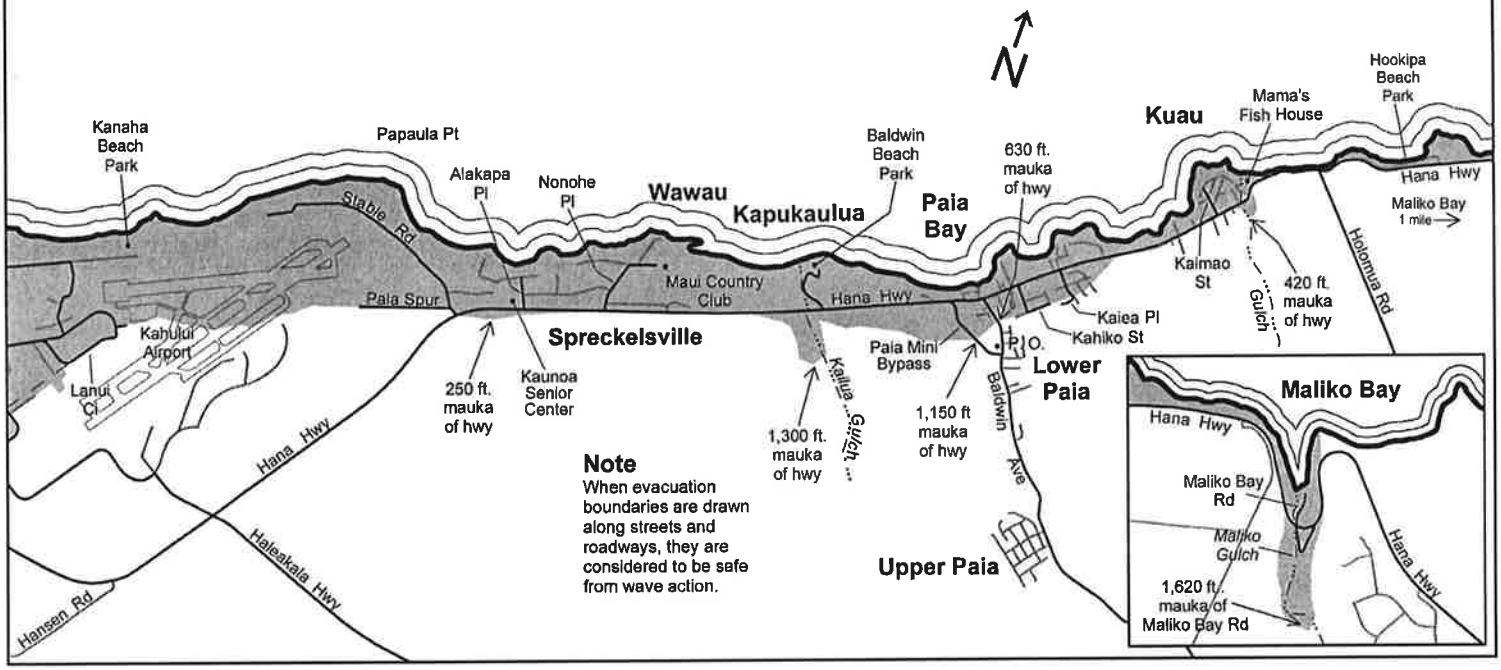
Kaua'i Civil Defense asks that where feasible, persons leaving the evacuation areas should proceed to at least the 100' elevation contour/level shown on the map in red, so as not to cause traffic congestion in or near evacuation zones.

PRIMO

This site has been developed by the National Oceanic and Atmospheric Administration (NOAA) in partnership with the State of Hawai'i.
For feedback, contact the NOAA Pacific Services Center
Privacy Policy

EXHIBIT "6"

TSUNAMI EVACUATION MAUI MAP 9: KANAHA BEACH PARK TO PAIA TO KUAU



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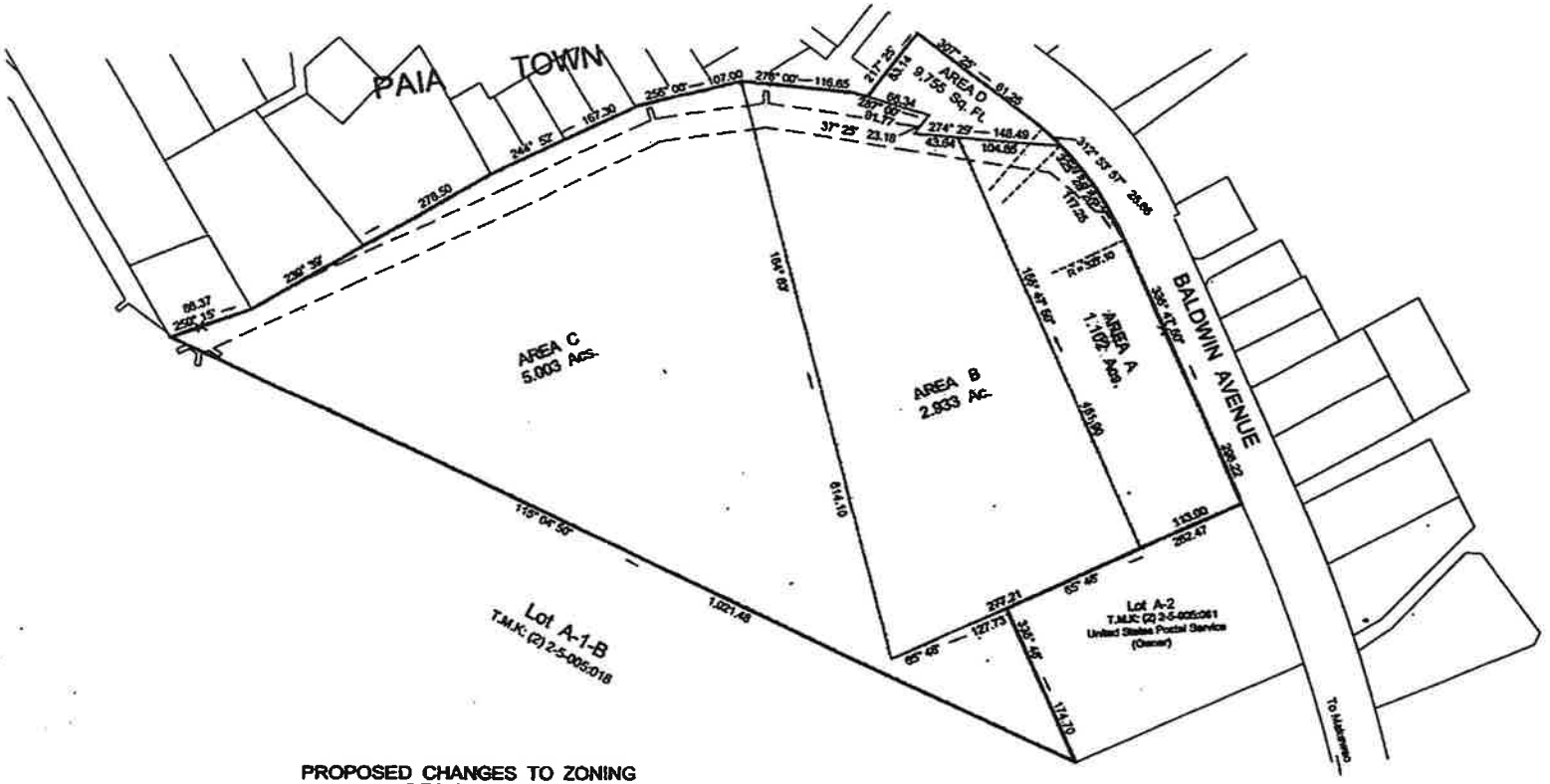


PROPOSED CHANGES TO ZONING DESIGNATIONS

		EXISTING	PROPOSED
AREA A (1.102 Acs.)	County	Interim	Country Town Business
AREA B (2.933 Ac.)	County	Interim	Country Town Business
AREA C (5.003 Acs.)	County	Agricultural	Country Town Business
9.038 Acs.	TOTAL AREA PROPOSED FOR CHANGE IN ZONING		
AREA D	County	Country Town Business	Country Town Business
(9,755 Sq. Ft.)	NO PROPOSED CHANGE TO LAND USE DESIGNATION		

Area = 9.038 Acs.

LAND ZONING MAP NO.
CHANGE IN ZONING
PAIA POST OFFICE SUBDIVISION

PAIA, MAKAWAO, MAUI, HAWAII

T.M.K: (2) 2-5-005:063 (Por.)

APPROVED: _____
COUNTY CLERK

APPROVED: _____
PLANNING DIRECTOR

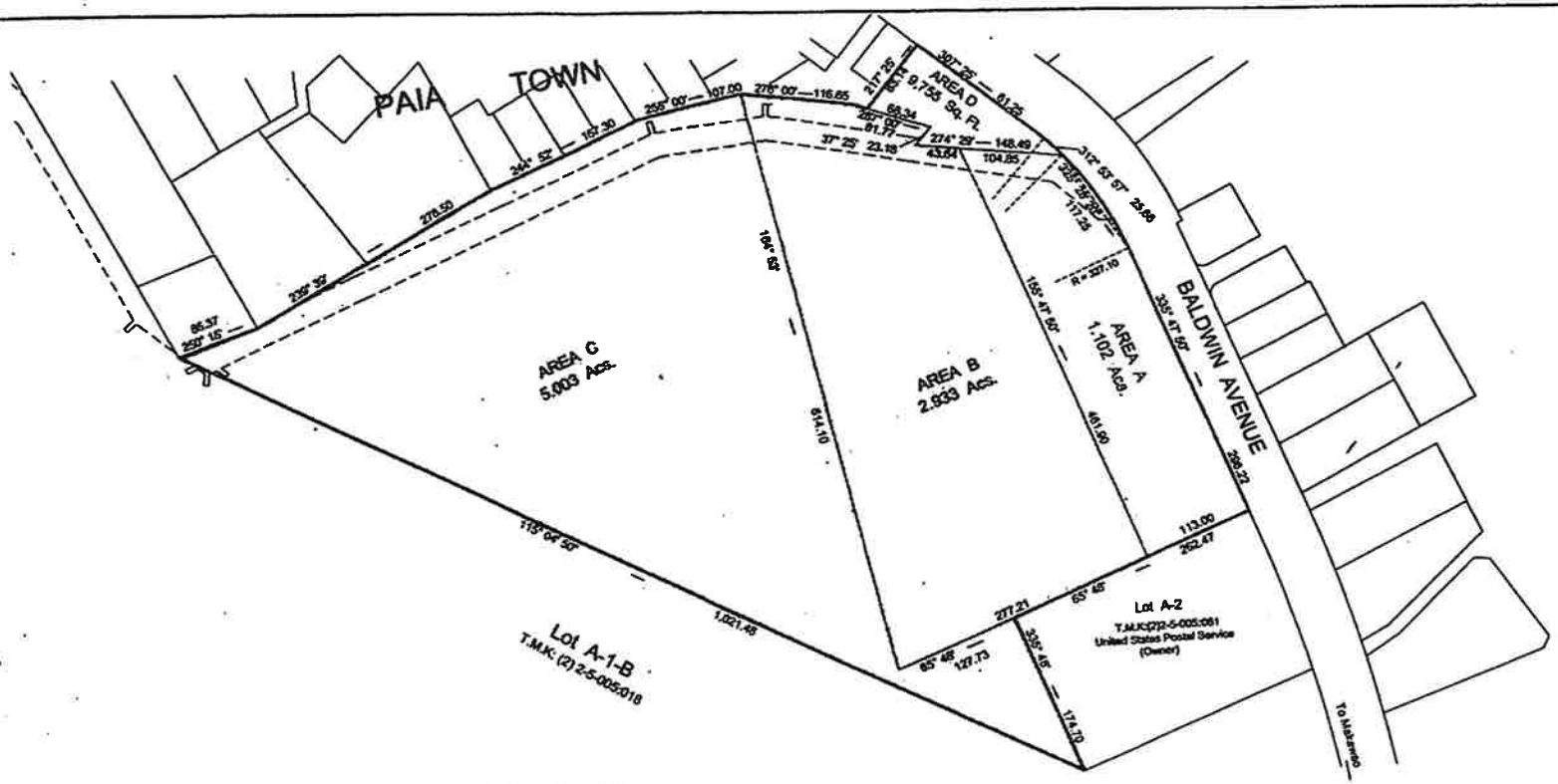
PUBLIC HEARING:
ADOPTED - COUNCIL:
ADOPTED - MAYOR:
ORDINANCE:

SCALE: 1" = 600'

OFFICE OF THE COUNTY CLERK
200 HIGH STREET, WAILUKU, MAUI, HAWAII, 96793

L -

T.M.K: (2) 2-5-005:063 (Por.)



PROPOSED CHANGES TO COMMUNITY PLAN LAND USE DESIGNATIONS

		EXISTING	PROPOSED
AREA B (2.933 Acs.)	Community Plan	Public/Quasi Public	Business/Commercial
AREA C (5.003 Acs.)	Community Plan	Agricultural	Business/Commercial
7.936 Acs.	TOTAL AREA PROPOSED FOR COMMUNITY PLAN AMENDMENT		
AREA A	Community Plan	Business/Commercial	Business/Commercial
(1.102 Acs.)	NO PROPOSED CHANGE TO LAND USE DESIGNATION		
AREA D	Community Plan	Business/Commercial	Business/Commercial
(9,755 Sq. Ft.)	NO PROPOSED CHANGE TO LAND USE DESIGNATION		

Area = 7.936 Acs.

COMMUNITY PLAN MAP NO.
COMMUNITY PLAN AMENDMENT
PAIA POST OFFICE SUBDIVISION

PAIA, MAKAWAO, MAUI, HAWAII

T.M.K: (2) 2-5-005:063 (Por.)

APPROVED: _____ COUNTY CLERK

APPROVED: _____ PLANNING DIRECTOR

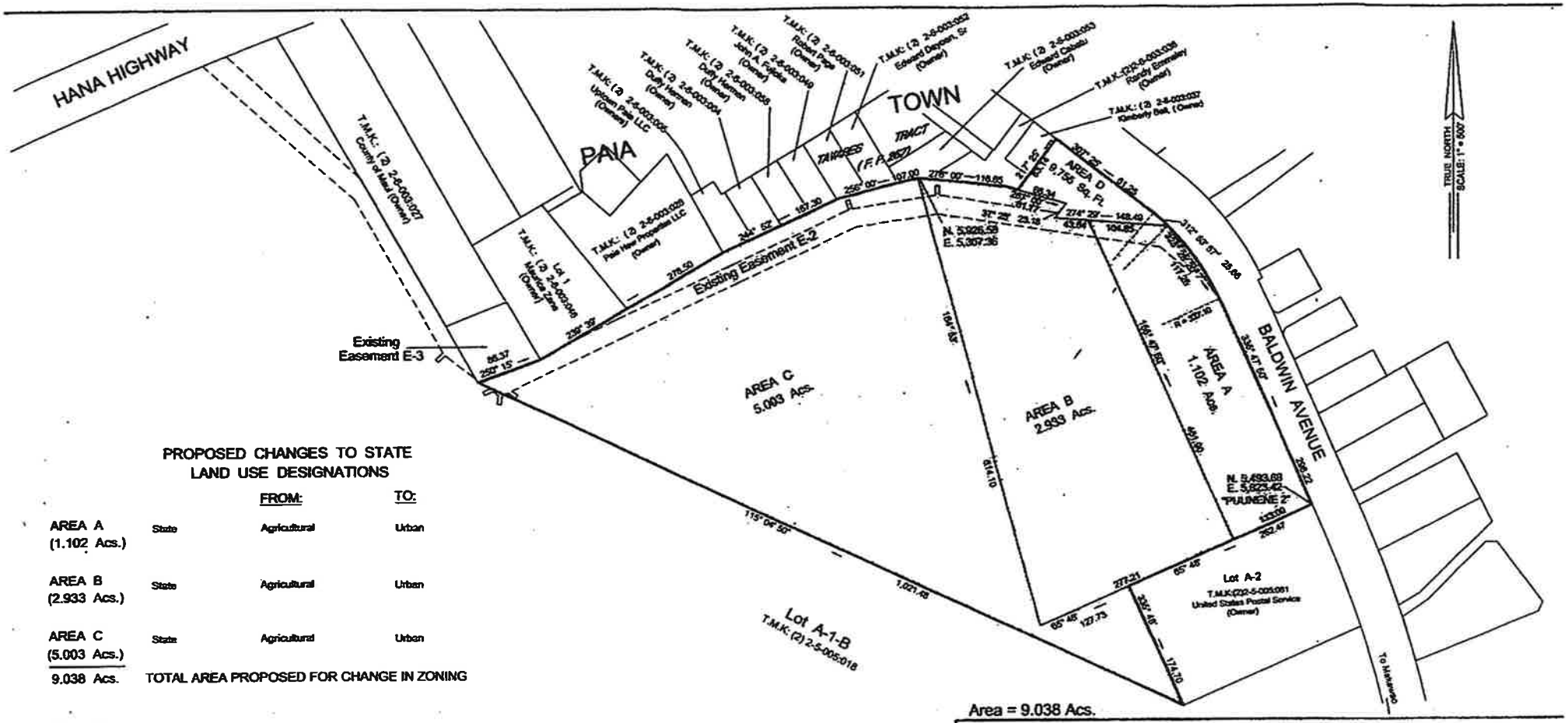
PUBLIC HEARING:
ADOPTED - COUNCIL:
ADOPTED - MAYOR:
ORDINANCE:

SCALE: 1" = 500'

OFFICE OF THE COUNTY CLERK
200 HIGH STREET, WAILUKU, MAUI, HAWAII, 96793

CP -

T.M.K: (2) 2-5-005:063 (Por.)



Area = 9.038 Acs.

PROPOSED CHANGES TO STATE LAND USE DESIGNATIONS

		FROM:	TO:
AREA A (1.102 Acs.)	State	Agricultural	Urban
AREA B (2.933 Acs.)	State	Agricultural	Urban
AREA C (5.003 Acs.)	State	Agricultural	Urban
9.038 Acs.	TOTAL AREA PROPOSED FOR CHANGE IN ZONING		
AREA D (9,755 Sq. Ft.)	State	Urban	Urban
	NO PROPOSED CHANGE TO LAND USE DESIGNATION		

NOTES:

1. Azimuths and coordinates referred to Government Survey Triangulation Station "PUUNENE 2".
2. Owners of adjacent parcel taken from records of the Real Property Mapping Branch.
3. Existing Easements E-1, E-2 & E-3 are for electrical purposes in favor of Maui Electric Company, Limited per Document No. 2008-040981, dated March 3, 2008.

STATE LAND USE DISTRICT BOUNDARY AMENDMENT
PAIA POST OFFICE SUBDIVISION
PAIA, MAKAWAO, MAUI, HAWAII
T.M.K: (2) 2-5-005:063 (Por.)

APPROVED: _____
COUNTY CLERK

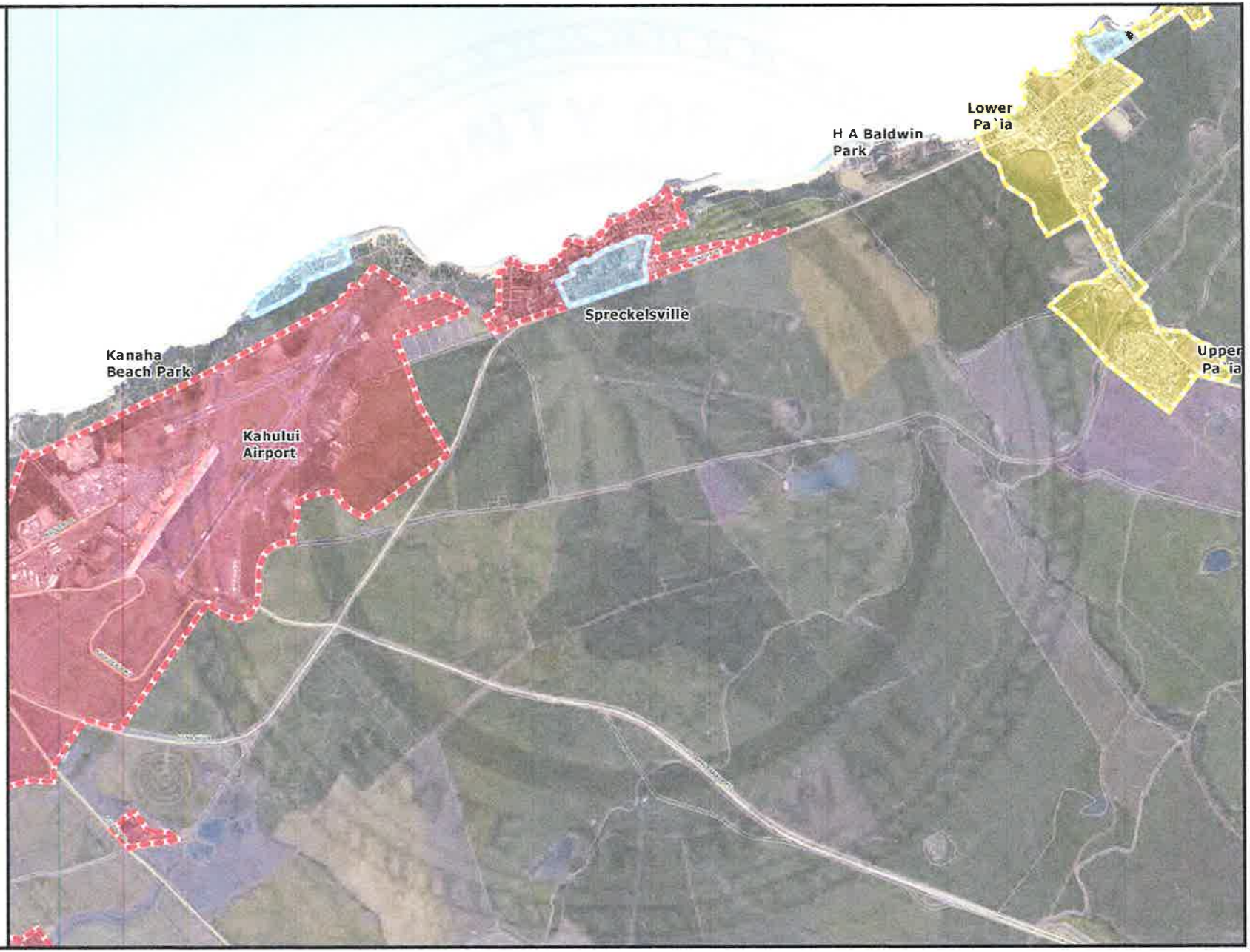
APPROVED: _____
PLANNING DIRECTOR

PUBLIC HEARING:
ADOPTED - COUNCIL:
ADOPTED - MAYOR:
ORDINANCE:

SCALE: 1" = 500'

OFFICE OF THE COUNTY CLERK
200 HIGH STREET, WAILUKU, MAUI, HAWAII, 96793

DB -



Maui Island - Directed Growth Map N1

County of Maui

Maui Island Plan Directed Growth Map

Spreckelsville / Pa`ia

N1

Legend

Growth Boundaries

- Urban
- Small Town
- Rural

Reference

- 2011 Parcels
- Primary Roads

Background Image: Worldview 2 - 2010

This is not a zoning map. Please contact the Planning Department for zoning information.

PREPARED BY:

Long Range Planning Division
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawaii 96793

LAND COURT | REGULAR SYSTEM

AFTER RECORDATION, RETURN BY MAIL (XXX) PICK-UP ( )

Paia 2020, LLC
c/o David R. Spee
P.O. Box 790478
Paia, HI 96779

/////////////////
///// DO NOT ////
//// WRITE IN ///
/// THIS SPACE //
/////////////////

Tax Map Keys: (2) 2-5-005:018 and (2) 2-5-005-063

GRANT OF ACCESS AND EASEMENT AGREEMENT

THIS GRANT OF ACCESS AND EASEMENT AGREEMENT ("Agreement"), made this _____ day of _____, 2016, by **ALEXANDER & BALDWIN, INC.**, a Hawaii corporation, whose principal place of business and post office address is 822 Bishop Street, Honolulu, Hawaii 96813, (hereinafter referred to as "A & B") and **PAIA 2020, LLC**, a Hawaii Limited Liability Company, whose mailing address is P.O. Box 790478, Paia, Hawaii 96779, (hereinafter referred to as "Paia 2020").

This Agreement is based on the following facts and circumstances:

A. A & B owns that certain parcel of real property situate in Paia, Maui, Hawaii, and identified as Tax map Key No. (2) 2-5-005:018 ("Parcel 18").

B. In order to address traffic congestion on Hana Highway near Paia, Maui, A & B, after consultation with the County of Maui ("County"), agreed to improve an agricultural road on Parcel 18, from Hana Highway to Baldwin Avenue (the "Bypass Road"), and to allow the public to travel on the Bypass Road under certain circumstances and on a temporary basis, as was set forth in an

agreement between A & B and County dated January 5, 2006 (the "Bypass Road Agreement"), which was subsequently amended by a "License Agreement" dated May 2, 2011.

C. The location of the Bypass Road is more particularly shown on Exhibit "A", attached hereto and made a part hereof.

D. The Bypass Road comprises a 12-foot wide asphaltic paved road with a 2-foot shoulder on each side of the road that A & B installed pursuant to the Bypass Road Agreement.

The County assumed responsibility to maintain and control the Bypass Road, including opening it for public use on a 24 hour 7 days a week schedule on a year-to-year basis under the License Agreement. Paia 2020 acknowledges that the Bypass road was constructed for temporary use and that the Bypass Road may benefit from roadway improvements.

E. A & B is willing to allow Paia 2020, together with the County to use the land comprising the Bypass Road, and adjoining areas as described herein, under the terms and conditions of this Agreement.

NOW, THEREFORE, the parties agree as follows:

Paia 2020 may use a portion of Parcel 18, consisting of the Bypass Road and adjoining areas to the edge of the shoulder area, as more particularly shown on the map attached hereto as Exhibit "A" and made a part hereof, (also sometimes referred to herein "licensed premises") and the area from the Bypass Road into Paia 2020 as shown on both Exhibits "A" and "B" (also known as the "Easement") upon and subject to all of the terms and conditions set forth in this Agreement, and subject to all encumbrances affecting the licensed premises.

1. **Term**. This Agreement shall commence as of the date of this Agreement, as noted above, and shall continue for so long as the Bypass Road is being used by the County or any other 3rd party who controls it.

2. **Access and Use of the Bypass Road**. Paia 2020 may use the Bypass Road as a public thouroughfare under the following conditions:

(a) It has the consent of the County of Maui.

(b) The Bypass Road only now provides for one-way traffic flow from Hana Highway to Baldwin Avenue.

(c) The Bypass Road is open for public use as determined by the County and Paia 2020 shall only use the Bypass Road as it shall be open for public use as the County determines.

(d) The County is responsible for controlling access to the Bypass Road and shall open and close gates and remove and replace barriers to accommodate the public use of the Bypass Road or restrict use, as it sees fit.

(e) The County may coordinate the opening and closing times of the Bypass Road, signage relating the sue of the Bypass Road and other operations matters with the State of Hawaii, Department of Transportation, Highway Division and the County of Maui's Department of Planning (SM1 2004/0004).

(f) Use of the Bypass Road will be limited to vehicles weighing 4,000 pounds or less.

(g) The Maui Police Department may enforce all traffic laws, rules and regulations applicable to vehicular use of the Bypass Road as if the Bypass Road were public road.

Paia 2020 will use the Bypass for no other purposes without the prior written consent of A & B and the County, which consent may be granted or withheld in A & B's sole discretion.

3. **Easement**. A & B grants to Paia 2020 an easement running from the Bypass unto the Paia 2020 lot (the "Easement") wherein it may construct vehicular ingress and egress off of the Bypass in the area identified as a driveway on the Paia 2020 site plan attached hereto as Exhibit "B". Paia 2020 shall not alter the Bypass, construct, erect or place any structure or other improvement on the Bypass or demolish, remove, remodel, replace, alter or make any addition to any improvements now or hereafter located on the Bypass, without A & B's prior written consent, which consent may be withheld in A & B's sole discretion.

4. **Maintaining the Easement**. Paia 2020 shall, at its own expense, keep the Easement in good, clean and sanitary order, condition and repair, and without limiting the foregoing, maintain the Easement in a safe condition for vehicular use. Such maintenance shall include collecting and disposing of rubbish, litter, junk, abandoned vehicles and other trash which are dumped or deposited on the Easement provided that it is reasonably probable that such items emanate from the use of the Easement, repairing traffic signs, maintaining and repairing any drain culverts, and mowing the grasses and weeds for 10 feet on either side of the Easement. If Paia 2020 refuses or fails to comply with the foregoing requirement within ten (10) days after receiving written notice from A & B, then A & B may undertake the work necessary to achieve such compliance and shall not be responsible to Paia 2020 for any loss or damage that may occur by reason thereof, and Paia 2020 agrees to pay A & B on demand the full cost of such work, made or caused to be made by A & B together with interest thereon at the rate of twelve percent (12%) per annum.

5. **No Representation or Warranties**. A & B has not made and will not make, any representation or warranty, implied or otherwise, with respect to the condition of the Easement, including but not limited to (a) any express or implied warranty of merchantability or fitness for any particular purpose or (b) any dangerous or defective conditions existing upon the Easement, whether or not such conditions are known to A & B or reasonably discoverable by A & B. Paia 2020 accepts the Easement in completely "as is" condition, with full assumption of the risks, and consequences of such conditions.

6. **Compliance with Laws.** Paia 2020 shall not make or suffer any unlawful, improper, or offensive use of the Easement. Paia 2020 will comply with all laws and ordinances and

governmental rules and regulation, including but not limited to obtaining, at its sole cost and expense, al governmental permits necessary for its use of the Easement and more specifically the for access off of the Bypass Road.

7. **Nearby Agricultural Activities**. Paia 2020 acknowledges that the Eaesment is adjacent to, nearby or in the vicinity of lands being, or which in the future may be actively used for the growing, harvesting and processing of sugar cane and other agricultural products (such growing, harvesting and processing activities being herein collectively called the "Agricultural Activities"), which activities may from time to time bring about upon or result in smoke, dust, noise, heat, agricultural chemicals, particulates and similar substances and nuisances (collectively, the "Agricultural By-Products"). Paia 2020 hereby assumes complete risk of and forever releases A & B from all claims for damages (including, but not limited to, consequential, special, exemplary and punitive damages) and nuisances occurring on the Easement and arising out of any Agricultural Activities or Agricultural By-Products. Without limiting the generality of the foregoing, Paia 2020 hereby, with full knowledge of its rights, forever: (a) waives any right to require A & B, and releases A & B from any obligation, to take any action to correct, modify, alter, eliminate or abate any Agricultural Activities or Agricultural By-Products, and (b) waives any right to file any suit or claim against A & B for injunction or abatement of nuisances. Any Agricultural Activities or Agricultural By-Products, and any claim, demand, action, loss, damage, liability, cost or expense arising therefrom, shall not constitute a breach of any covenant or warranty of A & B under this Agreement or be the basis for a suit or other claim for injunction or abatement of nuisances, and Paia 2020 hereby forever waives any right to file any such suit or claim. As used in this section regarding Agricultural Activities, all references to the "A & B" shall means and include A & B and all parent, subsidiary, sister and other affiliated companies of A & B, in their respective capacities as the current owner of the licensed premises, the owner of the lands on which the Agricultural Activities are or may be conducted, and the person conducting or who may conduct the Agricultural Activities, and all successors and assigns of A & B and its parent, subsidiary, sister and affiliated companies.

8. **No Liens**. Paia 2020 shall not commit or suffer any act or neglect whereby the Easement shall at any time become subject to any attachment, lien, charge or encumbrance whatsoever and shall, indemnify, defend and hold harmless A & B from and against all liens, charges and encumbrances and all expenses resulting therefrom, including reasonable attorneys' fees, it being hereby expressly agreed that Paia 2020 shall have no authority, express or implied, to create any lien, charge or encumbrance upon the Easement.

9. **Indemnification**. Paia 2020 shall indemnify, defend and hold harmless A & B from and against all actions, suits, investigations, governmental proceedings damages and claims filed against A & B, and for all costs and expenses (including attorneys' fees) incurred by A & B by whomsoever brought or made by reason of or arising out of (a) any act or omission of Paia 2020 or any personal claiming by, through or under Paia 2020 or (b) mishap, fire, casualty or nuisance occurring or made on reasonably probable that such matter emanates from the use of the Easement and, or (c) the use of the Easement by Paia 2020, the general public or Paia 2020's invitees, permittees, employees, agents or contractor, or (d) Paia 2020's breach of any of the terms or conditions of this Agreement.

10. **Litigation** In case A & B is without any fault on its part made a party to any litigation, investigation, or governmental proceeding (other than condemnation proceedings) commenced by or against Paia 2020 and arising out of Paia 2020's operations on the Easement, then Paia 2020, shall and will pay all costs, expenses, damages and reasonable attorneys' fees incurred by or imposed on A & B by or in connection with such litigation, investigation or governmental proceeding. Paia 2020 shall pay all costs, expenses and reasonable attorneys' fees which may be incurred or paid by A & B in enforcing any covenant and agreement of this Easement which may be breached by Paia 2020, including, without limitation, costs of collection of rent, taxes and other charges.

11. **Surrender Upon Termination**. If the License to the County is terminated and the Bypass Road is closed to the general public, Paia 2020 shall peaceably surrender the Easement to A & B in good, clean and sanitary condition, order and repair (reasonable wear and tear excepted), and if A & B requests, restore the land as nearly as is reasonably possible to its condition immediately prior to the issuance of the Easement.

12. **Hazardous Materials**. Paia 2020 shall at all time keep the Easement (and improvements thereon) free of any and all flammable explosives, radioactive materials, asbestos, organic compounds known as polychlorinated bephenyls, chemicals known to cause cancer or reproductive toxicity, pollutants, contaminants, hazardous wastes, toxic substances or related materials, including, without limitation, any substances defined as or included in the definition of "hazardous substance", "hazardous wastes", "hazardous materials", or "toxic substances" (collectively, "Hazardous Materials") under any federal, state or local laws, ordinances or regulations, now or hereafter in effect, relating to environmental conditions, industrial hygiene or Hazardous Materials on, under or about the Easement and improvements thereon, including, without limitation, the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S. C Section 9601, et seq., the Resource Conservation and Recovery Act, 42 U.S. C Section 9601, et seq., the Hazardous Materials Transportation Act, 49 U.S. C Section 9601, et seq., the Clean Water Act, 33 U.S.C. Section 1251, et seq., the Clean Air Act, 42 U.S. C Section 7401, et seq., the Toxic Substances Control Act, 15 U.S.C Sections 2601 through 2629, the Safe Drinking Water Act, 42 U.S.C. Control Act, 15 U.S.C Sections 300f through 300j, and any state and local laws and ordinance sand the regulations now or hereafter adopted, published and or promulgated with respect to Hazardous Materials (collectively, the "Hazardous Materials Laws"). Paia 2020 shall keep and maintain the Easement, including, without limitation, the groundwater on or under it, in compliance with, and shall not cause or permit the Easement to be in violation of, any Hazardous materials laws. Paia 2020 shall not use, generate, manufacture, treat, handle, refine, produce, process, store, discharge, release, dispose of or allow to exist on, under or above the licensed premises, any Hazardous Materials.

Paia 2020 shall immediately advise A & B in writing of (a) any and all enforcement, clean up, removal, mitigation, or other governmental or regulatory action instituted, contemplated or threatened pursuant to any Hazardous materials laws affecting the licensed premises, (b) all claims made or threatened by any third party against Paia 2020, A & B or the Easement relating to damage, contribution, costs, recovery, compensation, loss or injury resulting from any Hazardous

Materials or violation of or compliance with any Hazardous Materials Laws, and (c) Paia 2020's discovery of any occurrence or condition on the Easement or any real property adjoining or in the vicinity of the Easement which could subject A & B, Paia 2020 or the Easement to any restrictions on ownership, occupancy, transferability or use of the Easement under any Hazardous Materials Laws.

Prior to the termination of this Agreement, Paia 2020, shall (A) remediate and clean-up any contamination, spills or leakages upon the licensed premises which occurred during the term of the Agreement or during the term of the Bypass Road Agreement with the County so as to render the Easement and improvements in compliance with all applicable Hazardous Materials Laws, and (B) if such remediation and clean-up is necessary, provide A & B with a written certification (dated no earlier than the date Paia 2020 fully vacates the approved Easement from an independent licensed engineer or other environmental expert approved by A & B that clause (A) has been satisfied and that there exists no violation of any Hazardous Materials Laws pertaining to the licensed premises.

All of the agreements and obligations of Paia 2020 under this paragraph shall survive, and shall continue to be binding upon Paia 2020 notwithstanding, the termination, expiration or surrender of this Agreement.

13. **Existing Encumbrances**. This Agreement is subject to all existing recorded and unrecorded encumbrances. At any time during the term of this Agreement, A & B may create easements and encumbrances upon the Easement in addition to any easements and encumbrances which currently affect the Easement to others, all without consent of Paia 2020, provided that any such new easements, encumbrances, leases or licenses do not unreasonably restrict or interfere with Paia 2020's use of the Easement.

14. **Notice** Any notice or demand to be given to or served upon either A & B or Paia 2020 in connection with this Agreement shall be deemed to have been sufficiently give or served for all purposes by being sent as registered or certified mail, postage prepaid, addressed to the parties at the respective addresses set forth in the introductory paragraph of the Agreement, or at such other address as a party may from time to time designate in writing to the other party, and any such notice or demand shall be deemed conclusively to have been given or served upon the earlier to occur of the actual date of delivery or three business days after the date of mailing.

15. **Neither Party Deeded to be the Drafter**. All provisions of this Agreement have been negotiated by A & B and Paia 2020 at arm's length and with the opportunity for full representation of their respective legal counsel and neither party shall be deemed to be the drafter of this Agreement. If this Agreement is ever construed by a court of law, such court shall not construe this Agreement or any provision of this Agreement against either party as the drafter of the Agreement.

16. **No Other Agreements**. This Agreement supersedes all prior written or oral agreements between the parties hereto, all of which earlier agreements are hereby terminated.

IN WITNESS WHEREOF, each party to this Agreement has caused it to be executed on the date indicated below.

ALEXANDER & BALDWIN, INC.

_____

By: _____

Its: _____

_____

By: _____

Its: _____

"A & B"

PAIA 2020, LLC

_____

By: David R. Spee

Its: Manager

"Paia 2020"

STATE OF HAWAII)
) ss.
COUNTY OF MAUI)
Second Judicial Circuit

Document Description: Grant of Access and Easement Agreement

Document Date: _____

Number of Pages: _____

On this _____ day of _____, 2016, appeared _____, to me personally known, who, being by me duly sworn, did say that he/she is the _____ of Alexander & Baldwin, Inc., a Hawaii corporation; and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and the said officer(s) acknowledged said instrument to be the free act and deed of said corporation.

_____
Name of Notary: _____
Notary Public, State of Hawaii,
My Commission expires: _____

STATE OF HAWAII)
) ss.
COUNTY OF MAUI)
Second Judicial Circuit

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_____
Name of Notary: _____
Notary Public, State of Hawaii,
My Commission expires: _____