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Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

September 8, 2016

Mr. Scott Glenn, Director
Office of Environmental Quality Control
Department of Health, State of Hawaii
235 South Beretania Street, Room 702
Honolulu, Hawaii 96813

Dear Mr. Glenn:

SUBJECT: COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING, SPECIAL MANAGEMENT AREA ASSESSMENT AND DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED RENOVATION OF AN EXISTING SINGLE FAMILY RESIDENCE TO A COMMERCIAL BUILDING, LOCATED AT 150 LUNA PLACE, PAIA, ISLAND OF MAUI, HAWAII; TMK (2) 2-6-005:005 (CPA 2016/0002) (CIZ 2016/0001) (EA 2016/0001) (SMX 2016/0303)

With this letter, the Department of Planning (Department) hereby transmits the Draft Environmental Assessment (DEA) and Anticipated Finding of No Significant Impact (FONSI) for the proposed Paia Trade Center situated at TMK: (2) 2-6-005:005 in the Makawao District on the island of Maui for publication in the next available edition of the Environmental Notice.

Attached is a completed Office of Environmental Quality Control Publication Form, two (2) copies of the Draft EA and FONSI, an Adobe Acrobat PDF file of the same, and an electronic copy of the publication form in MS Word. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to your office.

If there are any questions, please contact Staff Planner Candace Thackerson at candace.thackerson@mauicounty.gov or at (808) 270-7180.

Sincerely,

A handwritten signature in black ink, appearing to read "Clayton I. Yoshida".

 CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

OFC. OF ENVIRONMENTAL
QUALITY CONTROL

16 SEP 12 P1:32

RECEIVED

Mr. Scott Glenn, Director
September 8, 2016
Page 2

Attachments

xc:

Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
Candace Thackerson, Staff Planner (PDF)
Raymond Cabebe, Chris Hart & Partners, Inc (PDF)
Project File
General File

WRS:CIY:CRT:xx

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**APPLICANT
PUBLICATION FORM**

SEP 23 2016

Project Name:	PAIA TRADE CENTER
Project Short Name:	PAIA TRADE CENTER
HRS §343-5 Trigger(s):	Community Plan Amendment
Island(s):	Maui
Judicial District(s):	Makawao
TMK(s):	(2) 2-6-005:005
Permit(s)/Approval(s):	Community Plan Amendment, Change in Zoning, Building Permit
Approving Agency:	Maui Planning Commission
<i>Contact Name, Email, Telephone, Address</i>	c/o Maui Planning Department William Spence, Director william.spence@mauicounty.gov 808-270-7735 2200 Main St., Ste. 315 Wailuku, HI 96793
Applicant:	Vintage Rentals, LLC
<i>Contact Name, Email, Telephone, Address</i>	Tricia Young cincoyoung@hawaii.rr.com 808-870-3042 P.O Box 791687 Paia, HI 96779
Consultant:	Chris Hart & Partners, Inc.
<i>Contact Name, Email, Telephone, Address</i>	R. Raymond Cabebe rcabebe@chpmaui.com 808-242-1955 x556 115 N. Market Street Wailuku, HI 96793

Status (select one) DEA-AFNSI FEA-FONSI FEA-EISPN Act 172-12 EISPN
("Direct to EIS") DEIS FEIS**Submittal Requirements**

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.

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.

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.

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.

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.

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

Provide a description of the proposed action and purpose and need in 200 words or less.

The applicant proposes to renovate an existing 948 square foot single family residence to a commercial building. The existing garage and storage buildings will be demolished and three parking stalls will be provided along with a sidewalk and new landscape plantings. The single floor plantation style building will remain at 948 square feet on post and pier foundation in keeping with the existing residential scale. The main access to the building will be through an 80 square foot porch fronting Hana Highway. The interior space will consist of 873 square feet of business area and a 75 square foot restroom. The building exterior will retain its existing lap siding and gabled roof and adhere to the Paia Town Design Guidelines to be consistent with the character of Paia Town. There are existing commercial uses to the north and to the west.

The Applicant is requesting a a Community Plan Amendment from Residential to Business/Commercial and Change in Zoning from R-1 Residential to B-CT Country Town Business for the 4,402 square foot substandard parcel.

HRS 343 DRAFT ENVIRONMENT ASSESSMENT
IN SUPPORT OF APPLICATIONS FOR
COMMUNITY PLAN AMENDMENT,
CHANGE IN ZONING,
AND
SPECIAL MANAGEMENT AREA ASSESSMENT

PAIA TRADE CENTER

*150 Luna Place
Paia, Maui, Hawaii
Tax Map Key: (2) 2-6-005:005*

Prepared for:
Vintage Rentals, LLC
P.O. Box 791687
Paia, Hawaii 96779
Phone: (808) 870-3042

Prepared by:
Chris Hart & Partners, Inc.
Landscape Architecture & City and Regional Planning
115 North Market Street
Wailuku, Hawaii 96793
Phone: (808) 242-1955
Facsimile: (808) 242-1956



JUNE 2016

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JUNE 2016



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Figure No. 6	Paia-Haiku Community Plan Map
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APPENDICES

Appendix A	Topographic Survey
Appendix B	Pre-Consultation
Appendix C	Archaeological Monitoring Plan
Appendix D	Cultural Impact Assessment Report
Appendix E	Preliminary Engineering Report
Appendix F	Traffic Impact Assessment Report



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I. PROJECT INFORMATION

A. PREFACE

The project site is a 4,402 square foot parcel identified as Tax Map Key (2) 2-6-005:005 at Paia, Maui, Hawaii. This environmental assessment has been prepared in support of applications for a Community Plan Amendment (CPA) from “SF” Single Family to “B” Business/Commercial, a County Change in Zoning (CIZ) from “R-1” Residential to “B-CT” Country Town Business District, and a Special Management Area (SMA) Assessment.

HRS Chapter 343. The proposed CPA action triggers compliance with the provisions of HRS Chapter 343. The proposed action does not fall into an exempt category pursuant to §11-200-8, Hawaii Administrative Rules (HAR); therefore, preparation of this Environmental Assessment is required.

B. PURPOSE OF THE REQUEST

The intent of the owner, Vintage Rentals LLC, is to renovate the current residence for use as a single story commercial building with the required off-street parking. Since the minimum lot size for “R-1” Residential zoning is 6,000 square feet, the 4,402 square foot parcel is sub-standard. It is currently developed with a 948 square foot single family residence, a 221 square foot detached garage, and a 131 sq. ft. storage shed (**See:** Appendix “A”). Since commercial uses are not allowed in the residential district, the CPA and CIZ actions are required.

C. PROJECT PROFILE

Lot Size: 4,402 square feet
Existing Land Use: Single Family Residential
Address: 150 Luna Place
Paia, Maui, Hawaii
Access: Hana Highway via Luna Place



D. IDENTIFICATION OF THE APPLICANT/OWNER

Land Owner: Vintage Rentals, LLC (See: "Ownership Documents")
Address: P.O. Box 791687
Paia, Hawaii 96779
Phone: Voice: (808) 870-3042
Contact: Ms. Tricia Young

E. ACCEPTING AGENCY

Name: Maui Planning Commission
c/o Department of Planning, County of Maui
2200 Main Street, Suite 315
Wailuku, Hawaii 96793
Phone: Voice: (808) 270-7735
Facsimile: (808) 270-7634
Contact: Mr. William Spence

F. CONSULTANT

Land Use Planner: Chris Hart & Partners, Inc.
Address: 115 North Market Street
Wailuku, Maui, Hawaii 96793
Phone: Voice: (808) 242-1955
Facsimile: (808) 242-1956
Contact: Mr. Jordan E. Hart

G. MAJOR LAND USE, DEVELOPMENT, AND CONSTRUCTION APPROVALS

1. Building, Grading/Grubbing, Electrical, Plumbing permits from the Department of Public Works (DPW).
2. Change in Zoning and Community Plan Amendment from the Maui County Council.



3. Country Town Design Review by the Urban Design Review Board (UDRB).
4. Special Management Area (SMA) Use Permit from the Maui Planning Commission.

H. PRE-CONSULTED AGENCIES & PRIVATE INTERESTS

(See: Appendix “B”)

A. County of Maui

1. Department of Environmental Management
2. Department of Fire and Public Safety
3. Department of Public Works
4. Department of Water
5. Maui Police Department

B. State of Hawaii

1. Department of Health
2. Department of Transportation
3. Historic Preservation Division

C. Private Interests

1. Paia Town Association
2. Neighboring Property Owners



II. DESCRIPTION OF THE PROPERTY AND PROPOSED ACTION

A. PROPERTY LOCATION

The subject property is located in Paia, on Luna Place on the *mauka* side of Hana Highway, Paia, Maui, Hawaii; TMK: (2) 2-6-005:005 (See: Figures No. 1 “Regional Location”, No. 2 “Tax Map Key”, & No. 3 “Aerial Map”).

B. EXISTING LAND USE

The site contains a 948 square foot single family residence built in 1951, a 221 square foot detached garage, and a 131 square foot storage shed both built in 1952. (See: Figure Nos. 4.1-4.3).

C. LAND USE DESIGNATIONS

State Land Use Classification: Urban
(See: Figure No. 5 “State Land Use Map”)
Maui Island Plan: “Small Town Growth”
(See: Figure No. 8 “Directed Growth Map”)
Paia-Haiku Community Plan: “SF” Single Family
(See: Figure No. 6 “Paia-Haiku
Community Plan”)
County Zoning: “R-1” Residential
(See: Figure No. 7 “County Zoning Map”)
Flood Zone Designation: “X” (outside the 0.2% annual chance
floodplain)
(See: Figure No. 9 “Flood Map”)
Special Designations: “SMA” Special Management Area
(See: Figure No. 10 “SMA Map”)

D. ALTERNATIVES

The following alternatives were considered:



1. No Action

Analysis. As noted previously, the State Land Use Commission designates the area for Urban use, the Paia-Haiku Community Plan’s Land Use Map designates the area for Single Family use, and the County zoning designation for the area is Residential. The “No Action” alternative would maintain the current land use designations and would also not allow the applicant to remodel the existing structures on the parcel for the purpose of operating a business.

2. Alternative Zoning

Analysis. Other County commercial zoning designations, such as B-1 Neighborhood, B-2 Community, and B-R Resort Commercial Business Districts were considered; however, all have requirements for a minimum lot size of 6,000 square feet. The project site has an area of 4,402 square feet. County Town Business District is the only designation that allows for use of a substandard lot for business/commercial uses. Other commercial zoning designations do not have provisions to preserve the “unique design character” and “country town atmosphere” to keep with the character and design intent of Paia Town.

3. Deferred Action

Analysis. This alternative would delay the change in use designations. This would delay the construction of the business/commercial space. There could be an increase in construction costs in the future that would be financially burdensome for the applicant.

4. Variance

Analysis. A Variance Application was considered and submitted. The applicant proposed to demolish the existing structures to build one new larger structure to operate a restaurant. However, the restrictions imposed for parking and property line setbacks did not allow enough remaining area on site for the restaurant. The applicant sought a variance to lift and reduce some of these restrictions, but the variance application was not supported by the Planning Department. Therefore, in order to move forward with other options and save time, the variance application was withdrawn.

5. Alternate Site

Analysis. This option would require that the applicant find and develop another property. The applicant does not own another suitable site and acquiring a site with the appropriate community plan designation in an ideal location could be difficult.



6. Alternate Use

Analysis. Building a larger structure for use as restaurant was already considered as stated above but would not be compatible with the scale of the property and would contribute to onsite parking and setback issues.

E. DESCRIPTION OF PROPOSED ACTION (PREFERRED ALTERNATIVE)

The Applicant wishes to redevelop the subject parcel for commercial use. This proposed project will require renovation of the existing dilapidated single family residence for use as a commercial space (**See:** Figure Nos. 11.1-11.3). The garage, and shed will be demolished. The remodeled building will conform to the Country Town Design Guidelines for Paia-Haiku. This use will require a Community Plan Amendment from Single Family to Business/Commercial and Change in Zoning from Residential to Country Town Business for a parcel identified as TMK (2) 2-6-005:005.

The interior of the single story country style building will remain at 948 square feet on post and pier foundation, with the main access at the front of the building along Hana Highway, in keeping with its existing residential scale. The space will consist of approximately 873 square feet of business area and a 75 square foot restroom. The exterior will retain its existing lap siding and gabled roof. The existing 45 square foot front porch on the Hana Highway frontage will be expanded to 80 square feet to better accommodate foot traffic. An ADA access ramp will be added on the Luna Place frontage. The exterior doors and windows details will be consistent with character of Paia Town and adhere to the Paia Town Guidelines.

Vehicular access will be from Luna Place which intersects Hana Highway. Pedestrian access connects to the existing sidewalk along Hana Highway. As required by Maui County Code, three (3) parking stalls will be provided, including one (1) ADA stall.

Hours of operation will depend on the type of business that will occupy the building. It is expected that will be primarily during daytime business hours seven days a week.

The applicant expects to begin construction within a year of receiving land use building permit approvals and estimates completion within the following 12 months.



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

A. PHYSICAL ENVIRONMENT

1. Land Use

Existing Conditions. The project site is located within historic Paia town on the *mauka* side of Hana Highway on Luna Place on the corner of Hana Highway and Luna Place. Paia is pedestrian and bicycle friendly and contains regional commercial services; tourist oriented hotels, attractions and services; community centers, parks, and beaches; and multi-family and single-family residential neighborhoods. The town’s significant features – its historic character, compact small-town scale, and its vitality – are embodied in the Hana Highway and Baldwin Avenue environs.

The subject property borders urban uses including country town business, residential, and public/quasi-public uses (See: Figure No. 3 “Aerial Map”). To the north across Hana Highway is a business/commercial building. To the east is a parcel containing a church. To the south is a single family residence. Across Luna Place to the west is another business/commercial building.

The following is a description of zoning, community plan designations, and existing land uses adjacent to the subject property:

North:	<u>State Land Use:</u> Urban <u>Community Plan:</u> Business/Commercial <u>Zoning:</u> B-CT Existing uses. Commercial, Indigo Paia
East:	<u>State Land Use:</u> Urban <u>Community Plan:</u> P Public/Quasi-Public <u>Zoning:</u> P-1 Public/Quasi-Public Existing uses. Church, Kings Chapel
South:	<u>State Land Use:</u> Urban <u>Community Plan:</u> Single Family <u>Zoning:</u> R-1 Residential Existing uses. Single Family Residence



West: State Land Use: Urban
Community Plan: Business/Commercial
Zoning: B-CT
Existing uses. Commercial, Charley’s Restaurant and Saloon

The current use of the parcel is single family. The small residence fits in with the character of Paia Town as a small plantation/country style house. There is a fence surrounding the property for privacy and much of the site is vegetated with lawn, trees, and shrubs. The majority of the site has remained unimproved over the years. The driveway remains gravel and the garage is used for storage and does not function practically as a garage. Access to Hana Highway is restricted by the wooden fence and both pedestrian and vehicular access is from Luna Place.

The site is within walking distance to the center of Paia Town as well as various beaches and neighborhood parks. There is also a bus stop directly in front of the property along Hana Highway for easy access to public transportation.

Potential Impacts and Mitigation Measures. From a regional planning perspective, urban land uses should occur within areas that offer compatible land uses, as well as proximate infrastructure and services capable of serving the development.

The subject parcel is located within the Small Town Growth Boundary of the Maui Island Plan of the County’s 2030 General Plan Update (2012) immediately adjacent to other sites designated for business and commercial uses (See: Figure No. 8 “Directed Growth Map”). The project site is located just outside of the center of the urban core of Paia, *mauka* of Hana Highway, the major arterial roadway bringing commuters from points outside of Paia. A CPA to Business/Commercial and a CIZ to Country Town Business designations would allow for uses regulated by the County and that are cohesive with the rustic character of Paia Town.

2. Topography and Soils

Existing Conditions. The project site is relatively flat at an approximate elevation of 22 feet above mean sea level (AMSL).

According to the “Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August, 1972),” prepared by the United States Department of Agriculture Soil Conservation Service, the soils within the project site are classified as Paia Silty Clay (PcB), 3 to 7% slope (See: Figure No. 12 “Soils Map”). With this soil, runoff is very slow and the erosion hazard is no more than slight; it is suitable for sugar cane cultivation and home sites.



The project site may have been used for self-sustenance agriculture in pre-contact and early post-contact times as early maps do not indicate major settlements. However, the parcel has been in residential use since at least 1951 when the existing structure was built.

Potential Impacts and Mitigation Measures. Based on the topography of the site, grade alterations are not anticipated. The soil analysis suggests that the proposed land use is suitable for the site.

3. Flood and Tsunami Zone

Existing Conditions. According to Panel Number 150003 0362 E of the Flood Insurance Rate Map, September 25, 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 of the 0.2% annual chance floodplain. The project site is located approximately 400 feet from the shoreline and is located within the tsunami inundation zone (See: Figure No. 9 “Flood Map”).

Potential Impacts and Mitigation Measures. No adverse flood hazards impacting the site or neighboring properties are anticipated. Proper emergency tsunami evacuation procedures will be implemented and adhered to.

4. Terrestrial Biota (Flora and Fauna)

Existing Conditions. The project site is currently in residential use. Trees on site include Plumeria, Ficus, Noni, and African Tulip. Other vegetation found on site includes various cacti, grasses, and weeds. Feral mammals typically found in this area include mongoose, cats, rats, and mice. Avifauna commonly found in this area includes the common mynah, dove, and house finch.

Potential Impacts and Mitigation Measures. Existing healthy mature trees on the project site will be saved and incorporated into the landscape planting plan for the project where practicable. There are no known significant habitats of rare, endangered or threatened species of flora and fauna located on the subject property. Therefore rare, endangered, or threatened species of flora and fauna will not be impacted by the proposed project.



5. Air Quality

Existing Conditions. Air quality refers to the presence or absence of pollutants in the atmosphere. It is the combined result of the natural background and emissions from many pollution sources. The impact of land development activities on air quality in a proposed development's locale differs by project phase (site preparation, construction, occupancy) and project type. In general, air quality in the Paia area is considered very good. Non-point source emissions (automobile) are not significant to generate a high concentration of pollutants. The relatively high quality of air can also be attributed to the region's exposure to wind, which quickly disperses concentrations of emissions.

Between the months of March and November, Paia may be subject to the effects of sugar cane burning prior to harvesting. People with respiratory health issues can be affected. The Hawaii State Department of Health has determined that levels of smoke and ash released by this practice are below National Ambient Air Quality Standards (NAAQS) thresholds (*Sugar Cane Burning on Maui*, DOH, Clean Air Branch, April 9, 2013). In January 2016, Hawaiian Commercial & Sugar Company (HC&S) announced the closing of its sugar mill and that harvesting would end in 2016.

In December 2009, the EPA determined that greenhouse gases (GHG) in the atmosphere endanger the welfare of current and future generations.

The Paia area is currently in attainment of all criteria pollutants established by the Clean Air Act, as well as, the State of Hawaii Air Quality Standards.

Potential Impacts and Mitigation Measures. Air quality impacts attributed to the proposed project could include dust generated by construction-related activities. Site work, such as demolition, grubbing, grading and building construction, could generate airborne particulate. Adequate dust control measures that comply with the provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust, will be implemented during all phases of construction.

A Best Management Practices (BMP) plan will be implemented which will include, but not be limited to:

- Providing an adequate water source prior to start-up of construction for use in dust control;
- Landscaping and rapid covering of bare areas, including slopes, beginning with the initial grubbing and grading phase;
- Controlling of dust from shoulders, project entrances and other access roads;
- Providing adequate dust control measures during weekends, after hours and prior to daily start-up of construction activities;
- Controlling of dust from debris hauled away from the project site; and,



- Erecting a dust fence to shield the adjacent project sites.

According to the Traffic Impact Assessment Report (TIAR) prepared by Phillip Rowell & Associates for this project, there will be a minimal increase in volume of traffic generated by this project. It is expected that the majority of users of the site will already be present in Paia visiting other business and merchants. Thus, the proposed project is not anticipated to be detrimental to local air quality or contribute significantly to greenhouse gas emissions.

6. Noise Characteristics

Existing Conditions. The noise level is an important indicator of environmental quality. In an urban environment, noise is due primarily to vehicular traffic for business, public transportation, commuters; pedestrian related noises from schools, parks, churches; construction; emergency response departments; and other noises associated with urban uses. Ramifications of various sound levels and types may impact health conditions and an area's aesthetic appeal. Due to the heavy traffic on Hana Highway and high volume of visitors walking around Paia Town, noise levels from automobiles and pedestrians are the predominant source of background noise in the vicinity of the subject property.

Potential Impacts and Mitigation Measures. In the short-term, the proposed project could generate some impacts during construction. Noise from construction equipment, such as hammers, saws, drills, and material-carrying trucks and trailers, would be the dominant source of noise during the construction period. To minimize construction related impacts to the surrounding neighbors, the developer will limit construction activities to normal daylight hours, and adhere to the State Department of Health's noise regulations for construction equipment.

In the longer-term, the proposed project will generate noise similarly associated with surrounding building uses. Noises will primarily be from pedestrians and vehicles entering and exiting the site. Use will be limited to the hours of operation of the business as stated earlier in Section D "Description of Proposed Action." Mechanical ventilation may be utilized to allow windows to be kept closed, minimizing any annoyance to neighbors. It is anticipated that the project will not significantly impact existing noise conditions in the area.



7. Archaeological/Historical Resources

Existing Conditions.

Paia was once one of Maui's major commercial and residential communities centered around the Paia Sugar Mill. The town is located in the ahupua'a of Hamakuapoko in the Makawao District with popular sandy beaches to the west, H. A. Baldwin and Lower Paia parks, and a narrow beach near the Mantokuji Mission to the east. (Engledow, 14)

Paia was created when the original mill was built in 1880. The mill at its present site began operations in 1906 as Maui Agricultural Company, Limited. At its peak during the 1930s and 1940s, Upper and lower Pa'ia had a population of more than 5,000. The residential development of Kahului in the 1950s lured away sugar workers with the prospect of owning their own homes. This event led to the demise of Pa'ia as a population center. At the end of 2000, the sugar mill ceased operations and all sugar cane processing was transferred to the Puunene mill.

According to the Cultural Impact Assessment (CIA) (March 2016), prepared by Scientific Consultant Services (See: Appendix "D"), a nearby Archaeology Inventory Survey (Paia Town Center, SCS, Chaffee & Dega, 2005) identified two State sites: historic buildings and a historic-era refuse pit. The subsequent Archaeological Monitoring for that project newly identified four subsurface pits. These sites were associated with the Plantation Era Historic Period. Other archaeological surveys in the Paia area have found that sugar cultivation and modern development seem to have destroyed most evidence of ancient habitation in the area. In a letter dated March 24, 2016 (See: Appendix "B"), The State Historic Preservation Division (SHPD) notes that an archaeological survey has not been done on the property. The SHPD letter also notes that:

The project area is along Hana Highway and was once the location of indigenous agriculture, aquaculture, and habitation sites and later on the edge of a plantation town considered eligible for the Hawaii Register of Historic Places as an historic district.

Maui County Real Property tax records indicate that the subject property has been in residential use since 1951, although CIA information indicates that residential uses may have occurred earlier than that. The garage and storage shed were constructed in 1952. According to the County building permit records, there has not been any modifications or upgrades to the structures. The referenced SHPD letter determined, in a review of the demolition permit applications, that the "the house and its associated structures do not qualify for the Hawaii Register of Historic Places (Log 2010.0318, Doc 1002RS06)."

Potential Impacts and Mitigation Measures. The Cultural Impact Assessment does not identify any evidence of historical or culturally significant activities occurring on the site. However, the March 24, 2016 SHPD letter recommends archaeological monitoring for the proposed project. In response, an Archaeological Monitoring Plan (March 2016) was



prepared by Archaeological Services Hawaii, LLC (Rotunno-Hazuka & Pantaleo) (See: Appendix "C"). The draft Archaeological Monitoring Plan (AMP), which was submitted to SHPD for review and approval, provides procedures and a mitigation plan in the event any cultural or historic sites and/or remains are discovered during ground disturbing activities.

8. Visual Resources

Existing Conditions. The subject parcel provides partial views of Haleakala Mountain with large mature vegetation the views are limited. There are no ocean views.

The project site is visible from Hana Highway. The public's partial views through the project site toward Haleakala will be preserved to the greatest extent possible. Healthy mature vegetation will remain so long as it does not impact with the building. The adjacent parcel to the east is heavily vegetated and the parcel to the west has a two-story commercial/business structure that both obstruct public views.

Potential Impacts and Mitigation Measures. As discussed, there will be minimal impact to the unique public scenic resources and adjacent views from this potential development. Therefore the proposed project is not anticipated to significantly impact public view corridors, or the visual character of the site and its immediate environs.

B. SOCIO-ECONOMIC ENVIRONMENT

1. Population and Housing

Existing Conditions. According to the 2010 Census, the population of the County of Maui has exhibited relatively strong growth over the past decade with a 2010 population of 154,834, a 20.9% increase over the 2000 population of 128,094, compared to the 12.3% growth of the entire State of Hawaii. The 2010 population of Maui Island was 144,444. Population growth is projected to continue with the year 2020's resident population projected to reach 175,136.

Paia is part of the Makawao District which experienced a growth rate of 14.8% increase in population from 2000 to 2010, with the 2010 resident population reaching 41,887, or 27% of Maui Island's population.



According to the 2010 U.S. Census, Paia proper has an average household size of 3.02 persons.

Potential Impacts and Mitigation Measures. The proposed project will displace one household which rents the existing house. Assuming that the household will relocate within the same census tract, the project, there will be no impact to population levels and housing in the region.

2. Economy

Existing Conditions. Tourism and agriculture are the predominant components of Maui County's economy. Large-scale mono-crop agriculture, including sugar, pineapple, and cattle ranching, has been the County's dominant agricultural land use and generates the majority of the County's agricultural revenues (County of Maui, Department of Business Economic Development and Tourism). Paia's economy was once based primarily upon the sugar agricultural industry. However, as sugar production declined and the population center moved to central Maui, the commercial center of Paia gradually transformed into trendy restaurants, boutiques, and art galleries catering to residents and visitors. The anticipated closure of the HC&S Puunene Sugar Mill and the final sugar cane harvest at the end of 2016 signal the end of mono-crop agriculture on Maui.

Potential Impacts and Mitigation Measures. The project will generate positive short-term construction-phase economic effects and will contribute lasting long-term effects on the now business and commercial focused economy of Paia's town center.

Short-term construction related impacts. On a short-term basis, the project will support the economy via direct and indirect construction-related employment, as well as through the purchase of construction materials and building-related services.

Long-term community related impacts. On a long-term basis, tenants and employees of the commercial buildings will contribute to the economy through the payment of sales and property taxes from renting or purchasing the business space. Residents and visitors to Paia will contribute with their purchases and sales of goods or services to and from the businesses on the property.

Since the project site has not been in agricultural use since at least 1951 when the main house was constructed, the proposed action will have no effect on the agricultural economy.

3. Cultural Resources

Existing Conditions. A Cultural Impact Assessment (March 2016) was prepared by Ms. Cathleen A. Dagher and Dr. Robert L. Spear of Scientific Consultant Services Inc. (SCS)



(**See:** Appendix “D”). The subject property is located in Paia within the *ahupua’a* of Hamakua Poko. The project site is not within any of the land claims made following the *Mahele* of 1848.

One of the property owners on Luna Place noted that he was told by a now deceased neighbor that the plantation houses on Luna Place were once owned by a prominent Paia businessman who also owned the commercial property now occupied by Charley’s Restaurant & Saloon. Reportedly, the properties were developed in the early 1900s and the houses were operated as residential rentals.

Potential Impacts and Mitigation Measures. The Cultural Impact Assessment (CIA) contains archival research by SCS and input from numerous sources as documented therein. The CIA concludes:

Based on the community response, archival research and historic alterations to the land, it is reasonable to conclude that, pursuant to Act 50, the exercise of native Hawaiian rights related to gathering, access, or other traditional cultural activities will not be affected by further development within the project area. (Dagher & Spear: 22-23)

The CIA goes on to recommend the following:

...that the property owner consider mitigation efforts that would include methods recommended by the Tri-Isle Main Street Resource Center (McGerty and Spear 2004: ii, 8, 11), such as period architecture, historic plaques, use of traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town. If reconstruction is necessary, the incorporation of the original façade of a building may provide a solution in keeping with the historical ambiance of the town. (Dagher & Spear: 23)

As previously noted, the State Historic Preservation Division notes that “the house and its associated structures do not qualify for the Hawaii Register of Historic Places (Log 2010.0318, Doc 1002RS06).” (**See:** Appendix “B”) Nevertheless, care will be taken to adhere to the Country Town Design Guidelines for Paia-Haiku, due to the property’s prominence along Hana Highway.

C. PUBLIC SERVICES

1. Recreational Facilities

Existing Conditions. The Paia-Haiku area has a wide reputation as a recreational destination, particularly for ocean related activities. Ocean sports and recreation available



in the district include swimming, fishing, scuba diving, snorkeling, surfing, windsurfing, kite-surfing, stand up paddle boarding, canoe paddling, and other organized individual and team athletic activities, as well as social gatherings. The area has hosted many surfing, wind sport, and paddle sport competitions. State and County facilities in the Pa'ia District include the H. A. Baldwin Beach Park, Ho'okipa Beach Park, Pa'ia Gymnasium, Pa'ia Community Center and Rainbow Park.

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

2. Police and Fire Protection

Existing Conditions. Police protection for the region is provided by the Maui County Police Department (MPD) headquartered at the Wailuku station approximately 8.4 miles away. The Central Maui patrol includes approximately 100 full time personnel. MPD also maintains a substation at the Eddie Tam Memorial complex in Makawao, approximately 7.5 miles away.

Fire prevention, suppression, and protection are provided by Maui County Fire Department's Paia Station, located on Hana Highway in Paia, approximately 380 feet from the subject property. The Paia station is staffed by fifteen full-time personnel.

Potential Impacts and Mitigation Measures. The proposed project will not result in an overall increase in population or extend the service area; thus, the proposed project is not anticipated to have an adverse impact upon existing police and fire protection services.

3. Schools

Existing Conditions. The Paia-Haiku District is serviced by both private and public schools, which provide education for preschool through intermediate school age children. Paia Elementary School is located *mauka* (southeast), approximately 1.8 miles away and The Doris Todd Memorial Christian School is also located *mauka* (southeast), approximately 1.2 miles away along Baldwin Avenue. Kalama Intermediate School is located in Makawao and King Kekaulike High School is located in Pukalani.

Potential Impacts and Mitigation Measures. It is not anticipated that the proposed project will impact public education facilities, since there is no population increase generated by the project.

4. Medical Facilities

Existing Conditions. Major medical facilities are located approximately 8.6 miles from the project site at Maui Memorial Medical Center and the Kaiser Permanente Health



Clinic. Various private practices and clinics also provide services in Haiku, Makawao, Pukalani. Emergency medical response service is available in Paia.

Potential Impacts and Mitigation Measures. The proposed project is not anticipated to have an adverse impact upon existing medical facilities.

5. Solid Waste

Existing Conditions. Only two landfills are currently operating on Maui, the Central Maui Landfill in Puunene, and the Hana landfill. Residential solid waste collection is provided by the County and taken to the Central Maui Landfill (CML), which also accepts waste from private refuse collection companies. The CML will reach capacity in 2026. It is expected that 50 additional acres will be acquired for expansion before capacity is reached. A privately run Construction and Demolition (C&D) landfill in Maalaea is expected to reach capacity as early as 2015. The County plans to have a C&D material recovery facility in place before capacity is reached. In addition, the County is implementing an Integrated Waste Conversion and Energy Project that is expected to divert approximately 85 percent of waste from the CML.

Potential Impacts and Mitigation Measures. The proposed project is not anticipated to have an adverse impact upon existing solid waste facilities. Waste generation is not expected to exceed much more than what is currently generated by the residential use.

Green waste will be mulched onsite when practicable. During construction, as required by County regulations, construction and demolition waste will be properly disposed.

D. INFRASTRUCTURE

A *Preliminary Engineering Report for Paia Trade Center* (November 2015) (PER) was prepared by Linda Taylor Engineering, Inc. to analyze the existing infrastructure and anticipated improvements (**See:** Appendix "E").

1. Water

Existing Conditions. The proposed site is serviced by Department of Water Supply's (DWS) Central Maui system through one existing 5/8 inch water meter. The Iao Aquifer is the primary source for this system. Majority of the water is withdrawn from this aquifer in the vicinity of Iao Stream and Waiehu Stream with the balance withdrawn from the adjacent Waihee aquifer. The Paia aquifer lies below the proposed project and, according



to the State Commission on Water Resource Management, has an approximate yield of 7 million gallons per day (CWRM 2008).

There is a 12-inch water main located along Hana Highway fronting the project site. A 1 ½-inch main serves the properties along Luna Place. Both mains are fed from a 100,000 gallon storage tank approximately 1.2 miles southeast of the project site along Baldwin Avenue.

The nearest fire hydrant is at the intersection of Hana Highway and Homelani Place, just north from the project site along Hana Highway. The hydrant is connected to a 12-inch water main and is approximately 50 feet away.

Potential Impacts and Mitigation Measures. According to the PER (Taylor 2015), the existing 5/8-inch meter will be relocated, with a backflow preventer, to the northeastern corner of the property as part of the Hana Highway improvements currently under construction. The existing service is anticipated to be adequate for business use as well as for irrigation flows for the proposed project as usage is expected to be primarily for restrooms and irrigation. The concept plans do not include showers, bathtubs, or laundry facilities. If domestic and irrigation flow calculations prepared for the final plans exceed the existing capacity, water service will be upsized to meet the planned demand.

Fire Protection. The fire hydrant along Hana Highway is within the required 250-foot radius and the Paia Fire Station is across Hana Highway approximately 380 feet away. According to the PER (Taylor 2015), a 4-inch fire line is proposed to be installed directly west of the new water meter location.

2. Sewer

Existing Conditions. The Central Maui Wastewater Reclamation Facility (CMWRF), located to the west of the project site, serves the Pa'ia area. The existing sewer lateral ties into the existing 8-inch sewer line on Luna Place. This sewer line ties into the existing sewer main on Hana Highway at manhole #KA32001000. Sewage continues to the CMWRF via a series of pump stations, force mains, and gravity lines.

Potential Impacts and Mitigation Measures. As noted in the PER (**See:** Appendix "E"), the County requires that a sewer manhole be installed on the subject property over the existing sewer lateral no more than 5 feet from the property line. During the building permit application process, the applicant will comply with the wastewater requirements of the Department of Public Works and Environmental Management. As such, it is anticipated that there will be no negative impacts to public wastewater systems since the expected daily flow is not expected to increase.



3. Drainage

Existing Conditions. The PER describes existing conditions as such:

The lot is approximately 2.5 to 3 feet higher than the adjacent roadways and properties. On-site stormwater runoff appears to flow from the property to the west onto Luna Place, where it sits in puddles and/or flows to the existing curb and gutter, then eventually the County of Maui Drainage system on Hana Highway. The subject lot slopes an average of 5% from east to west.

There are no drainage facilities on the project site. The existing 50-year runoff volume is estimated to be 0.32 cfs (cubic feet per second).

Potential Impacts and Mitigation Measures. The proposed project is estimated to generate increased runoff of 0.08 cfs for a total of 0.40 cfs. Onsite runoff will be collected and conveyed to a subsurface drainage system sized to accommodate, at a minimum, the increase in runoff. Since project generated runoff will be contained onsite, the project will not adversely impact adjoining or downstream properties.

4. Roadways and Traffic

Existing Conditions. The subject project is located on the *mauka* (east) side of Hana Highway, Paia, Maui. Hana Highway in this area is an existing two-lane, two-way undivided road within a 60-foot right-of-way with a northeast-southwest orientation where it abuts the subject parcel. There is a common left turn lane for this section of Hana Highway for access into parking lots and driveways on both sides. Access to the parcel is via Luna Place which intersects Hana Highway between Homelani Place to the north and Baldwin Avenue to the south. All movements are allowed at this three-legged intersection.

Luna Place is a two-lane, two-way street within a 20-foot wide right-of-way with no outlet, extending from Hana Highway for approximately 500 feet. According to the PER (Taylor 2015), Luna Place is privately owned and “covered in patchy gravel and exposed ground.”

A Traffic Impact Assessment Report (TIAR) for the project site was prepared by Phillip Rowell and Associates on August 19, 2015 (See: Appendix “F”). The report describes the traffic characteristics for the project area given a potential build-out and likely impacts to the adjacent roadway network. Using traffic counts in the area, the assessment analyzes existing conditions, cumulative and project-related traffic conditions, and discusses traffic impacts and mitigation measures.



The following table summarizes the analysis of existing traffic (observed on Tuesday, May 14, 2015) at the Honoapiilani/Prison intersection from the report:

Approach	Movement	AM	PM
Southbound (Hana Hwy.)	Thru	677	598
	Left	2	2
Northbound (Hana Hwy.)	Thru	427	746
	Right	0	0
Westbound (Luna Ln.)	Right	0	0
	Left	4	1
Totals:		1,110	1,347

This section of Hana Highway has a posted speed of 20 miles per hour with pedestrian sidewalks on both sides. Hana Highway has bike lanes to the north which end at Luna Lane. Luna Lane has no bike lanes or sidewalks. A crosswalk on the south side of the intersection provides for pedestrian crossing across Hana Highway.

Potential Impacts and Mitigation Measures. The TIAR assumes that the project will be completed and occupied by the year 2020 which is used as the horizon year. A growth rate of 1.6%, as determined in the *Maui Long Range Transportation Plan* (Kaku Associates, 1996), is used to estimate background growth.

Traffic. While it is not known at this time what type of commercial use will occupy the structure, for the purpose of this analysis, the allowable use that would generate the heaviest impact to traffic would be a “high turnover restaurant.” The TIAR estimates that this use would generate 10 trips during the morning peak hour and 9 trips during afternoon peak hour.

According to the TIAR, with a projected traffic background increase (to 1,201 AM trips and 1,458 PM trips) in 2020, the traffic generated by the proposed project would amount to 0.8 percent (AM) and 0.6 percent (PM) of the total traffic.

For unsignalized intersections, the LOS description with corresponding delays are as follows:

Level of Service (LOS)	Description	Delay (seconds)
A	Little or no delay	> 10
B	Short delays	10.1 to 15.0
C	Average delays	15.1 to 25.0
D	Long delays	25.1 to 35.0



E	Very long delays	35.1 to 50.0
F	Extreme delays	> 50.1

According to the TIAR, the overall LOS of the Hana Highway/Luna Place intersection is “A”. The westbound left and right movements out of Luna Place will operate at “D” during the AM peak hour and “E” during the PM peak hour, without the project. However, because of the small increase in number of vehicles using the approach with the project and the methodology used, the LOS improves (to “C” and “D”, respectively) with the project.

Because of the minimal impact on traffic along Hana Highway, the TIAR states that “no mitigation is recommended.”

Sight distance for the driveway to the proposed parking area is adequate according to the PER (Taylor 2015). Pursuant to the Paia-Haiku Design Guidelines, Luna Place will be improved from the Hana Highway intersection for 110 feet along the frontage of the subject property with 16-foot wide pavement centered on the 20-foot right-of-way. The remaining 2 foot shoulder will be grassed to prevent erosion.

Public Transportation. There is a bus stop directly in front of the project site on the Maui Bus Haiku Islander route.

Parking. The number of onsite parking stalls required is calculated as follows:

	Area (sq. ft.)	Rate	Stalls required
Retail/Office	874	1/500	1.7
Restroom	74		Same user
Total	948		2
Total Stalls Required			2

The three (3) standard required parking stalls are provided onsite. One (1) of the stalls is ADA compliant.

5. Electrical and Telephone

Existing Conditions. Existing overhead utility lines which currently serve the parcel are located along Luna Place opposite the frontage of the property.

Electrical service to the subject property is provided by Maui Electric Company, Ltd. (MECO) overhead powerlines.



Hawaiian Telcom maintains overhead telephone lines that provide data and voice communications to the subject property.

Cable television and data service is provided by Oceanic Time Warner Cable of Hawaii.

Potential Impacts and Mitigation Measures. The proposed project will not significantly increase demand for electrical, telephone, or cable services. Any required installation of electrical, telephone, communication, and cable TV systems for the project will be coordinated with Maui Electric Company, Hawaiian Telcom, and Oceanic Time-Warner Cable of Hawaii. Where it is practicable and economically feasible, structures will exceed the building efficiency standards for the State of Hawaii in an effort to minimize demand.



IV. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

A. STATE LAND USE LAW

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

Pursuant to Chapter 15-15, Hawaii Administrative Rules, any and all uses permitted by local (County) government, either by ordinances or rules, may be allowed in the *State Urban District*, subject to any conditions imposed by the State Land Use Commission.

The proposed business/commercial use of the subject parcel is a permissible land use in the *State Urban District*.

B. COUNTY OF MAUI 2030 GENERAL PLAN

The *Countywide Policy Plan* (CPP) was adopted by the Maui County Council on March 19, 2010 and provides a long-term vision, principles, goals, policies, and objectives directed toward improving living conditions in the County. The CPP provides the policy framework for the development of the *Maui Island Plan* and the nine Community Plans. The following Themes, Objectives and Policies are applicable to the proposed project:

Section II: Maui County Today:

B. Land Use and Development Patterns:

- 1. Land Use A fair amount of the land on all of the islands is permanently designated as land within the State Conservation District; however, a large percentage of the land within other designations could be developed (see Table 1). This makes it extremely important to evaluate what type of development is appropriate and where it should be located through the General Plan process. The State of Hawai`i is unique in that both the State and the County regulate land uses for all properties.*



2. *Sprawl* *Sprawl segregates people by income level and relies upon automobile-scaled development and cheap fossil fuel. Sprawl occurs when rural and agricultural lands are developed into large-lot subdivisions or when new population or economic centers are built away from the existing infrastructure grid that still has available capacity.*
3. *Smart Growth* *Smart Growth is development that serves the economy, the community, and the environment. Smart growth is about being good stewards of our communities and of our rural lands, parks, and forests. In short, Smart Growth is based on development designed at a scale to be comfortable to pedestrian, not an automobile.*

Analysis. The proposed project is located on a previously developed lot in an area adjacent to lots primarily made up of business/commercial uses. The proposed project will be located within the Small Town Growth Boundary and will help to support the economy of Maui and Paia with the creation of a new commercial space within walking distance to other shops, restaurants, and businesses in Paia.

Countywide Goals, Objectives, Policies, and Actions:

A. Protect the Natural Environment

Goal: *Maui County's natural environment and distinctive open spaces will be preserved, managed, and cared for in perpetuity.*

Objective 1,

Policy:

g. *Preserve and provide ongoing care for important scenic vistas, view planes, landscapes, and open-space resources.*

Objective:

3. ***Improve the stewardship of the natural environment.***

Goal:

c. *Evaluate development to assess potential short-term and long-term impacts on land, air, aquatic, and marine environments.*

Analysis. Since the proposed project consists of remodeling of the current residence, current scenic vistas and view corridors will be preserved. Due to the small scale of the proposed project, the impacts on the environment will be minimal.

B. Preserve Local Cultures and Traditions



Objective 1,

Policy:

- b. *Prohibit inappropriate development of cultural lands and sites that are important for traditional Hawaiian cultural practices, and establish mandates for the special protection of these lands in perpetuity.*

Objective:

- 4. ***Preserve and restore significant historic architecture, structures, cultural sites, cultural districts, and cultural landscapes.***

Policies:

- b. *Promote the rehabilitation and adaptive reuse of historic sites, buildings, and structures to perpetuate a traditional sense of place.*
- d. *Protect and preserve lands that are culturally or historically significant.*

Analysis. According the Cultural Impact Assessment (Dagher Spears 2016), the project site was not determined to be on land of any specific historical or cultural importance. The current plantation-style house, built in 1951, is not particularly unique and was not considered for the historic register by SHPD. However, the architectural character of the structure will be retained and adhere to the Paia-Haiku Design Guidelines.

D. Strengthen the local economy

Goal: *Maui County's economy will be divers, sustainable, and supportive of community values.*

Objective:

- 1. ***Promote an economic climate that will encourage diversification of the County's economic base and a sustainable rate of economic growth.***

Policy:

- a. *Support economic decisions that create long-term benefits.*
- c. *Invest in infrastructure, facilities, and programs that foster economic diversification.*
- d. *Support and promote locally produced products and locally owned operations and business that benefit local communities and meet local demand.*



-
- e. *Support programs that assist industries to retain and attract more local labor and facilitate the creation of jobs that offer a living wage.*
 - f. *Encourage work environments that are safe, rewarding, and fulfilling to employees.*
 - j. *Support efforts to improve conditions that foster economic vitality in our historic small towns.*
 - l. *Support public and private entities that assist entrepreneurs in establishing locally operated businesses.*

Objective:

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

Policy:

- c. *Encourage a spirit of welcome for residents at visitor facilities, such as by offering kama'aina incentives and discount programs.*
- f. *Encourage resident ownership of visitor-related businesses and facilities.*
- i. *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.*
- j. *Improve collaboration between the visitor industry and the other sectors of Maui County's economy.*
- n. *Recognize the important contributions that the visitor industry makes to the County's economy, and support a healthy and vibrant visitor industry.*

Objective:

- 4. ***Expand economic sectors that increase living-wage job choices and are compatible with community values.***



Analysis. The proposed project will add to the diversification of businesses and employment opportunities within Paia by creating more available commercial space which will, in turn, contribute to the economic growth, vitality, and long-term sustainability of the area. The space(s) created will attract locally owned and operated private business(s) by owners/operators familiar with the character and charm of a historic small town like Paia. These businesses will create safe jobs with livable wages and attract local labor to Paia. A local workforce will better understand and align with community values of the area further adding to the sustainable longevity of these businesses. It is the nature of businesses in Paia to bring together both local/residents and visitor communities through the availability of a variety of restaurants, merchants, boutiques, galleries, other businesses and discounts, promotions, and specials that appeal to both communities. This project will only add to the diversification of options available for both these communities to continue to come together and support the local economy.

H. Diversify Transportation Options

Objective:

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

Policies:

- b. *Require development to be designed with the pedestrian in mind.*

Analysis: The parcel location is adjacent to and across from other businesses and merchants along Hana Highway. The proposed project will only enhance the development of Paia with the pedestrian in mind as it will add to the options and variety of businesses within walking distance of one another and further reduce the need to drive longer distances to find other products and/or services.

C. MAUI ISLAND PLAN



The 2030 update to the General Plan of the County of Maui was approved by the Maui County Council and signed into law by the Mayor of Maui County on December 28, 2012. The Maui Island Plan determines the appropriateness of discretionary development proposals. The following Goals, Objectives and Policies of the Maui Island Plan are applicable to the proposed project:

HERITAGE RESOURCES

Scenic Resources

Objective:

2.5.1 *A greater level of protection for scenic resources.*

Policies:

2.5.1.a *Protect views to include, but not be limited to, Haleakala, Iao Valley (...).*

Analysis. The proposed project will not increase the size of the existing structure. There are currently very limited scenic views to Haleakala due to existing mature vegetation and surrounding buildings. Both the partial views and healthy mature vegetation will be preserved to the greatest extent possible. No ocean views or West Maui Mountain views will be impacted.

ECONOMIC DEVELOPMENT

Economic Diversification

Goal:

4.1 *Maui will have a balanced economy composed of a variety of industries that offer employment opportunities and well-paying jobs and a business environment that is sensitive to resident needs and the island's unique natural and cultural resources.*

Objective:

4.1.1 *A more diversified economy.*

Policies:

4.1.1.b *Support the creation of new jobs and industries that provide a living wage.*

4.1.2.b *Encourage and support local businesses.*



Analysis. The proposed project will create a commercial space that will be owned and operated by local residents. This will add to the diversification of the economy with new businesses and the creation of new jobs with livable wages.

ECONOMIC DEVELOPMENT

Tourism

Goal:

- 4.2 ***A healthy visitor industry that provides economic well-being with stable and diverse employment opportunities.***

Objective:

- 4.2.1 ***Increase the economic contribution of the visitor industry to the island's environmental well-being for the island's residents' quality of life.***

Policies:

- 4.2.1.f ***Recognize the important economic contributions that the visitor industry makes and support a healthy and vibrant visitor industry.***
- 4.1.2.b ***Support the increased availability of Kama'aina discount programs.***

Objective:

- 4.2.3 ***Maximize residents' benefits from the visitor industry.***

Analysis. The proposed project will create new and additional opportunities for locally owned and operated businesses catering to both the resident and visitor communities. The town of Paia is known for having a great balance of merchants and restaurants that appeal to both user groups. These new businesses will be no different offering *kama'aina* discounts to locals and other promotions/specials that attract visitors. Thus, these businesses will benefit from visitor and resident contributions while creating new income and employment opportunities. Owning and operating a business that appeals to these two user groups in a small town that already attracts both groups, will help to sustain the longevity of the business thus helping to improve owner and employee qualities of life.



ECONOMIC DEVELOPMENT

Small Business Development

Goal:

4.5 *Small business will play a key role in Maui's Economy.*

Objective:

4.5.1 *Increase the number of and revenue generated by small businesses and decrease the percentage of small business failures.*

Policies:

4.5.1.c *Reduce barriers to small business development.*

Analysis. The proposed project will create space(s) to be occupied by small local business that will help to add diversification to the other business currently operating in Paia. This will add to the total number of small business in the town. Furthermore, these new businesses will add other uses to the town attracting more visitors and residents and helping to sustain the longevity of all the businesses in Paia as a whole.

LAND USE

Urban Areas

Goal:

7.3 *Maui will have livable human scale urban communities, and efficient and sustainable land use patten, and sufficient housing and services for Maui residents.*

Objective:

7.3.1 *Facilitate and support a more compact, efficient, human-scale urban development pattern.*

Policies:

7.3.1.a *Ensure higher-density compact urban communities, infill, and redevelopment of underutilized urban lots within Urban Growth Boundaries.*

Analysis. The project site is located within the town of Paia along Hana Highway. It is within walking distance to the town center, all other merchants and restaurants, and all of the town's parking lots. The project site is currently surrounded on three sides by non-residential uses and the proposed redevelopment of the current residence is within the



urban and small town growth boundaries. The proposed project will support the compact and human-scale development pattern of Paia.

DIRECTED GROWTH PLAN

Urban and Small Town Growth Area Goal and Policies

Goal:

8.1 *Maui will have well-serviced, complete, and vibrant urban communities and traditional small towns through sound planning and clearly defined development expectations.*

Policies:

8.1.d *The unique character and function of existing small towns shall be protected to retain and preserve their sense of place.*

Analysis. The proposed project will add to the unique character of Paia. The proposed use will conform with the sense of place Paia has established and will contribute to the diversification of businesses within the small town.

D. PAIA-HAIKU COMMUNITY PLAN

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

The subject property is located within the Paia-Haiku Community Plan. The Community Plan was first adopted in 1983 and was updated and adopted through Ordinance No. 2415 in 1995.

The applicant is proposing a Community Plan Amendment (CPA) for the 4,402 square foot property from “SF” Single Family to “B” Business/Commercial and the concurrent processing of a Change in Zoning application from “R-1” Residential to “B-CT” Country Town Business District in order to maintain consistency with the proposed use and the land use designations. The approval of these proposed requests will allow for the applicant to use the property for a commercial use similar to the surrounding properties in the area.



The “Business/Commercial (B)” Land Use Category is defined as:

This includes retail stores, offices, entertainment enterprises and related accessory uses.

In compliance with the community plan, the proposed use is for a commercial business to operate out of the renovated structure.

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

6. 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.

Analysis: The proposed project will help to preserve the small town ambiance and character as the remodel and redevelopment of the site will incorporate low-rise/village development style. The project is within the town growth boundary and will add to the diversity of business available to both residents and visitor communities. It will promote pedestrian and bicycle access due to its proximity to the town center.

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:

6. Preserve and protect scenic vistas along Hana Highway.

Analysis: There are currently very limited scenic views to Haleakala due to existing mature vegetation and surrounding buildings. Since the project does not propose to increase the height of the existing structure, both the partial views and healthy mature vegetation will be preserved to the greatest extent possible.



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

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

Analysis: The proposed project will add to the rural character and small town ambiance of Paia. The proposed use will conform with the sense of place Paia has established and will contribute to the diversification of businesses within the small town. The remodeled building will be designed to blend in with the architectural small town style of Paia preserving the neighborhood-scale feel of the current business and residences in the area.

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

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.

Analysis: The proposed project will be an attractive enhancement to the rural town of Paia within the scale of its surroundings. The proposed remodeled building will adhere to the Country Town Design Guidelines for Paia-Haiku as well as retain its architectural character compatible with the small-town feel of Paia. This will help to maintain the low-density town character as well as enhance the visual charm.

E. COUNTY ZONING

The applicant is requesting a Change in Zoning (CIZ) from “R-1” Residential to “B-CT” Country Town Business District in order to ultimately allow for the subject property to be developed into a business/commercial site. A request for a “Change in Zoning” must meet the following criteria as found in MCC § 19.510.040.4:

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

Analysis: As described in Section IV, parts B and C, the proposed action meets the intent of the general plan and the objectives and policies of the West Maui Community Plan.

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

Analysis: The Paia-Haiku Community Plan, adopted in 1995 by Ordinance No. 2415, identifies the subject parcel as “SF” Single Family. The applicant is also concurrently requesting a Community Plan Amendment (CPA) from “SF” to “B” Business/Commercial to be consistent with community plan and align with the CIZ request.

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

Analysis: MCC Section 19.15.010, “Purpose and intent” states:

- A. *The B-CT country town business district is intended to establish development standards for businesses in smaller and/or more remote communities.*
- B. *It is intended that the unique design character of these business districts be preserved and maintained to promote the "country town" atmosphere of these communities in Maui County.*
- C. *This B-CT country town business district zoning ordinance establishes the means of implementing various provisions of Maui County community plans. Provisions*



in such community plans promote retention of certain aspects of the lifestyle that have developed over the years in the commercial areas of small and remote communities throughout Maui County. These communities traditionally feature single-unit retail establishments in separate buildings or units with a shared common wall. Structures, generally, are small in scale, oriented in heights to a pedestrian scale, and rustic in design. These areas differ from larger, modern urban centers that feature shopping centers and business establishments that utilize on-site parking.

Pursuant to §19.15.010, the proposed action is the renovation of a small building that will retain its rustic design. The proposed use will fit in with the country town feel and character of Paia Town. The proposed Change in Zoning accomplishes this objective.

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

Analysis: As described in Section III, items C and D, the proposed Change in Zoning will not impact schools, parks, playgrounds, water systems, sewage and solid waste disposal, drainage, traffic, or other public infrastructure and services.

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

Analysis: As discussed in Section III, the proposed action will not adversely impact the social, cultural, economic, environmental, and ecological character and quality of the surrounding area;

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

Analysis: Not applicable.



V. SPECIAL MANAGEMENT AREA ASSESSMENT

The subject parcel is located within the Special Management Area (SMA) for the island of Maui (See: Figure No. 10, Special Management Area). In this part of the island, the SMA extends from the shoreline to the approximately a quarter mile up Baldwin Avenue.

Assuming the community plan amendment and change in zoning for the subject parcel are granted, the Applicant would move forward with their plans to convert the existing single-family dwelling for use as commercial building. As previously discussed with the Maui Planning Department, the Applicant withdrew the application for a variance to build a larger building for use as a restaurant for this project is a more appropriate use and fit on the site. To allow for commercial use, along with the CIZ and CPA applications, an application for an SMA Assessment is also submitted with this environmental assessment.

The following section discusses the relationship of the proposed project to the objectives and policies of the coastal zone management area pursuant to Chapter 205A, HRS and the SMA Rules and Regulations of the Maui Planning Commission.

Maui Planning Commission Special Management Area Rules 12-202-12 (e)

1. The environmental setting of the subject property.

The project is located within Paia Town and all uses in the near vicinity are business, residential, and public/quasi-public. The site is bound by Hana Highway and business uses to the north, residential to the south, a church to the east, and business use to the west.

2. A description of anticipated impacts of the proposed project:

(A) *Affects natural or cultural resources (i.e. historic site, excavation on vacant land).*

The proposed action is not expected to have any adverse impact or destruction upon any natural, historical, or cultural resources. The applicant has prepared and submitted an archeological monitoring plan (AMP) to the State Historic Preservation Division (SHPD). The AMP will be implemented during construction and in the event that significant historical artifacts or human remains are found, the applicant will stop work and contact SHPD immediately (See: Appendix "C").



(B) Curtails the range of beneficial uses of the environment.

The proposed action is consistent with the mixed urban uses in the immediate area. Since the property is community planned and zoned for residential use, a Community Plan Amendment (CPA) and a Change In Zoning (CIZ) for the proposed use has been applied for concurrently. The proposed improvements will not significantly curtail the beneficial uses of the existing environment.

(C) Conflicts with the county's or the state's long-term environmental policies or goals (i.e. State Plan, County General Plan, and Community Plan).

The project is in compliance with the state's long term environmental goals. Adequate mitigation measures will be implemented to minimize the potential for negative impacts to the environment. In the context of the Paia-Haiku Community Plan and Maui County Zoning Designation, the proposed project will require a CPA and a CIZ as it is currently community plan designated SF Single-Family and County zoned R-1 Residential.

(D) Affects the economic or social welfare and activities of the community, county, or state.

Due to the limited scope of the project, the proposed action will not substantially affect the economic or social welfare and activities of the community, county, or state. The action will have a positive short and long term effects by creating an opportunity for free enterprise in the creation of additional construction and service related jobs, respectively.

(E) Involves secondary impacts, such as population changes (i.e. increase/decrease) and increased effects on public facilities, streets, drainage, sewage, and water systems, and pedestrian walkways (i.e. increased demands and deficiencies).

In November 2015, a Preliminary Engineering Reports was prepared by Linda Taylor Engineering, Inc. (See: Appendix "E" "Preliminary Engineering Report"). Due to the limited scope of the project, the proposed action will not involve substantial secondary impacts, such as population changes and increased effects on public facilities, streets, drainage, sewage, water systems and pedestrian walkways. There will be no significant impact on county water supply and energy resources.



(F) *By itself has no significant adverse effects but cumulatively has considerable effect upon the environment (i.e. increased traffic and deficiencies in services) or involves a commitment for larger actions (i.e. more public infrastructure, such as roads, waterlines, sewers, etc.).*

The project does not involve a commitment for larger actions on behalf of the applicant or any public agency. In September 2015, a Traffic Impact Assessment Report was prepared by Phillip Rowell & Associates (**See:** Appendix “F” “Traffic Impact Assessment Report”). The report concludes that there is minimal impact on traffic on Hana Highway and no mitigation is recommended.

In terms of cumulative impacts, the project site is situated within the State Urban District and adjacent to developed business and residential areas. Existing infrastructure and utilities are available and will be adequate to service the proposed project. Therefore, the project will not result in cumulative negative impacts on the environment.

(G) *Affects a rare, threatened, or endangered species of animal or plant, or its habitat (i.e. wetlands, natural area reserves, refuge).*

There are no known rare, threatened, or endangered species of animal or plant, or associated habitat on the property.

(H) *Is contrary to the state plan, county’s general plan, appropriate community plans, zoning and subdivisions ordinances.*

The subject parcel lies in the State *Urban* (U) District, is designated for *Single-Family* (SF) use by the Paia-Haiku Community Plan, and *Residential* (R-1) use by the Maui County Zoning Map. The subject property is located within the Urban Growth Boundary of the Maui Island Plan Directed Growth Map for Spreckelsville/Pa’ia. Since the proposed business use is not permitted in the community plan Single Family designation and R-1 Residential district, applications for CPA and CIZ are submitted for review in concurrently with the SMA Assessment Application. The subject property is located within the limits of the Special Management Area (SMA). (**See:** Figure No. 5 “State Land Use Map”, Figure No. 6 “Community Plan Map”, Figure No. 7 “Maui County Zoning Map”, Figure No. 8 “Maui Island Plan Spreckelsville/Pa’ia”, and Figure No. 10 “Special Management Area Map”).

(I) *Affects air or water quality or ambient noise levels (i.e. construction impacts).*



The proposed action is not anticipated to result in any long-term impacts to air or water quality or noise levels. Ambient noise levels during construction will be mitigated by limiting construction during daylight hours.

(J) *Located in or does affect an environmentally sensitive area, such as flood plain, shoreline, dunes, tsunami-zone, erosion-prone area, geologically hazardous land, estuary, fresh waters, or coastal waters.*

All of the project area is located within Flood Zone "X", outside the 0.2% annual change floodplain (See: Figure No. 9, "Flood Map"). The subject property lies within the Tsunami Evacuation Zone for Paia indicating the potential of tsunami inundation. There are no anticipated impacts to any environmentally sensitive areas. The subject property does not abut the shoreline.

(K) *Alters natural land forms (i.e. cut and fill, retaining walls) and existing public views to and along the shoreline.*

Grading for the proposed surface parking lot will be required for the purpose of leveling out the site for paving. The project site is *mauka* of Hana Highway and the proposed renovations are within the existing single story structure. The project site is approximately 400 feet from the shoreline, and as such, will not impact any public views to or along the shoreline.

(L) *Is contrary to the objectives and policies of Chapter 205A, HRS.*

The project is limited to the renovation of an existing dwelling into a commercial structure, demolition of existing garage and storage, landscape improvements, and construction of a three-stall parking area. The project will not lead to a commitment for larger actions. As discussed above, the proposed action will not have a significant impact on shoreline processes, or lateral shoreline access. Also, the project will not impact a particularly sensitive habitat or ecosystem. As such, the project is not anticipated to result in a "cumulative impact or significant environmental or ecological effect on the SMA". Therefore, the proposed action is not contrary to the objectives and policies of HRS chapter 205A.



VI. HRS CHAPTER 343 SIGNIFICANCE CRITERIA

A finding of no significant impact (FONSI) is anticipated and therefore an environmental impact statement will not be required for the proposed action. This determination has been made in accordance with the following significance criteria specified in Section 11-200-12 of the Department of Health rules relating to Environmental Impact Statements:

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

As documented in this report, there are no significant cultural or natural resources on the property.

- B. *Curtails the range of beneficial uses of the environment.*

The proposed project does not introduce an incompatible use to the area; therefore, the project will not curtail the range of beneficial uses of the environment in the project vicinity.

- C. *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 project is being developed in compliance with the state's long term environmental goals. As documented in this report, adequate mitigation measures will be implemented to minimize the potential for negative impacts to the environment.

- D. *Substantially affects the economic or social welfare of the community or state.*

In the long-term, the project will result in increased employment and business opportunities within Paia. The proposed project will have a positive effect on the economy and community by providing diversification to the town's business and appealing to both resident and visitor user groups. As documented in this report, there will be no significant negative long term impacts to the socio-economic environment.

- E. *Substantially affects public health.*

There are no special or unique aspects of the project which will have a negative impact on public health.

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



The proposed project will not lead to an impact on population levels since there is no residential component. As documented in this report, the project will not result in a significant negative impact on public facilities.

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

Mitigation measures will be implemented during renovation, if necessary, to minimize negative short term impacts such as soil erosion and sedimentation. The project design will incorporate a drainage system that will minimize degradation of the environmental quality.

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

The project does not involve a commitment for larger actions on behalf of the applicant or any public agency. In terms of cumulative impacts, the project site is situated within an area that historically has had commercial, residential and agricultural uses and is currently adjacent to developed residential and business/commercial areas. Infrastructure and utilities are adequate, or will be adequate to service the proposed project. Therefore, the project will not result in cumulative negative impacts on the environment.

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

There are no known rare, threatened, or endangered species or habitat identified at the project site.

J. *Detrimentially affects air or water quality or ambient noise levels.*

As documented, there will be short term impacts on air and water quality and ambient noise levels during construction; however, mitigation measures will be employed to minimize these impacts. Adverse long-term impacts are not anticipated.

K. *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 project site is not located within any flood plain and is not in the coastal area. The subject property is in Zone X, an area outside the 0.2% annual chance floodplain. Compliance with County grading requirements have been or will be met.



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

As discussed in Section III.A.8, the proposed project will not negatively affect public views along Hana Highway nor obstruct major view corridors.

M. *Requires substantial energy consumption.*

Construction of proposed structure will comply with Chapter 16.26.1300, "Energy Conservation", Maui County Code. Where practical and economically feasible, the proposed structure will meet or exceed the building efficiency standard for the State of Hawaii.



VII. FINDINGS AND CONCLUSIONS

This Draft Environmental Assessment, in support of the consolidated application for a Paia-Haiku Community Plan Amendment (CPA) from “SF” Single Family to “B” Business/Commercial and County Change in Zoning (CIZ) from “R-1” Residential to “B-CT” Country Town Business District on a 4,402 square foot substandard parcel at Paia, Maui, Hawaii, TMK parcel (2) 2-6-005:005, analyzes the environmental and socio-economic impacts associated with the applicant’s proposal to ultimately develop a commercial building on the said parcel located at Luan Place and Hana Highway.

The proposed development is not anticipated to result in significant environmental impacts to surrounding properties, near shore waters, natural resources, and/or archaeological and historic resources on the site or in the immediate area. Public infrastructure and services including roadways, sewer and water systems, medical facilities, police and fire protection, parks, and schools, are, or will be, adequate to serve the project and are not anticipated to be significantly impacted by the project. The proposed project is not anticipated to impact public view corridors and is not anticipated to produce significant adverse impact upon the visual character of the site and its immediate environs.

The subject property is situated within the State’s Urban District, is Community Planned for “SF” Single Family development, and is County zoned “R-1” Residential. The Applicant’s proposal for a CPA from “SF” Single Family to “B” Business/Commercial and the CIZ from “R-1” Residential to “B-CT” Country Town Business District in order to develop a commercial building supports the existing and future business/commercial and public uses that characterizes the immediate area. Both proposed land use designations will allow for the subject parcel to remain consistent with the State Land Use Designation. Therefore, the proposed action is also consistent with the objectives and policies contained within the Paia-Haiku Community Plan, as well as, State Land Use Law, and County Zoning.

In light of the foregoing, it is hereby determined that the proposed Paia-Haiku Community Plan Amendment, County Change in Zoning and commercial building will not have a significant impact on County infrastructure or the natural environment; therefore, a Finding of No Significant Impact (FONSI) is anticipated and approval of the applications is warranted.

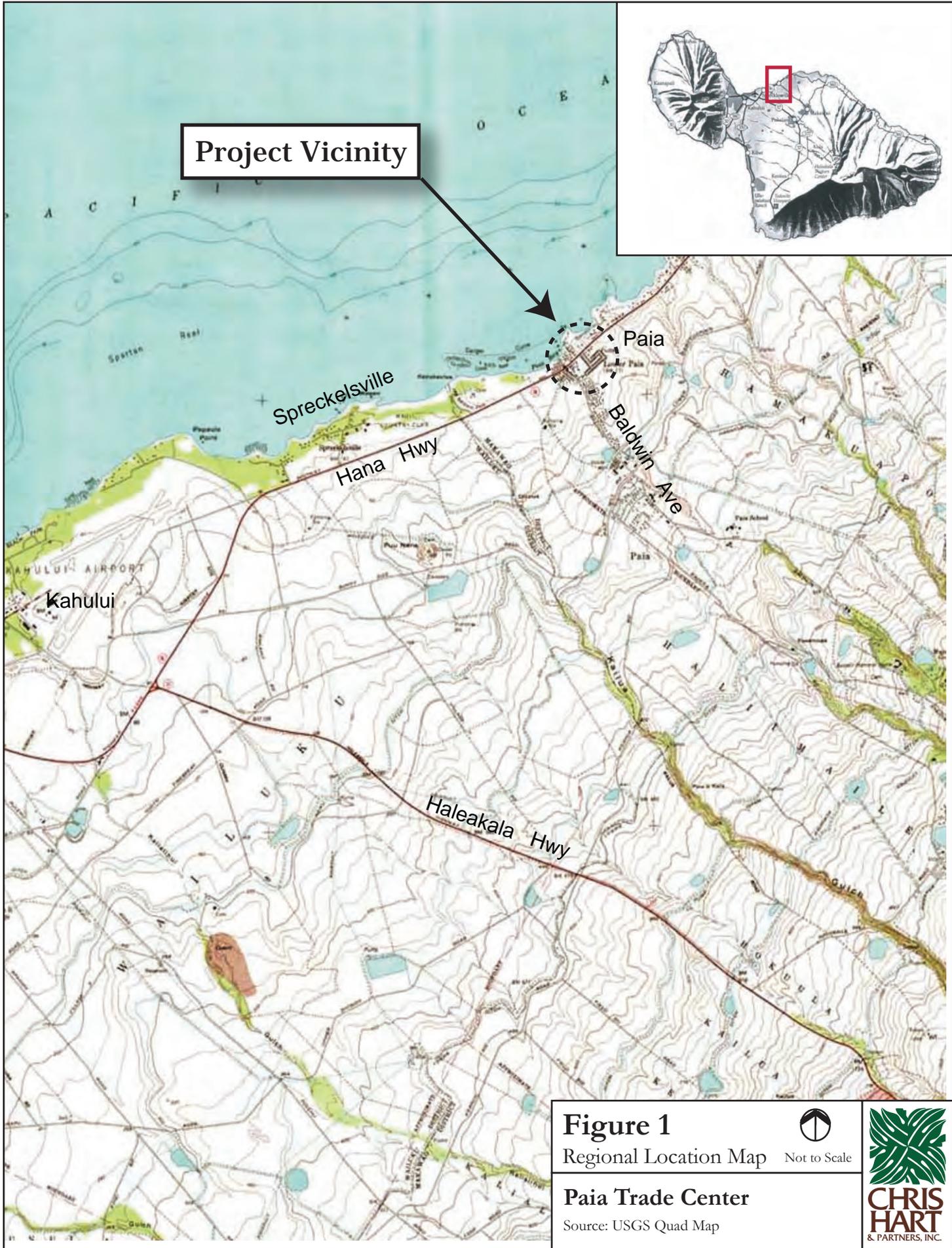


VIII. REFERENCES

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- County of Maui, Department of Planning. 2010. *Countywide Policy Plan County of Maui 2030 General Plan Update*. Wailuku, Hawaii.
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- U.S. Department of Commerce, Census Bureau, *Census 2010*. Washington D.C.
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FIGURES



Project Vicinity

Figure 1

Regional Location Map Not to Scale

Paia Trade Center

Source: USGS Quad Map



CHRIS HART
& PARTNERS, INC.

Subject Property
TMK: (2) 2-6-005: 005



FP 12508 TMB
SOURCE: TMB
BY: M.D. / G.S.
BY: H.A. / D.S.C.
RETRACTED MARCH 28, 1972
DATE MARCH 20, 1974
DWS NO. 1943

POR. HAMAKUPOKO, PAIA, MAUI, HAWAII

Note: Parcels shaded incl owned by
State of Hawaii
otherwise note.
Dropped parcels: 15, 17, 20,
FOR PROPERTY ASSESSMENT PURPOSES
SUBJECT TO CHANGE

DEPARTMENT OF TAXATION PROPERTY TECHNICAL OFFICE TAX MAPS BRANCH STATE OF HAWAII TAX MAP		
SECOND TAXATION DISTRICT		
ZONE	SEC.	PLAT
2	6	05
SCALE: 1 IN. = 50 FT.		

Figure 2

Tax Parcel Map

Not to Scale

Paia Trade Center

Source: Territory of Hawaii, Taxation Map Bureau





Figure 3

Aerial Photograph



Not to Scale

Paia Trade Center

Source: Google Earth





1. Subject Parcel and Luna Place from Hana Hwy facing Southeast



2. Subject Parcel and Adjacent Public/Quasi Public Parcel from across Hana Hwy facing Southeast



3. Rear View of Subject Parcel from Luna Place facing North



4. Rear of Subject Parcel and Adjacent Residential Parcel from Luna Place looking East



5. Subject Parcel from Charley's Parking Lot Entrance looking East



6. Subject Parcel and Hana Hwy from Luna Place looking North



Figure 4.1
Site Photographs

Paia Trade Center
Photos Taken March 2013





7. Subject Parcel, Luna Place, Charley's, & Entrance to Public Parking Lot from Hana Hwy facing South/Southeast



8. Subject Parcel, Luna Place, Charley's, & Entrance to Public Parking Lot from Public Parking Lot facing Northwest



9. Luna Place looking toward Hana Highway facing Northwest



10. Commercial Uses across Hana Highway from Subject Parcel looking North



11. Hana Highway in the Vicinity of Subject Parcel looking Southwest



12. Sidewalk & Hana Highway Fronting Subject Parcel looking West



Figure 4.2
Site Photographs - Surrounding Area

Paia Trade Center
Photos Taken May 2013





13. Pedestrian access way to Hana Highway from the public parking lot along the southwest side of Charley's facing northwest



14. Hana Highway across the street from the Subject Parcel looking southwest

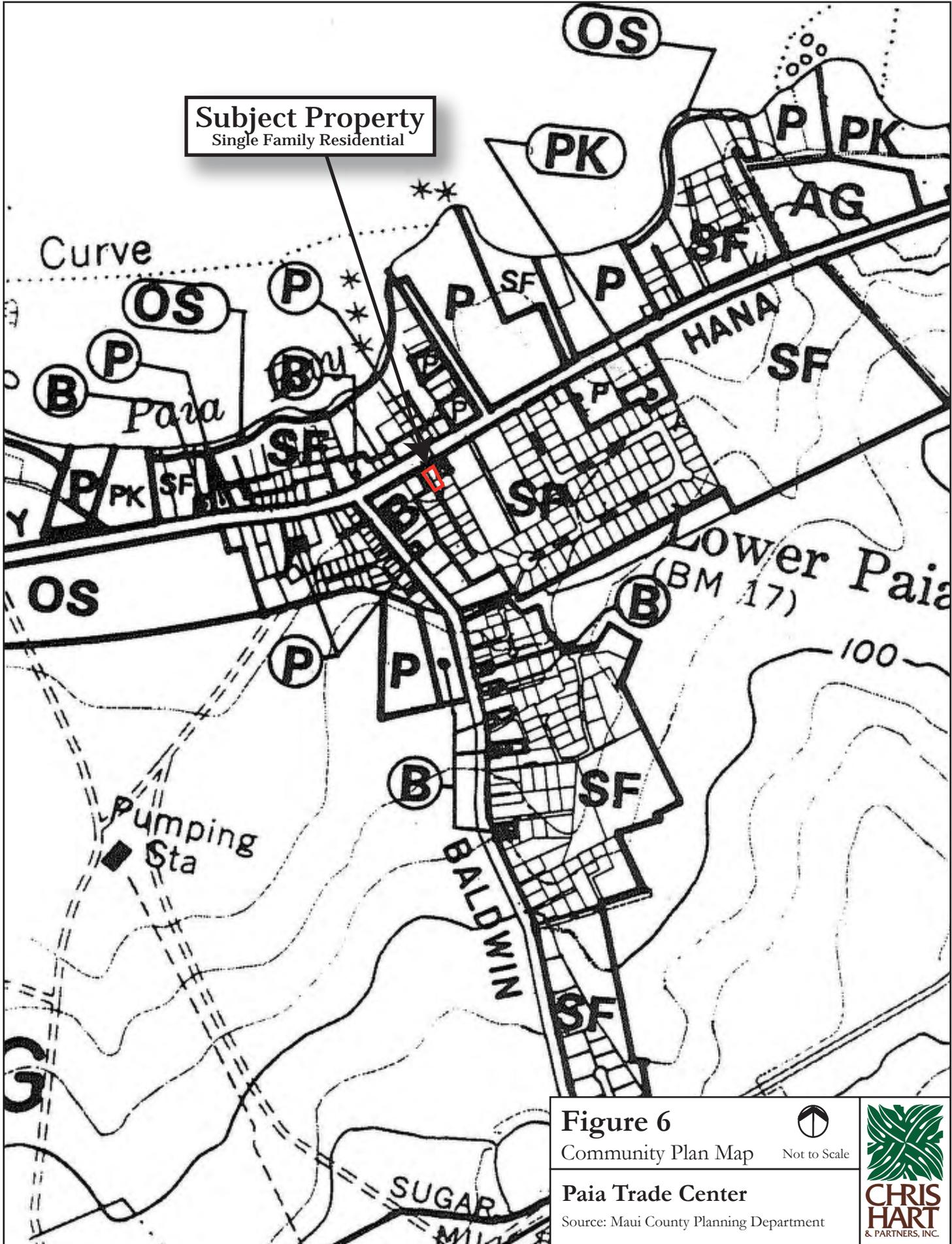


Figure 4.3

Site Photographs - Paia Character

Paia Trade Center
Photos Taken May 2013





Subject Property
Single Family Residential

Figure 6

Community Plan Map



Not to Scale

Paia Trade Center

Source: Maui County Planning Department



CHRIS HART
& PARTNERS, INC.

Subject Property
R-1 Residential

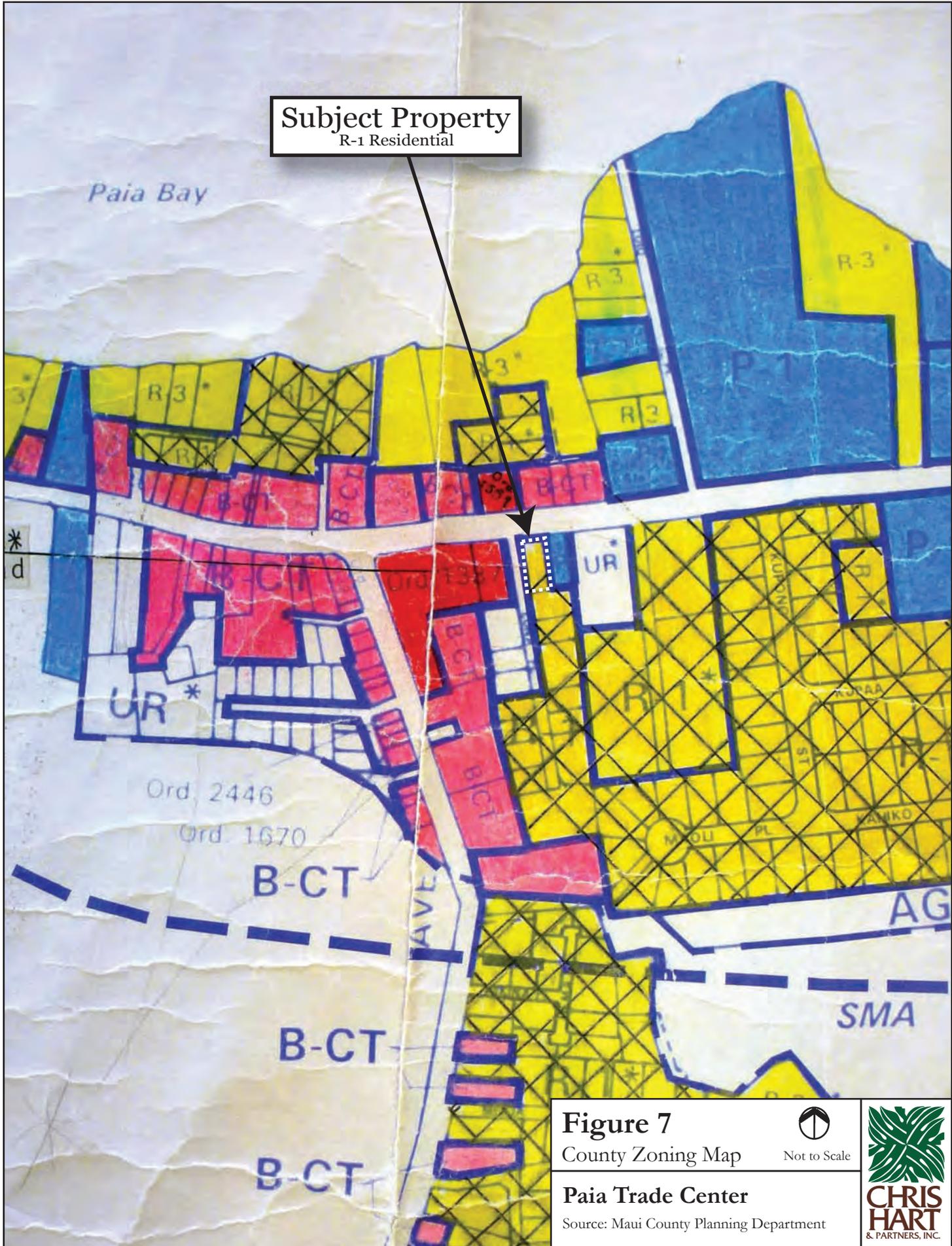


Figure 7
County Zoning Map



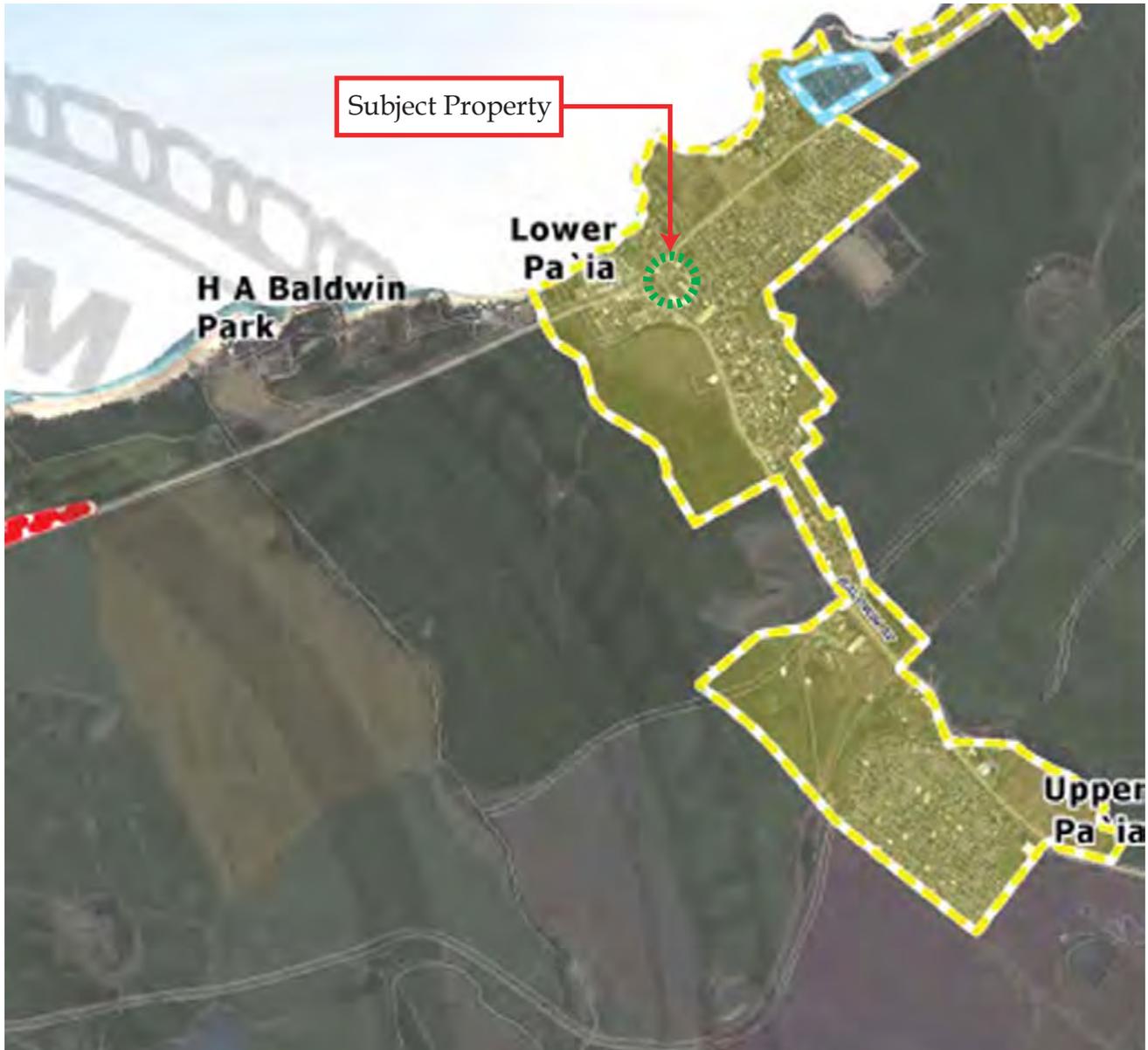
Not to Scale

Paia Trade Center

Source: Maui County Planning Department



CHRIS HART
& PARTNERS, INC.



**Maui Island Plan
Directed
Growth
Map
Spreckelsville / Pa'ia
N1**

Legend

Growth Boundaries

-  Urban
-  Small Town
-  Rural

Reference

-  2011 Parcels
-  Primary Roads

0 500 1,000 2,000 3,000 4,000 Feet



Product Code: M-CET_20121030-02
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Background Image: Worldview 2 - 2010

This is not a zoning map. Please contact the Planning Department for Zoning confirmation.

FIGURE 8
Maui Island Plan - Paia

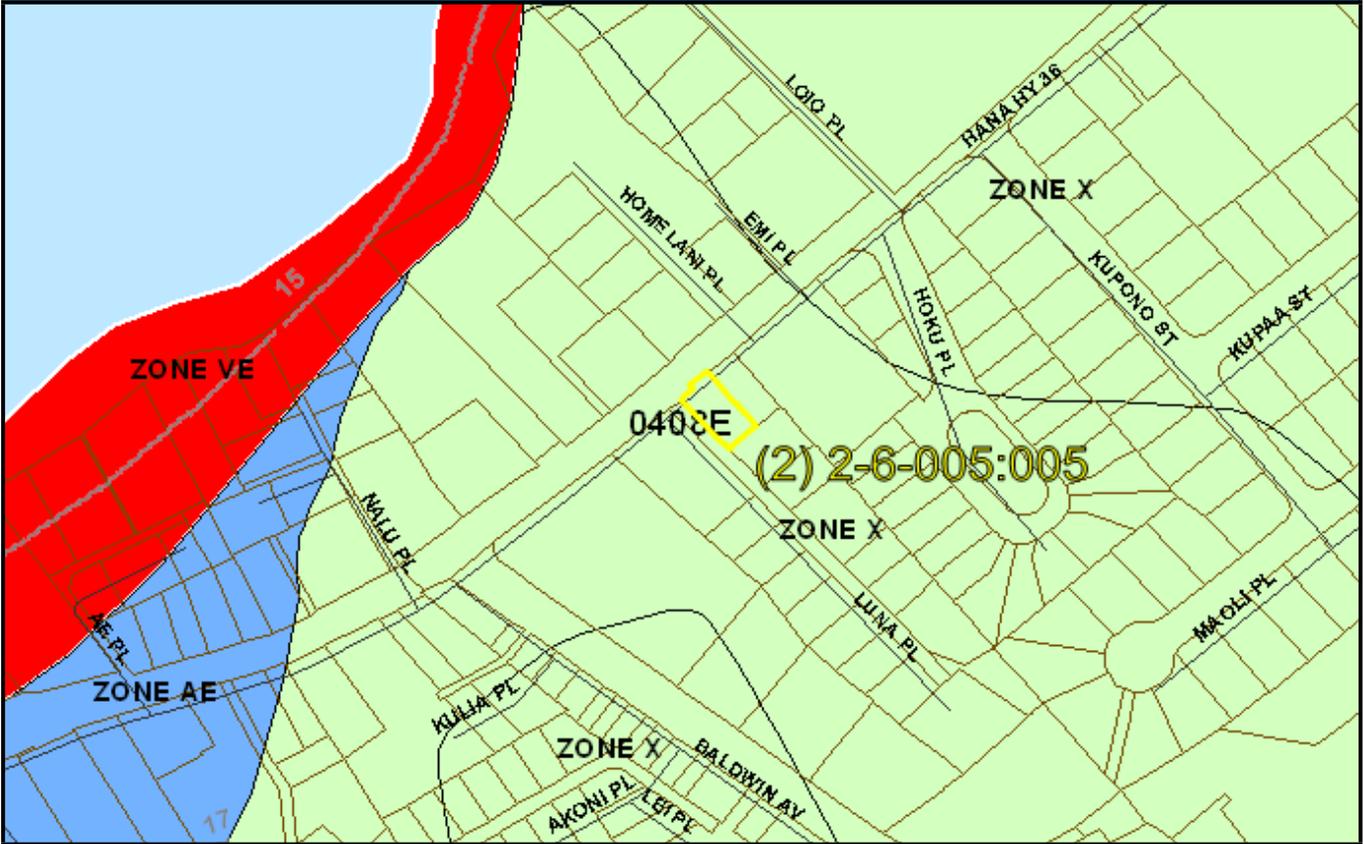
Paia Trade Center
Source: County of Maui


Not to Scale





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) 2-6-005-005
PARCEL ADDRESS:	150 LUNA PL 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

<u>County NFIP Coordinator</u>	
County of Maui	
Francis Cerizo, CFM	(808) 270-7771
<u>State NFIP Coordinator</u>	
Carol Tyau-Beam, P.E., CFM	(808) 587-0267

Figure 9

Flood Map



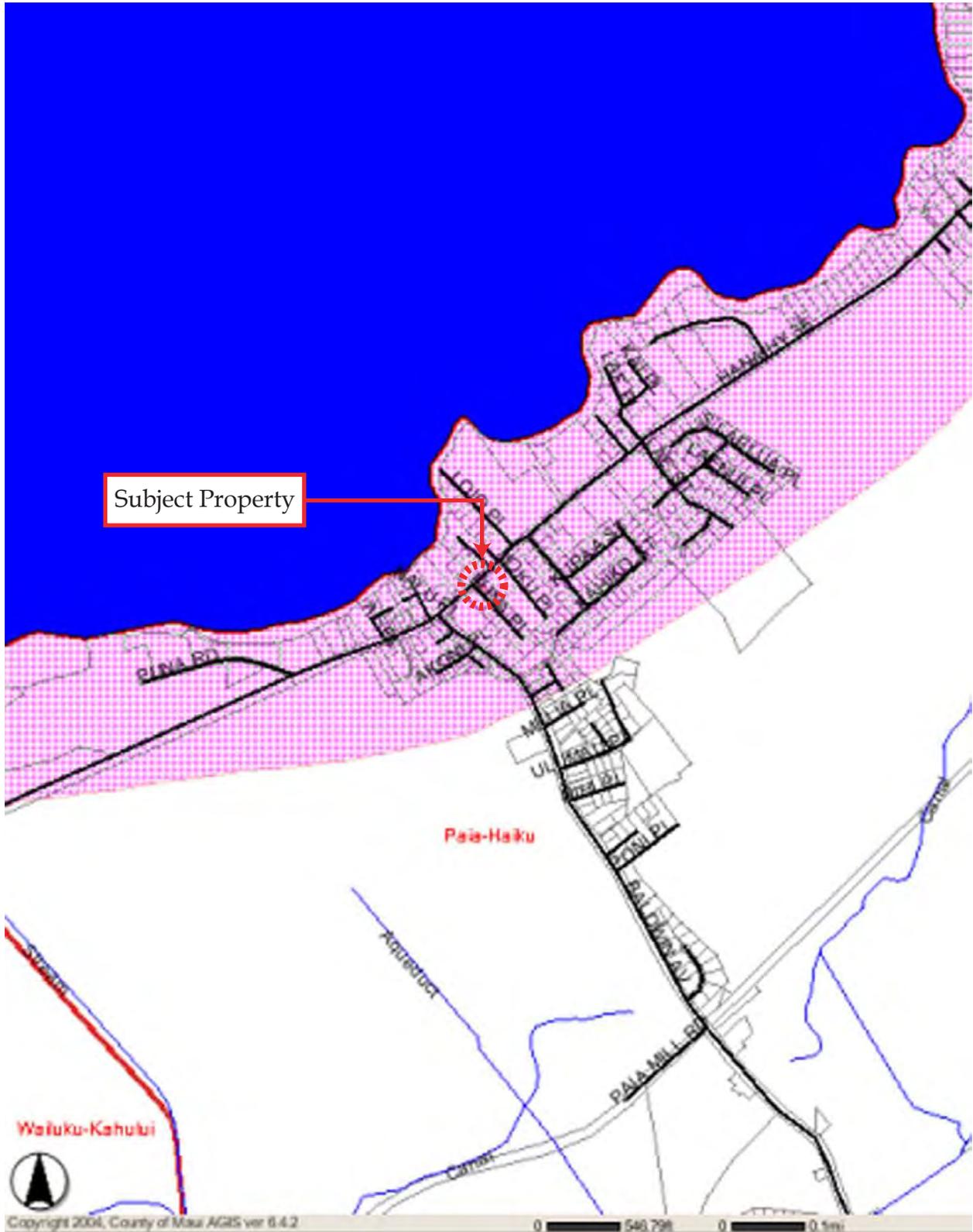
Not to Scale

Paia Trade Center

Source: National Flood Insurance Program



CHRIS HART
& PARTNERS, INC.



 Special Management Area

FIGURE 10

Special Management Area Map

Paia Trade Center

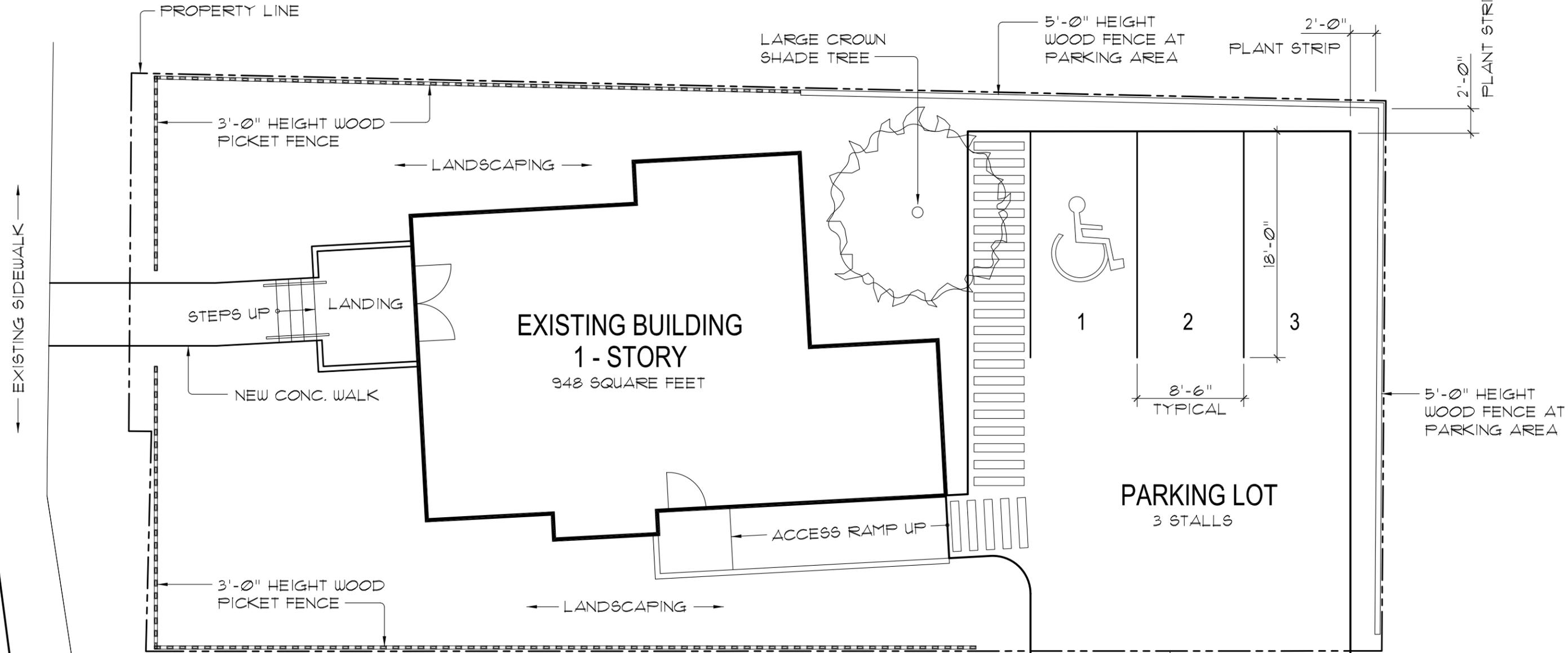
Source: County of Maui



Not to Scale



**CHRIS
HART**
& PARTNERS, INC.



LUNA PLACE

EXISTING BUILDING
1 - STORY
948 SQUARE FEET

PARKING LOT
3 STALLS

PAIA TRADE CENTER
LUNA PLACE
PAIA, MAUI, HAWAII
T.M.K.: (2) 2 - 6 - 005 : 005

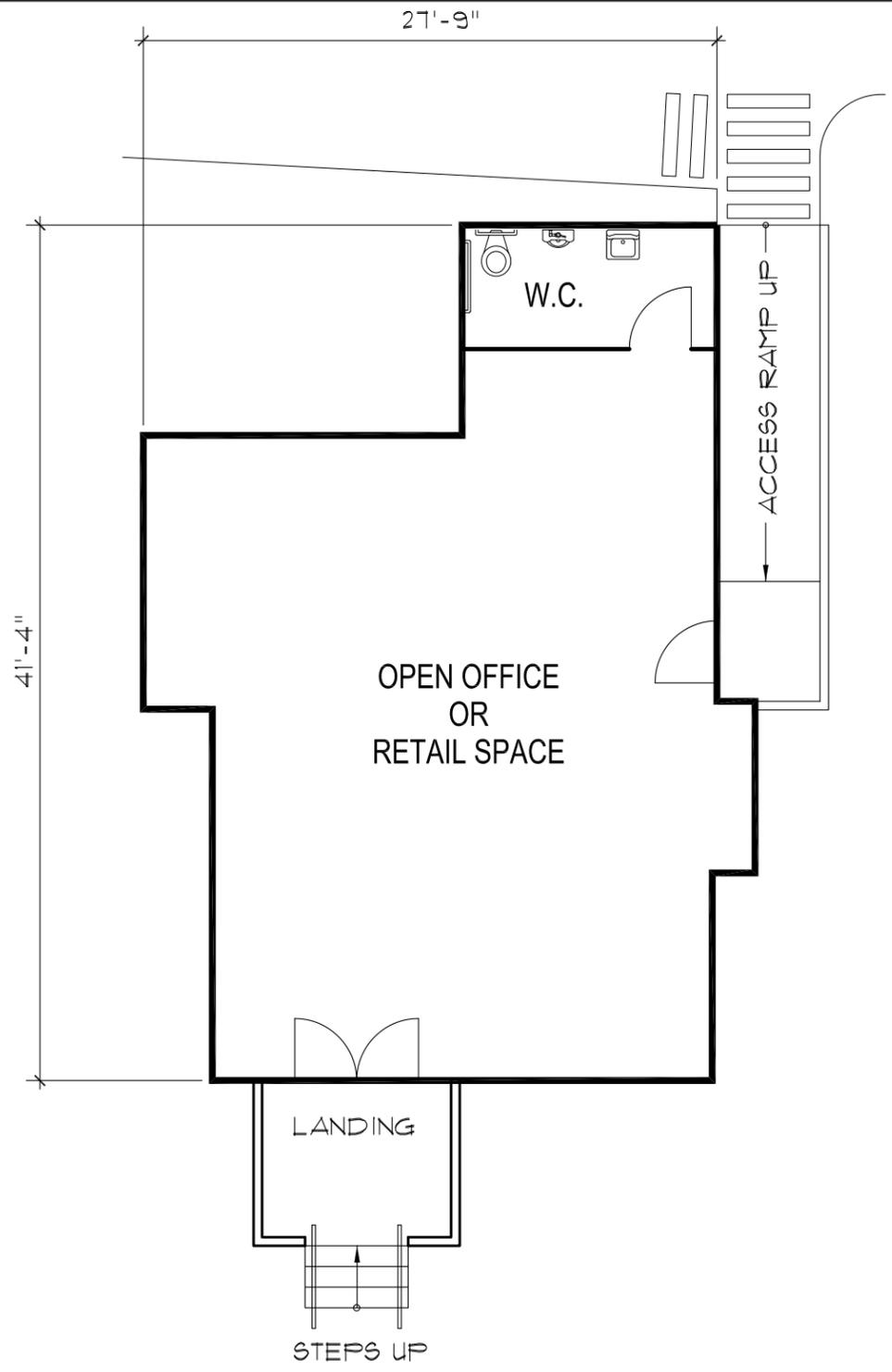
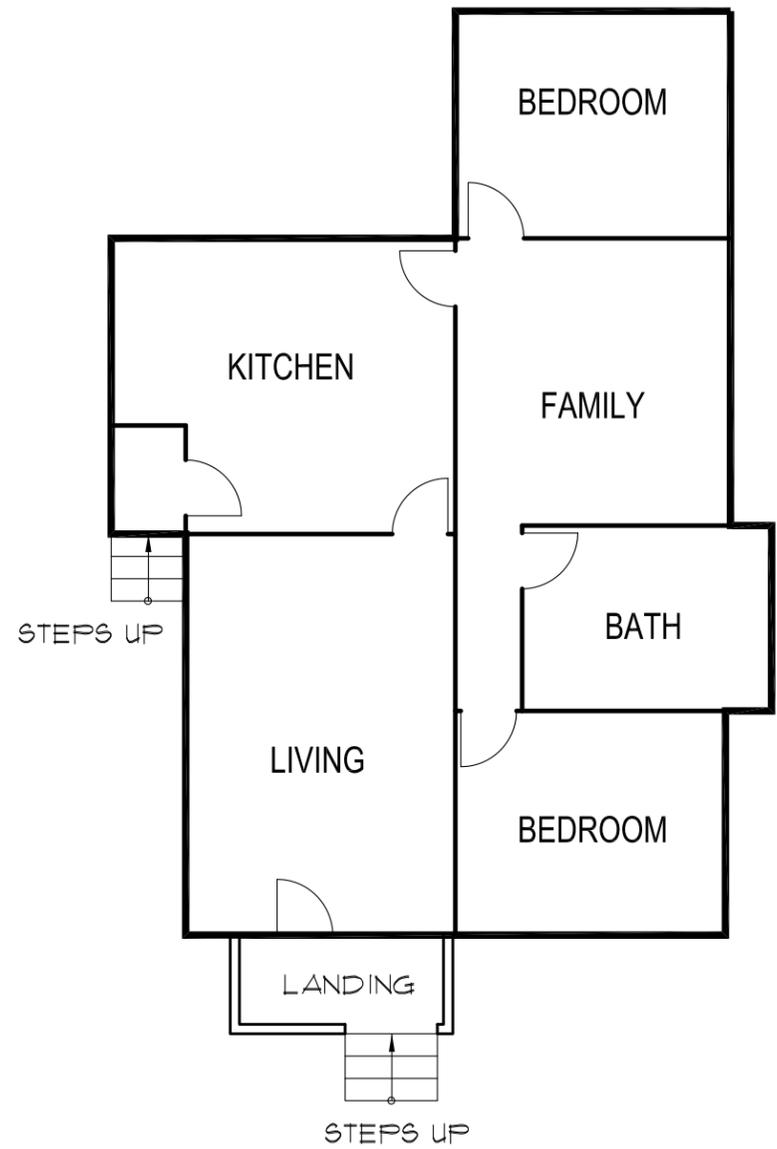


THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION
PROPOSED SITE PLAN
SCALE: 1/8" = 1'-0"

JANUARY 27, 2015
COPYRIGHT © 2015
GREGORY L. SKÖG
ARCHITECTS, INC
4545 UNE PLACE
HAIKU, MAUI, HAWAII 96708
TELEPHONE: (808) 242-8144
E-MAIL: gregskog@hawaii.rr.com

Figure 11.1
Concept Plans
Paia Trade Center





PAIA TRADE CENTER
 LUNA PLACE
 PAIA, MAUI, HAWAII
 T.M.K.: (2) 2 - 6 - 005 : 005



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION
FLOOR PLANS
 SCALE: 1/8" = 1'-0"

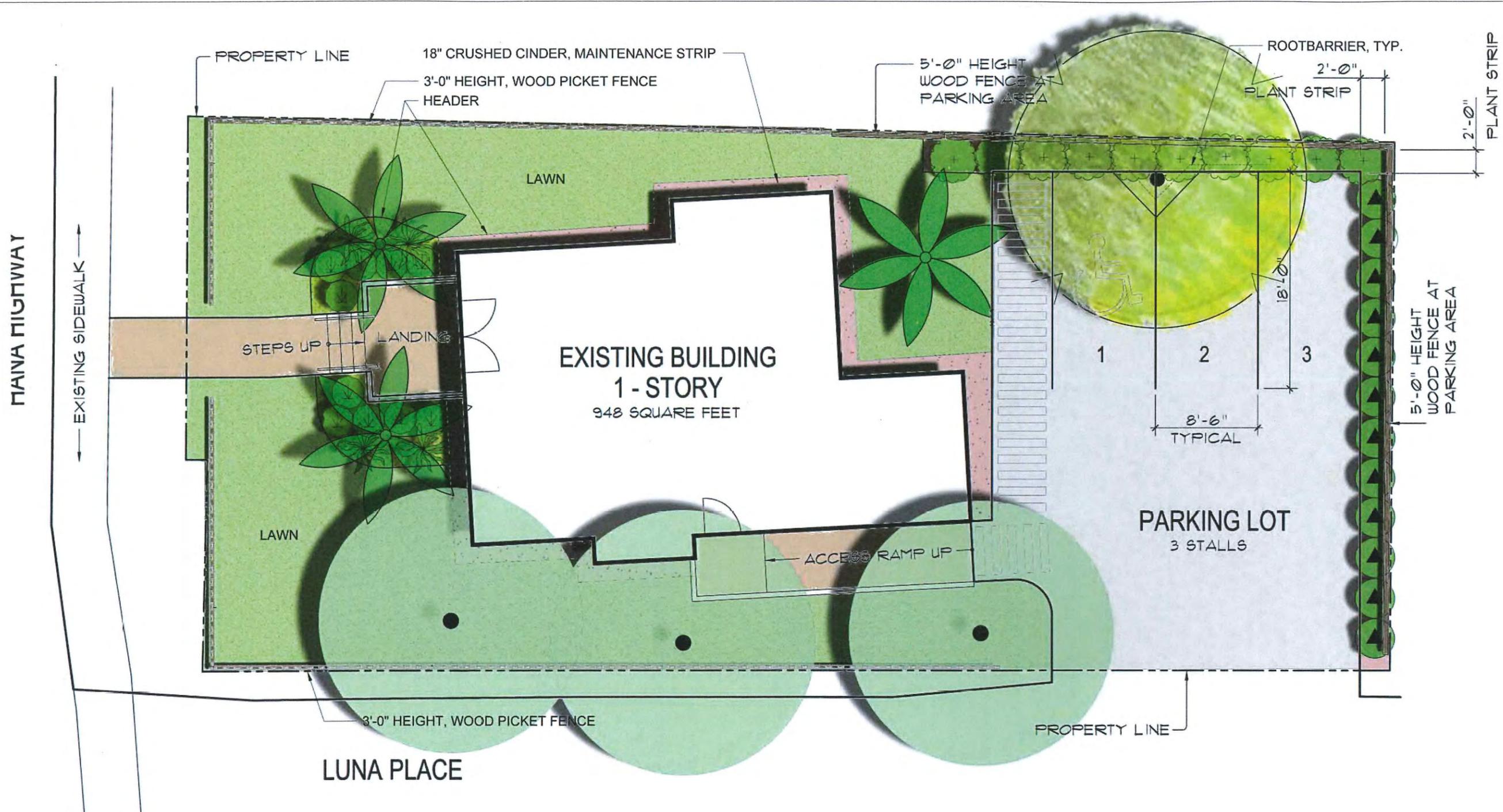
JANUARY 27, 2015
 COPYRIGHT © 2015
 GREGORY L. SKÖG
 ARCHITECTS, INC
 4545 UNE PLACE
 HAIKU, MAUI, HAWAII 96708
 TELEPHONE: (808) 242-8144
 E-MAIL: gregskog@hawaii.rr.com

Figure 11.2
 Concept Plans
 Paia Trade Center

NOT FOR CONSTRUCTION

PAIA TRADE CENTER

LUNA PLACE, PAIA, MAUI, HAWAII
 TMK: (2) 2-6-005 : 005



PLANT LEGEND

Symbol	Common Name - Botanical Name	Notes
--------	------------------------------	-------

TREES AND PALM

- Existing Tree to Remain
- Pink Tecoma - *Tabebuia heterophylla*
- Manila Palm - *Veitchia merrillii* (15 Gal.)

SHRUBS AND GROUNDCOVER

- SHRUBS:**
- African Iris - *Dietes bicolor* (1 Gal.)
 - Hula Girl Hibiscus - *Hibiscus* (w/ Cinder Thru) 1 Gal.
 - Natal Plum - *Carissa macrocarpa* (w/ Cinder Thru) 1 Gal.
 - Queen Emma Lily - *Crinum augustum* (3 Gal.)

- GROUNDCOVER:**
- Dwarf Rhoeo - *Tradescantia spathacea*
 - Lawn - *Seashore paspalum*

- Notes:**
- 1) All tree locations are approximate & will be adjusted in field by landscape contractor and have a 8'-0" clear zone to all utilities.
 - 2) All street trees to have 10'-0" of rootbarrier installed at back of curb.
 - 3) All landscape material to be watered using an automatic irrigation system.
 - 4) See Civil plans for all grading and retaining walls.
 - 5) 18" Maintenance strip with cinder around all buildings.

Figure 11.3
Concept Landscape Planting Plan



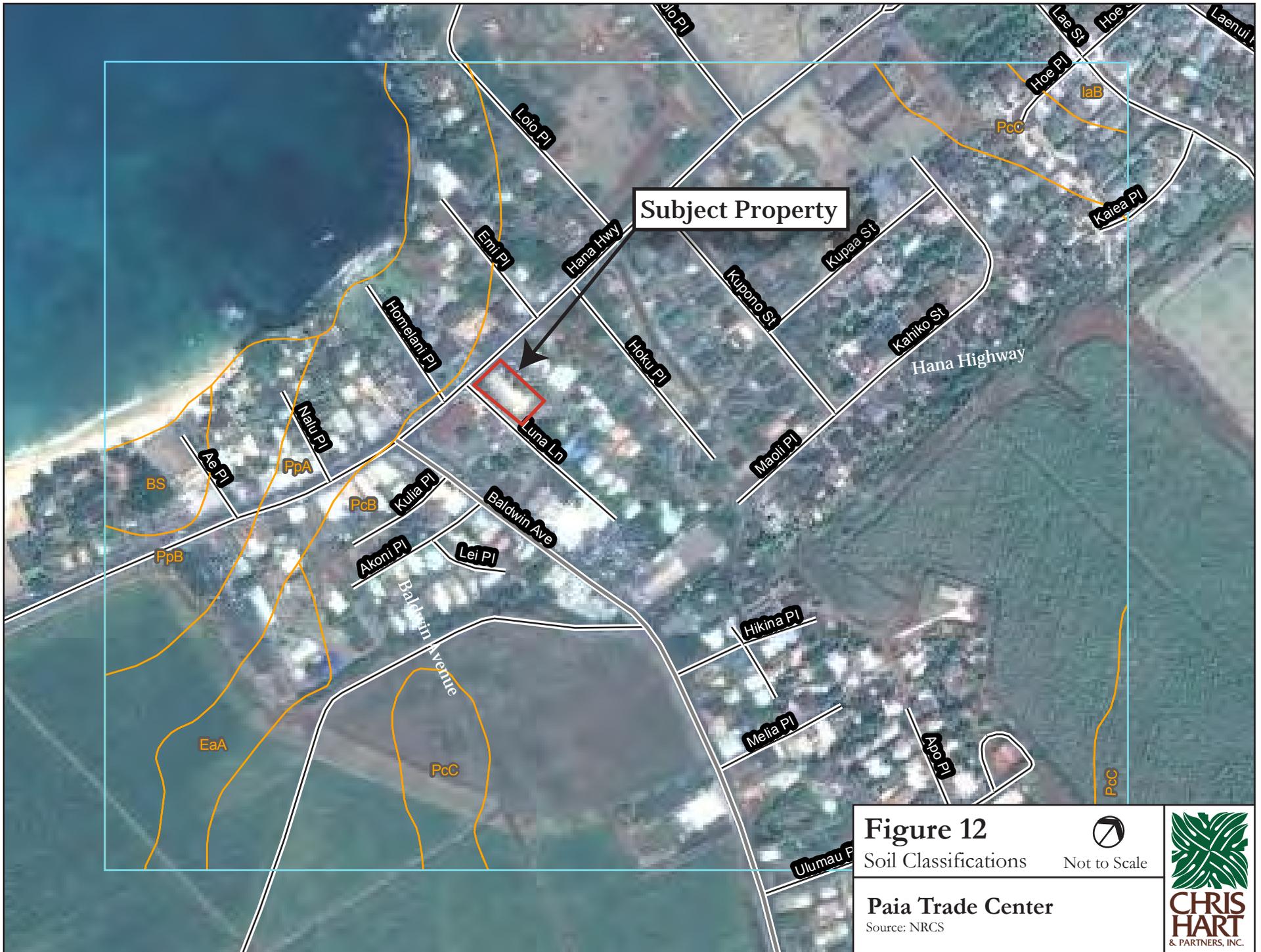
PERMIT SET
 PLANTING PLAN

Scale: 1/4" = 1'-0"

	-
	-
	-
	-
	-
	-
	-
	-

Designed by DS
 Drawn by RJB
 Checked by DS
 Date MAY 16, 2016
 File No. 13-015

SHEET
L-1
 1 of 3 sheets



Subject Property

Figure 12

Soil Classifications



Not to Scale

Paia Trade Center

Source: NRCS



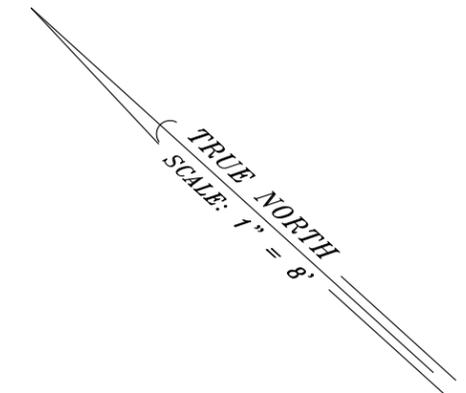
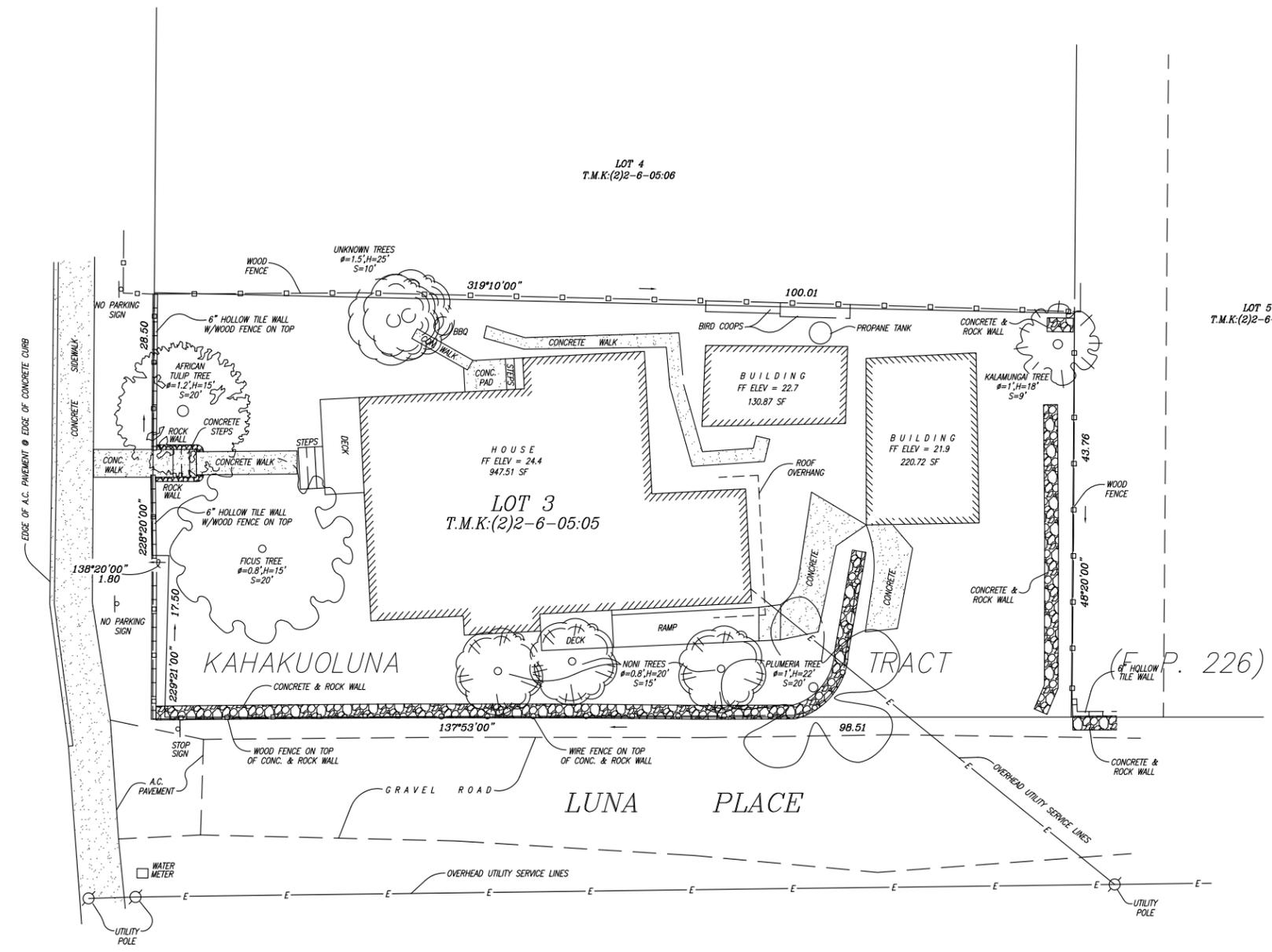


APPENDICES



APPENDIX A
Topographic Survey

HANA HIGHWAY
 TO HAWA
 TO KAHULU



LOT 3
 T.M.K.(2)2-6-05:05
 TOPOGRAPHIC SURVEY OF
 LOT 3 OF
 KAHAKUOLUNA TRACT (FILE PLAN 226)

SITUATE AT LOWER PAIA,
 HAMAKUAPOKO, MAUI, HAWAII

DATE: DECEMBER 14, 2007 SCALE: 1" = 8'

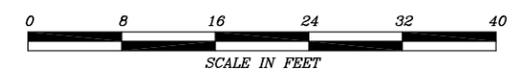
AKAMAI LAND SURVEYING, INC.
 P.O. BOX 1748
 MAKAWAO, MAUI, HAWAII 96768



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

SHERMAN DUDLEY DEPONTE
 LICENSED PROFESSIONAL LAND SURVEYOR
 STATE OF HAWAII CERTIFICATE NO. 6960
 EXPIRATION DATE: APRIL 30, 2008

- NOTES:
1. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON NOVEMBER 13, 2007.
 2. ELEVATIONS SHOWN HEREON ARE BASED ON USGS BENCH MARK NO. 17, DATED 1955, ELEVATION= 16.941 FEET ABOVE MEAN SEA LEVEL AS IT IS REFERENCED BY THE STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, ON BENCH MARK NO. 17-A, AN "X" CUT IN CONCRETE WITH P.K. IN THE CENTER (FOUND) ON THE SOUTHWEST CORNER OF THE INTERSECTION OF BALDWIN AVENUE AND HANA HIGHWAY. ELEVATION TAKEN AS 19.07 FEET ABOVE MEAN SEA LEVEL.
 3. AZIMUTHS AND DISTANCES SHOWN HEREON ARE RECORD AND REFER TO GOVERNMENT SURVEY TRIANGULATION STATION "PUUNENE" Δ.
 4. BOUNDARY ALONG HANA HIGHWAY HAS NOT BEEN RESOLVED.





APPENDIX B
Pre-Consultation



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Mr. Ford N. Fuchigami, Director
State of Hawaii
Department of Transportation
P.O. Box 3378
Honolulu, HI 96801

Attention: Nami Wong

Dear Mr. Fuchigami:

RE: Comment Responses for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your letter of May 11, 2016. Your concern about transportation impacts to Hana Highway is acknowledged and our responses to your comments are provided below:

1. A Traffic Impact Assessment Report (TIAR) has been prepared by an engineer licensed in the State of Hawaii and attached herewith for your review. The TIAR will also be included in the Draft Environmental Assessment (EA). The TIAR analyzes the existing left turn from Hana Highway into Luna Place. There will not be a left turn directly into the project site.
2. A copy of the Draft EA will be sent to your Maui District Highways Division office.

Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

DAVID Y. IGE
GOVERNOR



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

FORD N. FUCHIGAMI
DIRECTOR

DEPUTY DIRECTORS
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-PS 2.2259

May 11, 2016

RECEIVED

MAY 16 2016

Mr. Jordan Hart
Chris Hart and Partners, Inc.
115 N. Market Street
Wailuku, Hawaii 96793-1717

CHRIS HART & PARTNERS, INC.
Landscape Architecture and Planning

cc: Raymond + Josh

13/018

Attn: Mr. Raymond Cabebe

Dear Mr. Hart:

Subject: Early Consultation for Environmental Assessment
Application for Community Plan Amendment, Change in Zoning
and Special Management Area Use Permit
Proposed Paia Trade Center, 150 Luna Place, Paia, Maui
TMK: (2) 2-6-005: 005

The Hawaii Department of Transportation (HDOT) received your letter of February 26, 2016, requesting an early consultation on the preparation of an Environmental Assessment (EA) required by Chapter 343, Hawaii Revised Statutes, in support of a consolidated application on the various above-mentioned land use entitlements with the County of Maui. The proposed work will involve the demolition of an existing residential dwelling and the construction of a new single-story commercial building with three parking spaces. The project site is a 4,402-sq. ft. parcel with the main access on Hana Highway (Route 36), a State facility.

The HDOT is concerned about the redevelopment's transportation impacts to Hana Highway and has the following comments:

1. A Traffic Assessment shall be submitted for our review. It should be prepared by a traffic engineer licensed in the State of Hawaii and should be included in the Draft EA. There are concerns regarding the left-turn into the proposed commercial site on Hana Highway, and with sight distances.
2. A copy of the Draft EA should be sent to our Maui District Engineer, Highways Division at 650 Palapala Drive, Kahului, Hawaii 96732

Mr. Jordan Hart
May 11, 2016
Page 2

HWY-PS 2.2259

If you have any questions, please contact Nami Wong, Systems Planning Engineer, Highways Division, Planning Branch at (808)587-6336. Please reference file review number PS 2016-023 in all contacts and correspondence regarding these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'FORD N. FUCHIGAMI', written over a horizontal line.

FORD N. FUCHIGAMI
Director of Transportation



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Chief Tivoli Faaumu
Maui Police Department
95 Mahalani Street
Wailuku, HI 96793

Attention: Officer Miguel Munoz

Dear Chief Faaumu:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your letter of March 29, 2016, our response to your comments are provided below.

We acknowledge your concern for impacts upon vehicular and pedestrian movement and the public's safety. As stated in your letter and due to the high use of the immediate area throughout the day, the project manager will take into account any effects on vehicular and pedestrian movement upon the commencement of construction.

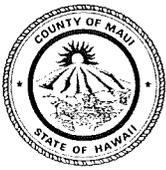
We understand you have no objections to the project and that all persons involved in the project will remain cognizant to maintain the safety of the general public.

Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018



POLICE DEPARTMENT
COUNTY OF MAUI

ALAN M. ARAKAWA
MAYOR

TIVOLI S. FAAUMU
CHIEF OF POLICE

OUR REFERENCE
YOUR REFERENCE

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

DEAN M. RICKARD
DEPUTY CHIEF OF POLICE

March 30, 2016

Mr. Jordan E. Hart
President
Chris Hard & Partners, Inc.
115 North Market Street
Wailuku, Hawaii 96793

RECEIVED

APR 04 2016

CHRIS HART & PARTNERS, INC.
Landscape Architecture and Planning

CC: Jordan + Josh

Dear Mr. Hart:

SUBJECT: Application for Community Plan Amendment (CPA), Change in Zoning (CIZ),
and Special Management Area (SMA) Use Permit for the Proposed Paia
Trade Center, Situated at 150 Luna Place, Paia, Maui, Hawaii
TMK (2) 2-6-005:005

13/018

This is in response to your letter dated February 26, 2016, requesting comments on the above subject.

Please refer to the enclosed copy of the to/from submitted by Officer Miguel Munoz of our Community Policing Office.

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Assistant Chief Victor K. Ramos
for: TIVOLI S. FAAUMU
Chief of Police

Conca
ALB
03/19/16

TO : TIVOLI FAAUMU, CHIEF OF POLICE, COUNTY OF MAUI
VIA : CHANNELS
FROM : MIGUEL MUNOZ, POLICE OFFICER III, COMMUNITY POLICING, WAILUKU PATROL DIVISION
SUBJECT : RESPONSE TO A REQUEST FOR COMMENTS REGARDING THE PROPOSED PAIA TRADE CENTER PROJECT

3/21/16

This communication is submitted as a response to a request for comments by Chris Hart and Partners Inc. on behalf of permit applicant Vintage Rentals, LLC, in regards to the re-zoning of an existing residential property into a commercial property. The property is located at 150 Luna Place in Paia. Vintage Rentals LLC is requesting a Special Management Area (SMA) Use Permit, a Community Plan Amendment (CPA), and a County Change in Zoning (CIZ) which will allow the owner to renovate the existing structure(s) for commercial use.

Construction of the project will begin approximately within a year of the approval of the CPA, CIZ, and SMA. During the construction phase steps will be taken to control noise levels, dust, and run off to minimize any inconvenience to neighboring residents and businesses.

RESPONSE:

In review of the submitted documents, the concern from the police perspective is the impacts upon vehicular and pedestrian movement as well as the public's safety.

The project manager should take into account any affects on vehicular and pedestrian movement once construction begins. The area of the proposed project is located at the corner of Hana Highway and Luna Place in Paia. This area of Hana Highway is very busy throughout the day with pedestrian and vehicle traffic.

There are no objections to the progression of this project. It must be stated that all those involved in this project must remain cognizant in maintaining the safety of the general public.

Respectfully submitted for your review and approval.


Miguel MUNOZ, E#15096
P.O. III, Community Policing
03/21/2016 @ 0800 hours

REZONING OF
RESIDENTIAL PROPERTY
TO COMMERCIAL
PROPERTY - DEMOLISHMENT
OF CURRENT PROPERTY
TAKE INTO ACCOUNT
NOISE, DUST, ETC
RECOMMEND APPROVAL




**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

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

Dear Capt. Haake:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your letter of April 25, 2016. We acknowledge that you do not have any comments at this time and reserve the right to provide comments during the building permit review process.

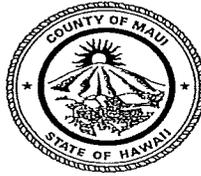
Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

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) 876-4690 . FAX (808) 244-1363

RECEIVED

April 25, 2016

APR 28 2016

To : Jordan E. Hart
Chris Hart & Partners, Inc.
115 N. Market Street
Wailuku, Maui, HI 96793

CHRIS HART & PARTNERS, INC.
Landscape Architecture and Planning

CC: Raymond
131018

Re : **Proposed Paia Trade Center – Pre-Consultation Letter**
150 Luna Place, Paia
(2) 2-6-005: 005

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

- Our office does not have any comments in regards to the referenced subject at this time.
- Our office does reserve the right to comment on the proposed project during the building permit review process when detailed plans for this project are routed to our office for review. At that time, 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 at (808) 876-4693. Thank you for your attention to fire prevention and public safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Haake".

Paul Haake
Captain, Fire Prevention Bureau



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Ms. Morgan E. Davis, Lead Archaeologist
State of Hawaii – DLNR
State Historic Preservation Division – Maui Section
130 Mahalani Street
Wailuku, HI 96793

Dear Ms. Davis:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005; Doc. No. 1603MD33

Thank you for your letter of March 24, 2016, our response to your comments are provided below.

As stated in your letter, an archaeological survey has not been conducted on the property, but your Architecture branch has previously reviewed the parcel and determined that the house and associated structures do not qualify for the Hawaii Register of Historic Places.

An archaeological monitoring plan for the proposed project was prepared and submitted for review and approval pursuant to Hawaii Administrative Rule §13-279, prior to the implementation of the proposed construction project.

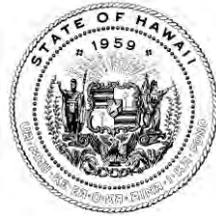
Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

DAVID Y. IGE
GOVERNOR OF HAWAII



SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

KEKO KALUHIWA
FIRST DEPUTY

JEFFREY T. PEARSON
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

March 24, 2016

Jordan E. Hart, President
Chris Hart & Partners, Inc.
115 N. Market Street
Wailuku, Hawaii 96793-1717
Via email to: rcabebe@chpmaui.com

Log No. 2016.00580
Doc No. 1603MD33
Archaeology

Aloha Mr. Hart,

SUBJECT: **Chapter 6E-42 Historic Preservation Review-
Pre-Consultation for the Proposed Paia Trade Center Permits
Hāmākuapoko Ahupua‘a, Makawao District, Island of Maui
TMK (2) 2-6-005:005**

Thank you for the opportunity to review the aforementioned project, which we received on March 9, 2016. Proposed plans include development of a commercial project on a parcel currently containing a residential home. We show this property as located at 11 Luna Place/150 Hana Highway in Paia town. A consolidated application for a Community Plan Amendment; a Change in Zoning; a Special Management Area Use Permit; and an Environmental Assessment are being prepared. This parcel is located between an historic church and Charley's Restaurant & Saloon. Luna Place is a private, unimproved single-lane road providing access to private residences and commercial rental units. The owner/applicant is Vintage Rentals, LLC.

A search of our records indicates an archaeological survey has not been conducted on the subject parcel. The project area is along Hana Highway and was once the location of indigenous agriculture, aquaculture, and habitation sites and later on the edge of a plantation town considered eligible for the Hawaii Register of Historic Places as an historic district. Our Architecture branch previously reviewed a demolition permit for this parcel and determined the house and its associated structures do not qualify for the Hawaii Register of Historic Places (Log 2010.0318, Doc 1002RS06). It is possible that historic properties, including human remains, may be present and such features may be adversely affected by the proposed project.

Therefore, we recommend archaeological monitoring for the proposed project in order to identify and document any articulated *in situ* or previously disturbed subsurface features that may be encountered. We request the submittal of an **archaeological monitoring plan** for review and approval pursuant to Hawai'i Administrative Rule §13-279, prior to the implementation of the proposed construction project. A list of qualified, permitted archaeological consulting firms is available on our website: <http://dlnr.hawaii.gov/shpd/about/branches/archaeology/>. Please contact me at (808) 243-4641 or Morgan.E.Davis@hawaii.gov if you have any questions or concerns about this letter

Mahalo,

A handwritten signature in black ink that reads "Morgan E. Davis".

Morgan E. Davis
Lead Archaeologist, Maui Section

cc: County of Maui
Department of Planning
Planning@co.maui.hi.us

County of Maui
Department of Public Works – DSA
Renee.Segundo@co.maui.hi.us

County of Maui
Cultural Resources Commission
Annalise.Kehler@co.maui.hi.us



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Ms. Laura McIntyre, Program Manager
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, HI 96801

Dear Ms. McIntyre:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your letter of March 23, 2016, our response to your comments are provided below.

As recommended in your letter, we will review the standards comments and strategies available to support sustainable and healthy design from the website you provided. The proposed project will adhere to all applicable standard comments as required.

Guidance maps available on the Environmental Planning GIS website as listed in your letter will be reviewed. Additionally, the Hawaii Environmental Health Portal will be examined for applicability to the proposed project.

Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

DAVID Y. IGE
GOVERNOR OF HAWAII



VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File:

EPO 16-102

March 23, 2016

Mr. Raymond Cabebe
Chris Hart & Partners, Inc.
115 N. Market Street
Wailuku, Hawaii 96793
Email: rcabebe@chpmaui.com

Dear Mr. Cabebe:

**SUBJECT: Pre-Consultation (PC) for a Community Plan Amendment Change in Zoning and Special Management Area for the Proposed Paia Trade Center
150 Luna Place, Paia, Maui
TMK: (2) 2-6-005: 005**

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your PC to our office on March 15, 2016. Thank you for allowing us to review and comment of the proposed project. EPO recommends that you review the standard comments and available strategies to support sustainable and healthy design provided at: <http://health.hawaii.gov/epo/landuse>. Projects are required to adhere to all applicable standard comments.

EPO suggests you review guidance maps and viewers available on the Environmental Planning GIS website:
<http://health.hawaii.gov/epo/egis>

EPO also encourages 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>.

We request that you utilize all of this information on your proposed project to increase sustainable, innovative, inspirational, transparent and healthy design.

Mahalo nui loa,

Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

Attachments: OEQC Viewer: <http://eha-web.doh.hawaii.gov/oeqc-viewer>
U.S. EPA EJSscreen Report: <http://www2.epa.gov/ejscreen>

paia, maui

1 sites found

Results Filter

Show sites with no location

PAIA TOWN CENTER (FEA-FONSI)
Environmental Assessment (Applicant)



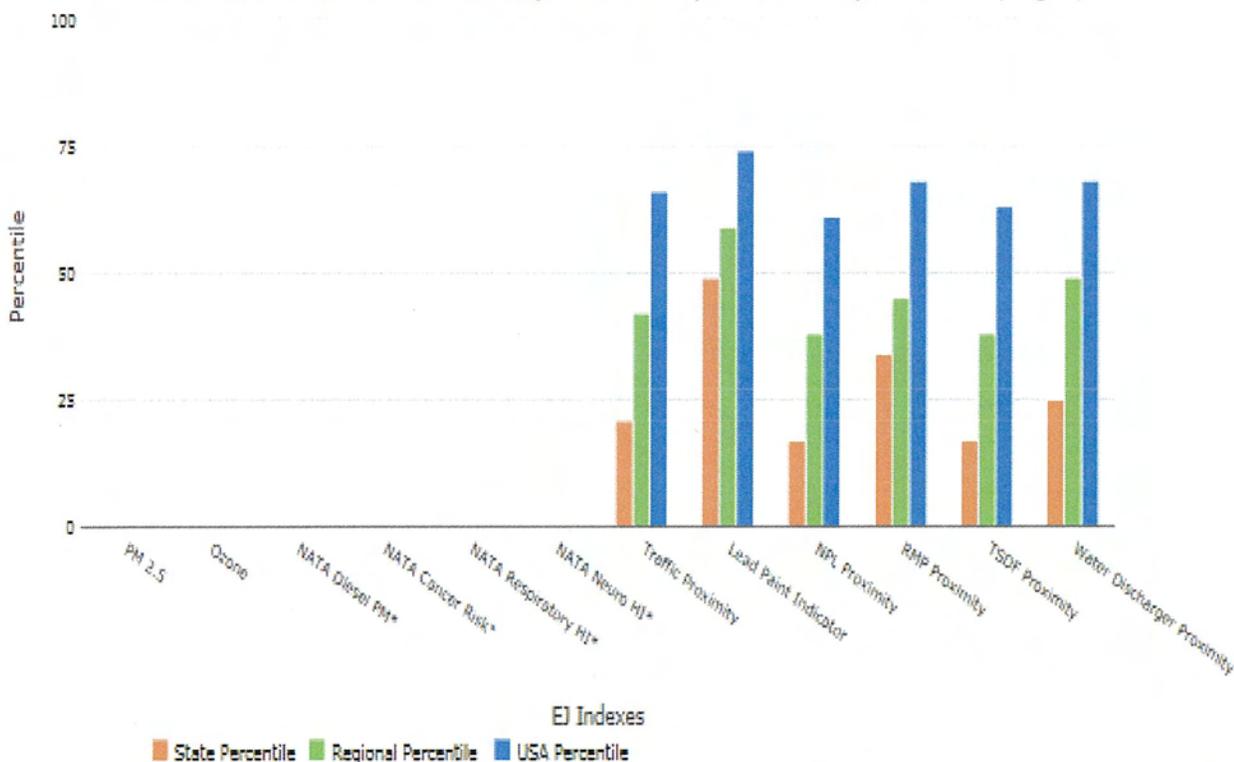


**1 mile Ring Centered at 20.916634,-156.380256
HAWAII, EPA Region 9
Approximate Population: 1942**



Selected Variables	Percentile in State	Percentile in EPA Region	Percentile in USA
EJ Indexes			
EJ Index for Particulate Matter (PM 2.5)	N/A	N/A	N/A
EJ Index for Ozone	N/A	N/A	N/A
EJ Index for NATA Diesel PM*	N/A	N/A	N/A
EJ Index for NATA Air Toxics Cancer Risk*	N/A	N/A	N/A
EJ Index for NATA Respiratory Hazard Index*	N/A	N/A	N/A
EJ Index for NATA Neurological Hazard Index*	N/A	N/A	N/A
EJ Index for Traffic Proximity and Volume	21	42	68
EJ Index for Lead Paint Indicator	49	59	74
EJ Index for NPL Proximity	17	38	61
EJ Index for RMP Proximity	34	45	68
EJ Index for TSDf Proximity	17	38	63
EJ Index for Water Discharger Proximity	25	49	68

EJ Index for the Selected Area Compared to All People's Block Groups in the State/Region/US

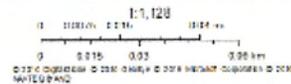


This report shows environmental, demographic, and EJ indicator values. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSscreen documentation for discussion of these issues before using reports.



March 23, 2016

+ Digitized Point



Selected Variables	Raw data	State Average	%ile in State	EPA Region Average	%ile in EPA Region	USA Average	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	N/A	N/A	N/A	9.98	N/A	9.78	N/A
Ozone (ppb)	N/A	N/A	N/A	49.7	N/A	46.1	N/A
NATA Diesel PM ($\mu\text{g}/\text{m}^3$)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Air Toxics Cancer Risk (risk per MM)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Respiratory Hazard Index*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Neurological Hazard Index*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Traffic Proximity and Volume (daily traffic count/distance to road)	20	280	22	190	21	110	36
Lead Paint Indicator (% pre-1960s housing)	0.21	0.17	63	0.25	56	0.3	49
NPL Proximity (site count/km distance)	0.0053	0.092	17	0.11	5	0.098	1
RMP Proximity (facility count/km distance)	0.1	0.18	53	0.41	24	0.31	36
TSDF Proximity (facility count/km distance)	0.0057	0.092	18	0.12	1	0.054	12
Water Discharger Proximity (count/km)	0.099	0.33	20	0.19	40	0.25	37
Demographic Indicators							
Demographic Index	42%	51%	18	46%	45	35%	66
Minority Population	57%	77%	15	57%	49	36%	73
Low Income Population	26%	25%	59	35%	41	34%	41
Linguistically Isolated Population	0%	6%	25	9%	20	5%	45
Population with Less Than High School Education	9%	10%	56	18%	38	14%	43
Population under Age 5	5%	6%	43	7%	39	7%	42
Population over Age 64	12%	14%	40	12%	60	13%	50

*The National-Scale Air Toxics Assessment (NATA) environmental indicators and EJ indexes, which include cancer risk, respiratory hazard, neurodevelopment hazard, and diesel particulate matter will be added into EJSCREEN during the first full public update after the soon-to-be-released 2011 dataset is made available. The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Mr. David C. Goode, Director
County of Maui
Department of Public Works
200 South High Street, Room No. 434
Wailuku, HI 96793

Attention: Ms. Rowena M. Dagdag-Andaya

Dear Mr. Goode:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your letter of March 17, 2016. We acknowledge that you do not have any comments at this time and will await the preparation of a Draft Environmental Assessment to provide comments.

Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

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

March 17, 2016

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

Highways Division

Mr. Jordan E. Hart, President
CHRIS HART & PARTNERS, INC.
115 North Market Street
Wailuku, Maui, Hawaii 96793

Dear Mr. Hart:

**SUBJECT: PRE-CONSULTATION LETTER FOR APPLICATION FOR
COMMUNITY PLAN AMENDMENT, CHANGE IN ZONING AND
SPECIAL MANAGEMENT AREA USE PERMIT FOR THE
PROPOSED PAIA TRADE CENTER; TMK: (2) 2-6-005:005**

We reviewed your pre-consultation request and have no comments at this time. We will await the preparation of a Draft Environmental Assessment and provide comments at that time.

Please call Rowena M. Dagdag-Andaya at 270-7845 if you have any questions regarding this letter.

Sincerely,


DAVID C. GOODE
Director of Public Works

DCG:RMDA:da

xc: Highways Division
Engineering Division

S:\DSA\Engr\CZM\Draft Comments\26005005_paia_trade_cntr_pre_cons.wpd

RECEIVED

MAR 24 2016

CHRIS HART & PARTNERS, INC.
Landscape Architecture and Planning

CC: Jordan, Raymond
& Josh
13/018



**CHRIS
HART**
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

May 17, 2016

Mr. Martin Brass, President
Paia Town Association (PTA)
P.O. Box 791333
Paia, HI 96779

Dear Mr. Brass:

RE: Comment response for the Pre-Consultation Letter for the Proposed Paia Trade Center, situated at 150 Luna Place, Paia, Maui, Hawaii;
TMK: (2) 2-6-005: 005;

Thank you for your email of March 17, 2016. We understand that you will provide further comments after members of the PTA board discuss the proposed project. We look forward to receiving further comments from you at that time.

Thank you again for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. Cinco Young
Project File 13-018

From: Martin Brass <mail@martinbrass.com>
Sent: Thursday, March 17, 2016 5:33 PM
To: Raymond Cabebe
Cc: paiatownassociation@gmail.com
Subject: Pre Consultation Letter dated 26 Feb 2016

Hello Ray,

I am writing in response to a pre-consultation letter received from Jordan Hart for the proposed Paia Trade Center. Thank you for soliciting our input for your project. I have it scheduled for discussion at our next board meeting at which point soon thereafter I should be able to provide a better indication of our perspective and comments.

Sincerely,
Martin



APPENDIX C
Archaeological Monitoring Plan

**DRAFT ARCHAEOLOGICAL MONITORING PLAN
FOR EXISTING PĀ'IA TRADE CENTER BUILDING
HĀMĀKUA POKO *AHUPUA'A*;
MAKAWAO DISTRICT
ISLAND OF MAUI
TMK: [2] 2-6-006:005**

FOR: Mr. Cinco Young

**BY: Lisa J. Rotunno-Hazuka (B.A.)
and Jeffrey Pantaleo (M.A.)**

MARCH 2016



ARCHAEOLOGICAL SERVICES HAWAII, LLC.
POB 1015
PU'UNĒNĒ, HI 96784

“Protecting, Preserving, Interpreting the Past, While Planning the Future”

INTRODUCTION

Under contract to Mr. Cinco Young, and pursuant to recommendations by the State Historic Preservation Division-SHPD (Doc. No.1603MD33), Archaeological Services Hawaii, LLC (ASH) of Pu`unēnē has prepared this Archaeological Monitoring Plan (AMP) according to the rules and regulations set forth in the Hawaii Administrative Rules (HAR) §13-279. Archaeological monitoring will be performed in the event that ground-disturbing activities are proposed to the Pā`ia Trade Center Building at 11 Luna Lane, Hāmākuapoko *ahupua`a*, Makawao District, Island of Maui TMK's 2-6-006:005 (Figures 1-3).

The landowner has recently applied for a Community Plan Amendment (CPA), Change in Zoning (CIZ), Special Management Area (SMA) and an Environmental Assessment (EA). SHPD reviewed this application and acknowledged that the Architecture branch received a demolition permit for the parcel and therefore recommended archaeological monitoring. For the purposes of the above application, no ground-altering activities are proposed. The main focus is to change the residentially zoned parcel and associated structure to a commercially based property. After the CPA, CIZ, SMA and EA process is complete, several marginal improvements are planned. The garage, situated along the south side of the building will be demolished and replaced by a 3-stall parking lot (demolition permit received in early 2015). The garage is a slab on grade with no subsurface footings; thus the structure will be crushed in place and removed with minimal disturbance to the surface. The parking lot will be constructed by placing select borrow/gravel across the surface and subsequently paving with asphalt or concrete. Therefore little grading will occur. Similarly, a new concrete walkway from Hāna Highway to the front of the building will be constructed and will require minimal surface grading (see Figure 3). Lastly, a fire line will be installed from the structure to an existing water lateral stub out along Hāna Highway. Excavations for the fire line will range from 2.0 to 3.0 ft. deep.

PROJECT AREA DESCRIPTION

The project area is situated in Pā`ia Town along Hāna Highway just east of Baldwin Avenue adjacent to the east side of Luna Place (see Figure 2). It is an improved parcel with a residential structure, a detached garage and associated utilities. It is bounded by Hāna Highway to the north, Parcel 31 to the south, Parcel 6 and an historic church to the east and Luna Place to the west.

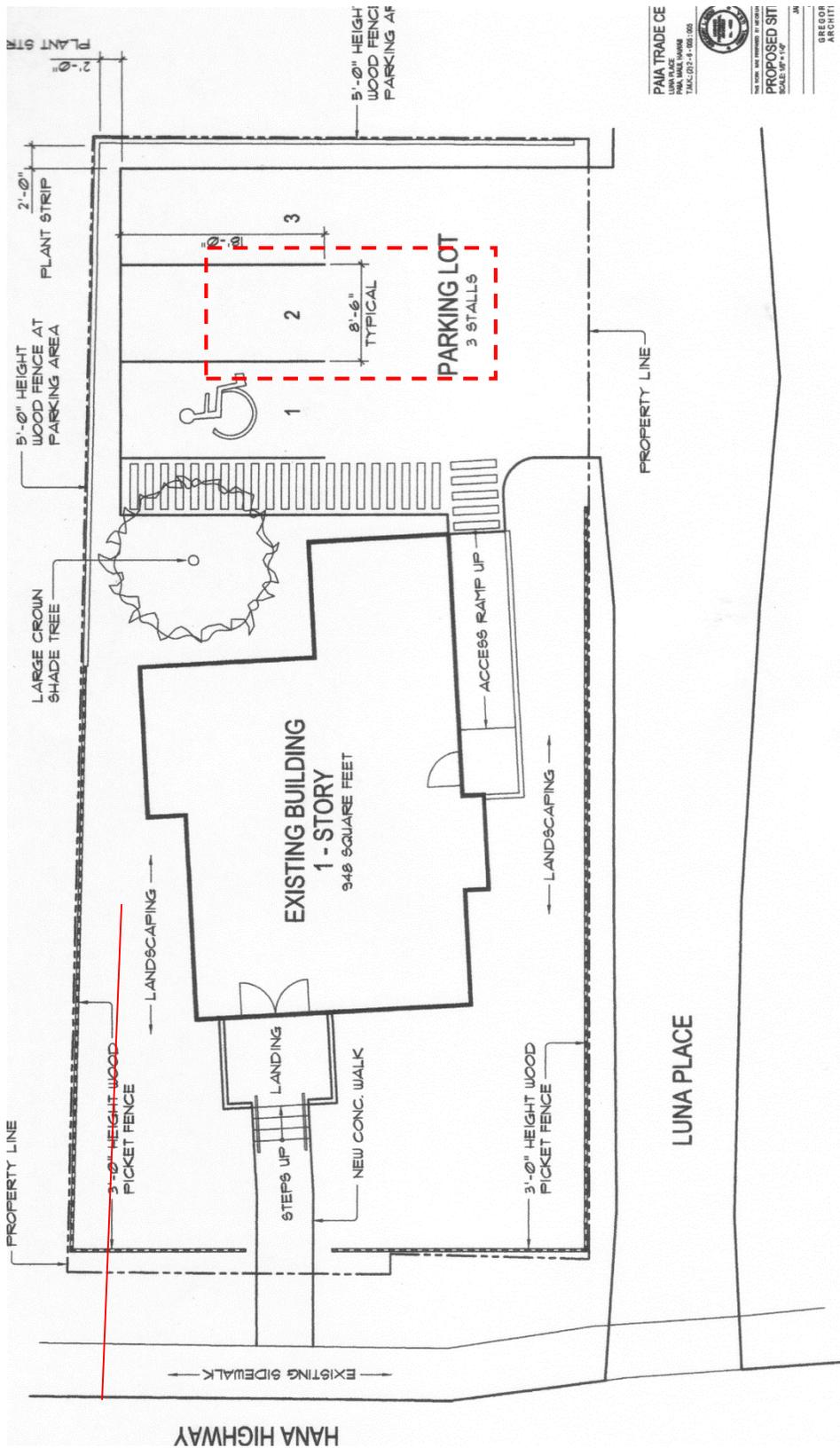
No inventory survey was performed of the project area; however several historic properties comprised of historic cemeteries (Pāia Chinese Cemetery and Kaluna Cemetery), as well as traditional cultural layers with burials have been found along the northern shoreline at Pā`ia. Kalahau Burial site (Site 1064) is located along the coast at Tavares Bay northeast of Pā`ia Town. It contains traditional clay-pit and sand-dune burials, along with two occupation layers. In Kuau, Site 50-50-05-7481 was assigned to a Native Hawaiian burial within the nearby subdivision. Pā`ia sewer line from Pā`ia to Kuau was monitored in 1987 by the Bishop Museum (BPBM) where a cultural layer with several subsurface features (pits, burials, hearths, and charcoal concentrations) were identified and designated BPBM Site 50-Ma-C9-37, 38 and 50-Ma-B26-9-12. The Baldwin Beach burial (State Site 50-50-05-1171) consists of a burial site located along the western portions of the beach at Henry Baldwin Park. 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”.

EXPECTABILITY OF SUBSURFACE SITES

Based on the foregoing discussion, coupled with the current improvements to the parcel and the marginally proposed construction activities, remnant or disturbed subsurface features associated with traditional and post-Contact habitation may be extant within the project area. Thus, monitoring will be performed during all construction related activities.



Figure 1. Location of Project Area on USGS Quadrangle



PAIA TRADE CE
 LUNA PLACE
 TALK 2014-1-200-000

PROPOSED SIT
 SCALE 1/4" = 1'-0"

3/11/14

3/11/14

3/11/14

Figure 3. Development Map Showing Proposed Parking Lot, the Garage (red dash) to be demolished and new fire line lateral (red line)

MONITORING PLAN

The construction plans call for the demolition of a detached garage excavations ranging from 0.5 ft. to 3.0 ft. in depth; thus all ground-disturbing activities will be monitored full-time. In the event that rock, sterile fill deposits and or the water table is encountered, monitoring procedures may need to be adjusted; however no changes may be made without consultation and approval by SHPD in writing. SHPD will also be notified of the onset and completion of the proposed undertaking.

One archaeological monitor per piece of ground disturbing equipment is the protocol for this monitoring project. Dependent on availability, Maui resident archaeologists will be assigned to this project. Prior to the commencement of construction, all pertinent parties including but not limited to construction and archaeological personnel will be informed of the monitoring procedures as stipulated in the monitoring plan, as well as the monitors' authority to halt work in the vicinity of a find. If subsurface sites are exposed during construction, the procedures for the inadvertent discovery of historic properties pursuant to HAR §13-280 and §13-279 (5)-(6) will be instituted. First, all activities in the immediate area will temporarily halt and construction may shift to other areas of the project. Once the archaeologist makes an assessment, SHPD Archaeology Branch will be contacted and consulted to determine the appropriate mitigation measures for the find. The area around the site shall be protected by erecting orange fencing or yellow caution tape. The site will be recorded utilizing all standard archaeological methods and procedures. Stratigraphic profiles will be drawn, photographs will be taken, and soil samples collected not only from the subsurface site, but from selected locations within the project area. During the nighttime work, the archaeological monitor has sole discretion to determine if lighting is adequate to perform visual inspections of the soil.

If historic bottles are found they are to be collected by the archaeologist. No bottles may be collected or taken by any construction worker.

In the event that human remains are inadvertently exposed during this undertaking, the procedures for the inadvertent discovery of human skeletal remains pursuant to HRS Chapter 6E-43.6 HAR §13-300-40 will be instituted. First, the aforementioned procedures of halting and securing the site will be performed. After an initial assessment is made by Mr. Hinano Rodrigues of SHPD, and members of the Maui/Lana'i Islands Burial Council-

MLIBC (if the remains are believed to be Native Hawaiian), procedures for documenting the burial find shall be undertaken. These mitigation measures may include mapping and collecting displaced human skeletal remains, however no human skeletal remains will be collected without authorization from SHPD. Additional documentation will include, raking and screening of the area to collect all displaced human remains, and excavations to ascertain the context (*in situ* or displaced) and number of individuals represented by the skeletal remains.

POSSIBLE PROCEDURES FOR INADVERTENTLY DISCOVERED HUMAN SKELETAL REMAINS

The procedures for exposed skeletal remains and possible burial pit outlines are presented below.

1. Upon the identification of scattered or fragmented human remains, possible burial pits, and or basalt and coral manuports, all construction activities in the immediate area of the find will be temporarily suspended.
2. SHPD and the MLIBC shall be notified.
3. Identify the perimeter of the avoidance area with yellow caution tape, and or orange construction fencing and if applicable, cover exposed skeletal remains to protect them from the elements.
4. Inspect trench walls and base of trench to identify if a primary burial feature is extant. If present, notify SHPD and request permission to test the possible burial feature. Once authorization has been received, conduct the necessary testing and documentation to ascertain the context.
5. Manually rake and screen (if applicable) bulldozed or other mechanically produced push piles to collect all disturbed and fragmented skeletal remains.
6. Complete an osteological inventory of the collected remains to determine the number of individuals and if components may be left *in situ* or missing.
7. Fill out all test excavation and burial forms and cover burial feature with a thin layer of sand (if SHPD and MLIBC have seen the feature) and tarp.

After the above referenced procedures have been performed, a Burial Component of an Archaeological Preservation Plan (BCPP) for burial(s) to be preserved in place, and or a Burial Component of an Archaeological Data Recovery Plan (BCDRP) for burial(s) that will be disinterred and relocated, will be prepared in consultation with the owner, SHPD and the MLIBC (if the remains are believed to be Native Hawaiian).

Upon completion of the fieldwork, all necessary lab procedures including but not limited to processing, cataloguing and analyses of artifacts and photographs; analyses of soil samples as warranted and submitting of charcoal samples for radiocarbon dating will be performed. All analyses will be synthesized into a final monitoring report, and the report shall be submitted within 180 days of the completion of fieldwork. Copies of this report will be sent to the State Historic Preservation Division offices on Oahu and Maui for their review and comments.

All notes, photographs and artifacts will be archived at the Consulting Archaeologists office. After analysis of the artifacts is completed, all artifactual material, with the exception of grave goods, will be returned to the landowner.



Date:

Submittal Sheet for Historic Preservation Review Filing Fees

State Historic Preservation Division
601 Kamokila Blvd., #555, Kapolei, Hawai'i 96707

Agency/Firm (Requesting Review):

Contact:
Phone: Fax: E-Mail:
Address:

Title of Report/Plan:
.....
.....

Island: District: Ahupua`a:
TMK [(1) 1-1-001:001]:

Submitted Plan/Report Fee & Type: (All reports or plans submitted to the SHPD for review shall be accompanied by the appropriate fee in accordance with HAR §13-275-4 and §284-4).

.....	Indicate here (X) if report is a re-submittal (no fee charged)
..... \$50	Archaeological Assessment
..... \$150	Archaeological Inventory Survey Plan
..... \$450	Archaeological, Architectural or Ethnographic Survey Report
..... \$150	Preservation Plan
..... \$25	Monitoring Plan
..... \$150	Archaeological Data Recovery Plan
..... \$250	Burial Treatment Plan
..... \$100	Archaeological Monitoring Report, if resources reported
..... \$450	Archaeological Data Recovery Report
..... \$450	Ethnographic Documentation Report
..... \$25	Burial Disinterment Report
..... \$50	Osteological Analysis Report

Make check payable to "Hawai'i Historic Preservation Special Fund." A service charge of \$15 will be assessed on all dishonored checks pursuant to HRS §40-35.5" A copy of this form will be mailed or faxed back to you and will serve as your receipt.

Fee Total: \$

For Office Use Only:

Date Received:	Receipt No.:
	Payment Method: Cash \$ Check: Check No.:
Log. No.:	Receipt Issued by: Treasury Deposit Receipt No:



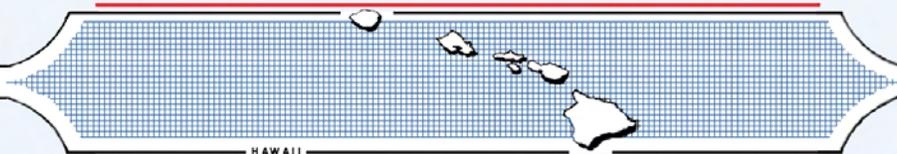
APPENDIX D
Cultural Assessment Report

**A CULTURAL IMPACT ASSESSMENT
FOR 150 LUNA PLACE, PĀ'IA
HĀMĀKUA POKO AHUPUA'Ā, MAKAWAO DISTRICT
MAUI ISLAND, HAWAI'I
[TMK: (2) 2-6-005:005]**

Prepared by:
Cathleen A. Dagher, B.A.
and
Robert L. Spear., Ph.D.
April 2016
DRAFT

Prepared for:
Vintage Rentals, LLC
P.O. Box 791687
Pā'ia, HI 96779

SCIENTIFIC CONSULTANT SERVICES Inc.



1347 Kapiolani Blvd., Suite 408 Honolulu Hawai'i 96814

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Figure 2: Tax Map Key [TMK: (2) 2-6-005]..... 3

Figure 3: Google Earth Image (Aerial imagery from Google, Digital Globe dated 8/10/2014)
Showing Project Area Location. 4

INTRODUCTION

At the request of Cinco Young and Vintage Rentals, LLC (land owners), Scientific Consultant Services, Inc. prepared a Cultural Impact Assessment (CIA) of a 4402 square foot (0.101 acres) property located at 150 Luna Place, Pā‘ia, Hāmākua Poko Ahupua‘a, Makawao District, Island of Maui [TMK: (2) 2-5-005:005] (Figures 1 through 3).

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

Act 50, enacted by the Legislature of the State of Hawai‘i (2000) with House Bill (HB) 2895, relating to Environmental Impact Statements, proposes that:

...there is a need to clarify that the preparation of environmental assessments or environmental impact statements should identify and address effects on Hawaii’s culture, and traditional and customary rights... [H.B. NO. 2895].

Articles IX and XII of the State constitution, other state laws, and the courts of the State impose on government agencies a duty to promote and protect cultural beliefs and practices, and resources of Native Hawaiians as well as other ethnic groups. Act 50 also requires state agencies

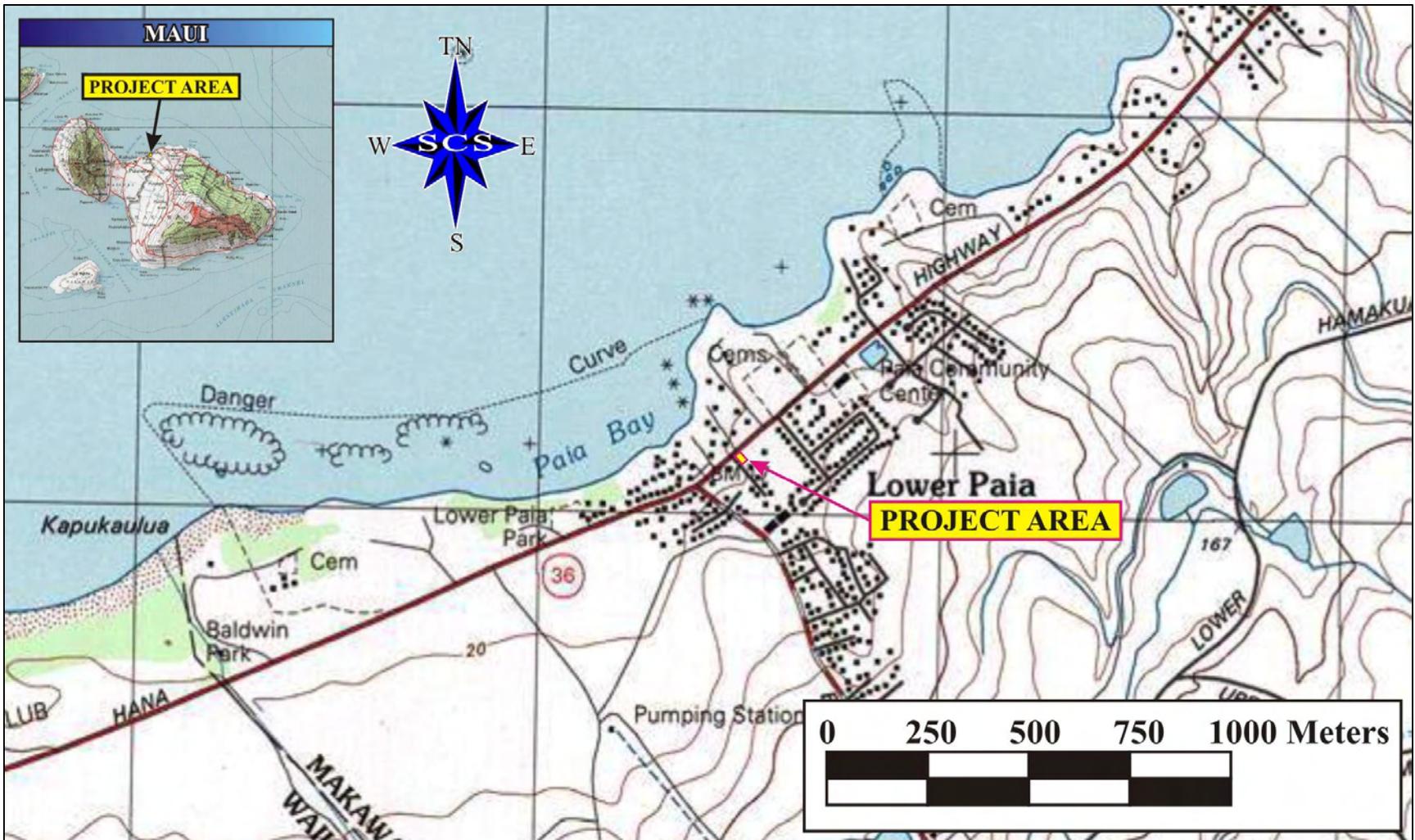


Figure 1: USGS Quadrangle (Paia, HI. 1:24,000) Map Showing Project Area Location.

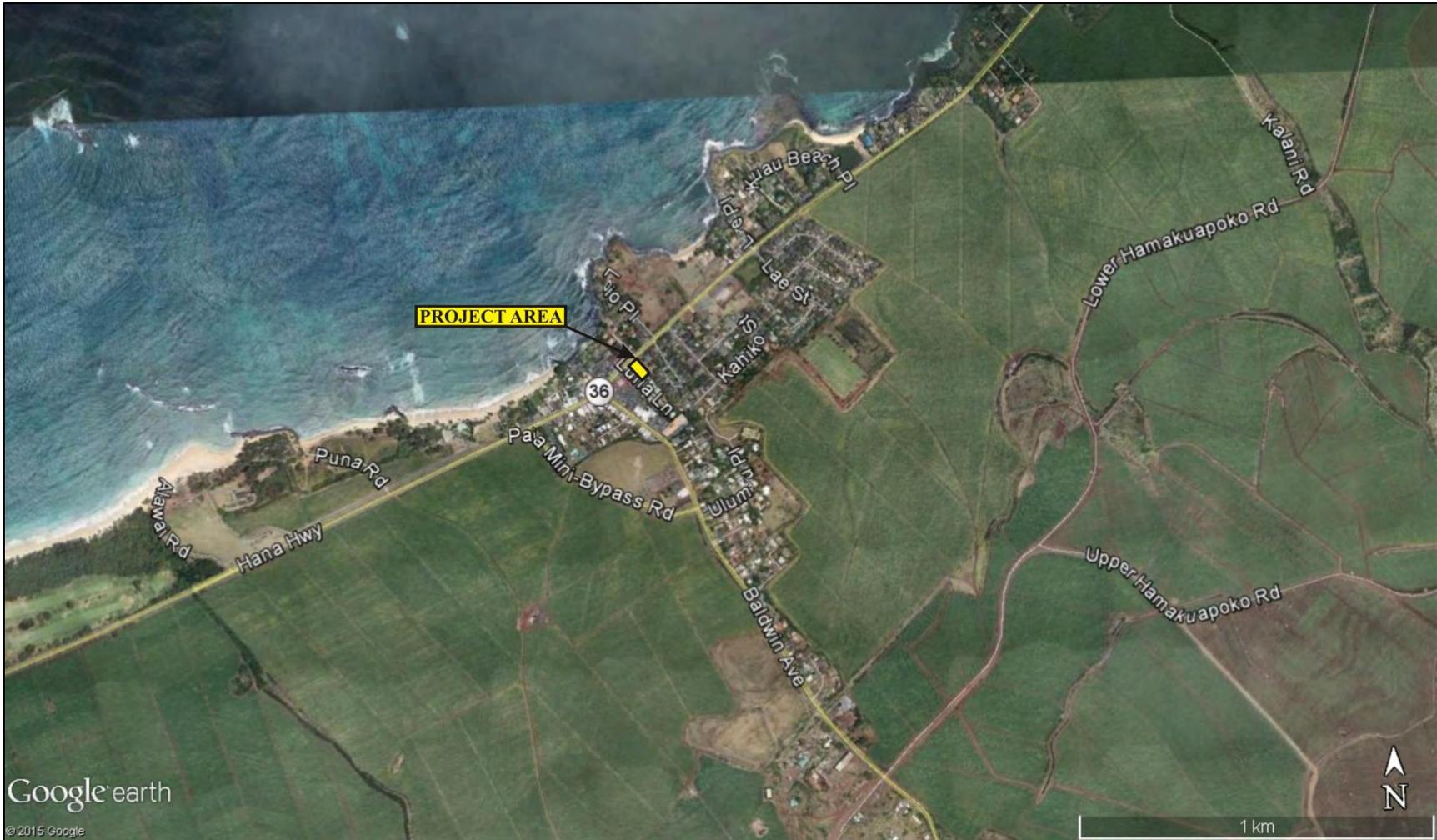


Figure 3: Google Earth Image (Aerial imagery from Google, Digital Globe dated 8/10/2014) Showing Project Area Location.

and other developers to assess the effects of proposed land use or shoreline developments on the “cultural practices of the community and State” as part of the HRS Chapter 343 (2001) environmental review process.

It also redefined the definition of “significant effect” to include “...the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State’s environmental policies . . . or adversely affect the economic welfare, social welfare or cultural practices of the community and State” (H.B. 2895, Act 50, 2000). Cultural resources can include a broad range of often overlapping categories, including places, behaviors, values, beliefs, objects, records, stories, etc. (H.B. 2895, Act 50, 2000).

Thus, Act 50 requires that an assessment of cultural practices and the possible impacts of a proposed action be included in Environmental Assessments and Environmental Impact Statements, and to be taken into consideration during the planning process. As defined by the Hawaii State Office of Environmental Quality Control (OEQC), the concept of geographical expansion is recognized by using, as an example, “the broad geographical area, e.g. district or *ahupua‘a*” (OEQC 2012:12). It was decided that the process should identify ‘anthropological’ cultural practices, rather than ‘social’ cultural practices. For example, *limu* (edible seaweed) gathering would be considered an anthropological cultural practice, while a modern-day marathon would be considered a social cultural practice.

Therefore, the purpose of a CIA is to identify the possibility of ongoing cultural activities and resources within a project area, or its vicinity, and then assessing the potential for impacts on these cultural resources. The CIA is not intended to be a document of in-depth archival-historical land research, or a record of oral family histories, unless these records contain information about specific cultural resources that might be impacted by a proposed project.

According to the Guidelines for Assessing Cultural Impacts established by the Hawaii State Office of Environmental Quality Control (OEQC 2012:12):

The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religions and spiritual customs. The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both manmade and natural, which support such cultural beliefs.

The meaning of “traditional” was explained in *National Register Bulletin*:

“Traditional” in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property then is significance derived from the role the property plays in a community’s historically rooted beliefs, customs, and practices. . . . [Parker and King 1990:1]

METHODOLOGY

This CIA was prepared as much as possible in accordance with the suggested methodology and content protocol in the Guidelines for Assessing Cultural Impacts (OEQC 2012:11-13). In outlining the “Cultural Impact Assessment Methodology,” the OEQC (2012:11) states that:

“...information may be obtained through scoping, community meetings, ethnographic interviews and oral histories...”

This report contains archival and documentary research, as well as communication with organizations having knowledge of the project area, its cultural resources, and its practices and beliefs. An example of the letters of inquiry is presented in Appendix A. Copies of the posted legal notice and affidavit are presented in Appendix B. An example of the follow-up letter of inquiry is presented in Appendix C. The signed information release form is presented in Appendix D. Responses are presented in Appendix E. This CIA was prepared in accordance with the suggested methodology and content protocol provided in the Guidelines for Assessing Cultural Impacts (OEQC 2012:13), whenever possible. The assessment concerning cultural impacts may include, but not be limited to:

- A. A discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained.
- B. A description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken.

- C. Ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained.
- D. Biographical information concerning the individuals and organizations consulted their particular expertise and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area.
- E. A discussion concerning historical and cultural source materials consulted, the institutions and repositories searched and the level of effort undertaken. This discussion should include, if appropriate, the particular perspective of the authors, any opposing views, and any other relevant constraints, limitations or biases.
- F. A discussion concerning the cultural resources, practices and beliefs identified, and, for resources and practices, their location within the broad geographical area in which the proposed action is located, as well as their direct or indirect significance or connection to the project site.
- G. A discussion concerning the nature of the cultural practices and beliefs, and the significance of the cultural resources within the project area affected directly or indirectly by the proposed project.
- H. An explanation of confidential information that has been withheld from public disclosure in the assessment.
- I. A discussion concerning any conflicting information in regard to identified cultural resources, practices and beliefs.
- J. An analysis of the potential effect of any proposed physical alteration on cultural resources, practices or beliefs; the potential of the proposed action to isolate cultural resources, practices or beliefs from their setting; and the potential of the proposed action to introduce elements which may alter the setting in which cultural practices take place.
- K. A bibliography of references, and attached records of interviews which were allowed to be disclosed.

If ongoing cultural activities and/or resources are identified within the project area, assessments of the potential effects on the cultural resources in the project area and recommendations for mitigation of these effects can be proposed.

ARCHIVAL RESEARCH

Archival research focused on a historical documentary study involving both published and unpublished sources. These sources included legendary accounts of native and early foreign writers; early historical journals and narratives; historic maps; land records, such as Land Commission Awards, Royal Patent Grants, and Boundary Commission records; historic accounts; and previous archaeological reports.

INTERVIEW METHODOLOGY

Interviews are conducted in accordance with Federal and State laws and guidelines when knowledgeable individuals are able to identify cultural practices in, or in close proximity to, the project area. If they have knowledge of traditional stories, practices and beliefs associated with a project area or if they know of historical properties within the project area, they are sought out for additional consultation and interviews. Individuals who have particular knowledge of traditions passed down from preceding generations and a personal familiarity with the project area are invited to share their relevant information concerning particular cultural resources. Often people are recommended for their expertise, and indeed, organizations, such as Hawaiian Civic Clubs, the Island Branch of Office of Hawaiian Affairs (OHA), historical societies, Island Trail clubs, and Planning Commissions are depended upon for their recommendations of suitable informants. These groups are invited to contribute their input and suggest further avenues of inquiry, as well as specific individuals to interview. It should be stressed again that this process does not include formal or in-depth ethnographic interviews or oral histories as described in the OEQC's *Guidelines for Assessing Cultural Impacts* (2012). The assessments are intended to identify potential impacts to ongoing cultural practices, or resources, within a project area or in its close vicinity.

If knowledgeable individuals are identified, personal interviews are sometimes taped and then transcribed. These draft transcripts are returned to each of the participants for their review and comments. After corrections are made, each individual signs a release form, making the interview available for this study. When telephone interviews occur, a summary of the information is usually sent for correction and approval, or dictated by the informant and then incorporated into the document. If no cultural resource information is forthcoming and no knowledgeable informants are suggested for further inquiry, interviews are not conducted.

ENVIRONMENTAL SETTING

Of the Hawaiian Islands, Maui is second in size, with the island of Hawai‘i being the largest (Handy and Handy 1972:485). The island of Maui was formed from two separate shield volcanoes: Haleakala in East Maui and Pu‘u Kukui in West Maui. The isthmus between the two cones is primarily composed of alluvial fans made of out-washed silts and gravels that are overlain by coralline sands blown inland from the coast. Lower sand strata have become firmly lithified, forming a soft rock known as eolianite (Stearns 1966: 10). Lithified sand dunes rest on alluvial fans near the shore between Kahului and Waihe‘e, and they extend inland across most of the western edge of the isthmus. Some of these dunes near the north coast reach heights of 60 meters (Macdonald *et al.* 1983:388; Carlquist 1980:60).

PROJECT AREA DESCRIPTION

The subject property consists of 4402 square foot (0.101 acres) located at 150 Luna Place, Pā‘ia Hāmākua Poko Ahupua‘a, Makawao District, Island of Maui [TMK: (2) 2-5-005:005], located on the north coast of East Maui (see Figures 1 through 3). The current project area is situated in a commercial/residential area located approximately 0.10 mile (161 m) inland of the coastline at approximately 20 feet above mean sea level (amsl). Hana Highway forms the north project area boundary, Luna Place bounds the property on the west, on the south by residences, and the east boundary is formed by a commercial property.

CLIMATE

The climate of the project area is not extreme, with rainfall accumulating at an average rate of 671.8 mm (26.4inches) per annum (Giambelluca et al. 2013 Online Rainfall Atlas of Hawai‘i). Average temperatures within the project area range from 67 to 95 degrees (Fahrenheit) in the summer months and from 55 to 90 degrees in the winter (Armstrong 1983:64).

SOIL

According to Foote *et al.* (1972: Sheet Number 103), soils within the project area are classified as the Paia Series, specifically Paia silty clay, 3 to 7 percent slopes (PcB). The well-drained Paia soils, which occur in the upland region of the island of Maui, are of volcanic origin. The Paia soils can be found between sea level and 1,000 feet amsl., in areas receiving 25 to 40 inches of rainfall annually. The PcB soils form 3 to 7 percent slopes and exhibit moderate

permeability, slow runoff, and a slight erosion hazard. The Pcb soils are typically used for the commercial cultivation of sugarcane, with smaller properties used for residences (Foote *et al.* 1972: 106- 107).

CULTURAL HISTORICAL CONTEXT

The island of Maui ranks second in size of the eight main islands in the Hawaiian Archipelago. Pu‘u Kukui, forming the west end of the island (1,215 m above mean sea level), is composed of large, heavily eroded amphitheater valleys that contain well-developed permanent stream systems that watered fertile agricultural lands extending to the coast. The deep valleys of West Maui and their associated coastal regions have been witness to many battles in ancient times and were coveted productive landscapes. These are joined together by an isthmus containing dry, open country (*kula*) which contains the southern portion of Wailuku District.

PAST POLITICAL BOUNDARIES

Traditionally, the division of Maui’s lands into districts (*moku*) and sub-districts was performed by a *kahuna* (priest, expert) named Kalaiha‘ōhia, during the time of the *ali‘i* Kaka‘alaneo (Beckwith 1940:383; Fornander [1919-20, Vol. 6:248] places Kaka‘alaneo at the end of the 15th century or the beginning of the 16th century). Land was considered the property of the king or *ali‘i ‘ai moku* (the *ali‘i* who controls the island/district), which he held in trust for the gods. The title of *ali‘i ‘ai moku* ensured rights and responsibilities to the land, but did not confer absolute ownership. The king kept the parcels he wanted, his higher chiefs received large parcels from him and, in turn, distributed smaller parcels to lesser chiefs. The *maka‘āinana* (commoners) worked the individual plots of land.

In general, several terms, such as *moku*, *ahupua‘a*, *‘ili* or *‘ili ‘āina* were used to delineate various land sections. A district (*moku*) contained smaller land divisions (*ahupua‘a*) that consisted of land parcels stretching from the ocean upland into the mountains. Extended household groups living within the *ahupua‘a* were therefore able to harvest from both the land and the sea. Ideally, this situation allowed each *ahupua‘a* to be self-sufficient by supplying needed resources from different environmental zones (Lyons 1875:111). The *‘ili ‘āina* or *‘ili* were smaller land divisions next in importance to the *ahupua‘a* and were administered by the chief who controlled the *ahupua‘a* in which it was located (Ibid.:33; Lucas 1995:40). The *mo‘o‘āina* were narrow strips of land within an *‘ili*. The land holding of a tenant or *hoa ‘āina* residing in a *ahupua‘a* was called a *kuleana* (Lucas 1995:61).

Originally, Pā‘ia was an *ahupua‘a* located in the traditional district of Hāmākua Poko. However, districts shifted during the historic time period, with Hāmākua Poko became an *ahupua‘a* and the district reassigned as Makawao. Presently, the project area is located in the Makawao District, in the *ahupua‘a* of Hāmākua Poko, which literally translated means “short Hāmākua” (Pukui *et al.* 1974:39). Pā‘ia, when translated, means “noisy” (Ibid.174).

TRADITIONAL SETTLEMENT PATTERNS

Agricultural production and marine exploitation, as well as raising livestock and collecting wild plants and birds was the basis of Hawaiian economy. Extended household groups settled in various *ahupua‘a*. During pre-Contact times, there were primarily two types of agriculture—wetland and dry land—both of which were dependent upon geography and physiography. River valleys provided ideal conditions for wetland *kalo* (*Colocasia esculenta*) agriculture that incorporated pond fields and irrigation canals. Other cultigens, such as *kō* (sugar cane, *Saccharum officinarum*) and *mai‘a* (banana, *Musa* sp.), were also grown and, where appropriate, such crops as ‘*uala* (sweet potato, *Ipomoea batatas*) were produced. This was the typical agricultural pattern seen during traditional times on all the Hawaiian Islands (Kirch and Sahlins 1992, Vol. 1:5, 119; Kirch 1985).

Pā‘ia is located on the north side of Haleakalā in a region of sloping *kula* lands that are intersected by small stream gulches. According to Handy and Handy (1972:498):

The number of very narrow *ahupua‘a* thus utilized along the whole of the Hamakua coast indicates that there must have been a very considerable population...It was probably a favorable region for breadfruit, banana, sugar cane, arrowroot; and for yams and ‘*awa* in the interior. The slopes between gulches were covered with good soil, excellent for sweet-potato planting. The low coast is indented by a number of small bays offering good opportunity for fishing.

The *alaloa* (the long road) was the road built by Kiha-a-Pi‘ilani (16th century based on Fornander 1969) which extended around the island of Maui. According to Handy and Handy (1972:498), the *alaloa* “...passed through Hamakua close to the shore, crossing streams where the gulches opened to the sea.”

WAHI PANA (LEGENDARY PLACES)

Pā'ia, which literally translates as “noisy” (Pukui *et al.* 1974:174), may refer to the crashing of the waves along the shore break, given its coastal proximity. Oral histories indicate that both frequent and intermittent battles, between polities of Maui and Hawai'i Island (c. 1700s), occurred in the coastal sands of Wailuku and in upland valleys. In the sand dunes between Wailuku and Pu'unēnē, Kalaniopu'u's most prized Alapa guard was slaughtered by Kahekili's warriors (Sterling 1998:88). Kamakau (1961:85-89) states:

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

On the day of Kalaniopu'u's departure from Maui, it was said that his war canoes covered the sands from Kahului to Pā'ia (Īī 1983:11).

Due to the frequent wars and battles occurring in and around the northern coast of Maui, it is conceivable that the dunes of Pā'ia acted as a final resting place of fallen warriors. Cheever (in Sterling 1998:97) recounts his observations from the mid-1800s:

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

Apart from the above references to battles and the archaeological evidence of burials in the sand dunes in the region of Pā'ia, this area of Maui does not appear to have had significant population centers.

THE MĀHELE

In the 1840s, traditional land tenure shifted drastically with the introduction of private land ownership based on Western law. While it is a complex issue, many scholars believe that in order to protect Hawaiian sovereignty from foreign powers, Kamehameha III was forced to establish laws changing the traditional Hawaiian economy to that of a market economy (Kuykendall 1938, Vol. I: 145; Daws 1968:111; Kelly 1983:45, 1998:4; Kame'eleihiwa

1992:169–70, 176). The Māhele of 1848 divided Hawaiian lands between the king, the chiefs, the government, and began the process of private ownership of lands. The subsequently awarded parcels were called Land Commission Awards (LCAs). Once lands were made available and private ownership was instituted, the *maka‘āinana* were able to claim the plots on which they had been cultivating and living, if they had been made aware of the procedures. These claims did not include any previously cultivated but presently fallow land, ‘*okipū* (on O‘ahu), stream fisheries, or many other resources necessary for traditional survival (Kelly 1983; Kame‘eleihiwa 1992:295; Kirch and Sahlins 1992). If occupation could be established through the testimony of two witnesses, the petitioners were awarded the claimed LCA and issued a Royal Patent after which they could take possession of the property (Chinen 1961:16).

According to the Waihona ‘Aina Database (2012), there were 39 claims made in Hāmākua Poko District during the Māhele, none of which were within the current project area. During the Māhele of 1848, the eastern half of the Hamakua Poko Ahupua‘a became government land while the western half was awarded to W.P. Leileiohoku. Leileiohoku promptly surrendered these lands in lieu of commutation for his other lands, effectively making the entire *ahupua‘a* a government parcel. Handy and Handy (1972:498) recorded that gulches in the *ahupua‘a* contained soils amenable to cultivation, and were indeed probably used for sweet potato (‘*uala*). Sweet potatoes were grown in the *kula* (*upcountry*) region of Hāmākuapoko, as well.

HISTORIC PERIOD (1778-EARLY 1900S)

Descriptions of the north coast of Maui were first recorded in November of 1778 by Captain Cook and his men (Beaglehole 1967: Part I, Vol. III). Returning from several months in Alaska, they sailed down a portion of the northeast side of the island. David Samwell, a surgeon on the *Discovery*, reported "...the ships lay to all day about 3 miles off shore, trading with the Natives who came off in their canoes in great number..." (Samwell 1967:1151).

It had been a time of war between Kalaniopu‘u, ruler of Hawai‘i Island, and Kahekili, chief of Maui and Moloka‘i. During this season of the year (*Makahiki*), however, the fighting was temporarily suspended and the great chief of Maui, Kahekili, was free to visit the foreign ships. Samwell (1967:1151) recorded his impressions of the King and the windward slopes of the northern coast of Maui. He stated that Kahekili was "a middle aged man ... rather of a mean appearance..." and the land was "...mountainous, the sides of the hills are covered with trees...large open plains on which stand their houses & where they have their plantations of sweet potatoes, taro & c. ..." (Ibid.).

Kamakau (1961: 23-24) recounts the story of Chief Kiha-a‘pi‘i-lani who was living in Kula (*upcountry*) while hiding from his brother, Lono-a-Pi‘i-lani, who was jealous and trying to kill him. During this time, there was a famine in Kula and Makawao and the people living on weeds. One night Kiha-a‘pi‘i-lani cleared a large area of land "...that would naturally require the labor of eighty men to clear..." in order to plant sweet potatoes. In the morning the people noticed the large clearing and began asking "[w]here he will find enough sweet-potato slips to cover the patch?" So, the following day, Kiha-a‘pi‘i-lani went to Hāmākuapoko and Hali‘imaile seeking the potato slips. The natives were extremely generous and wherever he went he was given entire patches of *‘uala*. Eventually, Kiha-a‘pi‘i-lani had accumulated enough bundles of sweet potato tied with morning glory vines to return and with more than enough slips to cover every mound in the entire field.

The lands along the north coast of Maui were described in 1860 by Burns (1991:72) as:

... a complete desert, a great, barren stretch of sand and dust spread from Wailuku to Pā‘ia, except for a little cattle grazing land around the present location of Spreckelsville.

In spite of this, sugar cane became a major industry in the 1800s. The Hawaiian Commercial Company, formed by Claus Spreckels, developed the area around and to the west of Spreckelsville. Concurrently, the S.T. Alexander and H.P. Baldwin Company developed the area east of Spreckelsville up to, and including, Pā‘ia. In 1880, Claus Spreckels managed to acquire fee simple title to the Wailuku *Ahupua‘a* (approximately 440,000 acres, Grant 3343), including the Wailuku Commons that had been Crown Lands owned by Ruth Ke‘elikolani. In 1926, Alexander and Baldwin acquired Spreckels’ Hawaiian Commercial Company interests in Maui.

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

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

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

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

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

PREVIOUS ARCHAEOLOGY

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

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

Clark and Toenjes (1987) conducted a study along the northern Maui shoreline. Six subsurface cultural features were identified during the survey; several of these are located in close proximity to the project area. The sites were functionally interpreted as traditional Hawaiian fishing and habitation sites (Clark and Toenjes 1987). Charcoal samples submitted for dating from this study yielded dates of A.D. 1420-1810 for coastal occupation. Burials were also identified during the study (Ibid.). The Baldwin Beach Burial Site (State Site. 50-50-05-1171) is located along the western portion of the H.A. Baldwin Park (Ibid.).

State Site 50-50-05-1063, representing the Ku‘au Petroglyphs, are located southwest of Ku‘au peninsula. The petroglyphs have been cut into a boulder located on a coral sand beach near an intermittent drainage. The boulder itself is 2.2 m in diameter by 0.7 m high and is inscribed with five linear human figures (Clark and Toenjes 1987:12). Associated with the Ku‘au Petroglyphs, a modified boulder occurring 16 m to the south of the petroglyphs and measuring 2.4 m long by 1.4 m wide, exhibits a shallow linear groove 0.36 m long that has been carved across the central portion of the boulder’s surface. The groove is surrounded by at least ten shallow, smooth depressions ranging from 0.18 m to 0.33 m in diameter. The modifications to the boulder have been interpreted to represent adze sharpening grooves. The depressions are undoubtedly the result of grinding and polishing adzes in the later stages of adze manufacture (Ibid.).

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

Subsurface testing conducted in 1991 on either side of Spreckelsville Beach Road led to the identification of several cultural deposits (State Site 50-50-04-2849) (Toenjes *et al.* 1991). Radiocarbon dates from documented cultural layers yielded occupation ranges of A.D. 1230 to 1765. One radiocarbon sample from the shoreline yielded a very early date of A.D. 410 to 615 (Ibid.).

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

In 2001, Scientific Consultant Services, Inc. (Morawski and Spear 2001) conducted an Inventory Survey of 0.25 acres in the Pā‘ia Youth and Cultural Center, located on a coastal parcel on Pā‘ia Bay. Based on the presence of several large native Hawaiian coastal cemeteries within the Hāmākua Poko Ahupua‘a, it seemed likely that this area was once the location of pre-Contact habitation and possible burials. During the survey an historic trash deposit containing bottle glass, metal objects, and a ceramic sherd (State Site 50-50-05-5124) was identified. The trash deposit was interpreted as associated with nearby railroad and military structures.

Fredericksen and Fredericksen (2004) conducted fieldwork for an Archaeological Assessment in a portion of former sugarcane lands [TMK: (2) 2-5-005: por. 018]. Fourteen power poles were to be installed by MECO in the area. The Assessment and subsequent monitoring, during which fourteen holes 2.0 to 2.3 m deep were excavated, did not reveal the presence of cultural deposits.

In 2004, Scientific Consultant Services, Inc. (Chaffee and Dega 2005) conducted an Archaeological Inventory Survey of the Pā‘ia Town Center Project. Two archaeological sites were newly identified: State Site 50-50-05-6736, five historic buildings, and State Site 50-50-05-5519, an Historic-era refuse pit containing Historic Period glass bottles and ceramic shards. Subsequently, Scientific Consultant Services, Inc. (Dagher and Dega 2011) conducted Archaeological Monitoring of the Pā‘ia Town Center Project. During the Archaeological Monitoring program, four subsurface pit features were newly identified. Based on the findings of the Archaeological Monitoring, State Site 50-50-05-5519 was re-interpreted as associated with the Plantation Era/Historic Period.

Along the eastern flank of the current project area, Rotunno-Hazuka and Pantaleo (2005) conducted Archaeological Monitoring for the installation of fifty-three steel power poles from Baldwin Park to Holomua [TMK: (2) 2-5-005:018]. The authors note the presence of Kalahau Cemetery (State Site 50-50-04 -1064), Hamakuapoko burials, and Kuau petroglyphs (State Site 50-50-04-1063) nearby the project area. The Archaeological Monitoring Report for this project was not available at the SHPD office to discuss the results in this document.

O'Rourke (2005) conducted pedestrian survey and testing of approximately 1400 m² of land in the Maui Country Club, a 65-acre parcel located between Spreckelsville and Pā'ia, in the *ahupua'a* of Wailuku, Wailuku District, Maui Island, Hawai'i [TMK: (2) 3-8-078:001]. Subsurface testing was conducted on two occasions: approximately 400 m² of land immediately surrounding the Clubhouse along its north, east, and west sides, including the service driveway, were tested from December 15 to 17, 2003. The second testing program was conducted from April 19 to 21, 2004; it focused solely on approximately 1000 m² on the open lawn area located immediately to the north of the Clubhouse. Pedestrian survey of the project area failed to reveal the presence of extant surface features of a traditional nature, not at all surprising considering the high degree of alterations the area has undergone in the 20th century. Trenching did yield positive results. Part of a late 19th/early 20th century railroad berm was encountered in one unit (State Site 50-50-05-5562). Numerous modern subsurface features were encountered, including various modern *imu* associated with the Maui Country Club's annual *luau*, and a concrete cistern embedded in a reddish clay matrix (State Site 50-50-05-5561). Although no *in situ* traditional features were encountered, human remains were found in the sand fill associated with the cistern. The human remains consisted primarily of post-cranial skeletal fragments of one individual (State Site 50-50-05-5563) and was preserved, following an accepted BTP (O'Rourke 2005). Finally, as a historic structure, the Clubhouse was designated State Site 50-50-05-5502. Monitoring around the Clubhouse and along an adjacent golf course pathway did not lead to the identification of cultural resources (O'Rourke-personal communication).

An Archaeological Assessment was conducted on a 9.262-acre parcel in Paia, Hamakuapoko Ahupua'a [TMK: (2) 2-5-005: 018 and 061 pors.] by Fuentes *et al.* (2011). This project area is to the southeast of the current project area, nearer Paia Town. Both survey and testing, the latter via fourteen stratigraphic trenches, only revealed till-zone soils associated with expansive sugarcane cultivation, as is common along the southern flank of the Hana Highway in this area.

CONSULTATION

Consultation was conducted in the form of correspondence transmitted electronically and via the U.S. Postal Service (USPS). Consultation was sought from Dr. Kamana'opono M. Crabbe, Chief Executive Officer, Office of Hawaiian Affairs; Brian McAfferty, community member; Aimoku Pali, community member; Mike Suda, community member; Michael Howden, community member; Paul Ueoka, community member; Ruth Mukai, community member; Barbara Long, community member; Richard Lucas, community member; Roy Newton, Office of

Hawaiian Affairs, Maui; Thelma Shimaoka, Office of Hawaiian Affairs, Maui; Lui K. Hokoana, President, Central Maui Civic Club; V. Hinano Rodrigues, State Historic Preservation Division, Culture and History Branch Chief; William Ho‘ohuli, community member; Maui Tomorrow; Hale Mahaolu; Maui Sierra Club; Hōkūlani Holt-Padilla, Cultural Program Director, Maui Arts and Cultural Center; Jocelyn Perreira, Lucienne de Naie, community member; Leslie Kulioloio, community member; Jan Dapitan, community member; Walter Ouye, community member; Leimana DaMate, Executive Director, Aha Moku Advisory Committee; Lance Holter, community member; Keali‘i Reichel, Kumu Hula and a former community member; and S.C. Kaahiki Solis, State Historic Preservation, Cultural Historian.

In addition, a Cultural Impact Assessment Notice was published in *The Honolulu Star-Advertiser* and in *The Maui News* on August 26, 27, and 30, 2015, and in the September 2015 issue of the OHA newspaper, *Ka Wai Ola* (see Appendix B). These notices requested information of cultural resources or activities in the area of the proposed project, stated the Tax Map Key (TMK) number, and where to respond with pertinent information. Based on the responses, an assessment of the potential effects on cultural resources in the project area and recommendations for mitigation of these effects can be proposed.

CULTURAL IMPACT ASSESSMENT RESPONSES

Analysis of the potential effect of the project on cultural resources, practices or beliefs, the potential to isolate cultural resources, maintain practices or beliefs in their original setting, and the potential of the project to introduce elements that may alter the setting in which cultural practices take place is a requirement of the OEQC (2012:13). As stated earlier, this includes the cultural resources of the different groups comprising the multiethnic community of Hawai‘i.

Consultation was received in the form of correspondence transmitted electronically and via the U.S. Postal Service (USPS). No interviews were conducted for this project as all of the participants preferred to respond in writing. Responses were received from Dr. Kamana‘opono M. Crabbe, Chief Executive Officer, Office of Hawaiian Affairs; Hōkūlani Holt-Padilla, Cultural Program Director, Maui Arts and Cultural Center; Lucienne de Naie, community member; and Lance Holter, community member (see Appendix E).

Dr. Kamana‘opono M. Crabbe

In a letter dated November 15, 2015, Dr. Crabbe stated in part, “Given the project descriptions provided, our agency has no comments at this time.”

Hōkūlani Holt-Padilla

In an e-mail dated August 3, 2015, Ms. Holt-Padilla recommended contacting Kumu Hula and former resident, Keali‘i Reichel. According to Ms. Holt-Padilla, Kumu Reichel grew up in the area and his knowledge would benefit this study.

Please note that Kumu Reichel was contacted for this study, in letters dated August 31 and October 1, 2015. Unfortunately, Kumu Reichel did not respond to our invitation to participate.

Lucienne de Naie

In an e-mail dated August 26, 2015, Mrs. De Naie stated that she had knowledge of traditional cultural practices that were practiced in the Pā‘ia area. Mrs. de Naie said that she was “...told by kama‘aina that a stream once flowed ...along Luna Place out to Paia Bay and that residents had kalo and other crops growing along it.” Mrs. de Naie suggested contacting Lance Holter, as he lives on Luna Place in what once was a Buddhist shrine and has information about it “from old time residents.” Mrs. de Naie also suggested contacting the near-by Paia Protestant Church. Mrs. de Naie, also agreed to be formally interviewed in two subsequent e-mails dated August 22, 2015 and January 23, 2016.

Please note, the Paia Protestant Church was contacted. On September 30, 2015, a response was received from Jessica Auwelo, via e-mail. In her e-mail, Ms. Auwelo stated that her grandmother, Eunice passed away in December [2014] and suggested that Lenny English be invited to participate. Mr. English was contacted, telephone, but did not respond.

Lance Holter

Lance Holter responded via an e-mail, dated September 2, 2015. In his testimony, Mr. Holter states he has been a property owner and resident of Pā‘ia since 1984. Since 1984, Mr. Holter has lived in a former Japanese Buddhist Church located at 58 and 59 Luna Place [TMK: (2) 2-6-005: 018 and 019 since 1984. My name is Lance Holter, I have been a property owner and resident of Paia since 1984. Since 1994 I have lived at 58 and 59 Luna Place TMK: (2) 2-6-005: 018 and 019. Mr. Holter’s testimony is presented below and in Appendix E:

I was told by long time (but now deceased) neighbors on Luna Place that the small plantation houses on Luna were residential rental properties owned by Nobuichi Kobayashi who developed the Kahokuoluna Tract, Paia and back then owned the building now known as Charley’s Restaurant TMK (2) 2-6-005;004. During WW II it was a USO and or officers club. When the properties were developed in the early 1900’s cars were new to the Island and Mr. Kobayashi was a Paia plantation town figure in his model T. Presumably this is why Luna Place is narrow at only 20’ feet wide since automobiles were not as available then as they are now and people in those times were more often walking to their destinations. Luna Place is a private roadway not maintained by the County, however it has a

county sewer in it and a very old 2” water line serving the residences on Luna Place.

I have seen old sewer maps at the Maui County Sanitation Office that showed some of the older structures in the Luna Place vicinity. For example the County Parking lot TMK (2) 2-6-005; 107 showed an old pop or soda bottling company, other structures and I was told, a sewing school before it became a parking lot. Next to the parking lot is the Ikeda Building TMK (2) 2-6-005; 001 which fashioned Ikeda jeans and work clothes for the plantation field workers.

The property where I live, 58 Luna is a former Buddhist Church, the structures dating from the 1930’s and previously owned by the Okuda family. It had been abandoned for about ten years until I purchased it approximately around 1992. There are 13 original shrines on this property. Also upstairs are the remains of the Alter. I understand from a building inspector, who came by around 1994 that Reverend Okuda practiced a healing method using massage, pressure points, and chanting and prayer. He said his Japanese grandmother would bring him to Reverend Okuda when he had a stomach ache. Old residents of Paia told me a tea and lantern and Mochi ceremony was practiced once a month with all the shrines lit up with candles, as well as, lanterns hung from the large spreading trees. When the church was used as a healing temple a circular route took devotees around and past all of the shrines as each shrine was a healing shrine which represented different parts of the body. There were interesting old Japanese writings on scrolls inside the shrines but during the abandonment period the shrines were destroyed and damaged and looted by vandals. When one completed the circuit they proceeded upstairs to the Alter and prayed and were treated by the Reverend. At other times, during the work week, plate lunches were served at the Church to the sewing students from the school and to the workers at the Ikeda jean factory. They came in through the back gate, to the West, from parcels 107 and 001. Mochi was also made at and served during celebrations at the Church.

I was told that at one time there was a stream that flowed through the West side of Luna Place area to the ocean at Paia Bay. Work in the sugar cane fields changed its slope, contour, direction and sheet flow so that now it heads over to the East to Kuau Bay View. In my yard is evidence of an old stream bed with large boulders and stream rocks.

SUMMARY

The “level of effort undertaken” to identify potential effect by a project to cultural resources, places or beliefs (OEQC 2012) has not been officially defined and is left up to the investigator. A good faith effort can mean contacting agencies by letter, interviewing people who

may be affected by the project or who know its history, researching sensitive areas and previous land use, holding meetings in which the public is invited to testify, notifying the community through the media, and other appropriate strategies based on the type of project being proposed and its impact potential. Sending inquiring letters to organizations concerning development of a piece of property that has already been totally impacted by previous activity and is located in an already developed industrial area may be a “good faith effort.” However, when many factors need to be considered, such as in coastal or mountain development, a good faith effort might mean an entirely different level of research activity.

In the case of the current undertaking, letters of inquiry were sent to individuals and organizations that may have knowledge or information pertaining to the collection of cultural resources and/or practices currently, or previously, conducted in close proximity to the current project area of a 4402 square foot (0.101 acres) property located at 150 Luna Place, Pā‘ia Hāmākua Poko Ahupua‘a, Makawao District, Island of Maui [TMK: (2) 2-5-005:005] (see Figures 1 through 3). The subject property is owned by Vintage Rentals, LLC.

Historical and cultural source materials were extensively used and can be found listed in the References Cited portion of this report. Such scholars as Samuel Kamakau, Martha Beckwith, Jon J. Chinen, Lilikalā Kame‘eleihiwa, R. S. Kuykendall, Marion Kelly, E. S. C. Handy and E.G. Handy, and Mary Kawena Puku‘i and Samuel H. Elbert continue to contribute to our knowledge and understanding of Hawai‘i, past and present. The works of these and other authors were consulted and incorporated in this report where appropriate. Land use document research was supplied by the Waihona ‘Aina Database (2015).

CULTURAL ASSESSMENT AND RECOMMENDATIONS

Analysis of the potential effect of the project on cultural resources, practices or beliefs, its potential to isolate cultural resources, practices or beliefs from their setting, and the potential of the project to introduce elements which may alter the setting in which cultural practices take place is also a suggested guideline of the OEQC (2012). Based on historical research and the response from those organizations and individuals contacted, it is reasonable to conclude that Hawaiian rights related to gathering, access or other customary activities within the project area will not be affected and there will be no adverse effect upon cultural practices or beliefs.

Based on community response, archival research and historic alterations to the land, it is reasonable to conclude that, pursuant to Act 50, the exercise of native Hawaiian rights related to

gathering, access, or other traditional cultural activities will not be affected by further development within the project area. The existence of Pā‘ia Town for over one hundred years and the impact of sugar cultivation in the vicinity has seriously altered the integrity of the area as a place of traditional Hawaiian significance.

However, although not officially on the National Register, Pā‘ia is celebrated as a “Historic Plantation Town” (Paia Main Street Association in McGerty and Spear 2004: 10) and contains many structures, including the Mercantile Building and possibly others on the parcel, representing that time period. When defining a traditional cultural property, the National Register Bulletin 38 has stated:

A traditional cultural property... can be defined generally as one that is eligible for inclusion in the Nation Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community’s history, and (b) are important in maintaining the continuing cultural identity of the community.

Clearly, Pā‘ia’s history is significant to a *living community* and its structures *are rooted in that community’s history*, as discussed in National Bulletin 38. Therefore, it is our recommendation that the property owner consider mitigation efforts that would include methods recommended by the Tri-Isle Main Street Resource Center (McGerty and Spear 2004: ii, 8, 11), such as, period architecture, historic plaques, use of traditional building materials, period landscaping, and curb and sidewalk construction appropriate to the historical content of the town. If reconstruction is necessary, the incorporation of the original façade of a building may provide a solution in keeping with the historical ambiance of the town. Close coordination and consultation between the property owner and the above organization is encouraged throughout the planning period.

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APPENDIX A: EXAMPLE LETTER OF INQUIRY

August XX, 2015

Dear:

At the request of Cinco Young, in association with Vintage Rentals LLC (landowner), Scientific Consultant Services, Inc. (SCS) is preparing a Cultural Impact Assessment (CIA) pertaining to the proposed change of zoning and usage from residential to commercial of a 4,402 square foot (0.101 acre) property located at 150 Luna Place, Pā'ia, Hāmākua Poko Ahupua'a, Makawao District, Maui Island, Hawai'i [TMK: (2) 2-6-005:005] (Figures 1 through 3).

This Cultural Impact Assessment (CIA) is in compliance with the statutory requirements of the Federal National Environmental Policy Act (NEPA), the State of Hawai'i Revised Statute (HRS) Chapter 343 Environmental Impact Statements Law, in accordance with the State of Hawai'i Department of Health's Office of Environmental Quality Control (OEQC) Guidelines for Assessing Cultural Impacts as adopted by the Environmental Council, State of Hawai'i on November 19, 1997,

According to the *Guidelines for Assessing Cultural Impacts* (Office of Environmental Quality Control, Nov. 1997):

The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs... The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural which support such cultural beliefs...

The purpose of this Cultural Impact Assessment (CIA) is to identify and understand the importance of any traditional Hawai'ian and/or historic cultural resources or traditional cultural practices associated with the subject property and the surrounding *ahupua'a*. In an effort to promote responsible decision-making, the CIA will gather information about the project area and its surroundings through research and interviews with individuals and organizations that are knowledgeable about the area in order to assess potential impacts to the cultural resources, cultural practices, and beliefs

identified as a result of the proposed project. We are seeking your *kōkua* (help) and guidance regarding the following aspects of our study:

- General history as well as present and past land use of the project area;
- Knowledge of cultural resources which may be impacted by future development of the project area (*i.e.* historic and archaeological sites, as well as human burials);
- Knowledge of traditional gathering practices in the project area, both past and on-going;
- Cultural associations of the project area and surrounding area, such as legends, traditional uses and beliefs;
- Referrals of individuals and organizations who might be willing to share their cultural knowledge of the project area and the *ahupua‘a*; and
- Due to the sensitive nature regarding *iwi kūpuna* (burials) remains discovered, *mana‘o* (thoughts) regarding *nā iwi kūpuna* (burials) will be greatly appreciated.

Thus, we are asking you for any information that you or other individuals have which might contribute to the knowledge of traditional cultural activities that were, or are currently, conducted in the vicinity of the proposed project area. We are also asking for any information pertaining to traditional cultural activities or traditional rights which may be impacted by the proposed undertaking. The results of the cultural impact assessment are dependent on the response and contributions made by individuals, such as you.

Enclosed are maps showing the proposed project area. Please contact me at the Scientific Consultant Services, Honolulu, office at (808) 597-1182 with any information or recommendations concerning this Cultural Impact Assessment. Individual meetings will be scheduled with anyone who would like to talk in person. Interviews can also be conducted via telephone or e-mail.

Sincerely yours,

Cathleen Dagher
Senior Archaeologist
cathy@scshawaii.com

Enclosures (3)

Cc:

APPENDIX B: NEWSPAPER NOTICE AND AFFIDAVIT

Scientific Consultant Services, Inc. (SCS), on behalf of Cinco Young, and Vintage Rentals LLC (landowner), is preparing a Cultural Impact Assessment and is seeking information on cultural resources and practices related to a 4,402 square foot property located at 150 Luna Place, Pā`ia, Hāmākua Poko Ahupua‘a, Makawao District, Maui Island, Hawai‘i [TMK: (2) 2-6-005:005] (Please respond within 30 days to Cathleen Dagher of SCS at (808) 597-1182.

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF
CIA Notice for 150 Luan Place, Paia (SCS Proj 1742)

STATE OF HAWAII }
} SS.
City and County of Honolulu }

Doc. Date: AUG 31 2015 # Pages: 1

Notary Name: Patricia K. Reese First Judicial Circuit

Doc. Description: Affidavit of
Publication

Patricia K. Reese AUG 31 2015
Notary Signature Date



Lisa Kaukani being duly sworn, deposes and says that she is a clerk, duly authorized to execute this affidavit of Oahu Publications, Inc. publisher of The Honolulu Star-Advertiser, MidWeek, The Garden Island, West Hawaii Today, and Hawaii Tribune-Herald, that said newspapers are newspapers of general circulation in the State of Hawaii, and that the attached notice is true notice as was published in the aforementioned newspapers as follows:

- Honolulu Star-Advertiser 3 times on:
08/26, 08/27, 08/30/2015
- MidWeek 0 times on:
- The Garden Island 0 times on:
- Hawaii Tribune-Herald 0 times on:
- West Hawaii Today 0 times on:

Other Publications: 0 times on:

And that affiant is not a party to or in any way interested in the above entitled matter.

Lisa Kaukani
Lisa Kaukani

Subscribed to and sworn before me this 31st day of August A.D. 2015

Patricia K. Reese
Patricia K. Reese, Notary Public of the First Judicial Circuit, State of Hawaii

My commission expires: Oct 07, 2018

Ad # 0000790599

SP.NO.: _____ L.N.

Scientific Consultant Services, Inc. (SCS), on behalf of Cinco Young, and Vintage Rentals LLC (landowner), is preparing a Cultural Impact Assessment and is seeking information on cultural resources and practices a 4,402 square foot property located at 150 Luan Place, Paia, Hamakua Piko Ahupua'a, Makawao District, Maui Island, Hawaii (TMK: (2) 2-6-005:005) (Please respond within 30 days to Cathleen Dagher of SCS at (808) 597-1182. (SA790599 8/26, 8/27, 8/30/15)



APPENDIX C: EXAMPLE FOLLOW-UP LETTER

October X, 2015

Aloha kāua:

This is the follow-up to our August 25, 2015 letter seeking information pertaining to traditional cultural practices. At the request of Cinco Young, in association with Vintage Rentals LLC (landowner), Scientific Consultant Services, Inc. (SCS) is preparing a Cultural Impact Assessment (CIA) pertaining to the proposed change of zoning and usage from residential to commercial of a 4,402 square foot (0.101 acre) property located at 150 Luna Place, Pā‘ia, Hāmākua Poko Ahupua‘a, Makawao District, Maui Island, Hawai‘i [TMK: (2) 2-6-005:005].

This Cultural Impact Assessment (CIA) is in compliance with the State of Hawai‘i Revised Statute (HRS) Chapter 343 Environmental Impact Statements Law, and in accordance with the State of Hawai‘i Department of Health’s Office of Environmental Quality Control (OEQC) Guidelines for Assessing Cultural Impacts as adopted by the Environmental Council, State of Hawai‘i on November 19, 1997.

According to the *Guidelines for Assessing Cultural Impacts* (Office of Environmental Quality Control, Nov. 1997):

The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs... The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural which support such cultural beliefs...

The purpose of this Cultural Impact Assessment (CIA) is to identify and understand the importance of any traditional Hawaiian and/or historic cultural resources or traditional cultural practices associated with the subject property and the surrounding *ahupua‘a*. In an effort to promote responsible decision-making, the CIA will gather information about the project area and its surroundings through research and interviews with individuals and organizations that are knowledgeable about the area in order to assess potential impacts to the cultural resources, cultural practices, and beliefs identified as a result of the proposed project. We are seeking your *kōkua* (help) and guidance regarding the following aspects of our study:

- General history as well as present and past land use of the project area;
- Knowledge of cultural resources which may be impacted by future development of the project area (*i.e.* historic and archaeological sites, as well as human burials);

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- Referrals of individuals and organizations who might be willing to share their cultural knowledge of the project area and the *ahupua'a*; and
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Thus, we are asking you for any information that you or other individuals have which might contribute to the knowledge of traditional cultural activities that were, or are currently, conducted in the vicinity of the proposed project area. We are also asking for any information pertaining to traditional cultural activities or traditional rights which may be impacted by the proposed undertaking. The results of the cultural impact assessment are dependent on the response and contributions made by individuals, such as you.

Please contact me at the Scientific Consultant Services, Honolulu, office at (808) 597-1182 with any information or recommendations concerning this Cultural Impact Assessment. Individual meetings will be scheduled with anyone who would like to talk in person. Interviews can also be conducted via telephone or e-mail.

Sincerely yours,



Cathleen Dagher
Senior Archaeologist
cathy@scshawaii.com

Cc:

APPENDIX D: RESPONSE

Lance Holter
P.O. Box 790656
Paia, HI 96779
email holter@maui.net tele 1-808-579-9442

September 2, 2015
Cathleen Dagher
Scientific Consultant Services INC.
Email cathy@scshawaii.com

RE: Cultural Impact Assessment, zoning change TMK (2) 2-6-005; 005

My name is Lance Holter, I have been a property owner and resident of Paia since 1984. Since 1994 I have lived at 58&59 Luna Place TMK (2) 2-6-005; 018&019.

I was told by long time (but now deceased) neighbors on Luna Place that the small plantation houses on Luna were residential rental properties owned by Nobuichi Kobayashi who developed the Kahokuoluna Tract, Paia and back then owned the building now known as Charley's Restaurant TMK (2) 2-6-005;004. During WW II it was a USO and or officers club. When the properties were developed in the early 1900's cars were new to the Island and Mr. Kobayashi was a Paia plantation town figure in his model T. Presumably this is why Luna Place is narrow at only 20' feet wide since automobiles were not as available then as they are now and people in those times were more often walking to their destinations. Luna Place is a private roadway not maintained by the County, however it has a county sewer in it and a very old 2" water line serving the residences on Luna Place.

I have seen old sewer maps at the Maui County Sanitation Office that showed some of the older structures in the Luna Place vicinity. For example the County Parking lot TMK (2) 2-6-005; 107 showed an old pop or soda bottling company, other structures and I was told, a sewing school before it became a parking lot. Next to the parking lot is the Ikeda Building TMK (2) 2-6-005; 001 which fashioned Ikeda jeans and work clothes for the plantation field workers.

The property where I live, 58 Luna is a former Buddhist Church, the structures dating from the 1930's and previously owned by the Okuda family. It had been abandoned for about ten years until I purchased it approximately around 1992. There are 13 original shrines on this property. Also upstairs are the remains of the Alter. I understand from a building inspector, who came by around 1994 that Reverend Okuda practiced a healing method using massage, pressure points, and chanting and prayer. He said his Japanese grandmother would bring him to Reverend Okuda when he had a stomach ache. Old residents of Paia told me a tea and lantern and Mochi ceremony was practiced once a month with all the shrines lit up with candles, as well as, lanterns hung from the large spreading trees. When the church was used as a healing temple a circular route took devotees around and past all of the shrines as each shrine was a healing shrine which represented different parts of the body. There were interesting old Japanese writings on scrolls inside the shrines but during the abandonment period the shrines were destroyed and damaged and looted by vandals. When one completed the circuit they proceeded upstairs to the Alter and prayed and were treated by the Reverend. At other times, during the work week, plate lunches were served at

the Church to the sewing students from the school and to the workers at the Ikeda jean factory. They came in through the back gate, to the West, from parcels 107 and 001. Mochi was also made at and served during celebrations at the Church.

I was told that at one time there was a stream that flowed through the West side of Luna Place area to the ocean at Paia Bay. Work in the sugar cane fields changed its slope, contour, direction and sheet flow so that now it heads over to the East to Kuau Bay View. In my yard is evidence of an old stream bed with large boulders and stream rocks.

Lance W. Holter



APPENDIX E
Preliminary Engineering Report

PRELIMINARY ENGINEERING REPORT

FOR

PAIA TRADE CENTER

**150 Luna Place
Pa'ia, Maui, Hawaii**

TMK: (2) 2-6-005: 005

Prepared by
Alika P. Seki, P.E.

November 6, 2015



This work has been prepared by me or under my supervision.

Linda V. Taylor, P.E.

Linda Taylor Engineering, Inc.
P.O. Box 779, Makawao, Maui, Hawai'i, 96768
(808) 572-2688

Paia Trade Center
150 Luna Place
Pa'ia, Maui, Hawaii
TMK: (2) 2-6-005:005

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EXHIBITS

- A. Existing Condition – topographic survey, Akamai Land Surveying (Dec. 14, 2007)
- B. Proposed Condition – proposed site plan, Gregory Skog Architects, Inc. (Jan. 27, 2011)

CALCULATIONS

Universal Rational Method Calculation with Unit Hydrograph

Paia Trade Center
150 Luna Place
Pa'ia, Maui, Hawaii
TMK: (2) 2-6-005:005

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 site is located at 150 Luna Place, Pa'ia, Maui, Hawaii, and is designated by Tax Map Key (2) 2-6-005: 005. The property is approximately 4,402 square feet in size.

The property is bounded on the north by the Church of the Eternal Rider, to the west by Hana Highway, to the south by Luna Place, and to the east by a residence. Directly across Luna Place to the south is Charley's Restaurant & Saloon. Currently there is a house and two buildings on the property with sidewalks, concrete rock wall along Luna Place and eastern property line and an existing driveway from Luna Place.

The applicant would like to redevelop the subject parcel for commercial use. The existing garage and shed shall be demolished and the existing 948 sq. ft. dwelling shall be remodeled to conform to the Country Town Design Guidelines for Pa'ia-Haiku. This usage of the parcel will require an amendment to the Community Plan from Residential to Country/Town Business. Pedestrian access from Hana Highway will be maintained, as well as vehicular access from Luna Place. A new 3-space parking lot is proposed in the location where the garage and shed are currently located.

EXISTING INFRASTRUCTURE:

ROADWAYS

The property is fronted to the North by Hana Highway, and to the West by Luna Place. Vehicular access to the property is currently via Luna Place. Hana Highway is a 2-lane, state-owned roadway, with an approximate right-of-way width of 60 feet. Hana Highway has curb and gutter as well as sidewalks on both sides in the area fronting the subject parcel.

Luna Place is a privately-owned, gravel roadway, with an approximately right-of-way width of 20 feet. Luna Place access Hana Highway via a driveway apron depression in the sidewalk adjacent to the Highway. The entire width of the Luna Place right-of-way is covered in patchy gravel and exposed ground. Power poles, serving adjacent properties, run along the west side of Luna Place.

The posted speed limit along Luna Place fronting the subject property is less than 20 miles per hour. The required sight distance for 20 mph to the left is 215 feet and to the right is 150 feet. The sight distance for the proposed driveway to access the new parking lot is evaluated as follows; LEFT approximately 400' to the dead end of Luna Place, RIGHT approximately 110' to the intersection of Luna Place with Hana Highway. Sight distance for the driveway to the proposed parking area is adequate.

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DRAINAGE

The lot is approximately 2.5 to 3 feet higher than the adjacent roadways and properties. On-site stormwater runoff appears to flow from the property to the west onto Luna Place, where it sits in puddles and/or flows to the existing curb and gutter, then eventually the County of Maui Drainage system on Hana Highway. The subject lot slopes an average of 5% from east to west.

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 PcB of the Paia Silty Clay Series, 3 to 7% slopes. This soil type is characterized as having moderate runoff and low permeability. The hazard of erosion is slight to moderate.

SEWER

The property is served by an existing sewer lateral (assumed to be 4"), which ties into the existing 8" sewerline on Luna Place. The existing 8" sewerline on Luna Place ties into the existing 8" sewerline on Hana Highway at connection point Manhole #KA32OO1000.

WATER

The existing 5/8" water meter will be relocated (with new backflow preventer) to the northeastern corner of the property as part of the Hana Highway water improvements currently under construction. There is also a proposed 4" fireline directly to the west of the proposed water meter location that will be installed as part of these water system improvements.

ELECTRIC, TELEPHONE AND CABLE TV

Electric service to the property is brought by overhead electric line running along the opposite (west) side of Luna Place. Overhead service comes off of Power Pole #1 (2), which is across Luna Place from the southwest property corner.

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ANTICIPATED INFRASTRUCTURE IMPROVEMENTS:

ROADWAYS

Per the Country-Town Design Guidelines for Pa'ia-Haiku the right of way for Luna Place shall be improved from the intersection with Hana Highway for a length of 110' in the southerly direction, along the entire frontage of the subject property. The road shall be paved for a width of 16' to be centered on the existing 20' right-of-way. The remaining 2' shoulder on either side shall be grassed to prevent erosion.

DRAINAGE

For onsite drainage, drainage areas of 100 acres or less, the Rational Method, as described in the "Title MC-15, Department of Public Works and Waste Management, County of Maui, Chapter 4, rules for the design of Storm drainage Facilities in the County of Maui" are used in calculating rainfall runoff. Calculations are based on a 50-year storm event.

An **increase** in runoff of approximately **0.8 cfs** will be expected due to the proposed improvements. The existing runoff volume for the subject site is **96 CF**. The proposed runoff due to the anticipated improvements will be **131 CF**. The net increase in runoff due to the anticipated improvements is **35 CF**. See attached calculations.

SEWER

Wastewater will continue to discharge to the County system via the existing 8" sewerline on Luna Place that connects to the existing 8" sewerline on Hana Highway. A property sewer manhole will be required to be installed by the County of Maui, Wastewater Reclamation Division (Per Maui County Code 14.25A.130.F). The property sewer manhole shall be installed over the existing service lateral, the center of which shall be no more than 5' from the property line.

WATER

The existing 5/8" water meter has a capacity of 30.1 fixture units or 20 gallons per minute. Water use calculations shall be completed for the new usage to determine whether the existing 5/8" water meter will have adequate capacity, or if an upgrade will be required.

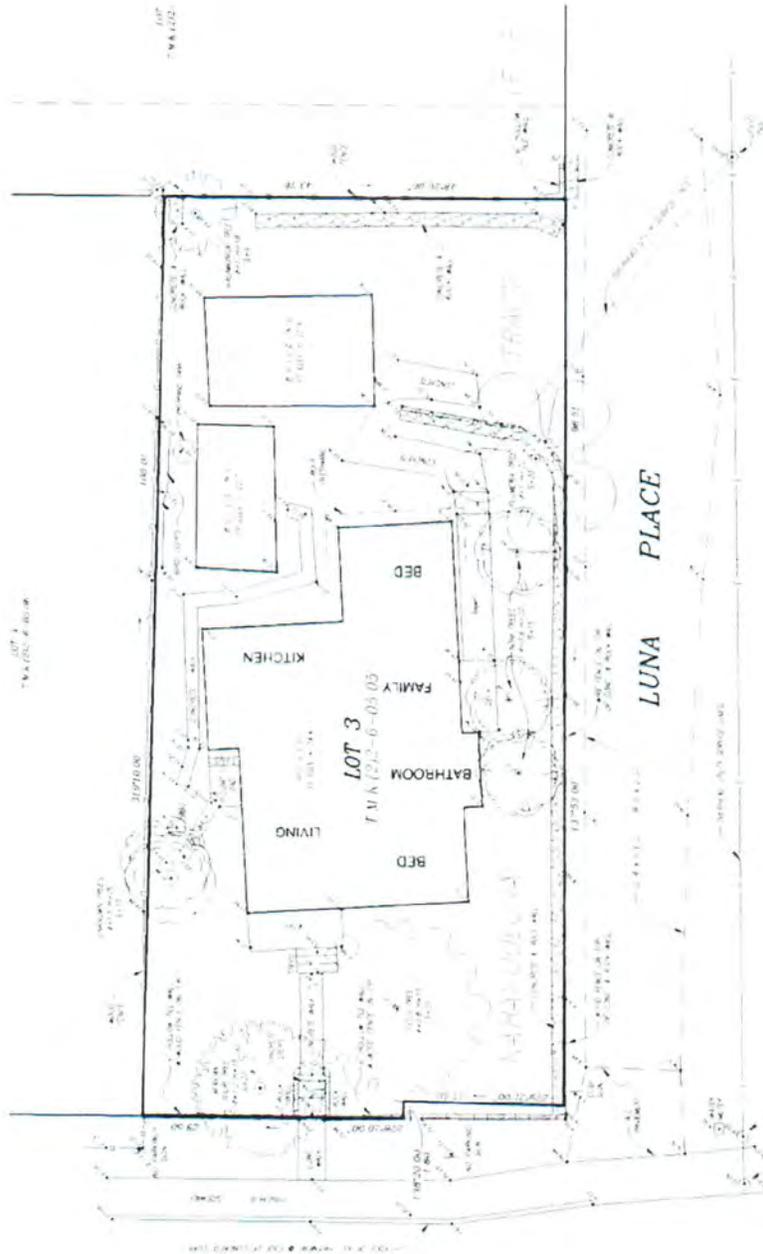
ELECTRIC, TELEPHONE AND CABLE TV

Power poles will remain in place on the western shoulder of Luna Place. Overhead service will continue from the overhead service from Power Pole 1 (2).

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EXHIBITS

- A. Existing Condition – topographic survey, Akamai Land Surveying (Dec. 14, 2007)
- B. Proposed Condition – proposed site plan, Gregory Skog Architects, Inc. (Ja. 27, 2011)



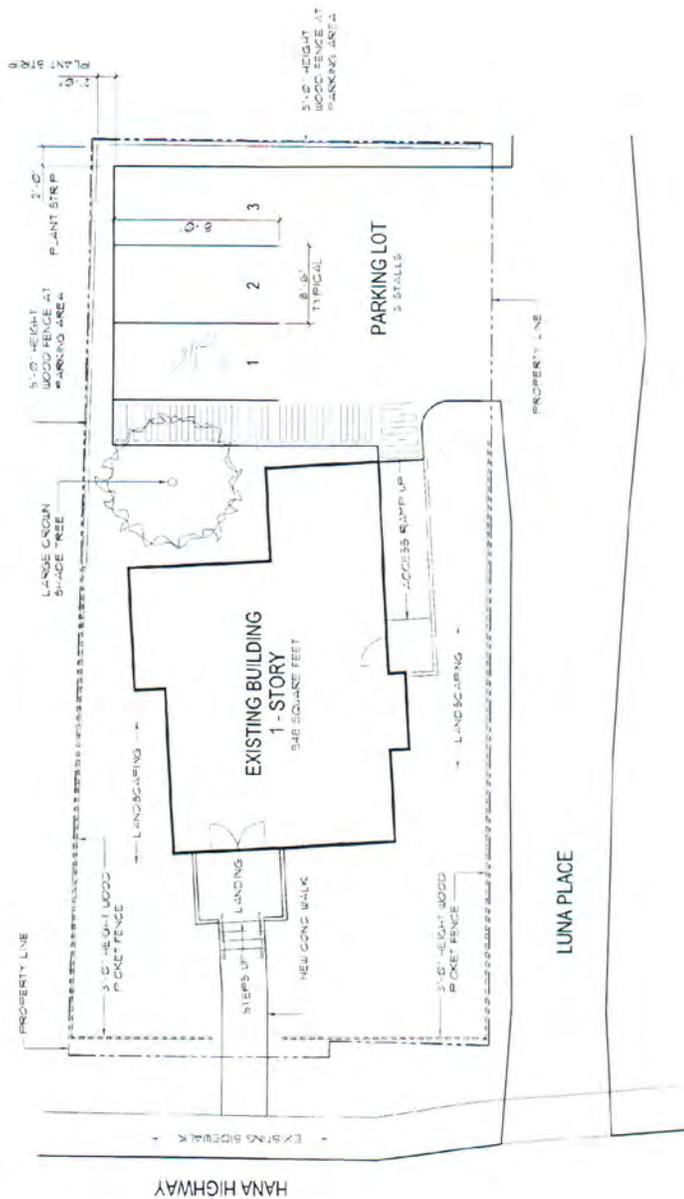
EXISTING SITE PLAN

SCALE: 1" = 20'



Linda Taylor Engineering, Inc.
 Post Office Box 779, Makawao, Maui, Hawaii

EXHIBIT A



PROPOSED SITE PLAN

SCALE: 1" = 20'



Linda Taylor Engineering, Inc.
 Post Office Box 779, Makawao, Maui, Hawaii

EXHIBIT B

Paia Trade Center
150 Luna Place
Pa'ia, Maui, Hawaii
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CALCULATIONS

Universal Rational Method Calculation with Unit Hydrograph

HYDROLOGIC CALCULATIONS: TOTAL ANTICIPATED IMPROVEMENTS

Objective: To Determine the storage requirements for anticipated increase in onsite surface runoff attributable to the project development. A recurrence interval of fifty (50) years is used.

I. Project Parameters:**50-Yr. - 1-Hr. Rainfall:**

From "Rainfall Frequency Atlas of the Hawaiian Islands", for Paia, Maui,
R(50 Yr. - 1 Hr.) = 2.75 inches

Total Area:

Area (Ac.): **4,402 SF = 0.101**

II. Determine Pre-Development Runoff:**Pre-Development Runoff Coefficients:**

Infiltration:	Medium	0.07
Relief:	Rolling (5-15%)	0.03
Vegetal Cover:	High (50-90%)	0.00
Development Type:	Agricultural	0.15
Runoff Coeff., $C_{undeveloped}$:		0.25
$C_{undeveloped}$:	0.25	; $C_{impervious}$: 0.95
$C_{weighted} = \frac{A_{impervious}C_{impervious} + A_{undeveloped}C_{undeveloped}}{A_{total}}$		
$\frac{1,688 \text{ SF} \times 0.95 + 2,714 \text{ SF} \times 0.25}{4402 \text{ S.F.}}$		= 0.52

Pre-Development Time of Concentration:

Approx. Elev. Diff'l (ft):		4
Higher Elev. (ft):	24	
Lower Elev. (ft):	20	
Approx. Runoff Length (ft):		70
Average Slope:		5.7%
Time of Concentraion (min.):		7.5

Pre-Development Intensity:

Intensity (in/hr.): **6.14**

Pre-Development Runoff:

$Q = C_{weighted} \times I \times A$ (cfs): **0.32**

Allowable Release Volume - Q (allowable):

0.32

III. Determine Post-Development Runoff:**Post-Development Runoff Coefficients:**

Runoff Coeff., $C_{undeveloped}$:		0.25
$C_{undeveloped}$:	0.25	; $C_{impervious}$: 0.98
$C_{weighted} = \frac{A_{impervious}C_{impervious} + A_{undeveloped}C_{undeveloped}}{A_{total}}$		
$\frac{2,504 \text{ SF} \times 0.95 + 1,898 \text{ SF} \times 0.25}{4,402 \text{ S.F.}}$		= 0.65

(next page)

HYDROLOGIC CALCULATIONS: TOTAL ANTICIPATED IMPROVEMENTS (continued)

Post-Development Time of Concentration:

Approx. Elev. Diff'l (ft):		4
Higher Elev. (ft):	24	
Lower Elev. (ft):	20	
Approx. Runoff Length (ft):		70
Average Slope:		5.7%
Time of Concentraion (min.):		7.5

Post-Development Intensity:

Intensity (in/hr.):	6.14
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Post-Development Total Runoff:

$Q = C_{\text{weighted}} \times I \times A$ (cfs):	0.40
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IV. Determine Adequacy of Storage Colum Provided:

Total Anticipated Improvements - Determine Required Storage Volume:

Intensity values are obtained from the Intensity-Duration Curves in Title MC-15, Maui County Code

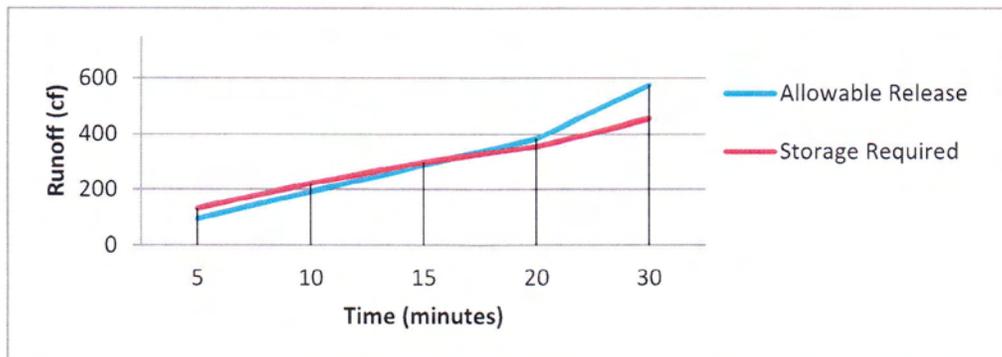
Time (min.)	I (in.hr)	Post-Dev. C x A (ac)	Accum. Runoff Vol. (cf)	Allow. Release (cf)	Storage Required (cf)	Comments
(1)	(2)	(3)	(4)	(5)	(6)	
5	6.7	0.07	131.37	96.00	35.37	PEAK STORAGE
10	5.6	0.07	220.58	192.00	28.58	
15	5.1	0.07	298.38	288.00	10.38	
20	4.5	0.07	354.51	384.00	-29.49	
30	3.9	0.07	454.95	576.00	-121.05	
45	3.3	0.07	584.94	864.00	-279.06	
60	2.8	0.07	649.94	1,152.00	-502.07	
90	2.0	0.07	709.02	1,728.00	-1,018.98	

$(COL 4) = (COL 1) \times (COL 2) \times (COL 3) \times (60 \text{ sec./min.})$

$(COL 5) = Q_{\text{allowable}} \times (COL 1) \times (60 \text{ sec./min.})$

$(COL 5) = (COL 4) - (COL 5)$

Total Anticipated Improvements Storage Req'd (cf): **35 cubic feet**





APPENDIX F
Traffic Impact Assessment Report

FINAL REPORT

September 16, 2015

Mr. Cinco Young
c/o Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Maui, Hawaii 96793-1706

Attn: Jordan Hart

Re: Traffic Impact Assessment Report
Proposed Change of Zoning
150 Luna Place, Paia, Maui, Hawaii

Dear Jordan:

Phillip Rowell and Associates have completed the following Traffic Impact Assessment Report (TIAR) for the proposed change of zoning for 150 Luna Place in the Paia area of Maui. The report is presented in the following format:

- A. Project Location and Description
- B. Purpose of Study
- C. Study Approach
- D. Description of Existing Roadways
- E. Existing Peak Hour Traffic Volumes
- F. Public Transportation
- G. Level-of-Service Concept
- H. Existing (2015) Levels-of-Service
- I. Existing Deficiencies
- J. 2020 Background Traffic Projections
- K. Project Trip Generation
- L. Background Plus Project Projections
- M. Traffic Impact Assessment
- N. Mitigation
- O. Summary and Recommendations

A. Project Location and Description

The proposed action is the change of zoning of 150 Luna Place from Residential to Country Town Business. The parcel is located in the northeast quadrant of the intersection of Hana Highway at Luna Place, which is approximately 300 feet north of Baldwin Avenue in the Paia are of Maui.

The site is currently occupied by a single-family residential building. The building will be modified to accommodate the new use as a result of the proposed zone change. The building has a floor area of 948 square feet and there are three adjacent parking spaces. See [Attachment A](#).

Access to and egress from the project will be via the intersection of Hana Highway and Luna Place, an existing intersection.

B. Purpose of Study

The purpose of this traffic assessment is to confirm that any traffic operational problems in the immediate vicinity of the project are identified, assessed and mitigated as needed to provide acceptable access and egress levels-of-service for the project.

C. Study Approach

1. A trip generation analysis was performed to determine the scope of the traffic analysis required. This analysis estimated that the project could generate approximately 10 trips during the morning peak hour and approximately 9 trips during the afternoon peak hour. This implies that the scope of work should be limited to an "access location and design review." Accordingly, the study is limited to the intersection of Hana Highway and Luna Place.
2. A field reconnaissance was performed to confirm existing roadway cross-sections, intersection lane configurations, traffic control devices, bus stop locations and surrounding land uses.
3. Existing weekday morning and afternoon peak hour traffic volumes along Hana Highway in the vicinity of the project were estimated from manual traffic counts of an adjacent intersection. Public schools were in session during this count.
4. Future traffic projections without project generated traffic at the study intersections were estimated.
5. Peak hour traffic volumes that the proposed project will generate were estimated using procedures described in the *Trip Generation Handbook*¹ and data provided in *Trip Generation Manual*.² Project generated trips were distributed and assigned to the appropriate movements at the study intersections. Future traffic projections at the study intersections with project generated traffic were then estimated.
6. A level-of-service analysis of the intersection of Hana Highway at the Project Driveway was performed using the methodology described in the *Highway Capacity Manual* (HCM). The purpose of this analysis was to confirm that the intersection will operate at an acceptable level-of-service and that there were no traffic operating deficiencies.

D. Description of Existing Roadways

Access to and from the project site is via the intersection of Hana Highway and Luna Place. The intersection is a three-legged, unsignalized intersection. The northbound and southbound approaches are Hana Highway and are the uncontrolled approaches. The westbound approach is Luna Place and is the uncontrolled approach. The northbound approach has one optional

¹ Institute of Transportation Engineers, *Trip Generation Handbook*, Washington, D.C., , p. 7-12

² Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition*, Washington, D.C., 2012

through or right turn lane. The southbound approach has one left turn lane and one through lane. The westbound approach is Luna Place and is an optional left or right turn lane. There is a crosswalk across the south leg of the intersection. See [Attachment B](#).

E. Existing Peak Hour Traffic Volumes

Current weekday peak hour traffic volumes at the study intersections were obtained from manual traffic counts at the intersection of Hana Highway at Luna Place.

The counts were performed between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. on Tuesday, May 14, 2015. Public schools were in session. The AM and PM peak hour counts are summarized on [Attachment C](#). The traffic counts include mopeds, motorcycles, buses, trucks and other large vehicles.

The traffic counts estimated that the morning peak hour volume is approximately 1,100 vehicles per hour and the peak hour occurs between 7:30 AM and 8:30 AM. The afternoon peak hour volume is approximately 1,350 vehicles per hour and the peak hour occurs between 4:00 PM and 5:00 PM.

F. Public Transportation

A review of Maui Bus routes determined that at the time this report is being written, the Maui Bus operated the Haiku Islander (Route 35) along Hana Highway adjacent to the project. Route 35 operates at 90 minute intervals between 6:30 AM and 9:30 PM. There are bus stops at the intersection of Hana Highway at Baldwin Avenue, approximately 300 feet from the project.

G. Level-of-Service Concept

Signalized Intersections

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

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in [Table 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.³

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

³ Institute of Transportation Engineers, *Traffic Access and Impact Studies for Site Development, A Recommended Practice*, Washington, D.C., 1991, p.39.

specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

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

Level of Service	Interpretation	Volume-to-Capacity Ratio ⁽²⁾	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<10.0
C	Light congestion; occasional backups on critical approaches.	0.701-0.800	10.1-20.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	20.1-35.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	35.1-80.0
F	Total breakdown with stop-and-go operation.	>1.001	>80.0

Notes:

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

(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

Unsignalized Intersections

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. [Table 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
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.

H. Existing (2015) Levels-of-Service

The results of the level-of-service analysis of the unsignalized study intersections are summarized in [Table 3](#). For unsignalized intersections, delays and levels-of-service of the controlled lanes groups are shown. The *Highway Capacity Manual* does not estimate delays or levels-of-service of uncontrolled lane groups. Also shown in the table are the estimated queue lengths. Synchro reports the queue lengths is feet. The queue lengths shown in the table are estimated vehicles using an average vehicle length of 25 feet.

Table 3
Existing (2015) Levels-of-Service of Unsignalized Intersections

Intersection, Approach and Movement	AM Peak Hour (7:30 AM to 8:30 AM)			PM Peak Hour (4:00 PM to 5:00 PM)		
	Delay ⁽¹⁾	LOS ⁽²⁾	95 th Queue ⁽³⁾	Delay	LOS	95 th Queue
Hana Highway at Luna Place	0.1	A	NC	0.1	A	NC
Westbound Left & Right	23.1	C	<1	25.9	D	<1
Northbound Thru & Right	Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left	8.3	A	<1	0.4	A	<1
Southbound Thru	Uncontrolled Lane Group			Uncontrolled Lane Group		

NOTES:

- (1) Delay is in seconds per vehicle.
(2) LOS denotes Level-of-Service.
(3) 95th percentile queue in vehicles.
(4) NC = Not calculated
(5) See [Attachment D](#) for Level-of-Service Worksheets.

The conclusions of the level-of-service analysis of the intersection of Hana Highway at Luna Place are:

1. The intersection will operate at Level-of-Service A during both peak periods. This implies good operating conditions and minimal delays.
2. The northbound approach and the southbound through lane along Hana Highway are uncontrolled lane groups, have no delay and therefore operate at Level-of-Service A.
3. The left turn from southbound Hana Highway to eastbound Luna Place operates at Level-of-Service A.
4. The westbound approach Luna Place to Hana Highway operates at Level-of-Service C during the morning peak hour and Level-of-Service D during the afternoon peak hour.
5. All queues are less than one vehicle.

I. Existing Deficiencies

For signalized intersections, Level-of-Service D is the minimum acceptable Level-of-Service⁴ and that this standard is applicable to the overall intersection and major through movements. Minor movements, such as left turns, and minor side street approaches may operate at Level-of-Service E or F for short periods of time during the peak hours so that the overall intersection and major movements along the major highway will operate at Level-of-Service D, or better. All volume-to-capacity ratios must be 1.00 or less⁵.

A standard has not been established for unsignalized intersections. Therefore, we have used a standard that Level-of-Service D is an acceptable level-of-service for major controlled lane groups, such as left turns from a major street to a minor street. Side street approaches may operate at Level-of-Service E or F for short periods of time. This is determined from the delays of the individual lane groups. If the delay of any of the side street approaches is so long that it will affect the overall level-of-service of the intersection, then mitigation measures should be accessed.

Using the above standards, no existing deficiencies were identified at the study intersections.

⁴ Institute of Transportation Engineers, *Transportation Impact Analyses for Site Development: A Recommended Practice*, 2006, page 60.

⁵ Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, p. 16-35.

J. 2020 Background Traffic Projections

Horizon Year

The horizon year is the date for which future background traffic projections were estimated. These projections include traffic generated by other known projects within and adjacent to the study area and background traffic growth, for which a future year must be selected.

For projects that will generate less than 500 peak hour trips, the suggested horizon year is the “anticipated opening year, assuming full build out and occupancy.”⁶ It is anticipated that the proposed project will be completed and occupied before 2020. Therefore, 2020 is used as the horizon year for this TIAR.

Background Traffic Growth

Future traffic growth consists of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This growth factor also considers traffic associated with minor, or small, projects for which no traffic data are available.

The *Maui Long Range Transportation Plan*⁷ concluded that traffic on Maui will increase an average of 1.6% per year from 1990 to 2020. This growth rate was used to estimate the background growth between 2015 and 2020, which is the design year selected 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, or 5 years

This growth factor was applied to the northbound and southbound through movements along Hana Highway.

Other Known Development Projects

The second component in estimating background traffic volumes is traffic generated by other known development projects in the area. These other known development projects are projects in the immediate vicinity of the study project that would significantly impact traffic in the study area and at the study intersections. These projects are typically projects that are under construction or have been approved for construction, but often include adjacent vacant parcels that have a high probability of being developed within the design period. Other known projects may be development projects or roadway improvements.

No other known projects in the area were identified.

⁶ Institute of Transportation Engineers, *Transportation and Land Development*, Washington, D.C., 2002, page 3-13

⁷ Kaku Associates, *Maui Long Range Land Transportation Plan*, October 1996

Background growth assignments were added to 2015 peak hour traffic volumes discussed previously. The resulting 2020 background peak hour traffic projections are summarized on [Attachment C](#).

K. Project Trip Generation

Future traffic volumes that will be generated by the proposed project were estimated using the methodology described in the *Trip Generation Handbook*⁸ and data provided in the *Trip Generation Manual*⁹. 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.

The proposed action is the change of zoning from residential to Country Town Business. Therefore, the list of permitted uses was reviewed the possible uses for the site were identified considering the size and location of the parcel. The potential uses, the trip generation rates and the resulting peak hour trips are summarized on [Table 4](#). The trip generation analysis concluded that a quality restaurant (Land Use 932) would generate the largest number of peak hour trips. A high turnover restaurant would generate 10 trips during the morning peak hour and 9 trips during the afternoon peak hour.

Table 4
Trip Generation Analysis

Period & Direction	Square Feet	General Office Land Use 710		Single Tenant Office Land Use 715		Medical/Dental Office Land Use 720		Walk-In Bank Land Use 911		Quality Restaurant Land Use 931		High Turnover Restaurant Land Use 932	
		Rate or Percent ⁽¹⁾	Trips	Rate or Percent	Trips	Rate or Percent	Trips	Rate or Percent	Trips	Rate or Percent	Trips	Rate or Percent	Trips
Weekday Total	948	11.06	10	11.65	11	36.13	34	NA	0	89.95	85	127.15	121
AM Peak Hour Adj St		1.56	1	1.8	2	2.39	2	Closed	0	0.81	1	10.81	10
AM In		88%	1	89%	2	79%	2		0	50%	1	55%	6
AM Out		12%	0	11%	0	21%	0		0	50%	0	45%	4
PM Peak Hour Adj St		1.49	1	1.74	2	3.57	3	12.13	11	7.49	7	9.85	9
AM In		17%	0	15%	0	28%	1	44%	5	67%	5	60%	5
AM Out		83%	1	85%	2	72%	2	56%	6	33%	2	40%	4

Notes:

(1) Source: Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition*, Washington, D.C., 2012

(2) X=Number of Units, T=Trips per Hour.

A high-turnover restaurant is defined by the Institute of Transportation Engineers as follows:

This land use consists of sit-down, full-service eating establishments with turnover rates of approximately one hour or less. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24-hours per day. These restaurants typically do not take reservations. Patrons commonly waited to be

⁸ Institute of Transportation Engineers, *Trip Generation Handbook*, Washington, D.C., 2004, p. 7-12

⁹ Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition*, Washington, D.C., 2012

*seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks.*¹⁰

Project trips were distributed based on the existing turning movements at the intersection of Hana Highway at Luna Place. The trip distribution pattern and the resulting trip assignments are shown on [Attachment C](#).

L. 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 the intersections coincide with the peak hour of the study project. The resulting background plus project peak hour traffic projections are shown on [Attachment C](#).

M. Traffic Impact Assessment

A level-of-service analysis of the intersection of Hana Highway at Luna Place was performed to confirm that the intersection will operate at an acceptable level-of-service. For the level-of-service analysis, it was assumed that the existing intersection configuration will be retained. The intersection will be a three-legged, unsignalized intersection. The stop sign will be on Luna Place, the westbound approach. The northbound approach of Hana Highway will have an optional through or right turn lane. The southbound approach of Hana Highway will have one through lane and one left turn lane. The westbound approach, the Luna Place approach to Hana Highway, will have an optional left or right turn lane.

The results of the level-of-service analysis of the intersection of Hana Highway at Luna Place is summarized in [Table 5](#). Shown are the delays and levels-of-service of the overall intersection and each controlled lane group. The methodology for unsignalized intersections described in the *Highway Capacity Manual* does not estimate delays and levels-of-service for uncontrolled lane groups. Also shown in the table are the estimated queue lengths. Synchro reports the queue lengths in feet. The queue lengths shown in the table are estimated vehicles using an average vehicle length of 25 feet.

¹⁰ Institute of Transportation Engineers, *Trip Generation Manual 9th Edition*, 2012, Washington, D.C., p. 1883.

Table 5
2020 Levels-of-Service of Unsignalized Intersections

Intersection, Approach and Movement	AM Peak Hour						PM Peak Hour					
	Without Project			With Project			Without Project			With Project		
	Delay	LOS	95 th Queue									
Hana Highway at Luna Place	0.1	A	NC	0.2	A	NC	0.0	A	NC	0.1	A	NC
Westbound Left & Right	25.9	D	<1	24.9	C	<1	35.7	E	<1	32.8	D	<1
Northbound Right & Thru	Uncontrolled Lane Group											
Southbound Left	8.4	A	<1	8.4	A	<1	9.7	A	<1	9.7	A	<1
Southbound Thru	Uncontrolled Lane Group											

NOTES:
 (1) Delay is in seconds per vehicle.
 (2) LOS denotes Level-of-Service.
 (3) 95th percentile queue in vehicles.
 (4) NC = Not calculated
 (5) See Attachment D of Level-of-Service Worksheets.

The conclusions of the level-of-service analysis are:

1. The overall intersection of Hana Highway at Luna Place will operate at Level-of-Service A during the morning peak hour and the afternoon peak hour without and with project generated traffic.
2. The northbound and southbound approaches along Hana Highway will operate at Level-of-Service A during both peak hours, without and with project traffic.
3. During the morning peak hour, the westbound approach of Luna Place will operate at Level-of-Service D without project traffic and Level-of-Service C with project traffic. The improvement of the level-of-service is unusual, but is because of the methodology used by the *Highway Capacity Manual* to estimate delays. The total delay is estimated and then divided by the number of vehicles to estimate delay per vehicle in seconds per vehicle. A small increase in the number of vehicles using the approach frequently results in an improved level-of-service.
4. During the afternoon peak hour, the westbound approach of Luna Place will operate at Level-of-Service E without project traffic and Level-of-Service D with project traffic.
5. All estimated 95th percentile queue lengths are less than one vehicle.
6. The northbound and southbound approaches along Hana Highway will operate at Level-of-Service A. This means that turning movements into and out of the project will have a negligible impact on traffic along Hana Highway. This means that traffic generated by the proposed action will have a minimal impact on traffic conditions along Hana Highway in the vicinity of Luna Place.

N. Mitigation

Level-of-Service D is the minimum acceptable Level-of-Service¹¹ for signalized intersections and that this standard is applicable to the overall intersection rather than each controlled lane group. Minor movements, such as left turns, and minor side street approaches may operate at Level-of-Service E or F for short periods of time during the peak hours so that the overall intersection and major movements along the major highway will operate at Level-of-Service D, or better. All volume-to-capacity ratios must be 1.00 or less¹².

A standard has not be established for unsignalized intersections. Therefore, we have used a standard that Level-of-Service D is an acceptable level-of-service for any major controlled lane groups, such as left turns from a major street to a minor street. Side street approaches may operate at Level-of-Service E or F for short periods of time. This is determined from the delays of the individual lane groups. If the delay of any of the side street approaches appears to be so long that it will affect the overall level-of-service of the intersection, then mitigation measures should be accessed.

Using this standard, no mitigation is recommended.

O. Summary and Recommendations

1. The proposed action is the change of zoning from residential to Country Town Business.
2. The site is currently occupied by a single-family residential building. The building will be modified to accommodate the new use as a result of the proposed zone change. The building has a floor area of 948 square feet and there are three adjacent parking spaces.
3. Access to and egress from the project will be via the intersection of Hana Highway and Luna Place, an existing intersection.
4. The trip generation analysis concluded that a high turnover, sit-down restaurant (Land Use 932) would generate the largest number of peak hour trips of the permitted uses given the size of the building and lot. A high turnover restaurant would generate 10 trips during the morning peak hour and 9 during the afternoon peak hour.
5. The level-of-service analysis concluded the following:
 - a. The overall intersection of Hana Highway at Luna Place will operate at Level-of-Service A during the morning peak hour and the afternoon peak hour without and with project generated traffic.
 - b. The northbound and southbound approaches along Hana Highway will operate at Level-of-Service A during both peak hours, without and with project traffic.

¹¹ Institute of Transportation Engineers, *Transportation Impact Analyses for Site Development: A Recommended Practice*, 2006, page 60.

¹² Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, p. 16-35.

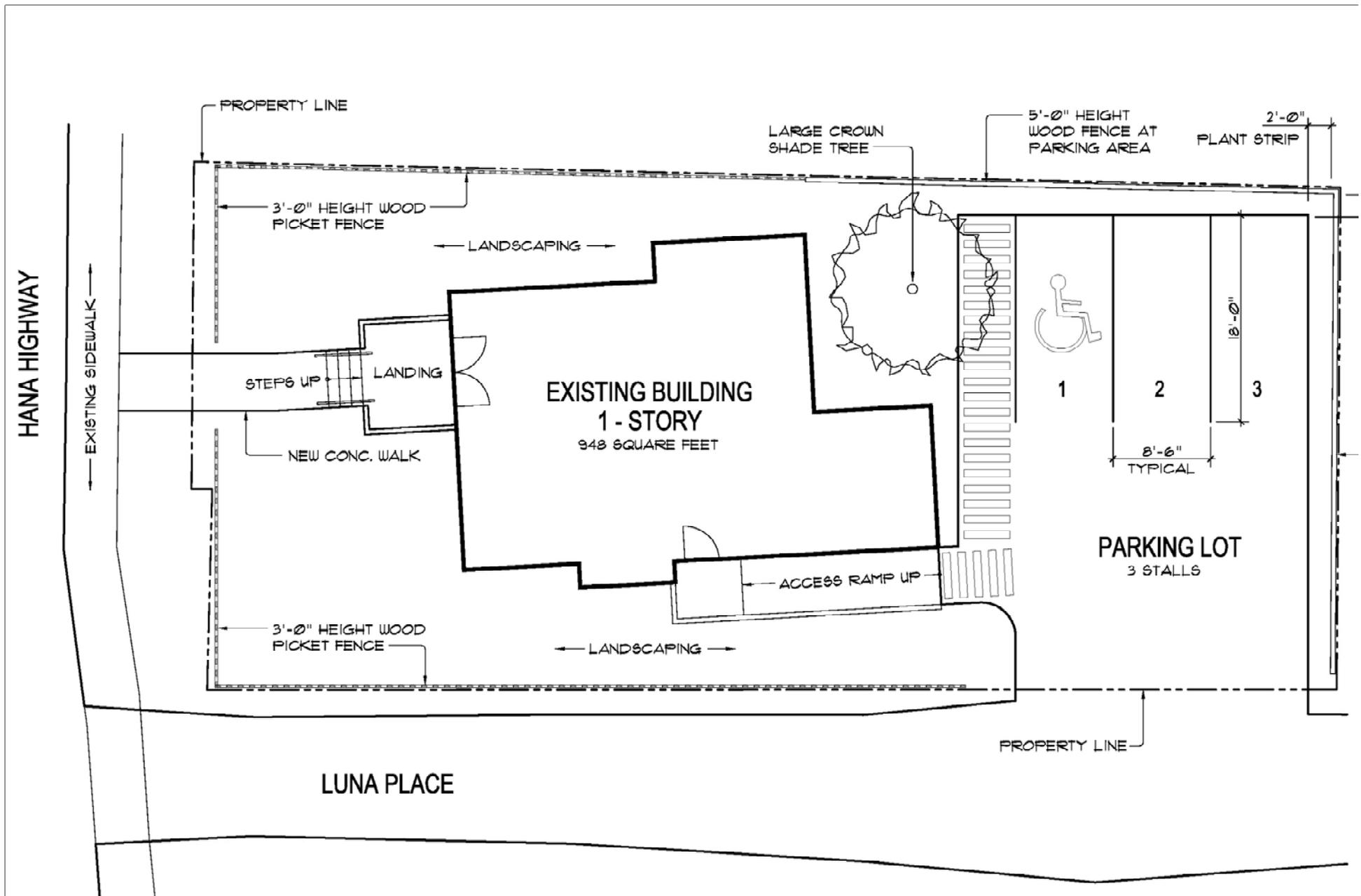
Mr. Cinco Young
c/o Chris Hart & Partners, Inc.
September 16, 2015
Page 12

- c. During the morning peak hour, the westbound approach of Luna Place will operate at Level-of-Service D without project traffic and Level-of-Service C with project traffic. The improvement of the level-of-service is unusual, but is because of the methodology used by the *Highway Capacity Manual* to estimate delays. The total delay is estimated and then divided by the number of vehicles to estimate delay per vehicle in seconds per vehicle. A small increase in the number of vehicles using the approach frequently results in an improved level-of-service.
 - d. During the afternoon peak hour, the westbound approach of Luna Place will operate at Level-of-Service E without project traffic and Level-of-Service D with project traffic.
 - e. All estimated 95th percentile queue lengths are less than one vehicle.
 - f. The northbound and southbound approaches along Hana Highway will operate at Level-of-Service A. This means that turning movements into and out of the project will have a negligible impact on traffic along Hana Highway. This means that traffic generated by the proposed action will have a minimal impact on traffic conditions along Hana Highway in the vicinity of Luna Place.
6. Based on the results of the level-of-service analysis, no mitigation is recommended. Traffic to and from the proposed project has a minimal impact on traffic along Hana Highway. Separate left turn lane for traffic turning into the project will not improve the level-of-service as the northbound and southbound traffic along Lower Hana Highway will operate at Level-of-Service A with project traffic. Level-of-Service A is the highest level-of-service.

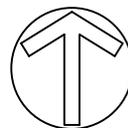
Respectfully submitted,
PHILLIP ROWELL AND ASSOCIATES



Phillip J. Rowell, P.E.
Principal



Attachment A
 PRELIMINARY SITE PLAN
 (PROVIDED BY OTHERS)

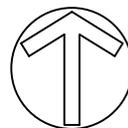


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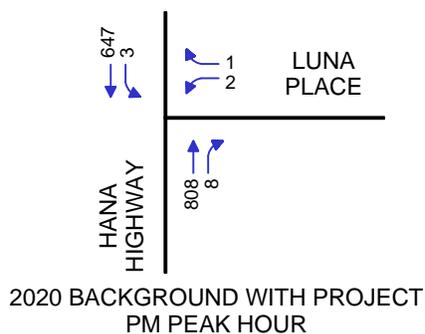
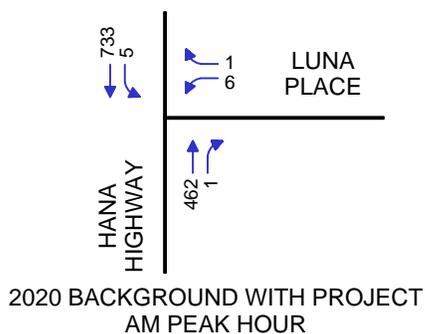
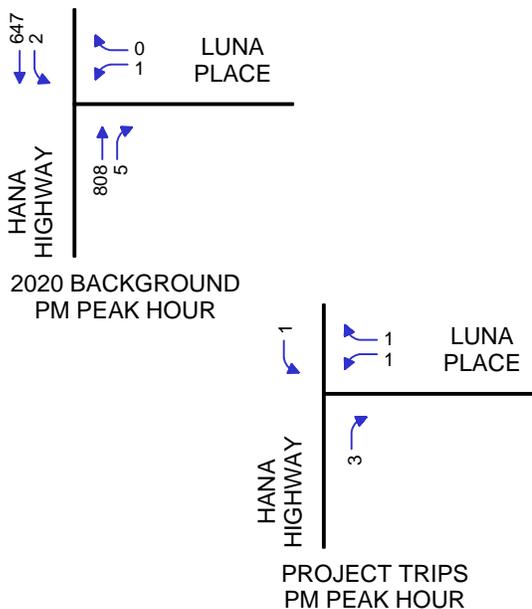
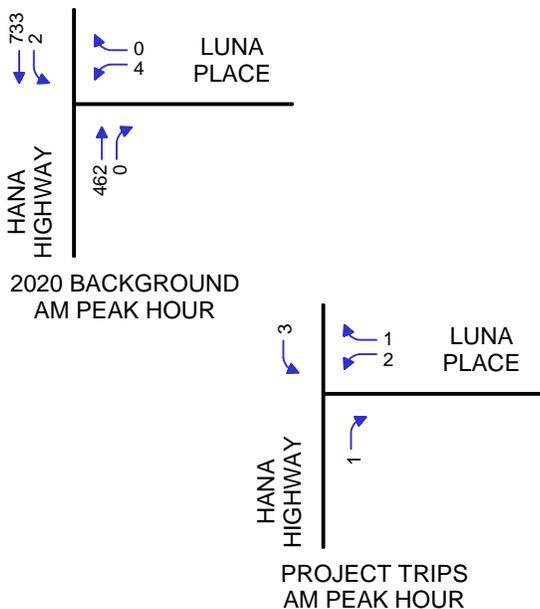
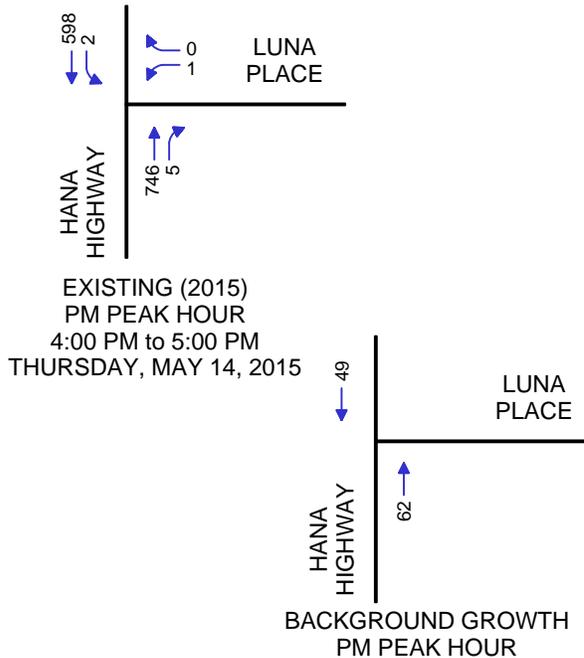
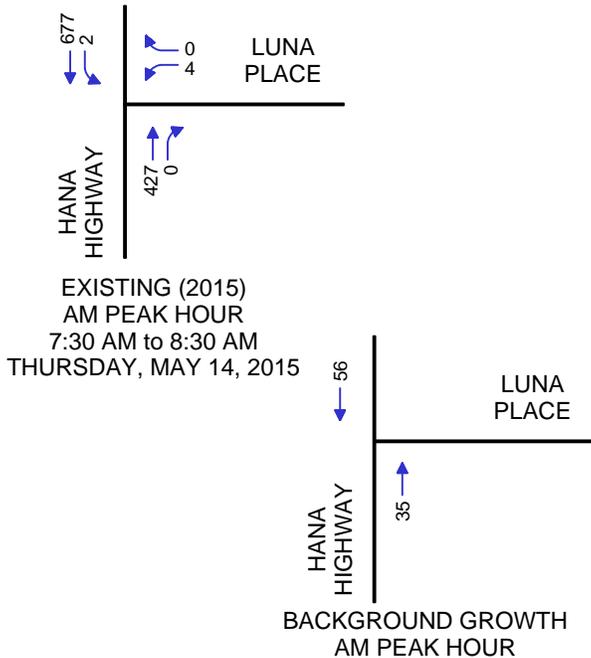


Source: Google Earth

Attachment B
AERIAL PHOTOGRAPH OF
INTERSECTION OF HANA HIGHWAY AND LUNA PLACE



NOT TO SCALE



**Attachment C
EXISTING PEAK HOUR VOLUMES AND
2020 PEAK HOUR PROJECTIONS**

Attachment D
Level-of-Service Worksheets for Existing (2015) AM Peak Hour
Traffic Volumes

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/18/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	0	427	0	2	677
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	464	0	2	736
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1204	464			464	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204	464			464	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	203	598			1097	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	4	464	2	736		
Volume Left	4	0	2	0		
Volume Right	0	0	0	0		
cSH	203	1700	1097	1700		
Volume to Capacity	0.02	0.27	0.00	0.43		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	23.1	0.0	8.3	0.0		
Lane LOS	C		A			
Approach Delay (s)	23.1	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/18/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	0	746	5	2	598
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	811	5	2	650
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1468	814			816	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1468	814			816	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	140	378			811	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	1	816	2	650		
Volume Left	1	0	2	0		
Volume Right	0	5	0	0		
cSH	140	1700	811	1700		
Volume to Capacity	0.01	0.48	0.00	0.38		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	30.9	0.0	9.4	0.0		
Lane LOS	D		A			
Approach Delay (s)	30.9	0.0	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			49.6%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment E
Level-of-Service Worksheets for 2020 Traffic Projections Without
Project Generated Traffic

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/19/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	0	462	0	2	733
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	502	0	2	797
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1303	502			502	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1303	502			502	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	177	569			1062	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	4	502	2	797		
Volume Left	4	0	2	0		
Volume Right	0	0	0	0		
cSH	177	1700	1062	1700		
Volume to Capacity	0.02	0.30	0.00	0.47		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	25.9	0.0	8.4	0.0		
Lane LOS	D		A			
Approach Delay (s)	25.9	0.0	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			48.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/19/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	0	808	5	2	647
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	878	5	2	703
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1589	881			884	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1589	881			884	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	118	346			766	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	1	884	2	703		
Volume Left	1	0	2	0		
Volume Right	0	5	0	0		
cSH	118	1700	766	1700		
Volume to Capacity	0.01	0.52	0.00	0.41		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	35.7	0.0	9.7	0.0		
Lane LOS	E		A			
Approach Delay (s)	35.7	0.0	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			52.8%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment F
Level-of-Service Worksheets for 2020 Traffic Projections With
Project Generated Traffic

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/19/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	1	462	1	7	733
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	1	502	1	8	797
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1315	503			503	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1315	503			503	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	173	569			1061	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	9	503	8	797		
Volume Left	8	0	8	0		
Volume Right	1	1	0	0		
cSH	190	1700	1061	1700		
Volume to Capacity	0.05	0.30	0.01	0.47		
Queue Length 95th (ft)	4	0	1	0		
Control Delay (s)	24.9	0.0	8.4	0.0		
Lane LOS	C		A			
Approach Delay (s)	24.9	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: LUNA PLACE & HANA HIGHWAY

8/19/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	1	808	8	4	647
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	1	878	9	4	703
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1595	883			887	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1595	883			887	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	117	345			763	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	5	887	4	703		
Volume Left	4	0	4	0		
Volume Right	1	9	0	0		
cSH	135	1700	763	1700		
Volume to Capacity	0.04	0.52	0.01	0.41		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	32.8	0.0	9.7	0.0		
Lane LOS	D		A			
Approach Delay (s)	32.8	0.0	0.1			
Approach LOS	D					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			53.0%		ICU Level of Service	A
Analysis Period (min)			15			