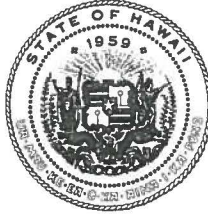


DAVID Y. IGE  
GOVERNOR OF HAWAII



**STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

February 23, 2017

Scott Glenn, Director  
State of Hawai'i  
Department of Health  
Office of Environmental Quality Control  
235 South Beretania Street, Room 702  
Honolulu, Hawai'i 96813

SUBJECT: ACT 172-12 ENVIRONMENTAL IMPACT STATEMENT PREPARATION  
NOTICE (EISPN) FOR THE PROPOSED DLNR BUSINESS PARK  
AT TMK (2) 3-8-008:001 (por.), PULEHUNUI, PU'UNENE, MAUI, HAWAI'I

Dear Mr. Glenn:

Under the provision of Act 172, Session Laws of Hawai'i 2012, the Department of Land and Natural Resources has determined that an environmental impact statement (EIS) is required for the proposed DLNR Business Park located at Tax Map Key (2) 3-8-008:001 (por.), Pulehunui, Maui, Hawai'i.

Please publish a notice of availability of the attached Act 172-12 EIS Preparation Notice (EISPN) for the proposed project in the next issue of The Environmental Notice. We have included a completed OEQC Publication form, a hard copy of the EISPN, and electronic copies of both documents. Simultaneous with this letter we have emailed a text file of the summary of action to OEQC. If there are any questions, please contact our consultant, Tessa Munekiyo Ng of Munekiyo Hiraga at 983-1233.

Very truly yours,

  
SUZANNE D. CASE  
Chairperson

**FILE COPY**  
**MAR 08 2017**

SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
KEKOA KALUHIWA  
FIRST DEPUTY  
JEFFREY T. PEARSON, P.E.  
DEPUTY DIRECTOR - WATER  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
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KAIHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

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**OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL**

#17-372

Scott Glenn, Director  
February 9, 2017

SDC:

#### Attachments

cc: Russell Tsuji, Administrator, Land Division (w/out attachments)  
Ian Hirokawa, Land Division (w/out attachments)  
Cindy Young, Deputy Attorney General (w/out attachments)  
Ben Kudo, Ashford & Wriston (w/out attachments)  
Tessa Munekiyo Ng, AICP, Munekiyo Hiraga (w/out attachments)

## AGENCY PUBLICATION FORM

Project Name:	DLNR Business Park
Project Short Name:	DLNR Business Park
HRS §343-5 Trigger(s):	Use of State lands and funds, community plan amendment, and development of a possible wastewater treatment unit
Island(s):	Maui
Judicial District(s):	Wailuku
TMK(s):	(2)3-8-008:001 (por.)
Permit(s)/Approval(s):	State District Boundary Amendment, Community Plan Amendment, Change-in-Zoning, and construction permits
Proposing/Determining Agency:	Department of Land and Natural Resources
Contact Name, Email, Telephone, Address	Russell Tsuji, Administrator, Land Division; Email: <a href="mailto:dlnr.land@hawaii.gov">dlnr.land@hawaii.gov</a> Telephone: (808) 587-0419; Address: P.O. Box 621, Honolulu, Hawaii 96809
Accepting Authority:	Governor of the State of Hawai'i
Contact Name, Email, Telephone, Address	David Ige, Governor; <a href="http://governor.hawaii.gov/contact-su/contact-the-governor">http://governor.hawaii.gov/contact-su/contact-the-governor</a> Telephone: (808) 586-0034; Address: Executive Chamber, State Capitol, Honolulu, Hawaii 96813
Consultant:	Munekiyo Hiraga
Contact Name, Email, Telephone, Address	Tessa Munekiyo Ng, AICP; Email: <a href="mailto:planning@munekiyohiraga.com">planning@munekiyohiraga.com</a> ; Telephone: (808)983-1233; Address: 305 High Stret, Suite 104, Wailuku, Hawaii 96793

**Status (select one)**☐ DEA-AFNSI**Submittal Requirements**

Submit 1) the proposing 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.

☐ FEA-FONSI

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.

☐ FEA-EISPN

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.

☒ Act 172-12 EISPN  
 ("Direct to EIS")

Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.

☐ DEIS

Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.

☐ FEIS

Submit 1) a transmittal letter to the OEQC and to the accepting authority, 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 accepting authority simultaneously transmits to both the OEQC and the proposing agency 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

Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.

☐ Supplemental EIS  
 Determination

The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is 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 State Department of Land and Natural Resources (DLNR) proposes the DLNR Business Park, a light industrial/commercial and public/quasi-public use development, including the provision of required infrastructure (i.e. wastewater, water and drainage), on approximately 285 acres at Pulehunui, Maui. Key components of the project include lots ranging in size from small ( 0.5 to less than 1.0 acre), medium (1.0 acre to less than 3 acres) to large (3-acres to 5 acres) for light industrial, commercial, government and non-profit use to meet various needs of future lessees. The proposed project, which is located in the Urban Growth Boundary of the Maui Island Plan is intended to generate long-term lease revenues to support DLNR's various programs including conservation, forestry and wildlife programs, and State Parks, among others.

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# **Act 172-12**

## **Environmental Impact Statement Preparation Notice**

**DLNR BUSINESS PARK**  
**(TMK (2)3-8-008:001 (por.))**

**Prepared for:**

**State of Hawai'i**  
**Department of Land and Natural Resources**

**Accepting Agency:**

**Governor**  
**State of Hawai'i**

**February 2017**

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by Munekiyo Hiraga**

# **Act 172-12**

# **Environmental Impact Statement Preparation Notice**

## **DLNR BUSINESS PARK (TMK (2)3-8-008:001 (por.))**

**Prepared for:**

**State of Hawai'i**

**Department of Land and Natural Resources**

**Accepting Agency:**

**Governor**

**State of Hawai'i**

**February 2017**

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by Munekiyo Hiraga**



**MUNEKIYO HIRAGA**

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## **List of Acronyms**

A&B	Alexander & Baldwin, Inc.
AIS	Archaeological Inventory Survey
ALISH	Agricultural Lands of Importance to the State of Hawai'i
AMSL	Above Mean Sea Level
BMP	Best Management Practices
CATV	Cable Television
CIA	Cultural Impact Assessment
CIZ	Change in Zoning
COM	County of Maui
CPA	Community Plan Amendment
DAGS	Department of Accounting and General Services
DBA	District Boundary Amendment
DEM	Department of Environmental Management
DHHL	Department of Hawaiian Home Lands
DLIR	Department of Labor and Industrial Relations
DOA	Department of Agriculture
DLNR	Department of Land Natural Resources
DOE	Department of Education
DOFAW	Division of Forestry and Wildlife
DOH	Department of Health
DWS	Department of Water Supply
EaA	Ewa silty clay loam
EcA	Ewa cobbly silty clay loam
EcB	Ewa silty clay loam
EA	Environmental Assessment
EIS	Environmental Impact Statement
EISPN	Environmental Impact Statement Preparation Notice
EO	Executive Order
FIRM	Flood Insurance Rate Map
GPM	Gallons Per Minute
HAR	Hawai'i Administrative Rules
HCZMP	Hawai'i Coastal Zone Management Program
HC&S	Hawaiian Commercial and Sugar Company
HRS	Hawai'i Revised Statutes
IAL	Important Agricultural Lands
ISWMP	Integrated Solid Waste Management Plan
KWDP	Kihei Water Development Project
KHS	Kihei High School
LSB	Land Study Bureau
LUC	Land Use Commission
MCC	Maui County Code
MECO	Maui Electric Company, Ltd.
MG	Million Gallons
MIP	Maui Island Plan
MPD	Maui Police Department
MPH	Miles per Hour
MRPSC	Maui Regional Public Safety Complex

MSL	Mean Sea Level
NAS	Naval Air Station
NPDES	National Pollutant Discharge Elimination System
OHA	Office of Hawaiian Affairs
PEDR	Preliminary Engineering and Drainage Report
PpA	Pulehu Silt Loam
PrA	Pulehu Cobbly Silt Loam
PSD	Department of Public Safety
SCS	Scientific Consultant Services, Inc.
SHPD	State Historic Preservation Division
SLUC	State Land Use Commission
SMA	Special Management Area
TIAR	Traffic Impact Assessment Report
TMK	Tax Map Key
UGB	Urban Growth Boundary
WID2	Waiakoa Extremely Stony Silty Clay Loam

## **Executive Summary**

**Project Name:** DLNR Business Park

**Type of Document:** Act 172-12 Environmental Impact Statement Preparation Notice

**Legal Authority:** Chapter 343, Hawai'i Revised Statutes

**Anticipated Determination:** EIS to be Prepared

**Applicable Environmental Assessment review "Trigger":** Use of State Land and Funds  
Community Plan Amendment  
Wastewater Treatment Facility

**Location:** Maui Island  
Wailuku  
TMK No. (2)-3-8-008:001 (por.)

**Landowner:** State of Hawai'i

**Agency:** State of Hawai'i  
Department of Land and Natural Resources  
P. O. Box 621  
Honolulu, Hawai'i 96809  
Contact: Russell Tsuji, Administrator, Land Division  
Telephone No.: (808) 587-0419

**Accepting Authority:** Governor  
State of Hawai'i  
Executive Chamber, State Capitol  
Honolulu, Hawai'i 96813  
Contact: David Ige, Governor  
Telephone No.: (808) 586-0034

**Consultant:** Munekiyo Hiraga  
305 High Street, Suite 104  
Wailuku, Hawai'i 96793  
Contact: Tessa Munekiyo Ng  
Telephone No.: (808) 983-1233

**Project Summary:** The State of Hawai'i, Department of Land and Natural Resources (DLNR) proposes the DLNR Business Park, a

light-industrial/commercial and public/quasi-public use development at Pulehunui, Maui (also referred to as Pu'unēhē), including the provision of required infrastructure systems (i.e., wastewater, water, and drainage). Key components of the plan include development of small, medium, and large lots for business, commercial, government and nonprofit uses to meet varying needs of future lessees. The purpose of the proposed project is to generate revenue to support DLNR's programs.

The proposed action at Pulehunui encompasses approximately 285 acres, including a 20.3 acre site for the proposed Division of Forestry and Wildlife (DOFAW) administrative facilities and baseyard in the northeast portion of the project area. DLNR Business Park will include small, medium, and large lots for light industrial, commercial, government, and nonprofit use. Although the plan proposes an interior subdivision of the lands, the plan would allow larger or smaller lots to be provided to potential lessees in order to meet their specific land requirements. The layout of DLNR Business Park will provide DLNR some flexibility to meet lot requirements specified by future lessees.

Internal roadway networks will be developed as part of DLNR Business Park which will be accessed via the existing Kama'āina Road and a proposed access off of Mokulele Highway. The use of State lands and funds is a trigger for compliance with Chapter 343, Hawai'i Revised Statutes (HRS) and an Environmental Impact Statement (EIS) will be prepared. The project will also require a State Land Use District Boundary Amendment from "Agricultural" to "Urban" from the State Land Use Commission, as well as a County Community Plan Amendment and Change in Zoning. The County Community Plan Amendment, as well as development of a potential wastewater treatment unit, are also triggers for the preparation of an EIS.

# PROJECT OVERVIEW





# **I. PROJECT OVERVIEW**

## **A. PROJECT LOCATION, LAND OWNERSHIP, AND EXISTING USE**

The Department of Land and Natural Resources' (DLNR) DLNR Business Park is located in the vicinity of the Old Pu'unēnē Airport, approximately five (5) miles south of Kahului, adjacent to the existing Maui Army National Guard Armory. The subject property at Pulehunui (also referred to as Pu'unēnē) comprising the project area is identified as Tax Map Key (TMK) No. (2)3-8-008:001(por.). See **Figure 1**. The total combined acreage encompassing the project planning limits is approximately 285 acres.

Access to the property is provided via Mokulele Highway, a State highway facility having two (2) travel lanes in both the northbound and southbound directions. At the northern extent of the property, access is provided via a signalized intersection of Mokulele Highway and Kama'āina Road. At the southern extent of the property, along Mokulele Highway, a separate access road to the property is provided at the Mehameha Loop intersection. This access road provides a vehicular linkage to the existing Maui Raceway Park. See **Figure 2**.

Lands immediately to the south of the project area are used for outdoor recreational purposes (e.g., Maui Raceway Park) and public/quasi-public purposes (Maui Army National Guard Armory). To the southeast of the project area is an 86-acre heavy industrial subdivision owned by CMBY 2011 Investments, LLC currently under development to be known as Pulehunui Industrial Park. The Hawaiian Cement quarry is located approximately 0.5 mile to the east. The broader expanse of lands surrounding the property were formerly in sugar cane cultivation, under the operational and management purview of Alexander & Baldwin's Hawaiian Commercial and Sugar Company (HC&S) subsidiary. Surrounding lands are under the ownership/management of HC&S, DLNR, and the Department of Hawaiian Home Lands (DHHL).

The majority of lands underlying the project area were formerly utilized by HC&S for sugar cane cultivation. The agreement for use of the subject lands by HC&S is documented via the month-to-month Revocable Permit No. S-7368 with the State. In 2016, HC&S announced that it would be ceasing sugar cane operations, with its last crops harvested in December 2016.

A portion of the subject lands, totaling 5.450 acres more or less, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. DLNR is currently working with the DOA to find an alternative location for the facility. Upon identifying State lands for a new site, DLNR intends to

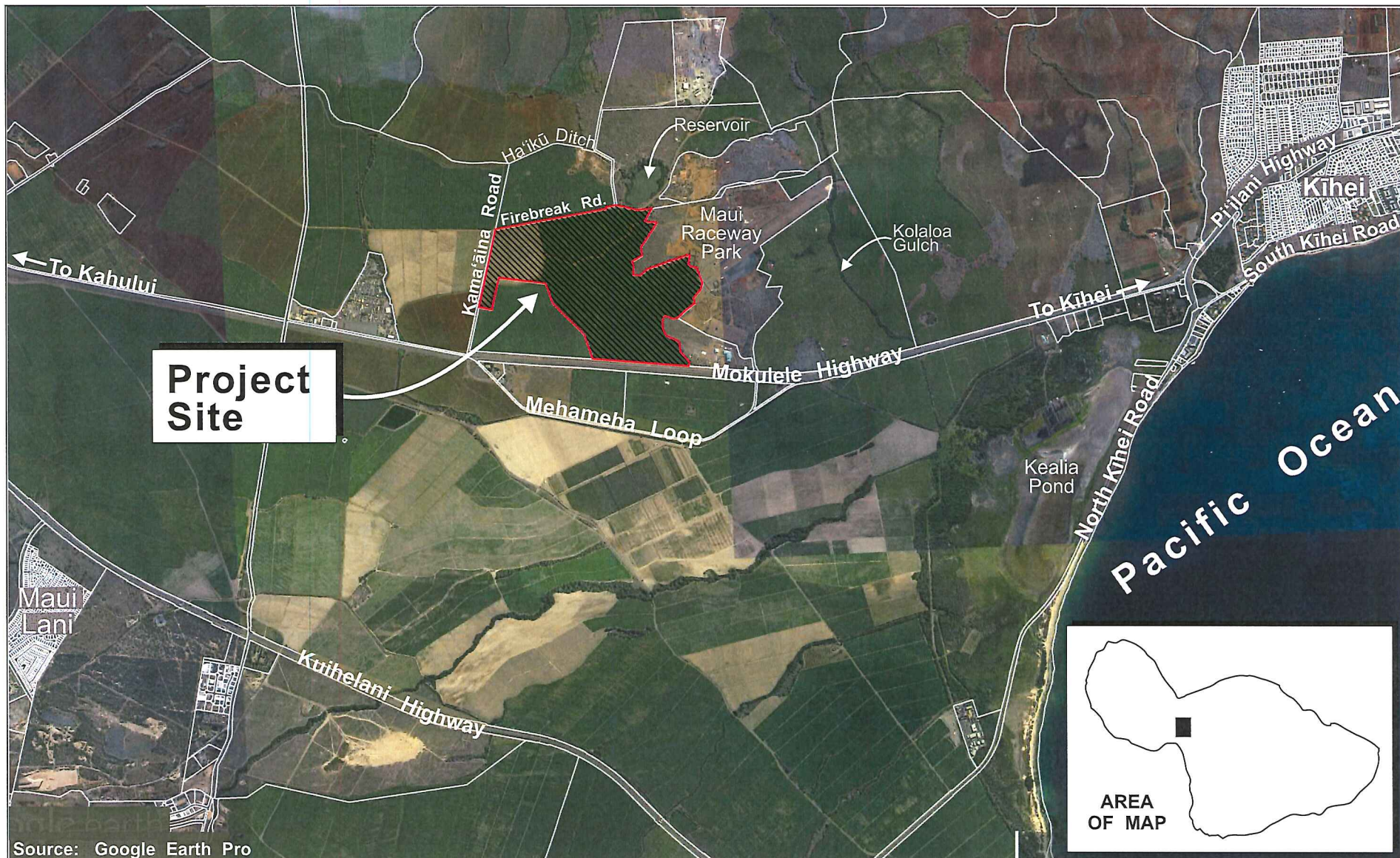


Figure 1

## DLNR Business Park Regional Location Map





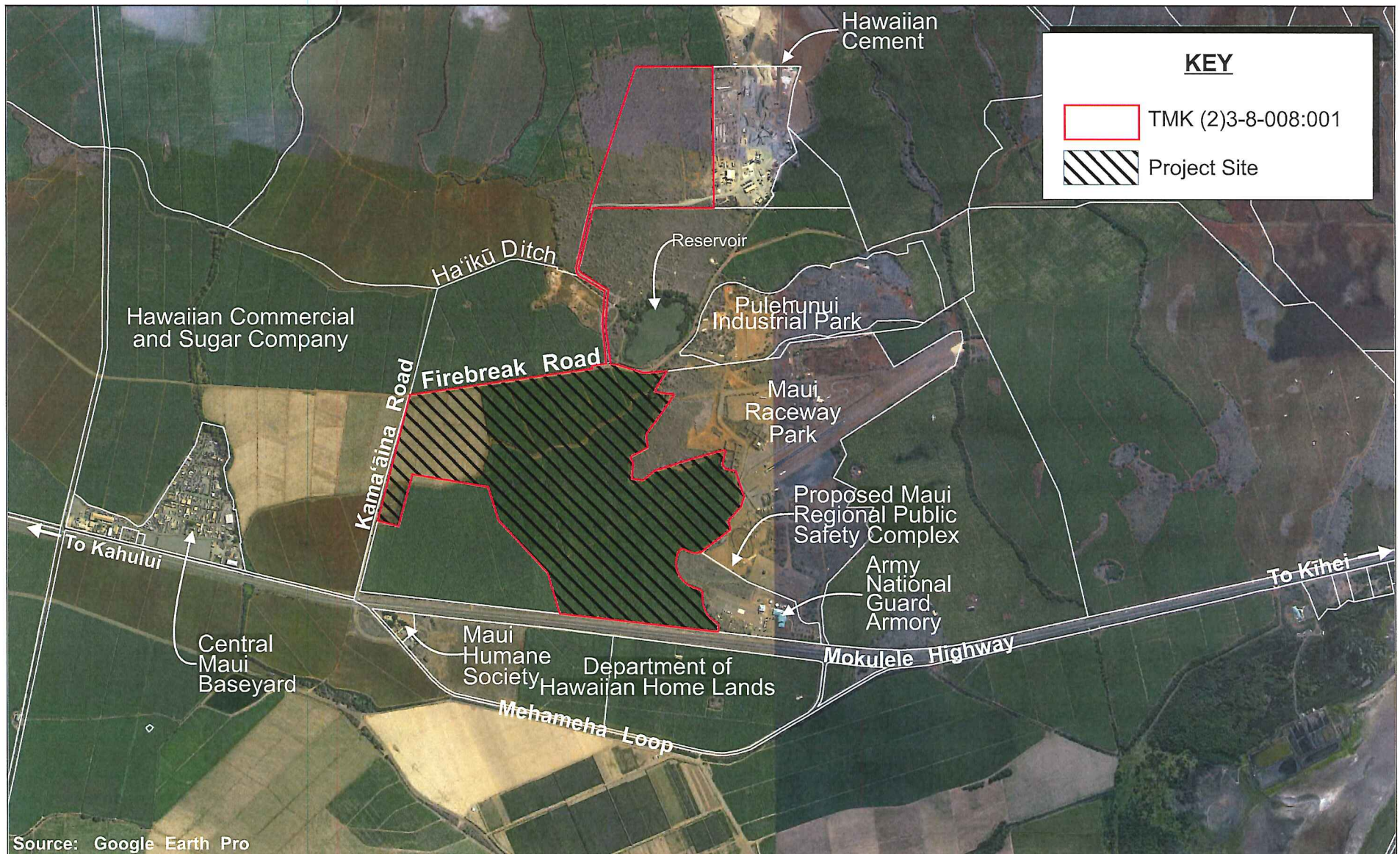
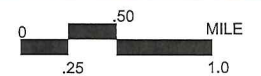


Figure 2



## DLNR Business Park Property Location Map



request EO 3944 to be rescinded in order to return the subject site to DLNR management.

## **B. PROPOSED ACTION**

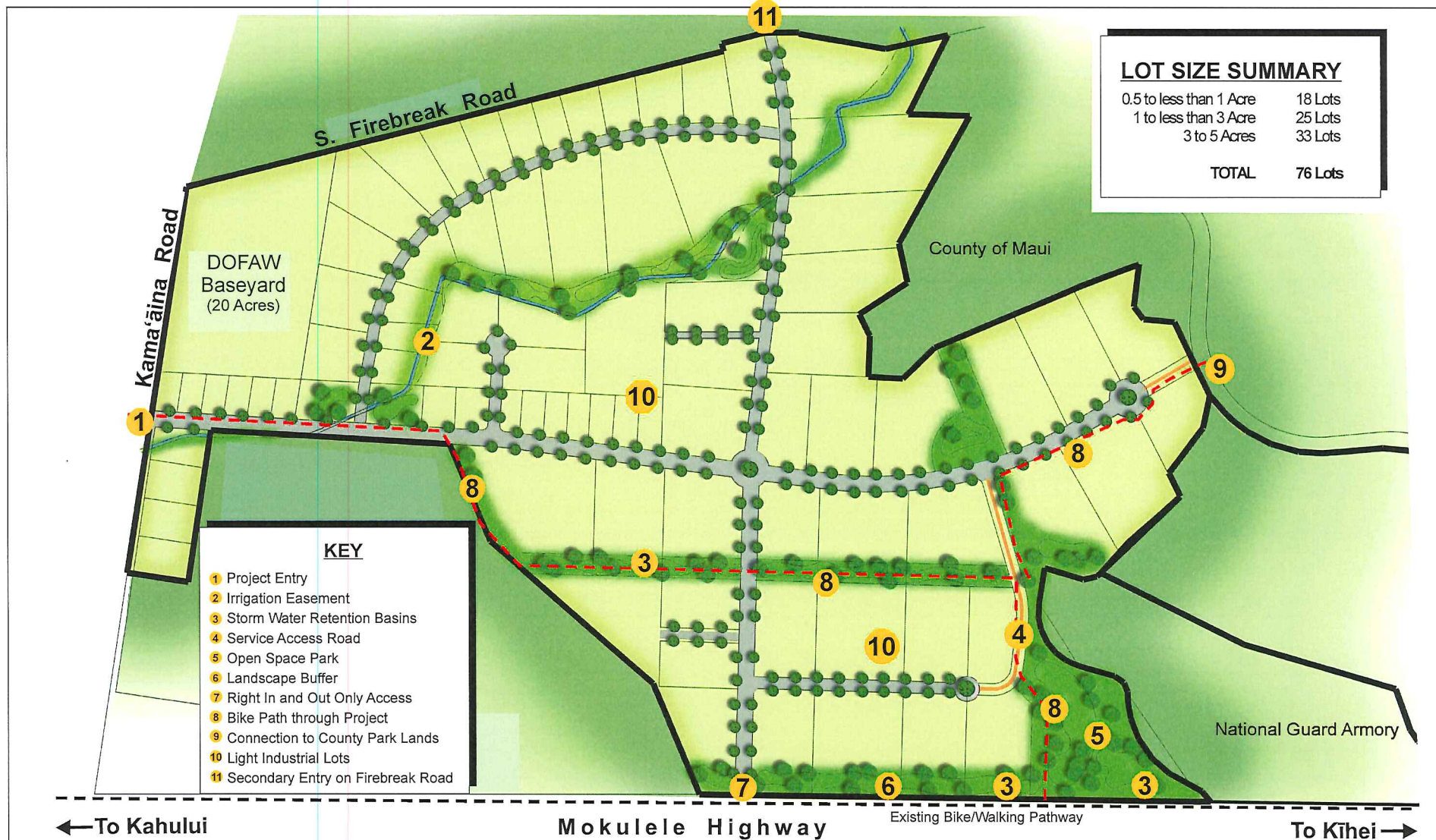
The DLNR proposes light-industrial/commercial and public/quasi-public uses at DLNR Business Park, including the provision of required infrastructure systems. Key components of the plan include development of small, medium, and large lots for light industrial, commercial, government, and nonprofit uses to meet varying needs of future lessees. Lots within the proposed project will be leased to tenants to generate revenue to support DLNR's programs.

DLNR Business Park covers an area of approximately 285 acres. At a conceptual level, the site plan encompasses an approximate 20-acre site for the proposed Division of Forestry and Wildlife (DOFAW) administrative facilities and baseyard in the northeastern portion of the DLNR Business Park plan area. The 20-acre site would allow DOFAW to relocate its operations from its existing 3.0-acre baseyard facility in Kahului, which has limited potential for expansion. Small lots of less than 1.0 acre front Kama'āina Road and the interior roadway from Kama'āina Road. Mid-sized lots between one (1) acres and less than three (3) acres and larger lots between three (3) acres and up to five (5) acres are proposed within the interior portions of the plan area. See **Figure 3**. Although the conceptual plan proposes an interior subdivision of the lands, the plan would also allow larger or smaller lots to be provided to potential lessees in order to meet their specific land requirements. This conceptual layout will provide DLNR some flexibility to meet the lot size requirements specified by future lessees. Additional detail on the proposed land use plan, including a breakdown of anticipated uses, a landscape plan, and design guidelines will be presented in the Draft Environmental Impact Statement (EIS).

Internal roadway networks, as well as bicycle, open space and drainage networks, will be developed as part of DLNR Business Park. The project area will be accessed via the existing Kama'āina Road, a secondary access off South Firebreak Road, and a proposed access off of Mokulele Highway, which is proposed as a right-in, right-out roadway. Water, wastewater, and drainage infrastructure will also be provided to service the proposed project.

DLNR is temporarily identifying the project as DLNR Business Park while it seeks a site-appropriate name for the project prior to filing the Draft EIS.





Source: Hawaii Land Design

Figure 3



## DLNR Business Park Conceptual Site Plan

NOT TO SCALE



## **C. PROJECT NEED AND PURPOSE**

The DLNR Business Park is an opportunity to optimize the use of State lands to generate economic development and job opportunities for Maui residents in an area identified for future growth and meet the demand for light industrial space. The proposed project is located within the Maui Island Plan's (MIP) Urban Growth Boundary. The Pulehunui area is identified in the MIP as a logical site, located midway between Kahului and Kīhei, for expansion of the island's industrial land use needs. A Market Study is being prepared for the proposed project and will be included in the Draft EIS.

In addition to the economic development opportunities presented by the proposed project, DLNR Business Park will provide a long-term revenue stream to support a wide range of DLNR programs. The DLNR is responsible for managing approximately 1.3 million acres of public lands, including sensitive natural, cultural, and recreational resource areas. The Department's responsibilities include managing and maintaining the State's coastal lands and waters, water resources, conservation and forestry lands, historic sites, small boat harbors, parks, and recreational facilities. DLNR also performs public safety duties (e.g., flood and rockfall prevention), issues and manages leases of public lands (agricultural, pasture, commercial, industrial, and resort leases), maintains unencumbered public lands, and enforces the Department's rules and regulations. The implementation of the proposed project would generate ongoing lease revenue for the DLNR to support operations and management of public lands and programs. Lease revenues generated support various divisions within the DLNR, including the Commission on Water Resource Management, Division of Forestry and Wildlife, State Parks, Office of Conservation and Coastal Lands, Engineering Division, and Land Division. The proposed DLNR Business Park provides one option for shifting the funding sources for the foregoing programs from the tax paying public to a business model based revenue source. DLNR has other commercial, revenue-generating lands on O'ahu and Hawai'i island.

## **D. PROJECT DEVELOPMENT CONTEXT**

In addition to DLNR Business Park, other state agencies envision projects in the Pulehunui area. The State Department of Public Safety (PSD) and Department of Accounting and General Services (DAGS) are proposing the Maui Regional Public Safety Complex (MRPSC) at Pulehunui, adjacent to DLNR Business Park. Additionally, the DHHL owns lands in the Pulehunui region, including approximately 184 acres of land across Mokulele Highway from the DLNR's project.

It is noted that there has been past coordination amongst the State agencies with landholdings at Pulehunui, particularly during the County of Maui's General Plan Update process. DLNR, DHHL, PSD, and DAGS collaborated in their request to the Maui County Council to have the various agencies' lands/projects in the Pulehunui region

included in the Maui Island Plan's (MIP) Urban Growth Boundary (UGB). Since that time, the MIP was adopted with 285 acres of DLNR's 655 acres of landholding at Pulehunui included in the UGB. The proposed site for the MRPSC was also included in the UGB.

Although there has been coordination amongst the State agencies in the past, each project is a separate and distinct project from each other and does not represent a single large project. The DLNR Business Park, proposed MRPSC, and proposed DHHL project are physically and functionally separate projects that are defined by different missions and timeframes and are owned and managed by different State agencies.

The agencies are continuing to work with each other to assess the feasibility of coordinated infrastructure to take advantage of the proximity of the various projects. It is noted that the DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region. When complete, a programmatic EIS will be prepared for the infrastructure master plan.

Because the DLNR Business Park is further along in its planning process, the EIS prepared for the project will assess infrastructure to service the project as a stand-alone project. To the extent that there are opportunities to connect to infrastructure systems developed in conjunction with neighboring projects, as identified in the infrastructure master plan process, those opportunities will be assessed in the context of the alternatives analysis of the Draft EIS for the DLNR Business Park. However, the DLNR Business Park will not be dependent upon such infrastructure connections. It is noted that coordination of infrastructure is not uncommon amongst neighboring landowners, whether they are private or public, and this does not mean the neighboring projects are phases of a larger project.

The DLNR Business Park is not a phase of a larger State action at Pulehunui. The project has been assessed with respect to the criteria for determining phased actions, as defined by Chapter 11-200-7, Hawai'i Administrative Rules (HAR). This analysis is presented below.

**1. The component actions are phases or increments of a larger total undertaking**

The DLNR Business Park is a separate and distinct action from the proposed MRPSC and proposed DHHL project. Each project is defined by their respective agencies' missions, objectives, and timeframes. The DLNR, DHHL, and PSD/DAGS have jurisdiction over their respective projects and do not have control over other projects in the region. There are physical and functional barriers that separate the projects. As such, the DLNR Business Park is not a phase or increment of a larger State action at Pulehunui.

**2. An individual project is a necessary precedent for a larger project**

As noted previously, the DLNR Business Park will include infrastructure to service the project as a stand-alone project. It is not dependent on other actions nor is it a necessary precedent for other actions at Pulehunui. The Draft EIS for the DLNR Business Park will assess the potential connection to a regional infrastructure system in the context of the alternatives analysis of the EIS. However, because the plans for the DLNR Business Park are further developed at this time, the primary alternative that will be assessed in the EIS assumes the project will include its own infrastructure support systems.

**3. An individual project represents a commitment to a larger project**

The DLNR Business Park does not represent a commitment to a larger action. The proposed MRPSC and DHHL projects are functionally distinct from DLNR's project and the development of the DLNR Business Park does not commit PSD/DAGS to move forward with the MRPSC or DHHL to move forward with its project.

**4. The actions in question are essentially identical and a single statement will adequately address the impacts of each individual action and those of the group of actions as a whole**

The DLNR Business Park is functionally and physically separate from the MRPSC and DHHL project and the three (3) projects are defined by different missions and timeframes and are owned and managed by different State agencies. The DLNR Business Park is not identical to other actions proposed in the Pulehunui region.

As noted previously, DLNR Business Park includes a 20.3-acre site for a DOFAW Baseyard. Because planning efforts for the DOFAW Baseyard were well ahead of the overall planning for DLNR Business Park and because the project can be developed as a stand-alone project with limited infrastructure needs, a separate Environmental Assessment (EA) was prepared for the DOFAW Baseyard at Pulehunui. The Final EA and Finding of No Significant Impact was published in the Office of Environmental Quality Control Bulletin on October 8, 2016. Although the DOFAW Baseyard was assessed in its own EA, it will be further assessed as part of the EIS for DLNR Business Park.

**E. CHAPTER 343, HAWAI'I REVISED STATUTES COMPLIANCE**

The proposed project involves the use of State lands and funds, which triggers the need for environmental review pursuant to Chapter 343, Hawai'i Revised Statutes (HRS). As will be discussed later, the proposed project will also require an amendment to the Kihei-

Makena Community Plan, which is a component of the County General Plan. Amendments to general plans also trigger environmental review pursuant to Chapter 343, HRS. As well, infrastructure improvements may require construction of an individual wastewater treatment unit, which also triggers environmental review.

This EISPN is prepared in accordance with Chapter 200 of Title 11, Department of Health Administrative Rules (HAR), EIS Rules. Pursuant to §11-200-23(c), HAR, the Governor shall have final authority to accept the EIS. The EIS will act as the primary technical supporting document for the various land entitlement applications.

As noted previously, the DHHL is leading an effort to prepare an infrastructure master plan for the Pulehunui region. When complete, a programmatic EIS will be prepared for the infrastructure master plan. Connection to a regional infrastructure system will be assessed in the context of the alternatives analysis of the Draft EIS. However, because the planning process for the DLNR Business Park is further along, the primary alternative assessed in the DLNR Business Park EIS will include infrastructure to service the project as a stand-alone project.

## **F. LAND USE ENTITLEMENTS REQUIRED**

Implementation of the DLNR Business Park will require the following land use entitlements:

### **1. State Land Use Commission (LUC) District Boundary Amendment (DBA)**

The project site is designated "Agricultural" by the State LUC. In order to address the proposed industrial, commercial and public/quasi-public land use objectives of the project, a DBA from the "Agricultural" district to the "Urban" district will be required from the LUC.

### **2. County Community Plan Amendment**

The project site is located within the UGB of the MIP and the Kihei-Makena Community Plan region. A portion of DLNR Business Park is designated "Agriculture" with a small portion along the southern boundary designated "Project District 10 (Old Puunene Airport area)". To establish the proposed industrial, commercial, and public/quasi-public uses, an amendment to the Kihei-Makena Community Plan from "Agriculture" and "Project District" to "Light-Industrial" use will be required.

### **3. County Change in Zoning**

The project site is zoned "Agricultural" District by the County of Maui. A Change in Zoning to "M-1, Light-Industrial" District will be required.

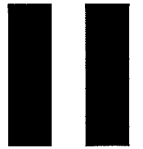
**G. PROJECT COST AND IMPLEMENTATION SCHEDULE**

DLNR Business Park will be developed over a multi-phased time horizon anticipated to extend no longer than ten (10) years in duration. All major backbone infrastructure requirements will be completed prior to development of DLNR Business Park in accordance with State LUC rules.

A project phasing plan and estimated project construction cost will be presented in the Draft EIS.



**DESCRIPTION OF THE  
EXISTING ENVIRONMENT,  
POTENTIAL IMPACTS,  
AND PROPOSED  
MITIGATION MEASURES**



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

### A. PHYSICAL SETTING

#### 1. Existing and Surrounding Land Uses

##### a. Existing Conditions

The project site is located approximately midway between Kahului and Kīhei, and situated on the eastern side of Maui's Central isthmus, approximately five (5) miles south of Kahului at the signalized intersection at Mokulele Highway and Kama'āina Road. The Maui Humane Society is located on the southwest corner of the intersection. Adjacent to the project site to the south is the Maui Army National Guard Armory and Maui Raceway Park, the 86-acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) under development to the southeast, with surrounding former sugar cane fields to the north, northeast, and west. Refer to **Figure 2**. The majority of the project site was formerly in sugar cane cultivation. The last sugar crop was harvested at the end of 2016, signaling Hawaiian Commercial & Sugar Company (HC&S) termination of sugar cane operations.

A portion of the subject lands, totaling 5.450 acres more or less, is set aside to the State Department of Agriculture (DOA) via Governor's Executive Order (EO) 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The Department of Land and Natural Resources (DLNR) is currently working with the DOA to find an alternative location for the facility. Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management.

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

The surrounding area is in transition from agricultural use to other uses. From a future land use perspective, the project site as well as portions of the surrounding lands are within the Urban Growth Boundary (UGB) of the Maui Island Plan (MIP). Development of the proposed project area will further transition the region to urban type uses (e.g., public/quasi-public, industrial, commercial, and recreation), as envisioned by the MIP. The MIP also envisioned these land uses would be compatible with

surrounding agricultural lands. The MIP noted the planned growth area represents a logical expansion of industrial uses in the area.

## **2. Climate**

### **a. Existing Conditions**

Like most areas of Hawai'i, Maui's climate is relatively uniform year-round. Maui is characterized by a semi-tropical climate containing a multitude of individual microclimates. Pulehunui experiences mild and uniform temperatures, moderate humidity, and a relatively consistent trade wind. Temperatures (based on readings taken at Kahului Airport) range from an average daily low of 67.3 degrees Fahrenheit to an average daily high of 83.8 degrees. The warmest month is September while February is the coolest month. A high proportion of the rainfall that Maui receives each year falls on the northeast facing shores, leaving the central isthmus and southern coastal areas relatively dry. The annual average rainfall in the vicinity of the project site (based on readings taken at Kahului Airport) amounts to approximately 18.23 inches. In the Kahului region, January is historically the wettest month, while June is the driest. On average, there are 95 days per year with more than 0.01 inch of rain in Kahului (County of Maui, Office of Economic Development, 2015).

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

From an environmental standpoint, replacement of vegetative surfaces with hardscapes associated with roadways, paved parking areas, and buildings may yield a tendency towards slightly increasing ambient air temperatures. To address this so-called "heat island" effect, proposed landscaping and landscaped buffers will be integrated into the proposed project. The landscape design and planting plan will provide shading to reduce the "heat island" effect. Additional information on proposed landscaping will be included in the Draft Environmental Impact Statement (EIS).

## **3. Topography**

### **a. Existing Conditions**

The project area is relatively flat with an average slope of 1.5 percent. The project area slopes in a northeast to southwest direction toward Mokulele Highway from an approximate elevation of 140 feet above mean sea level (amsl) to 70 feet amsl near the Maui Army National Guard Armory site.

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

Grading work will be undertaken to set roadway grades and adjacent grades for developable lots. Future design work for the project will respect existing topography to the extent practicable, to minimize extensive cut and fill activity. Significant landform transformations in terms of cut and fill requirements are not anticipated. All grading work will comply with applicable requirements of Chapter 20.08, Soil Erosion and Sedimentation of the Maui County Code (MCC). Additional information on the proposed grading concept will be included in the Draft EIS.

4. **Soil Characteristics**

a. **Existing Conditions**

Underlying the project site and surrounding lands are soils belonging to the Pulehu-Ewa-Jaucas association. See **Figure 4**. According to the *Soil Survey of the Islands of Kaua'i, O'ahu, Maui, Moloka'i, and Lāna'i, State of Hawai'i*, the soils of this association are characterized as deep and well drained, nearly level to moderate sloped and located on alluvial fans and in basins (Foote et al, 1972).

The soils underlying the project site are in the Ewa series which is characterized by well drained soils in basins, and on alluvial fans. Soils are nearly level to moderately sloping with elevations ranging from near sea level to 150 feet. The project area is located on soils classified as Ewa silty clay loam (EaA), Ewa cobbly silty clay loam (EcA), Ewa silty clay loam (EcB), Pulehu silt loam (PpA), Pulehu cobbly silt loam (PrA), and Waiakoa extremely stony silty clay loam (WID2). See **Figure 5**.

EaA soil occurs on alluvial fans and terraces, the surface layer is dark reddish-brown silty clay loam with 0 to three (3) percent slopes. Runoff is very slow and the erosion hazard is no more than slight.

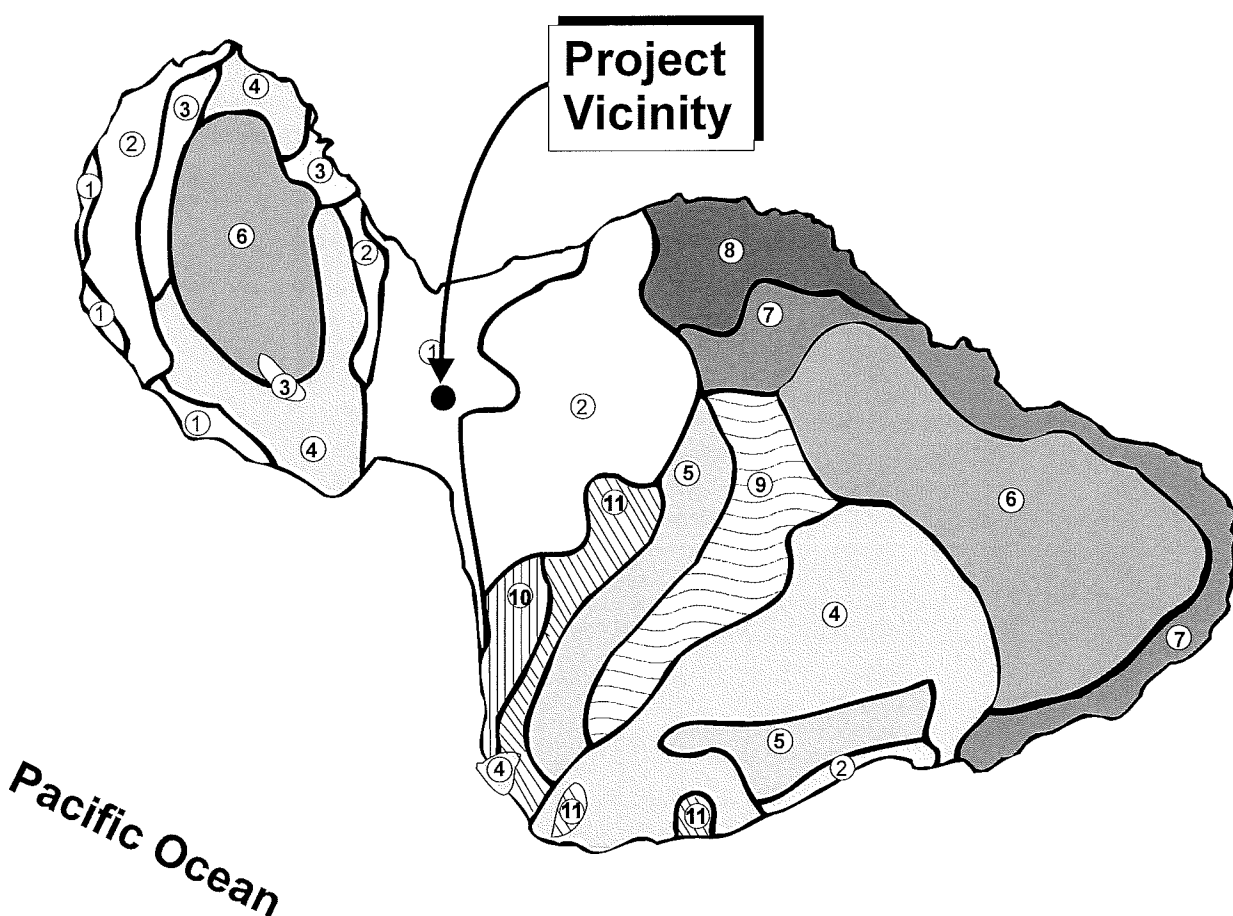
EcA soil is characterized by 0 to three (3) percent slopes, and cobbly on the surface. Runoff is very slow and the erosion hazard is no more than slight.

EcB soil is characterized by three (3) to seven (7) percent slopes, and is cobbly on the surface with a few small stoney areas.

PpA soil is similar to Pulehu clay loam and characterized by zero (0) to three (3) percent slopes, except that the texture is silt loam.

# LEGEND

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



Map Source: USDA Soil Conservation Service

Figure 4

## DLNR Business Park Soil Association Map

NOT TO SCALE



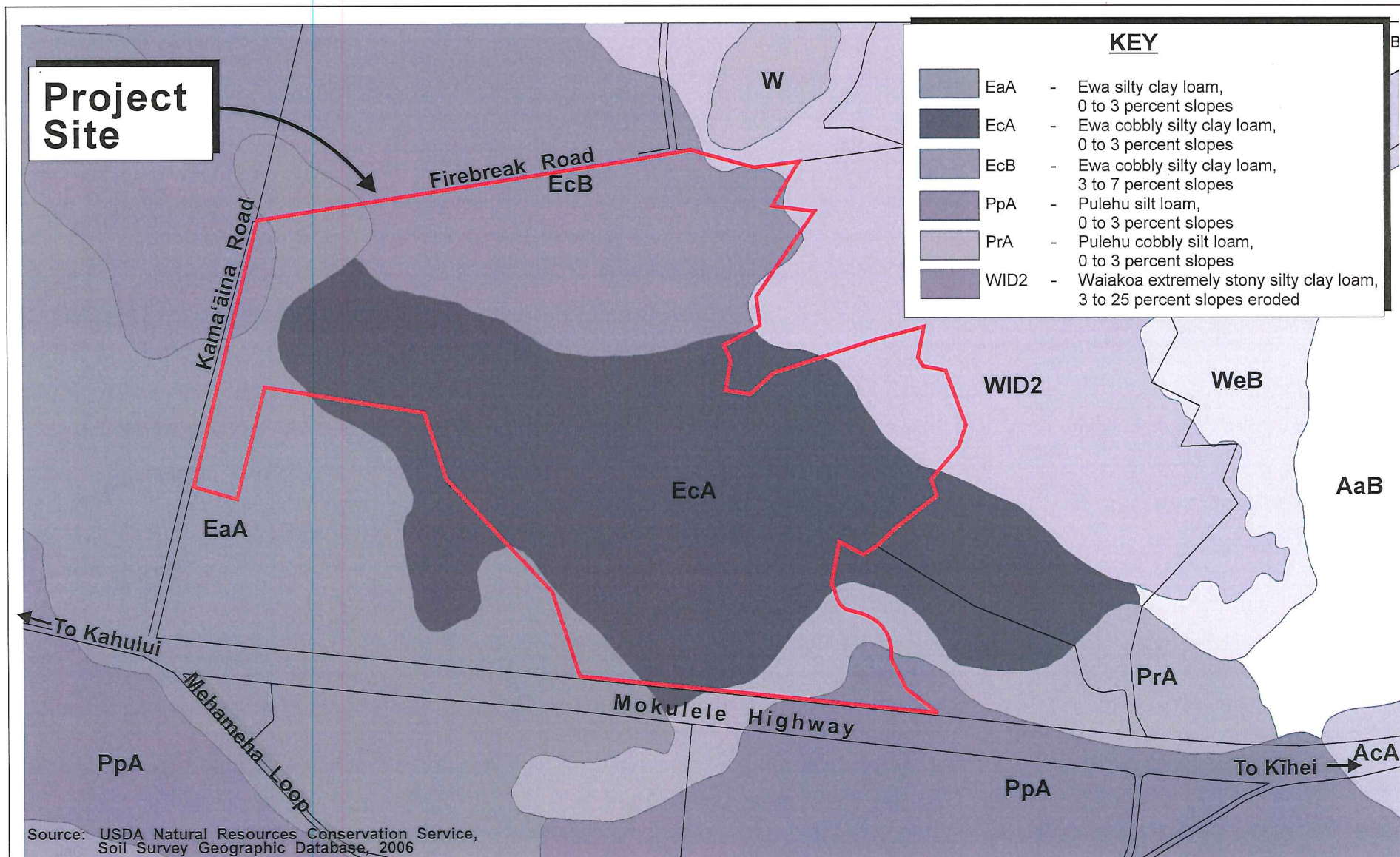
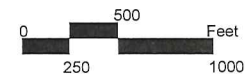


Figure 5



## DLNR Business Park Soils Classifications Map



PrA soil is similar to Pulehu clay loam and characterized by zero (0) to three (3) percent slopes, except that the texture is silt loam, and there are many cobblestones on the surface.

WID2 soil is characterized by three (3) to seven (7) percent slopes and stones cover three (3) to 15 percent of the surface. In most areas about 50 percent of the surface layer has been removed by erosion. Runoff is medium and the erosion hazard is severe.

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

The project site is relatively flat and level, and significant landform transformations in terms of cut and fill are not anticipated. Appropriate Best Management Practices (BMPs) will be implemented during construction to mitigate any impacts from soil erosion resulting from wind and water (e.g. dust fence, watering for dust control). A discussion of BMPs will be included in the Draft EIS.

**5. Agricultural Land Characteristics**

**a. Existing Conditions**

On the Island of Maui approximately 235,770 acres have been designated as "Agricultural" by the State Land Use Commission (LUC), representing just over 50 percent of the island.

In 1977, the State Department of Agriculture developed a classification system to identify Agricultural Lands of Importance to the State of Hawai'i (ALISH). The classification system is based primarily, though not exclusively, upon the soil characteristics of the lands. The three (3) classes of ALISH lands are: "Prime", "Unique", and "Other Important" agricultural land, with all remaining lands termed "Unclassified".

When utilized with modern farming methods, "Prime" agricultural lands have a soil quality, growing season, and moisture supply necessary to produce sustained crop yields economically. "Unique" agricultural lands possess a combination of soil quality, growing season, and moisture supply to produce sustained high yields of a specific crop. "Other Important" agricultural lands include those that have not been rated as "Prime" or "Unique" but are of state-wide or local importance for agricultural use.

Approximately 62,000 acres, or 26 percent, of Maui's 235,770 acres of State LUC designated "Agricultural" lands are characterized as "Prime"

lands by the ALISH system. The majority of the proposed project site is designated as “Prime” agricultural lands with a small portion near the Maui Raceway Park designated as “unclassified”. The project’s 285 acres represents a small percentage of State “Agricultural” lands on the island of Maui. See **Figure 6**.

The University of Hawai‘i, Land Study Bureau (LSB) developed the Overall Productivity Rating, which classified soils according to five (5) levels, with “A” representing the class of highest productivity soils and “E” representing the lowest. These letters are followed by numbers which further classify the soil types by conveying such information as texture, drainage, and stoniness. The ratings are based on soil properties, topography, climate, and other factors.

On the island of Maui, “A” and “B” designated lands comprise approximately 21 percent of the island’s State LUC “Agricultural” lands. The majority of the lands underlying the proposed project site is rated “E”, the lowest productivity level, by the LSB or “Not Classified”. A small portion along its western boundary is rated “A”, the highest productivity level. Lands to the north, east, and west are rated “A”, while lands to the south are rated “E” and “Not Classified”. See **Figure 7**.

Chapter 205, Hawai‘i Revised Statutes (HRS), declared that the people of Hawai‘i have a substantial interest in conserving the agricultural resources of the State. The State calls for the identification of important agricultural lands (IAL) to identify and plan for the maintenance of a strategic agricultural land resource base that can support a diversity of agricultural activities and opportunities that expand agricultural income. DLNR Business Park is not designated as IAL. See **Figure 8**.

Chapter 205, HRS, enables the designation of IAL and adoption of maps by the LUC. Each county was tasked with identifying and mapping potential IAL. To date the County of Maui has not identified or mapped levels, with “A” representing the class of highest productivity soils and IAL. However, Chapter 205, HRS, allows landowners to designate their lands as IAL. Alexander & Baldwin, Inc. (A&B) in 2009 petitioned the LUC to have portions of their lands on Maui designated as IAL. The LUC, by Declaratory Order No. DR09-38, designated 27,102 acres as IAL. Approximately 325 acres of A&B lands to the north and east of the DLNR Business Park are IAL. Refer to **Figure 8**.



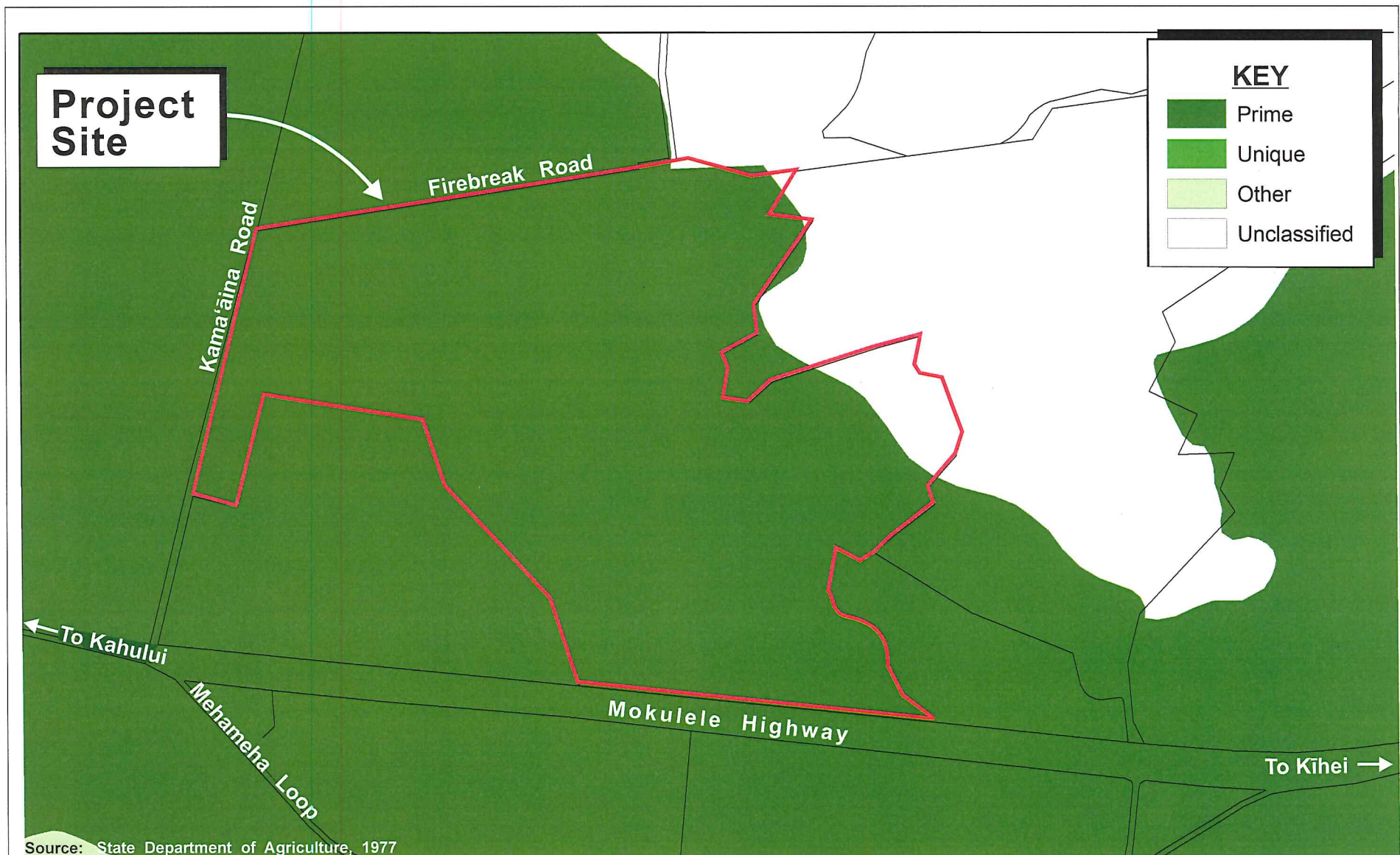


Figure 6

## DLNR Business Park

Agricultural Lands of Importance to the State of Hawai'i



0 250 500 1000 Feet

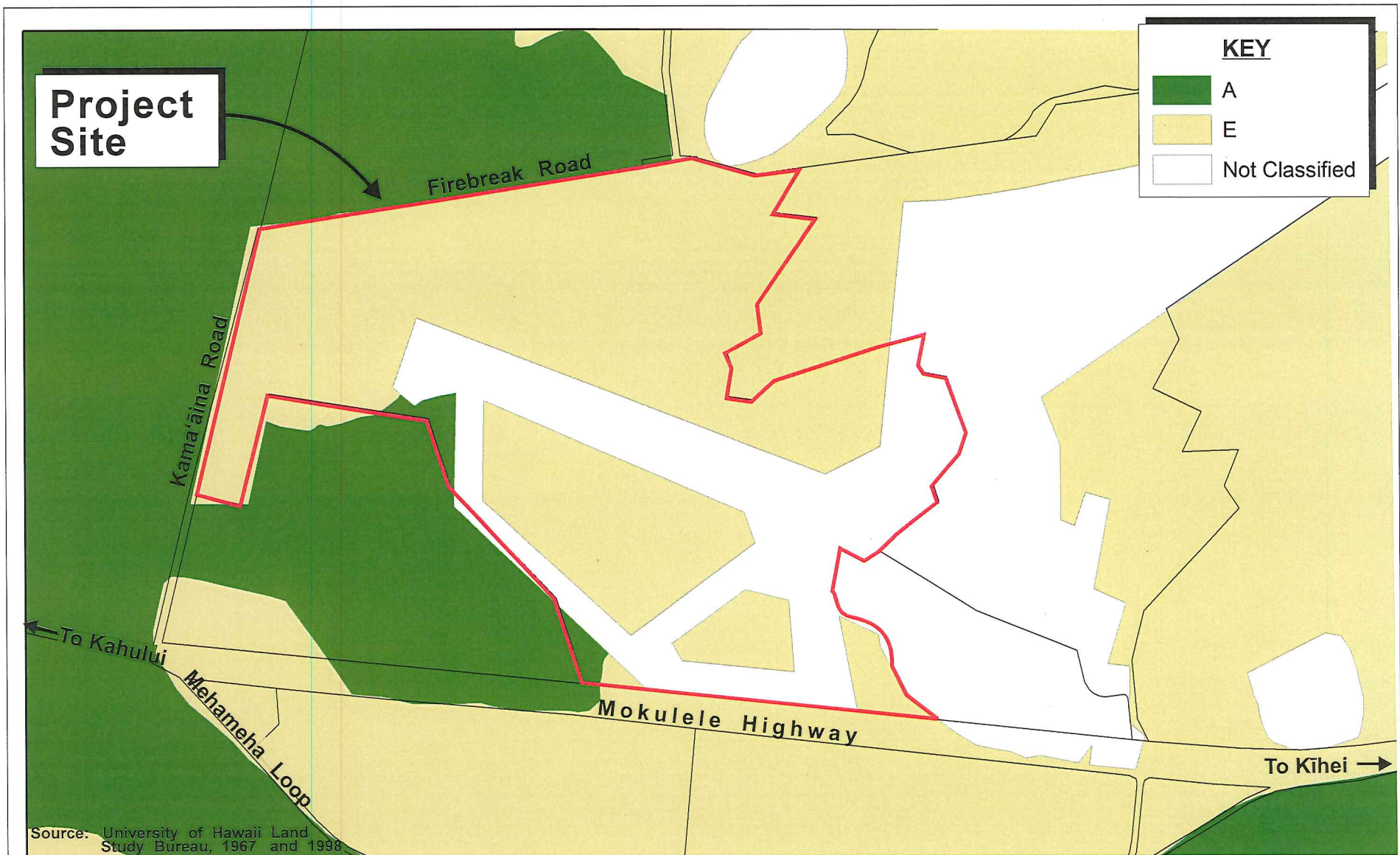
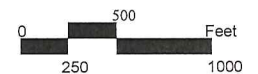


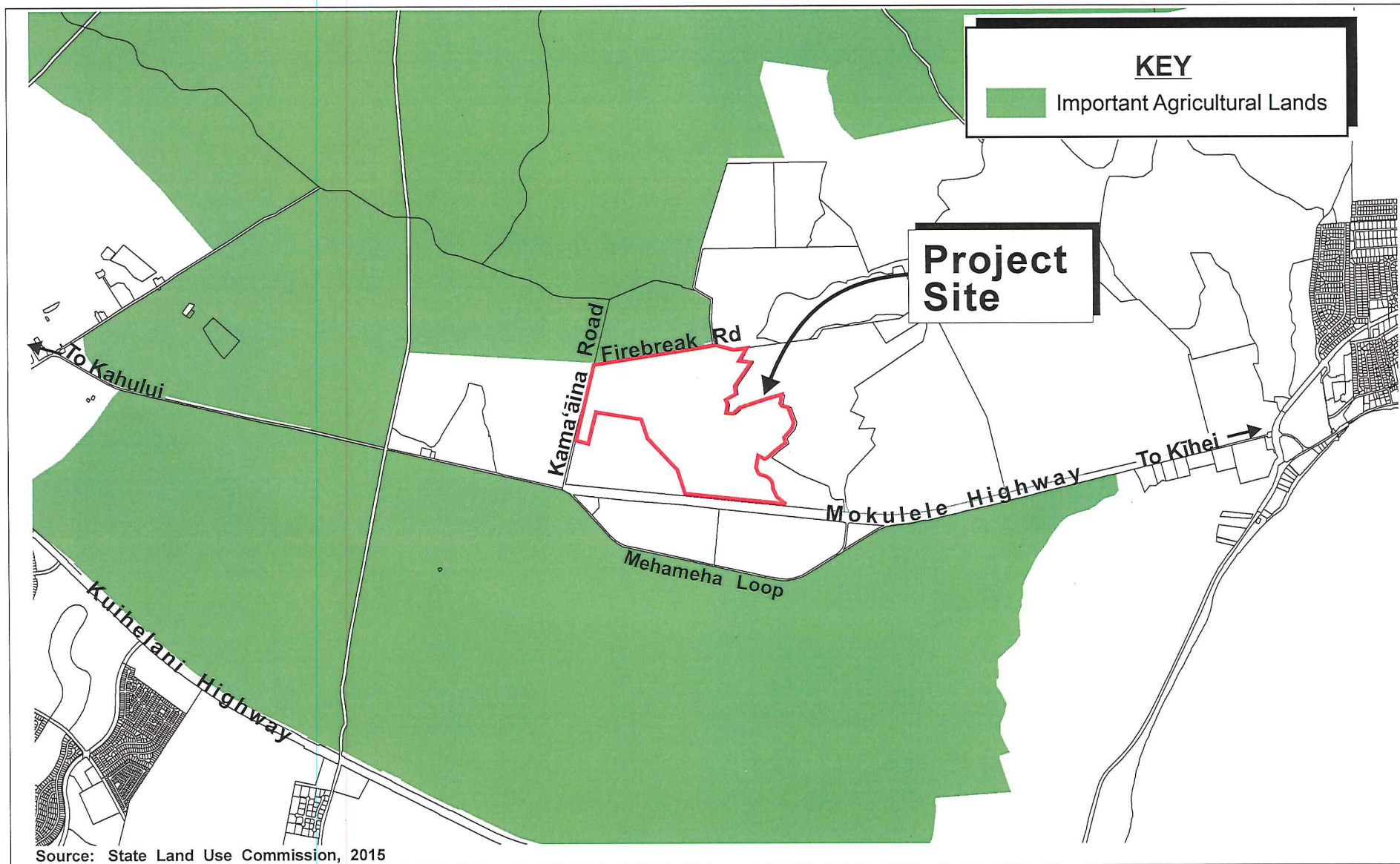
Figure 7



## DLNR Business Park Land Study Bureau Map







**Figure 8**

## DLNR Business Park Important Agricultural Lands

0 1750 3500  
875 Feet



The majority of the project site is leased to HC&S for the company's former sugar cultivation operations. In 2016, HC&S announced that it would be ending sugar cane cultivation and transitioning to diversified agriculture. The last crop of sugar cane, including crops being cultivated within the project site, was harvested in December 2016.

As previously noted, a portion of the subject lands, totaling 5.450 acres more or less, is set aside to the DOA via Governor's EO 3944, dated August 30, 2002. The set aside is for a livestock quarantine and staging facility and other related purposes. The DLNR is currently working with the DOA to find an alternative location for the facility. Upon identifying State lands for a new site, DLNR intends to request that EO 3944 be rescinded in order to return the subject site to DLNR management.

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

The proposed project will repurpose approximately 285 acres of agricultural lands. This change in use represents a small portion of the State Land Use designated "Agricultural" lands on Maui. It is noted that the project site is not designated as IAL pursuant to Chapter 205-42, HRS.

As previously mentioned, HC&S recently ended its sugar cane operations on Maui and anticipates transitioning to a diversified agricultural model. The proposed project will not adversely impact HC&S' agricultural lands in the vicinity. The proposed project is also not anticipated to impact future diversified agriculture activities that may occur on lands owned by A&B to the north. There are access roads that lead to the adjacent agricultural fields (e.g., Kama'āina Road and South Firebreak Road). Development of the DLNR lands would not isolate these areas.

An agricultural impact assessment will be carried out as part of the environmental review process for the project area. Results of the agricultural impact assessment will be reported in the Draft EIS.

**6. Flora and Fauna**

**a. Existing Conditions**

The property has been in sugar cane cultivation since the late 1880s. During World War II, most of this area was developed with infrastructure for the Naval Air Station Pu'unēnē. After the war, the land was returned to sugar cane cultivation. Due to its agricultural use, vegetation is expected to be similar to those found on adjacent properties (i.e.,

Department of Public Safety and CMBY 2011, Investment, LLC) consisting of predominantly introduced species and weeds, such as koa haole (*Leucaena leucocephala*), buffleggrass (*Cenchrus ciliaris*), and other alien grass species (Wilson Okamoto Corporation, May 2010).

Previous studies in the area found no avian or fauna species, including the pueo (*Asio flammerus sandwichensis*) listed as endangered, threatened, proposed, or as a candidate species in the vicinity of the project site. Land avian species would likely consist of introduced species, such as various types of pigeons, doves, babblers, silvereyes, saltators, sparrows, finches, and cardinals. Native or indigenous waterbirds, such as the Aukuu or Black-crowned Night Heron, have been observed in the area near the existing reservoir east of the project site. The Aukuu, which is neither threatened nor endangered, forages on a wide variety of prey and frequents wetland habitats. Migratory shore birds winter in Hawai'i between August and April and spend the rest of the year at their breeding grounds in the arctic and subarctic. A species that may potentially occur within the area would be the Kolea or Pacific Golden Plover (*Pluvialis fulva*), which is neither threatened nor endangered. Kolea forage for insects and can be seen on cane haul roads and agricultural fields. A few Kolea are likely to occur in the area during August to April. No other migratory shore birds are likely to occur in the area (Chris Hart & Partners, November 2012).

Mammals in the project site would likely consist of feral mammals representative of surrounding agricultural lands, such as cats, rats, mice, and mongoose (Wilson Okamoto Corporation, May 2010).

In previous biological studies in the area, no rare or endangered insects were observed, including the endangered Blackburn's sphinx moth (*Manduca blackburni*) (Chris Hart & Partners, November 2012).

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

Based on previous biological studies in the area, no rare, threatened, or endangered plant or animal species are anticipated to be within the project site. However, site specific biological study will be carried out as part of the environmental review process for the project area. Results of the biological study will be reported in the Draft EIS to ensure biological resources are not adversely impacted.

A landscape plan will be prepared and included in the Draft EIS identifying the plant palette that will be utilized.

## **7. Flood and Tsunami Hazards**

### **a. Existing Conditions**

The Flood Insurance Rate Maps (FIRM) 1500030557G and 1500030580F indicate the project area is situated in Zone X (unshaded), an area outside of the 0.2 percent annual chance flood plain (Federal Emergency Management Agency, 2015). See **Figure 9**.

The project area is located inland approximately five (5) miles from the coastline and outside of the tsunami evacuation zone for the Island of Maui. The Pulehunui area does not contain any Civil Defense emergency warning system.

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

The project area is outside of any flood prone areas and outside of the tsunami evacuation area. Significant adverse effects with respect to flood and tsunami hazards are not anticipated as a result of the proposed project.

The DLNR will coordinate with the State Department of Defense, Hawai'i Emergency Management Agency regarding disaster warning and preparedness as it relates to the proposed project.

## **8. Streams, Reservoirs, and Water Quality**

### **a. Existing Conditions**

There is an existing concrete irrigation ditch, Ha'ikū Ditch, located east of Firebreak Road and the project area and terminates at an existing agriculture near the Maui Raceway Park. Ha'ikū Ditch is owned by A&B and runs in a north-south direction. Refer to **Figure 9**. There is also an irrigation ditch that traverses the project area originating north of Kama'āina Road and terminating at the reservoir. A&B has an easement for the irrigation ditch that traverses the project area.

Other than the irrigation ditch and agricultural reservoir, there are no streams, major drainageways, wetlands, or waterbodies in the project area. As noted previously, the nearest surface water body is the agricultural reservoir located east of Firebreak Road near the Maui Raceway Park. The nearest drainageway is Kolaloa Gulch (refer to **Figure 1**), which is included in the Waikapū Watershed (Waikapū (66010)), located south of the project area near the access road to the



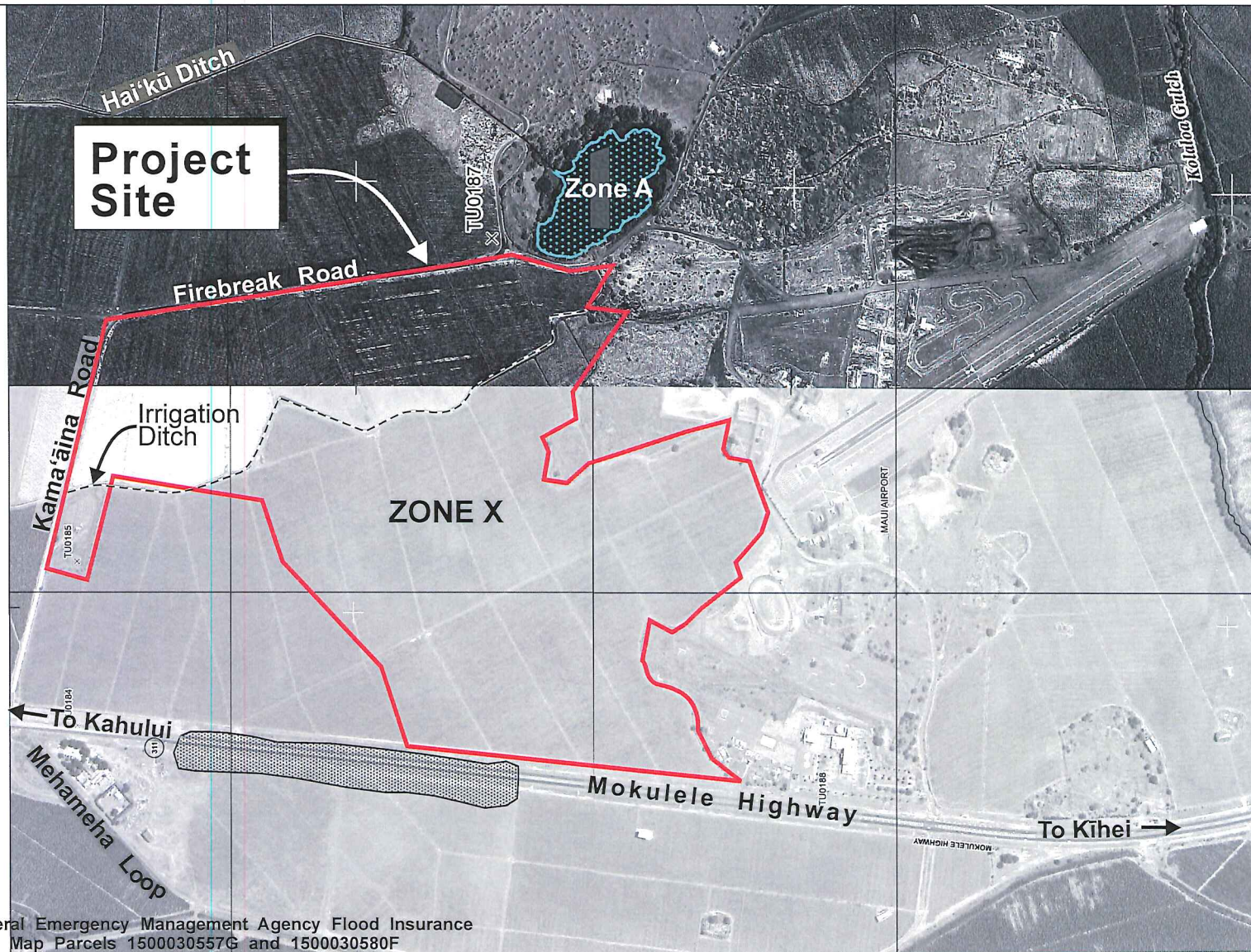
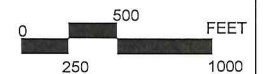


Figure 9



## DLNR Business Park Flood Insurance Rate Map



Prepared for: State of Hawai'i, Department of Land and Natural Resources



Maui Raceway Park (State of Hawai'i, DLNR, Division of Aquatic Resources, 2008).

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

A Preliminary Engineering and Drainage Report (PEDR) will be prepared to address hydrologic conditions affecting the natural drainage patterns as part of the environmental review process for the project area. Results of the PEDR will be reported in the Draft EIS.

**9. Nearshore Waters**

**a. Existing Conditions**

The project area is located midway between Kahului and Kīhei approximately five (5) miles from Kahului and the shoreline.

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

The project area is not near the shoreline and there are no natural drainageways traversing the project area to the shoreline. Implementation of the project is not expected to adversely impact coastal resources.

**10. Archaeological Resources**

**a. Existing Conditions**

The project area and surrounding lands were historically used for plantation (i.e., sugar cane) agriculture, civilian airport and Naval Air Station (NAS) Pu'unēnē, and World War II military operations. Previous archaeological studies near the project area encountered features associated with NAS Pu'unēnē and modern agriculture (Wilson Okamoto Corporation, May 2010 and Chris Hart & Partners, November 2012).

Additionally, there are other historic structures associated with the former military complex from World War II located on neighboring properties in the vicinity of the project area that are visible from Mokulele Highway. West of Mokulele Highway located on Department of Hawaiian Home Land (DHHL) is a concrete structure from World War II. Former concrete bunkers are also located in the cane fields on the east side of Mokulele Highway (Munekiyo Hiraga, April 2015).



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

A site specific archaeological inventory survey (AIS) will be carried out as part of the environmental review process for the proposed project area. Results of the AIS will be reported in the Draft EIS to document the manner in which archaeological resources may be impacted and will be mitigated.

**11. Cultural Assessment**

**a. Existing Conditions**

The proposed project area is situated in the ahupua'a, traditional land district, of Pulehunui. Pulehunui encompasses roughly 16,700 acres of land stretching from the rim of Haleakalā crater to the shore of Mā'alaea Bay. Literally translated, *pulehu* means to broil while *nui* has such meanings as large, immense, or huge (Pukui & Elbert 1986). Thus, the name Pulehunui signifies this vast, arid expanse of land.

The historic Pu'unēnē Sugar Mill and surrounding plantation village are located to the north of the project area. Pu'unēnē was originally the name of a *pu'u*, cinder cone that was situated to the north of the sugar mill site, overlooking Pā'ia and Spreckelsville. Literally translated, *pu'u* signifies a volcanic cinder cone, while *nēnē* is the name of the indigenous Hawaiian goose. Thus, Pu'unēnē is interpreted as "*nēnē* hill" or "*nēnē* on the hill", as *nēnē* once passed over this *pu'u* when flying between Haleakalā and the Keālia Pond salt flats to the southwest.

The Pu'unēnē Sugar Mill was established by Henry P. Baldwin who borrowed the Pu'unēnē name. The Pu'unēnē Sugar Mill began processing cane for the HC&S in 1902, and the community that grew around the sugar mill became known by the Pu'unēnē name. By 1930, over 10,000 people resided in the plantation camps that surrounded the mill, making Pu'unēnē one of the largest towns on the island at that time. With such diverse names as McGerrow, Sam Sing, and Spanish Camp, the plantation camps reflected the multiracial work force of the plantation. Supporting the camp residents were a meat market, hospital, grade school, dairy, general store, and service station. Additional recreational facilities included a swimming pool, bowling alley, tennis courts, ball fields, and club houses (Bartholomew, 1994).

In 1939, a commercial airport was established at Pu'unēnē, and for a brief period of time, this facility served as the island's primary commuter airport. Between 1940 and 1941, the Pu'unēnē Airport facility was

enlarged and improved to become the NAS Pu'unēnē. The NAS was initially utilized for training purposes. Additional quarters were built, and runways were lengthened and paved. By mid-1942, the Navy had permission to control traffic on the section of the Pu'unēnē-Kīhei highway (now Mokulele Highway) that was located within the NAS. With respect to infrastructure, plans had been made for an adequate water supply, power supply, and sewage disposal, and material for 40,000 feet of fence to enclose the air station was requested. For the benefit of Navy personnel, a movie theater, picnic and recreation area, Navy Marketing Center, Shore Patrol, and chapel were built within the NAS. A dispensary, officers club, ship's service, laundry, bakery, photographic laboratory, supply department, and post office were also established within the NAS, and many of these provided services to personnel stationed in other parts of the island (State of Hawai'i DOT Airports Division, 2016).

After World War II ended, the Federal Government no longer needed the Pu'unēnē NAS and the Territory of Hawai'i was eventually granted control of the facility. Commercial airline operations continued at Pu'unēnē until the airport was relocated to Kahului between 1951 and 1952. A few years thereafter, the Pu'unēnē Airport was closed to aeronautical activity in 1955 (State of Hawai'i DOT Airports Division, 2016).

Over the past few decades, the HC&S plantation camps dissipated as the need for laborers decreased and employees moved out to the growing town of Kahului and other parts of the island. There are almost no physical remnants of the old plantation camps that once bustled with life.

Similar to the plantation camps, there are few visual reminders of the Pu'unēnē NAS and commercial airport as the vast majority of airport facilities were abandoned, torn down, or re-purposed. The air station roadways County Boulevard and Central Avenue are now Mehamaha Loop and the regional roadway Mokulele Highway, respectively. The Maui Humane Society animal shelter is now situated on the northernmost portion of the old air station. Still standing in the vicinity of the animal shelter are the shells of a storehouse, telephone exchange building, and transformer building (Frey & Fredericksen, 2008). The former airport runways and surrounding areas are now part of the 220-acre Maui Raceway Park which is under the control and management of the County of Maui.

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

Although previous cultural assessments near the project area did not find any traditional or customary native Hawaiian practices and sites, a cultural impact assessment (CIA) study for the project area will be carried out as part of the environmental review process. Results of the CIA will be reported in the Draft EIS.

**12. Air Quality**

**a. Existing Conditions**

The Pulehunui area in general does not experience adverse air quality conditions. Notable point sources of air contaminants in the local area can be attributed to vehicle exhaust along Mokulele Highway and the occasional burning and cultivation of sugar cane by HC&S. All of the above sources are relatively intermittent, however, and the prevailing tradewinds disperse suspended particulates to maintain a relatively high level of air quality in and around the project area.

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

The proposed project is not expected to interfere with surrounding agricultural uses. The occasional nuisance issues resulting from sugar cane cultivation and harvesting ceased at the end of 2016. Depending on the type of agricultural crops selected to replace sugar cane on the adjacent agricultural lands, there may be future nuisance issues due to dust and particulates associated with future agricultural activities.

An air quality study for the project area will be carried out as part of the environmental review process. Results of the air quality study will be reported in the Draft EIS.

**13. Noise Quality**

**a. Existing Conditions**

Existing background noise in the vicinity of the project site is principally attributed to vehicular traffic on Mokulele Highway. The noise from flight paths of arriving and departing aircraft at Kahului Airport, located to the north of the project site, represents another occasional source of noise. With the cessation of HC&S operations at the end of 2016, intermittent noise from sugar cane agricultural activity no longer exists. Depending on the type of diversified agricultural crops that will replace sugar cane on

adjacent agricultural lands, intermittent noise from agricultural activities may continue beyond 2016.

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

A noise study for the project area will be carried out as part of the environmental review process. Results of the noise study will be reported in the Draft EIS.

**14. Scenic and Open Space Resources**

**a. Existing Conditions**

The project area is located in Maui's central valley which, until the end of 2016, was characterized largely by lands dedicated to the cultivation of sugar cane. The large expanse of agricultural lands provide broad, highly desirable, and attractive view planes across the central valley, which is expected to continue with replacement of agricultural operations. Scenic resources include views of Haleakalā Mountain to the east and the West Maui Mountains to the west.

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

Three-dimensional renderings for the project area will be carried out as part of the environmental review process. These renderings will be included in the Draft EIS.

**15. Hazardous Materials**

**a. Existing Conditions**

The project site is associated with plantation agriculture, a former civilian airport and the former NAS Pu'unēnē and World War II military operations. It is possible that hazardous materials and/or recognized environmental conditions may be present due to its current and previous uses.

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

Soils testing for possible pesticides and other contaminants will be conducted in accordance with the State of Hawai'i, Department of Health, Hazard Evaluation and Emergency Response Office guidelines for hazardous materials will be necessary as part of the environmental review process. Results of the soils testing will be reported in the Draft EIS.

## **B. SOCIO-ECONOMIC ENVIRONMENT**

### **1. Population**

#### **a. Existing Conditions**

The County of Maui's population in 2010 was 154,834 residents, including 144,444 people who lived on the island of Maui. Approximately 27,200 residents lived within the Kihei-Makena Community Plan region in 2010, accounting for 19 percent of the island's residents (U.S. Census, 2010). The County's population grew to 164,726 residents in 2015, an increase of 7 percent since 2010 (County of Maui, Office of Economic Development, 2015). Maui County's population is expected to grow to 207,310 people by 2030 (State of Hawai'i, Department of Business, Economic Development, and Tourism, 2012).

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

The proposed development of the project area does not include housing units and is expected to attract future employees from the existing and future population base. As such, the proposed development is not anticipated to have a significant adverse long-term impact on population.

### **2. Economy**

#### **a. Existing Conditions**

The economy of Maui is heavily dependent upon the visitor industry, and the Kihei-Mākena area presents an illustration of this characteristic. Maui's south coast has grown to be one of the most popular resort-residential destinations in the State. The Wailea and Mākena areas, located further south, again reaffirm the island's economic dependence on tourism, with the presence of a number of major luxury hotels, such as the Fairmont Kea Lani, Four Seasons Maui, Andaz, Grand Wailea, and Wailea Marriott, all of which are located amongst internationally renowned golf courses.

As of December 2016, the non-seasonally adjusted unemployment rates for Maui County and the island of Maui were 2.7 percent and 2.6 percent, respectively. This shows a decrease of 0.4 percent from the 2015 figures, which had unemployment rates at 3.1 percent and 3.0 percent, respectively (State of Hawai'i, DLIR, January 2017).

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

DLNR Business Park will provide for economic development opportunities and job growth for Maui businesses and residents. A fiscal and economic impact study will be conducted as part of the environmental process and will be included in the Draft EIS. As previously mentioned, a Market Study will also be prepared to assess demand for the project and will be included in the Draft EIS.

**C. PUBLIC SERVICES**

**1. Solid Waste Collection and Disposal**

**a. Existing Conditions**

Single-family residential solid waste collection service is provided by the County of Maui on a weekly basis. Residential solid waste collected by County crews is disposed of at the County's Central Maui Landfill facility, located 4.0 miles southeast of the Kahului Airport. In addition to County-collected refuse, the Central Maui Landfill also accepts waste from private collection companies that service certain residential areas and businesses. The privately owned Pohakulepo Recycling Facility accepts green waste and concrete from demolition and construction activities. This facility is located at Mā'alaea, near Honoapi'ilani Highway's junctions with North Kihei Road and the Kuihelani Highway. A privately operated green waste recycling facility is also located at the Central Maui Landfill.

Any solid waste generated by the commercial activities around the project area is collected and disposed of by construction and private collection companies.

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

The Department of Environmental Management (DEM) estimated the remaining capacity of the Central Maui Landfill is 2.4 million tons. The existing landfill has adequate capacity to accommodate residential and commercial waste needs through the year 2030 (DEM, 2016).

Solid waste that may be generated during construction will be disposed at facilities such as the Pohakulepo Recycling Facility. When the project is implemented and operational, solid waste resulting from the project site will be collected and disposed of by a private collection company for disposal at the Central Maui Landfill. The proposed project is not anticipated to adversely impact solid waste services and facilities.

## **2. Medical Facilities, Police and Fire Protection Services**

### **a. Existing Conditions**

The major medical facility on the island is Maui Memorial Medical Center, which is located in Kahului about eight (8) miles north of the project area. The 214-licensed bed facility provides general, acute, and emergency care services. Clinics and offices throughout the Kīhei and Kahului areas offer medical services on a lesser scale.

The project site is within the Maui Police Department's (MPD) service area, the headquarters for which are located in Wailuku. The MPD consists of several patrol, investigative, and administrative divisions. The project area falls within the MPD's District VI, Kīhei that covers the Kihei-Makena Community Plan region. The Kīhei District station is located on the eastern side of Pi'ilani Highway across the signalized intersection of the highway and Kanani Street.

The Maui County Department of Fire and Public Safety provides fire prevention, suppression, protection, and emergency services to the islands of Maui, Lānaʻi, and Molokaʻi from 14 fire stations and a fire prevention office. The project site is located midway between Kahului and Kīhei. The Kahului area is served by the Kahului Fire Station located on Dairy Road. The Department's Kīhei station, which services the Mā'alaea and Kīhei areas, is situated on South Kīhei Road adjacent to Kalama Park.

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

The proposed project is not anticipated to adversely impact the service capabilities for emergency medical, police, and fire operations. The project is within the existing service area limits for these services.

The Maui Police Department, Department of Fire and Public Safety and Maui Memorial Medical Center will be consulted during the preparation of the Draft EIS for this project. Their assessment of DLNR Business Park on existing and future police and fire protection services will be included in the Draft EIS.

### 3. Educational Facilities

#### a. Existing Conditions

The State Department of Education (DOE) operates several schools in the Kahului and Kīhei regions, as shown in the following **Table 1**.

**Table 1. Educational Facilities**

Elementary Schools (Grades K through 5)	
	Location
Kahului	Kahului
Kamali'i	Kīhei
Kīhei	Kīhei
Lihikai	Kahului
Pomaikai	Kahului
Intermediate Schools (Grades 6 through 8)	
Lokelani	Kīhei
Maui Waena	Kahului
High School (Grades 9 through 12)	
Maui High	Kahului
Charter Schools (Grades K through 12)	
Kihei PC High School	Kīhei

In January 2016, the DOE conducted groundbreaking ceremonies for the new Kihei High School (KHS) which will be situated in North Kīhei, mauka of Pi'ilani Highway. Phase I is anticipated to be completed in 2018 (KHON2, 2016). The estimated build-out period for KHS is approximately ten (10) years after completion of Phase I (Final EIS, 2012).

The University of Hawai'i-Maui College is the primary higher education institution serving the County with its main campus located in Kahului.

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

The proposed project is not expected to be a direct population generator. As such, it is not anticipated to place additional demand upon educational facilities in the Kahului and Kīhei regions. Nonetheless, the DOE will be consulted as part of the Draft EIS preparation process.



#### **4. Recreational Facilities**

##### **a. Existing Conditions**

The County of Maui obtained management and control of 222 acres of State-owned land south of the project site containing the former Pu'unēnē airport runway through an Executive Order. The land is used for recreational purposes, such as the Maui Raceway Park and motor bike racing, and is located inland to the east of Mokulele Highway in proximity to the project area.

Diverse recreational opportunities are available in the Kahului and Kīhei-Mākena regions. Shoreline activities, such as fishing, surfing, jogging, camping, picnicking, snorkeling, swimming, and windsurfing, are available in the Kahului and Kīhei regions.

There are several public park facilities in the Wailuku-Kahului and Kīhei regions. Wailuku-Kahului region includes Ke'ōpūolani Park, Kanahā Beach Park, and the War Memorial Complex, as well as smaller parks. The Kīhei region includes several beach parks, such as Kalama and Kama'ole I/II/III Beach Parks, located to the southeast along the Kīhei coastline. Additional recreational resources available in Kīhei include the Kīhei Community Center, South Maui Park, and various world-class golf courses and tennis centers.

The State also developed a regional recreational park in Central Maui approximately five (5) miles to the northwest, along Kuihelani Highway that opened in 2016.

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

As the proposed development is for non-residential type uses, significant adverse impacts on the recreational facilities in the Wailuku-Kahului and Kīhei regions are not anticipated. It is noted that the DLNR Business Park will include a small open space park off of Mokulele Highway and an internal bikepath that will connect to the existing bikepath along Mokulele Highway.

## **D. INFRASTRUCTURE**

### **1. Roadway Infrastructure**

#### **a. Existing Conditions**

Mokulele Highway is the major roadway in the vicinity of the project site. Mokulele Highway is a State roadway that transitions into Pi'ilani Highway, providing access to the residential and commercial areas of the south coast of Maui, namely Kihei, Wailea, and Mākena. Access to the project site is via Kama'āina Road with a secondary access off of South Firebreak Road.

A description of existing roadways in the vicinity of the project site is provided below.

#### **Mokulele Highway**

Mokulele Highway is a four-lane, divided State highway that runs in a north-south direction between Pu'unēnē Avenue in Central Maui and Pi'ilani Highway in South Maui. The posted speed limit along this roadway is 45 miles per hour (mph). In the vicinity of the proposed project area, Mokulele Highway is signalized at its intersection with Kama'āina Road and the northern terminus of Mehamaha Loop. Refer to **Figure 1**.

#### **Kama'āina Road**

Kama'āina Road is a roadway that runs in the east-west direction. Kama'āina Road begins to the west at its intersection with Mokulele Highway, and terminates in the east at an intersection with South Firebreak Road. Kama'āina Road primarily services traffic generated by the Hawaiian Cement Baseyard located further south of the roadway. Kama'āina Road is currently unstriped but was observed to provide enough width to service two-way traffic. Refer to **Figure 1**.

#### **South Firebreak Road**

South Firebreak Road is a local road that facilitates transport for HC&S and Hawaiian Cement trucks in the north-south direction. South Firebreak Road generally begins to the south near the Hawaiian Cement Baseyard and terminates about 1.25 miles north of Haleakalā Highway. Various intersection approaches along South Firebreak Road are gated.

### **Mehameha Loop**

Mehameha Loop is a two lane, two-way roadway that generally runs parallel and to the west of Mokulele Highway before intersecting with Mokulele Highway, at two (2) locations approximately 1.3 miles apart. The northern intersection of Mehameha Loop and Mokulele Highway also encompasses Kama'āina Road forming the signalized cross intersection. The posted speed limit along Kama'āina Road is 15 mph.

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

A Traffic Impact Analysis Report (TIAR) for the build out of the proposed development will be carried out as part of the environmental review process to assess the traffic impacts of the proposed development. Results of the TIAR will be reported in the Draft EIS.

## **2. Water**

#### **a. Existing Conditions**

The County of Maui, Department of Water Supply (DWS) serves five (5) main regions within the County: Central Maui, Upcountry Maui, West Maui, East Maui, and Moloka'i. The project area is located within the Central Maui service area. The water sources for the Central Maui System are the designated 'Īao aquifer, the Waihe'e aquifer, the 'Īao tunnel, and 'Īao-Waikapū Ditch. The project area is currently undeveloped and there is no water service.

The DWS has two (2) transmission waterlines in the Pulehunui area. These are the 18-inch Kīhei Water Development Project (KWDP) waterline and the 36-inch Central Maui Water Transmission System waterline.

The source water for the Central Maui Water Transmission System is groundwater wells in the Waiehu area, which draw water from the 'Īao Aquifer. Water is stored in a 1.0 million gallon (MG) reservoir in Waiehu, which has a top elevation of 511 feet msl and a bottom elevation of 490.75 feet msl. Water from this reservoir flows by gravity to Kīhei via the Central Maui Water Transmission System waterline.

The source water for the 18-inch KWDP is primarily the Mokuahau Wells, which also draw water from the 'Īao Aquifer. The wells are located at the end of Mokuahau Road, just north of 'Īao Stream.

Within Mokulele Highway, there is an existing 12-inch ductile iron waterline that extends north from Kama'āina Road and a 6-inch cast iron waterline that extends south.

There is a 12-inch waterline connecting to the 36-inch line near the north end of Mehameha Loop, where there is a pressure reducing valve to reduce pressure within the 12-inch line. There is an existing 8-inch County waterline in Kama'āina Road which connects from the County's 12-inch waterline at the north intersection of Mokulele Highway and Mehameha Loop.

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

A PEDR for the proposed development will be prepared as part of the environmental review process to assess water needs for the proposed development. The PEDR will identify water source alternatives and demand for domestic, irrigation, and fire protection as well as water distribution systems. Results of the PEDR will be reported in the Draft EIS.

**3. Wastewater Systems**

**a. Existing Conditions**

There is currently no sewage collection infrastructure serving the Pulehunui area.

The project area is located below the Underground Injection Control line, below which leaching fields are generally allowed (Department of Health, 2016).

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

A PEDR for the proposed development will be prepared as part of the environmental review process to assess wastewater infrastructure needs and impacts of the proposed development. Results of the PEDR will be reported in the Draft EIS and will discuss wastewater needs, as well as collection, treatment and re-use options for the project.

**4. Drainage**

**a. Existing Conditions**

The project area was formerly in sugar cane cultivation with the last crop harvested at the end of 2016. There are no onsite drainageways or

stormdrain systems that carry concentrated stormwater runoff. There is an irrigation ditch through the project area connected to the existing reservoir east of the project area that conveys irrigation water downstream to former cane lands (Munekiyo Hiraga, April 2015).

The irrigation ditch through the project area is relatively small and does not have significant reserve capacity for intercepting stormwater runoff. Most of the project area is uniformly graded with little undulation. There is a slight depression at the southern end of the project area near the Maui National Guard Armory. The depression is not a large drainageway but it is a point where runoff appears to concentrate and eventually flow into the Armory site. Remaining stormwater runoff not intercepted by the ditch or depression area drains as dispersed overland flow towards Mokulele Highway (Munekiyo Hiraga, April 2015).

At Mokulele Highway, the roadway is elevated above the existing grade. Several double 24-inch culverts cross east to west under the highway. However, these culverts were only sized to handle localized runoff from the highway right-of-way area and do not have the capacity to handle the larger mauka contributing area (Munekiyo Hiraga, April 2015).

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

A PEDR for the proposed development will be prepared as part of the environmental review process to assess drainage impacts of the proposed development. Results of the PEDR will be reported in the Draft EIS, and will describe drainage system needs and mitigation measures for the project.

**5. Electrical, Telephone, and Cable Television**

**a. Existing Conditions**

Existing utility poles and overhead lines run along Kama'āina Road and South Firebreak Road within an electrical easement. Overhead lines along the western side of Mokulele Highway to the west of the project area are available to provide electrical power to the area by Maui Electric Company, Ltd. (MECO). There are currently no structures or electrical facilities within the project area. Pulehunui is within the telephone service area of Hawaiian Telcom and the telephone and cable television (CATV) service area of Oceanic Time Warner Cable.

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

Coordination with MECO, Hawaiian Telcom, and Oceanic Time Warner Cable will be undertaken during the engineering plans preparation phase of work to ensure that all electrical, telephone, and cable television service requirements for the proposed development are adequately addressed.

The project area will require electrical, telephone, and CATV services. A PEDR for the proposed development will assess utility needs of the proposed development. Results of the PEDR will be reported in the Draft EIS.

**E. CUMULATIVE AND SECONDARY IMPACTS**

Cumulative impacts are defined as the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions.

The proposed development is not part of a larger action, nor is it dependent upon other actions or projects. However, the proposed action will be reviewed in the context of other planned development projects in the region, including the Department of Public Safety's proposed Maui Regional Public Safety Complex (MRPSC) and proposed development on Department of Hawaiian Home Lands (DHHL) land west of Mokulele Highway. As discussed in Chapter I, the proposed DLNR Business Park is not a phase of a larger state action in Pulehunui. The project is functionally and physically separate from the other agency actions proposed in the region and each project is defined by different missions and timeframes. The cumulative impacts of the DLNR Business Park, together with other planned development projects in the region, will be examined in further detail in the Draft EIS.

Secondary impacts are those which have the potential to occur later in time or farther in distance, but are still reasonably foreseeable. They can be viewed as actions of others that are taken because of the presence of the project. Secondary impacts from highway projects, for example, can occur because they can induce development by removing one of the impediments to growth. Secondary impacts will be addressed in further detail in the Draft EIS.



**RELATIONSHIP TO  
GOVERNMENTAL PLANS,  
POLICIES, AND CONTROLS**



### III. RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

#### A. HAWAI'I STATE PLAN

Chapter 226, Hawai'i Revised Statutes (HRS), also known as the Hawai'i State Plan, is a long-range comprehensive plan which serves as a guide for the future long-term development of the State by identifying goals, objectives, policies, and priorities, as well as implementation mechanisms. Examples of State objectives and policies relevant to the proposed Department of Land and Natural Resources' (DLNR) Business Park are as follows:

1. **Section 226-05. Objective and policies for population. It shall be the policies of the State to:**

**Policies:**

- *Manage population growth statewide in a manner that provides increased opportunities for Hawai'i's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.*
- *Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.*
- *Promote increased opportunities for Hawai'i's people to pursue their socio-economic aspirations throughout the islands.*
- *Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.*

**Response:** The proposed project will support job creation on Maui in an area identified for future growth by the Maui Island Plan (MIP). The DLNR Business Park will provide existing and future governmental agencies and businesses with serviced land to relocate or establish new business opportunities.

2. **Section 226-6. Objective and policies for the economy. It shall be the objectives of the State to:**

**Objectives:**

- *Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved*

*living standards for Hawai'i's people, while at the same time stimulating the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.*

- *A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.*

**Response:** The proposed project will support existing and future businesses on Maui by providing opportunities for growth.

**3. Section 226-14. Objectives and policies for facilities systems. It shall be the objective of the State to:**

**Objective:**

- *Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.*

**Policies:**

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

**Response:** The proposed project supports the coordination of infrastructure facility systems and capital improvement priorities with State agencies and is in consonance with the County's MIP in an area identified for future urban growth.

**4. Section 226-27. Objectives and policies for socio-cultural advancement--government. It shall be the objective and policies of the State to:**

**Objectives:**

- *Efficient, effective, and responsive government services at all levels in the State.*
- *Fiscal integrity, responsibility, and efficiency in the state government and county governments.*

**Policies:**

- *Provide for necessary public goods and services not assumed by the private sector.*
- *Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.*

**Response:** The proposed project will provide revenue generating opportunities to support DLNR's mission of managing and protecting watersheds, native ecosystems and cultural resources and to facilitate partnerships, community involvement, and education.

DLNR Business Park is in consonance with the objectives and policies for preserving the quality of the physical environment and enhancing the quality of life within the community.

**B. AGRICULTURE STATE FUNCTIONAL PLAN, 1991**

The Agriculture State Functional Plan, adopted in 1991, is one of 12 State Functional Plans intended to further define the Hawai'i State Plan. One of the objectives of the Agriculture Functional Plan is "*achievement of productive agricultural use of lands most suitable and needed for agriculture.*" Specifically, it is a policy of the Functional Plan to "*conserve and protect important agricultural lands in accordance with the Hawai'i State Constitution*" (State of Hawai'i, Department of Agriculture, 1991). As previously mentioned, the proposed project is not located on lands designated as Important Agricultural Lands (IAL).

The Agriculture Functional Plan also supports a system of standards, criteria, and procedures "to redesignate parcels of 'important agricultural lands' to 'urban' or 'other use' upon a demonstrated change of economic or social conditions, where the requested redesignation will provide greater benefits to the public than its retention in the IAL district" (State of Hawai'i, Department of Agriculture, 1991).

**Response:** The proposed project does not involve lands designated as IAL. Economic and social conditions have evolved over the past few years, with the plantation agriculture declining in Hawai'i, and the recent termination of sugar cane operations on Maui by HC&S. As such, the proposed re-designation of land from agricultural to urban uses may provide greater benefits to the public than retaining the land in an underutilized agricultural designation. The proposed use of the lands for the DLNR Business Park project would provide lease revenue to support DLNR's mission to protect culture and historic resource, coastal, and native ecosystem. These uses would provide long-term public benefit.

An Agricultural Impact Analysis Report will be prepared as part of the environmental review process, the findings of which will be included in the Draft EIS.

## **C. STATE LAND USE DISTRICT**

Pursuant to Chapter 205, HRS, all lands in the State have been placed into one (1) of four (4) land use districts by the State Land Use Commission (LUC). These land use districts have been designated "Urban", "Rural", "Agricultural", and "Conservation". The project site is designated "Agricultural" and the proposed public/quasi-public and industrial/commercial uses are not permitted within the State "Agricultural" District. See **Figure 10**.

In order to establish the proposed public/quasi-public and industrial/commercial uses, a State District Boundary Amendment from "Agricultural" district to the "Urban" district will be required from the State of Hawai'i LUC, in accordance with the following Hawai'i Administrative Rules (HAR).

### **Land Use Commission Rules, Chapter 15-15, HAR**

Reclassification of the subject property must meet the following standards of the Urban District as set forth in the Land Use Commission Rules, Chapter 15-15-18, HAR:

1. *It shall include lands characterized by "city-like" concentration of people, structure, streets, urban level of services and other related land uses.*

**Response:** The subject application involves a reclassification of district boundaries to enable implementation of a comprehensively planned public/quasi-public and light industrial subdivision covering approximately 285 acres with full urban services available to the subdivided lots in an area identified for urban development by the MIP. The subdivision will have an internal network of streets, mixture of land uses, with water, sewer, electrical, and cable network utilities to each lot. Adjacent and to the southeast of the project area is the 86-acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision). Together, the lands characterize "city-like" structures, streets, and urban level of services.

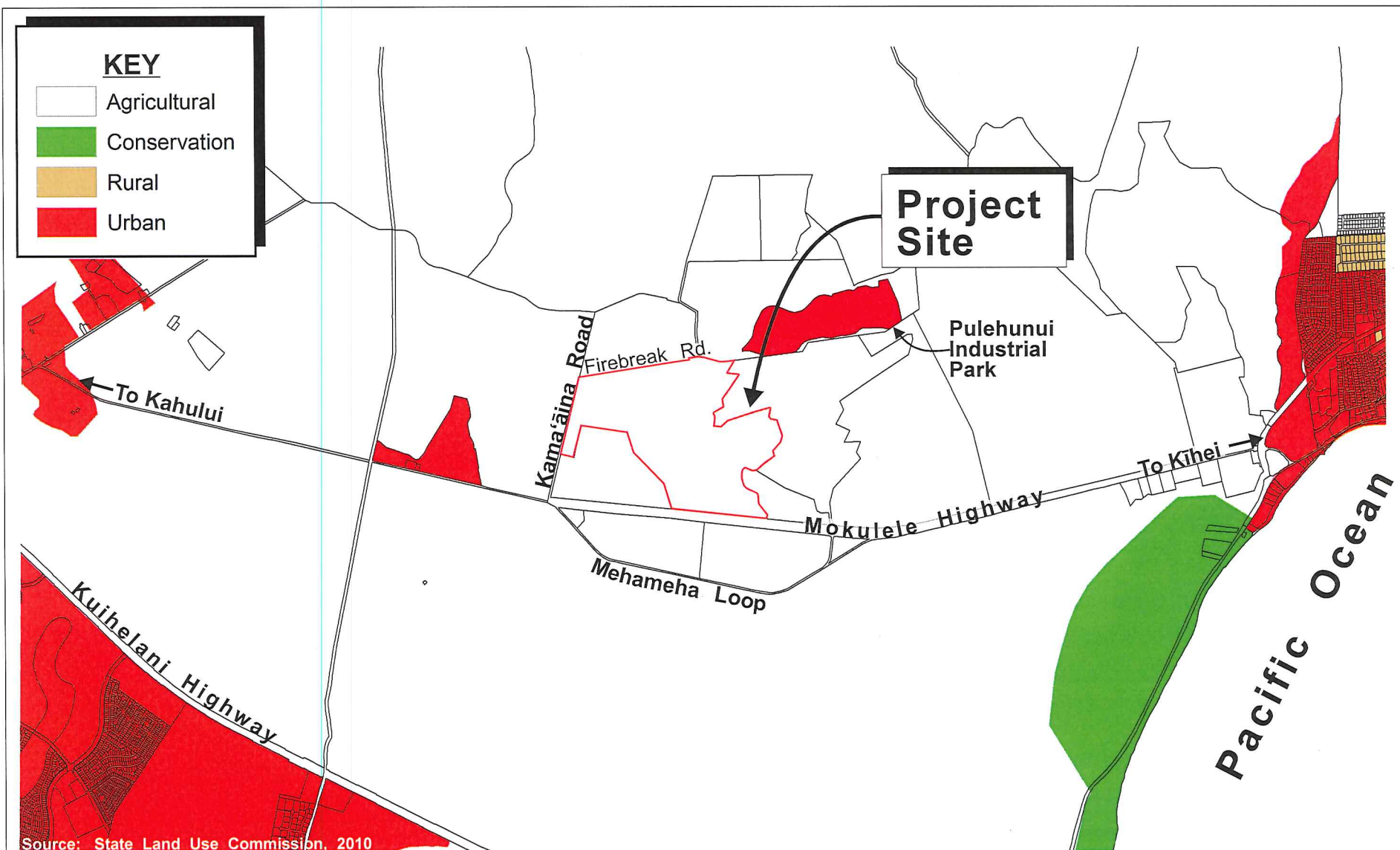
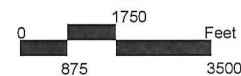


Figure 10

## DLNR Business Park State Land Use Designation Map



Prepared for: State of Hawai'i, Department of Land and Natural Resources

 MUNEKIYO HIRAGA

2. *It shall take into consideration the following specific factors*

- A. *Proximity to centers of trading and employment except where the development would generate new centers of trading and employment.*
- B. *Availability of basic services such as schools, parks, wastewater systems, solid waste disposal, drainage, water, transportation systems, public utilities, and police and fire protection.*
- C. *Sufficient reserve areas for foreseeable urban growth*

**Response:** (A.) The project lands are located in proximity to Central Maui and in an area designated for future growth in the MIP. However, due to the amount of agricultural land between the project area and the nearby urban areas of Kahului and Kihei, DLNR Business Park along with the adjacent 86 acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) will generate a new urban center of trading and commerce. (B.) The implementation of the project will include provisions for services, such as wastewater systems, water systems, and drainage improvements. It is within the service area of local police, hospitals, and fire prevention services and would not extend their service boundaries. It is also located within proximity to schools, private waste disposal services, and close to major transportation routes. (C.) A Market Study will be carried out for the proposed project to assess the demand for commercial/industrial land and phasing program for the project. The findings of the Market Study will be included in the Draft EIS. The MIP includes reserve land for the foreseeable future urban growth.

3. *It shall include lands with satisfactory topography, drainage, and reasonably free from danger of any flood, tsunami, unstable soil condition, and other adverse environmental effects.*

**Response:** The elevation of the subject property is approximately 70 feet above mean sea level (amsl) at the western portion of the site and rising to an elevation of 140 feet amsl in the eastern portion of the site. The topography of the site gradually slopes down from the east to west at an average slope of approximately 1.5 percent. The site is relatively free from danger of any flood, tsunami, unstable soil conditions and other adverse environmental effects. The subject property is located in FIRM Zone X (unshaded) on the Flood Insurance Rate Map for the area, and not within the tsunami evacuation area.



4. *Land contiguous with existing urban areas shall be given more consideration than non-contiguous land, and particularly when indicated for future urban use on state or county general plans.*

*It shall include lands in appropriate locations for new urban concentrations and shall give consideration to areas of urban growth as shown on the state and county general plans.*

**Response:** DLNR Business Park is located adjacent to the 86 acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision), as well as the Hawaii National Guard Armory. Both these areas are located within the Urban Growth Boundary identified by the MIP. The Central Maui Baseyard is also located in close proximity to the project.

5. *It may include lands which do not conform to the standards in paragraph (1) to (5):*

A. *When surrounded by or adjacent to existing urban development;  
and*

B. *Only when those lands represent a minor portion of this district*

**Response:** DLNR Business Park includes lands which conform to the standards in paragraphs (1) to (5).

6. *It shall not include lands, the urbanization of which will not contribute toward scattered spot urban development, necessitating unreasonable investment in public infrastructure or support services.*

**Response:** DLNR Business Park is comprehensively designed and intended to meet future public/quasi-public and industrial/commercial land use requirements, integrated with the existing urban services in Central Maui. Due to the concentration of industrial type uses, in the Pulehunui area and adjacent Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) and Central Maui Baseyard, the urbanization of the project area would not contribute towards scattered development, but would consolidate a range of land uses for public/quasi-public and light industrial/commercial purposes.

7. *It may include lands with a general slope of twenty percent or more if the commission finds that those lands are desirable and suitable for urban purposes and that the design and construction controls, as adopted by any federal, state or county agency, are adequate to protect the public health, welfare and safety, and the public's interest in the aesthetic quality of the landscape.*

**Response:** The project area is relatively flat, with an average slope of 1.5 percent.

#### **D. MAUI COUNTY GENERAL PLAN**

The Maui County General Plan consists of the Countywide Policy Plan which is applicable to the County as a whole and the MIP which is applicable only to the Island of Maui. The MIP designates the subject property within the Urban Growth Boundary (UGB) of the Directed Growth Map as a future planned growth area. See **Figure 11**.

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

##### **1. Countywide Policy Plan**

Ordinance No. 3732 adopted the General Plan Countywide Policy Plan 2030 and took effect on March 24, 2010. With regard to the Countywide Policy Plan, Section 2.80B.030 of the Maui County Code states the following:

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

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

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

- 1. Excellence in the stewardship of the natural environment and cultural resources;*
- 2. Compassion for and understanding of others;*
- 3. Respect for diversity;*

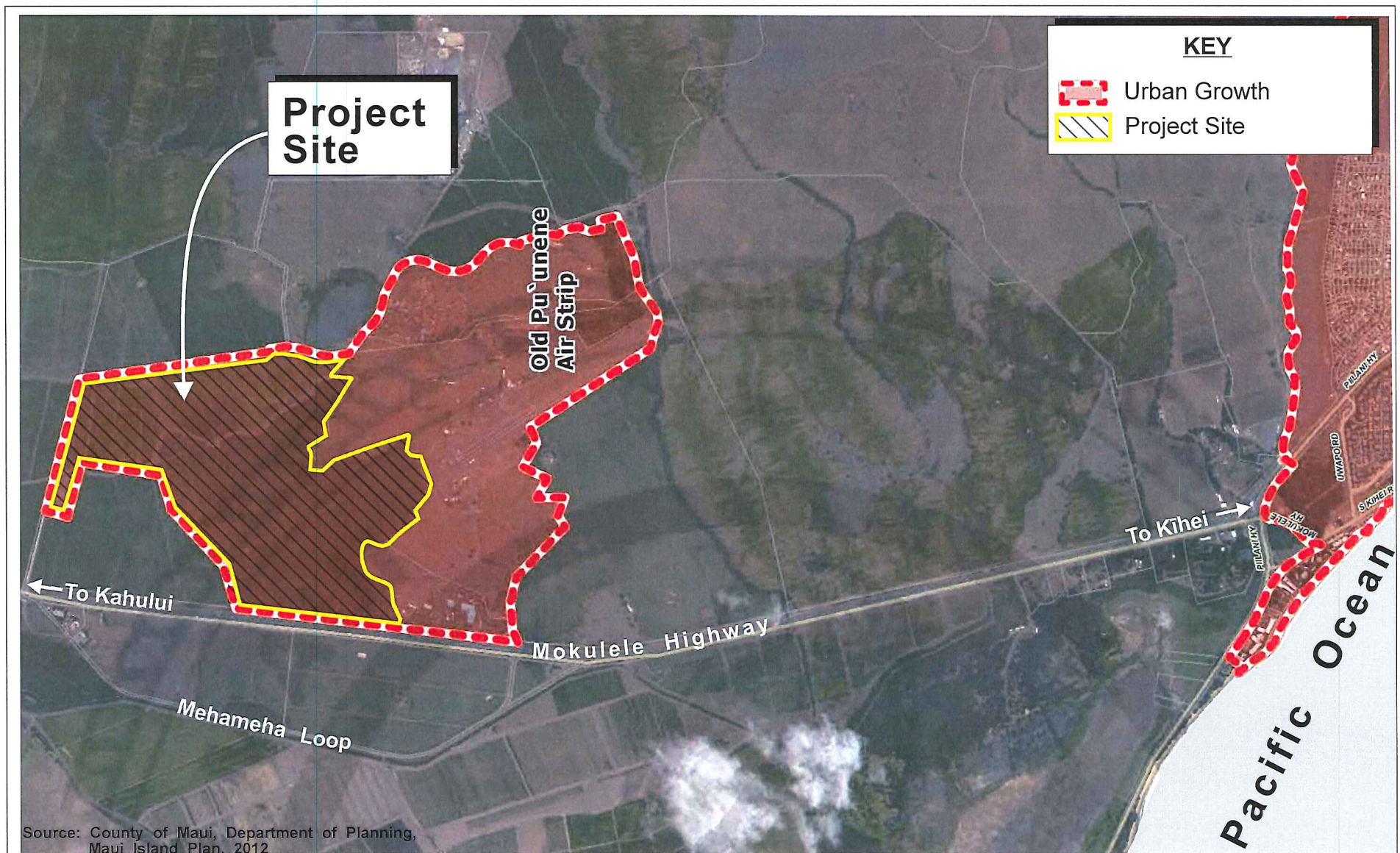


Figure 11



## DLNR Business Park Maui Island Plan Map

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Land and Natural Resources

 MUNEKIYO HIRAGA

4. *Engagement and empowerment of Maui County residents;*
5. *Honor for all cultural traditions and histories;*
6. *Consideration of the contributions of past generations as well as the needs of future generations;*
7. *Commitment to self-sufficiency;*
8. *Wisdom and balance in decision making;*
9. *Thoughtful, island-appropriate innovation; and*
10. *Nurturance of the health and well-being of our families and our communities.*

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

1. *Natural environment*
2. *Local cultures and traditions*
3. *Education*
4. *Social and healthcare services*
5. *Housing opportunities for residents*
6. *Local economy*
7. *Parks and public facilities*
8. *Transportation options*
9. *Physical infrastructure*
10. *Sustainable land use and growth management*
11. *Good governance.*

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

**Goal:**

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

**Objective:**

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

**Policy:**

*Support economic decisions that create long-term benefits.*

**Objective:**

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

**Policies:**

- *Support emerging industries, including the following:*
- *Health and wellness industry;*
- *Sports and recreation industry;*
- *Film and entertainment industry;*
- *Arts and culture industry;*
- *Renewable-energy industry;*
- *Research and development industry;*
- *High-technology and knowledge-based industries;*
- *Education and training industry;*
- *Ecotourism industry; and*
- *Agritourism industry.*

**2. Maui Island Plan**

The MIP was adopted by the County of Maui through Ordinance No. 4004 on December 28, 2012. The proposed project is located within the UGB of the Directed Growth Maps in the MIP. Refer to **Figure 11**.

The MIP identifies Pulehunui as a logical expansion of industrial land use in the area, with its location midway between Kīhei and Kahului. The Pulehunui UGB covers just over 639 acres east of Mokulele Highway. The MIP notes that the planned growth area will be used for heavy industrial, public/quasi-public, and recreational purposes, adding that commercial uses should be limited. DLNR Business Park will be planned in accordance with the framework outlined in the MIP and in response to market demand. It is noted that the 86-acre Pulehunui Industrial Park (formerly known as Pulehunui Heavy Industrial Subdivision) is being developed adjacent to and east of the project site. As such, light industrial,

public/quasi-public, and some commercial uses are envisioned for DLNR Business Park.

The MIP seeks economic diversification by promoting emerging industries such as high technology, renewable energy, niche tourism, local agriculture, health care, entertainment, and education. The important visitor industry will still grow, but at a comparatively lower rate so that Maui's economy will be more diversified.

The MIP identifies goals, objectives, policies, and implementing actions for pertinent functional planning categories, which are identified as follows:

### **ECONOMIC DEVELOPMENT**

#### **Goal:**

*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:**

*A more diversified economy.*

#### **Policies:**

- *Encourage an economy that is driven by innovation, research and development, and human resource development, including but not limited to, increasing technology- and knowledge-based sectors to be a major component in Maui County's economic base.*
- *Support the creation of new jobs and industries that provide a living wage.*

#### **Objective:**

*Increase activities that support principles of sustainability.*

#### **Policies:**

- *Support industries that are sustainable, and culturally and environmentally sensitive.*
- *Support the development of economic development clusters in targeted industry sectors.*

The MIP encourages the development of emerging industries such as those associated with high technology, as follows:

**Goal:**

*A diverse array of emerging economic sectors.*

**Objective:**

*Support increased investment and expanded activity in emerging industries.*

**Policies:**

- *Attract and assist industries to compete in high technology activities such as those related to renewable energy, green technologies, diversified agriculture, ocean sciences, health sciences, space technologies, and other knowledge-based industries.*
- *Support new industries that are environmentally and culturally sensitive such as health and wellness, sports and outdoor activities, cultural activities, the arts, film-making, entertainment, and digital media.*

**3. Special Districts**

According to the County of Maui, the subject property is not located within any special districts. However, pursuant to the Kihei-Makena Community Plan, separate industrial design guidelines are recommended to guide development.

**E. KIHEI-MAKENA COMMUNITY PLAN**

The subject property is located within the Kihei-Makena Community Plan region. A portion of Tax Map Key (TMK) (2)3-8-008:001 (Parcel 1) of DLNR Business Park is designated "Agriculture" with a small portion along the southern boundary designated "Project District 10 (Old Pu'unēnē Airport area)". See **Figure 12**.

Project District 10 (Old Pu'unēnē Airport area) consists of 561 acres. In the Kihei-Makena Community Plan the project district is described as follows:

*. . . including an area of approximately 257 acres adjacent to Mokulele Highway that is not in sugar cane cultivation. This area has been utilized extensively for recreational activities. Approximately 125 acres, including and adjacent to the Hawaiian Cement site, should be utilized for heavy industrial use. The remaining 189 acres, between Mokulele Highway and Memahema Loop, are almost all in sugar cane cultivation and shall remain as such until sugar production no longer remains a viable commodity within the State.*



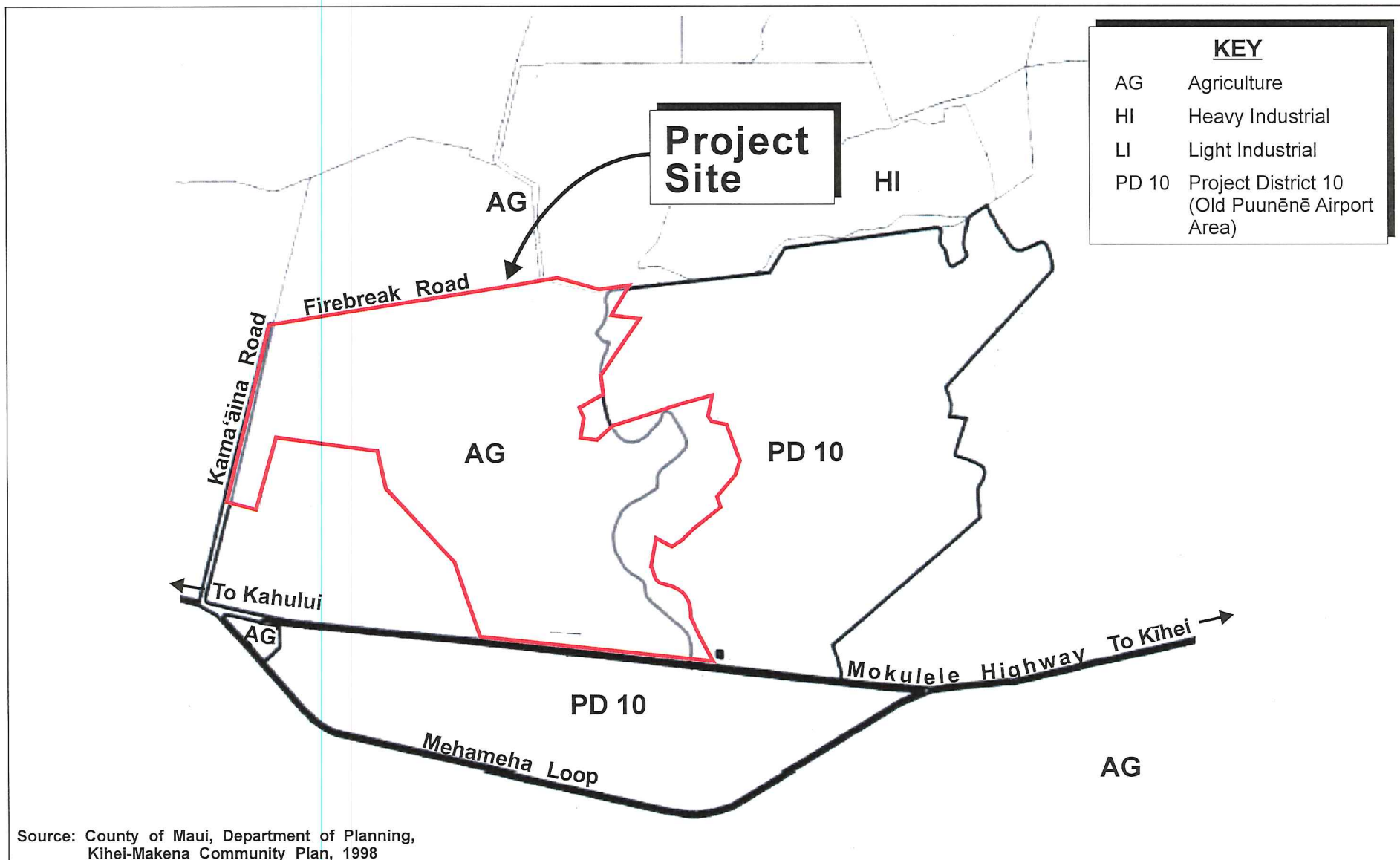


Figure 12



## DLNR Business Park Kihei-Makena Community Plan Map

NOT TO SCALE

The Kihei-Makena Community Plan further states the objective of the project district:

*. . . to establish a master planned recreational and industrial expansion area to meet future recreational needs and to provide areas for industrial activities, including government facilities, whose locations are better suited away from urban areas. Site planning shall seek to maximize the range of potential user groups while minimizing potential incompatibilities between recreational, government, and industrial activities.*

The Kihei-Makena Community plan includes the following Urban Design Standards:

*Building Form*

*Establish a maximum of thirty-five (35) feet in building height for new commercial facilities.*

*Limit the height of industrial buildings to thirty-five (35) feet. Within large industrial tracts, separate industrial design guidelines should be formulated to guide development. Such guidelines shall, among other issues, address landscaping and building design to achieve design continuity for the overall industrial development area.*

To establish the proposed public/public-quasi and industrial/commercial uses for DLNR Business Park, a Community Plan Amendment (CPA) to the Kihei-Makena Community Plan will be required. There are two (2) options for amendment. The first option is to re-designate the project site to incorporate it into Project District No. 10 consistent with the adjacent parcel under Executive Order No. 4024 or to identify a separate Project District 11. In either land use category, the text in the Kihei-Makena Community Plan for Project Districts will need to be revised to include the proposed purpose, intent, and uses for the project site. The other preferred option is to request light industrial use that would permit the proposed public/quasi-public, light industrial and limited commercial uses. This option will require an amendment to the subject property from "Agriculture" and "Project District 10" to the "Light Industrial" land use designation. The latter option would not require amendment to the text of the Kihei-Makena Community Plan. Further exploration of these options will be presented in the Draft EIS.

## **F. MAUI COUNTY ZONING**

The project site is zoned "Agricultural" by the County of Maui. Pursuant to Chapter 19.31A, Maui County Code (MCC), permitted uses in the "Agricultural" District are limited to agricultural production and related accessory and special uses. The proposed public/quasi-public, industrial and limited commercial uses envisioned for DLNR Business Park are not permitted uses within the County "Agricultural" District. To implement the project, a Change in Zoning (CIZ) will be required from the "Agricultural" district to a more appropriate land use zone(s). To implement the goals for DLNR the appropriate zoning district to be requested is the "M-1 Light Industrial" District which

permits public/quasi-public, industrial and limited commercial uses. Once zoning is granted, development of the project area would be subject to the County's subdivision and building permit requirements.

During the CIZ process, the County Council may establish conditions of zoning which is recorded in a unilateral agreement against the property. Any conditions of zoning will require preparation of a compliance report addressing compliance and fulfillment of the conditions.

## **G. HAWAI'I COASTAL ZONE MANAGEMENT PROGRAM – OBJECTIVES AND ENFORCEABLE POLICIES**

The project area is not within the County of Maui's Special Management Area (SMA). Nevertheless, an assessment of the development plan pursuant to the Hawai'i Coastal Zone Management Program (HCZMP) is provided as follows.

### **1. Recreational Resources**

#### **Objective:**

*Provide coastal recreational opportunities accessible to the public.*

#### **Policies:**

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

- v. *Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;*
- vi. *Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;*
- vii. *Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and*
- viii. *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Section 46-6, HRS.*

**Response:** The subject property is located on the Central Maui isthmus inland of the ocean and is not anticipated to affect existing coastal recreational resources. Access to the shoreline areas will remain unaffected by the proposed project.

## 2. **Historic Resources**

### **Objective:**

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

### **Policies:**

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

**Response:** Although the site has historically been used for sugar cane cultivation and other non-agricultural uses, a site specific archaeological inventory survey (AIS) will be carried out as part of the environmental review process. Results of the AIS will be reported in the Draft EIS and recommended mitigation measures incorporated to minimize adverse impacts on historic and cultural resources.

### 3. **Scenic and Open Space Resources**

#### **Objective:**

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

#### **Policies:**

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

**Response:** The project area is located approximately five (5) miles inland of the coastline. As such, the proposed project is not anticipated to adversely impact coastal and scenic open space resources. Buffer zones along the roadways and greater building setbacks from the highway frontage will be considered in order to minimize adverse impacts on scenic resources. View renderings will be prepared as part of the environmental review process and included in the Draft EIS.

### 4. **Coastal Ecosystems**

#### **Objective:**

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

#### **Policies:**

- a. *Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;*
- b. *Improve the technical basis for natural resource management;*
- c. *Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;*
- d. *Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and*

- e. *Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.*

**Response:** As an inland action, the proposed project is not anticipated to adversely impact coastal ecosystems. The project includes drainage improvements to avoid significant adverse impacts to surrounding properties. Best Management Practices (BMPs) to mitigate urban runoff set forth in the Hawai'i Watershed Guidance will be reviewed and, as appropriate, included in the implementation of the project. BMPs will be further discussed in the Draft EIS.

## 5. **Economic Uses**

### **Objective:**

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

### **Policies:**

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

**Response:** The implementation of the project will support short-term construction and construction-related jobs while in the long term DLNR Business Park will provide economic development opportunities for government and businesses. A Fiscal and Economic Impact Analysis will be prepared for the project and included in the Draft EIS.



## 6. Coastal Hazards

### Objective:

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

### Policies:

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

**Response:** According to the Flood Insurance Rate Maps, the project lands are located within Zone "X" (unshaded), which is defined as areas determined to be outside the 0.2 percent annual chance floodplain of minimal flooding. The project site is also located outside the tsunami evacuation zone. A Preliminary Engineering and Drainage Report (PEDR) will be prepared, addressing drainage mitigation measures needed to avoid adverse impacts to surrounding properties. The result of the PEDR will be included in the Draft EIS.

## 7. Managing Development

### Objective:

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

### Policies:

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

**Response:** The proposed project shall be reviewed and processed pursuant to Chapter 343, HRS, and through the DBA, CPA, and CIZ permitting processes. Public review will be coordinated through this process. The DLNR has also met with surrounding landowners to discuss the scope of the proposed project.

**8. Public Participation**

**Objective:**

*Stimulate public awareness, education, and participation in coastal management.*

**Policies:**

- a. *Promote public involvement in coastal zone management processes;*
- b. *Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and*
- c. *Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.*

**Response:** As noted above, opportunity for public awareness, education and participation pertaining to significant resource attributes of the coastal zone is provided through Chapter 343, HRS environmental review procedures, and the DBA, CPA, and CIZ review processes which provide for public review of the project. The DLNR has met with surrounding landowners to discuss the scope of the project. Additional outreach activities will be undertaken, as needed, to ensure that community stakeholders are apprised of the proposed action.

**9. Beach Protection**

**Objective:**

*Protect beaches for public use and recreation.*

**Policies:**

- a. *Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;*
- b. *Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and*

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

**Response:** As an inland action, the implementation of the project will not impact shoreline activities and, as such, adverse impact to beach processes are not expected.

## 10. **Marine Resources**

### **Objective:**

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

### **Policies:**

- a. *Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*
- b. *Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;*
- c. *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;*
- d. *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and*
- e. *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

**Response:** As an inland action, the implementation of the project will not impact marine resources.

In addition to the foregoing objectives and policies and pursuant to Act 224 (2005):

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

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

*Further, this prohibition shall not apply to authorized users for government operations, security, public safety, or navigational needs; provided that a government agency or its authorized users shall make reasonable efforts to properly position or shield lights to minimize adverse impacts.*

**Response:** The project area is located inland of the shoreline. The development of the improvements will be designed to ensure that light fixtures will be shielded to comply with the dark sky lighting requirements and not directed across property boundaries.

Further assessment of the project in light of the relationship to governmental plans, policies, and controls will be included in the Draft EIS.

**ALTERNATIVES TO THE  
PROPOSED ACTION**

**IV**

## **IV. ALTERNATIVES TO THE PROPOSED ACTION**

### **A. FORMULATION OF THE PREFERRED ALTERNATIVE**

The preferred alternative described in Chapter I of this document was developed through an extensive review process intended to ensure that the DLNR Business Park addressed the following fundamental planning principles:

- Provide a mix of public/quasi-public and commercial/industrial land uses to meet future land demand and provide agency flexibility to meet tenant requirements
- Provide cost effective and timely infrastructure services to the project area
- Respect local culture and environment

Through the planning process, the Department of Land and Natural Resources (DLNR) developed various iterations of the land plan, with the selected plan being deemed most appropriate in terms of the foregoing criteria and in terms of adaptability to the land zoning code proposed for the project area. The following alternatives were considered in the evolution of the refinement to DLNR Business Park:

1. Land Use Plan Alternatives
2. Land Entitlement Program Alternatives
3. No Action and Deferral of Action Alternative
4. Water and Sewer Infrastructure Plan Alternatives

These alternatives are discussed below. Select alternatives identified in the planning process will be further discussed in the Draft Environmental Impact Statement (EIS).

### **B. DLNR BUSINESS PARK LAND USE PLAN ALTERNATIVES**

The project land use allocation is being guided by the assessment of locational factors, land suitability attributes, market demand and the flexibility required by the DLNR to effectively lease the developed public/quasi-public, industrial, and limited commercial lots. Land use design considerations also were evaluated with respect to ingress and egress, internal vehicular circulation and lot access, infrastructure design requirements, and development efficiencies and cost considerations. Additional information on development alternatives will be presented in the Draft EIS.



## C. LAND ENTITLEMENT ALTERNATIVES

The project area is zoned "Agricultural" by the County of Maui. Pursuant to Chapter 19.31A, Maui County Code (MCC), permitted uses in the "Agricultural" district are limited to agricultural production and related accessory and special uses. The proposed public/quasi-public, industrial, and limited commercial uses for the project site are not permitted uses within the County "Agricultural" district. To implement the project, two (2) alternatives for zoning were considered.

1. Preferred Alternative 1 is to pursue a change in zoning of the project area to the "M-1 Light Industrial" zoning district. This alternative would result in zoning each lot within the DLNR Business Park to "M-1, Light Industrial". The "M-1 Light Industrial" district will allow public/quasi-public, industrial, and limited commercial uses. Once zoning is granted, development of the project site would be subject to the County's subdivision and building permit requirements. This alternative would offer the DLNR the most expeditious leasing and permitting process to meet tenant requirements.

The Maui County Council, during the Change in Zoning process, can establish conditions of zoning which is recorded in a unilateral agreement against the property. Any conditions of zoning will require preparation of a compliance report addressing compliance and fulfillment of the conditions.

2. Alternative 2 is to pursue a change in zoning of the project area to Project District No. 10 to incorporate it into the existing 561-acre Project District 10 (Old Pu'unēnē Airport area) or to create a new Project District No. 11. Project District zoning is a three (3) phase approval process which is intended to allow flexibility in development of the project site.

Phase I of the Project District process is to create a unique zoning ordinance for the project in accordance with the general description of the Project District in the Kihei-Makena Community Plan. Concurrent with the Phase I Project District application is a Change in Zoning application requesting a zoning change from the "Agricultural" District to either "Project District No. 10" or "Project District No. 11". The Project District Ordinance establishes the unique zoning standards for the project site, such as acreages of land uses, permitted uses, development standards (i.e., minimum lot sizes, setbacks, height limits, etc.). Project District Phase I Approval and the Change in Zoning are adopted by ordinance through the Maui County Council. The Maui Planning Commission (MPC) holds the public hearings on the applications in the community plan district and makes a recommendation to the Council.

Phase II of the Project District process is approved by the MPC. The MPC holds a public hearing in the community plan district and reviews the land use plan which identifies the specific land use districts in the development as described in the unique zoning district. Unlike the Change in Zoning, which establishes the boundaries of the Project District by metes and bounds, the land uses identified in Phase II are defined by a conceptual site plan. This allows the flexibility in the zoning district boundaries to accommodate modifications as development occurs within the project site, provided the development follows the overall conceptual site plan presented to the MPC.

Phase III Project District processing is an administrative review of the construction plans by the Maui Planning Department prior to subdivision or building permit approval to ensure the site specific development is in compliance with the Phase II plan.

Examples of the Project District process are found at the Maui Lani and Kehalani Master Planned communities.

Further assessment of the land entitlement options will be carried out in the Draft EIS.

#### **D. NO-ACTION ALTERNATIVE AND DEFERRAL OF ACTION ALTERNATIVE**

The no-action and deferred action alternatives would leave the subject property in its current agricultural use. The majority of the project site is currently being leased to Hawaiian Commercial & Sugar Company (HC&S) on a month-to-month basis. With the cessation of sugar cultivation operations, it is uncertain whether HC&S will terminate its lease for the project site and return the lands to the State. The no-action and deferral of action alternatives would involve neither a commitment of resources, nor short- and long-term environmental effects related to the implementation of the project. The context for the no-action and deferred action alternatives, however, must be viewed in terms of broader needs of Maui's businesses and the State use of lands to generate lease revenues. The no action alternative will also eliminate any income from the land to fund various DLNR programs. The need to consider land use alternatives to accommodate future urban growth is essential to sustaining the economy over the planning horizon set forth by the County's proposed Countywide Policy Plan and proposed Maui Island Plan. As such, both the no-action and deferred action alternatives are not deemed appropriate as a result.

## **E. WATER AND SEWER INFRASTRUCTURE PLAN ALTERNATIVES**

Although the County of Maui (COM) has limited water service in the area, including an 8-inch water line on Kama'aina Road, the project site is not connected to the COM water system. Also, the COM does not have a sewer collection system in the vicinity. It is anticipated the DLNR Business Park will need to develop its own infrastructure for water and wastewater disposal.

### **1. Water Infrastructure**

DLNR will continue its discussions with the COM, Department of Water Supply (DWS) to determine whether future water source development will be available to accommodate the DLNR Business Park. If available, the DLNR Business Park will connect to the DWS' existing water service. DLNR would develop necessary infrastructure needed to connect to the DWS system.

The Preliminary Engineering and Drainage Report (PEDR) will include water infrastructure solutions in addition to connection to the DWS' existing water service. Alternatives to be considered include the use of surface water from an irrigation ditch in the vicinity and the feasibility of groundwater for potable water. Necessary support facilities such as a water treatment plant will be included in the PEDR. Results of the PEDR will be reported in the Draft EIS.

### **2. Wastewater Disposal Infrastructure**

The PEDR will include alternative solutions for wastewater disposal, which may include the development of a private wastewater treatment facility, including disposal of treated wastewater. Results of the PEDR will be reported in the Draft EIS.

### **3. Regional Infrastructure Planning**

The Department of Hawaiian Home Lands (DHHL) is investigating the development of a regional Infrastructure Master Plan for the Pulehunui area to service DHHL's proposed development of approximately 184 acres of land in Pulehunui and other state projects including the DLNR Business Park and the proposed Maui Regional Public Safety Complex. Although there has been coordination amongst the State agencies in the past, each project is a separate and distinct project from each other both physically and functionally. Each state project is defined by different missions and timeframes, and are owned and managed by different State agencies.

The DLNR Business Park is further along in its planning process and proposes to assess infrastructure to service the project as a stand-alone project. To the

extent that there may be opportunities to connect to infrastructure systems developed in conjunction with neighboring projects, as identified in the infrastructure master plan process, those opportunities will be assessed in the context of the alternatives analysis of the Draft EIS for the DLNR Business Park. However, the DLNR Business Park will not be dependent on such infrastructure connections.

## **F. OTHER ALTERNATIVES**

As technical studies for the Draft EIS are completed, other types of alternatives may need to be discussed. For example, infrastructure system alternatives relating to transportation service and drainage for the project area may need to be addressed in the Draft EIS. These factors will be evaluated as the technical studies are undertaken and discussion will be incorporated in the Draft EIS, as applicable.

**SUMMARY OF ADVERSE  
ENVIRONMENTAL EFFECTS  
THAT CANNOT BE AVOIDED**



## **V. SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED**

The development of the project will result in certain unavoidable construction-related impacts as outlined in Chapter II.

Potential effects include short-term noise, air and water quality impacts occurring during site preparation and construction phases of the project. These impacts will arise as a direct result of construction activities, such as the generation of noise from construction equipment, the generation of dust and other airborne pollutants, and erosion from wind and stormwater runoff during grading and other construction activity. Appropriate Best Management Practices (BMPs), such as use of sound attenuating construction equipment, will be used, where practicable, to mitigate noise impacts caused by construction; as well as installation of dust fences and watering of exposed areas to mitigate air quality impacts, and temporary drainage measures to handle water quality impacts from stormwater runoff.

Further, assessment of the proposed project will be carried out during preparation of the Draft Environmental Impact Statement (EIS), which will identify other potential impacts and mitigation measures. The Draft EIS will include Noise and Air Quality Studies, as well as a Preliminary Engineering and Drainage Report. The Draft EIS will include the results of these studies and potential mitigation measures to minimize any adverse impacts resulting from the project.

Implementation of the proposed project is expected to result in the irreversible and irretrievable commitment categories of land and fiscal resources. Other resource commitment categories relate to energy, labor, and material resources. This commitment, however, is considered appropriate in the context of the project's long-range land use goal of providing appropriate and suitable public/quasi-public, commercial and industrial land to accommodate future urban growth, as well as providing a source of lease revenue to support the programs of the Department of Land and Natural Resources.

Addressing land use development issues and market needs from a comprehensive planning perspective provides an efficient and effective means of developing and implementing infrastructure and related service components. It is in this context that commitment of resources will be considered in the Draft EIS.

**SIGNIFICANCE  
CRITERIA  
ASSESSMENT**

**VI**



## VI. SIGNIFICANCE CRITERIA ASSESSMENT

The proposed project, its expected primary and secondary consequences, as well as the short- and long-term effects of the action, have been evaluated in accordance with the Significance Criteria of Department of Health (DOH), Section 11-200-12 of the Hawai'i Administrative Rules (HAR), Title 11, Chapter 200, "Environmental Impact Statement Rules". A more thorough review and assessment of the significance criteria will be presented in the Draft Environmental Impact Statement (EIS) once technical studies have been completed. Considerations for preliminary significance criteria assessment are presented below.

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

The project area has been in sugar cane cultivation for several years with the last crop harvested at the end of 2016. Although the project area has been altered due to agricultural activity, an Archaeological Inventory Survey (AIS) will be conducted by Scientific Consultant Services, Inc. (SCS). Also, a Cultural Impact Assessment (CIA) will be conducted by SCS. The results of these studies and appropriate mitigation measures, as may be necessary, will be included in the Draft EIS.

Consultation with the State Historic Preservation Division (SHPD) and Office of Hawaiian Affairs (OHA) will be conducted to ensure historic, archaeological, and cultural concerns are addressed and appropriate mitigation measures addressed.

The project's potential impact to natural and cultural resources and proposed mitigation measures, as may be necessary, will be assessed once preliminary engineering and environmental studies are available and will be included in the Draft EIS.

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

The proposed project supports the mission of the Department of Land and Natural Resources (DLNR) to *"enhance, protect, conserve and manage Hawai'i's unique and limited natural, cultural and historic resources held in public trust for current and future generations of the people of Hawai'i nei, and its visitors, in partnership with others from the public and private sectors."*

Technical studies will be prepared and included in the Draft EIS and will contribute to the environmental review process. For example, assessment of drainage will be investigated during the EIS preparation phase and the findings will be used to assess potential impacts and appropriate mitigation measures to ensure the project will not curtail the beneficial uses of the environment.

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

The State's Environmental Policy and Guidelines are set forth in Chapter 344, Hawai'i Revised Statutes (HRS). Upon completion of the technical reports for the EIS document, an assessment of the project relative to the State's environmental policies and guidelines will be undertaken.

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

The project will directly benefit the local economy by providing construction and construction-related employment. In the long term, the project will support the local economy through providing serviced land to accommodate economic growth which will contribute to generating salaries, wages, benefits and taxes. A Fiscal and Economic Impact Assessment for the project will be undertaken with its results incorporated in the Draft EIS.

As noted previously, over the long term, the proposed project will support the DLNR's mission by providing lease revenue which will support its programs.

5. **Substantially affects public health.**

The project area was formerly part of the Naval Air Station Pu'unēnē and in sugar cane cultivation for many years. As such, an environmental site investigation will be conducted to determine potential soil contamination from previous use. The results will be included in the Draft EIS and as may be necessary, appropriate mitigation measures will be identified.

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

The proposed project is not a direct population generator. However, the project site is in an area of limited public infrastructure and services. Technical studies addressing public infrastructure and services will be included in the Draft EIS. Coordination will be undertaken during the Draft EIS with State and County agencies, as well as utility service providers, to address services and facilities requirements for the project.

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

A full range of technical studies will be carried out in preparation of the Draft EIS to address appropriate mitigation measures to minimize environmental degradation. For example, preliminary engineering work will investigate drainage options to mitigate adverse impacts to downstream and adjacent properties. Archaeological, cultural, and biological investigations will be conducted to ensure that valued historical, cultural, and

biological resources are appropriately treated. The results of the foregoing studies will be included in the Draft EIS.

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

From a future land use perspective, the project area is within the Urban Growth Boundary (UGB) of the Maui Island Plan (MIP). Development of the project area will continue the transition of the area to urban type uses as envisioned by the MIP.

The project reflects a comprehensive plan for approximately 285 acres in the Pulehunui area under the jurisdiction of the DLNR. There are no additional components associated with the plan nor is it dependent on other actions. An assessment of cumulative impacts will be included in the Draft EIS.

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

The project area has been altered by years of sugar cane cultivation. A biological survey will be conducted on the project area and the results and, as may be necessary, appropriate mitigation measures included in the Draft EIS.

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

Construction activities will result in short-term noise, air, and water quality impacts. Appropriate noise, air, and water quality control measures, such as, maintenance of construction equipment, dust control measures (regular watering and sprinkling, and installation of dust fences), and erosion control measures, will be implemented during grading and construction activities. State and County regulations, such as the DOH, HAR, Title 11, Chapter 46, "Community Noise Control", will be complied with. Appropriate permits, if required, such as a noise permit and National Pollutant Discharge Elimination Permit System (NPDES), will be obtained prior to the initiation of any construction activity.

Potential impacts on noise, air, and water quality resulting from the project will be assessed in technical studies and the result and proposed mitigation measures incorporated into the Draft EIS document.

11. **Affects or 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.**

Assessments relating to environmentally sensitive areas, impacts and potential mitigation measures will be carried out and the results incorporated into the Draft EIS document.

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

Scenic vistas are primarily the view of Haleakalā Mountain to the east and the West Maui Mountains, as well as the nearby fallowed agricultural fields. Effects to scenic and open space resources and scenic view corridors resulting from the project will be evaluated in greater detail and discussed in the Draft EIS document.

13. **Requires substantial energy consumption.**

The project will involve the commitment of fuel for construction equipment, vehicle and machinery during construction and maintenance activities.

Coordination with Maui Electric Company, Ltd. will be undertaken during the preparation of the Draft EIS to ensure that appropriate planning is implemented to address power supply issues. Sustainability measures to reduce energy consumption of the project will be discussed in the Draft EIS document.

Given the relatively large acreage of the proposed project and the potential impacts that need to be addressed in greater detail, it has been determined that an EIS is warranted pursuant to Chapter 343, HRS, and Chapter 200 of Title 11, DOH, HAR, EIS Rules.

**LIST OF PERMITS  
AND APPROVALS**

**VII**

## **VII. LIST OF PERMITS AND APPROVALS**

The following is a preliminary list of State and County permits and approvals that may be required for project implementation.

### **State of Hawai'i:**

1. State Land Use District Boundary Amendment
2. National Pollutant Discharge Elimination System (NPDES) Permit
3. Noise Permit, as applicable

### **County of Maui:**

1. Kihei-Makena Community Plan Amendment
2. Change in Zoning
3. Subdivision Approval
4. Building Permits
5. Other Construction Permits (i.e. grading, electrical, plumbing)

**OTHER ELEMENTS  
TO BE ADDRESSED  
IN THE DRAFT  
ENVIRONMENTAL  
IMPACT ASSESSMENT**

**VIII**



## **VIII. OTHER ELEMENTS TO BE ADDRESSED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The Draft Environmental Impact Statement (EIS) will address all elements of Section 11-200-17 of the Hawai'i Administrative Rules (HAR) relating to EISs. This section of the rules provides that the Draft EIS address specific content requirements for EIS documents. Information to complete these sections of the EIS document will be gathered through the technical studies to be completed, as well as comments received in the review of this Environmental Impact Statement Preparation Notice (EISPN) document. In this regard, the Draft EIS will also address the following topic:

- Relationship Between the Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity
- Unresolved Issues

**STUDIES ANTICIPATED  
TO BE INCLUDED  
IN THE ENVIRONMENTAL  
IMPACT STATEMENT**

**IX**

## **IX. STUDIES ANTICIPATED TO BE INCLUDED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The forthcoming Environmental Impact Statement will include several technical reports and studies prepared by experts in specific fields. The reports and studies will include

- |   |   |
|---|---|
| • Agricultural Impacts Assessment             | Plasch Econ Pacific LLC                 |
| • Air Impact Analysis Study                   | B.D. Neal & Associates                  |
| • Archaeological Inventory Survey             | Scientific Consultant Services, Inc.    |
| • Cultural Impact Assessment                  | Scientific Consultant Services, Inc.    |
| • Design Guidelines                           | Bowers & Kubota Consulting              |
| • Economic and Fiscal Impacts                 | Plasch Econ Pacific LLC/Munekiyo Hiraga |
| • Flora and Fauna Survey                      | Robert Hobdy                            |
| • Landscape Plan                              | Hawaii Land Design                      |
| • Market Study                                | ACM Consultants, Inc.                   |
| • Noise Impacts Analysis Study                | Y. Ebisu & Associates                   |
| • Phase I Environmental Site Assessment       | Environmental Consultant                |
| • Preliminary Engineering and Drainage Report | Austin, Tsutsumi & Associates, Inc.     |
| • Traffic Impact Analysis Report              | Austin, Tsutsumi & Associates, Inc.     |

**EARLY CONSULTATION  
WITH AGENCIES IN  
PREPARATION OF THE  
ENVIRONMENTAL  
IMPACT STATEMENT  
PREPARATION NOTICE**



## **X. EARLY CONSULTATION WITH AGENCIES IN PREPARATION OF ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE**

An interagency meeting was held on October 28, 2015 between the following State and County agencies prior to preparation of the Environmental Impact Statement Preparation Notice (EISPN).

### **STATE AGENCIES**

- |    |   |     |  |
|----|---|-----|--|
| 1. | Lieutenant Governor Shan Tsutsui<br><b>State of Hawaii</b>  | 12. | William Spence, Director<br>David Yamashita<br><b>Department of Planning</b>   |
| 2. | Rufino Dan Magliba<br><b>Office of the Lt. Governor</b>   | 13. | Rowena Dagdag-Andaya, Deputy Director<br><b>Department of Public Works</b>     |
| 3. | Representative Kyle T. Yamashita<br><b>House of Representatives</b>   | 14. | Paul Meyers, Deputy Director<br>Tammy Yeh<br><b>Department of Water Supply</b> |
| 4. | Russell Tsuji, Administrator<br>Ian Hirokawa<br>Pam Matsukawa<br>Daniel Ornellas, Maui Land Agent<br><b>Department of Land and Natural Resources</b><br>Land Division |     |  |
| 5. | Nolan Espinda, Director<br>James Hirano<br><b>Department of Public Safety</b>   |     |  |
| 6. | Eric Nishimoto<br>Wade Shimabukuro<br><b>Department of Public Works</b>   |     |  |
| 7. | Dawn Hegger Nordblom<br><b>Hawaii Army National Guard</b>   |     |  |
| 8. | Jobie Masagatani, Director<br>Stanley Matsunaga<br>Allen Yanos<br><b>Department of Hawaiian Home Lands</b>  |     |  |

### **COUNTY AGENCIES**

- |     |  |
|-----|--|
| 9.  | Keith Regan, Managing Director<br><b>Office of the Managing Director</b>           |
| 10. | Michael Miyamoto, Deputy Director<br><b>Department of Environmental Management</b> |
| 11. | Ka'ala Buenconsejo, Director<br><b>Department of Parks and Recreation</b>          |

**AGENCIES TO BE  
CONSULTED DURING  
THE PREPARATION  
OF THE DRAFT  
ENVIRONMENTAL  
IMPACT STATEMENT**

**XI**

# XI. AGENCIES TO BE CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The following agencies, organizations, and individuals will be consulted during preparation of the Draft Environmental Impact Statement (EIS). Agency, organization, and individual comments and responses to substantive comments will be included in the Draft EIS.

## FEDERAL AGENCIES

- |  |  |
|--|--|
| <p>1. Ranae Ganske-Cerizo, Soil Conservationist<br/><b>Natural Resources Conservation Service</b><br/>U.S. Department of Agriculture<br/>77 Hookele Street, Suite 202<br/>Kahului, Hawai'i 96732</p>                   | <p>8. Luis P. Salaveria, Director<br/>State of Hawai'i<br/><b>Department of Business, Economic Development &amp; Tourism</b><br/>DBEDT-Energy<br/>P.O. Box 2359<br/>Honolulu, Hawai'i 96804</p>                      |
| <p>2. Tunis W. McElwain, Acting Chief, Regulatory Branch<br/><b>U.S. Department of the Army</b><br/>U.S. Army Engineer District, Honolulu<br/>Regulatory Branch, Building 230<br/>Fort Shafter, Hawai'i 96858-5440</p> | <p>9. Kathryn Matayoshi, Superintendent<br/>State of Hawai'i<br/><b>Department of Education</b><br/>P.O. Box 2360<br/>Honolulu, Hawaii 96804</p>   |
| <p>3. Michelle Bogardus, Island Team Leader<br/><b>U. S. Fish and Wildlife Service</b><br/>300 Ala Moana Blvd., Rm. 3-122<br/>Honolulu, Hawai'i 96850</p>  | <p>10. Heidi Meeker<br/>State of Hawai'i<br/><b>Office of Business Services</b><br/><b>Department of Education</b><br/>c/o Kalani High School<br/>4680 Kalaniana'ole Highway, #T-B1A<br/>Honolulu, Hawai'i 96821</p> |

## STATE AGENCIES

- |   |  |
|---|--|
| <p>4. Governor David Ige<br/>State of Hawai'i<br/>Executive Chambers, State Capitol<br/>Honolulu, Hawai'i 96813</p>   | <p>11. Virginia "Ginny" Pressler, MD, MBA, FACS, Director<br/>State of Hawai'i<br/><b>Department of Health</b><br/>919 Ala Moana Blvd., Room 300<br/>Honolulu, Hawai'i 96814</p>   |
| <p>5. Lieutenant Governor Shan Tsutsui<br/>State of Hawai'i<br/>Executive Chambers, State Capitol<br/>Honolulu, Hawai'i 96813</p>   | <p>12. Lene Ichinotsubo<br/>State of Hawai'i<br/><b>Department of Health</b><br/>919 Ala Moana Blvd., Room 212<br/>Honolulu, Hawai'i 96814</p>                                     |
| <p>6. Douglas G. Murdock, Comptroller<br/>State of Hawai'i<br/><b>Department of Accounting and General Services</b><br/>1151 Punchbowl Street, #426<br/>Honolulu, Hawai'i 96813</p> | <p>13. Alec Wong, P.E., Chief<br/>State of Hawai'i<br/><b>Department of Health</b><br/><b>Clean Water Branch</b><br/>919 Ala Moana Blvd., Room 300<br/>Honolulu, Hawai'i 96814</p> |
| <p>7. Scott Enright, Chair<br/>State of Hawai'i<br/><b>Department of Agriculture</b><br/>1428 South King Street<br/>Honolulu, Hawai'i 96814-2512</p>                                | <p>14. Patti Kitkowski<br/>State of Hawai'i<br/><b>Department of Health</b><br/><b>Maui Sanitation Branch</b><br/>54 South High Street, Room 300<br/>Wailuku, Hawai'i 96793</p>    |



15. Laura McIntyre, AICP  
State of Hawai'i  
**Environmental Planning Office**  
**Department of Health**  
919 Ala Moana Blvd., Suite 312  
Honolulu, Hawai'i 96814
16. Rachael Wong, Dr., Director  
State of Hawai'i  
**Department of Human Services**  
P.O. Box 339  
Honolulu, Hawai'i 96809
17. Linda Chu Takayama, Director  
State of Hawai'i  
**Department of Labor and Industrial Relations**  
830 Punchbowl Street #321  
Honolulu, Hawai'i 96813
18. Suzanne Case, Chairperson  
State of Hawai'i  
**Department of Land and Natural Resources**  
P. O. Box 621  
Honolulu, Hawai'i 96809
19. Alan Downer, Administrator  
State of Hawai'i  
**Department of Land and Natural Resources**  
**State Historic Preservation Division**  
601 Kamokila Blvd., Room 555  
Kapolei, Hawai'i 96707
20. Jennie Pickett  
State of Hawai'i  
**Department of Land and Natural Resources**  
**State Historic Preservation Division**  
101 Maalaea Boat Harbor Road  
Wailuku, Hawai'i 96793
21. Nolan Espinda, Director  
State of Hawai'i  
**Department of Public Safety**  
919 Ala Moana Boulevard, 4th Floor  
Honolulu, Hawai'i 96814
22. Ford Fuchigami, Director  
State of Hawai'i  
**Department of Transportation**  
869 Punchbowl Street  
Honolulu, Hawai'i 96813
23. Craig Hirai, Executive Director  
State of Hawai'i  
**Hawai'i Housing Finance and Development Corporation**  
677 Queen Street  
Honolulu, Hawai'i 96813
24. Brigadier General Arthur "Joe" Logan,  
Adjutant General  
**Hawai'i State Civil Defense**  
3949 Diamond Head Road  
Honolulu, Hawai'i 96813-4495
25. Jobie Masagatani, Chair  
**Hawaiian Home Lands Commission**  
P.O. Box 1879  
Honolulu, Hawai'i 96805
26. Scott Glenn, Interim Director  
**Office of Environmental Quality Control**  
235 S. Beretania Street, Suite 702  
Honolulu, Hawai'i 96813
27. Dr. Kamana'opono Crabbe, Chief  
Executive Officer  
**Office of Hawaiian Affairs**  
560 N. Nimitz Highway, Suite 200  
Honolulu, Hawai'i 96817
28. Leo R. Asuncion, Jr., AICP, Director  
State of Hawai'i  
**Office of Planning**  
P. O. Box 2359  
Honolulu, Hawai'i 96804
29. Dan Orodenker, Executive Officer  
State of Hawai'i  
**State Land Use Commission**  
P.O. Box 2359  
Honolulu, Hawai'i 96804
30. University of Hawai'i at Manoa  
**Environmental Center**  
2500 Dole Street, Krauss Annex 19  
Honolulu, Hawai'i 96822
31. Senator Gil Keith-Agaran  
**Hawai'i State Senate**  
Hawai'i State Capitol, Room 221  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
32. Representative Kaniela Ing  
**House of Representatives**  
Hawai'i State Capitol, Room 311  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
33. Representative Kyle T. Yamashita  
**House of Representatives**  
Hawai'i State Capitol, Room 422  
415 S. Beretania Street  
Honolulu, Hawai'i 96813

34. Senator Rosalyn Baker  
**Hawai'i State Senate**  
Hawai'i State Capitol, Room 230  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
35. Senator J. Kalani English  
**Hawai'i State Senate**  
Hawai'i State Capitol, Room 205  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
36. Representative Joseph Souki  
**House of Representatives**  
Hawai'i State Capitol, Room 431  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
37. Representative Justin Woodson  
**House of Representatives**  
Hawai'i State Capitol, Room 304  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
38. Representative Angus McKelvey  
**House of Representatives**  
Hawai'i State Capitol, Room 320  
415 S. Beretania Street  
Honolulu, Hawai'i 96813
39. Representative Lynn DeCoite  
**House of Representatives**  
Hawai'i State Capitol, Room 405  
415 S. Beretania Street  
Honolulu, Hawai'i 96813

#### **COUNTY AGENCIES**

40. Mayor Alan Arakawa  
**County of Maui**  
200 South High Street  
Wailuku, Hawai'i 96793
41. Stewart Stant, Director  
County of Maui  
**Department of Environmental Management**  
2050 Main Street, Suite 2B  
Wailuku, Hawai'i 96793
42. Jeffrey A. Murray, Chief  
County of Maui  
**Department of Fire and Public Safety**  
200 Dairy Road  
Kahului, Hawai'i 96732
43. Carol Reimann, Director  
County of Maui  
**Department of Housing and Human Concerns**  
One Main Plaza  
2200 Main Street, Suite 546  
Wailuku, Hawai'i 96793
44. Ka'ala Buenconsejo, Director  
County of Maui  
**Department of Parks and Recreation**  
700 Halia Nakoa Street, Unit 2F  
Wailuku, Hawai'i 96793
45. William Spence, Director  
County of Maui  
**Department of Planning**  
2200 Main Street, Suite 315  
Wailuku, Hawai'i 96793
46. Tivoli Faaumu, Chief  
County of Maui  
**Police Department**  
55 Mahalani Street  
Wailuku, Hawai'i 96793
47. David Goode, Director  
County of Maui  
**Department of Public Works**  
200 South High Street  
Wailuku, Hawai'i 96793
48. Don Medeiros, Director  
County of Maui  
**Department of Transportation**  
200 South High Street  
Wailuku, Hawai'i 96793
49. David Taylor, Director  
County of Maui  
**Department of Water Supply**  
200 South High Street  
Wailuku, Hawai'i 96793
50. Anna Foust  
County of Maui  
**Maui Civil Defense Agency**  
200 South High Street  
Wailuku, Hawai'i 96793
51. Honorable Kelly King, Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
52. Honorable Michael White, Council Chair  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793

53. Honorable Elle Cochran, Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
54. Honorable Bob Carroll, Council Vice Chair  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
55. Honorable Stacy Crivello, Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
56. Honorable Don Guzman, Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
57. Honorable G. Riki Hokama,  
Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
58. Honorable Alike Atay, Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
59. Honorable Yuki Lei Sugimura,  
Councilmember  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793

#### **OTHERS**

60. Michael Grider, Interim Manager,  
Engineering  
**Maui Electric Company, Ltd.**  
P.O. Box 398  
Kahului, Hawai'i 96733
61. **Hawaiian Telcom**  
60 South Church Street  
Wailuku, Hawai'i 96793
62. **Kihei Community Association**  
P. O. Box 662  
Kihei, Hawai'i 96753
63. Basil Oshiro  
**Kula Aha Moku Council**  
P. O. Box 543  
Kahului, Hawai'i 96733
64. Kula Aha Moku Council  
c/o Timothy Bailey  
90 Alae Road  
Kula, Hawai'i 96790

65. **Wailuku Aha Moku Council**  
c/o Johanna Kamaunu  
222 Waihee Valley Road  
Wailuku, Hawai'i 96793
66. Keaumoku Kapu  
**Aha Moku O Maui, Inc.**  
562A Front Street  
Lāhainā, Hawai'i 96761
67. Pamela Tumpap, Executive Director  
**Maui Chamber of Commerce**  
95 Mahalani Street, Suite 22A  
Wailuku, Hawai'i 96793
68. Lyn McNeff, Executive Director  
**Maui Economic Opportunity**  
99 Mahalani Street  
Wailuku, Hawai'i 96793
69. Ekolū Lindsey  
**Maui Cultural Lands, Inc.**  
P.O. Box #122  
Lahaina, Hawai'i 96767
70. **Maui County Cultural Resources  
Commission**  
2200 Main Street, Suite 315  
Wailuku, Hawai'i 96793
71. Albert Perez, Executive Director  
**Maui Tomorrow**  
55 North Church Street, Suite A4  
Wailuku, Hawai'i 96793
72. Adriance Raff Corwin, Maui Group  
Coordinator  
**Sierra Club**  
P.O. Box 791180  
Paia, Hawai'i 96779
73. Leslie Kuloloio  
469 Maalo Street  
Kahului, Hawai'i 96732  
c/o pokaiulia@yahoo.com

#### **STATE LIBRARIES**

74. State of Hawai'i  
Department of Education  
Hawai'i State Library  
**Kahului Regional Library**  
90 School Street  
Kahului, Hawai'i 96732
75. State of Hawai'i  
**Kihei Public Library**  
35 Waimahaihai Street  
Kihei, Hawai'i 96753

76. State of Hawai'i  
**Department of Education**  
**Hawai'i State Library**  
**Hawai'i Documents Center**  
478 S. King Street  
Honolulu, Hawai'i 96813
77. University of Hawai'i  
**Kauai Community College**  
3-1901 Kaumualii Highway  
Lihue, Hawai'i 96766
78. **University of Hawai'i**  
**Maui College**  
310 W. Ka'ahumanu Avenue  
Kahului, Hawai'i 96732
79. University of Hawai'i at Hilo  
**Edwin H. Mookini Library**  
200 W Kawili Street  
Hilo, Hawai'i 96720
80. **Municipal Library of Honolulu**  
558 King Street  
Honolulu, Hawai'i 96813
81. **Legislative Reference Bureau Library**  
State Capitol  
415 S. Beretania Street, Suite 005  
Honolulu, Hawai'i 96813
82. University of Hawai'i at Mānoa  
**Thomas H. Hamilton Library**  
2550 McCarthy Mall  
Honolulu, Hawai'i 96822

#### **MEDIA**

83. **Honolulu Star Advertiser**  
Waterfront Plaza, Suite 210  
500 Ala Moana Boulevard, #7-210  
Honolulu, Hawai'i 96813
84. **Hawai'i Tribune Herald**  
P.O. Box 767  
Hilo, Hawai'i 96721
85. **The Garden Island**  
P.O. Box 231  
Lihue, Hawai'i 96766
86. **Maui News**  
100 Mahalani Street  
Wailuku, Hawai'i 96793
87. **Moloka'i Dispatch**  
P.O. Box 482219  
Kaunakakai, Hawai'i 96748

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