

Response:

Alternatives modes of travel such as walking and bicycling are appropriately addressed in the Draft EIS. As refinement of the development are made, as appropriate, the updated TIARs will address trips within the town likely to be made by walking or cycling.

Comment:

Comment 21. Page 13, Traffic Generation for Olowalu Town, Table 1, Internal Capture of Trips in Olowalu Town: The internal capture rates shown for each land use in Table 1 should be supported by appropriate technical data; otherwise, the ITE Trip Generation Handbook, 2nd edition methodology should be used for computing internal capture.

Response:

As noted previously, the typical ITE methodology is not applicable because this is not a "standard" mixed use development, but instead is a town that can stand alone for many of its needs.

Comment:

Comment 22. Page 13, Traffic Generation for Olowalu Town: The TIAR states that the Maui LRTP was used to assist in estimating the amount of "pass-by" trips to Olowalu Town. However, "Pass-by trips" are defined by ITE as trips made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Since the proposed project's land uses have no direct access to Honoapiʻilani Highway, the number of pass-by trips for this project would be zero.

Response:

Since publication of the Draft EIS, a final TIAR has been prepared and your comments on "pass-by" trips are no longer applicable.

Comment:

Comment 23. Page 13, Traffic Generation for Olowalu Town: Revise the name of Table 2 from "Pass-by and Diverted Trips on Honoapiʻilani Highway" to simply, "Diverted Linked Trips on Honoapiʻilani Highway."

Response:

Table 2 in the Preliminary TIAR has been renamed as "Diverted Linked Trips on Honoapiʻilani Highway" in the Final TIAR. Refer to **Exhibit "1"**.

Comment:

Comment 24. Page 13, Traffic Generation for Olowalu Town: The percent of diverted linked trips for each land use should be based on empirical data from a reliable source such as the ITE Trip Generation Handbook or San Diego Association of Government's (SANDAG) (Not So) Brief Guide of Vehicular Traffic Generation Rates For The San Diego Region, available on-line at the following URL: http://www.sandag.org/uploads/publicationid/publicationid_1140_5044.pdf

Response:

As noted previously, this is not the typical mixed use development and requires a different analytical approach. In coordination with the HDOT, the HighPlan methodology was deemed appropriate and utilized in the Preliminary TIAR.

Comment:

Comment 25. Pages 12 -14, Tables 2 -4: Table 2, Table 3, and Table 4 list an elementary school as a land use but Figure 5 on Page 8, which is the trip generation summary, does not. Please explain this apparent discrepancy.

Response:

A Final TIAR has been prepared with current tables. Refer to **Exhibit "1"**.

Comment:

Comment 26. Page 16, Trip Distribution: Table 4 should be renamed, "Trip Distribution for Diverted Linked Trips" assuming there are no proposed land uses with direct access to Honoapiʻilani Highway.

Response:

As noted previously, a Final TIAR has been prepared with current tables.

Comment:

Comment 27. Page 17, Traffic Assignment: The TIAR does not include analysis of travel from the mauka side to/from the makai side of the Olowalu Town and the trips made between mauka and makai side via the connector street, and that these items will be reviewed in detail in the final TIAR. These analyses should be provided in this DEIS and available for public review and comment

Response:

The Final TIAR includes an analysis of travel from the mauka side to/from the makai side of Olowalu Town and the trips between through the connector street. Refer to **Exhibit "1"**.

Comment:

Comment 28. Page 18, Development of Future Traffic Data: Clarify why a 15% growth rate is used for Figure 10 and the access analyses in Appendix 3, but other portions of the document indicate an 8% growth rate was used.

Response:

According to the transportation consultant the growth rate should be 1 percent per year which has been corrected in the Final TIAR. Refer to **Exhibit "1"**.

Comment:

Comment 29. Page 19, Figure 7, Existing Traffic Volumes on Honoapiʻilani Highway: Provide another figure depicting the traffic volumes on Honoapiʻilani Highway from counts taken during February which is peak tourist season. Use whichever figure has the higher volumes to develop future volumes.

Response:

The Final TIAR includes traffic counts taken in 2013. Refer to **Exhibit "1"**.

Comment:

Comment 30. Page 20, Figure 8, Future Year 2020 Traffic Volumes without Project on Honoapiʻilani Highway: Revise this figure to include traffic from other reasonably foreseeable projects that would be constructed and occupied by Year 2020 (in addition to the background growth factor already assumed).

Response:

The transportation consultant notes that the background growth factor reasonably accommodates the foreseeable projects by Year 2024 without the project and the requested revision will yield a double counting of traffic without the project. Refer to **Exhibit “1”**.

Comment:

Comment 31. Page 21-22, Figures 9-10, Traffic added from Olowalu Town project and Olowalu Town Study Network Traffic with Full Buildout of Project in Place: Revise these figures to address our comments regarding trip generation, internal capture, and diverted linked trip rates.

Response:

The Final TIAR for the project addresses your comments regarding trip generation, internal capture and diverted linked trip rates. Refer to **Exhibit “1”**.

Comment:

Comment 32. Page 23, Future Roadway Network: Conduct a weaving analysis for the proposed “O-turns”. The results of these weaving analyses should be provided in an appendix of the TIAR. Additionally, the effects of weaving on capacity of the proposed re-aligned Honoapiʻilani Highway should be evaluated.

Response:

The Final TIAR includes an analysis of the proposed “O-turns” and the typical signalized intersections. Refer to **Exhibit “1”**.

Comment:

Comment 33. Page 23, Future Roadway Network: Provide a queuing analysis to determine if the proposed left turn pockets for the proposed O-turns are sufficient to accommodate the vehicular demand without having vehicles spill into the through lane.

Response:

The Final TIAR includes a queuing analysis of the left turn pockets for the proposed “O-turns” and the typical signalized intersection. Refer to **Exhibit “1”**.

Comment:

Comment 34. Page 23, Future Roadway Network: Provide calculations to determine the appropriate length of the acceleration and deceleration lanes of the proposed O-turns.

Response:

The Final TIAR includes calculations to determine the appropriate length of the acceleration and deceleration lanes for the proposed O-turns. Refer to **Exhibit "1"**.

Comment:

Comment 35. Page 23, Future Roadway Network: Data should be provided demonstrating the proposed "O-turns" weaving will not compromise public safety by creating a higher incidence of side swipe and rear end collisions caused by merging.

Response:

The Final TIAR includes an analysis that demonstrates that the proposed O-turns will not compromise public safety during merging. Refer to **Exhibit "1"**.

Comment:

Comment 36. Page 23, Future Roadway Network: Discuss the effects of the proposed O-turns on pedestrian connectivity between the mauka and makai side of Honoapi'ilani Highway.

Response:

The Final TIAR discusses the effects of the proposed O-turns on pedestrian connectivity between the mauka and makai side of Honoapi'ilani Highway. Grade separated connection from mauka to makai sides of the OTMP will accommodate pedestrian and bicyclists and local travel without utilizing Honoapi'ilani Highway. Refer to **Exhibit "1"**.

Comment:

Comment 37. Page 23, Future Roadway Network: Evaluate pedestrian safety issues of the proposed O-turns, since the O-turns do not provide protected pedestrian crossings across Honoapi'ilani Highway as would be provided by signalized intersections. Also discuss how pedestrians would be prevented from crossing Honoapi'ilani Highway.

Response:

The Final TIAR evaluates pedestrian safety issues relating to the proposed O-turns. The OTMP encourages pedestrians and bicyclists to utilize the proposed pathways that connect the mauka and makai area through the OCR. As previously stated, grade separated connection from mauka to makai sides of the OTMP will accommodate pedestrians and bicyclists and local travel without utilizing Honoapiʻilani Highway. Refer to **Exhibit “1”**.

Comment:

Comment 38. Page 25, Analysis of Impacts of Olowalu Town Project: HighPlan software is not appropriate to use to determine the capacity and level of service of Honoapiʻilani Highway south of the project site, since it would still have beach access points and scenic lookout points in Year 2020 and therefore cannot be considered an uninterrupted flow highway. If FDOT software were to be used, ArtPlan would be the appropriate software to utilize.

Response:

As previously mentioned, use of the HighPlan software is appropriate since beach and scenic lookouts are rarely accessed in the a.m. and p.m. peak hours. As such, Honoapiʻilani Highway is appropriately considered to be an uninterrupted flow highway.

Comment:

Comment 39. Page 25, Analysis of Impacts of Olowalu Town Project: The estimated daily maximum capacity of 56,600ADT and predicted speed of 50 mph Honoapiʻilani Highway within the project site is too high since there would be weaving, merging, acceleration, and deceleration associated with the proposed O-turns.

Response:

According to the transportation consultant, discussions with professionals in other states with similar facilities indicate the volumes are well within the range of capacity for multilane roads containing O-turns with signal control. The proposed “O-turn” will not have signal control but will allow by-pass traffic to move freely through the area at the higher speed while allowing traffic diversion in and out of Olowalu Town following a right-in/ right-out traffic pattern.

Comment:

Comment 40. Page 25, Analysis of Impacts of Olowalu Town Project: The predicted speed of 29 mph for Honoapiʻilani Highway and maximum capacity of 33,300 ADT south of the project is too high as this highway segment would not have uninterrupted flow.

Response:

As previously mentioned, Honoapiʻilani Highway approximates an uninterrupted flow highway, rather than a rural two-lane road. As such the predicted speed of 29 mph and maximum capacity of 33,300 ADT south of the project is considered valid in the Final TIAR.

Comment:

Comment 41. Page 25, Analysis of Impacts of Olowalu Town Project: The TIAR indicates detailed program outputs for the Highplan analyses sheets shown are Figures 12 -14 are provided in the appendices. However, these sheets are not provided in the appendices.

Response:

The Final TIAR includes the detailed program outputs for the HighPlan analyses sheets referenced as Figures 12-14 in the appendices of the Preliminary TIAR. Refer to **Exhibit “1”**.

Comment:

Comment 42. Page 26, Figure 14, Output from Highplan Software for Portion of Honoapiʻilani Highway with Existing Roadway Configuration:

The roadway variables portion of the data sheet shows “yes” for median type but this portion of Highway 30 has no median.

The LOS E maximum capacity of 1,500 vehicles per hour per lane (vphpl) is too high. The Proposed Roadway Development Plan by Fehr & Peers assumed 1000 vehicles per hour at level of service E, using the Highway Capacity Manual. (See Attachment H).

The LOS E maximum capacity of 33,300 ADT is too high.

Response:

Although this portion of Highway 30 does not include a median, according to the transportation consultant the left turn lane approximates a median. As previously mentioned, a Final TIAR has been prepared. Refer to **Exhibit “1”**.

Comment:

Comment 43. Page 27, Figure 13, Output from Highplan Software with Relocated and Widened Honoapi'ilani Highway in Place at Full Buildout of Olowalu Town:

The data sheet indicates the segment from the Old Land Fill to Mile 14 is 5 miles long but this same segment is shown as 2.6 miles long on Figure 6.

The LOS E maximum capacity of 2,950 vphpl is too high.

The LOS E maximum capacity of 56,600 ADT is too high.

Response:

According to the transportation consultant these capacities are for the ultimate four-lane divided facility with access control and a high-type design in accordance with the Realignment and Widening of Honoapi'ilani Highway (Maalaea to Launiupoko).

Comment:

Comment 44. Page 28, Figure 14, Output from Highplan Software for Portion of Honoapi'ilani Highway South of the Project Site at Full Buildout of Olowalu Town:

The data sheet indicates the number of through lanes is 4 but this is a two-lane facility.

The data sheet shows “yes” for median type but this portion of Highway 30 has no median.

The assumed free flow speed of 50 miles/hour is too high.

The LOS E maximum capacity of 1500 vphpl is too high. The LOS E maximum capacity of 33,300 ADT is too high.

Response:

As previously mentioned, these capacities are for the ultimate four-lane divided facility with access control and a high-type design in accordance with the Realignment and Widening of Honoapiʻilani Highway (Maalaea to Launiupoko). Speed surveys of existing flows confirmed the free flow speeds which are also observed at low flow times of the day.

Comment:

Comment 45. Page 29, Table 6, Capacity, ADTs and Levels of Service for Honoapiʻilani Highway In Full Buildout Year of 2020:

The assumed daily maximum capacity of 56,600 for the segments between the southern project boundary and north of the transfer station is too high.

The assumed daily maximum capacity of 33,300 for the segment called “existing roadway south of Olowalu Town Project” is too high.

The table indicates the segment north of the transfer station is widened to two through lanes in each direction. Clarify in the TIAR on what basis this is assumed. Only projects that are fully funded and scheduled for construction prior to Year 2020 should be assumed.

Response:

As previously mentioned, discussions with professionals in other states with similar facilities indicate the volumes are well within the range of capacity for multilane roads containing O-turns. The OTMP is to be developed over a ten-year timeframe. Within that timeframe it is expected that the Realignment and Widening of Honoapiʻilani Highway north and south of Olowalu Town will occur concurrently with the development.

Comment:

Comment 46. Appendix 3, Intersection Turning Movements: Clarify why the data sheets indicate 15 percent growth when the TIAR indicates an 8 percent growth rate was used to develop Year 2020 ADT volumes.

Response:

As previously noted, the Final TIAR reflects the correct annual growth rate of 1 percent. Refer to **Exhibit “1”**.

Comment:

Comment 47. Appendix 4, Traditional Development of Trip Generation Characteristics: The internal capture rates for the developments discussed in this paper do not support the 55% internal capture assumed in the TIAR.

Response:

The Final TIAR supports the project recommended internal capture rate of 64/36 percent for the developments proposed in the OTMP. Refer to **Exhibit "1"**.

Comment:

Comment 48. Appendix 4, Traditional Development of Trip Generation Characteristics: The conclusion of this paper indicates the authors support the use of internal capture estimates produced using the ITE Trip Generation Handbook methodologies. The TIAR should use this method to determine internal capture.

Response:

As noted previously, the Final TIAR supports the project recommended internal capture rates for the developments proposed in the OTMP. In this regard, the analysis and conclusions of the Final TIAR are considered valid. Refer to Appendix 8 of **Exhibit "1"**.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response will be included in the Final EIS. Should you wish to receive a copy of the Final EIS document or portion thereof, please submit your request in writing to Munekiyo Hiraga at 305 High Street, Suite 104, Wailuku, Hawaii 96793 (Attention: Colleen Suyama).

Very truly yours,



William Frampton
Olowalu Town LLC



David Ward
Olowalu Town LLC

WF:DW

cc: Peter Martin, Olowalu Ekoru LLC
Jennifer Lim, Carlsmith Ball, LLP
Roger Dyar, Transportation Engineer
Colleen Suyama, Munekiyo Hiraga

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EXHIBIT “4”

***Updated TIAR on CD
Appendix “P-1” in EIS
(Included with Original Letter to
Huffmans and Letter to Foley Only)***

B. ALTERNATIVE 2: UTILIZE LANDS MAUKA OF HONOAPIʻILANI HIGHWAY (MIP SCENARIO)

Alternative 2 (the MIP scenario) also follows the principles of ahupuaʻa land management and is in concert with the directed growth boundaries of the MIP. In this regard, Alternative 2 does not include the makai portion or approximately 45 acres in the proposed OTMP. Except for the existing residential uses, this alternative limits the use of the makai area to the existing OCR, agriculture, and recreation uses. Refer to **Figure 5**. Portions of the vacant makai lands are currently overgrown with kiawe, shrubs and grasses. Except for Camp Olowalu, which is available to fee paying guests, the vacant lands have not been developed for parks or recreational uses beyond public access to and informal access along portions of the shoreline from both ends of Olowalu and a public beach access with unpaved parking from the former Olowalu Mill site. A portion of the makai area is located within the OCR and will be subject to land altering activities to implement the objectives of the OCR. As with Alternative 1, LID measures will need to be incorporated into any land altering work necessary to meet the objectives of the OCR to minimize impacts on the nearshore waters.

Alternative 2 will keep the makai land in its present condition and retain it in the State Land Use (SLU) Agricultural District. Existing, limited, and agricultural uses (tree farms) will continue on the makai properties. Development of future parks and public access improvements will require land acquisition and development funds by the County of Maui. Also, current drainage patterns will be maintained with stormwater runoff eventually sheet flowing into the ocean.

With respect to the mauka lands, similar to Alternative 1, Alternative 2 will retain as much runoff onsite as possible, primarily on the mauka side of Honoapiʻilani Highway, and discontinue the existing conditions in which stormwater runoff from the mauka vacant lands exit through existing culverts under Honoapiʻilani Highway directly into the ocean.

Alternative 2 maintains the same residential unit count and land uses as Alternative 1, except it limits development to the area mauka of Honoapiʻilani Highway. Alternative 2 may be perceived as more appropriate due to the distance from the shoreline and perceived lesser impact to the nearshore waters, primarily the reefs (coral) and marine biota (i.e. manta rays and black tip sharks). However, as noted previously, under Alternative 2 stormwater runoff from the makai lands will continue to sheet flow into the ocean. Although Alternative 2 will leave the makai lands available for implementation of the County of Maui's proposed Pali to Puamana Plan which identifies portions of the makai lands for park use, it will require land acquisition by the County of Maui.

Alternative 2 will have similar impacts on infrastructure and public services as those assessed for Alternative 1.

From a financial feasibility standpoint, Alternative 2, like Alternative 1, is considered to be a viable planning option. The overall total cost for Alternative 2 will be slightly lower than that of Alternative 1 as the costs of developing the makai park and open space lands would not be a cost component. However, the cost savings will be offset with the elimination of potential ocean front market units, which will reduce overall revenue benefits. While market attractiveness may be diminished without the makai lands, the value of housing units and commercial areas is expected to exceed the cost of infrastructure systems and vertical construction, yielding a benefit-cost indicator which would point to project viability.

C. ALTERNATIVE 3: NO ACTION

On September 12, 2000 the Olowalu lands were granted Special Management Area Use Permit No. 990021 to develop the existing agricultural lots, including the Olowalu Makai Subdivision and Olowalu Mauka Subdivision. Lots in the Olowalu Makai Subdivision and the Olowalu Mauka Subdivision have been sold. Of the remaining agricultural lots under the control of Olowalu Ekolu, LLC and Olowalu Town, LLC, there is limited diversified farming occurring on the properties. These include a tomato farm, tree farms, cattle and horse grazing. It is noted that these current limited agricultural enterprises share the benefit of low lease rents which support the business-side element of the farming operations.

Alternative 3 would result in the continued sale of the remaining agricultural lots and the current small-scale agricultural use of the lots. While this option is considered an alternative from a planning perspective, it does not provide needed housing for local residents through a comprehensively planned sustainable community. Alternatives 1 and 2 will provide housing employment and recreational opportunities. In addition, Alternative 3 does not include any improvements to address the current runoff of sediments into the ocean. Therefore, Alternatives 1 and 2 are considered to yield a greater community benefit than Alternative 3. The rationale for the foregoing is provided below.

With the demise of Pioneer Mill in 1999 and cessation of pineapple cultivation in West Maui in 2009, there is an abundance of agricultural lands available for farming operations. Existing constraints, such as the ease in getting out-of-State agricultural products to State-wide markets at lower cost, limits diversified agriculture from expanding at a pace that would absorb the available agricultural lands. In the foreseeable future, there is no cash crop similar to sugarcane or pineapple envisioned that will be able to absorb the available vacant agricultural

October 16, 2009 excluded the Master Plan from the MIP's directed growth boundaries. While the process for review and approval of the MIP is ongoing, the applicant will continue to be an active participant in the MIP process. Due to the uncertainties surrounding the timing of the County Council's approval of the MIP and the lengthy entitlement process for the proposed project, the applicant is continuing to proceed with land entitlement applications for the proposed project while the MIP review continues. If the MIP is adopted prior to the submittal of the Final EIS, the Final EIS will address the project's compliance with the MIP goals, objectives, and policies. It is noted that the respective regional community plans will be updated following the adoption of the MIP. Refer to **Appendix "O"**. The MIP is applicable to the island of Maui only, providing more specific policy-based strategies for population, land use, transportation, public and community facilities, water and sewage systems, visitor destinations, urban design, and other matters related to future growth.

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

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

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

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

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

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

The MIP designates Olowalu as an appropriate location for future growth on its Directed Growth Maps. The mauka portion of the proposed Master Plan for Alternative 1 is located within the UGB and RGB. The lands makai of Honoapiʻilani Highway in Alternative 1 are not included in the UGB. However, the MIP states that “the future delineation of potential urban growth areas makai of the existing Honoapiʻilani Highway may be undertaken in conjunction with updates or amendments to the West Maui Community Plan” (MIP at 8-64). Such delineation may consider the need to protect adjacent coastal and marine ecosystems (including the reefs at Olowalu), enhance public shoreline access and open space, and implement the proposed Pali to Puamana Parkway plan. See **Figure 29** and **Appendix “R”**.

Alternative 2 does not include the makai lands and is in the UGB and RGB in the MIP. Refer to **Figure 29** and **Appendix “R”**.

In addition, both Alternatives 1 and 2 have been reviewed with respect to pertinent goals, objectives, policies and implementing actions of the MIP. A summary of policy statements most relevant to the proposed action is provided below:

CHAPTER 1 POPULATION

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

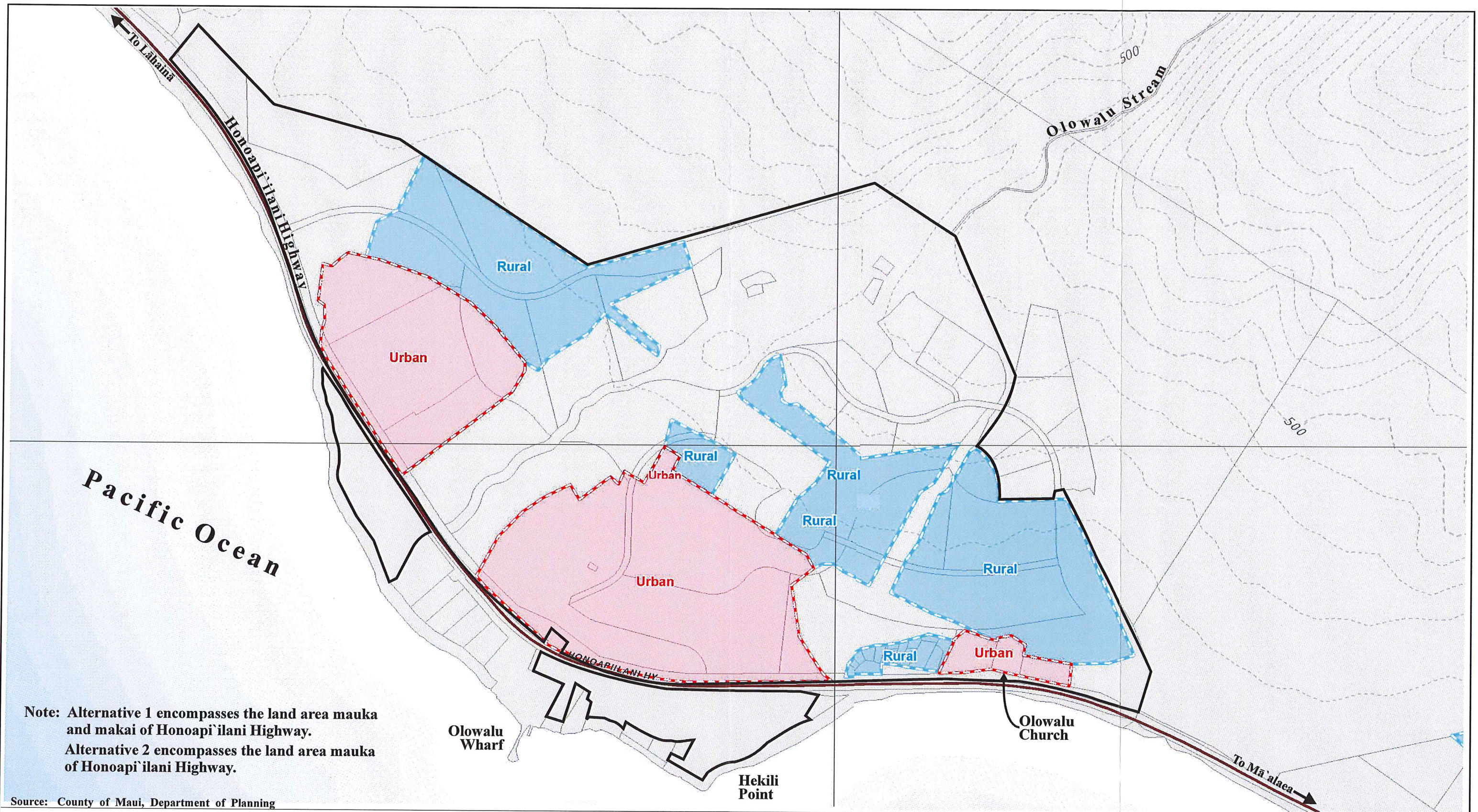


Figure 29

Proposed Olowalu Town Master Plan Maui Island Plan Map

NOT TO SCALE



Objective: Greater retention and return of island residents by providing viable work, education, and lifestyle options.

Policy: Expand housing, transportation, employment, and social opportunities to ensure residents are able to comfortably age within their communities.

CHAPTER 2 HERITAGE

Cultural, Historic, and Archaeological Resources

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

Objective: An island culture and lifestyle that is healthy and vibrant as measured by the ability of residents to live on Maui, access and enjoy the natural environment, and practice Hawaiian customs and traditions in accordance with Article XII, Section 7, Hawai'i State Constitution, and Section 7-1, Hawai'i Revised Statutes (HRS).

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

Support the education of visitors and new residents about the customs and etiquette of the Hawaiian culture, as well as other cultures.

Objective: Enhance the island's historic, archaeological, and cultural resources.

Policy: Support opportunities for public involvement with the intent to facilitate the protection and restoration of historic and archeological sites, including consultation with stakeholders.

Shoreline, Reefs, and Nearshore Waters

Goal: An intact, ecologically functional system of reef, shoreline, and nearshore waters that are protected in perpetuity.

Objective: Improved reef health, coastal water quality, and marine life.

Policy: Create additional mechanisms, where needed, to contain and control runoff and pollution.

Objective: Water quality that meets or exceeds State Clean Water Act standards.

Policies: Reduce the amount of impervious surface and devise site plan standards that aim to minimize storm runoff and Nonpoint Source (NPS) pollution.

Require an on-site monitoring program, where applicable, when grading may pose a threat to water quality or when recommended in the Erosion and Sediment Control Plan (ESCP).

Avoid development actions that impair Maui's reef systems and remove identified stressors.

Phase out cesspools and restrict the use of septic systems in ecologically sensitive coastal areas by converting to environmentally-friendly alternative sewage treatment systems, and connecting to central sewerage systems when and where feasible.

Prohibit the development of new wastewater injection wells, except when unavoidable for public health and safety purposes.

Implementing Action: Transition from the use of wastewater injection wells to appropriate, environmentally sound methods of wastewater disposal, and promote the beneficial reuse of wastewater effluent.

Objective: Acquire additional shoreline lands and shoreline access rights.

Watersheds, Stream and Wetlands

Goal: Healthy watersheds, streams, and riparian environments.

Objective: Greater protection and enhancement of watersheds, streams, and riparian environments.

Policies: All present and future watershed management plans shall incorporate concepts of ahupua`a management based on the interconnectedness of upland and coastal ecosystems/species.

Support regulations to require developments to utilize ahupua`a management practices.

Work with private and non-profit entities to educate the public about the connection between upland activities within the watershed and the impacts on nearshore ecosystems and coral reefs.

Objective: Decreased NPS and point source pollution.

Policies: Support the use of Low Impact Development (LID) techniques such as those described in the State of Hawai`i LID Practitioner's Guide (June 2006), as amended.

Encourage farmers and ranchers to use agricultural Best Management Practices (BMPs) to address NPS pollution.

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

Policies: Work with appropriate agencies to eliminate feral ungulate populations and invasive species.

Support the work of conservation groups and organizations that protect, reestablish, manage, and nurture sensitive ecological areas and threatened indigenous ecosystems.

Implementing Action: Develop strategic partnerships with conservation groups and organizations to maximize Federal, State, County, and private funding; and increase cooperation to achieve conservation goals.

Objective: Enhance the vitality and functioning of streams, while balancing the multiple needs of the community.

Wildlife and Natural Areas

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

Objective: A comprehensive management strategy that includes further identification, protection, and restoration of indigenous wildlife habitats.

Policy: Identify and inventory the following:

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

Objective: A decrease in invasive species through programs and partnerships that eradicate undesirable species and protect native habitat.

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

Policies: Secure an interconnected network of sensitive lands, greenways, watercourses, and habitats.

Protect Maui's sensitive lands.

Scenic Resources

Goal: Maui will continue to be a beautiful island steeped in coastal, mountain, open space, and historically significant views that are preserved to enrich the residents' quality of life, attract visitors, provide a connection to the past, and promote a sense of place.

Objective: A greater level of protection for scenic resources.

Policies: Protect views to include, but not be limited to, Haleakalā, 'Īao Valley, the Mauna Kahalawai (West Maui Mountains), Pu'u O'la'i, Kaho'olawe, Molokini, Moloka'i, and Lāna'i, Mauna Kea, Mauna Loa, sea stacks, the Pacific Ocean, and significant water features, ridgelines, and landforms.

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

Protect ridgelines from development where practicable to facilitate the protection of public views.

Protect scenic resources along Maui's scenic roadway corridors.

Implementing Action: Establish design guidelines that integrate techniques such as development clustering, greenbelts, and open space buffers, site plan configuration to protect view planes, building design and height limitations, setbacks from public roadways, landscaping, and other techniques.

CHAPTER 3 NATURAL HAZARDS

Goal: Maui will be disaster resilient.

Objective: Greater protection of life and property.

Policy: Encourage the use of construction techniques that reduce the potential for damage from natural hazards.

CHAPTER 4 ECONOMIC DEVELOPMENT

Economic Diversification

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: Support the creation of new jobs and industries that provide a living wage.

Facilitate and expedite permits and approvals.

Objective: Increase activities that support principles of sustainability.

Policies: Support industries that are sustainable, and culturally and environmentally sensitive.

Encourage and support local businesses.

Support the development of economic development clusters in targeted industry sectors.

Encourage all businesses to save energy, water, and other resources.

Objective: Improve the island's business climate.

Policies: Ensure an adequate supply of affordable workforce housing.

Develop neighborhoods and communities that are attractive to the workforce of a diversified economy.

Visitor Industry

Objective: Comprehensively manage future visitor-unit expansion.

Policy: Allow, where permitted by the community plan, the development of business hotels and small, sensitively-designed inns.

Agriculture

Goal: Maui will have a diversified agricultural industry contributing to greater economic, food, energy security, and prosperity.

Policies: Strive to substitute food/agricultural product imports with a reliable supply of locally produced food and agricultural products.

Encourage growing a diverse variety of crops and livestock to ensure the stewardship of our land while safeguarding consumer safety.

Implementing Action: Encourage the development of community gardens, including gardens on greenbelts that separate communities.

Emerging Sectors

Goal: A diverse array of emerging economic sectors.

Policy: 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.

Small Business Development

Goal: Small businesses will play a key role in Maui's economy.

Policies: Assist traditional "mom and pop" business establishments.

Support community markets and venues that sell locally-made produce, goods, and services.

Health Care Sector

Goal: Maui will have a health care industry and options that broaden career opportunities that are reliable, efficient, and provide social well-being.

Objective: Expand the economic benefits of the health care sector.

Policy: Encourage expansion and improved access to emergency care in all communities.

Education and Workforce Development

Goal: Maui will have effective education and workforce development programs and initiatives that are aligned with economic development goals.

Policy: Encourage the education and training of our residents to meet the needs of a diversified economy.

CHAPTER 5 HOUSING

Goal: Maui will have safe, decent, appropriate, and affordable housing for all residents developed in a way that contributes to strong neighborhoods and a thriving island community.

Objectives: More livable communities that provide for a mix of housing types, land uses, income levels, and age.

Provide affordable housing, rental or in fee, to the broad spectrum of our island community.

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

Policies: Prioritize the development of infrastructure that supports the development of affordable housing.

Tailor infrastructure requirements to correspond with appropriate level-of-service standards to help control housing costs and to maintain safety.

Objectives: A wider range of affordable housing options and programs for those with special needs.

Reduce the cost to developers of providing housing that is affordable to families with household incomes 160 percent and below of annual median income.

Policy: Require the construction of affordable for-sale and rental housing units as part of the construction of new housing developments.

CHAPTER 6 INFRASTRUCTURE AND PUBLIC FACILITIES

Wastewater

Goal: Maui will have wastewater systems that comply with or exceed State and Federal regulations; meet levels-of-service needs; provide adequate capacity to accommodate projected demand; ensure efficient, effective, and environmentally sensitive operation; and maximize wastewater reuse where feasible.

Policy: Establish new wastewater treatment plant(s) outside the tsunami zone.

Objective: Adequate levels of wastewater service with minimal environmental impacts.

Policies: Meet or exceed all State and Federal standards regulating wastewater disposal or reuse.

Strongly encourage the phase out of cesspools.

Objective: Increase the reuse of wastewater.

Water

Goal: Maui will have an environmentally sustainable, reliable, safe, and efficient water system.

Objectives: More comprehensive approach to water resources planning to effectively protect, recharge, and manage water resources including watersheds, groundwater, streams, and aquifers.

Increase the efficiency and capacity of the water systems in striving to meet the needs and balance the island's water needs.

Policies: Maximize the efficient use of reclaimed wastewater to serve non-drinking water needs.

Acquire and develop additional sources of drinking water.

Transportation

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

Objective: Provide for a more integrated island-wide transportation and land use planning program that reduces congestion and promotes more efficient (transit-friendly) land use patterns.

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

Refocus transportation investment from the construction of additional roadways only for the automobile to the expansion of a multimodal transportation system.

Encourage the use of “complete streets” design methods.

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

Policies: Ensure transit-, roadway-, and pedestrian-facilities design and level-of-service standards respect the unique character of our communities.

Prioritize transportation improvements list to cost-effectively meet existing and future needs consistent with the MIP.

Require new development, where appropriate, to integrate sidewalks, pathways, bikeways, and transit infrastructure into new commercial and residential projects while enhancing community character.

Transit

Goal: An island-wide transit system that addresses the needs of residents and visitors and contributes to healthy and livable communities.

Objective: An integrated transit system that better serves all mobility needs of Maui's residents and visitors.

Policies: Maximize access to public transit in town centers, commercial districts, and employment centers.

Expand regional and inter-regional transit services, where appropriate, in heavily traveled corridors and within communities.

Increase the frequency of current service, add additional bus routes as demand requires, and transition to nonpolluting transit vehicles, as funding permits.

Provide adequate transit infrastructure (e.g., bus pullouts, waiting benches and shelters, signs) along existing and future transit right-of-ways.

Parks

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

Policies: Support, consistent with the MIP, the implementation of open-space and recreational plans, such as the Pali to Puamana Parkway Master Plan and the *Upcountry Greenways Master Plan*.

Utilize the ahupua`a approach by integrating mauka-to-makai natural landscapes into an island-wide parks and recreation functional plan.

Provide a balanced mix of passive and active parks, including neighborhood, community, and regional parks, in each community plan area.

Objective: Achieve parks and recreation opportunities to meet the diverse needs of our community.

Policies: Establish appropriate level-of-service standards at the neighborhood, community, and regional levels.

Identify and acquire parks and recreational facilities that address existing park inadequacies and complement and enhance neighborhoods, communities, and natural land features.

Design park facilities to preserve and enhance natural site characteristics, maximize views, protect environmental and cultural sites, and minimize water demands.

Acquire lands along the shoreline, between coastal roadways and the ocean.

Encourage the development of regional parks, district parks, and greenways in a manner that helps to contain sprawl, provide separation between distinct communities, or offer open space within urban communities.

Require large master-planned communities that incorporate a mixture of park facilities pursuant to parks standards and functional plans.

Support public-private partnerships to implement the acquisition and development of parks when consistent with the General Plan.

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

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

Collaborate with the State and private land owners to ensure perpetual access and proper stewardship of traditional trails and access systems.

Public Facilities

Goal: Maui will have adequate public facilities that meet the diverse needs of residents.

Policies: Adequately plan and fund public safety facilities (fire, police, ambulance, civil defense) to meet community needs.

Encourage public-private partnerships to identify and resolve public facility plan shortcomings when consistent with the General Plan.

Incorporate community/area residents' input to determine the appropriate location and design of public facilities.

Schools and Libraries

Goal: Maui will have school and library facilities that meet residents' needs and goals.

Objective: Assist in providing appropriate school and library facilities in a timely manner and in strategic locations.

Policies: Work in partnership with all educational institutions to meet current and future needs including appropriate location, timing, and design of future facilities.

Encourage the Department of Education to build and maintain smaller, community-oriented schools.

Support partnerships (public/private/nonprofit) to build and staff new schools and improve existing facilities.

Objective: Provide a more expansive network of safe and convenient pedestrian-friendly streets, trails, pathways, and bikeways between neighborhoods and schools where appropriate.

Policy: Encourage the State to build new school facilities in appropriate locations that minimize time and distance for students to travel to and from school.

Implementing Action: Encourage the State to build new school facilities in appropriate locations that minimize time and distance for students to travel to and from school.

Health Care

Goal: All of Maui residents will have the best possible health care to include healthy living, disease prevention, as well as acute and long-term care.

Policies: Support the immediate development of a critical access hospital in West Maui.

Improve medical service to remote and outlying regions.

Energy

Goal: Maui will meet its energy needs through local sources of clean, renewable energy, and through conservation.

Policies: Support energy efficient systems, processes, and methods in public and private operations, buildings, and facilities.

Encourage the installation of renewable energy systems, where appropriate.

CHAPTER 7 LAND USE

Agricultural Lands

Policy: Strongly discourage the conversion of productive and important agricultural lands (such as sugar, pineapple, and other produce lands) to rural or urban use, unless justified during the General Plan update, or when other overriding factors are present.

Objective: Support and facilitate connectivity between communities.

Policy: Discourage land use and urban design that impedes interconnectivity between adjacent communities.

Rural Areas

Goal: Maui will have a rural landscape and lifestyle where natural systems, cultural resources, and farm lands are protected and development enhances and compliments the viability and character of rural communities.

Policies: Focus development to areas inside urban, small town, and rural growth boundaries to preserve natural, cultural, and agricultural resources.

Encourage the use of alternative stormwater management techniques that minimize land disturbance and preserve natural drainage features.

Encourage green belts, open space buffers, and riparian zones to minimize conflicts between agriculture and residential uses.

Objective: More appropriate service/infrastructure standards to enhance and protect the island's rural character and natural systems.

Policies: Minimize impermeable surfaces within rural areas.

Use infrastructure, public service, and design standards that are appropriate to rural areas.

Discourage land use and urban design that impede interconnectivity between adjacent communities.

Urban Areas

Goal: Maui will have livable human-scale urban communities, an efficient and sustainable land use pattern, and sufficient housing and services for Maui residents.

Objective: Facilitate and support a more compact, efficient, human-scale urban development pattern.

Policies: Encourage the development and implementation of neighborhood design standards that are environmentally friendly, such as LEED for Neighborhood Development (LEED –ND) standards.

Promote agriculture by encouraging community gardening, community-supported agricultural programs, and farmers markets within and adjacent to urban areas.

Discourage land use and urban design that impedes inter-connectivity between adjacent communities.

Objective: Facilitate more self-sufficient and sustainable communities.

Policies: When developing new communities, provide sufficient lands for commercial, appropriate industrial, educational, spiritual, and non-profit uses to serve the daily needs of community residents.

Site community facilities such as schools, parks, libraries, and community centers within walking and biking distance of residences.

Develop communities that provide sufficient parks, schools, libraries, and other essential public facilities and services to serve resident needs.

Promote agriculture by encouraging community gardening, edible landscaping, community-supported agricultural programs, and farmers markets within and adjacent to urban areas.

CHAPTER 8: DIRECTED GROWTH

The Directed Growth Maps include UGB, RGB, and STB as a directed growth strategy for Maui island. According to the MIP the UGBs, STBs, and RGBs are used to identify and protect farms and natural areas from sprawl and to promote the efficient use of land, and the efficient provision of public facilities and services within the respective growth boundaries. The UGBs, STBs, and RGBs take into account future growth projections through 2030, the availability of infrastructure and services, environmental constraints, and an approximate density of land development to determine the placement of the boundary. Land outside of the UGB is intended to remain rural in character with a strong agricultural and natural-resource

presence. The MIP designated Olowalu as an appropriate location for future growth and establishes UGB and RGB boundaries in this locale.

Alternative 1 and Alternative 2 of the OTMP have been reviewed with respect to the following directed growth goals and policies of the MIP:

Urban and Small Town Growth Area

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

Policies: Community plans shall provide for urban density land use designations only within UGBs and Small Towns. The County may only support and approve State Urban Land Use Designations for areas within UGBs, STBs, and Rural Villages.

New development shall be consistent with the UGBs, STBs, and all other applicable policies of the MIP. New urban-density development shall not be allowed outside of a UGB or STB.

Rural Growth Areas

Goal: Maui will maintain opportunities for agriculture and rural communities through sound planning and clearly defined development expectations.

Policies: New development shall be consistent with RGB and all other applicable policies and requirements of the MIP. Public, quasi-public, civic, and limited commercial or industrial uses may be allowed in the RGB when the proposed uses demonstrate a public need and are consistent with the Community Plan and zoning.

Environmental protection and compatibility will be a top priority in rural growth areas.

Rural growth areas include Rural Residential Areas and Rural Villages. Rural residential areas may be designated when they are located in association with or on the border of urban growth areas or small towns; and/or when they

provide for complete, self-sufficient rural communities with a range of uses to be developed at densities that do not require urban infrastructure.

Urban-scale infrastructure and public facilities shall not be provided in rural areas except as described in the defined Level-of-Service (LOS) standards. There should be no expectations of urban services in rural areas.

The unique character and function of existing small towns and rural communities shall be protected to retain and preserve their sense of place.

Preserve rural landscapes in which natural systems, cultural resources, and agricultural lands are protected and development compliments rural character and contributes to the viability of communities and small towns.

The MIP addresses the following regions: Wailuku-Kahului; Kīhei-Mākena, Makawao-Pukalani-Kula; Pa`ia-Ha`ikū; West Maui; and Hāna. The West Maui region includes the Olowalu sub-region. According to the MIP, Olowalu Town is intended to meet the needs of Maui residents as a revitalized and sustainable community. Olowalu Town will provide housing, employment, recreational, and cultural opportunities in the context of a mixed-use sustainable community that preserves the area's natural cultural and historic resources. It is envisioned as a pedestrian-friendly community that integrates a variety of housing types with employment opportunities, commercial, and recreational uses developed concurrently with public services and infrastructure.

Olowalu Town will be designed to recognize and perpetuate the land and resource management system of the ahupua`a, provide public access between the ocean and mountains, and protect the natural environment.

UGB and RGB were established in Olowalu mauka of Honoapi`ilani Highway. Refer to **Figure 29** and **Appendix "R"**. However, the MIP states that "the future delineation of potential urban growth areas makai of the existing Honoapi`ilani Highway may be undertaken in conjunction with updates or amendments to the West Maui Community Plan" (MIP at 8-64). Such delineation may consider the need to protect adjacent coastal and marine ecosystems, enhance public shoreline access and open space, and implement the proposed Pali to Puamana Parkway plan. The distinct boundaries of parks and open space, specific location of the recreational uses, and the precise amenities will be further defined during the West Maui Community Plan update and

the project review and approval process. Both Alternatives 1 and 2 will require a Community Plan Amendment.

FG. WEST MAUI COMMUNITY PLAN

Within Maui County, there are nine (9) community plan regions. From a General Plan implementation standpoint, each region is governed by a community plan which sets forth desired land use patterns, as well as goals, objectives, policies, and implementing actions for a number of functional areas including infrastructure-related parameters. The proposed Master Plan project is located within the West Maui Community Plan region. The existing land use designations for the Master Plan area under the Community Plan are set forth in the existing West Maui Community Plan Land Use Map. The lands underlying the Master Plan area are designated “Agricultural”, “Open Space”, and “Park (Golf Course)” on the Land Use Map. Refer to **Figure 8** and **Table 4**.

At the appropriate time, the Applicants will file a Community Plan Amendment (CPA) application to change the designation from “Agricultural”, “Conservation”, and “Park (Golf Course)” to “Project District” to reflect the land use spatial relationships and allocations set forth in the proposed Master Plan. This land use entitlement action will apply to both Alternative 1 and Alternative 2.

Examples of goals, objectives, and policies from the West Maui Community Plan supporting the proposed Master Plan are provided below:

LAND USE

Goal:

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

Objectives and Policies:

- Protect and enhance the quality of the marine environment.

The Master Plan for Alternatives 1 and 2 includes future areas to accommodate facilities that may be necessary for police and fire protection and emergency service. Although the Lāhainā Fire Station is located just 7.5 miles away from the Master Plan area for Alternatives 1 and 2, the Maui Fire Department has indicated that 1,500 new homes would impact emergency services. The Fire Department indicated that a future facility for emergency services would help to mitigate the impact and compliment protection provided on the north (Lāhainā) side of the Honoapiʻilani Highway tunnel. The Master Plan for Alternatives 1 and 2 includes areas along the relocated and widened Honoapiʻilani Highway for future emergency facilities.

The Department of Fire and Public Safety (Fire) supports the establishment of the new fire station in OTMP. Discussion with Fire indicated that a new fire station will require a total of 15 personnel to cover three (3) shifts with five (5) personnel each. A new fire station will require a fully equipped fire engine which is estimated to cost approximately \$1 million. To operate the new fire station will cost approximately \$1.25 million annually. It is estimated that a new fire station will cost \$11 million to construct (Haake, 2012).

The West Maui area is susceptible to wildfires and the location of a new fire station in Olowalu will improve the Fire's Department's response time to such fires in the Pali to Lāhainā Town area. Through consultation with Fire, the department has indicated that although the alternatives should diminish the likelihood of such fires, the project's design should include measures that may address impacts to the project from wildfires which originate in surrounding outside areas. The department provided the example of designing greenways at the outer edge of the project that offer a defensible space against wildfires. It is noted that a significant area of the alternatives are envisioned for parks, greenways and open space.

The applicant Applicants will continue to dialogue with the police and fire departments to ensure the location and adequate area for future facilities within the Master Plan for Alternatives 1 and 2 are accommodated.

The existing siren will provide coverage of the central area of the OTMP. Additional omni-directional 121 db(c) sirens will be required to complete coverage of the proposed development for Alternatives 1 and 2. The Applicants will coordinate with the State Civil Defense Agency, the placement

Alternative 2 will have similar impacts on infrastructure and public services as those assessed for Alternative 1.

From a financial feasibility standpoint, Alternative 2, like Alternative 1, is considered to be a viable planning option. The overall total cost for Alternative 2 will be slightly lower than that of Alternative 1 as the costs of developing the makai park and open space lands would not be a cost component. However, the cost savings will be offset with the elimination of potential ocean front market units, which will reduce overall revenue benefits. While market attractiveness may be diminished without the makai lands, the value of housing units and commercial areas is expected to exceed the cost of infrastructure systems and vertical construction, yielding a benefit-cost indicator which would point to project viability.

C. ALTERNATIVE 3: NO ACTION

On September 12, 2000 the Olowalu lands were granted Special Management Area Use Permit No. 990021 to develop the existing agricultural lots, including the Olowalu Makai Subdivision and Olowalu Mauka Subdivision. Lots in the Olowalu Makai Subdivision and the Olowalu Mauka Subdivision have been sold. Of the remaining agricultural lots under the control of Olowalu Ekolu, LLC and Olowalu Town, LLC, there is limited diversified farming occurring on the properties. These include a tomato farm, tree farms, cattle and horse grazing. It is noted that these current limited agricultural enterprises share the benefit of low lease rents which support the business-side element of the farming operations.

Alternative 3 would result in the continued sale of the remaining agricultural lots and the current small-scale agricultural use of the lots. While this option is considered an alternative from a planning perspective, it does not provide needed housing for local residents through a comprehensively planned sustainable community. Alternatives 1 and 2 will provide housing employment and recreational opportunities. In addition, Alternative 3 does not include any improvements to address the current runoff of sediments into the ocean. Therefore, Alternatives 1 and 2 are considered to yield a greater community benefit than Alternative 3. The rationale for the foregoing is provided below.

With the demise of Pioneer Mill in 1999 and cessation of pineapple cultivation in West Maui in 2009, there is an abundance of agricultural lands available for farming operations. Existing constraints, such as the ease in getting out-of-State agricultural products to State-wide markets at lower cost, limits diversified agriculture from expanding at a pace that would absorb the available agricultural lands. In the foreseeable future, there is no cash crop similar to sugarcane or pineapple envisioned that will be able to absorb the available vacant agricultural

lands that were created with the demise of these two (2) plantations. While there may be interest in bio-fuel crops, from an economic feasibility perspective, growing of such crops will more than likely require large-scale commercial farms rather than smaller diversified agricultural lots, such as those found in Olowalu.

With the surplus of agricultural lands available for farming operations on Maui, planning for future communities on the island must then discern lands which are most appropriate for meeting the needs of the island's residents and businesses, from historic, spatial relationship, infrastructural and environmental points of view. Based on the planning analysis and technical studies conducted for the MIP and Olowalu Town, the Olowalu area is considered a functionally appropriate opportunity for new community development.

Alternative 3, No Action, may be perceived by some as advantageous from the standpoint of maintenance of the status quo regarding community character and environmental management. However, the existing problems associated with sedimentation into Olowalu Stream and the ocean, as well as traffic and erosion on Honoapi'ilani Highway continues or is further exacerbated under Alternative 3. The No Action alternative does not enhance the opportunity for physical activity or support social interaction, which are key components of a healthy community. The tradeoff considerations, then, relate to best use of the Master Plan lands from a community benefit perspective. As discussed previously, the Applicants believe that the creation of a master planned sustainable community which meets local housing and economic development needs in the context of the community character and its environmental management is the appropriate scenario for the use of lands at Olowalu.

D. ALTERNATIVE 4: DEFER ACTION

Alternative 4 is to defer development of the area and, hence, land use entitlement applications until a future date. As noted previously, the proposed action has been in the planning and analyses phases of work since 2005. The process for securing appropriate land use entitlements typically span a number of years, to be followed by detailed design and engineering. In order to successfully program work for new community development, careful plotting of development milestones is needed to ensure that unnecessary delays are minimized. Alternative 4 is not deemed to be in alignment with the need for local housing which falls within a more immediate timeframe which coincides with the County of Maui's comprehensive planning processes adopting the MIP and future update of the West Maui Community Plan.

In particular, Alternative 4 introduces the element of uncertainty with respect to future

VII. UNRESOLVED ISSUES

The evaluation of the Master Plan for Alternatives 1 and 2 in this Final Environmental Impact Statement (EIS) provides a thorough analysis of the potential environmental impacts. The following section summarizes addresses the issues that remained unresolved at the time of writing publication of the Draft EIS and have been considered in the Final EIS for the proposed Master Plan for Alternatives 1 and 2:

A. FORMULATION OF UNILATERAL AGREEMENT AND MARKETING PROGRAM FOR AFFORDABLE UNITS

Implementation of the project will address the shortage of affordable housing currently being experienced on Maui and will be processed in accordance with Chapter 2.96, Maui County Code (MCC). The Applicants will be working alongside the County of Maui, Department of Housing and Human Concerns (DHHC) as the project proceeds to formulate a unilateral agreement and marketing program for the Project's affordable units. The sales prices for affordable units will be established at the time of development and will be based on Maui's median family income at that time. The Applicants will formulate and execute the affordable housing agreement with the DHHC prior to project implementation. Prior to obtaining building permits for the construction of the first units in Olowalu Town, the Applicants will be required to enter into an affordable housing agreement with the DHHC. The agreement will establish the sale and rental prices of the affordable units as well as include a marketing program for the units. It is anticipated that construction will commence sometime in 2018.

B. COMPLETION OF 2030 GENERAL PLAN UPDATE (MIP) MAUI ISLAND PLAN

On December 28, 2012, the Maui Island Plan (MIP) was enacted by the County of Maui through Ordinance No. 4004. The implementation program component of the MIP was adopted by Ordinance No. 4126 on May 29, 2014.

The proposed Master Plan for Alternative 1 mauka of Honoapi'ilani Highway is located within the Urban Growth Boundary (UGB) and Rural Growth Boundary (RGB). The lands makai of Honoapi'ilani Highway in Alternative 1 are not included in the UGB. However, the MIP states that "*the future delineation of potential urban growth areas makai of the existing*

Honoapiʻilani Highway may be undertaken in conjunction with updates or amendments to the West Maui Community Plan” (MIP at 8-64). Such delineation may consider the need to protect adjacent coastal and marine ecosystems (including the reefs at Olowalu), enhance public shoreline access and open space, and implement the proposed Pali to Puamana Parkway plan. This unresolved issue will require further review by the Maui County Council in the context of a Community Plan Amendment.

Alternative 2 is located mauka of Honoapiʻilani Highway and within the UGB and RGB of the MIP.

C. SATISFACTION OF PUBLIC FACILITIES CONTRIBUTION REQUIREMENTS

Olowalu Town LLC and Olowalu Ekolū LLC are proposing to facilitate the construction of a school and emergency services (i.e., police, fire and ambulance) within the Master Plan for Alternatives 1 and 2 through the contribution of land and have designated lands that would be appropriate for such uses. Development of these facilities will offset the impact of the proposed Master Plan for Alternatives 1 and 2. Although preliminary discussions have been held with the appropriate government agencies, additional coordination with the agencies will be undertaken to determine specific locations for such uses as well as the Applicant’s fair share contribution prior to project implementation.

Prior to the issuance of construction permits sometime in 2018 by the County of Maui, including building permits, fulfillment of impact fees for education and park facilities will be required to ensure the Applicants pay their fair share for public facilities. Lacking similar impact fees for police, fire and emergency services, the Applicants will work with the appropriate agencies to establish facility requirements which most effectively meet the needs of the community.

D. REALIGNMENT OF HONOAPIʻILANI HIGHWAY

The Olowalu Town Master Plan (OTMP) for Alternatives 1 and 2 includes the corridor for the realignment of Honoapiʻilani Highway inland from the shoreline. The specific realignment and design parameters through Olowalu have not yet been determined by the State of Hawaiʻi Department of Transportation (HDOT) who are in the process of preparing, as they are continuing the preparation of the Environmental Impact Statement (EIS) for the Realignment/Widening of Honoapiʻilani Highway (Māʻalaea to Launiupoko). The Applicants

will continue coordination with HDOT as work on the HDOT EIS continues. Once determined, the Master Plan will be revised to be consistent with the HDOT's preferred realignment on the alignment as it traverses Olowalu. The OTMP makes accommodations for a future right-of-way (ROW) that also include enough width to accommodate a future transit system. It is anticipated that the HDOT planning process will take several years to complete. As the OTMP is implemented, the Applicants will coordinate with HDOT to ensure that ROW alignment, construction phasing and integration requirements for the realigned Honoapi'ilani Highway are satisfactory to the HDOT.

E. TRAFFIC IMPROVEMENTS

Although a Final Traffic Impact Analysis Report (TIAR) (**Appendix "P-1"**) was prepared, as the project progresses through the land use entitlement and permitting processes, more defined project plans will be developed. As more specific details are developed, additional TIARs will be prepared and additional traffic improvements may be required by the HDOT and Department of Public Works (DPW). These improvements will be implemented in coordination with HDOT and DPW.

The Applicants' are committed to continue providing current traffic studies at appropriate implementation intervals. The Final TIAR (**Appendix "P-1"**), which has been submitted to the HDOT, will establish the basis for continued dialogue with HDOT to ensure that program concepts for mitigation measures and their implementation timeframes can be advanced. While multiple meetings/conferences have been held with the HDOT, coordination with the HDOT is considered an ongoing process, with actions and agreements evolving as conditions change over time. In this regard, the HDOT's review of the Final TIAR is addressed herein as an unresolved issue. Additionally, as coordination with HDOT continues, the Applicants' total financial contribution for area roadway improvements will be addressed.

F. CULTURAL RESOURCES

Cultural participants identified several concerns related to management of ocean resources, commercialized ocean activities, preservation of cultural sites, and preservation of cultural traditions. The following concerns expressed by the participants will require further discussions between the cultural participants, the Applicants, and as may be appropriate, with Federal, State and County agencies, as plans are refined and implemented throughout the land use and permitting processes:

- Creation of an Olowalu Community Marine Management Group as a community group that could function as a shoreline monitoring check both during construction and periodically following construction.
- Implementation of shoreline restrictions, similar to traditional kapu seasons or periods, as a means to maintain the health of the environment and allow recovery.
- Creation of a protected area that extended from the shoreline to 20 fathoms out.
- Future assessments of makai resources by Native Hawaiian cultural practitioners and integrating these assessments with scientific assessments to provide guidance for resource management decisions.
- Urban design guidelines to maintain open space and visual connection mauka to makai from the built environment.
- Recommendations relating to access, preservation and maintenance of Ka'iwaloa Heiau (SIHP 50-50-08-0004).
- Potential funding sources for the Olowalu Cultural Reserve.