



Fwd: Olowalu at LUC Monday Dec 7 9am signin
Surfrider Maui Chair to: luc, Lucienne de Naie, Surfrider

12/07/2015 05:01 PM

4 attachments



Olowalu-Written-Response-Hono Hwy etc.pdf LUC Dec 7 SRF.doc PtoP MapsPrefAlign.pdf HonoHwy.doc

Dear Sir or Madam,

My name is Andrew O'Riordan and I am submitting testimony on behalf of Surfrider Foundation, Maui Chapter.

As you will see in this attachment, we have specific concerns about coastal access, wastewater treatment, and the highway.

Thank you for taking into account our concerns, as well as the concerns of our Maui membership.

Regards,

Andrew O'Riordan

Chapter Chair

Surfrider Foundation, Maui

chair@maui.surfrider.org

1-808-895-6339

Check out our website @ maui.surfrider.org

Or join us on Facebook @ <https://www.facebook.com/SurfriderFoundationMauiChapter>

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a. **Applicant's Response.**

The two makai parcels within OTMP (TMK Nos. (2) 4-8-003: 084, 124), are not within the MIP Urban Growth Boundaries, but the possibility of such designation is contemplated in the MIP. *See* EIS Fig. 3 (p. 4) and p. 5 for TMK parcel identification.

Approximately 613 acres within the OTMP is designated in the Urban or Rural Growth Boundaries under the MIP. *See* Maps C-12, C-13, D-12, and D-13 of the Maui Island Plan Directed Growth Boundaries (EIS Appendix R); *and see* Map W4 of the Directed Growth Maps. EIS Fig. 29 (p. 340) provides a more complete depiction of the MIP Directed Growth Boundaries for OTMP. The area makai of Honoapi'ilani Highway is not within the Urban or Rural Growth Boundaries. However, the MIP (enacted under Ordinance No. 4004) noted that, with respect to the 613 gross acres "[t]he 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. 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* EIS at 358; *and see* MIP at 8-64 n.45.

Applicant also notes that TMK parcel 084, consisting of 28.894 acres, and TMK parcel 124, consisting of 16 acres, are noted as being partially within the Protected (Park) Area, and also noted as being outside of the Protected Areas, as identified under the MIP. *See* EIS App. B (Zoning & Flood Confirmation Forms); *and see* Table 4 (p. 41).

The two makai parcels are not designated under the MIP for open space or stormwater retention basins, and are not slated for dedication to the County, but portions have been identified for Park under the MIP. *See* EIS App. B (Zoning & Flood Confirmation Forms).

3. *A Commissioner indicated that during the Maui Island Plan review undertaken by the Maui Planning Commission it was represented that the existing Honoapi'ilani Highway would be retained in place and used as a secondary access road, and asked whether that understanding is consistent with the proposed OTMP. The Commissioner also asked whether the OTMP will*

inhibit access to the Awalua surf spot located off of the peninsula on the Launiupoko side of OTMP.

a. **Applicant's Response.**

The existing Honoapi'ilani Highway roadway will be retained in place, as will the monkey-pod trees, but it will be converted into a secondary coastal roadway (low speed/low volume roadway) that will remain open to the public. *See* EIS p. viii. OTMP also includes a new, mauka alignment that will operate as the higher-speed highway through the OTMP.

Relocating the Highway further mauka will change the existing Honoapi'ilani Highway from a higher speed arterial to a lower-speed secondary roadway. The lower speed secondary roadway will enhance and improve traffic safety of recreational users seeking to access the shoreline, i.e., the public trying to cross the existing higher speed Highway) and create the opportunity to expand parks with associated amenities along the shoreline. EIS at 63. OTMP proposes to enhance public recreational opportunities in Olowalu with approximately 223 acres (Alternative 1) and 200 acres (Alternative 2) of open space and park lands. *Id.* Implementation of the OTMP (Alternative 1) will result in continuous lateral shoreline access from the Lahaina side of Olowalu to the Ma'alaea side, with significant park lands makai of the existing Highway adjacent to Camp Olowalu and north of Olowalu Stream. EIS at 38.

The OTMP recognizes the vital importance of public access to and along the shoreline. As shown on Fig. 4 (p. 10), limited segments of the existing Highway on the far east and west ends of OTMP are intended to be realigned and utilized for shoreline access and/or parking, if feasible, in order to create additional public park space that is not bisected by the existing Highway. *See* Conceptual Green Space Plan, Fig. 24 (p. 173). Park and Open Space areas within OTMP are to be used for active/passive parks, accessory and support facilities, greenways, bikeways, multi-purpose ball fields, music stands, community centers, cultural uses/activities, camping and for the Olowalu Cultural Reserve. *See* Table 2 (p. 23). There will be no loss of access, or the ability to park and access, the Awalua surf spot.

However, the existing stretch of Honoapi'ilani Highway within OTMP is owned by the

State, and not by Applicant. *See* Fig. 3 (p. 4); *and see* EIS at 221. Although the existing Highway right-of-way is owned by the State, it is hoped by Applicant that the State might abandon limited portions of the right-of-way once Applicant completes the construction of the relocated highway and appropriate roadway connections are made. If so, the abandoned right of way would be integrated into the proposed cultural areas, open space and parks, as shown on Fig. 4 (p. 10). However, as indicated in the EIS, any modification to the existing Highway alignment would need to be authorized by the State. As appropriate in an informational document, the EIS discloses this possibility. The OTMP is a conceptual land use plan for planning purposes. Should all of the necessary land use permits be issued for OTMP, at each stage of project implementation greater specificity on coastal access routes and the integration of State lands and private lands for recreational purposes will be provided. *See* Applicant's October 26, 2015 letter to Surfrider Foundation Maui Chapter, EIS Vol. III, Part II.

We also note that these land areas are within the Special Management Area. Therefore, any significant changes would likely require approval from the Maui Planning Commission. *See* Fig. 10 (p. 51).

II. RUNOFF

1. *A Commissioner asked if Applicant intends to retain 100% of pre- and post- development runoff at OTMP, as may have been represented to the Maui Planning Commission.*

a. Applicant's Response.

It is expected that preventing all water flow into the ocean would have a dramatic and negative effect on the ocean. However, Applicant hereby affirms, as stated in the EIS, that it will retain all increased runoff resulting from the development of OTMP. In addition, the retention basin storage that will be provided as part of OTMP is anticipated to reduce the existing surface runoff volume by at least 10%. *See* App. C (Preliminary Engineering Report) at 8. OTMP Alternatives 1 and 2 propose approximately 223 acres and 200 acres, respectively, for parks and open space throughout the project, of which approximately 140 acres under Alternative 1 and 120 acres under Alternative 2 are available for drainage improvements. Approximately 15 to 20

percent of the 140 acres (21 to 28 acres) under Alternative 1 or 120 acres (18 to 24 acres) under Alternative 2 would be utilized for stormwater retention. EIS at 251; App. C-1 at 1 (June 2, 2015, Letter from Otomo Engineering).

Existing runoff for the entire OTMP for a 100-year, 24-hour storm is approximately 1,008 cfs and approximately 322 acre-feet of runoff volume. *See* App C-1. Post-development, under Alternative 1, those numbers change to 1,711 cfs and approximately 395 acre-feet of runoff volume. *Id.*

Applicant acknowledges a potential miscommunication before the Maui Planning Commission. In reviewing the record from 2009 (which pre-dates the filing of the EISPN in this matter), Applicant clearly stated a commitment to retain on-site pre-development and post-development stormwater runoff. However, no specific amounts were discussed. The intention of the commitment was to treat 100% of the pre-development and post-development storm water within the developed areas of OTMP. Such treatment includes methods presented as Low Impact Development ("**LID**") measures as outlined in Appendix B-1 of the Draft EIS and listed in Table 10 at page 70 of the Draft EIS. These measures have since been adopted by the Maui County Council within the Rules for the Design of Storm Water Treatment Best Management Practices. *See* EIS at 251-52; Applicant's October 26, 2015 letter to M. Foley, EIS Vol. III. These practices are in recognition that stormwater sediment is a major coral stressor. EIS at 258. OTMP includes highly effective stormwater quality enhancement measures, which will reduce the amount of sediment that is currently flowing into the ocean. *Id.*

Related specifically to retention of stormwater, Applicant will retain all increased runoff resulting from the development of OTMP for a 100 year, 24 hour storm event. In addition, at least 10% of the pre-development runoff will be retained on site. The installed retention volumes for this design storm will have more substantial impact on the more frequent smaller rainfall events in which 100 percent of the runoff will be contained resulting in less surface runoff than under the existing, undeveloped condition. *See* Applicant's October 26, 2015 letter to Maui Nui Marine Resource Council, EIS Vol. III.

III. WASTEWATER TREATMENT PLANT

1. *A Commissioner asked how any failures/overflows at the proposed wastewater treatment plant ("WWTP") would be addressed, and questioned the location of the WWTP (close to the Olowalu Recycling and Refuse Convenience Center, and just mauka of the Awalua surf spot).*

a. **Applicant's Response.**

The WWTP is planned to be constructed at the west/mauka edge of OTMP, immediately mauka of the proposed relocated highway. *See* Fig. 4 (p.10). The wastewater collected there will be treated to State of Hawai'i R-1 recycled water standards, and total nitrogen will be reduced to less than 10 mg/L. *See* App. Q (Wastewater Management Plan) at 3-1. The WWTP will be a public utility regulated by the Public Utilities Commission, and also requiring approval from the State Department of Health. *Id.* The WWTP will also provide the opportunity for existing community members who are currently served by cesspools or septic systems to connect to the new plant and eliminate their need for cesspools or septic systems. EIS at 38.

Construction of the WWTP as proposed eliminates the need for injection wells. The WWTP will include a constructed wetland and soil aquifer treatment system to treat and dispose of excess wastewater. EIS at 161.

The potential for WWTP failures have been addressed in the design of the plant. The WWTP will be built with a SCADA (supervisory control and data acquisition) system. The SCADA system monitors the WWTP 24/7 and alerts the WWTP of any conditions that warrant attention. The WWTP will include an emergency power generator that will ensure that operations continue even in the event of a power failure. Included in the WWTP is an emergency storage basin that will hold any water that has not been treated to R-1 standards until such time as any mechanical issues at the WWTP have been resolved, at which time the water will be returned to the WWTP for reprocessing. *See* App. Q (Wastewater Management Plan) at 4-4. The WWTP will be constructed outside of the tsunami inundation zone. *Id.*; and *see* EIS Fig. 15 (p. 95).

Properly designed and operated WWTP should not generate odors. Nuisance odors are most commonly associated with anaerobic (without oxygen) conditions and with residual solids processing. The two potential sources of odors are the headworks and the solids dewatering process. The WWTP has been designed to avoid odors from these components. *See* App. Q (Wastewater Management Plan) at 4-5.

Headworks are often an odorous area because incoming raw wastewater can be anaerobic and the screening and grit removal processes involve solids processing. At OTMP the headworks will be enclosed to facilitate foul odor collection. The air removed from the building will be treated in an odor control biofilter (or similar process) where the foul air will be treated as it flows through a compost media. Biofilters consist of an engineered bed of compost with distribution piping, and are capable of removing hydrogen sulfide (H₂S) and a wide variety of other odorous compounds from the air. *Id.*

The solids dewatering process is another potential source of odors. However, the WWTP at OTMP will have the dewatering equipment enclosed in a room to facilitate foul air collection. Once again, the foul air will be routed to a biofilter for treatment. *Id.*

The liquid treatment processes within the wastewater treatment plant will not be a source of nuisance odors because the process tanks will be aerated to maintain dissolved oxygen concentrations at approximately 2.0 mg/L or greater at all times. Waste solids will be pumped to an aerobic digester for stabilization. The dissolved oxygen concentration in the aerobic digester will be maintained at 2.0 mg/L or greater at all times by aeration. The WWTP will include at least one redundant blower for each aeration system to ensure that aeration air can be provided at all times. *Id.*

IV. TRADITIONAL AND CUSTOMARY RIGHTS

1. *Commissioners asked whether the EIS addressed impacts to traditional and customary fishing practices specifically, and about impacts on traditional and customary practices more generally.*

Comments on OT response to Commissioner's questions.

Will the existing Honoapiilani Hwy at the way through Olowalu be left in place as a secondary access road for vehicle traffic and will access to Awalua surf spot be inhibited?

Our Comments:

- Commission needs to make its decision based upon info available in the FEIS. If that info is not clear, or is missing, then the FEIS is not acceptable. We believe this is the case.
- The information concerning protection and use of the entire road by vehicular and non-motorized users is not clear in the FEIS and the response does not clarify the intentions of the project.
- FEIS has no clear map showing that the entire existing length of Honoapiilani Hwy will remain open to low speed through vehicular traffic. It's maps show the road being truncated.
- FEIS does not acknowledge clearly that today's Honoapiilani Hwy is a historic road and trail, protected under the Highways Act of 1892, since it is shown on maps from the 1860's on.
- The FEIS does not acknowledge that another alignment of the re-located Honoapiilani Hwy that does not cut off the sections of existing road could and should be discussed and analyzed as an Alternative Design in the EIS.
- **Summary: The FEIS and the response letter do not come out directly and say that only a "portion" of the existing Honoapiilani Hwy will remain, but that is what is inferred and what is likely to happen.**
- Attached are a sampling the various confusing references to the road from the FEIS.

Coastal Parks and Access to Awalua Surf Spot:

- The FEIS does not discuss or show on maps that there is a possible Alternative Honoapiilani re-location alignment from the Pali to Puamana Parkway Master Plan EA that would not cut off sections of the existing road and would leave the Awalua access as is. **(Map attached)** This alignment was the "Preferred Alternative" of that plan.
- The references to 223 acres of parks and open space in the reply letter, which we would assume means 23 acres of park /OS are makai of the existing Honoapiilani Hwy, does not mention how much of that land is already park/OS and what new would be added.
- The FEIS itself does not actually tell us how many acres of coastal parks will be created, it only speaks about "opportunities for coastal parks" and "lateral public access" in the 150 ft shoreline set back- most of which is already publicly owned.
- The West Maui Community Plan calls for a minimum of 10 acres of coastal park makai of present Honoapiilani Hwy and up to a total of 30 acres if the Olowalu land is urbanized. The FEIS response to this compliance issue is to speak of "opportunities" not compliance.

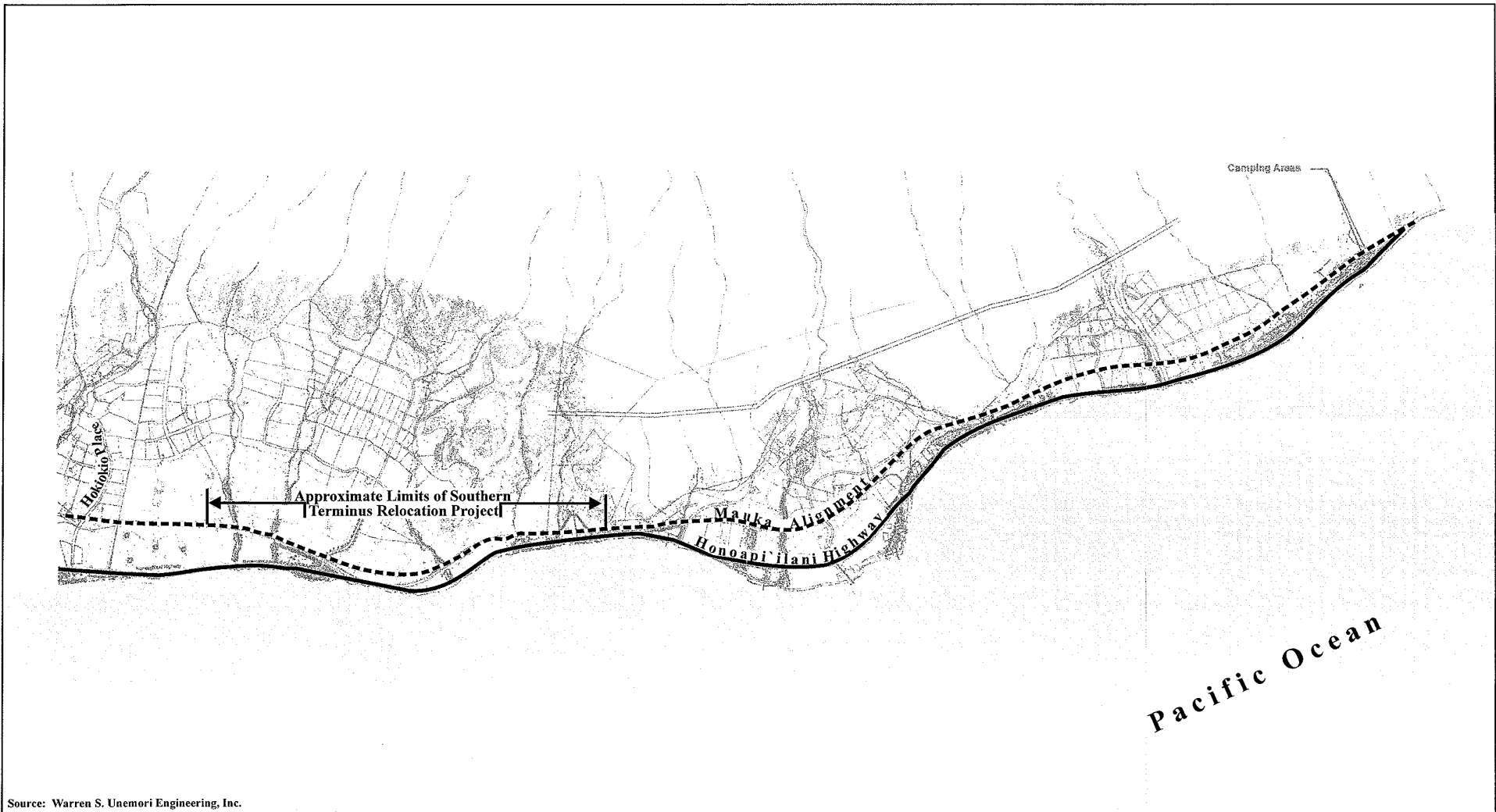
- The response letter refers to “significant park lands makai of the existing highway” with Alternative 1 design but does not indicate any acreage or how many of those acres are the state owned government beach reserve, legally mandated 150 ft shoreline set back, legally mandated coastal burial site buffer area, High hazard flood zone area or private Olowalu campground or lands designated Conservation that can’t be developed.
- What is the public really gaining or losing in terms of coastal access? The FEIS is not clear and it should be if it claims to be in compliance with the West Maui Community Plan, as is required.
- As for access to Awalua surf spot, once again, there is no clear information provided to the Commission in either the FEIS or the Applicant’s response letter about just how the public would access this popular area from the new road alignment, if the existing section of Honoapiilani Hwy is closed to vehicular traffic.
- **Summary: The response letter kicks the can down the road to the State making the decision but does not acknowledge that the Olowalu Town project will not be built in a timely manner if the relocated Honoapiilani road does not tie into the existing road at each end of the project, and that will necessitate an alternative means of accessing the sections of the existing highway that are cut off by this design, including the Awalua surf spot. This is not a “future decision.” This is a reality.**

How would overflows or accidents and odors at the proposed sewage treatment plant be addressed?

- The assurances in the response letter that the Olowalu Sewage Treatment plant will have no odors and will have no risk of ever having “accidents” is also missing important practical details.
- The FEIS and response letters tells us that elaborate systems will be installed to capture and filter odors, but don’t mention how much this will add to the cost of the facility in construction, operations and maintenance expenses.
- Will a future decision be made that those systems are just too costly to install or operate for the many working families who are the target audience of this project according to the FEIS. It is these future residents alone who will need to fund the ongoing costs of this private system.
- The FEIS gives us no information on which to evaluate the reality of odors being addressed on an ongoing basis.
- The FEIS barely acknowledges that the sewage facility is located at the base of a substantial gulch that funnels the stormwater from a drainage area that generates up to 132 acre ft of water during a 24 hr 100 year storm (Preliminary Engineering Report -hydrology section)
- The response letter refers to SCADA system that will take care of everything. It does not mention that during a storm: “Stormwater originating mauka of the wastewater treatment plant parcel will be routed around or piped under the facility to preclude flooding” (appendix Q p. 4-6) .
- Will this piping system ever be overwhelmed and impact the sewage plant? What is the effect of this concentrated point source of stormwater on the existing conditions in the ocean?

- **Summary: We urge the commission to insist that the EIS have some real answers to these very real scenarios. The purpose of an Environmental document is to guide decision making not avoid discussion of potential direct and cumulative impacts. The FEIS and the response letter avoid providing this information and the FEIS should not be accepted.**

Mahalo



Source: Warren S. Unemori Engineering, Inc.

Figure 11

Proposed Lahaina Bypass Southern Terminus Relocation
Pali to Puamana Parkway Master Plan Alignment

NOT TO SCALE



Prepared for: State of Hawai'i, Department of Transportation

MUNEKIYO & HIRAGA, INC.

MablaLand/LinBypass/Ext/Draft/EA/Alternative4

What does the Olowalu Town FEIS say about the existing Honoapiilani Hwy? An analyses by Surfrider Foundation Maui Chapter

The DEIS (and FEIS) has maps (Fig 4 and 5) that indicate that significant portions of Honoapiilani Hwy widely used by our members are planned to be “removed.” Elsewhere in the text of the DEIS and FEIS are references to the existing highway being preserved as a through route, and also contradictory references to it being part of the project’s “circulation” network of streets.

- in the Preliminary Engineering Report (App C) it states: “The existing highway will be preserved and utilized as a low speed scenic drive.”

(No mention if that is a portion, or the whole thing- sounds like the whole thing would be a through road)

- The project’s April 2015 TIAR (appendix P-1) on p. 2 also describes the situation: “It should be noted that the existing roadway would be retained and preserved as part of the interanal {sic} street system of the new town.”

(FEIS Maps show the “internal street system” does not extend the whole length of existing Honoapiilani Hwy.)

- The State Department of Transportation (HDOT) comment letter in Vol II of the FEIS (January 26, 2015) describes the project as including both roads, but does not clarify if both will be through roads: “The development includes utilization of existing Honoapiilani Highway for circulation purposes and proposes a realigned Honoapiilani Highway.”

(State appears to be echoing what is said in the FEIS

- To add to the confusion, the HDOT comment letter on the Draft EIS (April, 2012) in Vol. II of the Olowalu Town FEIS advises the project to include in its updated Traffic Impact Analyses Report (TIAR) an “analyses for the Honoapiilani Highway realignment and its relationship to the Pali to Puamana Plan as well as the DOT project to realign and widen Honoapiilani Highway from Ma’alaea to Launiupoko.”

- The preferred realignment route for Honoapiilani Hwy in the Pali to Puamana Plan does not intersect with or cut off any sections of the existing Honoapiilani Hwy, but the FEIS NEVER DISCUSSED THIS ALTERNATIVE SOLUTION.

In short, the FEIS fails to inform the public and policy makers whether all, or merely a portion of the existing Honoapiilani Highway, an historic road and an important cultural and recreational asset in the coastal zone, will be preserved and continue to be available to the public for vehicle access and costal access to the popular surfing, fishing, diving spots at Awalua (Olowalu Transfer station) and Mopua Village (14 mile marker).

Charles A Spence
551 South Kihei Road, Kihei, HI 96753

December 7, 2015

Land Use Commission
PO Box 2359
Honolulu, HI 96804
Fax: 808 587-3827
E-mail: luc@dbedt.hawaii.gov

Re: Testimony IN FAVOR of Final Environmental Impact Statement
Olowalu Town Master Plan (DKT. NO. A10-786)

Dear Land Use Commissioners,

I am writing to provide my support for the approval of the Final Environmental Impact Statement for the Olowalu Town Master Plan; DKT. NO. A10-786 for three main reasons; 1) Maui is in dire need of more housing for its full time residents 2) Maui needs developments that are pedestrian centered 3) The Olowalu Town plan is designed to be a complete community based on a zoning model that is different than the standard zoning code used with most recent developments.

More housing needed on Maui. As a small business owner here on Maui, I can attest to the impossibility we face in finding affordable housing for employees. Sadly, the local population that was born on this island and has worked here for many years is finding itself homeless with increased housing costs. Numerous 'local' employees were displaced to the mainland because either they or their families could not afford to continue living here. I believe this is due to a dire shortage of homes across the entire social strata. The recently relaxed Bed and Breakfast Laws are exacerbating the problem at an alarming rate. The Olowalu Town Master Plan adds much needed housing in many forms that address those needs.

Pedestrian friendly communities are essential. Our roads are clogged with residents that must drive because there is a lack of services and goods in their own community and/or it is not pedestrian friendly. This will only worsen as Maui becomes more populated. We must address it now and rethink the 'suburban' type housing only developments that don't provide services to its residents. Additionally, the Olowalu Master Plan incorporates future mass transit that also addresses this problem. It is a very progressive plan that addresses both current and future needs.

Maui must integrate its communities with a plan that addresses the needs of entire populations regardless of their economic means. The majority of the housing units within Olowalu are planned to be apartments, multi-family units, and small single family units. These housing types have a smaller footprint which allows the cost of the infrastructure to be much less than standard single family homes in many of the new subdivisions. The result is lower cost housing options for entire families living on Maui. Major concentrations of populations across the US recognized that this type of development is most effective in building true communities that are more efficient. Most of the housing in Olowalu will be affordable to Maui's residents due to the type of housing to be constructed, which harkens back to my first point.

For all of the reasons above, I ask that you please approve the Olowalu Town Final Environmental Impact Statement.

Sincerely,





Olowalu - Final Environmental Impact Statement

Colette Rixey

to:

luc

12/07/2015 08:57 AM

Hide Details

From: Colette Rixey <coletterixey@gmail.com>

To: luc@dbedt.hawaii.gov

Aloha Members of the Land Use Commission,

I am writing to voice my opinion and approval of the upcoming community project in Olowalu that Dave Ward and Bill and Dean Frampton are proposing. I am a 28 year old resident of Maui, who is currently living in San Francisco to attend grad school. I have every intention of returning to Maui upon completion of my studies and I take a great deal of pride and protection of the island of Maui as I have always considered it my home and my family's home.

I had the opportunity to work with both Dave Ward and Bill Frampton in their study phases of this project. It was my responsibility and pleasure to draw many of the zonal maps for this project. During this time there was so much study done of how to include the communities feelings and opinions into this development. Dean and Bill were consistently meeting with the members of the Olowalu community to integrate their feedback directly into the project. They took into consideration sacred grounds that were not to be built on. They took into consideration the amount of agricultural land that absolutely needed to be retained in the project. They considered how this project could actually improve traffic rather than continue to create it. I believe this project to be a considerate and intelligent one.

I have seen the Facebook and other social media blasts about this project. Some of my own friends have asked me to sign the petition against it. Upon reading the information in those articles, I believe much of what they say to be based on untruth and misunderstanding of the impact that this project will have. Of course, most people of Maui speak out against any development. They get riled up when they read these angering articles through social media. This quick anger blinds them to any real understanding of the project and how it has taken so many things into consideration and implementation.

Please allow the members of this project to respond to the concerns of the public, because I feel that if they have open ears many of their concerns will be eased. Thank you so much for taking the time to read this e-mail.

Mahalo,

Colette Rixey



Opposition to the proposed new community between Olowalu and Lahaina

Dean Leffingwell

to:

luc

12/07/2015 05:02 PM

Cc:

mariah

Hide Details

From: Dean Leffingwell <deanleffingwell@gmail.com>

To: luc@dbedt.hawaii.gov

Cc: mariah@westmauland.com

To:

State of Hawaii Land Use Commission

PO Box 2359

Honolulu, HI 96804

With respect to the matter of:

State Land Use Commission

Docket A15-799

Makila Rural community EIS

To whom it may concern,

We, Dean A. and Rebecca Leffingwell, are the owners of the property of 53 Awaiku St. in Lahaina, located in the Mahanalui Nui subdivision in Launiupoko.

We have recently become aware of West Maui Land Company's proposed Makila Rural Community on approximately 271 acres in west Maui. This community is proposed to consist of 150 rural residential lots and 50-75 single family workforce family houses. The community will also include a central village core, commercial space, a community center and possibly a fire and ambulance station.

No matter how they describe, this would be a new, small town between Olowalu and Lahaina.

We are writing to inform you that we are adamantly opposed to this development in pristine Laniupoko and believe it to be highly inconsistent with the Maui island plan. As you know, the area is currently zoned agricultural and the properties in this community require 50% of the acreage to devoted to agricultural use. In our case, that consists of cocoa palms, citrus and bananas. We purchased this property for a significant price, based on the understanding that these restrictions would protect us from any new developments that are inconsistent with agricultural use. As such, we feel that West Maui Land

Company and Maui County joined with us in a commitment to support the existing zoning to the protection of all property owners and the environment.

Maui Land's proposal is completely inconsistent with this implied agreement and Maui's general island plan. Our concerns include the following:

- This will create a permanent change in the nature of the neighborhood, including hundreds of homes, traffic, a significant population, and even a commercial center. This will dramatically increase traffic congestion, noise pollution, light pollution and most generally the enjoyment and use of the current property owners, all of whom conformed to the existing zoning requirements with the reasonable expectation that those same zoning requirements would continue to apply to the subdivision below us. Before purchasing this property we carefully studied the Launiupoko area, and were comforted by the larger agricultural farm lots below us, as they would provide a life-long buffer.
- Road congestion is a known problem. The lights at the bottom of Kai Hale Ku are a major bottleneck already. The addition of hundreds of vehicles traveling in and out will increase that congestion immeasurably.

There are many additional concerns as well, water, sewer, evacuation, and more. But most generally we are dismayed by the potential change in the zoning which belies the very basis on which we purchased our property. Clearly, this will have an adverse affect on our enjoyment of our residence, property values and the implied Aloha spirit of agricultural use.

We also note that the developer stated that they conducted some public outreach on this project in 2006-2008. They didn't say the public responded positively, or who the "public" was. We purchased our home in 2013. So, clearly we could not have known of any potential project, nor was there any public record to the point that such a potential rezoning for much higher density, and even commercial use, was ever contemplated. Had that been the case, we would have looked differently on the purchase.

As affected homeowners, we feel it is our obligation to do whatever we can to prevent this violation of trust, and degradation of the agricultural environment promised by the County of Maui and the West Maui Land Company.

We therefore respectfully request that the State Land Use Commission *reject, in its entirety, West Maui Land Company's proposal* to build a new, urban sprawl community, between Olowalu and Lahaina.

Thank you for your consideration.

Dean and Rebecca Leffingwell
–Dean

Dean Leffingwell
303.926.0907 (O) | 720.933.0241 (M)

Author: [Agile Software Requirements](#), [Scaling Software Agility](#)
Creator: [ScaledAgileFramework.com](#)
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Doreen N. Canto
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December 4, 2015

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Re: Testimony IN FAVOR of Final Environmental Impact Statement
Olowalu Town Master Plan (DKT. No. A10-786)

Dear Land Use Commissioners,

I am writing to provide my support for the approval of the Final Environmental Impact Statement for the Olowalu Town Master Plan; DKT. No. A10-786.

The majority of the housing units within Olowalu are planned to be apartments, multi-family units, and small single family units. Similar to the way, most of the multi-family units in Wailuku are affordable to Maui's residents even without government restrictions; most of the housing in Olowalu will be affordable to Maui's residents due to the type of housing to be constructed.

I look forward to a favorable outcome re: the subject-matter.

Me ka mahalo nui,

Doreen N. Canto

Doreen N. Canto

Frank Zajac
422 Kaupakalua Rd.
Haiku Hawaii 96708

12/6/15

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Re: written testimony in favor of final environmental impact statement
Olowalu Town Master Plan (DKT. NO. A10-786)

Aloha Commissioners,

I am in support of approving the final Environmental Impact Statement for the Olowalu Town Master Plan; DKT. NO. A10-786.

Like many other Maui families we raised a child here and ours has moved to the mainland and cannot afford to move back home due to the high cost of housing either rental or for sale.

This problem is just getting worse and worse without you approving projects that include affordable single housing and multifamily housing.

The Olowalu Town plan is exactly what Maui needs. It is smart development not urban sprawl or fake agricultural subdivisions.

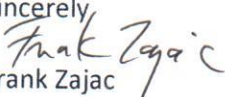
I believe it will provide opportunities for first time buyers like my son and a have a mix of people with different income levels due to the mixed use design of Olowalu town.

I believe the importance of the mixing of people of varying income levels is really underestimated. For example the zoning that allows ohana has been great for Maui. You have older people who can mentor and set an example for younger family members or renters who live nearby and interacting on a daily basis.

I hope you notice that some of the people that don't like Olowalu Town don't like anything. They protest everything no matter how well thought out it is and that's just not right, it's selfish. They've got their piece of Maui, they don't care about our children, no development is going to be acceptable to them no matter how well planned it is.

I believe Olowalu Town is a really well thought out project and will benefit all of Maui. A lot of existing environmental problems will be eliminated such as the existing silt and runoff problems that have existed for a hundred years. Moving the highway away from the ocean will help keep debris and petroleum out of the ocean and open up room for families to enjoy the beach.

Please approve the Olowalu Town final environmental impact statement.

Sincerely

Frank Zajac



Olowalu Plan DKT.NO.A10-786 written testimony

Kawiks Minami

to:

luc

12/07/2015 08:59 AM

Hide Details

From: Kawiks Minami <kawik808@gmail.com>

To: luc@dbedt.hawaii.gov



Olowalu Town EIS docket No. A10-786

Peter Martin

to:

luc@dbedt.hawaii.gov

12/07/2015 06:10 AM

Cc:

Dave Minami, "dave@fwmaui.com", Ali Martin External, Taylo Martin, Bill Frampton, Jim Riley, Jeannie Riley, Jim Bendon, Glenn Tremble, Joshua Dean, Joshua Guth, Jennifer Lim, "Onaona P. Thoene", Maggie Coulombe, Kimokeo Kapahulehua, Joe Kent

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From: Peter Martin <Peter@westmauiland.com> Sort List...

To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>

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Dec. 7 ,2015

Good Morning Chair Aczon, Executive Officer Orodenecker and members of the commission,

Sherpas recognize that a goal can never be reached through force, but if the motivation is pure, stemming from a compassionate desire to help others, the goal will be reached eventually.

The goal is pretty darn simple: creating a nice place for people to live here in Olowalu.

The vision started back in 1987 when JMB realty bought AMFAC, a 150-year old sugar company, for almost \$1 billion dollars. I was 40 years old.

I came to Maui in the summer of 1971 to pick pineapple for Maui Land and Pineapple. Rent for employees was \$15 a month. I ended up driving a pineapple truck and being a hoe hana luna. At the end of the summer my girlfriend and future wife moved over. She got a job as a waitress and I a busboy at the new Maui Surf Hotel.

We both had college degrees and teaching credentials. Because my major was Math with a physics minor, I was able to get a job teaching science at Baldwin high school in January 1972, and the next year at Maui in the fall of 1972 I worked as a part-time waiter at night and a teacher for a number of years. My girlfriend became my wife and she made a good living waitressing and making puka shell necklaces.

What does this have to do with the EIS for the Olowalu Town development? Well, bear with me.

In 1977, I took a leave of absence from teaching and got a real estate license. I also started building houses on my own and then with Jim Riley, my neighbor and an original partner in Olowalu land. We mostly did the painting, cleaning, etc. cuz we are not great carpenters.

The three major investors in Olowalu land, Jim and Jeanne Riley, Dr. Bendon and his wife Susan and myself all own homes here in Olowalu. We have all been here around 45 years. We are kinda old but still very handsome. We all have our children living here. The managers and part owners of Olowalu town LLC, Bill Frampton and Dave Ward also have lived and here a long time and are raising their children here.

We started planning for a town here in Olowalu when we purchased the property 20 years ago .in fact,it was already zoned by Amfac for a resort and condominiums at the time we purchased. About 10 years ago we formed Olowalu Town LLC and hired Frampton and Ward as managers. We have invested over \$3.5 million to date for the EIS and in planning the town plus I don't get paid .

A lot of folks have accused us of trying to create a document that is trying to fool or deceive you is fascinating . I read we did a bait and switch .We hired the best firms and the best consultants. Do you actually think we are so stupid and lacking in character that we are hoping to deceive?I haven't ever ever heard one person say anything negative about the character of Dave Ward . He has been president of the 500 member Hawaiian Canoe Club for 10 years or so and not a peep of negativity about his character.

One other thing that is really bugging me about this EIS. I'm going to just call it politics . This is the second time .the first time was the Puunoa affordable housing project about 10 years ago. After spending about \$800,000.and 3 years this approximately 200 homes ,100% affordable Lahaina 201H project was turned down. Once again,we can see the fingerprints . Please take a look and investigate the these last minute letters from SOP and the maui county planning dept. Politics vs homes for our citizens . Homes lose again.

Big picture is this

We live here

We have homes in Olowalu

My daughter lives full time as a renter in olowalu

We care about the environment and we don't want our legacy to be of harming this special land

I know this land and the reef pretty well

I have surfed Olowalu lefts for 45 years

I am proud of my relation to the lands of Olowalu

I am one of a few people who half hiked over from Iao to olowalu (2 days and 30 repels) and from olowalu to Iao 16 hours

The expert who has studied reefs for almost 40 years states unequivocally that the OT development will protect the reef more than the existing condition

We are the traffic solution

The cultural impact statement was done well

Another point of confusion

The Maui Yesterday folks keep stating there are thousands of homes planned for west maui let's dissect this starting north:

Maui Land and Pine , Pulelehua 900 homes not feasible stalled for 10 years

Kaanapali : Puukolii Village 940 homes stalled for almost 30 years

Kaanapali 20/20 1600 homes not even close to getting started w new EIS

Villages of Leiali'I 4000 homes abandoned

Wainee Village 900 homes not even started on EIS

Standford Carr 200 homes in lahaina 201H stalled cuz water

Olowalu Town stalled for years cuz of EIS and lawsuits lawsuits lawsuits

AUWE!!

No homes = fewer good jobs =more homeless = more discouragement and despair

I don't give a hoot about about all the fricken rich haoles and maui yesterday folks that are against OT

The anger and frustration from some of the local and younger folks does bother me
I believe that this beautiful land of olowalu wants to share itself and be enjoyed by many families and
laughing chidden. it will eventually be seen as a the land that brought people together

I am going to press send then go out and put my feet in the ocean here at olowalu and await the sunrise
I look forward to you folks sharing your mana'o
I love learning

Pete martin