

APR 26 2012



West Maui Taxpayers Association

P.O. Box 10338 • Lahaina, HI 96761 • Office (808) 661-7990 • Fax (808) 661-7992 • Visit www.WestMaui.org

April 24, 2012

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TO: Mr. Bill Frampton
Mr. David Ward
Frampton and Ward
2035 Main Street, Suite 1
Wailuku, HI 96793

FROM: West Maui Taxpayers Association

RE: Olowalu Town DEIS

ALOHA;

The West Maui Taxpayers Association (WMTA) apologizes for missing the response date for comment on this DEIS, but we do want to participate in any future reviews. WMTA would appreciate your adding us to the list of commenters and reviewers as the project progresses. Thank you.

WMTA has no specific comments on the DEIS, but we do participate in West Maui development that will impact quality of life, public safety, the tax base, and infrastructure demands in our community.

WMTA looks forward to bringing more specific comments on Olowalu Town to the table at the appropriate time.

Donald E. Lehman
President, WMTA

cc: Orlando "Dan" Davidson, Executive Director, Land Use Commission
235 S. Beretania St.
Leiopapa A Kamehameha, Room 406
Honolulu, HI 96813

Colleen Suyama
305 High Street, Suite 104
Wailuku, HI 96793

WMTA is a non profit 501 c

4. WMTA, as a dedicated
Lobbyist organization, has
a mission for our West
Maui Community. The
objectives of this
Organization are to
associate the interests,
concerns, and efforts of
residents and taxpayers of
the West Maui area, and
others interested in the
orderly development and
improvement of the area,
in a cooperative effort.
whether provided by, or
to be provided by, the
State or County
governments, or by
others.



MUNEKIYO HIRAGA

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October 26, 2015

Tom Yamachika, President
West Maui Taxpayers Association
PO Box 10338
Lahaina, Hawaii 96761

SUBJECT: Draft Environmental Impact Statement for the Proposed Olowalu
Town Master Plan at Olowalu, Hawaii

Dear Mr. Yamachika:

On behalf of the Applicants, Olowalu Town, LLC and Olowalu Ekolu, LLC, we thank you for the West Maui Taxpayers' letter of April 24, 2012 responding to our request for comments on the Draft Environmental Impact Statement (EIS) for the proposed Olowalu Town Master Plan. We offer the following information in response to the comments noted in the letter.

Comment:

The West Maui Taxpayers Association (WMTA) apologizes for missing the response date for comment on this DEIS, but we do want to participate in any future reviews. WMTA would appreciate your adding us to the list of commenters and reviewers as the project progresses. Thank you.

WMTA has no specific comments on the DEIS, but we do participate in West Maui development that will impact quality of life, public safety, the tax base, and infrastructure demands in our community.

WMTA looks forward to bringing more specific comments on Olowalu Town to the table at the appropriate time.

Response: Thank you again for your review of the Draft EIS. We note that your association has no specific comments on the Draft EIS. Please be advised that the proposed Olowalu Town Master Plan will require several land use entitlement approvals in order to proceed. Such land use entitlement approvals include a State Land Use District Boundary Amendment, West Maui Community Plan Amendment, Change in Zoning, Project District approvals, as well as Special Management Area Use permits. As such, there are a number of opportunities provided to the public for review and comment on the project as the Master Plan implementation proceeds over time. Our office notes your interest in being informed during the various stages of public review. With this in mind, the West Maui Taxpayers Association has been included in the project's list of interested parties.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response letter 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,



Colleen Suyama
Senior Associate

CS:tn

cc: David Ward, Olowalu Town, LLC
William Frampton, Olowalu Town, LLC
Peter Martin, Olowalu Ekolu LLC
Jennifer Lim, Carlsmith Ball, LLP

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Surfrider Foundation Maui Chapter
PO Box 790549 Paia, Maui HI 96779



May 7, 2012

To: State Land Use Commission
PO Box 2359
Honolulu, HI 96804
Attention: Dan Davidson

Re: Comments on DEIS for Proposed Olowalu Town Master Plan
on TMK (2) 4-8-003: 84, 98-118 and 124

Greetings Land Use Commissioners:

Surfrider Foundation Maui Chapter (SFMC) is concerned with issues that affect our oceans and shorelines. We are grateful for a chance to offer these comments on the proposed project. Our comments concern several topics: Impacts to Beach Access and Water Quality and Good Planning Design. We apologize for being beyond the comment deadline. We had to have board approval to send the comments.

Beach Access:

The Olowalu Draft EIS shows a new alignment of Honoapiilani Hwy that will be created to serve the proposed development. It also indicates that the existing road will remain as a low speed coastal road, but two sections of the existing highway will be removed at the north and south ends of the proposed project. Both stretches of Honoapiilani Hwy that proposed to be removed appear to be in areas well used for recreational access.

It seems from the map, that anyone wanting to access those shoreline areas after the proposed highway re-alignment was built would need to drive down a separate road from the new alignment to the coastal road. We didn't really see this discussed in the DEIS document, but it seems to us that this is a big change to people's ease of coastal access. Here's how a local website describes Olowalu:

"Just off the Honoapiilani Highway, Olowalu is the easiest spot to access on the island. You can literally go from driving on the highway to riding a wave in less than 2 minutes."

It's true, right now a shoreline user just has to pull over their vehicle, park and access the beach. Under the new arrangement a person needs to leave Honoapiilani Hwy and go on another road around the new development, and then follow that road back down to the remaining end of the old Honoapiilani Hwy. This is an impact that should be discussed.

We request that the Final EIS give specific information on the new proposed beach access routes, the length of road a beachgoer has to travel to get to the old road; the amount of traffic a beachgoer will have to go through to get to the shoreline if the route passes through the "new town;" the amount of parking available on the shore; and whether those on the new upper alignment will be able to still see the coast and check out the wave and weather conditions? We also request that the FEIS discuss how much of any

LAND USE COMMISSION
STATE OF HAWAII
2012 MAY -9 A 8-08

future beach parks along the Olowalu coast will be the publicly owned 100 ft wide State Beach Reserve and how much will be additional land provided by the landowner for park purposes?

Will there be new shoreline access points created? If so where and how many? Better Maps Please!

Water Quality:

We see that a sewage treatment plant is proposed across from a popular surf spot. The DEIS doesn't seem concerned that this location could effect the ocean water quality or ocean users like fishermen and women, surfers and divers. We would like to see information in the EIS about how large a storm it would take to overwhelm the treatment plant and its wetland storage site. What happens if there is a hurricane or tsunami on the West side?

Where is the wetland going to be? How will the odor of the plant affect ocean users? Will it have a constant odor like the plants in Lahaina and Kihei? The DEIS said that the plant location was chosen to get it far away from new housing and stores, and over near the old Olowalu Dump site. That's great for them, but what about folks who have used this shoreline for generations with no sewage smells? We are very surprised that none of this seems to be discussed in such a large document. There's no sewage treatment plant in Olowalu now. It seems unreasonable for the DEIS to pretend that building a wastewater plant will not expose the ocean to impacts. Nothing is perfect. We request that the FEIS discuss the plants vulnerabilities in more detail.

Good Planning Design:

SFMG representatives attended the Planning Commission meeting in Lahaina where the Maui Island Plan was discussed. We heard the debate and we understand that the Commission only recommended Olowalu be in the growth boundary if everything makai of the Honoapiilani Hwy was left out of the urban development boundary. We see in the DEIS maps that the Planning Commission recommendation does not show up on any of your "proposed project" maps. They all have urban development shown makai of the current Honoapiilani Hwy.

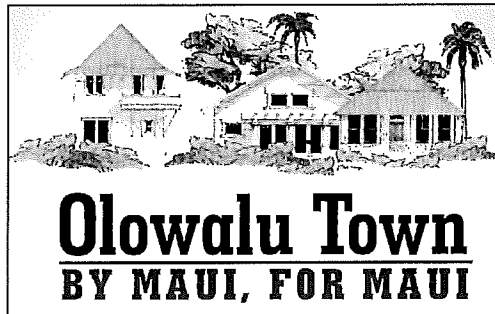
Shouldn't the EIS show what the Planning Commission voted for: the whole project all set mauka of the current Honoapiilani Hwy, as an Alternative? How can this not be discussed when the DEIS tells the Land Use Commission that the Maui Planning Commission supports the project? Can you show a different project and pretend the Planning Commission supported it? Please show and discuss all the choices in the Final EIS.

Mahalo nui loa



Kyle Juk, Vice-Chair

Surfrider Foundation, Maui Chapter



2035 MAIN STREET WAILUKU HAWAII 96793

OFFICE: 808-249-2224 / FAX: 249-2333

October 26, 2015

Kyle Juk, Vice Chair
Surfrider Foundation Maui Chapter
P.O. Box 790549
Paia, Hawaii 96779

SUBJECT: Draft Environmental Impact Statement for the Proposed Olowalu Town Master Plan at Olowalu, Hawaii

Dear Mr. Juk:

We thank you for your letter of April 23, 2012 to the Land Use Commission providing comments on the Draft Environmental Impact Statement (EIS) for the Olowalu Town Master Plan. We offer the following information to the comments noted in your letter.

Comment:

Beach Access:

The Olowalu Draft EIS shows a new alignment of Honoapiilani Hwy that will be created to serve the proposed development. It also indicates that the existing road will remain as a low speed coastal road, but two sections of the existing highway will be removed at the north and south ends of the proposed project. Both stretches of Honoapiilani Hwy that proposed to be removed appear to be in areas well used for recreational access.

It seems from the map, that anyone wanting to access those shoreline areas after the proposed highway re-alignment was built would need to drive down a separate road from the new alignment to the coastal road. We didn't really see this discussed in the DEIS document, but it seems to us that this is a big change to people's ease of coastal access. Here's how a local website describes Olowalu:

"Just off the Honoapiilani Highway, Olowalu is the easiest spot to access on the island. You can literally go from driving on the highway to riding a wave in less than 2 minutes" It's true, right now a shoreline user just has to pull over their vehicle, park and access the beach. Under the new arrangement a person needs to leave Honoapiilani Hwy and go on another road around the new development, and then follow that road back down to the remaining end of the old Honoapiilani Hwy. This is an impact that should be discussed.

We request that the Final EIS give specific information on the new proposed beach access routes, the length of road a beachgoer has to travel to get to the old road; the amount of traffic a beachgoer will have to go through to get to the shoreline if the route passes through the "new town"; the amount of parking available on the shore; and whether those on the new upper alignment will be able to still see the coast and check out the wave and weather conditions? We also request that the FEIS discuss how much of any future beach parks along the Olowalu coast will be the publicly owned 100 ft wide State Beach Reserve and how much will be additional land provided by the landowner for park purposes?

Will there be new shoreline access points created? If so where and how many? Better Maps Please!

Response:

The Olowalu Town Master Plan (OTMP) recognizes the importance of public access to and along the shoreline. Two (2) alternatives for the makai lands will be addressed in the Final EIS. Alternative 1 assumes that lands makai of Honoapiilani Highway will be encompassed within the overall OTMP, while Alternative 2 assumes that lands makai of Honoapiilani Highway will not be a part of the OTMP. Should lands makai of Honoapiilani Highway be approved to be a part of the OTMP, these lands will be planned to enhanced shoreline access and the overall shoreline experience. Such planning will need to consider the interests of shoreline users, as you have described.

In coordination with the State Department of Transportation (HDOT), the access points to the future Bypass Highway through Olowalu was developed for the OTMP. Honoapiilani Highway will be realigned to connect the future Bypass at the north and south side of Olowalu Town. When this connection is made, portions of the existing Honoapiilani Highway will be abandoned as shown on Figure 4 of the Draft EIS. Although the existing highway right-of-way (ROW) is owned by the State of Hawaii, it is hoped that the abandoned ROW will be integrated into the proposed cultural areas, open space and parks.

Currently, the OTMP is a conceptual land use plan for planning purposes. The OTMP is in the preliminary stage of the various land entitlements and permits required for the

project. As such, general parameters on public access, parks and open space are provided in the EIS. During each phase of OTMP implementation, greater specificity will be provided, to include coastal access routes, and integration of State lands and private lands for recreational purposes.

Comment:

Water Quality:

We see that a sewage treatment plant is proposed across from a popular surf spot. The DEIS doesn't seem concerned that this location could effect the ocean water quality or ocean users like fishermen and women, surfers and divers. We would like to see information in the EIS about how large a storm it would take to overwhelm the treatment plant and its wetland storage site. What happens if there is a hurricane or tsunami on the West side?

Response:

The sewage treatment plant (STP) is located at the Lahaina end of Olowalu adjacent to the County's Olowalu Recycling and Refuse Convenience Center approximately 400 feet from the shoreline. The STP is located outside of the flood and tsunami hazard zones. (Figure 13 in the Draft EIS) During a hurricane event the STP will be shut down as it is currently occurring at other STPs, such as the Wailuku-Kahului Wastewater Reclamation Facility, to minimize adverse impacts associated with this type of catastrophic event.

The STP and its natural wetland and soil aquifer treatment systems will be designed to accomodate peak wet weather flow. The design capacity of the wetland and soil aquifer treatment systems will accommodate stormwater runoff as well as any excess R-1 recycled water from the STP. Also, the wetland and soil aquifer treatment systems will be constructed mauka of the proposed realigned Honoapiilani Highway. The proposed STP will be engineered such that discharge from the STP into the ocean is not expected to occur.

Comment:

Where is the wetland going to be? How will the odor of the plant affect ocean users? Will it have a constant odor like the plants in Lahaina and Kihei? The DEIS said that the plant location was chosen to get it far away from new housing and stores, and over near the old Olowalu Dump site. That's great for them, but what about folks who have used this shoreline for generations with no sewage smells? We are very surprised that none of this seems to be discussed in such a large document. There's no sewage treatment plant in Olowalu now. It seems unreasonable for the DEIS to pretend that building a

wastewater plant will not expose the ocean to impacts. Nothing is perfect. We request that the FEIS discuss the plants vulnerabilities in more detail.

Response:

As stated previously, an area away from the ocean and mauka of the proposed realigned Honoapiilani Highway will be considered for the wetland and soil aquifer treatment systems.

Potential nuisance odors are a concern. A Wastewater Management Plan (Plan) was prepared for OTMP and included as Appendix "N" of the Draft EIS. The Plan included measures to address odors beyond what is currently practiced at the Lahaina and Kihei STPs.

Engineers indicate that the exposed headworks where incoming sewage is received is commonly an odorous process area at wastewater treatment plants such as the Lahaina STP. The OTMP wastewater treatment plant headworks will be enclosed as a measure for odor control. The foul air will be treated as it flows through odor control biofilters (or a similar process).

Noxious odors are caused by an anaerobic process (lack of oxygen). The liquid treatment processes within the wastewater treatment plant is not anticipated to be a source of nuisance odors because the process tanks will be aerated to maintain dissolved oxygen concentrations at all times. Additionally, the waste solids will be pumped to an aerobic digester to prevent odors.

The solids dewatering process is another potential source of odors. The dewatering equipment will be enclosed in a room to facilitate foul air collection. The foul air will be routed to a biofilter for treatment. (Figure 19 in the Draft EIS)

Comment:

Good Planning Design:

SFMG representatives attended the Planning Commission meeting in Lahaina where the Maui Island Plan was discussed. We heard the debate and we understand that the Commission only recommended Olowalu be in the growth boundary if everything makai of the Honoapiilani Hwy was left out of the urban development boundary. We see in the DEIS maps that the Planning Commission recommendation does not show up on any of your "proposed project" maps. They all have urban development shown makai of the current Honoapiilani Hwy.

Shouldn't the EIS show what the Planning Commission voted for: the whole project all set mauka of the current Honoapiilani Hwy, as an Alternative? How can this not be discussed when the DEIS tells the Land Use Commission that the Maui Planning Commission supports the project? Can you show a different project and pretend the Planning Commission supported it? Please show and discuss all the choices in the Final EIS.

Response:

Since your comments on the Draft EIS, the Maui Island Plan (MIP) was adopted by the County of Maui on December 28, 2012. The MIP included the lands mauka of Honoapiilani Highway of the OTMP in the Urban Growth Boundary and Rural Growth Boundary of the Directed Growth Map. The EIS includes the MIP Map for Olowalu and discussion on the MIP. See **Exhibit "1"**. The EIS includes the original conceptual plan as Alternative 1 and Alternative 2 which reflects the MIP's growth boundaries. See **Exhibit "2"**.

Thank you again for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response letter 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

Enclosures

cc: Peter Martin, Olowalu Ekolu, LLC
Jennifer Lim, Carlsmith Ball, LLP
Colleen Suyama, Munekiyo Hiraga

~~project and will incorporate innovative, efficient, and sustainable technologies to minimize adverse impacts to the environment.~~

~~The Master Plan will preserve important open space and cultural resources. Approximately 223 acres of parks and open space will be provided. In addition, no development will occur within 150 feet of the shoreline.~~

The development of the Master Plan both Alternatives 1 and 2 embodies the core principles advocated by the Countywide Policy Plan. Importantly, since 2005, the Maui community, especially the Olowalu community, has been involved in the project's planning process. Respecting its natural environment and cultural heritage, the Master Plan is both Alternatives 1 and 2 are modeled after the Hawaiian ahupua'a system of land use recognizing the importance of Olowalu Stream and the connection between the ocean and mountain environments, as well as the rich cultural heritage of the area. The Master Plan Both Alternatives 1 and 2 incorporates the principles of sustainability, cultural preservation and economic diversity to create neighborhoods sensitive to its environment and cultural heritage.

The Master Plan Both Alternatives 1 and 2 proposes to establish an economic base consisting of agriculture, community needs, and support services and new entrepreneurialism to support the community's sustainability goals. The Master Plan is for Alternatives 1 and 2 is envisioned to disperse population growth into a distinct community from Lāhainā Town separated by agricultural open space and topographic boundaries. The Master Plan alternatives includes retaining approximately 28 acres of agricultural lands in Olowalu as 14 agricultural homesteads and, as part of well as expand the OCR in order to perpetuate native Hawaiian agricultural practices.

In summary, the Master Plan is both Alternatives 1 and 2 are consistent with the themes and principles of the Countywide Policy Plan.

Maui Island Plan

The second component of the Maui County General Plan 2030 is the MIP. The MIP will set forth an islandwide land use strategy for Maui and encompasses a managed and directed growth plan which includes the delineation of urban and rural growth boundaries. The MIP has undergone review by the GPAC and the MPC and is currently under review by the Maui County Council. Both the GPAC and MPC recommended the inclusion of the Master Plan in the MIP. The Planning Director's transmittal of the MIP to the Maui County Council on

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.

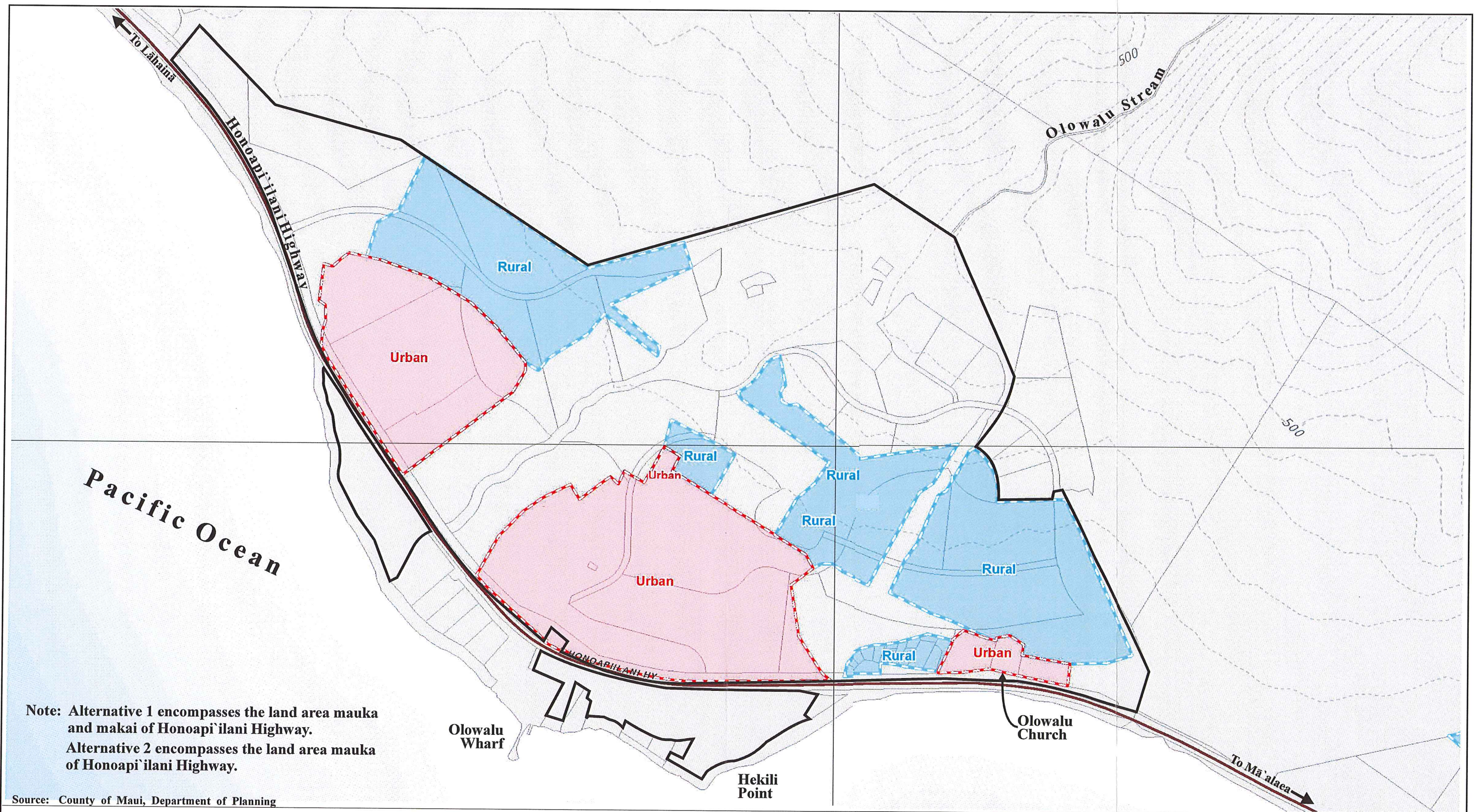


Figure 29

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.

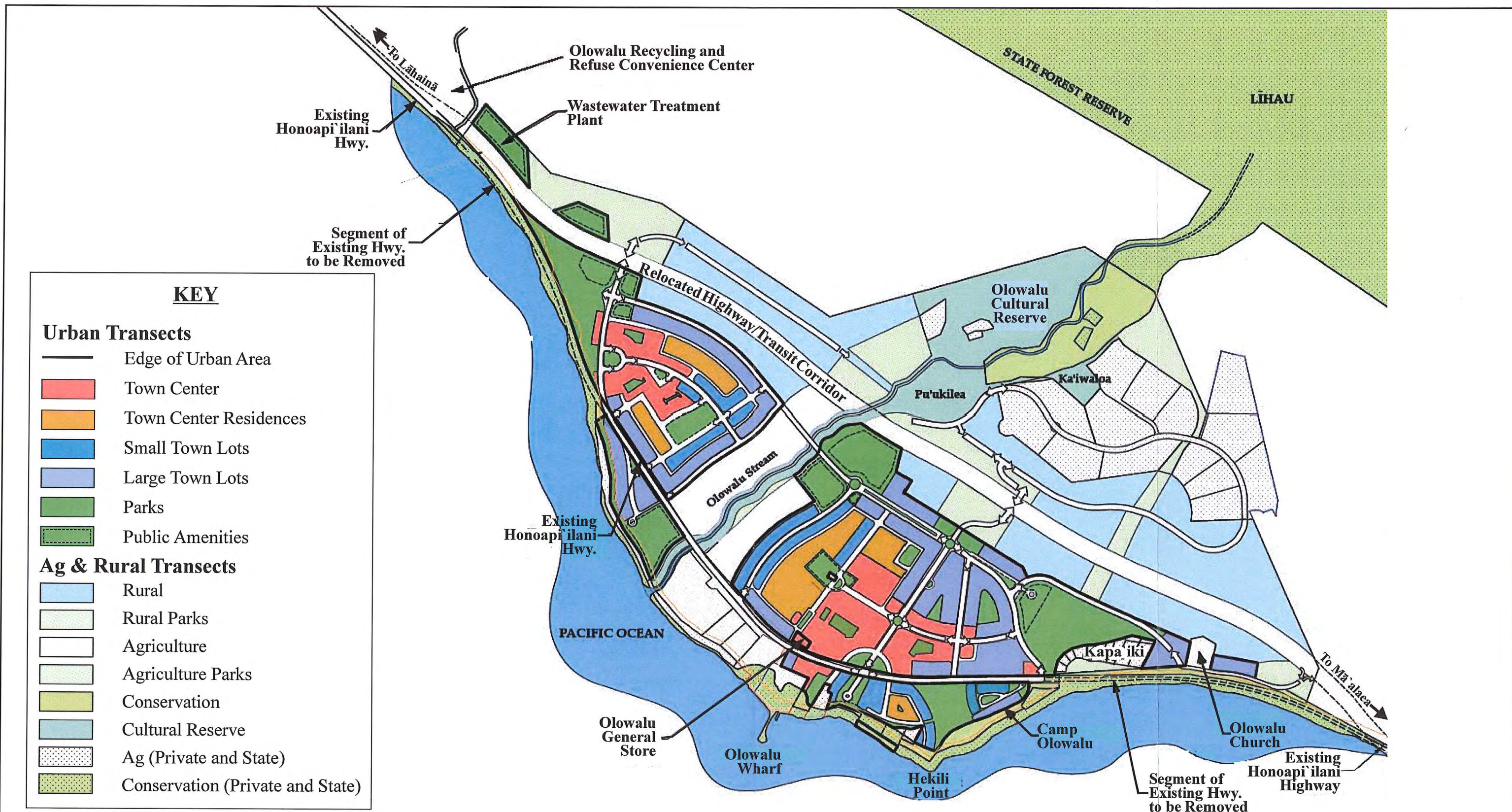


Figure 4



Prepared for: Olowalu Town, LLC and Olowalu Ekolu, LLC

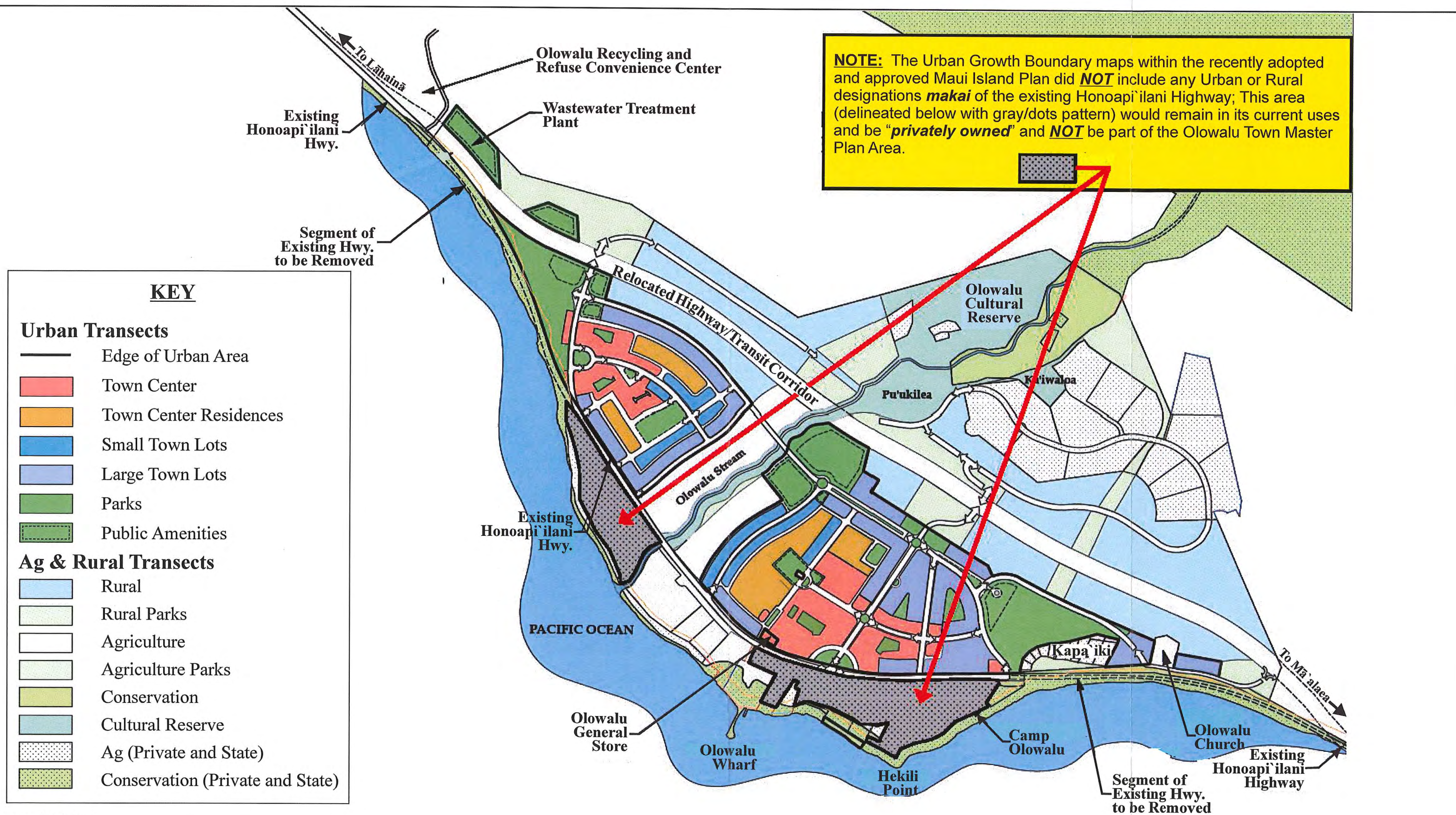
Proposed Olowalu Town Master Plan Conceptual Master Plan (Alternative 1, Preferred Plan)

NOT TO SCALE

EXHIBIT 2

MUNEKIYO HIRAGA

OlowaluTown/MasterPI/Final EIS/conceptualplan(revised)



Source: Artel, Inc.

Figure 5



Prepared for: Olowalu Town, LLC and Olowalu Ekolu, LLC

Proposed Olowalu Town Master Plan Maui Island Plan Growth Boundary Conceptual Plan (Alternative 2)

NOT TO SCALE



CITIZENS FOR TRUTH AND JUSTICE **MAUI COUNTY**



*"Democracy is the whore of fascism and totalitarian corporate socialism.
She is the mistress of the bastard child of tyranny and oppression.
She is the merciless abortionist of Liberty
while posing as the midwife of Freedom."*

POST OFFICE BOX 791071

PA'IA, MAUI, HAWAII, U. S. OCCUPIED TERRITORY 96779
TELEPHONE/FAX (808) 573-2350, E-MAIL pete@citizensfortruthandjustice.com

Pete Muñoz, Director
Sam Miguel, Executive Director-Citizen Affairs

Kenneth K. Yasso, District Director
Richard I. Cherry, Media Advisor

15 October 2012

*Bill Frampton, Project Manager
Frampton & Ward, LLC
2073 Wells Street, Suite 101
Wailuku, Maui, Hawaiian Islands, U. S. Occupied Territory 96793*

Re: 600 Acre "Development" of Olowalu, Maui

Greetings Mr. Frampton:

We are writing to inquire if you folks have contacted the Legal Kingdom of Hawai'i Government concerning your proposed "development" in Olowalu, Maui.

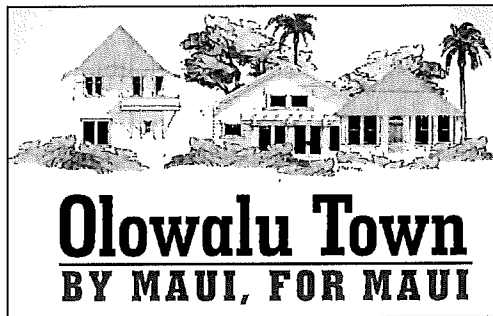
It might be a fine gesture on your part to contact the reinstated government of the Kingdom of Hawai'i regarding your subjugation of this land, due to the fact that an estimated 90% of the total land area of the island of Maui was under the control of the crown and/or government of the Kingdom of Hawai'i prior to the illegal act of war brought upon this once sovereign nation by America in 1893!

We would appreciate hearing from you regarding this question and request.

Sincerely,

Sam Miguel
Sam Miguel, Executive Director-Citizen Affairs

*CC: Mr. Kent Hiranaga, Chairperon
Maui County Planning Commission*



2035 MAIN STREET WAILUKU HAWAII 96793

OFFICE: 808-249-2224 / FAX: 249-2333

October 26, 2015

Sam Miguel
Executive Director – Citizens Affair
Citizens for Truth and Justice Maui County
P.O. Box 791071
Paia, Hawaii 96779

SUBJECT: Draft Environmental Impact Statement for the Proposed Olowalu Town Master Plan at Olowalu, Hawaii

Dear Mr. Miguel:

We are in receipt of your letter dated October 15, 2012 regarding comments on the Draft Environmental Impact Statement (EIS) for the proposed Olowalu Town Master Plan. While we are not familiar with the Legal Kingdom of Hawaii Government, we welcome the input of that organization.

Thank you for your participation in the Chapter 343, Hawaii Revised Statutes review process. A copy of your letter and this response letter 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,

A handwritten signature in black ink, appearing to read "William Frampton", is written over a horizontal line.

William Frampton
Olowalu Town LLC

Name
October 2, 2015
Page 2



David Ward
Olowalu Town LLC

cc: Peter Martin, Olowalu Ekolu, LLC
Jennifer Lim, Carlsmith Ball, LLP
Colleen Suyama, Munekiyo Hiraga

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