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IN REPLY REFER TO:  
22:DEV/0076

May 2, 2022

Ms. Mary Alice Evans, Director  
State of Hawai'i  
Office of Planning and Sustainable Development  
Environmental Review Program  
235 South Beretania Street, Suite 702  
Honolulu, Hawai'i 96813

Dear Ms. Evans:

**SUBJECT:** Hawai'i Revised Statutes Chapter 343, FEA-FONSI  
Kahului Civic Center Mixed-Use Complex  
Kahului, Island of Maui, Hawai'i  
Tax Map Key: (2) 3-7-004:003 (por.)

With this letter, the State of Hawai'i, Department of Business, Economic Development & Tourism, Hawai'i Housing Finance and Development Corporation (HHFDC) hereby transmits the Final Environmental Assessment and Finding of No Significant Impact (FEA-FONSI) for the Kahului Civic Center Mixed-Use Complex Project, to be published on May 08, 2022 in the Office of Planning and Sustainable Development, Environmental Review Program's (ERP) semi-monthly publication, *The Environmental Notice*.

A PDF copy of the FEA-FONSI (searchable) and a Project Location Map (shapefile) have been submitted via ERP's online submittal form.

Should you have any questions, please contact Stan Fujimoto (HHFDC Project Manager) via email: [stanley.s.fujimoto@hawaii.gov](mailto:stanley.s.fujimoto@hawaii.gov) or phone: (808) 587-0541; or our consultant, Jeff Overton (G7O Principal) via email: [Jeff@g70.design](mailto:Jeff@g70.design) or phone: (808) 523-5866.

Sincerely,

A handwritten signature in cursive script that reads "Francis Paul Keeno".

Francis Paul Keeno  
Executive Assistant

**From:** [webmaster@hawaii.gov](mailto:webmaster@hawaii.gov)  
**To:** [DBEDT OPSD Environmental Review Program](#)  
**Subject:** New online submission for The Environmental Notice  
**Date:** Monday, May 2, 2022 5:27:15 PM

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**Action Name**

Kahului Civic Center Mixed-Use Complex

**Type of Document/Determination**

Final environmental assessment and finding of no significant impact (FEA-FONSI)

**HRS §343-5(a) Trigger(s)**

- (1) Propose the use of state or county lands or the use of state or county funds

**Judicial district**

Wailuku, Maui

**Tax Map Key(s) (TMK(s))**

(2) 3-7-004:003 (por.)

**Action type**

Agency

**Other required permits and approvals**

Numerous

**Proposing/determining agency**

State, Department of Business, Economic Development & Tourism, Hawaii Housing Finance & Development Corporation

**Agency contact name**

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[Map It](#)

**Was this submittal prepared by a consultant?**

Yes

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**Action summary**

The State of Hawai'i (State), Department of Business, Economic Development & Tourism, Hawai'i Housing Finance & Development Corporation (HHFDC) is proposing to undertake the "Kahului Civic Center Mixed-Use Complex" (Project) on Tax Map Key: (2) 3-7-004:003 (por.), located at the intersection of West Ka'ahumanu Avenue and Kane Street. The Project is a collaborative effort between the HHFDC and State, Department of Accounting and General Services. The Project primarily involves the construction of affordable and market-rate multi-family housing (multi-family housing) and a State Kahului Civic Center (Civic Center). Approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units) with approximately 414 parking spaces will be developed. An approximately 66,000-square foot Civic Center with approximately 182 parking spaces will be developed.

**Reasons supporting determination**

See discussion in Chapter 6, Findings Supporting the Determination.

**Attached documents (signed agency letter & EA/EIS)**

- [220502\\_Kahului\\_FEA\\_App.pdf](#)
- [220502\\_Kahului\\_ERPTransmittal.pdf](#)

**Shapefile**

- The location map for this Final EA is the same as the location map for the associated Draft EA.

**Action location map**

- [Kahului\\_ProjectLocation.zip](#)

**Authorized individual**

Michele Leong

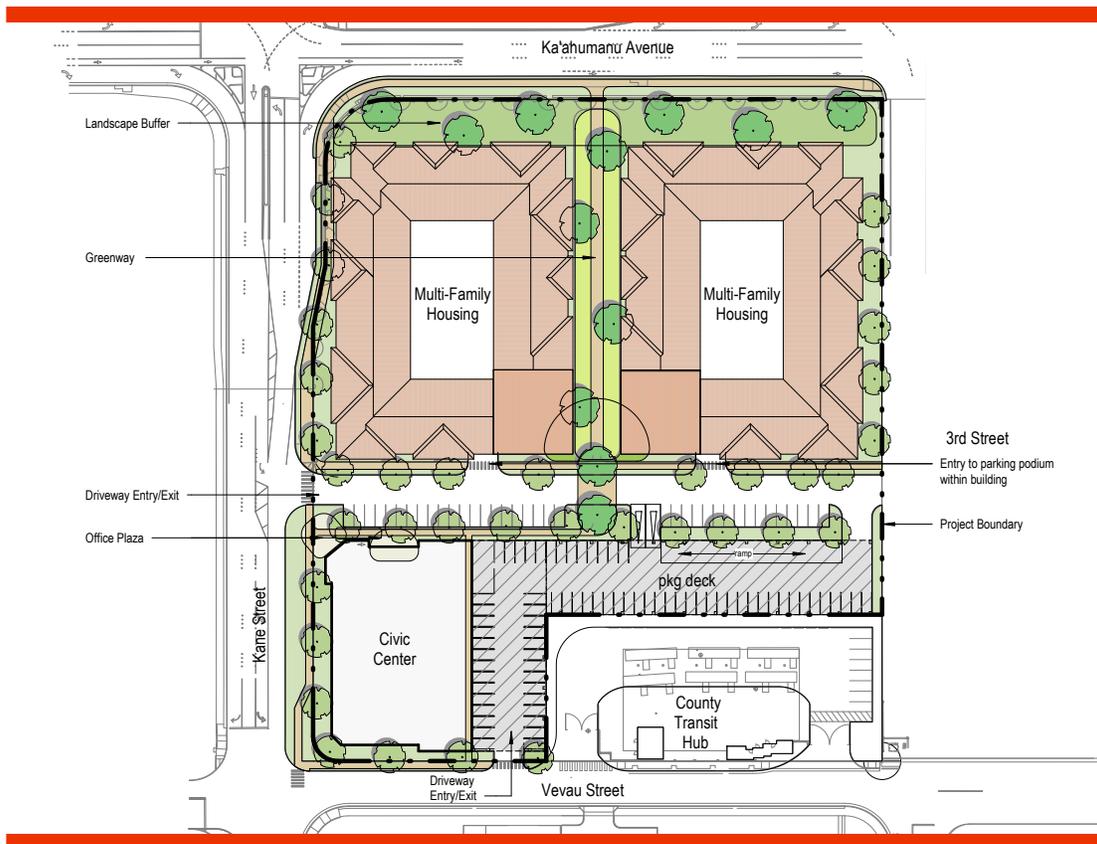
**Authorization**

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.

# Kahului Civic Center Mixed-Use Complex

FINAL ENVIRONMENTAL ASSESSMENT/  
FINDING OF NO SIGNIFICANT IMPACT

KAHULUI, ISLAND OF MAUI



## PROPOSING AGENCY AND DETERMINING AGENCY:



STATE OF HAWAII  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM  
HAWAII HOUSING FINANCE & DEVELOPMENT CORPORATION

PREPARED BY:



MAY 2022



# Kahului Civic Center Mixed-Use Complex

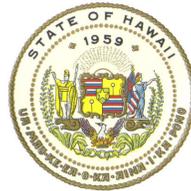
FINAL ENVIRONMENTAL ASSESSMENT/  
FINDING OF NO SIGNIFICANT IMPACT

KAHULUI, ISLAND OF MAUI

TMK: (2) 3-7-004:003 (POR.)

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## PROPOSING AGENCY AND DETERMINING AGENCY:



STATE OF HAWAII  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM  
HAWAII HOUSING FINANCE & DEVELOPMENT CORPORATION  
677 QUEEN STREET, SUITE 300  
HONOLULU, HI 96813

The document and all ancillary documents were prepared under my direction and in accordance with the content requirements of Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200.1, Hawaii Administrative Rules.

## PREPARED BY:



111 S. KING STREET, SUITE 170  
HONOLULU, HI 96813

MAY 2022



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**Appendix I:** Mobility Analysis Report

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**Appendix Q:** Public Meetings

## Acronyms and Abbreviations

AA	Archaeological Assessment
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
AFNSI	Anticipated Finding of No Significant Impact
AMSL	Above Mean Sea Level
ASTM	American Society for Testing and Materials
AWSC	All-Way Stop Control
BFE	Base Flood Elevations
BMPs	Best Management Practices
BSM	Blackburn’s Sphinx Moth
C&D	Construction and demolition
CAB	Clean Air Branch, DOH, State
CATV	Cable Television
CDP	Census-designated Place
cfs	Cubic Feet per Second
CIA	Cultural Impact Assessment
CO <sub>2e</sub>	Carbon Dioxide Equivalent
County	County of Maui
CPHC	Central Pacific Hurricane Center
CRC	Cultural Resources Commission, County
CWB	Clean Water Branch, DOH, State
CWRM	Commission on Water Resource Management, DLNR, State
CZM	Coastal Zone Management
DAGS	Department of Accounting and General Services, State
dB	Decibel
dBA	A-weighted decibels
DBEDT	Department of Business, Economic Development and Tourism, State
DCAB	Disability and Communication Access Board, DOH, State
DEA	Draft Environmental Assessment
DEM	Department of Environmental Management, County
DFPS	Department of Fire and Public Safety, County
DLNR	Department of Land and Natural Resources, State

DNL	Day-Night Average Sound Level
DOE	Department of Education, State
DOFAW	Division of Forestry and Wildlife, DLNR, State
DOH	Department of Health, State
DPW	Department of Public Works, County
DWS	Department of Water Supply, County
EA	Environmental Assessment
ED	Engineering Division, DPW, County
ENPRO	ENPRO Environmental
EPA	Environmental Protection Agency, United States
ESA	Environmental Site Assessment
°F	Fahrenheit
Fd	Fill Land
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
GHG	Greenhouse Gas
gpd	gallons per day
gpm	gallons per minute
HAR	Hawai'i Administrative Rules
HCM 6	Highway Capacity Manual, 6 <sup>th</sup> Edition
HDOT	Department of Transportation, State
HECO	Hawaiian Electric Co. Ltd.
HHFDC	Hawai'i Housing Finance and Development Corporation, DBEDT, State
HRER	Historical Resource Evaluation Report
HRHP	Hawai'i Registry of Historic Place
HRS	Hawai'i Revised Statutes
HTCO	Hawaiian Telcom
IRHB	Indoor and Radiological Health Branch, DOH, State
KCC	Ka'ahumanu Community Corridor
LCA	Land Commission Awards
LID	Low Impact Development
LOS	Level of Service

MAR	Mobility Analysis Report
MCC	Maui County Code
MCSA	McKinley Community School for Adults
MDOT	Department of Transportation, County
MFI	Median Family Income
mgd	Million Gallons per Day
mg/L	Milligram per Litre
MOU	Memorandum of Understanding
MPD	Maui Police Department, County
mph	Miles per Hour
MT/yr	Metric Tons Per Year
NAAQS	National Ambient Air Quality Standards
nd	No date
No.	Number
NO <sub>x</sub>	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRA	Natural Resources Assessment
NRHP	National Registry of Historic Place
NWS	National Weather Service
OSHA	Occupational Safety and Health Administration
PCB	Polychlorinated Biphenyl
PD	Planning Department, County
PER	Preliminary Engineering Report
PM	Particulate Matter
psi	Pounds per square Inch
PTWC	Pacific Tsunami Warning Center, NOAA
PZUE	Pu'uone Sand
RECs	Recognized Environmental Conditions
RFP	Request for Proposal
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPBP	Reduce Pressure Backflow Preventer
RRFB	Rectangular Rapid-Flashing Beacon

SAAQS	State Ambient Air Quality Standards
SDC	Seismic Design Category
SF	Square Feet
SHPD	State Historic Preservation Division, DLNR, State
SHWB	Solid and Hazardous Waste Branch, DOH, State
SIHP	State Inventory of Historic Places
SLR	Sea Level Rise
SLR-XA	Sea Level Rise Exposure Area
SLU	State Land Use
SMA	Special Management Area
SMH	Sewer Manhole
State	State of Hawai'i
TCP	Traffic Control Plan
TCPL	Toxicity Characteristic Leaching Procedure
TMK	Tax Map Key
TOD	Transit-Oriented Development
TPH	Total Petroleum Hydrocarbons
USCB	United States Census Bureau
USTs	Underground Storage Tanks
USFWS	United States Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office
WPA	Works Progress Administration
WRD	Wastewater Reclamation Division, DEM, County
WRF	Wastewater Reclamation Facility

Chapter 1

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# Introduction



# Chapter 1

## Introduction

### 1.1 Project Information Summary

Type of Document:	Final Environmental Assessment Finding of No Significant Impact
Project Name:	Kahului Civic Center Mixed-Use Complex
Proposing Agency:	State of Hawai'i (State) Department of Business, Economic Development & Tourism Hawaii Housing Finance & Development Corporation (HHFDC) 677 Queen Street, Suite 300 Honolulu, Hawai'i 96813 Contact: Stan Fujimoto, Project Manager
Determining Agency:	HHFDC 677 Queen Street, Suite 300 Honolulu, Hawai'i 96813 Contact: Stan Fujimoto, Project Manager
Agent:	G70 111 S. King Street, Suite 170 Honolulu, Hawai'i 96813 Contact: Jeff Overton, Principal
Hawai'i Revised Statutes (HRS) Chapter 343 Trigger:	HRS §343-5(a)(1), Use of State lands and funds Use of County Lands (off-site improvements)
Project Location:	153 West Ka'ahumanu Avenue Kahului, Hawai'i 96732
Tax Map Key (TMK) and Recorded Fee Owner:	TMK: (2) 3-7-004:003 (por.) – State
Project Site:	Approximately 4.722 acres (TMK parcel is 5.57 acres)
State Land Use District:	Urban District
County Zoning:	B-2 – Business-Community
Wailuku-Kahului Community Plan (2002):	B – Business/Commercial
Maui Island Plan:	Urban
Special Management Area (SMA):	Within SMA
Flood Zone:	Zone X – Determined to be outside the 500-year flood plain
Determination:	Finding of No Significant Impact

## 1.2 Project Overview

The State of Hawai'i (State), Department of Business, Economic Development & Tourism, Hawaii Housing Finance & Development Corporation (HHFDC) is proposing to undertake the “Kahului Civic Center Mixed-Use Complex” (Project). The Project is a collaborative effort between the HHFDC and State, Department of Accounting and General Services (DAGS).

The Project site (Site) is on Tax Map Key (TMK): (2) 3-7-004:003 (por.), located at the intersection of West Ka'ahumanu Avenue and Kane Street. See *Figure 1-1, Project Location and Tax Map Key*.

The Site is owned by the State, which was set aside to the HHFDC via Executive Order No. 4590 (dated July 29, 2019), for the purpose of developing the Project and the new Central Maui Transit Hub (Transit Hub). The Transit Hub is currently being constructed by the County, Department of Transportation (MDOT) on the southeast portion (0.85 acres) of the Site along Vevau Street and is not within the scope of the Project.

The Project involves the construction of affordable and market-rate multi-family housing (multi-family housing) and a State Kahului Civic Center (Civic Center). Approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units) with approximately 414 parking spaces will be developed. More than 50% of the dwelling units will be affordable to households earning 140% or below the Area Median Family Income (MFI) as defined by the U.S. Department of Housing and Urban Development (HUD), pursuant to Hawai'i Revised Statutes (HRS) Chapter 201H. An approximately 66,000-square foot (SF) Civic Center with approximately 182 parking spaces will be developed. The Civic Center will include State office space; classroom and support space for the State Department of Education (DOE) McKinley Community School for Adults (MCSA) – Maui Campus; and space for a new Kahului Public Library. Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center. The Project will also include new landscaping, site improvements, and off-site vehicular and pedestrian facilities improvements. Demolition of existing buildings and structures, and partial removal of a stone wall will be required to accommodate the Project. See *Appendix A, Conceptual Plans and View Studies*.

## 1.3 Basis for Environmental Review

This Final Environmental Assessment (EA) has been prepared in accordance with the requirements of HRS Chapter 343, and Hawai'i Administrative Rules (HAR) Chapter 11-200.1. This Project triggers a need for an environmental review under HRS §343-5(a)(1), as it proposes the use of State land and funds, and County land (off-site improvements). This Final EA is also a requirement of the HRS §201H-38 application process, and a Special Management Area (SMA) Use permit application, pursuant to Maui County Code (MCC) Chapter 202, *Special Management Area Rules*.

This Final EA is presented in eight chapters and includes the following: a description of the Project; a list of necessary permits/approvals; a description of the existing environment, potential impacts and proposed mitigation measures on identified natural, cultural, and socioeconomic resources; a description of alternatives; a discussion of the Project's relationship to land use plans and policies; findings supporting the determination; a list of stakeholders who participated in the consultation of the Final EA; and a list of references. The Draft EA was published in the State Office of Planning and Sustainable Development, Environmental Review Program's (ERP) periodic bulletin, *The Environmental Notice*, on January 23, 2022 which commenced a 30-day public comment period. This Final EA incorporates and addresses the comments received during the 30-day comment period.



Figure 1-1

Project Location and Tax Map Key

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# **Description of the Proposed Action**



## Chapter 2

# Description of the Proposed Action

This chapter primarily describes the Proposed Action/Project components, the purpose, need and background of the Project, anticipated Project schedule, costs and permits/approvals required.

## 2.1 Description of Existing Facilities and Uses

The existing facilities and uses on the Site comprises of the DOE MCSA building (one-story), a DOE lawnmower maintenance/operations building (one-story), a collapsed building (one-story), an asphalt parking lot with 21 marked parking spaces, an open grass lawn, and a low perimeter stone wall fronting West Ka'ahumanu Avenue and a portion of Kane Street.

The DOE MCSA and DOE lawnmower maintenance/operations buildings were built in 1920 and are in a deteriorated state. The DOE MCSA will be relocated to the Civic Center. The DOE lawnmower maintenance/operations will be relocated off-site, as the use and space requirements are not compatible with the Project. The Project involves the demolition of existing buildings and structures, and partial removal of the stone wall.

## 2.2 Description of Proposed Action

The Project (Proposed Action) primarily involves the construction of multi-family housing and a Civic Center. Per the Conceptual Site Plan, the Project will provide a total of approximately 381,000 SF of floor area and approximately 596 parking spaces. See *Figure 2-1, Conceptual Site Plan, Figure 2-2, Pedestrian/Bicycle Circulation and Open Space Plan, Figure 2-3, View Along West Ka'ahumanu Avenue, Figure 2-4, View Looking Makai, and Appendix A, Conceptual Plans and View Studies*. Project components include the following:

- Demolition of existing buildings and structures, and partial removal of a stone wall will be required to accommodate the Project.
- Construction of approximately 300 multi-family dwelling units (mixture of 1-, 2- and 3-bedroom units) will be provided in two buildings (both roughly six stories) totaling approximately 315,000 SF of floor area. Two three-level parking podiums will provide approximately 414 parking spaces for the two buildings.
  - More than 50% of the dwelling units will be affordable to households earning 140% or below the MFI as defined by the HUD, pursuant to HRS Chapter 201H.
  - The multi-family housing buildings may contain space for a community center.
- Construction of an approximately 66,000-SF Civic Center (roughly four stories). A parking deck built over a surface parking lot will provide approximately 182 parking spaces for the Civic Center.
  - The preliminary program for the Civic Center includes approximately 38,000-43,000 SF of State office space; approximately 7,000 SF of classroom and support space for the MCSA; and approximately 16,000 SF for the Kahului Public Library. The program spaces may be adjusted due to the needs and priorities of State agencies and availability of funding.

- Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center.
- Installation of new landscaping and vehicular and pedestrian facilities improvements (on and off-site) are proposed in the Conceptual Site Plan.
  - On-site pedestrian and open space improvements include a deep landscaped setback along West Ka’ahumanu Avenue fronting the Site, which will provide seamless shade coverage and connection to the tree-lined greenway between the multi-family housing buildings. The tree-lined greenway will provide a buffer between the multi-family housing buildings and will further connect to the interior network of shaded pedestrian paths. The plaza crowning the Civic Center will serve as an entryway and provide inviting greenspace, shade and respite for employees and pedestrians. On-site design features such as preferred parking spaces for carpool/vanpool, bicycle parking, and showers, will be explored to encourage multi-modal transportation usage and enhance the pedestrian, bicyclist, and transit user experience. Additionally, a shared parking arrangement between the multi-family housing buildings and Civic Center will be explored, if necessary.
  - Off-site vehicular and pedestrian improvements may include the installation of a rectangular rapid-flashing beacon (RRFB) or an all-way stop control (AWSC) on Kane Street; restriping of the southbound Kane Street approach to Vevau Street to be a southbound right-turn lane, a southbound through lane, and a southbound left-turn lane; a curb extension on the southwest corner of the Kane Street/Vevau Street intersection to shorten the pedestrian crossing distance; relocation of a speed limit sign on Kane Street; a multi-use path along the east side of Kane Street fronting the Site (a portion of the multi-use path near the West Ka’ahumanu Avenue intersection is on the Site); and a pedestrian path along the north side of Vevau Street fronting the Site. See Figure 4, Striping and Roadway Improvements in *Appendix E, Preliminary Engineering Report*.
    - *Note:* The County Department of Public Works (DPW) is currently preparing plans for Complete Streets improvements along Kane Street from West Kaahumanu Avenue to West Kamehameha Avenue. These improvements include wider sidewalks, separate bicycle facilities, and enhancements at the Kane Street/Vevau Street intersection to shorten pedestrian crossings and manage vehicle speeds. Alternative plans are still being developed; thus, HHFDC will continue to coordinate with the DPW to ensure the Project designs align with the County’s Complete Streets improvements.

Below is a list of State agencies that currently rent office space in the Wailuku-Kahului region and may relocate to the Civic Center:

- Department of Budget and Finance, Office of the Public Defender – Maui
- Department of Health (DOH), Adult Mental Health Division, Maui Community Mental Health Center
- DOH, Child & Adolescent Mental Health Division, Maui Family Guidance Center
- DOH, Developmental Disabilities Division, Case Management & Information Services Section
- DOH, Environmental Management Division
- Department of Human Services (DHS), Benefit, Employment & Support Services Division (BESSD), First-To-Work – Maui
- DHS, BESSD, Investigations Office
- DHS, BESSD, Neighbor Island Branch
- DHS, BESSD, West Maui Income Maintenance Units I & II
- DHS, Med-QUEST Division
- DHS, Social Services Division, Adult Protective and Community Services Branch
- Department of Public Safety, Hawaii Correctional Industries – Maui

The Project will be implemented through a public-private partnership. HHFDC plans to issue a Request for Proposals (RFP), tentatively scheduled in 2022, to seek an eligible (multi-family housing) developer to develop a comprehensive master plan, and for the design, entitlement, construction, and leasehold ownership and operation of the multi-family housing (including ancillary parking) in one or more phases. A long-term land lease will be negotiated with the developer. Negotiation with the developer may also include a long-term land lease for commercial space. The design, entitlements, and construction of the Civic Center (including ancillary parking) may be developed under a separate RFP. A separate condominium land lease at nominal lease rent for 65 years is proposed to be issued to DAGS, who will issue space assignments to applicable agencies for the various uses at the Civic Center. The Transit Hub may be included in the leasehold condominium for the Project or may be subdivided as a separate parcel. Either way, the Transit Hub will have a separate land lease from HHFDC at nominal lease rent for 65 years.

It should be noted that the proposed Project design as illustrated in the Conceptual Site Plan is conceptual in nature and the site layout, building massing and heights, parking count, and open space and circulation plan may change as the Project evolves. The developer selected through the RFP process will be required to engage the community and State and County agencies to obtain input on the final design of the Project. The feedback received by the developer and conditions imposed as the Project moves through the entitlement process, may result in changes to the Conceptual Site Plan. The developer may also pursue exemption from statutes, ordinances, charter provisions, and rules relating to planning, zoning, development and improvement of land, and the construction of dwelling units under HRS §201H-38.

To the extent practicable, the Project design will strive to address and implement the urban design principles listed below, as well as those listed in the *Wailuku-Kahului Community Plan (2002)*. The design will not be finalized until an RFP has been issued and a developer is selected. The RFP may require these urban design principles to be implemented by the developer and vetted by the community. The developer should develop a robust community engagement program to obtain input from the residents, businesses, community stakeholders, and State and County agencies on the final Project design.

- Mixed-Uses – Create a vibrant community and live-work neighborhood by integrating a variety of uses within the Site.
- Building Scale – Consider the scale of the existing adjacent buildings and design the Project buildings so that they have a human-scale perspective. Building mass can be further broken down and softened through the provision of landscaping and architectural treatments.
- Building Setbacks – Building setbacks from the street should be intentionally established. From West Ka’ahumanu Avenue, a wider building setback should be established to provide a visual relief and landscaped open space which is consistent with existing development. However, building setbacks along Vevau Street and Kane Street hug tighter to the street and bookend the pedestrian experience with active ground floor spaces. Setbacks may provide space for streetlights, furnishings, planters, trash and recycling bins, and short-term bicycle parking.
- Active Frontages – Create an interesting and inviting streetscape by utilizing transparent windows on the ground levels of building façades; positioning building entrances to provide convenient access to pedestrians; and providing ground-level, public gathering spaces.
- Alternative Modes of Transportation – Provide canopy trees, continuous and safe sidewalks, benches, and proper lighting to encourage walking. Provide safe bicycle infrastructure as well as bicycle parking within close proximity to building entrances to encourage bicycling. Provide

convenient connections to the adjacent Transit Hub to increase transit use. Provide convenient connections for pedestrian and bicyclist access.

- Parking – Parking structures and lots should be screened from public streets and accessed from internal driveways or secondary streets (Vevau Street and/or Kane Street). Parking structures or lots adjacent to public Right-of-Ways (ROW) should be screened with landscaping or other visually interesting treatments. Parking spaces should be reduced through the provision of shared parking arrangements and alternative modes of transportation. Parking podiums may also be designed for adaptive reuse so that they can be converted to other uses, if the need for parking spaces is reduced.

## 2.3 Project Background

The Site was initially reserved for a DAGS Kahului Civic Center via Executive Order No. 3586 (dated May 20, 1993). However, the County requested to relocate the existing Transit Hub from the Queen Ka'ahumanu Center to approximately 0.85 acres of the Site (TMK (2) 3-7-004:003). The State agreed to lease a portion of the Site to the County for a new Transit Hub, and in exchange, the County agreed to lease a County-owned parcel to DAGS in Wailuku (TMK (2) 3-4-013:014) (Wailuku Property) for \$1.00 a year for 65 years. A Memorandum of Understanding (MOU) dated December 24, 2018, allows the DAGS to construct a Civic Center in conjunction with a State Office Building at the Wailuku Property.

The Site was set aside to the HHFDC via Executive Order No. 4590 (dated July 29, 2019), for the purpose of developing the Project and the new Transit Hub. Therefore, the Project is a collaborative effort between the HHFDC and DAGS to primarily address the affordable housing shortage and State office space shortage on Maui. The *Hawai'i Housing Planning Study (2019)* estimates that more than 5,500 new affordable housing units will be needed in Maui County from 2020 through 2025, for households earning 140% or below the MFI. DAGS proposes to develop a Civic Center, principally for State office space, to align with the DAGS *Office and Civic Center Master Plan (Master Plan)*, which is currently being prepared to determine future office space needs in Kahului and Wailuku. Incidentally, a 2020 State mandate requires DAGS to reduce General Fund spending for annual lease rent expenses; this mandate is a response to the drastic State revenue reduction, caused by the COVID-19 pandemic.

The Transit Hub is being developed as a separate project by the MDOT, on the southeast portion (0.85 acres) of the Site along Vevau Street. A Final EA and Finding of No Significant Impact for the *Proposed Transit Hub Relocation* project was published in the ERP's periodic bulletin, *The Environmental Notice*, on October 8, 2019.

## 2.4 Project Purpose and Need

The purpose of the Project is multi-fold; the principal purpose is to increase the affordable housing stock on Maui, and to address the shortage of State office space in the Wailuku-Kahului area.

According to the *Hawai'i Housing Planning Study (2019)*, it is estimated that more than 5,500 new affordable housing units will be needed in Maui County from 2020 through 2025, for households earning 140% or below the MFI. The Project will provide approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units), more than 50% of which will be affordable to households earning 140% or below the MFI. The DAGS is currently preparing a Master Plan to determine future State agency office space needs in the Wailuku-Kahului region. The Project will provide a Civic Center which will include office space for various State agencies in Kahului. The Civic Center will also provide

classroom and support space for the MCSA, and space for the Kahului Public Library. Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center. The mixed-use development will create a vibrant community and live-work neighborhood that creates short- and long-term employment opportunities for Maui residents. Incidentally, the Project will also support a 2020 State mandate to reduce General Fund spending for lease rent expenses.

The Project is located near the new Transit Hub, is within the County Ka‘ahumanu Ave. Community Corridor (KCC) study area and will support the County’s efforts to promote Transit-Oriented Development (TOD). TOD is a development strategy aimed to provide a mix of land uses such as housing, commercial/retail space, and public services near mass transit, to reduce reliance on automobiles and simultaneously encourage alternative modes of transportation such as walking and biking.

## **2.5 Project Site Location**

The Site is approximately 4.72 acres and is located on TMK: (2) 3-7-004:003 (por.) at 153 West Ka‘ahumanu Avenue in Kahului, on the island of Maui (*Figure 1-1, Project Location and Tax Map Key*). The Site is located within the “Urban” State Land Use District, the “B-2 – Business-Community” zoning district and is designated for “B – Business/Commercial” use per the County’s *Wailuku-Kahului Community Plan (2002)*.

The Site is surrounded by a mix of commercial, residential, and resort uses. North of the Site is the Maui Beach Hotel, and west of the Site is the Queen Ka‘ahumanu Center – a shopping center with a variety of retailers. The Waterfront Apartments at Kahului are east of the Site. South of the Site is Kahului Lani –an affordable senior housing complex, which is currently being developed by Catholic Charities Housing Development Corporation and GSF, LLC. The Transit Hub is currently being constructed by the MDOT, on the southeast portion (0.85 acres) of the Site along Vevau Street.

## **2.6 Schedule and Costs**

### **2.6.1 Preliminary Schedule**

Following acceptance of the Final EA, the timetable for development of the Project is anticipated to follow several steps. The State is anticipated to complete the RFP process and select a developer in 2022. The selected developer would complete the SMA use permit process, Project design, and permitting during 2022-2024. Under this preliminary timetable, construction would occur during 2024-2026. Residents are anticipated to occupy the multi-family housing and government agencies and commercial tenants are anticipated to occupy the Civic Center by 2026 (subject to availability of funding). The Civic Center may be developed under a separate RFP; in which case, the developer of the Civic Center would complete the SMA use permit process, design, permitting and construction of the Civic Center, and occupancy would likely occur after 2026.

### **2.6.2 Costs**

Act 039 Session Laws of Hawaii 2018 appropriated \$1.5 million of Dwelling Unit Revolving Fund to HHFDC for the planning and preparation of a Master Plans, an EA, and supporting technical studies for the Project and the Wailuku Property. The development budget for the Project is estimated at approximately \$192 million.

## 2.7 Required Permits and Approvals

The State and County permits and approvals that are likely to be required for the Project are listed below in *Table 2-1, List of Required Government Permits and Approvals*.

<b>Table 2-1 List of Required Government Permits and Approvals</b>	
<b>Permit or Approval</b>	<b>Approving Agency</b>
Environmental Assessment	State, Department of Business, Economic Development and Tourism, Hawai'i Housing Finance and Development Corporation
National Pollutant Discharge Elimination System Permits	State, Department of Health (DOH)
Project Plans	State, DOH, Disability and Communication Access Board
Noise Permit (and noise variance if nighttime construction is anticipated)	State, DOH, Indoor and Radiological Health Branch
HRS Chapter 6E Compliance	State, Department of Land and Natural Resources, State Historic Preservation Division
Condominium Registration	State, Department of Commerce and Consumer Affairs, Real Estate Commission
Permit to Excavate Public Right-of-Way	State, Department of Transportation
Design Review	County, Cultural Resources Commission
Special Management Area Use Permit	County, Planning Commission County, Urban Design Review Board
Landscape Planting Plan Review	County, Planning Department
Parking Waiver	County, Planning Department
Sewage Connection	County, Department of Environmental Management
Building Permits for Building, Electrical, Plumbing, Sidewalk/Driveway, and Demolition Work	County, Department of Public Works (DPW)
Grubbing, Excavation, Grading, and Stockpiling	County, DPW
Permit to Excavate Public Right-of-Way	County, Department of Transportation
Water Use Permit	County, Department of Water Supply

## 2.8 Consultation Summary

Listed below are the agencies, elected officials, organizations, and neighbors who were engaged during the early consultation period, participated in the virtual Public Meeting #1, received notification of the publication of the Draft EA, submitted comments on the Draft EA, participated in the virtual Public Meeting #2, and who received notification of the publication of this Final EA. For more information regarding the comments received and associated responses, see **Chapter 7**.

### **Federal Agencies**

United States Department of the Interior, Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office

### **State of Hawai'i Agencies**

Department of Accounting and General Services

Department of Budget and Finance, Office of the Public Defender – Maui

Department of Business, Economic Development and Tourism (DBEDT), Hawai'i Housing Finance and Development Corporation

DBEDT, Office of Planning and Sustainable Development

Department of Education (DOE), Maui District

DOE, Planning Section, Facilities Development Branch

Department of Hawaiian Homelands

Department of Health (DOH), Adult Mental Health Division (AMHD)

DOH, AMHD, Maui Community Mental Health Center

DOH, Child and Adolescent Mental Health Division

DOH, Developmental Disabilities Division

DOH, Disability and Communication Access Board

DOH, Environmental Management Division (EMD)

DOH, EMD, Clean Air Branch

DOH, EMD, Clean Water Branch

DOH, EMD, Indoor and Radiological Health Branch

DOH, EMD, Safe Drinking Water Branch

DOH, EMD, Solid and Hazardous Waste Branch

DOH, EMD, Wastewater Branch

Department of Human Services (DHS), Benefit, Employment and Support Services Division

DHS, Med-QUEST Division

DHS, Social Services Division

Department of Land and Natural Resources (DLNR), Land Division

DLNR, Land Division, Maui District

DLNR, Division of Forestry and Wildlife

DLNR, Engineering Division

DLNR, State Historic Preservation Division

Department of Public Safety (DPS), Hawai'i Correctional Industries – Maui

Department of Transportation

Hawai'i State Public Library System

Office of Hawaiian Affairs

### **County of Maui Agencies**

Department of Environmental Management

Department of Fire and Public Safety

Department of Housing and Human Concerns

Department of Management  
Department of Parks and Recreation  
Department of Public Works  
Department of Transportation  
Department of Water Supply  
Emergency Management Agency  
Maui County Cultural Resources Commission  
Planning Department  
    Planning Department, Ka‘ahumanu Ave. Community Corridor  
Police Department

**Elected Officials**

State Senator Gilbert Keith-Agaran (District 5)  
State Representative Kyle Yamashita (District 12)  
Office of the Mayor, County of Maui  
Maui County Councilmember Tasha Kama (Kahului)  
    Evan Dust, Senior Executive Assistant for Council Tasha Kama  
Maui County Councilmember Yuki Lei Sugimura (Upcountry)  
Maui County Councilmember Alice Lee

**Utility Companies**

Hawaiian Electric  
Hawaiian Telcom

**Organizations and Individuals**

Catholic Charities Hawai‘i  
Colleen Uechi  
Dan Gavin  
Family Life Center  
Foodland Ka‘ahumanu  
Historic Hawaii Foundation  
Janet Powell  
Lili and Bailey  
Kahului Lani  
Kathleen Tom  
Maui Chamber of Commerce  
Maui Economic Development Board  
Maui Economic Opportunity, Inc.  
Maui News  
Nelson\Nygaard Consulting Associates Inc.  
Queen Ka‘ahumanu Center  
The Waterfront Apartments at Kahului  
University of Hawai‘i Mānoa, Institute for Astronomy  
Zahra Bhattachaya

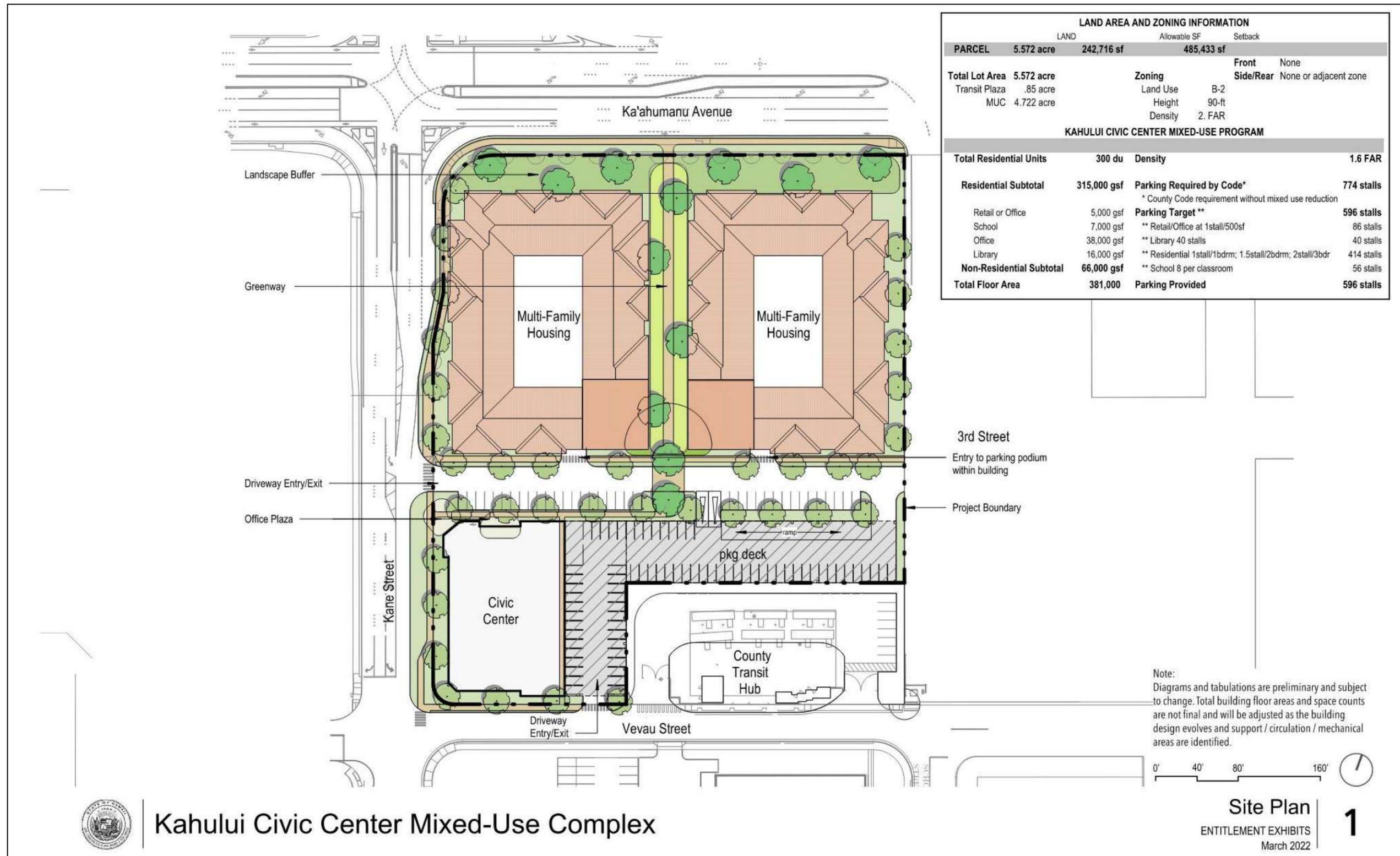


Figure 2-1

Conceptual Site Plan



Figure 2-2

Pedestrian/Bicycle Circulation and Open Space Plan



Figure 2-3

View Along West Ka'ahumanu Avenue



Figure 2-4

View Looking Makai

# **Existing Conditions, Potential Impacts and Mitigation Measures**



## Chapter 3

# Existing Conditions, Potential Impacts and Mitigation Measures

This chapter describes the existing environmental setting and conditions, evaluates the potential impacts of the Proposed Action and proposes mitigation measures to diminish and/or resolve potential impacts.

### 3.1 Geology, Topography, and Soils

#### Existing Conditions

Maui was formed by the merging of two volcanoes, the East Maui volcano, known as Haleakalā, and the West Maui volcano, Maui Komohana. The merging of these volcanoes created the second largest island in the Hawaiian Islands. Maui Komohana is a deeply dissected volcano rising to 5,788 feet above mean sea level (AMSL). Haleakalā is a dormant volcano rising to 10,025 feet AMSL.

Kahului is located near the northern coast in central Maui. To the west, Pu'u Kukui reaches an elevation of 5,788 feet AMSL. To the southeast, the terrain rises gradually to the summit of Haleakalā (Arcadis, 2022).

The Site is relatively flat; elevations range from approximately 6 to 12 feet AMSL. According to the United States Department of Agriculture, Natural Resources Conservation Service, Pu'uone Sand (PZUE) (7 to 30% slopes) is on the mauka portion of the Site, while Fill Land (Fd) is on the makai portion of the Site (G70, 2021). PZUE soil is derived from coral and seashells. Permeability for PZUE is high (between 6.3 and 20.0 inches per hour) and has a low corrosivity. Fd soil consists of material dredged from the ocean or hauled from nearby areas; Fd typically occurs adjacent to the ocean (ENPRO, 2019a). See *Figure 3-1, Soils*.

#### Potential Impacts and Mitigation Measures

During construction, clearing and grubbing activities will temporarily disturb and expose soils. To minimize erosion, the Contractor will comply with applicable Federal, State, and County regulations for erosion control and will implement Best Management Practices (BMPs), which may include the following:

- Minimizing disturbed areas to reduce the fugitive dust;
- Centralizing on-site vehicular traffic routes, and locating potential dust-generating equipment in areas of the least impact;
- Retaining existing ground cover as long as possible;
- Providing a water truck on-site during the construction period to provide for immediate sprinkling when ground cover is removed;

- Watering graded areas when construction activity for each day has ceased; and
- Installing silt and dust fences and filter socks around active work areas and inlet protection devices near drainage outlets.

Limited earthwork such as excavation and grading will be required to accommodate construction of the Project. Site improvements and grading will match existing elevations to the maximum extent possible; however, portions of the Site will likely require fill to match the elevation of surrounding streets (G70, 2021). In the final stage of construction, the Site will be stabilized with pavement, gravel, or vegetative ground cover. Grubbing, Excavation, Grading, and Stockpiling permits will be obtained from the County.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on geology, topography, or soils, as the proposed improvements do not involve the alteration of topographic conditions that adversely impact drainage patterns; or the excavation and/or disturbance of hazardous contaminants that compromise public health and safety. No additional mitigation is recommended.



Figure 3-1

Soils

## 3.2 Climate, Climate Change, and Sea Level Rise

### Existing Conditions

#### **Climate**

The National Weather Service (NWS) defines weather as the “state of the atmosphere at a given time and place, with respect to variables such as temperature, moisture, wind speed and direction, and barometric pressure.” Whereas climate is defined as the “expected frequency of specific states of the atmosphere, ocean, and land including variables such as temperature (land, ocean, and atmosphere), salinity (oceans), soil moisture (land), wind speed and direction (atmosphere), current strength and direction (oceans).” Climate encompasses the weather over time and relates to the interactions of the earth system’s components (NWS, 2020a).

Hawai‘i’s climate is typically characterized by mild temperatures throughout the year, moderate humidity, persistent northeasterly trade winds, significant differences in rainfall within short distances, and infrequent severe storms (NWS, 2020b). The Site is located in Kahului, Maui; the climate in Kahului is typical of most of Hawai‘i.

Kahului Airport has recorded temperatures in the low 90s°F to the low 50s°F. However, the normal temperature range in Kahului from August (warmest month) to February (coldest month) is only 7.2°F. Moderate temperatures are associated with the slight seasonal variation in energy from the sun and the tempering effect of the ocean. The contrast between the dry season (May through October) and the wet season (November through April) in Kahului is evident. Rainstorms usually occur several times during the wet season but are infrequent during the dry season. Approximately 50% of the normal annual rainfall occurs between December through February, and 80% occurs within the six-month wet season (Arcadis, 2022).

#### **Climate Change and Sea Level Rise**

The NWS defines climate change as “any significant change in the measures of climate lasting for an extended period of time...includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer” (NWS, 2020c). Climate change is considered a threat to Maui. “We see the impacts of climate change every day with chronic drought and more intense and sustained heat waves turning our open spaces into wildfire tinderboxes. Worsening coastal erosion threatens shoreline structures, miles of coastal roads and infrastructure,” said Mayor Michael Victorino (County, 2020).

Planning for climate change and sea level rise (SLR) is challenging as there are multiple variables and changing and unknown factors. The County Council adopted Resolution No. 20-170 on December 4, 2020, which proposes to amend MCC, Chapter 2.80B, *General Plan and Community Plans*. This amendment would add a new goal, new/revised objectives, policies and implementing actions to the *Countywide Policy Plan*, which is a component of the County’s *General Plan 2030*. This amendment would be a step in the direction of mitigating climate change and working toward resilience (County, 2021).

In 2017, the Hawai‘i Climate Change Mitigation and Adaptation Commission, DLNR, Office of Conservation and Coastal Lands and Tetra Tech, Inc., prepared the *Hawai‘i Sea Level Rise Vulnerability and Adaptation Report (2017 SLR Report)*. The 2017 SLR Report produced a vulnerability model using the best available data and methods to determine the potential future exposure of each island to

multiple coastal hazards because of SLR. Three chronic flooding hazards were modeled: passive “bathtub” flooding, annual high wave flooding, and coastal erosion. The three hazards were then combined to define the projected extent of chronic flooding due to SLR, called the SLR exposure area (SLR-XA). The *Hawai‘i Sea Level Rise Viewer* is an online interactive map which illustrates the scale of potential SLR-XA at 0.5 feet, 1.1 feet, 2.0 feet and 3.2 feet. The Intergovernmental Panel on Climate Change’s predicts up to 3.2 feet of global SLR by year 2100, based on a “business as usual” scenario where greenhouse gas<sup>1</sup> (GHG) emissions continue at the current rate of increase, recent observations and projections suggest that SLR could occur as early as 2060 (Tetra Tech et. al., 2017). It should be noted that the 2017 SLR Report and the SLR-XA model are “resources,” which provide guidance, they are not laws, regulations, or ordinances. The SLR-XA model is a planning tool with limitations that requires verification at each individual site.

The National Oceanic and Atmospheric Administration (NOAA), Office for Coastal Management’s “Sea Level Rise Viewer” illustrates a 6.0 feet SLR (passive flooding) scenario. Passive flooding refers to still water high tide flooding in areas that are connected to the ocean (marine flooding) and isolated low-lying areas that are not hydrologically connected to the ocean (groundwater inundation/upwelling).

Based on the SLR-XA and NOAA models, the Site and surrounding areas have a low risk of being impacted by 3.2 feet and 6.0 feet of SLR and groundwater inundation/upwelling as illustrated in *Figure 3-2, Sea Level Rise Exposure Area*.

### **Potential Impacts and Mitigation Measures**

Construction-related activities will result in the temporary production of GHG emissions due to the generation of exhaust from construction vehicles and equipment. Construction-related activities will include grubbing, grading, demolition, excavation, structure construction, and asphalt paving and architectural coatings (Arcadis, 2022).

Once the Project is developed, GHG emissions will result from on-site/stationary sources (e.g., energy usage, water usage, solid waste generation, landscaping equipment, and consumer products) and mobile sources (e.g., vehicle trips). The quantity of GHG emissions during the operation of the Project will not result in a significant adverse impact on existing air quality (Arcadis, 2022). The potential contributions of GHG related to the construction and operational phases of the Project have been calculated, as presented in **Section 3.6, Air Quality**. Energy efficient fixtures and appliances will be installed in the multi-family dwelling units and Civic Center. Electric vehicle charging stations will be provided for multi-family housing residents and Civic Center workers. To the extent practicable, the Project will comply with HRS §196-9, regarding incorporating energy efficiency measures and environmental standards for State facilities, such as preventing heat gain in residences; implementing water conservation practices; and implementing waste minimization and pollution prevention practices. Proposed landscaping and trees will also help to mitigate and absorb local GHG emissions.

The impacts of GHG emissions are inherently indirect and cumulative. With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on the climate or significantly contribute to climate change, as the proposed improvements will not lead to a substantial increase in GHG emissions, associated with the consumption of electricity, compared to baseline conditions. No additional mitigation is recommended.

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<sup>1</sup> GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and several chlorofluorocarbons.



Figure 3-2

Sea Level Rise Exposure Area

## **3.3 Natural Hazards**

### **3.3.1 Flooding**

#### **Existing Conditions**

Flooding in Hawai'i primarily occurs as a result of stream overflow and surface runoff, following torrential rains that fall on steep slopes of mountain ranges. While floods are principally a natural event, most flood damage is a result of development on lands susceptible to flooding (Fletcher, et al., 2002).

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps (FIRM) based on flood studies to identify flood hazard areas and associated base flood elevations (BFE), or the elevation which water is anticipated to rise during the base flood. Based on the FEMA-FIRM No. 1500030392E (effective September 25, 2009), the Site is in Flood Zone X, an area determined to be of minimal flood risk, and outside of the 0.2% annual chance or 500-year floodplain. The Site is not located within a FEMA Special Flood Hazard Area. See *Figure 3-3, Flood Zones*.

#### **Potential Impacts and Mitigation Measures**

During construction, the Site will be at minimal risk from the threat of flooding. However, the Site is no more vulnerable to flood events than the surrounding area in Flood Zone X. In the event of a flood, construction activities will cease; equipment and materials will be secured; and Federal, State and County regulations will be adhered to, to ensure the safety of construction workers and community members near the Site.

The FEMA Flood Insurance Program does not have regulations for development within Flood Zone X. The Project will be designed to comply with MCC, Chapter 19.62, *Flood Hazard Areas*, as applicable. The Project will have an emergency response plan in place for the safe and orderly evacuation during a major flood event.

With the implementation of the proposed mitigation measures, the Project is not anticipated to affect the surrounding neighborhood during a flood event. No additional mitigation is recommended.

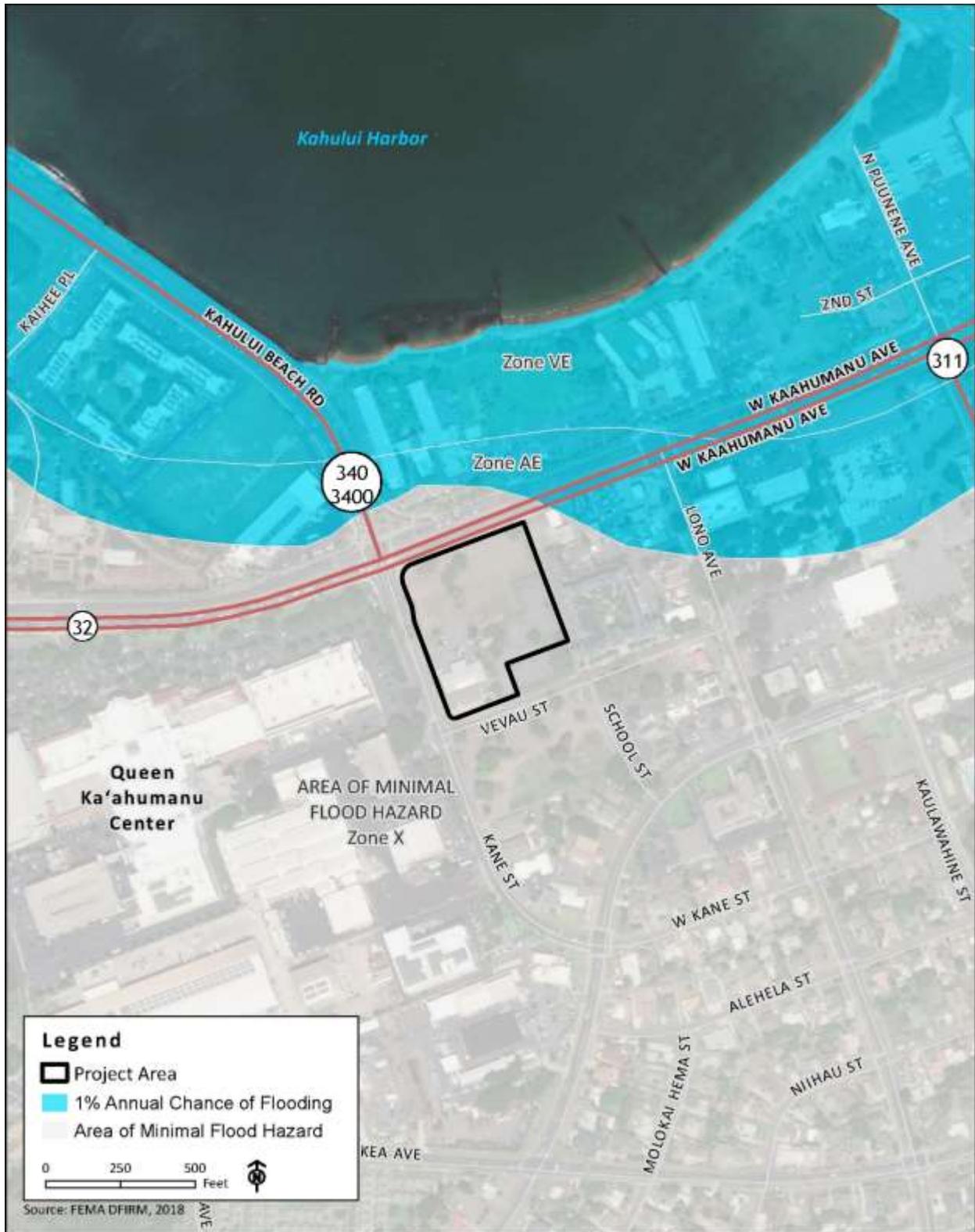


Figure 3-3

Flood Zones

### 3.3.2 Hurricanes and Tropical Storms

#### **Existing Conditions**

Tropical cyclones (hurricanes, tropical storms, and tropical depressions) form in warm tropical waters and typically have sustained winds exceeding 73 miles per hour (mph). Hurricanes in Hawai'i typically occur during the summer to early winter months (June 1 to November 30). Hawai'i is impacted by hurricane near misses, which generate large wave swells and moderately high winds; however, hurricane strikes have been relatively rare (Fletcher, et al., 2002).

Hawai'i has been affected by significant hurricanes twice since 1982; hurricane 'Iwa was a category 1 hurricane (sustained winds of 74-95 mph), which passed over Kaua'i on November 23, 1982 and hurricane 'Iniki was a category 4 hurricane (sustained winds of 130-156 mph), which passed over Kaua'i on September 11, 1992. The most recent hurricane to threaten Hawai'i was hurricane Douglas, which entered the Central Pacific basin on July 24, 2020 as a category 4 hurricane, and weakened to a category 1 hurricane as it passed northwest of Maui. While hurricane strikes are a rare phenomenon in Hawai'i, it is prudent to assume that future events will occur.

#### **Potential Impacts and Mitigation Measures**

During construction, the Site will be at minimal risk from the threat of natural hazards, such as hurricanes. The Site is no more vulnerable to hurricanes than the entire island of Maui. High winds associated with hurricanes can cause strong uplift forces on structures, construction materials and debris, which can attain high velocity and cause property damage and harm to life.

The Central Pacific Hurricane Center (CPHC) issues tropical cyclone warnings, watches, and advisories for tropical cyclones. The CPHC is activated when a tropical cyclone moves into the Central Pacific from the Eastern Pacific or the West, or forms in the Central Pacific. During Central Pacific tropical cyclone events, bulletins are regularly scheduled every six hours (CPHC, nd). A "Hurricane Watch" is typically issued 48 hours in advance of a potential hurricane and a "Hurricane Warning" is typically issued when sustained winds of at least 74 mph are expected within 36 hours. Upon issuance of a "Hurricane Warning," construction activities will cease, construction workers will secure the Site, and evacuate the Site until the hurricane threat has passed. Upon issuance of a "Hurricane Watch," construction workers will secure the Site as follows:

- Remove or secure equipment, machinery, construction materials, and portable toilets;
- Clean up all construction debris;
- Stop scheduled deliveries of building materials;
- Remove jobsite signage, dust screens, silt screens, and other temporary installations; and
- Locate and turn off jobsite utilities, including electricity, water, and gas.

The Project will be designed to comply with MCC, §16.26B.423, *State and County-owned public high occupancy buildings*. The Project will have an emergency response plan in place for the safe and orderly evacuation during a hurricane.

With the implementation of the proposed mitigation measures, the Project is not anticipated to affect the surrounding neighborhood during a hurricane event. No additional mitigation is recommended.

### **3.3.3 Seismic Activity**

#### **Existing Conditions**

Thousands of earthquakes occur every year in Hawai'i. Most are insignificant, too small to be felt, and can only be detected by seismometers. On the other hand, some are strong enough to be felt on multiple islands, and others can cause significant damage across the State. The majority of earthquakes in Hawai'i occur on and around Hawai'i Island, especially near Kīlauea, Mauna Loa, and the Lō'ihi volcanoes (USGS, nda). Approximately 95% of the earthquakes on the Hawai'i Island are related to volcanic activity or the movement of magma within Kilauea or Mauna Loa (Fletcher, et al., 2002). There are rare occurrences of seismic events/earthquakes on Maui.

The severity of an earthquake is classified by magnitude and intensity. Magnitude is a measure of the amount of energy released during an earthquake, while intensity is a measure of the severity of ground shaking. Seismic events are often characterized by peak ground acceleration (PGA), which is defined as the greatest increase in velocity or ground shaking at a particular geographic point during an earthquake (measure in percentage of gravity). A Seismic Design Category (SDC) is a classification assigned to buildings/structures based on occupancy and the severity of an earthquake, to ensure buildings/structures are earthquake resistant. The County is in SDC classification C area (USGS, ndb).

#### **Potential Impacts and Mitigation Measures**

During construction, the Site will be at minimal risk from the threat of earthquakes. However, the Project is no more vulnerable to seismic events than the entire island of Maui. The United States Geological Survey, Region 12 – Pacific Islands Office is the official source for seismic information in Hawai'i, and provides updates on seismic activity. In the event of an intense earthquake of high magnitude, construction activities will cease; equipment and materials will be secured; and Federal, State and County regulations will be adhered to, to ensure the safety of construction workers and community members near the Site.

The Project will be designed to comply with current International Building Code and seismic design standards, per MCC, Chapter 16.26B, *Building Code*. The Project will have an emergency response plan in place for the safe and orderly evacuation during an earthquake.

With the implementation of the proposed mitigation measures, the Project is not anticipated to affect the surrounding neighborhood during a seismic event. No additional mitigation is recommended.

### **3.3.4 Tsunami**

#### **Existing Conditions**

A tsunami involves the generation of destructive waves, created by sea floor movements, often triggered by earthquakes, landslides, submarine faulting or volcanic eruptions. Tsunamis that impact Hawai'i typically originate from distant, seismically active areas bordering the Pacific Ocean, or from local, undersea earthquakes near Hawai'i Island (Fletcher, et al., 2002). While tsunamis are a rare phenomenon in Hawai'i, it is prudent to assume that future events will occur.

The National Oceanic and Atmospheric Administration (NOAA) assists in preparing Tsunami Evacuation Zone Maps for Hawai'i. The Site is located in the "tsunami evacuation zone". As shown in *Figure 3-4, Tsunami Evacuation Zone*. Note: The tsunami evacuation zone for this area of Kahului extends mauka to Wakea Avenue and beyond.

### **Potential Impacts and Mitigation Measures**

During construction, the Site will be at minimal risk from the threat of tsunamis. However, the Site is no more vulnerable to tsunamis than the surrounding area, and in some cases the rest of Maui. The NOAA, Pacific Tsunami Warning Center (PTWC) issues four different tsunami alerts: a warning, an advisory, a watch, and an information statement. When a tsunami watch is issued, the public is advised to be prepared to act. When a tsunami advisory is issued, local officials start to evacuate the ocean and beaches. When a tsunami warning is issued, a potential tsunami with significant widespread inundation is imminent or expected and the public should evacuate the “tsunami evacuation zone.” Depending on the type of tsunami warning issued by the NOAA, PTWC, construction activities may have to come to a halt; equipment and materials will be secured; and Federal, State and County regulations will be adhered to, to ensure the safety of construction workers and community members near the Site. The Project will have an emergency response plan in place for the safe and orderly evacuation in the event a tsunami.

The Project does not involve improvements that increase the risk to the public’s safety during a tsunami event. With the implementation of the proposed mitigation measures, the Project is not anticipated to affect the surrounding neighborhood during a tsunami event. No additional mitigation is recommended.



Figure 3-4

Tsunami Evacuation Zone

## 3.4 Water Resources

### **Existing Conditions**

The DLNR, Commission on Water Resource Management (CWRM) defines and regulates groundwater management areas. The Site is not located within the groundwater management areas (DLNR, CWRM, 2005). The DLNR, CWRM also establishes groundwater hydrologic units for island regions/sub-regions, to provide a basis for managing groundwater resources and optimizing island-wide pumpage for aquifer systems. The Site is located within the Kahului region, Kahului sub-region (aquifer code: 60301) and has a hydrologic unit sustainable yield of 1 million gallons per day (mgd) (DLNR, CWRM, 2018).

Groundwater beneath the Site occurs in two distinct aquifers within the Kahului Aquifer System. The shallow aquifer is classified as a basal, unconfined, sedimentary aquifer, occurring in non-volcanic lithology. The groundwater status is reported as currently used, but not for drinking water, and it is considered ecologically important. The deeper aquifer is classified as a basal, confined, flank aquifer, occurring in horizontally extensive lavas. The groundwater status is reported as currently used, but not for drinking water, and it is considered ecologically important (ENPRO, 2019).

There are no surface waters (e.g., streams, lakes, ponds, or wetlands) on the Site. The nearest body of water to the Site is the Kahului Harbor, located approximately 620 feet to the north, connecting to Kahului Bay and the Pacific Ocean. See *Figure 3-5, Surface Waters*.

### **Potential Impacts and Mitigation Measures**

During construction, groundwater may be encountered. The Contractor will shore up and seal excavated work areas during deep excavation, to minimize the potential of groundwater infiltrating active work areas and to prevent potential pollutants discharging into and arising from groundwater, as necessary. During construction, there is also the potential for minor impacts to surface water quality, as surface waters are susceptible to point-source (i.e., from a discrete or distinct source) and non-point source pollution (i.e., from a diffuse or widely spread, scattered unconcentrated source). The Contractor will install BMPs such as filter socks around active work areas and inlet protection devices near drainage outlets to slow and filter stormwater runoff. These actions will mitigate potential construction-related pollutants (e.g., sediment, pollutants, petroleum products, and debris) from entering surface waters.

The Project will comply with HAR Chapters 11-54 and 11-55. National Pollutant Discharge Elimination System (NPDES). A NPDES General Permit for stormwater runoff discharges, will be obtained from the State, DOH, Clean Water Branch (CWB). NPDES General Permits for dewatering and hydrotesting water discharges may also be obtained from the DOH, CWB.

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on groundwater or surface waters, as the proposed improvements do not involve the installation of an injection well or detention/infiltration basin, or a long-term release of pollutants. No additional mitigation is recommended.



Figure 3-5

Surface Waters

## 3.5 Flora and Fauna

A Natural Resources Assessment (NRA) was prepared by AECOS, Inc. (2021). A biologist surveyed the Site for flora and fauna species in April 2021. See *Appendix B, Natural Resources Assessment*.

### 3.5.1 Flora

#### **Existing Conditions**

The northern half of the Site is predominantly covered by a maintained lawn with intermittent trees, shrubbery, and weeds. The southern half of the Site is occupied by the MCSA building and associated parking lot, and a lawnmower operation building. Most of the flora species on the Site are ornamental or naturalized, non-native species, except for three Polynesian-introduced species: 'ulu or breadfruit (*Artocarpus altilis*), niu or coconut (*Cocos nucifera*), and ki or ti (*Cordyline fruticosa*). Table 1 in the NRA includes a full listing of flora species observed on the Site. There were no observed Federal or State protected, rare, threatened, or endangered flora species on the Site (AECOS, 2021).

#### **Potential Impacts and Mitigation Measures**

During construction, the existing grass, shrubs, and trees will be removed to accommodate the development of the Project. The RFP will include a provision for the selected developer to consider preserving and/or relocating existing mature trees on Site where possible.

The Project involves the installation of significant new landscaping and trees which will border the Site and be interspersed between the multi-family housing buildings, Civic Center, surface parking and parking deck. A wide landscaped setback will front West Ka'ahumanu Avenue, adjacent to the existing sidewalk, and will provide seamless shade coverage with connection to the multi-use path along Kane Street and a tree-lined greenway between the multi-family housing buildings. The tree-lined greenway will provide a buffer between the multi-family housing buildings and will further connect to the interior network of shaded pedestrian paths. The plaza crowning the Civic Center (off Kane Street) will serve as an entryway and provide inviting greenspace, shade and respite for employees and pedestrians.

Per HRS §103D-408, Hawaiian plants shall be incorporated in project landscaping that utilizes public funds. Drought-tolerant flora species will be planted where possible. Per early consultation letter from the Department of Land and Natural Resources, Division of Forestry and Wildlife (DLNR, DOFAW) (dated November 10, 2020) the Hawai'i-Pacific Weed Risk Assessment website will be consulted to determine the potential invasiveness of proposed landscaping plants. An automatic drip irrigation system will be considered to conserve water.

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on Federal or State protected, rare, threatened, or endangered flora species. No additional mitigation is recommended.

### 3.5.2 Fauna

#### **Existing Conditions**

The Site is in a highly urbanized area and does not provide a good habitat for wildlife. Based on early consultation with the United States Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office (USFWS) (letter dated October 26, 2020), the following federally listed species may occur in the vicinity

or transit through the Site: ‘Ōpe‘ape‘a or Hawaiian Hoary Bat (*Lasiurus cinereus semotus*); Nēnē or Hawaiian Goose (*Branta sandvicensis*); Hawaiian Seabirds; State-listed Hawaiian Waterbirds (Hawaiian Duck [*Anas wyvilliana*], Hawaiian Stilt [*Himantopus mexicanus knudseni*], Hawaiian Coot [*Fulica alai*]); Blackburn’s Sphinx Moth (*Manduca blackburni*); and the Hawaiian Yellow-faced Bee (*Hylaeus anthracinus*, *H. assimulans*, *H. facillis*, *H. hilaris*, and *H. longiceps*). According to an early consultation letter from the DLNR, DOFAW (dated November 10, 2020) the Blackburn’s Sphinx Moth has a historic range that encompasses the Site.

The Site serves as habitat for typical non-native fauna species of common birds and feral mammalian species. Mammalian species observed during the survey included the feral domestic cat (*Felis catus*) and small Indian mongoose (*Herpestes javanicus*). Potentially, one or more of the four introduced rats and mice (Muridae) traverse the Site to some extent. Cats, mongooses, rats, and mice are introduced and deleterious to native ecosystems and native fauna (AECOS, 2021).

Avian species were surveyed during an eight-minute point-count on April 15, 2021. A total of 61 birds comprised of 11 species were observed; all are common, non-native avian species established in Hawai‘i. The Common Mynah (*Acridotheres tristis*) and the House Sparrow (*Passer domesticus*) were the most frequently observed. The kōlea or Pacific Golden Plover (*Pluvialis fulva*) was observed outside of the eight-minute point-count and was the only native avian species observed. Table 2 in the NRA includes a full listing of avian species observed on the Site (AECOS, 2021).

The Hawaiian Hoary Bat was not observed; however, there are trees on the Site that are suitable for the Hawaiian Hoary Bat to roost in. The Hawaiian Goose, Hawaiian Seabirds and Waterbirds were not observed on the Site. The Blackburn’s Sphinx Moth or its host plants such as tree tobacco or plants in the Family Solanaceae were not observed on the Site. The Hawaiian Yellow-faced Bee was not observed during the survey and no potential habitat or food sources are present on the Site. It is possible that endangered damselfly species, including the flying earwig damselfly (*Megalagrion nesiototes*), Pacific damselfly (*M. pacificum*), and orange-black damselfly (*M. xanthomelas*) traverse over the Site. However, presence of the endangered damselflies at the Site is unlikely as there were no breeding areas observed at or near the Site. There is no Federally-delineated Critical Habitat present in the Project area (AECOS, 2021).

### **Potential Impacts and Mitigation Measures**

During construction, non-native fauna species will be displaced from the Site.

Per early consultation with the DLNR, DOFAW, the movement of plant or soil material between worksites will be avoided throughout construction; and equipment, materials, and personnel will be cleaned of excess soil and debris to minimize the risk of spreading fungal pathogens (e.g., Rapid ‘Ōhi‘a Death), vertebrate and invertebrate pests (e.g., Little Fire Ants), or invasive plant parts. Additionally, per early consultation with the USFWS and DLNR, DOFAW, the following mitigation measures will be implemented prior to or during construction to minimize potential impacts to the following species:

- **Hawaiian Hoary Bat:** Woody plants greater than 15 feet tall will not be disturbed, removed, or trimmed during the bat birthing and pup-rearing season (June 1 through September 15). Additionally, barbed wire will not be used for fencing. If this cannot be avoided, woody plants greater than 15 feet tall should not be disturbed, removed, or trimmed without consulting USFWS and DLNR, DOFAW.
- **Hawaiian Seabirds:** Nighttime construction will be avoided during the seabird fledging period (September 15 through December 15) to prevent injury to seabirds. Outdoor lights will be shielded to the maximum extent possible, so the bulb can only be seen from below and as much as possible

the lowest wattage bulbs will be used. The Contractor will provide construction crews with information about seabird fallout prior to the initiation of work. If a downed seabird is found, the Contractor will contact the USFWS immediately.

- **Hawaiian Waterbirds:** Per Draft EA comment letters from DLNR, DOFAW (dated March 3, 2022) and USFWS (dated February 2, 2022), a biological monitor will conduct a Hawaiian waterbird nest survey where appropriate habitat occurs within the vicinity of the Project site prior to construction. Surveys will be repeated within 3 days of initiation of construction and after any subsequent delay of work of 3 or more days. If a nest or active brood is discovered during construction the USFWS and DLNR, DOFAW, Maui Branch Office will be contacted within 48 hours. All activities within 100 feet of the active nest and/or brood will cease, and the bird(s) will not be approached, until the chicks/ducklings have fledged.
- **Blackburn's Sphinx Moth:** Prior to clearing vegetation, a biologist will survey the Site and confirm that eggs, larvae and host plants of native 'aiea or tree tobacco are not present. The biologist will concurrently contact the DLNR, DOFAW Maui office for further information about where the Blackburn's Sphinx Moth may be present. Surveys should be conducted during the wettest portion of the year (November - April) or several weeks after a significant rain and within four to six weeks prior to construction. The USFWS and DLNR, DOFAW will be contacted if Blackburn's Sphinx Moth or the native 'aiea or tree tobacco over 3 feet tall are found. The Contractor will remove any tree tobacco that is less than 3 feet tall and monitor the Site for new tree tobacco growth throughout construction.

The multi-family housing buildings and Civic Center exteriors will have security lights. The Site is in an urban area where night lights are prevalent. To avoid impacts to seabirds and light spillage, permanent exterior lights will be fully shielded; automatic motion sensor switches and timer controls will be installed in low-traffic areas, so lights turn off when human activity is not present. For security reasons, walkways and lighting around the Civic Center may be continuously lit. Exterior lights will comply with HRS §201-8.5, *Night Sky Protection Strategy*, and MCC, Chapter 20.35, *Outdoor Lighting*, as amended. The Project is not anticipated to have a significant impact on fauna species, as the proposed improvements will not result in a substantial decline or take of a Federal or State protected, threatened, or endangered species.

With the implementation of the proposed mitigation measures, the Project will not result in substantial damage of a designated critical habitat or a substantial interference with seasonal movements of migratory avifauna. No additional mitigation is recommended.

## 3.6 Air Quality

### **Existing Conditions**

The Clean Air Act (42 U.S.C. 7401 et seq.) requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for seven criteria pollutants that are harmful to public health and the environment: carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone, and particulate matter (PM) less than 10 and 2.5 microns respectively (PM<sub>10</sub> and PM<sub>2.5</sub>) (Arcadis, 2022).

The DOH, Clean Air Branch (CAB) has established State Ambient Air Quality Standards (SAAQS) for criteria pollutants in HAR §11-59, *Ambient Air Quality Standards* and §11-60, *Air Pollution Control*. The DOH, CAB, Air Surveillance and Analysis Section, collects measurements of ambient level pollutants in the air through a statewide monitoring network.

An *Air Quality Technical Report* (Air Report) was prepared by Arcadis U.S., Inc. (2022). See *Appendix C, Air Quality Technical Report*. The purpose of the Air Report is to characterize existing ambient air quality and quantify criteria pollutant and GHG emissions associated with the Project during the construction and operational phases of the Project. Based on DOH, CAB’s air monitoring data, the State is currently in attainment for all applicable NAAQS and SAAQS (Arcadis, 2022).

**Potential Impacts and Mitigation Measures**

During construction, fugitive dust, criteria pollutants and GHG emissions will result from grubbing, grading, demolition, excavation, structure construction, asphalt paving and architectural coatings. The estimated annual emissions generated from the construction of the Project were calculated using the California Emissions Estimator Model software (version 2016.3.2), and are shown in *Table 3-1, Summary of Estimated Project Emissions (Tons per Year)*. Construction-related emissions are relatively minimal due to the scale and intensity of construction activities; the maximum annual criteria pollutant emissions from construction are estimated to be less than 12 tons per year. Calculation assumptions regarding construction activities, duration and type of equipment are listed in Table 2 of the Air Report. Calculations were also based on the assumption that the following mitigation measures will be implemented:

- Replacement of ground cover on disturbed areas;
- Application of water on disturbed areas and haul roads (three times a day); and
- Reduction of speeds on unpaved roads to <15 mph (Arcadis, 2022).

Additionally, the Contractor will comply with HAR Chapter 11-60.1-33, *Air Pollution Control* and may implement BMPs such as phasing/limiting disturbed areas, installing dust screens around the Project area, covering open-bodied trucks when in motion when transporting materials, scheduling construction workers to commute on off-peak hours, and developing a dust control management plan. Construction-generated emissions will be short-term, intermittent, and spread over several acres.

<b>Project Phase Total</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>	<b>CO<sub>2e</sub> (MT/yr)</b>
<b>Construction Phase - 2024</b>	<b>0.10</b>	<b>0.80</b>	<b>0.87</b>	<b>2.26x10<sup>-3</sup></b>	<b>0.14</b>	<b>0.06</b>	<b>203</b>
<b>Construction Phase - 2025</b>	<b>1.19</b>	<b>9.21</b>	<b>11.61</b>	<b>0.03</b>	<b>1.83</b>	<b>0.67</b>	<b>3,095</b>
<b>Construction Phase - 2026</b>	<b>5.62</b>	<b>0.15</b>	<b>0.22</b>	<b>4.90x10<sup>-4</sup></b>	<b>0.02</b>	<b>0.01</b>	<b>44</b>
<b>Operational Phase Total</b>	<b>2.80</b>	<b>4.28</b>	<b>9.88</b>	<b>0.034</b>	<b>2.86</b>	<b>0.80</b>	<b>5,020</b>

**Notes:** Reactive organic gases (ROG); nitrogen oxides (NOx); metric tons per year (MT/yr)

**Source:** Tables 3 and 4 in the Air Report (Arcadis, 2022).

Once the Project is developed, criteria pollutant and GHG emissions will result from on-site/stationary sources (e.g., energy usage, water usage, solid waste generation, landscaping equipment, and consumer products) and mobile sources (e.g., vehicle trips). The estimated annual emissions generated from the long-term operations of the Project are shown in *Table 3-1*. Anticipated vehicle trips were based on the Mobility Analysis Report for the Project prepared by Fehr & Peers in 2021.

Calculations indicate that criteria pollutant and GHG emissions are projected to increase with Project operations; however, the quantity will not result in a significant adverse impact on existing air quality (Arcadis, 2022).

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on air quality, as the proposed improvements do not involve permanent air-polluting activities that will impair the State’s ability to meet Federal or State air quality standards. No additional mitigation is recommended.

## 3.7 Noise Conditions

### Existing Conditions

Noise is defined as any unwanted or unpleasant sound that causes a disturbance or interferes with normal activities. It may be intermittent or continuous, steady, or impulsive, and stationary or temporary. Existing ambient noise in the Project vicinity is attributable to both the natural environment and human activity, from sources that are typical of urban environments.

The Day-Night Average Sound Level (DNL) noise descriptor developed by the EPA is used by federal agencies to measure and assess environmental noise. Determining noise levels using the DNL metric requires definition of an average sound level, typical duration, and frequency of occurrence. A 65 DNL is used as a noise impact threshold/regulatory standard in Hawai’i for residences and other noise sensitive land uses. A 75 DNL is generally considered acceptable for commercial, industrial, and other non-noise sensitive land uses. Noise which occurs at night (10:00 PM to 7:00 AM) is penalized by an additional 10 decibel (dB) when calculating annual average DNL value, based on the assumption that nighttime noise is more disturbing (Ebisu, 2021). There are no fines or violations associated with exceeding the 65 DNL threshold; it is primarily used to determine the need for noise mitigation on federal projects.

In Hawai’i, noise is regulated by the DOH, Indoor and Radiological Health Branch (IRHB), in accordance with HAR §11-46, *Community Noise Control*. HAR §11-46-3 defines maximum permissible sound levels (at property lines) for three land use classifications (i.e., zoning districts) and provides for the abatement and control of excessive noise sources, including stationary and temporary construction and industrial generated noise sources. “Class A” zoning districts include residential, conservation, preservation, public space, open space, or similar types of zoning districts; “Class B” zoning districts include multi-family dwelling, apartment, business, commercial, hotel, resort, or similar types of zoning districts; and “Class C” zoning districts include agriculture, country, industrial or similar types of zoning districts. The Site is in the Class B zoning district. The maximum permissible sound levels in the Class B zoning district are 60 A-weighted decibels (dBA) (7:00 AM to 10:00 PM) and 50 dBA (10:00 PM to 7:00 AM). If impulsive sounds exceed 120 impulses in any 20-minute period, the noise limit is 10 dB above the maximum permissible sound level. State maximum permissible sound levels expressed in DNL for residential, commercial, and industrial lands equate to approximately 55 DNL, 60 DNL and 76 DNL, respectively (Ebisu, 2021). Per HAR §11-46, noise levels are not permitted to exceed the maximum permissible sound levels for more than 10% of the time within any 20-minute period, except by permit or variance from DOH, IRHB.

An Acoustic Study was prepared by Y. Ebisu & Associates (2021). See *Appendix D, Acoustic Study*. The Acoustic Study determined existing/base year traffic noise levels (2017) and projected future traffic noise levels (2026) with and without the Project and assessed potential short-term and long-term noise impacts. 2017 traffic counts were utilized for the Acoustic Study because traffic counts in the Project vicinity at the study intersections are not available prior to the COVID-19 pandemic. Traffic

noise calculations for 2017 and 2026 were determined using the Federal Highway Administration (FHWA) Traffic Noise Model, Version 2.5. Traffic noise measurements were obtained at six study locations (A-F) in the Project vicinity from March 8–9, 2021 to validate the FHWA Traffic Noise Model. Location A was along Kahului Beach Road, Locations B and E were along Kane Street, Location C was along West Kamehameha Avenue, Location D was along West Ka’ahumanu Avenue and Location F was along Lono Avenue. In 2017, traffic noise from West Ka’ahumanu Avenue was the dominant noise source at the Site; the 65 DNL traffic noise contours were located at approximately 170 feet from the centerline of West Ka’ahumanu Avenue, 40 feet from the centerline of Kane Street and 16 feet from the centerline of Vevau Street (Ebisu, 2021).

Based on early consultation with the State, Department of Transportation (HDOT) (letter dated October 29, 2020), due to the Project’s proximity to the Kahului Airport, noise may occur from the occasional aircraft flight over the Site.

### **Potential Impacts and Mitigation Measures**

During construction, short-term noise impacts will occur during site work and earthwork phases (e.g., excavation, grading, sheet pile driving, concrete pouring, and hammering). Construction-related noise outside nearby buildings (with a direct line-of-site to the Site) will range on average from 74 to 86 dBA at 50 to 200 feet. Noise levels from pile driving may be 15 dBA louder than non-impulsive construction noise sources. Inside naturally ventilated buildings (windows open) within 70 to 200 feet of the Site may experience noise levels of 64 to 73 dBA. Inside air-conditioned buildings within 70 to 200 feet of the Site may experience noise levels of 54 to 63 dBA. The Waterfront Apartments at Kahului is predicted to experience the greatest noise levels during site work and excavation due to its proximity to the Site (Ebisu, 2021). Construction noise will gradually diminish as the exterior structure of the building is built and roofed. Noise impacts will be temporary and intermittent.

If required, the Contractor will obtain a noise permit from DOH, IRHB. A noise permit is required for construction activities (during 7:00 AM to 6:00 PM Monday through Friday and 9:00 to 6:00 PM on Saturday) that exceed 78 dBA or have a total cost of more than \$250,000 (based on the value of the building permit). Additionally, the Contractor will employ the following mitigation measures to minimize noise impacts:

- Construction equipment and vehicles will be appropriately muffled and maintained to reduce backfires. Generators will be housed in baffle boxes (a sound-resistant box placed over or around a generator), be equipped with an attached muffler, or use other noise-abatement methods in accordance with industry standards;
- Construction equipment use, including pile drivers, hydraulic hammers, and jackhammers, will be limited to Monday through Friday (9:00 AM to 5:30 PM);
- Broadband back up alarms will be used rather than high frequency beeper backup alarms on operating equipment; and
- Equipment staging and storage areas will be distanced from noise sensitive neighbors.

In 2026, future traffic noise levels due to Project traffic are not anticipated to exceed 0.4 DNL along the six study locations (A-F) in the Project vicinity. Future traffic noise levels due to non-Project traffic are predicted to increase from 0.5 to 5.8 DNL, with greater increases occurring along Vevau Street, West Kamehameha Avenue (east of Lona Avenue) and Kane Street (east of West Kamehameha Avenue). The greatest increase in future traffic noise levels due to Project and non-Project traffic is anticipated to be 6.1 DNL along Vevau Street, primarily due to the Transit Hub. In 2026 the 65 DNL traffic noise contours are projected to extend approximately 178 feet from the centerline of West

Ka‘ahumanu Avenue, 51 feet from the centerline of Kane Street and 31 feet from the centerline of Vevau Street. Future traffic noise levels are anticipated to range from 71 DNL on the ground floor to 72 DNL on the sixth floor along the north side of the 6-story building fronting West Ka‘ahumanu Avenue. Future traffic noise levels are anticipated to range from 68 DNL on the ground floor to 69 DNL on the sixth floor along the west side of the 6-story building fronting Kane Street. Units on the upper floors facing West Ka‘ahumanu Avenue and Kane Street may require closure and the use of air conditioning to attenuate traffic noise. The closure of windows and air-conditioning should provide adequate noise mitigation (Ebisu, 2021).

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact to existing noise conditions. No additional mitigation is recommended.

## **3.8 Utilities and Infrastructure**

A Preliminary Engineering Report (PER) was prepared by G70 (2021). The PER evaluates the existing availability of potable water, wastewater, drainage, electrical, telecommunications, transportation infrastructure, and requirements for servicing the Project. See *Appendix E, Preliminary Engineering Report*.

### **3.8.1 Potable Water**

#### **Existing Conditions**

The Department of Water Supply (DWS) manages the County potable water system, which comprises of an interconnected distribution network of reservoirs, wells, shafts, water tunnels, booster and pumping stations and water mains. The DWS provides potable water to approximately 36,400 customers in the County, divided into five main system sections (Central Maui, Upcountry Maui, West Maui, East Maui, and Molokai). The Central Maui system has the most customers and includes Wailuku, Kahului, Pā‘ia, Pu‘unene, and Kihei. Central Maui potable water is sourced from groundwater from the ‘Iao Aquifer beneath the West Maui Mountains, which is naturally filtered by lava rocks (DWS, 2021a). The ‘Iao Water Treatment Plant treats approximately 1.70 mgd, using a next generation membrane barrier filtration and a non-hazardous on-site sodium hypochlorite generation system for disinfection (DWS, 2021b). The DWS, Engineering Division develops and maintains water supply standards and inspects the construction of water system facilities for adherence to standards and policies (DWS, 2021c).

Potable water service to the Site is provided by an existing 12-inch waterline (County) within the West Ka‘ahumanu Avenue ROW. Based on early consultation with the DWS (letter dated October 15, 2020), there is an existing 2-inch water meter within the West Ka‘ahumanu Avenue ROW with a capacity of 160 gallons per minute (gpm). There are three fire hydrants located in the Project vicinity. Fire hydrant No. 002 is located along West Ka‘ahumanu Avenue, while fire hydrants No. 118 and No. 119 are located on corner of Kane Street and Vevau Street and the corner of West Ka‘ahumanu Avenue and Kane Street, respectively. Fire hydrant No. 002 connects to a 12-inch water line main within West Ka‘ahumanu Avenue with a static pressure of 94 pounds per square Inch (psi). Fire hydrant No. 118 and fire hydrant No. 119 both connect to an 8-inch water line main within Kane Street with static pressure values of 92 psi and 94 psi, respectively (G70, 2021).

### **Potential Impacts and Mitigation Measures**

Construction activities will require use of potable water for dust control, vehicle wash down, concrete mixing, pipe pressure testing, and general housekeeping activities. These uses will be intermittent, of short duration, and will cease upon Project completion. The existing potable water system is anticipated to have sufficient capacity to accommodate the temporary demands from construction-related activities and is not anticipated to disrupt or adversely affect the potable water system.

The Project will require potable water for drinking, sanitation, irrigation, and a fire sprinkler system. The anticipated average daily potable water demand for the Project (excluding irrigation) is estimated at 171,000 gallons per day (gpd). A new 4-inch compound water meter, water meter box, 6-inch lateral, and reduced pressure backflow preventer for potable water are expected to be installed to serve the Project. Final meter and lateral sizes will be determined during the Project design. Per MCC, §20.30, commercial properties are required to use recycled water for irrigation in areas where reclaimed water service is available; however, reclaimed water service is not available within the Site vicinity. Irrigation water demand will be determined during the Project design. The Project will require a new detector check meter, water lateral, and reduced pressure backflow preventer from West Ka‘ahumanu Avenue for the sprinkler systems. Per correspondence with the DWS (February 24, 2022) and MCC §14.05.090, one new fire hydrant shall be installed on West Ka‘ahumanu Avenue and one new fire hydrant shall be installed along Kane Street, to meet the 250-foot spacing requirement. Additional on-site fire hydrants may be required by the County, Department of Fire and Public Safety (DFPS). The fire protection system will be designed to comply with the County Fire Code, Uniform Fire Code (2012), and HAR 12-45.2, *Water System Standards* (2002). The fire protection system will be reviewed by the DFPS during the building permit review process (G70, 2021).

Based on early consultation with DWS (letter dated October 15, 2020), the Project is considered a subdivision and is subject to MCC, §14.05, to ensure an adequate water system is provided for domestic, fire protection, and irrigation services. DWS officials have stated that the Central Maui water system is under strict conservation measures regarding water usage and that Projects may request up to 3,000 gpd of new or additional water service per parcel. DWS performs annual updates to their three-year forecast and percentage of maximum reliable capacity. The DAGS office, library, and the MCSA are considered ‘public facilities’ per MCC, §19.04.040; and therefore, are exempt from HAR Title 16, Chapter 201, which limits new water service to 3,000 gpd, assuming adequate capacity is available. Facilities and properties leased for commercial use are not exempt. Correspondence with the DWS (March 05, 2021) recommends obtaining a determination from the County Planning Department to clarify whether the community-oriented commercial space is exempt from the HAR Title 16, Chapter 201 (G70, 2021). Further correspondence with the DWS (March 26, 2021) indicates that water availability within Central Maui is dependent on DWS obtaining water use permit approval from the DLNR, CWRM.

Water availability and the scope of required water infrastructure improvements will not be finalized until construction drawings, a Non-Residential Water Meter Sizing Worksheet (with domestic and irrigation water demand calculations), water meter reservation, and a building permit application are submitted to DWS and DFPS, per MCC §14.05.120. Per Draft EA comment letter from DLNR, Engineering Division (ED) (dated February 14, 2022), Project-related water demands and calculations will be provided to the DLNR, ED so it can be included in the State Water Projects Plan Update projections. Improvements within the West Ka‘ahumanu Avenue ROW (State) will require concurrent review and approval by the HDOT.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on the existing potable water system, as the proposed improvements do not involve the creation of point-source pollution; a substantial alteration to any portion of the existing potable water system; or a substantial consumption of Central Maui's potable water. No additional mitigation is recommended.

### **3.8.2 Wastewater**

#### **Existing Conditions**

The County, Department of Environmental Management, Wastewater Reclamation Division (DEM, WRD) is comprised of the Wastewater Administration and Wastewater Operations, which collectively share the responsibilities of achieving public health through maintenance of the County's wastewater facilities. Wastewater Operations consists of the Wastewater Facilities Program and Wastewater Collection System. The Wastewater Facilities Program manages, operates, maintains, and repairs the County wastewater and pumping facilities. The Wastewater Collection System manages, installs, maintains, and repairs County wastewater collection lines, force mains, and manholes (DEM, 2021). The County's Wailuku-Kahului Wastewater Reclamation Facility (WRF) serves the Site. The Wailuku-Kahului WRF has a design capacity of 7.9 mgd.

Wastewater service in the Project vicinity is currently provided by an 8-inch sewer line within the Kane Street ROW and a 15-inch sewer line within the Vevau Street ROW. Based on correspondence with the DEM, WRD (March 2019), the 15-inch sewer line is encased with reinforced concrete along the Project frontage along Vevau Street and new sewer lateral connections are not permitted. The WRD also indicated that two lateral connections are associated with the Site when only one is permitted per parcel under the MCC. The two sewer laterals associated with the Site include an existing 4-inch sewer lateral connecting to the MCSA along Vevau Street and an 8-inch sewer lateral stub provided by the Bus Hub (G70, 2021).

#### **Potential Impacts and Mitigation Measures**

During the period of construction, the Contractor will provide portable toilets for use by the construction workers. Wastewater from the portable toilets will be collected and discharged into a sewer manhole (SMH) designated to receive septage. The Contractor will adhere to BMPs to prevent construction-related wastewater pollutants from discharging with stormwater runoff.

The Project is anticipated to create an average wastewater flow of 81,705 gpd (based on 300 residential units and 272 employees). The existing 8-inch sewer lateral provided by the Transit Hub will be used for the Project and will have sufficient capacity to accommodate the Project's wastewater demand. The 8-inch sewer lateral connects to a property manhole and subsequently to a public sewer manhole (SMH No. KA01000800) which discharges into an 18-inch sewer main within Vevau Street. The WRD stated the peak flow observed in the 18-inch sewer main was one-third full despite numerous facilities and businesses upstream. Preliminary analysis by WRD based on the average wastewater flow of 81,705 gpd day confirmed that the Wailuku/Kahului WRF and the Kahului Wastewater Pump Station has the capacity to serve the Project. Final capacity of both systems will be determined during building permit process, as the capacity could be affected by other developments and regulatory changes (G70, 2021).

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on the existing wastewater system. The increased wastewater generation from the Project will be accommodated by the County's wastewater service facilities, with modest

improvements to ensure suitable system connections and flow controls. No additional mitigation is recommended.

### **3.8.3 Drainage**

#### **Existing Conditions**

The DPW, Engineering Division (ED) provides engineering and inspection services for the planning, designing, and construction of the County's drainage system. The DPW, ED aims to improve the water quality that enters the County's drainage system, which discharges into waterways and eventually the Pacific Ocean.

The Site currently does not have any stormwater infrastructure or stormwater runoff mitigation measures. Current runoff flows to four discharge points on-site, which include over the Site boundary along Kane Street and through three openings in the rock wall along West Ka'ahumanu Avenue. A portion of the runoff is retained in low spots at the center of the Site. Runoff conveyed towards Kane Street sheet flows to a catch basin near the intersection of West Ka'ahumanu Avenue and Kane Street. Runoff conveyed towards the openings in the rock wall travels via sheet flow and gutter flow into two catch basins along West Ka'ahumanu Avenue. All three catch basins discharge 3.09 cubic feet per second (cfs) of runoff into the State's 36-inch drain line within Kane Street and West Ka'ahumanu Avenue (G70, 2021).

#### **Potential Impacts and Mitigation Measures**

During construction, there is the potential for pollution associated with stormwater runoff to discharge into County drainage system and nearby surface waters. The Contractor will install BMPs such as filter socks around active work areas and inlet protection devices near drainage outlets to handle the treatment of runoff and mitigate potential construction-related pollutants from entering drainage infrastructure and surface waters. The Project will comply with HAR Chapters 11-54 and 11-55. A NPDES General Permit for potential stormwater runoff discharges will be obtained from the DOH, CWB. NPDES General Permits for dewatering and hydrotesting water discharges may also be obtained from the DOH, CWB. Per early consultation with DPW (letter dated November 6, 2020) required roadway improvements fronting the Site will be coordinated with DPW, ED. The Contractor will be required to restore damaged pavement as a result of construction to a previous or improved condition.

The Project is estimated to result in a 50-year, 1-hour stormwater discharge of 1.86 cfs to the State's drainage system, which does not exceed the existing 50-year, 1-hour discharge peak flow of 3.09 cfs. The runoff will primarily be detained in an underground chamber detention basin, which will be conservatively sized to detain the entire Site's 50-year stormwater runoff of 19,855 cubic feet. Flows will discharge from the detention basin into an existing catch basin along West Ka'ahumanu Avenue. Grading on-site will also convey stormwater away from the buildings to on-site landscaping and Low Impact Development (LID) features. Potential LID features include bioretention planters and planter boxes, which are intended to manage runoff and prevent offsite overflows (G70, 2021).

The Project will result in an increase in impervious surfaces and related stormwater runoff; however, the increase in Project-related stormwater runoff will be sufficiently mitigated by the proposed onsite retention system and LID features. With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on existing drainage infrastructure or surrounding properties.

### 3.8.4 Solid and Hazardous Waste

#### **Existing Conditions**

Residential and commercial solid waste, recyclables and compost generated in Central Maui are disposed/recycled at the Central Maui Landfill Refuse & Recycling Center in Pu'unēnē, situated approximately 6.0 miles from the Site. Construction and demolition (C&D) wastes are accepted at the Central Maui Landfill by customers who have a C&D landfill account and job number. Solid waste generated at the Site is hauled away by Maui Disposal Co. Inc.

ENPRO Environmental (ENPRO) conducted a Phase 1 Environmental Site Assessment (Phase 1 ESA) for the Site in 2019, in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Practice E 1527-13. See *Appendix F, Phase 1 Environmental Site Assessment Report*. The purpose of the Phase 1 ESA is to evaluate the presence of recognized environmental conditions (RECs) at the Site. A REC is defined by ASTM as the presence or likely presence of any hazardous substance or petroleum product in, on, or at the property. There are two types of RECs – historical RECs and controlled RECs. The Phase 1 ESA involved a review of environmental databases and records, a site reconnaissance and walkthrough inspection (April 17, 2019), and interviews with key personnel. Most of the Site was available for the walkthrough inspection with the following exceptions: the roof of the MCSA building and lawnmower baseyard; the interior of the condemned building to the northeast; and most of southeast portion of the Site due to dense vegetation. The Phase 1 ESA discovered no evidence of RECs at the Site. *De minimis* petroleum stains on the pavement in the lawnmower baseyard beneath and adjacent to the lawnmowers (ENPRO, 2019a).

A Hazard Materials Survey was also prepared for the MCSA building in 2019. See *Appendix G, Hazardous Materials Survey*. The purpose of this study was to assess the presence of readily accessible and identifiable hazardous materials. These hazardous materials include: Polychlorinated Biphenyl (PCB)-containing ballasts/transformers, mercury-containing lamps, stored chemicals, asbestos-containing material, and lead-containing paints. No asbestos-containing material was discovered in the samples. However, approximately 3,800 SF of canec ceiling and 60,000 SF of canec walls were discovered during the investigation that may contain asbestos. Five paint samples were analyzed for total lead content. Three samples were determined to be lead-containing paint and one was determined to be lead-based paint. A total of eighty-six fluorescent light fixtures were observed on the Site. All ballasts associated with the eighty-six light fixtures are assumed to contain PCBs and mercury (ENPRO, 2019b).

A Limited Asbestos, Toxicity Characteristic Leaching Procedure (TCPL), and Lead-Based Paint Sampling and Analysis Report was subsequently prepared for the collapsed building in 2020. See *Appendix H, Limited Asbestos, TCPL, and Lead-Based Paint Sampling and Analysis*. Roof material samples from the MCSA building were also collected and analyzed for asbestos as part of this study. Asbestos was found in the roofing material of the collapsed building only. A composite sample of components of the waste to be generated during demolition of the collapsed building was also collected for TCLP testing for leachable lead. The analytical results indicated the leachable lead presence of 2.4 milligrams per litre (mg/L), which is below the EPA's regulatory level of 5 mg/L. Two paint chip samples were collected from the collapsed building and were analyzed for lead. Lead-based paint is defined as any paint containing 5,000 milligrams per kilogram of lead or greater. Based on the analytical results, both samples were determined to be lead-based paint (ENPRO, 2020).

### **Potential Impacts and Mitigation Measures**

During construction, green waste and non-hazardous C&D materials will be generated from grubbing, grading, demolition of existing buildings, and construction of the multi-family housing buildings and Civic Center. Green waste and non-hazardous C&D materials will be recycled or disposed of at the Central Maui Landfill or another approved facility. Any discovered hazardous waste will follow applicable Federal, State and County regulations and will be handled and disposed of at a facility permitted by the DOH, Solid and Hazardous Waste Branch (SHWB). The Project will comply with HAR Chapters 11-501, 11-503, and 11-504 as applicable.

All workers exposed to airborne arsenic concentrations greater than the Occupational Safety and Health Administration (OSHA) Action Level will require specialized training and may require respiratory protection. The Central Maui Landfill does not regulate the disposal of canec fiberboard materials which may contain arsenic. In accordance with HAR 11-261-4(b)(9), wood and wood products with arsenic are exempt from hazardous waste disposal regulations. The Contractor will contact the Central Maui Landfill (or approved facility) and prepare the documentation necessary to ensure acceptance. The canec material will be segregated from other demolition debris and properly wrapped in polyethylene sheeting to meet the landfill acceptance requirements. All fluorescent light lamps will also be disposed of as regulated universal waste. Ballasts associated with these fluorescent lights will be separated according to their labels for PCB and non-PCB containing ballasts. Leaking PCB ballasts will require special handling and disposal. All other ballasts meet the definition of a non-regulated Small Capacitor and therefore do not have specialized disposal requirements (ENPRO, 2019b).

Based on the TCLP sampling result and analysis, the roofing material of the collapsed building will be segregated and disposed as asbestos containing material to the extent feasible. Due to the condition of the collapsed building, a variance and an Asbestos Abatement Work Plan will be prepared and submitted to the DOH for approval before demolition work commences. OSHA requires lead awareness training for all workers who may be exposed to airborne lead concentrations above the OSHA Action Level of 30 micrograms per cubic meter for an 8-hour time-weighted average. Demolished materials will be sampled and tested per TCLP to meet municipal disposal site acceptance criteria. Following the demolition and removal of the collapsed building, soils beneath the building footprint will be sampled and analyzed for lead and organochlorine termiticides. No special handling or disposal requirements are anticipated for other building materials from the collapsed building (ENPRO, 2020).

The operation of the multi-family housing and Civic Center will result in the generation of solid waste, which will be collected, recycled, and disposed at the Central Maui Landfill (or approved facility). A proactive recycling program will be established at the multi-family housing and Civic Center. Composting of green waste due to the maintenance of landscaping will be encouraged. Per early consultation with the DOH, SHWB (letter dated October 15, 2020), the Project will comply with HRS Chapters 342H and 3421 and HAR §11-260.1 to 11-279.1, 11-58.1, and 11-280.1 as applicable.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on the existing solid waste disposal system, as the proposed improvements will not lead to a substantial increase in the generation of solid waste during and/or post-construction or a delay or disruption in the collection of solid waste for the surrounding community. No additional mitigation is recommended.

### **3.8.5 Electrical System**

#### **Existing Conditions**

Electrical power on Maui is generally provided by Hawaiian Electric Co. Ltd. (HECO).

Existing HECO infrastructure in the Project vicinity includes overhead transmission and distribution lines on West Ka'ahumanu Avenue and overhead distribution lines on Kane Street and Vevau Street. Overhead distribution lines on Vevau Street currently provide electrical power to the MCSA building. There is remnant electrical power equipment on the Site that previously provided service to removed or condemned buildings, which can be demolished (ECM, Inc., 2021 in G70, 2021).

#### **Potential Impacts and Mitigation Measures**

During construction, the Project will not adversely impact the provision of electrical power to the surrounding community. To mitigate potential impacts to underground utilities, coordination with HECO will be undertaken to locate service lines prior to excavation. The existing HECO system is anticipated to meet the electrical power requirements during construction activities. In the event of an electrical power outage, the Contractor will be prepared with an on-site generator.

The operation of the Project will require a service voltage load of approximately 2,280 kilowatts. Light fixtures for internal driveways will be installed and will be coordinated with HECO and the County to ensure compliance with applicable design standards. There are several options available to connect to the HECO overhead electrical lines from West Ka'ahumanu Avenue, Kane Street or Vevau Street. It is recommended that the Contractor request three-phase service from HECO to service the Project loads. It is also recommended that the multi-family housing buildings and Civic Center be provided with an overhead to underground riser to accommodate a primary voltage feeder, a pad-mount transformer, switchgear, and handholes. The developer will be responsible for installing auxiliary infrastructure (e.g., handholes, conduit, concrete pads for the transformer and switchgear), which HECO would affix equipment onto. Required easements for underground service lines will be coordinated with HECO (ECM, Inc., 2021 in G70, 2021). The Project design will strive to implement energy and water conservation best practices. Energy efficient fixtures and appliances will be installed in the multi-family housing and Civic Center. Furthermore, to the extent practicable, the Project will comply with HRS §196-9, regarding energy efficiency and environmental standards for State facilities.

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on HECO facilities. Project engineers will coordinate with HECO to install the necessary infrastructure to meet the electrical power requirements of the Project, without causing disruptions to the surrounding community. No additional mitigation is recommended.

### **3.8.6 Telecommunications**

#### **Existing Conditions**

Telephone and cable services on Maui are provided by Hawaiian Telcom (HTCO) or Spectrum.

Existing telecommunications service to the Site is currently provided by overhead HTCO telephone and Cable Television (CATV) lines on Kane Street and Vevau Street, which connect to the MCSA building (ECM, Inc., 2021 in G70, 2021).

### **Potential Impacts and Mitigation Measures**

During construction, the Project is not anticipated to have an adverse impact on existing telecommunication systems. To mitigate potential impacts to underground utilities, coordination with HTCO and Spectrum will be undertaken to locate service lines prior to excavation.

Existing HTCO and Spectrum overhead lines surrounding the Site are adequate to provide telephone, CATV, and internet services to the Site. However, it is anticipated that the Project will require the installation of underground conduits for telephone, CATV, and internet services to serve the multi-family housing buildings and Civic Center. The developer will be responsible for installing auxiliary infrastructure, which HTCO and Spectrum would affix cable and equipment onto. Required easements for underground service lines will be coordinated with HTCO and Spectrum (ECM, Inc., 2021 in G70, 2021).

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on existing telecommunication infrastructure, as the proposed improvements are not anticipated to cause delays or disruptions to the surrounding community. No additional mitigation is recommended.

## **3.9 Transportation System**

A Mobility Analysis Report (MAR) was prepared by Fehr & Peers (2021). See *Appendix I, Mobility Analysis Report*. The MAR evaluated potential impacts of the Project on access, walking, biking, transit, and traffic operations in the Project vicinity. Note: The MAR was completed in 2020-2021 under atypical COVID-19 pandemic conditions with very light traffic flows. The MAR relies upon valid baseline traffic data from 2017-2018 with an added growth factor. The MAR evaluated potential transportation impacts at the below-listed seven intersections in the Project vicinity for existing (2020) and future (2026) conditions (with and without the Project) during weekday AM and PM peak hours:

- Kahului Beach Road-Kane Street/West Ka'ahumanu Avenue
- Lono Avenue/West Ka'ahumanu Avenue
- Kane Street/Vevau Street
- Lono Avenue/Vevau Street
- Kane Street/Kamehameha Avenue
- Lono Avenue/Kamehameha Avenue
- Kamehameha Avenue/Wakea Avenue

### **3.9.1 Roadways, Access, and Traffic**

#### **Existing Conditions**

##### ***Roadways and Access***

Current access to the Site is provided by driveways on Kane Street and Vevau Street. Main roadways providing access to or in the vicinity of the Site are described below:

- **Ka'ahumanu Avenue** (Route 32) is a principal arterial under the jurisdiction of the State, HDOT. It extends as a three-lane facility from Kinipopo Street to approximately 400 feet west of the Naniloa Drive overcrossing, where it becomes a four-lane facility to Kahului Beach Road-Kane Street. East of Kane Street, it continues as a six-lane facility to Hana Highway east of Wharf Street. The street

is designated West Ka‘ahumanu Avenue to the west of Puunene Avenue. The posted speed limit is 30 mph near the Project area.

- **Kamehameha Avenue** is a two- to four-lane facility under the jurisdiction of the County. It extends as a local roadway from its western terminus at Meheu Circle to South Papa Avenue, and from there it continues as a minor collector to Hana Highway. The four-lane section extends between Lono Avenue and Hana Highway. The posted speed limit is 30 mph near the Site.
- **Kahului Beach Road** is a four-lane minor arterial that is under the jurisdiction of the County. It extends from Waiehu Beach Road (where it intersects with Lower Main Street) to West Ka‘ahumanu Avenue, where it connects with Kane Street. Between Kaihee Place and West Ka‘ahumanu Avenue, a third southeast-bound lane is also provided. The posted speed limit is 35 mph.
- **Kane Street** is a two-lane local roadway under the jurisdiction of the County. It extends from West Ka‘ahumanu Avenue, where it connects opposite Kahului Beach Road, to an eastern terminus at Kaulawahine Street. Between West Ka‘ahumanu Avenue and Kamehameha Avenue, a second southbound lane is also provided. The posted speed limit is 20 mph.
- **Lono Avenue** is a two-lane minor collector under the jurisdiction of the County. It extends from West Ka‘ahumanu Avenue to Makali‘i Street. The posted speed limit is 20 mph north of Kamehameha Avenue and 30 mph south of Kamehameha Avenue.
- **Vevau Street** is a two-lane roadway that extends from Kane Street to Lono Avenue. It is a private roadway between Kane Street and School Street, and under the jurisdiction of the County between School Street and Lono Avenue. No speed limit is posted, but the assumed speed limit is 20 mph.
- **West Wakea Avenue** is a two-lane roadway extending from West Ka‘ahumanu Avenue to South Pu‘unene Avenue (with East Wakea Avenue extending further east from South Pu‘unene Avenue to Hana Highway). It is a collector roadway under the jurisdiction of the County. The posted speed limit is 30 mph in the vicinity of West Kamehameha Avenue near the Site (Fehr & Peers, 2021).

### **Traffic**

According to the 2016 *Highway Capacity Manual* (6<sup>th</sup> Edition) (HCM 6), published by the Transportation Research Board, roadway facilities are described by their level of service (LOS), which is qualified by traffic flow factors such as speed, travel time, delay, and freedom to maneuver. Six LOS are defined, from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents “at-capacity” operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions. The MDOT and the HDOT usually define a significant intersection impact as when the operation of an intersection or turning movement changes from LOS D or better to LOS E or F (Fehr & Peers, 2021).

Given the ongoing COVID-19 pandemic, it was not possible to conduct new traffic counts that reflect typical levels of peak hour volumes. Accordingly, the analysis of existing traffic conditions is based on historic 2017 and 2018 counts collected for the environmental analysis of the nearby Transit Hub and the Kahului Lani affordable senior housing complex. These counts were increased to account for growth in the greater Kahului area through the year 2020 plus traffic generated from recently constructed developments within the MAR study area. The analysis of traffic operations under this scenario was conducted for the peak hours and existing intersection configurations (Fehr & Peers, 2021).

The existing (2020) seven study intersections generally operate at a LOS D or better during AM and PM peak hours. The one exception is at the Kane Street/Vevau Street intersection, where the eastbound approach (exiting the Queen Ka'ahumanu Center driveway) operates at a LOS F during the PM peak hour (Fehr & Peers, 2021).

### **Potential Impacts and Mitigation Measures**

During construction, construction-related traffic will be temporarily noticeable, but will not significantly increase traffic on surrounding streets. During construction, the following mitigation measures are recommended, for optimal traffic conditions:

- Trucks delivering construction material and disposing of construction waste should be scheduled on weekdays during times of non-peak commuter periods (9:00 AM to 3:00 PM).
- All construction vehicles will be kept in proper operating condition to prevent adverse impacts on public roadways.
- A Traffic Control Plan (TCP) will be prepared and submitted to the MDOT for review and approval prior to the start of construction activities.
- Per early consultation with the HDOT (letter dated October 29, 2020), construction plans and drainage/discharge/connection permit applications for work done within a HDOT ROW must be submitted to the HDOT, Highway Division, Maui District Engineer for review and approval.

Future (2026) conditions without the Project (based on areawide traffic growth and planned projects in the immediate vicinity of the Project including the Transit Hub and the Kahului Lani affordable senior housing complex) forecasted the Kane Street/Vevau Street intersection to operate at a LOS F during the PM peak hour. The intersection does not meet a traffic signal warrant, but an AWSC would be warranted, even without the Project. The Kahului Beach Road-Kane Street/West Ka'ahumanu Avenue intersection is forecasted to operate at LOS E during the AM and PM peak hours (Fehr & Peers, 2021).

Based on the 2017 *Trip Generation Manual* (10<sup>th</sup> Edition) published by the Institute of Transportation Engineers and the Mixed-Use Trip Generation Model developed by Fehr & Peers and the EPA, with the assumption that trips generated by existing uses on-site would be replaced by the Project, the Project is anticipated to generate 2,378 new daily vehicle trips, including 151 vehicle trips during the AM peak hour and 223 vehicle trips during the PM peak hour. Additionally, another 128 daily trips will be internal to the project, 186 daily trips are expected to be made by transit, and 865 daily trips are projected to be made via a combination of walking and biking.

Future (2026) conditions with the Project at the Kane Street/Vevau Street (unsignalized intersection) is forecasted to exacerbate LOS F conditions during the PM peak hour; otherwise, traffic will remain acceptable (LOS D or better) with the addition of Project-generated traffic. The intersection does not meet a traffic signal warrant. Therefore, the Project is not determined to have a significant impact at the Kane Street/Vevau Street intersection. The Project will also exacerbate LOS E conditions at the West Ka'ahumanu Avenue/Kahului Beach Road-Kane Street intersection; however, it is forecasted to add 2.8 seconds of delay at most. Therefore, the Project is not determined to have a significant impact at the West Ka'ahumanu Avenue/Kahului Beach Road-Kane Street intersection (Fehr & Peers, 2021).

To mitigate the traffic and vehicle delays at the Kane Street/Vevau Street intersection, an AWSC or RRFB is warranted at this intersection. An AWSC or RRFB would add delay to the northbound and southbound approaches, which currently are uncontrolled movements, but is not expected to substantially affect operations at adjacent intersections. An AWSC or RRFB would also enhance pedestrian safety. The County will make the final determination on an AWSC implementation at the

Kane Street/Vevau Street intersection. The Project is expected to contribute its fair share (30.1%) to the cost of improvements, because the Project exacerbates undesirable conditions that are projected to occur without the Project (Fehr & Peers, 2021).

Vehicle access to the Site is provided via two driveways: one on Kane Street and one on Vevau Street. Left turns out of the Kane Street driveway will be prohibited, as vehicles crossing a left-turn lane to enter the southbound travel lane could result in potential safety issues. Project vehicles that are destined for Kane Street south of Vevau Street could simply turn right from the Vevau Street driveway, and then left onto Kane Street. Also, due to proximity of the Kane Street driveway to the Kane Street/Vevau Street intersection, a short length of painted median to distinguish between left-turn pocket at the Kane Street driveway and the Kane Street/Vevau Street intersection will be provided. Restriping of the southbound Kane Street approach to Vevau Street to be a southbound right-turn lane, a southbound through lane, and a southbound left-turn lane. With the implementation of an AWSC, queues are projected to only extend up to 100 feet, which can be accommodated by the proposed pocket length. The driveway on Vevau Street will be full access. The 20-mph speed limit sign on Kane Street will also be moved closer to the West Ka'ahumanu Avenue intersection to slow down vehicles continuing south from Kahului Beach Road onto Kane Street. This will enhance safety for all users on Kane Street.

### **Parking**

#### **Existing Conditions**

The Site currently provides 21 at-grade, marked parking stalls, and ample unmarked paved areas for additional parking serving the MCSA and DOE lawnmower operation. On-street parking is provided on the east side of Kane Street for a stretch of approximately 300 feet along the frontage of the King's Chapel Polynesian, Family Life Center, and Seicho No-Ie Maui developments. On-street parking is not permitted along other study roadways (Fehr & Peers, 2021).

#### **Potential Impacts and Mitigation Measures**

The Project will provide approximately 182 parking spaces in both surface parking and parking deck structure for the Civic Center, which meets the required parking per the MCC §19.36B.020. The Project will also provide approximately 414 parking spaces for the multi-family housing, which will be a 31% reduction from the 600 parking spaces required per the MCC. Overall, the parking provided will be a 23% reduction from what is required per the MCC. However, the Project is centrally located within Kahului, which provides nearby transit, pedestrian, and bicycle access. The Site is also located within the County KCC study area which supports mixed-use developments and multi-modal transportation. Furthermore, the Project is a live/work mixed-use development which will allow for the sharing of parking deck spaces. For example, overnight residential parking demand will be accommodated within the Civic Center's parking deck structure while the State offices are closed. Additionally, the Project meets the criteria for up to 50% parking reduction, per MCC §19.36B.100. Therefore, on-site parking at the Project is expected to be sufficient, and no on-site vehicle circulation issues are anticipated (Fehr & Peers, 2021).

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on parking in the surrounding area. No additional mitigation is recommended.

### **3.9.2 Mass Transit**

#### **Existing Conditions**

Maui Bus Service, operated by Roberts Hawai'i, provides public transit service around the island with 13 bus routes. Each route typically operates seven days a week, including holidays. It is noted that, due to the COVID-19 pandemic, Maui Bus Service routes 2 and 6 were suspended between April 13, 2020 and June 30, 2020, and routes 15 and 25 were suspended on April 13, 2020 and were not in operation. Transit routes 1, 2, 5, 6, 8, 10, 20, 35, 39, and 40 all provide service along the study roadways and serve the major transfer center at Ka'ahumanu Center, located on Kane Street opposite the Site. Sufficient transit service is currently provided to Kahului by the Maui Bus Service. The Transit Hub is currently being constructed immediately southeast of the Site, which will be able to serve Project residents, commuters, and visitors at the time of Project buildout (Fehr & Peers, 2021).

#### **Potential Impacts and Mitigation Measures**

Per early consultation with the MDOT (letter dated October 30, 2020), if the closure of Vevau Street and/or Kane Street is required during construction, the MDOT will be notified at least one month in advance to allow the Maui Bus to plan its operations accordingly.

The Project is anticipated to result in a moderate increase in transit usage, which can be accommodated by the existing Maui Bus Service operations and future planned bus stop amenities within the Project vicinity.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on mass transit, as the proposed improvements do not involve the obstruction or removal of a transit stop that would permanently limit the public's use of mass transit. No additional mitigation is recommended.

### **3.9.3 Pedestrian and Bicycle Facilities**

#### **Existing Conditions**

A sidewalk is provided on both sides of West Ka'ahumanu Avenue east of Kahului Beach Road-Kane Street immediately fronting the Site. A narrow sidewalk is provided on the north/makai side of Kamehameha Avenue between Kane Street and Lono Street. Sidewalks are provided on the west side of the Kahului Beach Road from Kaihee Place to West Ka'ahumanu Avenue. Sidewalks are provided on the west side of Kane Street along the Project frontage and are also provided on the east side of the Project from Vevau Street to approximately 200 feet west of Kamehameha Avenue. All study intersections include high-visibility crosswalks to enhance pedestrian movement.

Bicycle lanes or routes are provided along West Ka'ahumanu Avenue and West Kamehameha Avenue. While on Kane Street and Vevau Street bicyclists share the road with vehicles. Kane Street and Vevau Street both include posted 20-mph speed limits that help to enhance safety for cyclists by limiting vehicle speeds (Fehr & Peers, 2021).

#### **Potential Impacts and Mitigation Measures**

A goal of the Project is to promote walkability and accessibility to and through the Site. The Project proposes the construction of a multi-use path along the east side of Kane Street between West Ka'ahumanu Avenue and Vevau Street. The multi-use path is proposed to connect to the existing

sidewalk along West Ka‘ahumanu Avenue, and may also connect to the planned multi-use path along the east side of Kahului Beach Road. A pedestrian path is proposed along the north side of Vevau Street, which will connect to the multi-use path along the east side of Kane Street. Internal pedestrian paths are also proposed along both sides of the Kane Street driveway, on the east side of the Civic Center, and between the multi-family housing buildings.

In support of the County’s desire to improve the pedestrian crossing at Kane Street/Vevau Street as identified in the *Hele Mai Maui 2040* and the *Central Maui Pedestrian and Bicycle Master Plan for 2030*, the following additional pedestrian improvements will be implemented:

- Installation of an AWSC or RRFB; and
- Construction of a curb extension on the southwest corner of the intersection to shorten the pedestrian crossing distance.

The Project is not expected to generate a significant increase in bicycle trips. Fewer than 15 bicycle trips on a single bicycle facility in one direction (during the peak hours) are anticipated. The existing bicycle facilities will be able to accommodate Project-generated bicycle trips (Fehr & Peers, 2021).

Per early consultation with the Planning Department (letter dated November 9, 2020), temporary bicycle parking (e.g., bicycle racks) may be provided near the main entrance of the Civic Center to allow employees and visitors to secure their bicycles while inside the Project. Permanent bicycle storage may also be provided in or near the residential buildings. Bicycle parking would not interfere with pedestrian movement or accessibility per the Americans with Disabilities Act (ADA). Per early consultation with the State, Disability and Communication Access Board (DCAB) (letter dated November 4, 2020), the Project will comply with the Department of Justice 2010 ADA Standards for Accessible Design, DCAB’s interpretive opinions, and ADA Title II provisions to ensure that the design incorporates requirements for persons with disabilities. Additionally, construction drawings will be submitted to DCAB for formal review under HRS §103-50.

The Project is not expected to conflict with any existing or planned pedestrian and bicycle facilities.

## **3.10 Public Facilities and Services**

### **3.10.1 Recreational Facilities**

#### **Existing Conditions**

The County, Department of Parks and Recreation operates and maintains the County's parks, recreation areas and recreational programs. There is an abundance of public recreational facilities in Kahului. Public recreational facilities located near the Site include the following (listed from nearest to farthest):

- Ho'aloa Beach Park – approximately 0.25 miles northeast of the Site;
- Kahului Pool – approximately 0.3 miles southeast of the Site;
- Kahului Community Center and Park – approximately 0.5 miles southwest of the Site;
- Kokua Pool – approximately 0.65 miles southwest of the Site;
- Lihikai Park – approximately 0.82 miles southwest of the Site;
- Maui High School Park – approximately 1.0 mile southwest of the Site;
- Pomaikai Park – approximately 1.17 miles southwest of the Site;

- Kamali'i Park – approximately 1.25 miles southeast of the Site;
- Maui Lani Regional Park – approximately 1.74 miles southwest of the Site;
- Central Maui Regional Sports Complex – approximately 2.0 miles southwest of the Site; and
- Kanaha Beach Park – approximately 2.15 miles northeast of the Site.

### **Potential Impacts and Mitigation Measures**

During construction, traffic congestion and detours may have a minimal and temporary impact on public access to nearby recreational facilities.

The existing public recreational facilities in the Project vicinity will be more than sufficient for the multi-family housing residents. The Project will not create an increased demand for additional public recreational facilities in Kahului. The Project meets the definition of 'Subdivision' under MCC §18.16.320A, which requires a park dedication for new dwelling units.

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on existing recreational resources/facilities, as the Project does not involve long-term loss of access or use of recreational facilities. No additional mitigation is recommended.

### **3.10.2 Police**

#### **Existing Conditions**

The County, Maui Police Department (MPD) provides police protection services for Maui. The MPD has six patrol districts; the Site is within District 1 – Wailuku (MPD, 2021). The nearest MPD station is located at 55 Mahalani Street in Wailuku, approximately 1.0 mile from the Site.

#### **Potential Impacts and Mitigation Measures**

During construction, there may be an increase in phone calls to the police concerning Project-related traffic and noise. This may result in minor adjustments of police allocation within Kahului, to provide traffic control at the Site. However, this reallocation of police services would be minimal and temporary. Per consultation with the MPD (letter dated October 14, 2020), the Project area is busy throughout the day with vehicular traffic; therefore, measures will be taken to control noise levels, dust, and runoff to minimize impacts to neighboring properties and surrounding roadways.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on MPD operations, as it is not anticipated to significantly increase long-term demand for police services. No additional mitigation is recommended.

### **3.10.3 Fire**

#### **Existing Conditions**

The Department of Fire and Public Safety (DFPS) provides emergency and non-emergency services for Maui. DFPS responds to emergencies, including fires, medical emergencies, hazardous materials incidents, motor vehicle accidents, natural disasters, and technical rescues. DFPS provides non-emergency services including public education, fire inspections, and permit review. The DFPS has 10 fire stations on Maui (DFPS, 2021). The nearest DFPS fire station is the Kahului Fire Station, located at 200 Dairy Road, approximately 1.75 miles from the Site.

### **Potential Impacts and Mitigation Measures**

During construction, there may be a minimal increase in the demand on fire services, should worker safety emergency situations arise. Coordination with the DFPS will be necessary to ensure fire vehicle access to the Site is maintained.

The Project will be designed and constructed in compliance with MCC, Chapter 16.04C, *Fire Code*. The multi-family housing buildings and Civic Center will be installed with a sprinkler system. The actual required fire flow will be determined based on the sprinkler system layout. Driveways will have unobstructed width and vertical clearance to meet DFPS requirements. Per early consultation with DFPS (letter dated October 20, 2020), the DFPS will review construction drawings during the building permit review process, to ensure that fire department access, water supply for fire protection, and fire and life safety requirements are addressed.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on DFPS' operations. The proposed improvements are not anticipated to result in significant demand for fire services. No additional mitigation is recommended.

### **3.10.4 Emergency Medical**

#### **Existing Conditions**

Medical facilities located near the Site include the following (listed from nearest to farthest):

- The Maui Medical Group-Wailuku – approximately 0.60 miles east of the Site on Hana Highway.
- The Maui Memorial Medical Center – approximately 1.28 miles southwest of the Site at 221 Mahalani Street. This is the only acute and emergency care hospital on Maui.

#### **Potential Impacts and Mitigation Measures**

During construction, there may be a minimal increase in the demand for medical services, should worker safety emergency situations arise. Emergency vehicle access to the Site will be maintained for the duration of construction.

Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center, which could be leased to a community service-oriented business such as a medical group or an out-patient facility to increase medical services in the Project area.

With the implementation of the proposed mitigation measures, the Project is not anticipated to result in a significant impact on emergency medical services. No additional mitigation is recommended.

### **3.10.5 Public School**

#### **Existing Conditions**

Numerous public and private educational facilities are located near the Site. The Project is within the DOE Maui High School Complex service area. Nearby DOE schools that would service residents (18 years old and younger) of the multi-family housing include the following:

- Kahului Elementary School, located approximately 1.0 mile from the Site;

- Maui Waena Middle School, located approximately 1.7 miles from the Site; and
- Maui High School, located approximately 1.4 miles from the Site.

The DOE MCSA building (one-story) and a DOE lawnmower maintenance/operation building (one-story) are existing facilities on the Site. The MCSA offers basic adult education, English language classes, general educational development, and workforce development diploma programs.

The Hawai'i State Legislature via Act 245 authorized the Board of Education to approve School Impact Districts, which allows the collection of impact fees. These School Impact Districts are in areas of high growth that require new schools, or the expansion of existing schools, to accommodate the increase in new families and projected school enrollments. The Project is in the Central Maui School Impact District (DOE, 2021). Per the DOE Office of Facilities and Operations Facilities Development Branch, Planning Section, there is no exemption for affordable housing projects or State and County housing projects from the school impact fee.

### **Potential Impacts and Mitigation Measures**

The Civic Center will include approximately 7,000 SF of classroom and support space for the MCSA. DAGS will continue to coordinate with the DOE; program spaces may be adjusted due to the needs and priorities of State agencies and availability of funding.

Per Draft EA comment letter from the DOE, Planning Section, Facilities Development Branch (dated February 22, 2022), the DOE anticipates approximately 66 (DOE school) students will reside in the multi-family housing. Students (18 years old and younger) of the multi-family housing will likely enroll in schools within the DOE Maui High School Complex service area. The Project is located within the Central Maui School Impact Fee District and has been assessed an estimated fee of \$2,371.00. The developer will comply with HRS, Chapter 302A-1606 and execute an agreement with the DOE prior to the issuance of building permits, which sets forth how and when impact fee payments will occur.

With the implementation of the proposed mitigation measures, the Project is not anticipated to have a significant impact on existing educational facilities in the Project vicinity, as the proposed improvements will not result in significant population growth or demographic shift. No additional mitigation is recommended.

## **3.11 Historic Architecture, Archaeological, and Cultural Resources**

### **3.11.1 Historic Architecture**

#### **Existing Conditions**

A Historical Resource Evaluation Report (HRER) was prepared for the Project by Yarbrough Architectural Resources in 2022 in accordance with HRS §6E-8 and HAR §13-276 and §13-275-6. See *Appendix J, Historical Resource Evaluation Report*. The purpose of the report is to identify any historic properties that may be located on the Site. The HRER included a survey recorded by photographs and notes. A historical field survey and historic property identification effort were conducted on June 7 and June 8, 2021. The property has three buildings and a stone-and-mortar wall that has been affected by a recent demolition and regrading at the northwest portion of the parcel (Yarbrough, 2022).

The property currently houses the MCSA, which includes two buildings that were constructed in 1920 and occupy the southern portion of the parcel. The Administration building is the largest remaining building on the property and is in fair to good condition. The Cafeteria building is in an advanced state of collapse that it is unable to convey any historical significance that it may have had as a feature or contributed to the property. A utility shed is situated between the Administration and Cafeteria buildings. The utilitarian structure is ubiquitous and of uncertain construction date (Yarbrough, 2022).

The stone-and-mortar boundary wall exhibits two placards indicating a construction date of 1939 with the inscription “WPA 1939” referring to the Works Progress Administration (WPA). The WPA was a widespread infrastructure and employment program established in 1935 as part of the New Deal, which aimed at restoring the U.S. economy after the Great Depression. The WPA initiated and funded public works and arts projects throughout the U.S., including many in Hawai‘i. The wall is in good condition, although it has some sections of missing rocks and other segments that have quite clearly undergone significant repairs. The portion along Kane Street is partially collapsed and has significant oxidation to support poles and chain link fence. This wall is historic in age and functioned as a partial boundary for the property. It is representative of basalt wall construction during the Territorial era in Hawai‘i and is an important vestige of the effort to restore the economy after the Great Depression (Yarbrough, 2022).

The historic properties were evaluated for significance under Hawai‘i Registry of Historic Places (HRHP) criteria a to e established in HAR §13-275-6 and under National Registry of Historic Places (NRHP) criteria A to D. The property is deemed significant under criteria a and c of the HRHP and A and C of the NRHP. Under criterion a/A, a property must be identified with an important event in history. The property conveys the local significance of education in early-20th Century Kahului and Maui through the devotion of quality construction and design for the Administration building and dedication of durable design of the stone and mortar wall. Under criterion c/C, a resource must be identified with important movements in, or masters of, design and construction or as representative of a historically significant architectural or engineering type. This property’s Administration building is illustrative of quality design, construction, and materials representative of its construction in 1920. Similarly, the 1939 Stone and Mortar Wall also is representative of the quality of construction typically found in WPA and New Deal infrastructure. Neither the Cafeteria building nor the utility shed contribute to the property’s significance under HRHP or NRHP criteria (Yarbrough, 2022).

### **Potential Impacts and Mitigation Measures**

The Project involves the demolition of existing structures and partial removal of the WPA-era stone and mortar wall. The collapsed building, which is the former Kahului School cafeteria, exemplifies a loss of historic integrity due to its current condition, and stabilization efforts are improbable. The Administration building and the stone and mortar wall are character-defining features of the historically significant property and retain integrity to convey the Site's historical significance under HAR §13-275-6 and are eligible for listing on the HRHP and NRHP (Yarbrough, 2022).

The proposed effect for the Administration building and the stone and mortar wall is “Effect, with proposed mitigation commitments” since the work has the potential to affect the significant historic property. The mitigation agreements will be made in consultation with the State Historic Preservation Division (SHPD). The proposed mitigation measure for the Administration building would be an architectural recordation. For the stone and mortar wall, design alternatives should be explored to minimize impacts to the extent possible and the remainder of the wall should be preserved. Since the proposed improvements will affect structures that are eligible for listing on the historic registry, the

design of the Project will be reviewed by the Maui Cultural Resources Commission in accordance with the County Administrative Rules §12-531-6(6) (Yarbrough, 2022).

### **3.11.2 Archaeological Resources**

#### **Existing Conditions**

A Draft Archaeological Inventory Survey (AIS) was prepared by Keala Pono Archaeological Consulting, LLC for the Project (2022). The Draft AIS was prepared in accordance with HRS §6E-8 and HAR §13-275. The Draft AIS consists of a literature review, findings from a pedestrian and subsurface survey, and recommendations. See *Appendix K, Archaeological Inventory Survey*.

#### **Context**

In pre-contact times, the Wailuku region was one of five population centers on Maui, as well as an area of chiefly residence. Portions of the current city of Wailuku were also built atop former agricultural terraces. In the post-contact era, sugar interests took the forefront of the Wailuku and Kahului economy, and cane fields, mills, ditches, a railroad, and other infrastructure forever changed the landscape. According to historic maps, the vicinity surrounding the Site was not under heavy development or cultivation until at least the mid-20th century. Vestiges of the sugar industry still remain, particularly the Kahului Railroad, which is not far from the Site to the north (Keala Pono, 2022a).

The Site was the location of the former Kahului School campus, which was first established in 1900 as a one-room school. In the 1920s the two-story Kahului School building and the former Maui Vocational School (MVS) building were built. Then in 1939 the school annex and the boundary wall on the northern edge of the property were constructed. The former MVS building is currently being used by the DOE MCSA – Maui Campus (MCSA building) (Keala Pono, 2022a).

Previous archaeological studies in the vicinity of the Site can be dated back to 1909; however, no previous archaeological work has been conducted within the Site. Archaeological studies nearest the Site identified historic artifacts and intact portions of the Kahului Railroad infrastructure. Just outside the immediate vicinity of the Site, traditional Hawaiian artifacts and human burials were identified (Keala Pono, 2022a).

#### **Methodology**

Consultation under HRS Chapter 6E was initiated with SHPD in March 2021. A subsurface testing plan was submitted to the SHPD for review and approval. The pedestrian survey and subsurface testing were conducted on June 14 and 15, 2021. The pedestrian survey involved a visual inspection of the ground surface spanning the entire site, to identify surface archaeological remains. Test trenches were excavated in 17 locations throughout the Site, per the subsurface testing plan approved by SHPD (Keala Pono, 2022a).

#### **Findings**

The Site encompasses the former Kahului School campus (SIHP 50-50-04-08872), remaining features include a historic stone boundary wall and three historic buildings. The stone boundary wall, constructed in 1939 (Feature 1), and the MCSA/Administration Building, built in 1920 (Feature 2) are historically significant. Two additional historic buildings on the Site include a collapsed cafeteria building (Feature 3) and a utility shed (Feature 4) that are not historically significant but are associated

with the Kahului School Campus. The boundary wall (Feature 1) demarcates the northern property boundary; some segments are missing rocks and others have undergone significant repairs. However, the boundary wall is representative of basalt-and-mortar construction during the Territorial era in Hawai'i and is associated with the WPA, which was important in the effort to restore the economy after the Great Depression. Therefore, the boundary wall retains integrity of feeling (partial), location, materials, design, workmanship, and association, and is historically significant under criterion "a" and "c." Feature 1 is a contributing resource to the Kahului School Campus (SIHP 50-50-04-08872). The MCSA/Administration building (Feature 2) is characteristic of the 1920s building style of Hawai'i, and encompasses a complex building plan and roofline, broad eaves, high single-story edifice and internal breezeway, quality craftsmanship and materials, relieved sharp-edged clapboard, and large-scale fenestration. Therefore, the MCSA/Administration building retains integrity of location, design, materials, workmanship, and association, and is historically significant under criterion "c." Feature 2 is a contributing resource to the Kahului School Campus (SIHP 50-50-04-08872) (Keala Pono, 2022a). The Kahului School Campus (SIHP 50-50-04-08872) as a whole, including Features 1–4, contributes to the Kahului Historic District (SIHP 50-50-04-1607). For further discussion on the three historic buildings, see **Section 3.11.1, Historic Architecture**.

The 17 trenches did not yield any evidence of subsurface archaeological deposits or features. Two historic artifacts were collected: a glass bottle fragment dating to post-1908 and a ceramic sherd dating to post-1820. The Site has been disturbed by modern use, including probable bulldozing in the northern yard (Keala Pono, 2022a).

### **Potential Impacts and Mitigation Measures**

The Project involves the demolition of existing structures, construction of two multi-family housing buildings, a Civic Center, parking podiums, installation of landscaping and other on-site improvements, as well as off-site vehicular and pedestrian facilities improvements.

The majority of the boundary wall (Feature 1) will be preserved in-place. However, a portion of Feature 1 is proposed to be removed to accommodate the multi-use path along the east side of Kane Street (approximately 100-FT of wall removed), and to provide pedestrian connection from the existing sidewalk along the south side of West Ka'ahumanu Avenue into the Site (approximately 15-FT of wall removed). Per consultation with the Maui County Cultural Resources Commission (CRC) and SHPD, the portions of the boundary wall with the WPA plaques should remain in-place, the removed portions of the wall should either be relocated to a nearby location on Site or its rocks incorporated in the design of the building(s) with accompanying interpretive signage.

The MCSA/Administration building (Feature 2), collapsed cafeteria building (Feature 3), and utility shed (Feature 4) will be demolished to accommodate the Civic Center. Per consultation with the CRC and SHPD, Draft EA comment letter (dated February 22, 2022) from Historic Hawaii Foundation (HHF), and meeting with the HHF on March 18, 2022, options to reuse or relocate the MCSA/Administration Building were considered and analyzed in this Final EA; see **Section 4.5, Alternative E – Historic Properties Retention**. A Historic American Buildings Survey or similar documentation should be conducted for the MCSA/Administration building and cafeteria if demolished. Additionally, a HREER was prepared for the Project by Yarbrough Architectural Resources in 2021 in accordance with HRS §6E-8 and HAR §13-276 and §13-275-6. Per HAR §13-275, the Draft AIS supports a Project determination of "Effect, with proposed mitigation commitments."

The Draft AIS and proposed mitigation commitments will require review and approval by SHPD. Consultation with SHPD, the CRC, the HHF, and other stakeholders is ongoing. The Project will undergo the State historic preservation review process and as the Project moves through the entitlement

process, the selected developer will comply with HRS §6E-8 and HAR §13-275 and abide by mitigation commitments approved by SHPD. If human skeletal remains are inadvertently discovered during construction, work shall cease immediately, and appropriate agencies will be notified.

### **3.11.3 Cultural Resources**

A Cultural Impact Assessment (CIA) report was prepared for the Project by Keala Pono Archaeological Consulting, LLC (2022). See *Appendix L, Cultural Impact Assessment*.

The CIA took the form of background research and an ethnographic survey consisting of three interviews. The background study indicated that the entire Project area was encompassed by LCA 7713:23, which was awarded to Princess Victoria Kamāmalu. The LCA constituted 391 acres of the former ‘ili of Kula which consisted of lands from Wailuku to the portion of Kahului that borders the bay (Keala Pono, 2022b).

The background research and oral history interviews also identified several archaeological resources within the vicinity of the Project area. The interviewees have several recommendations for the Project including having a cultural monitoring during construction; allowing access to the facilities for all community members; planting usable foliage on the property for the community to gather and to hold cultural classes on the property using these plants; using native plants for landscaping; consulting community members if any trees on the property will be cut down; and keeping open communication with the community regarding the Project (Keala Pono, 2022b).

#### **Potential Impacts and Mitigation Measures**

The Project is not anticipated to result in a significant impact to existing cultural resources as the Site is not customarily used by native Hawaiians or others for resource gathering or traditional cultural practices. The Project is not anticipated to disturb traditional sacred sites or traditional cultural objects. An archaeological monitoring will be implemented during construction to prevent adverse impacts to cultural resources on-site.

The Site is not within a designated view corridor as identified in the *Maui Island Plan*. The buildings and landscaping improvements will be complimentary to the character of the surrounding buildings and within the allowable development limits per the MCC. The design will be attractive and reflect sense of place, as well as supports pedestrian-oriented environment. As the Project is a public facility, community residents will have access to public amenities and facilities at the Site. Native plants that support cultural activities will be used for the Project. Public engagement will also be conducted throughout the planning and design of the Project.

## **3.12 Socio-Economic Characteristics**

### **Existing Conditions**

The estimated population of the Kahului Census-Designated Place (CDP) was 26,337 on April 1, 2010. Approximately 65.7% of the Kahului CDP population 16+ years old was in the labor force during 2015-2019. The median household income in the Kahului CDP was \$86,129 (in 2019 dollars) during 2015-2019 (USCB, 2019).

The County's *Socio-Economic Forecast Report (2006)* indicates that the Wailuku-Kahului region remains the economic and population center of the island. It is expected to grow faster than other

parts of Maui Island, as home to over a third of Maui’s households. The population of the Wailuku-Kahului region is estimated to increase to 71,223 by 2030 (PD, 2006).

### **Potential Impacts and Mitigation Measures**

During construction, the Project will generate short-term economic benefits through the employment of design and construction firms. Additionally, construction material suppliers and surrounding retail businesses can also be expected to benefit indirectly from the Project. In addition, the State and County will receive general excise tax revenues on building materials, as well as conveyance and income tax revenues.

The Project will increase the housing stock on Maui by providing approximately 300 multi-family dwelling units (mixture of 1-, 2- and 3-bedroom units), more than 50% of which will be affordable to households earning 140% or below the MFI. According to the *Hawai’i Housing Planning Study (2019)*, it is estimated that more than 5,500 new affordable dwelling units will be needed in Maui County from 2020 through 2025, for households earning 140% or below the MFI. Additionally, the Project will provide approximately 38,000-43,000 SF of State office space as part of the Civic Center, which will help address the State’s office space shortage in the Wailuku-Kahului area and support the State’s mandate to reduce General Fund spending for lease rent expenses.

The Project is anticipated to result in a long-term beneficial socio-economic impact, as the proposed improvements will result in increased affordable and market-rate housing for Maui residents; increased public services; and direct, indirect, and cumulative impacts on jobs, earnings, and tax revenues. No mitigation is recommended.

## **3.13 Visual and Scenic Resources**

### **Existing Conditions**

Visual and scenic resources include panoramic views and vistas, landmarks, and landscape features such as significant trees and open space areas.

The Site is not within a designated historic district or view corridor. The *Maui Island Plan* identifies the following as protected views: Haleakalā, Īao Valley, the Mauna Kahalawai (West Maui Mountains), Pu’u Ō’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. The following roadways are also identified as scenic corridors: Haleakalā Highway, Honoapi’ilani Highway, Hāna Highway, Kula Highway, and Kahekili Highway (PD, 2012).

The Site has been previously developed and is situated in an urban residential and commercial mixed-used community in Kahului. Existing views into the Site include a one-story MCSA building, a collapsed building; parking area; a rock wall and open grassy area with sporadic trees. Surrounding views from the Site include the Queen Ka’ahumanu Center and parking lot; Maui Mall and parking lot; Maui Beach Hotel; University of Hawai’i Maui College; multi-story residential buildings; commercial buildings; Ka’ahumanu Avenue ROW; West Maui Mountains; and the Pacific Ocean. A significant portion of the surrounding landscape is dominated by “big-box” retailers and shopping malls, parking lots, low-rise hotels, and multi-family mid-rise residential buildings.

Prominent buildings in the Site vicinity and their associated heights (stories) are listed below:

- The Waterfront Apartments at Kahului (4 stories)

- Kahului Lani (6 stories)
- The Maui Beach Hotel (2-3 stories)
- The Queen Ka'ahumanu Center (2 stories)

### **Potential Impacts and Mitigation Measures**

Construction activities and equipment will be visible from neighboring properties. However, construction-related visual impacts will be temporary. Dust screens will be installed around the Site, which will have a dual function of mitigating the dispersion of dust and screening views into the Site, thereby mitigating visual distractions to surrounding area.

Conceptual aerial oblique views were prepared for the Project, illustrating birds-eye views of the Project along West Ka'ahumanu Avenue, and looking makai towards the Kahului Harbor. See *Figure 2-3, View Along West Ka'ahumanu Avenue, Figure 2-4, View Looking Makai, and Appendix A, Conceptual Plans and View Studies*. The design and scale of the Project will be compatible with the surrounding buildings. The multi-family housing buildings are efficiently massed on the Site, with a layout which provides appropriate setbacks from West Ka'ahumanu Avenue and Kane Street. The Project will comply with the allowable height and development limits per the MCC. The Project will greatly improve the overall aesthetics of the Site with well-designed multi-family housing, a Civic Center, public spaces, and landscaping. The Project will not significantly impact visual resources in the vicinity of the Site. It should be noted that the view study is preliminary and for planning purposes, is subject to change, and will be adjusted with the design of the building.

## **3.14 Potential Cumulative and Indirect Impacts**

Cumulative impacts result from the incremental effects of an activity when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over time. Indirect/secondary impacts are associated with, but do not result directly from, an activity.

The Project is anticipated to have a beneficial short- and long-term direct, indirect, and cumulative impacts on jobs, earnings, and tax revenues.

The impacts of climate change are inherently indirect and cumulative, as they are removed in time and space from the boundaries of the Site. The Project will contribute to the cumulative adverse impacts of global GHG emissions; however, the Project's individual contribution (with the implementation of proposed mitigation measures) will be relatively negligible.

# **Alternatives to the Proposed Action**



## Chapter 4

# Alternatives to the Proposed Action

This chapter describes a range of alternatives considered to the Proposed Action, and a high-level analysis of the potential impacts in comparison to the Proposed Action.

### 4.1 Alternative A – No Action

Alternative A or the “No Action” alternative refers to the future conditions that would result should the Project not proceed. Alternative A would fail to provide additional multi-family housing units, and therefore would not help to alleviate the affordable housing shortage on Maui. Alternative A would also fail to provide needed State office space in Kahului and therefore would not address the State mandate to reduce lease rent expenses. Therefore, Alternative A would not meet the objectives of the Proposed Action. Under Alternative A, there would be no potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise) or long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). However, Alternative A would not provide the multitude of beneficial long-term and cumulative impacts associated with the provision of affordable housing units co-located near the County’s Transit Hub and the creation of sufficient office space for State agencies in Kahului.

For these reasons, Alternative A was not considered a viable alternative.

### 4.2 Alternative B – Delayed Action

Alternative B or the “Delayed Action” alternative would involve postponing the development of the Project until a future date. As a result, the provision of additional affordable housing on Maui would be delayed. DAGS and other State agencies would continue to lease office space in Kahului.

Once the Project commences, Alternative B would generally result in the same potential impacts and proposed mitigation measures of the Proposed Action. Under Alternative B, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise); however, mitigation measures would be implemented, and potential impacts would cease upon the completion of the Project. Under Alternative B, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). Though in the near term, delaying the commencement of the Project would also delay the multitude of benefits associated with the Proposed Action. Delaying construction to a future date would likely result in higher planning, entitlement, design and construction costs due to inflation. Under Alternative B, the State would not maximize the present utilization of State land and capital.

Therefore, Alternative B would delay the purpose and need of the Proposed Action. For these reasons, Alternative B was not considered a viable alternative.

### **4.3 Alternative C – Different Location**

Alternative C or the “Different Location” alternative involves siting the Project at a different location. The Site was designated for the Project and a Transit Hub according to the December 24, 2018 MOU; therefore, siting the Project at a different location would not satisfy the requirements of the MOU. Additionally, developing the Project at a different location would not optimize the development of an underutilized State property in an urban area, adjacent to the Transit Hub where infrastructure is readily available and would require the State to purchase or lease another property, further expending limited State funds. A different location would likely not be near the Transit Hub and would be outside of the KCC’s TOD study area, which would forego the benefits of multi-modal transportation for residents and workers. Under Alternative C, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise); however, mitigation measures would be implemented, and potential impacts would cease upon the completion of the Project. Under Alternative C, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). However, it is unknown what the potential short and long-term impacts would be from the development of a different site. Therefore, the benefits and impacts of Alternative C, are imperceptible to those of the Proposed Action.

For these reasons, Alternative C was not considered a viable alternative.

### **4.4 Alternative D – Different Design**

Alternative D or the “Different Design” alternative involves the consideration of different designs of either greater or lesser density and multi-family dwelling unit yield than the Proposed Action. Two different design configurations were considered. It should be noted that the site layout configurations illustrated in Alternative D: Options 1 and 2 are conceptual; it is possible that the exact locations of the residential housing buildings and Civic Center could be rearranged on the Site. However, alternative site layout configurations for Alternative D: Options 1 and 2 would not conclude different potential short and long-term impacts as discussed below. See Alternative D: Options 1 and 2 site layouts in *Appendix A, Conceptual Plans and View Studies*.

#### **Alternative D: Option 1 – “Towers and Community Park”**

Alternative D: Option 1 would utilize a higher floor area ratio (FAR) to develop approximately 400 multi-family dwelling units in two 17-story towers with a stand-alone, three-level parking structure; an approximately 66,000-SF Civic Center with a one-level parking deck; and an on-site community park. Community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center.

The towers in Alternative D: Option 1 would provide a greater number of multi-family dwelling units within the zoning district’s allowable FAR, and would also allow for a large open space on-site. However, the height of the towers would exceed the zoning district’s allowable height. Under Alternative D: Option 1, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise) similar to the Proposed Action; however, mitigation measures would be implemented, and potential impacts would cease after construction. Under Alternative D: Option 1, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources).

However, the visual impacts of two 17-story residential towers would be an eyesore in comparison to the Proposed Action, the building scale and mass would not create a human-scale perspective or an interesting and inviting streetscape for pedestrians, and thus would not fit the character of the surrounding community.

For these reasons, Alternative D: Option 1 was not considered a viable alternative.

**Alternative D: Option 2 – “Low Rise Mid-Density 4-Story”**

Alternative D: Option 2 would utilize a lower FAR to develop approximately 230 multi-family dwelling units in two four-story buildings wrapped around a two-level structured parking; an approximately 66,000-SF Civic Center with a one-level parking deck; and linear open space between the residential buildings. Community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center.

Development of a lower density configuration under Alternative D: Option 2 would provide less multi-family dwelling units than the zoning district’s allowable FAR limit. To address the shortfall of affordable housing units on Maui, the HHFDC would potentially need to develop on land elsewhere (without existing infrastructure) to construct additional multi-family housing units, which would not be an efficient use of State lands and funds. Under Alternative D: Option 2, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise) similar to the Proposed Action; however, mitigation measures would be implemented, and potential impacts would cease after construction. Under Alternative D: Option 2, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). The residential buildings under Alternative D: Option 2 would have a slightly reduced visual impact than the Proposed Action (4-stories vs. 6-stories). However, Alternative D: Option 2 would not meet the Project’s purpose to provide approximately 300 multi-family dwelling units at the Site and meaningfully increase the affordable housing stock on Maui.

For this reason, Alternative D: Option 2 was not considered a viable alternative.

**Alternative D: Option 3 – “Alternative Site Layout”**

Alternative D: Option 3 involves developing a program similar to the Project, but altering the siting of buildings, or modifying the Site’s open space and circulation pattern.

Alternative D: Option 3 involves altering the location and massing of buildings and parking areas, and/or changing the circulation and open space pattern within the Site, while accommodating a similar development program of approximately 300 dwelling units and 66,000 SF of civic space. It is anticipated that the site layout may change as further input from the community and agencies is received, and as the project progresses through the future entitlement process. To the extent that impacts would be similar to the Proposed Action, Alternative D: Option 3 is considered a viable alternative.

## **4.5 Alternative E – Historic Properties Retention**

The Site includes two existing historic properties, consisting of a single-story wooden Administration building which is currently utilized for the State DOE MCSA, and a low stone and mortar boundary wall (“wall”) fronting West Ka’ahumanu Avenue and Kane Street. Alternative E or the “Historic Properties Retention” alternative would involve the consideration of two options whereby HHFDC and DAGS would

prioritize the retention of historic properties. Alternative E: Option 1 would preserve/retain the Administration building on Site and minimize the alteration of the wall. A conceptual site layout configuration was prepared for Alternative E: Option 1; see *Appendix A, Conceptual Plans and View Studies*. Alternative E: Option 2 would retain the Administration building by making it available for relocation off-site and slightly alter the wall to facilitate multi-modal and pedestrian circulation.

### **Alternative E: Option 1 – “Retention and Adaptive Reuse of Historic Properties”**

Alternative E: Option 1 would involve site development by HHFDC and DAGS which prioritizes the in-situ preservation of historic properties on Site. The existing 10,000 SF Administration building, currently being utilized for the State DOE MCSA and lawn mower operations, would be preserved in-situ. The site development constraints affected by the preservation of the Administration building, and position of the existing Transit Hub would limit the development of the Civic Center to the northwestern portion of the Site and would further limit the development of the multi-family housing buildings to the northeastern portion of the Site.

Under Alternative E: Option 1, the Administration building would be renovated to conform to County building codes and regulations and modernized to restore space functionality. Approximately 7,000 SF would continue to be utilized by the MCSA, and approximately 3,000 SF would be utilized for State office space or community-oriented commercial space. The alteration of the existing wall fronting West Ka’ahumanu Avenue would be minimized by realigning the pedestrian path to connect to an existing gap in the wall; the existing gap would be widened to 15-FT. Approximately 100-FT of the northwest portion of the wall fronting Kane Street would be removed/relocated to accommodate the multi-use path; the wall will be removed at a natural break where the wall drops off to a lower elevation.

The reduced development program for Alternative E: Option 1 would involve the development of approximately 186 multi-family dwelling units in two 6-story buildings totaling approximately 195,300 SF of floor area. A 6-level parking podium would provide approximately 261 parking spaces for the two buildings. A 3-story Civic Center would provide approximately 43,000 SF of floor area, including approximately 27,000 SF State office space, and approximately 16,000 SF of space for the Kahului Public Library. Access to the Civic Center, Administration building, and adjoining surface parking lots would be via Kane Street and Vevau Street; approximately 156 shared parking spaces would be provided in the parking lots.

The reduced development program for Alternative E: Option 1 would result in a 3-story Civic Center as compared to a 4-story Civic Center in the Proposed Action; and therefore, would result in a slightly reduced visual impact. Under Alternative E: Option 1, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise) similar to the Proposed Action; however, mitigation measures would be implemented, and potential impacts would cease after construction. Under Alternative E: Option 1, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). These impacts would generally be similar to the Proposed Action.

The reduced development program for Alternative E: Option 1 would result in an approximately 40% reduction of dwelling units, which is 114 dwelling units less than the 300 units planned in the Proposed Action. Alternative E: Option 1 would not meet the Project’s purpose to provide approximately 300 multi-family dwelling units at the Site and meaningfully increase the affordable housing stock on Maui. To address the shortfall of affordable housing units on Maui, the HHFDC would potentially need to develop on land elsewhere (which may or may not have existing support infrastructure) to construct

additional multi-family housing units. The need for the State to purchase or lease another suitable property would not be an efficient use of limited State lands and funds.

Alternative E: Option 1 would also result in an approximately 30% reduction State office space in the Civic Center or 13,000 SF less than the Proposed Action, due to the inability to provide sufficient parking stalls required per MCC §19.36B.020. Therefore, Alternative E: Option 1 would fail to provide the needed State office space in Kahului and would not address the State mandate to reduce lease rent expenses. Overall, this would result in public purposed land utilization at a level which would be less than half of the zoning district's allowable FAR limit. Alternative E: Option 1 would not seek to optimize the development potential of an underutilized State property for its highest and best use in an urban area, adjacent to the Transit Hub where infrastructure is readily available. The segmented provision of State office space in the Administration building and the Civic Center could also result in disjointed State services and inefficiencies that could be gained from co-location.

Additionally, Alternative E: Option 1 would be much less supportive of the County's efforts to grow and energize a vibrant community-focused multimodal Ka'ahumanu Avenue Corridor, within which the Project is a vital catalyst. Under Alternative E: Option 1, the preservation of the Administration building, and location of the Transit Hub would strictly limit the development of the Civic Center to the northwestern portion of the Site and limit multi-family housing buildings to the northeastern corner. As a result, the location of the Civic Center's surface parking lot fronting West Ka'ahumanu Avenue would create a much less interesting and inviting streetscape for pedestrians. Moreover, the siting of the multi-family housing buildings positions the south-facing dwelling units to abut the Transit Hub; without a buffer from the Transit Hub, residents may potentially experience increased noise, light pollution, and foot traffic.

For these reasons, Alternative E: Option 1 was not considered a viable alternative.

### **Alternative E: Option 2 – “Retention and Relocation of Historic Property”**

Alternative E: Option 2 would involve the development of a program which mirrors the Proposed Action, and also retains the existing Administration building by making it available for relocation off-site. HHFDC and DAGS would offer the Administration building to any interested party (i.e., Federal, State, or County agency, non-profit organization, or private entity) to relocate to an appropriate property within the boundaries of the Kahului Historic District and/or Kahului-Wailuku region. For example, the Administration building could be relocated to the County's 110-acre Ke'Opuolani Regional Park, managed by the Department of Parks & Recreation, and utilized for community recreation programs and activities. The Ke'Opuolani Regional Park is centrally located in Central Maui, is the largest park in the County's parks system, and is adjacent to the Maui Arts and Cultural Center<sup>2</sup>. The Administration building would be renovated to conform to County building codes and regulations and modernized to restore the space functionality. Funding for relocation and/or renovation of the Administration building could be sought through the State Legislature and/or a private source. As with the Proposed Action, Alternative E: Option 2 would involve the construction of approximately 300 multi-family dwelling units and an approximately 66,000-SF Civic Center on Site. Like the Proposed Action, portions of the existing wall would be removed/relocated to create an opening near the landscaped greenway and pedestrian path fronting West Ka'ahumanu Avenue, and to accommodate the multi-use path along Kane Street.

Under Alternative E: Option 2, there would be potential short-term, construction-related impacts (e.g., dust generation, vehicular traffic, intermittent noise) similar to the Proposed Action; however,

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<sup>2</sup> Source: <https://www.mauicounty.gov/facilities/facility/details/Keopuolani-Regional-Park-400>

mitigation measures would be implemented, and potential impacts would cease after construction. Under Alternative E: Option 2, there would also be potential long-term, operational impacts to the existing natural environment (e.g., water resources, air quality, and flora/fauna) and existing human environment (e.g., potable water system, wastewater system, traffic conditions, noise conditions, and visual resources). Alternative E: Option 2 would generally result in the same potential impacts and proposed mitigation measures of the Proposed Action; however, the demolition of the Administration building would be avoided.

Alternative E: Option 2 would meet the Project's purpose to meaningfully increase the affordable housing stock on Maui, provide needed State office space in Kahului, and address the State mandate to reduce lease rent expenses. However, there would be unknown costs for those parties responsible for relocating the Administration building off-site. Due diligence and feasibility studies would be required to minimize the potential risk of damage to the integrity of the Administration building during relocation. Additional environmental review and entitlement and permitting processes may also be required. Lastly, future tenants would need to be identified for the Administration building.

Alternative E: Option 2 could be considered a viable alternative, if an interested party identifies a property for the Administration building relocation, secures funding for the relocation/renovation, undertakes due diligence and feasibility studies, environmental review, and entitlement and permitting as necessary, and identifies tenant(s).

# **Relationship to Plans and Policies**



## Chapter 5

# Relationship to Plans and Policies

This chapter outlines the Project’s consistency and compliance with applicable State and County land use plans and policies. Plans and policies include the *Hawai‘i State Plan*, *Hawai‘i 2050 Sustainability Plan*, *Hawai‘i State Land Use District Boundaries*, *Hawai‘i Coastal Zone Management Program*, *Maui County General Plan 2030*, and the *Maui County Zoning Code Title 19*.

### 5.1 Hawai‘i State Plan

The Hawai‘i State Planning Act, adopted in 1978, and promulgated in HRS Chapter 226, resulted in the *Hawai‘i State Plan*. The *Hawai‘i State Plan* provides goals, objectives, policies, and priority guidelines for growth, development and the allocation of resources throughout the state in various areas of State interest. The purpose of the *Hawai‘i State Plan* is to improve the planning process in the State; increase the effectiveness of government and private actions; improve coordination among different agencies and levels of government; provide for wise use of Hawai‘i’s resources and to guide the future development of the State.

State goals under the Hawai‘i State Planning Act are set to guarantee, for present and future generations, those elements of choice and mobility to ensure that individuals and groups may approach their desired levels of self-reliance and self-determination:

- A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai‘i present and future generations.
- A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.
- Physical, social, and economic well-being, for individuals and families in Hawai‘i, that nourishes a sense of community responsibility, of caring, and of participation in community life.

Objectives and policies of the *Hawai‘i State Plan* are discussed based on their relevance to the Project in the below *Table 5.1, Hawai‘i State Plan*.

Table 5-1: Hawai‘i State Plan Part 1. Overall Theme, Goals, Objectives, and Policies S = Supportive, N/S = Not Supportive, N/A = Not Applicable			
	S	N/S	N/A
§226-1: Findings and Purpose			
§226-2: Definitions			
§226-3: Overall Theme			
§226-4: State Goals. In order to guarantee, for the present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:			

<b>Table 5-1: Hawai'i State Plan</b>			
<b>Part 1. Overall Theme, Goals, Objectives, and Policies</b>			
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>			
	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(1) A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai'i's present and future generations			X
(2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.	X		
(3) Physical, social and economic well-being, for individuals and families in Hawai'i, that nourishes a sense of community responsibility, of caring, and of participation in community life.			X
<b>Discussion:</b> The Project involves the construction of multi-family housing and a Civic Center. The Project will create a vibrant, beautiful, and unique live-work neighborhood by integrating a variety of uses such as State office space, the Kahului Public Library, and the DOE MCSA, which will enhance the mental and physical well-being of the community. The Project design will also strive to create an interesting and inviting streetscape, provide multi-modal improvements and landscaped open space.			
<b>§226-5: Objective and policies for population</b>			
(a) It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives contained in this chapter;			
(b) To achieve the population objective, it shall be the policy of this State to:			
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawai'i's people to pursue their physical, social and economic aspirations while recognizing the unique needs of each county.			X
(2) Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs-and desires.	X		
(3) Promote increased opportunities for Hawai'i's people to pursue their socioeconomic aspirations throughout the islands.			X
(4) Encourage research activities and public awareness programs to foster and understanding of Hawai'i's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawai'i's population.			X
(5) Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among states, provided that such actions do not prevent the reunion of immediate family members.			X
(6) Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population			X
(7) Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area			X
<b>Discussion:</b> The Project will provide short- and long-term employment opportunities for Maui residents.			
<b>§226-6 Objectives and policies for the economy in general.</b>			
(a) Planning for the State's economy in general shall be directed toward achievement of the following objectives:			
(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai'i's people.	X		
(2) A steadily growing and diversified economic base that is not overly dependent on a few industries and includes the development and expansion of industries on the neighbor islands.	X		
(b) To achieve the general economic objectives, it shall be the policy of this State to:			
(1) Promote and encourage entrepreneurship within Hawai'i by residents and nonresidents of the State.	X		
(2) Expand Hawai'i's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.			X

<b>Table 5-1: Hawai'i State Plan</b>		<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>Part 1. Overall Theme, Goals, Objectives, and Policies</b>				
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>				
(3)	Promote Hawai'i as an attractive market for environmentally and socially sound investment activities that benefit Hawai'i's people.			X
(4)	Transform and maintain Hawai'i as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.			X
(5)	Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawai'i.			X
(6)	Seek broader outlets for new or expanded Hawai'i business investments.			X
(7)	Expand existing markets and penetrate new markets for Hawai'i's products and services.			X
(8)	Assure that the basic economic needs of Hawai'i's people are maintained in the event of disruptions in overseas transportation.			X
(9)	Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	X		
(10)	Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			X
(11)	Encourage labor-intensive activities that are economically satisfying, and which offer opportunities for upward mobility.			X
(12)	Encourage innovative activities that may not be labor-intensive, but may otherwise contribute to the economy of Hawai'i.			X
(13)	Foster greater cooperation and coordination between the government and private sectors in developing Hawai'i's employment and economic growth opportunities.	X		
(14)	Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.	X		
(15)	Maintain acceptable working conditions and standards for Hawai'i's workers.	X		
(16)	Provide equal employment opportunities for all segments of Hawai'i's population through affirmative action and nondiscrimination measures.	X		
(17)	Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.			X
(18)	Encourage businesses that have favorable financial multiplier effects within Hawai'i's economy.	X		
(19)	Promote and protect intangible resources in Hawai'i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.	X		
(20)	Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new, potential growth industries in particular.			X
(21)	Foster a business climate in Hawai'i--including attitudes, tax and regulatory policies, and financial and technical assistance programs--that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.			X

<b>Table 5-1: Hawai'i State Plan</b>			<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>Part 1. Overall Theme, Goals, Objectives, and Policies</b>					
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>					
<p><b>Discussion:</b> The Project is a public-private partnership that will stimulate development and economic activities on Maui, provide a good working environment for state employees, and provide short- and long-term employment opportunities on Maui. These economic activities will have favorable financial multiplier effects within Hawai'i's economy. The State and its development partner are also equal opportunity employers. The Project may encourage entrepreneurship by providing commercial space for community-oriented businesses. The new MCSA space will support education and training for Maui residents to meet future employment needs. The Project will be designed to complement the existing built environment and will not detract from the surrounding natural beauty of the islands. The Project involves the construction of multi-family housing, which will increase the affordable housing stock on Maui, enabling a diversity of community members to continue to reside on Maui, which is vital to a healthy economy and an expression of the aloha spirit.</p>					
<p><b>§226-7 Objectives and policies for the economy - agriculture.</b></p>					
<p>(a) Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:</p>					
(1)	Viability of Hawai'i's sugar and pineapple industries.				X
(2)	Growth and development of diversified agriculture throughout the State.				X
(3)	An agriculture industry that continues to constitute a dynamic and essential component of Hawai'i's strategic, economic, and social well-being.				X
<p>(b) To achieve the agriculture objectives, it shall be the policy of this State to:</p>					
(1)	Establish a clear direction for Hawai'i's agriculture through stakeholder commitment and advocacy.				X
(2)	Encourage agriculture by making best use of natural resources.				X
(3)	Provide the governor and the legislature with information and options needed for prudent decision making for the development of agriculture.				X
(4)	Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.				X
(5)	Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawai'i's economy.				X
(6)	Seek the enactment and retention of federal and state legislation that benefits Hawai'i's agricultural industries.				X
(7)	Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawai'i's producers and consumer markets locally, on the continental United States, and internationally.				X
(8)	Support research and development activities that provide greater efficiency and economic productivity in agriculture.				X
(9)	Enhance agricultural growth by providing public incentives and encouraging private initiatives.				X
(10)	Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.				X
(11)	Increase the attractiveness and opportunities for an agricultural education and livelihood.				X
(12)	Expand Hawai'i's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.				X
(13)	Promote economically competitive activities that increase Hawai'i's agricultural self-sufficiency.				X
(14)	Promote and assist in the establishment of sound financial programs for diversified agriculture.				X
(15)	Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.				X

<b>Table 5-1: Hawai'i State Plan Part 1. Overall Theme, Goals, Objectives, and Policies</b>	<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>			
(16) Facilitate the transition of agricultural lands in economically non-feasible agricultural production to economically viable agricultural uses.			X
(17) Perpetuate, promote, and increase use of traditional Hawaiian farming systems, such as the use of loko i'a, māla, and irrigated lo'i, and growth of traditional Hawaiian crops, such as kalo, 'uala, and 'ulu.			X
(18) Increase and develop small-scale farms.			X
<b>Discussion:</b> The objectives and policies specified in HRS §226-7 are not directly applicable to the Project.			
<b>§226-8 Objective and policies for the economy--visitor industry.</b>			
(a) Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawai'i's economy.			
(b) To achieve the visitor industry objective, it shall be the policy of this State to:			
(1) Support and assist in the promotion of Hawai'i's visitor attractions and facilities.			X
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			X
(3) Improve the quality of existing visitor destination areas.			X
(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			X
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawai'i's people.			X
(6) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the visitor industry.			X
(7) Foster a recognition of the contribution of the visitor industry to Hawai'i's economy and the need to perpetuate the aloha spirit.			X
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values.			X
<b>Discussion:</b> The objectives and policies specified in HRS §226-8 are not directly applicable to the Project.			
<b>§226-9 Objective and policies for the economy--federal expenditures.</b>			
(a) Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawai'i's economy.			
(b) To achieve the federal expenditures objective, it shall be the policy of this State to:			
(1) Encourage the sustained flow of federal expenditures in Hawai'i that generates long-term government civilian employment.			X
(2) Promote Hawai'i's supportive role in national defense.			X
(3) Promote the development of federally supported activities in Hawai'i that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai'i's environment.			X
(4) Increase opportunities for entry and advancement of Hawai'i's people into federal government service.			X
(5) Promote federal use of local commodities, services, and facilities available in Hawai'i.			X
(6) Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai'i.			X

<b>Table 5-1: Hawai'i State Plan</b>			<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>Part 1. Overall Theme, Goals, Objectives, and Policies</b>					
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>					
(7)	Pursue the return of federally controlled lands in Hawai'i that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.				X
<b>Discussion:</b> The Project may not include the expenditure of federal funds. The objectives and policies specified in HRS §226-9 are not directly applicable to the Project.					
<b>§226-10 Objectives and policies for the economy--potential growth and innovative activities.</b>					
(a) Planning for the State's economy with regard to potential growth and innovative activities shall be directed towards achievement of the objective of development and expansion of potential growth and innovative activities that serve to increase and diversify Hawai'i's economic base.					
(b) To achieve the potential growth and innovative activity objective, it shall be the policy of this State to:					
(1)	Facilitate investment and employment growth in economic activities that have the potential to expand and diversify Hawai'i's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology-based sectors;				X
(2)	Facilitate investment in innovative activity that may pose risks or be less labor-intensive than other traditional business activity, but if successful, will generate revenue in Hawai'i through the export of services or products or substitution of imported services or products;				X
(3)	Encourage entrepreneurship in innovative activity by academic researchers and instructors who may not have the background, skill, or initial inclination to commercially exploit their discoveries or achievements;				X
(4)	Recognize that innovative activity is not exclusively dependent upon individuals with advanced formal education, but that many self-taught, motivated individuals are able, willing, sufficiently knowledgeable, and equipped with the attitude necessary to undertake innovative activity;				X
(5)	Increase the opportunities for investors in innovative activity and talent engaged in innovative activity to personally meet and interact at cultural, art, entertainment, culinary, athletic, or visitor-oriented events without a business focus;				X
(6)	Expand Hawai'i's capacity to attract and service international programs and activities that generate employment for Hawai'i's people;				X
(7)	Enhance and promote Hawai'i's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts;				X
(8)	Accelerate research and development of new energy-related industries based on wind, solar, ocean, underground resources, and solid waste;				X
(9)	Promote Hawai'i's geographic, environmental, social, and technological advantages to attract new or innovative economic activities into the State;				X
(10)	Provide public incentives and encourage private initiative to attract new or innovative industries that best support Hawai'i's social, economic, physical, and environmental objectives;				X
(11)	Increase research and the development of ocean-related economic activities such as mining, food production, and scientific research;				X
(12)	Develop, promote, and support research and educational and training programs that will enhance Hawai'i's ability to attract and develop economic activities of benefit to Hawai'i;				X
(13)	Foster a broader public recognition and understanding of the potential benefits of new or innovative growth-oriented industry in Hawai'i;				X
(14)	Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawai'i's social, economic, physical, and environmental objectives;				X
(15)	Increase research and development of businesses and services in the telecommunications and information industries;				X

<b>Table 5-1: Hawai'i State Plan</b>			<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>Part 1. Overall Theme, Goals, Objectives, and Policies</b>					
<b>S = Supportive, N/S = Not Supportive, N/A = Not Applicable</b>					
(16) Foster the research and development of nonfossil fuel and energy efficient modes of transportation; and					X
(17) Recognize and promote health care and health care information technology as growth industries.					X
<b>Discussion:</b> The new MCSA space will provide education and training for Maui residents, which will enhance Hawai'i's ability to attract and develop economic activities.					
<b>§226-10.5 Objectives and policies for the economy--information industry.</b>					
(a) Planning for the State's economy with regard to telecommunications and information technology shall be directed toward recognizing that broadband and wireless communication capability and infrastructure are foundations for an innovative economy and positioning Hawai'i as a leader in broadband and wireless communications and applications in the Pacific Region.					
(b) To achieve the information industry objective, it shall be the policy of this State to:					
(1) Promote efforts to attain the highest speeds of electronic and wireless communication within Hawai'i and between Hawai'i and the world, and make high speed communication available to all residents and businesses in Hawai'i;					X
(2) Encourage the continued development and expansion of the telecommunications infrastructure serving Hawai'i to accommodate future growth and innovation in Hawai'i's economy;					X
(3) Facilitate the development of new or innovative business and service ventures in the information industry which will provide employment opportunities for the people of Hawai'i;					X
(4) Encourage mainland- and foreign-based companies of all sizes, whether information technology-focused or not, to allow their principals, employees, or contractors to live in and work from Hawai'i, using technology to communicate with their headquarters, offices, or customers located out-of-state;					X
(5) Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry;					X
(6) Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people;					X
(7) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the information industry;					X
(8) Foster a recognition of the contribution of the information industry to Hawai'i's economy; and					X
(9) Assist in the promotion of Hawai'i as a broker, creator, and processor of information in the Pacific.					X
<b>Discussion:</b> The objectives and policies specified in HRS §226-10.5 are not directly applicable to the Project.					
<b>§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.</b>					
(a) Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:					
(1) Prudent use of Hawai'i's land-based, shoreline, and marine resources.			X		
(2) Effective protection of Hawai'i's unique and fragile environmental resources.			X		
(b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:					
(1) Exercise an overall conservation ethic in the use of Hawai'i's natural resources.			X		
(2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.			X		
(3) Take into account the physical attributes of areas when planning and designing activities and facilities.			X		
(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.					X

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(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			X
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	X		
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			X
(8) Pursue compatible relationships among activities, facilities and natural resources.	X		
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational and scientific purposes.			X
<p><b>Discussion:</b> The Project is consistent with the State and County land use designations. The Project is located within the SMA but not in a shoreline area. No protected, threatened, or endangered flora or fauna species or critical habitat are present within the Site. The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project will be compatible with the surrounding private and public commercial and residential uses and within allowable development limits per the MCC. The design and scale of the Project will be compatible with the surrounding buildings. The multi-family housing buildings are efficiently massed on the Site, with a layout which provides appropriate setbacks from West Ka'ahumanu Avenue and Kane Street.</p>			
<p><b>§226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources.</b></p>			
(a) Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawai'i's scenic assets, natural beauty, and multi-cultural/historical resources.			
(b) To achieve the scenic, natural beauty, and historic resources objectives, it shall be the policy of this State to:			
(1) Promote the preservation and restoration of significant natural and historic resources.	X		
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			X
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	X		
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.	X		
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	X		
<p><b>Discussion:</b> The Project is not anticipated to have an impact on significant natural and historic resources or view sheds and vistas. The Project will be designed to complement the existing built environment and will not detract from the surrounding natural beauty of the island. The Project will comply with MCC zoning regulations, including the provision to allow reduced parking for mixed-use projects located near mass transit service to promote multi-modal transportation usage. For more information see <b>Section 3.11, Historic Architecture, Archaeological, and Cultural Resources</b> and <b>Section 3.13, Visual and Scenic Resources</b>.</p>			
<p><b>§226-13 Objectives and policies for the physical environment--land, air, and water quality.</b></p>			
(a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:			
(1) Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.	X		
(2) Greater public awareness and appreciation of Hawai'i's environmental resources.			X
(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:			
(1) Foster educational activities that promote a better understanding of Hawai'i's limited environmental resources.			X
(2) Promote the proper management of Hawai'i's land and water resources.	X		

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(3) Promote effective measures to achieve desired quality in Hawai'i's surface, ground and coastal waters.	X		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.	X		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	X		
(6) Encourage design and construction practices that enhance the physical qualities of Hawai'i's communities.	X		
(7) Encourage urban developments in close proximity to existing services and facilities.	X		
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawai'i's people, their cultures and visitors.			X
<p><b>Discussion:</b> The Project is not anticipated to have significant impacts on land, air, and water resources. BMPS and sustainable features will be incorporated to the Project design to the extent possible. For further discussion, see <b>Chapter 3</b>. The Project will comply with the Federal, State, and County rules and regulations. The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project is not anticipated to increase or exacerbate the public's safety or property from natural or man-induced hazards. For more information, see <b>Section 3.3, Natural Hazards</b>.</p>			
<p><b>§226-14 Objective and policies for facility systems--in general.</b></p>			
<p>(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.</p>			
<p>(b) To achieve the general facility systems objective, it shall be the policy of this State to:</p>			
(1) Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.	X		
(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.			X
(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.			X
(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.	X		
<p><b>Discussion:</b> The public multi-use path proposed as part of this Project is consistent with the State's goals to promote multi-modal transportation usage and to reduce the use of fossil fuels. The Project will also be implemented through a public-private partnership and financing.</p>			
<p><b>§226-15 Objectives and policies for facility systems--solid and liquid wastes.</b></p>			
<p>(a) Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:</p>			
(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.			X
(2) Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.			X
<p>(b) To achieve solid and liquid waste objectives, it shall be the policy of this State to:</p>			
(1) Encourage the adequate development of sewerage facilities that complement planned growth.			X
(2) Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.	X		
(3) Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.			X

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>Discussion:</b> Recycling program and water conservation measures will be incorporated to the Project design and operations to the extent possible to reduce solid and liquid wastes.			
<b>§226-16 Objective and policies for facility systems--water.</b>			
(a) Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.			
(b) To achieve the facility systems water objective, it shall be the policy of this State to:			
(1) Coordinate development of land use activities with existing and potential water supply.	X		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			X
(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.	X		
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			X
(5) Support water supply services to areas experiencing critical water problems.			X
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.	X		
<b>Discussion:</b> The existing water system is anticipated to be adequate to accommodate the Project. However, the availability of water will be confirmed when the building permit application is submitted. The Project will implement water conservation measures such as incorporating water efficient fixtures and drought tolerant landscaping to reduce irrigation water demands. For further discussion, see <b>Section 3.8.1, Potable Water</b> .			
<b>§226-17 Objectives and policies for facility systems--transportation.</b>			
(a) Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:			
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	X		
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.	X		
(b) To achieve the transportation objectives, it shall be the policy of this State to:			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;	X		
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;	X		
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;	X		
(4) Provide for improved accessibility to shipping, docking, and storage facilities;			X
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;	X		
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;	X		
(7) Encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods;			X

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;			X
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;	X		
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai'i's natural environment;	X		
(11) Encourage safe and convenient use of low-cost, energy- efficient, non-polluting means of transportation;	X		
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and	X		
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.	X		
<p><b>Discussion:</b> The Project will be developed on an underutilized State property as an urban infill project, within the County KCC study area. As part of the Executive Order No. 4590, a portion of the Site has been designated for the Transit Hub, which will provide mass transportation service for Maui residents. The Project will fund and provide off-site vehicular and pedestrian facilities improvements. The proposed multi-use path supports State and County goals to promote multi-modal transportation and to reduce the use of fossil fuels. The multi-use path could connect to the planned multi-use path along the east side of Kahului Beach Road. The multi-use path is also proposed to connect to the existing sidewalk on West Ka'ahumanu Avenue and the proposed pedestrian path on Vevau Street. The Project will also be implemented through a public-private partnership and financing. To encourage and support multi-modal transportation usage, design features such as preferred parking spaces for carpool/vanpool, bicycle parking, showers, and other urban design elements will be also explored to enhance pedestrians, bicyclists, and transit users' experience. For further discussion, see <b>Section 3.9, Transportation System</b>.</p>			
<b>§226-18 Objectives and policies for facility systems--energy.</b>			
(a) Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;			X
(2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawai'i's dependence on imported fuels for electrical generation and ground transportation;			X
(3) Greater diversification of energy generation in the face of threats to Hawai'i's energy supplies and systems;			X
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use; and			X
(5) Utility models that make the social and financial interests of Hawai'i's utility customers a priority.			X
(b) To achieve the energy objectives, it shall be the policy of this State to ensure the short- and long-term provision of adequate, reasonably priced, and dependable energy services to accommodate demand.			
(c) To further achieve the energy objectives, it shall be the policy of this State to:			
(1) Support research and development as well as promote the use of renewable energy sources;			X
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;			X
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;			X
(4) Promote all cost-effective conservation of power and fuel supplies through measures, including:	X		

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(A) Development of cost-effective demand-side management programs; (B) Education; (C) Adoption of energy-efficient practices and technologies; and (D) Increasing energy efficiency and decreasing energy use in public infrastructure;			
(5) Ensure to the extent that new supply-side resources are needed, the development or expansion of energy systems utilizes the least-cost energy supply option and maximizes efficient technologies;			X
(6) Support research, development, and demonstration of energy efficiency, load management, and other demand-side management programs, practices, and technologies;			X
(7) Promote alternate fuels and energy efficiency by encouraging diversification of transportation modes and infrastructure;	X		
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications; and	X		
(9) Support actions that reduce, avoid, or sequester Hawai'i's greenhouse gas emissions through agriculture and forestry initiatives.			X
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects;			X
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources; and			X
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawai'i.			X
<b>Discussion:</b> Energy efficient fixtures and appliances will be installed in the multi-family housing and Civic Center. The Project will also incorporate a multi-use path and design features that encourage and support multi-modal transportation usage. Furthermore, to the extent practicable, the Project will comply with HRS §196-9, regarding energy efficiency and environmental standards for State facilities.			
<b>§226-18.5 Objectives and policies for facility systems--telecommunications.</b>			
(a) Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.			
(b) To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.			
(c) To further achieve the telecommunications objective, it shall be the policy of this State to:			
(1) Facilitate research and development of telecommunications systems and resources;			X
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;			X
(3) Promote efficient management and use of existing telecommunications systems and services; and			X
(4) Facilitate the development of education and training of telecommunications personnel.			X
<b>Discussion:</b> The objectives and policies specified in HRS §226-18.5 are not directly applicable to the Project.			
<b>§226-19 Objectives and policies for socio-cultural advancement--housing.</b>			
(a) Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawai'i's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit	X		

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developers to ensure that more rental and for sale affordable housing is made available to extremely low-, very low-, lower-, moderate-, and above moderate-income segments of Hawai'i's population.			
(2) The orderly development of residential areas sensitive to community needs and other land uses.	X		
(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawai'i's people.	X		
<b>(b) To achieve the housing objectives, it shall be the policy of this State to:</b>			
(1) Effectively accommodate the housing needs of Hawai'i's people.	X		
(2) Stimulate and promote feasible approaches that increase affordable rental and for sale housing choices for extremely low-, very low-, lower-, moderate-, and above moderate-income households.	X		
(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.	X		
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing rental and for sale housing units and residential areas.			X
(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.	X		
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.	X		
(7) Foster a variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods that reflect the culture and values of the community.	X		
(8) Promote research and development of methods to reduce the cost of housing construction in Hawai'i.			X
<b>Discussion:</b> The Project involves the construction of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units), more than 50% of which will be affordable to households earning 140% or below the MFI. The Project will be developed on an underutilized State property as an urban infill project. The Project will have convenient access to the Transit Hub. The Project involves the construction of multi-family housing, which will increase the affordable housing stock on Maui, and will foster and enable a diverse community with a variety of lifestyles.			
<b>§226-20 Objectives and policies for socio-cultural advancement--health.</b>			
<b>(a) Planning for the State's socio- cultural advancement with regard to health shall be directed towards achievement of the following objectives:</b>			
(1) Fulfillment of basic individual health needs of the general public.			X
(2) Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.	X		
<b>(b) To achieve the health objectives, it shall be the policy of this State to:</b>			
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.			X
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.			X
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.			X
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.			X
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.			X
(6) Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.			X

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(7) Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve native Hawaiian health and well-being consistent with the United States Congress' declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.			X
<b>Discussion:</b> The Project will meet the Federal, State, and County rules and regulations. Objectives and policies specified in HRS §226-20(b) are not directly applicable to the Project.			
<b>§226-21 Objective and policies for socio-cultural advancement--education.</b>			
(a) Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.			
(b) To achieve the education objective, it shall be the policy of this State to:			
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.	X		
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.	X		
(3) Provide appropriate educational opportunities for groups with special needs.	X		
(4) Promote educational programs which enhance understanding of Hawai'i's cultural heritage.	X		
(5) Provide higher educational opportunities that enable Hawai'i's people to adapt to changing employment demands.	X		
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.	X		
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.	X		
(8) Emphasize quality educational programs in Hawai'i's institutions to promote academic excellence.	X		
(9) Support research programs and activities that enhance the education programs of the State.			X
<b>Discussion:</b> The new MCSA space will provide necessary education and training for Maui residents.			
<b>§226-22 Objective and policies for socio-cultural advancement--social services.</b>			
(a) Planning for the State's socio-cultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.			
(b) To achieve the social service objective, it shall be the policy of the State to:			
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the State's fiscal capacities.	X		
(2) Promote coordination and integrative approaches among public and private agencies and programs to jointly address social problems that will enable individuals, families, and groups to deal effectively with social problems and to enhance their participation in society.	X		
(3) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawai'i's communities.			X
(4) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.			X

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(5) Support public and private efforts to prevent domestic abuse and child molestation, and assist victims of abuse and neglect.			X
(6) Promote programs which assist people in need of family planning services to enable them to meet their needs.			X
<b>Discussion:</b> The Civic Center will be used for various State agency offices, which will provide various social services that are essential to the Maui community. The affordable housing provided by the Project, will also help low-income residents to attain adequate standard of living.			
<b>§226-23 Objective and policies for socio-cultural advancement--leisure.</b>			
(a) Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.			
(b) To achieve the leisure objective, it shall be the policy of this State to:			
(1) Foster and preserve Hawai'i's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.	X		
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.	X		
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.	X		
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.			X
(5) Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.	X		
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.			X
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai'i's people.			X
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			X
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts.			X
(10) Assure adequate access to significant natural and cultural resources in public ownership.			X
<b>Discussion:</b> Appropriate artwork that reflects Kahului's rich culture and history will be incorporated to the Project. The proposed multi-use path will also serve as a recreational facility that will support physical and mental well-being for Kahului residents.			
<b>§226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being.</b>			
(a) Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.			
(b) To achieve the individual rights and personal well-being objective, it shall be the policy of this State to:			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			X
(2) Uphold and protect the national and state constitutional rights of every individual.	X		
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			X

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	<b>S</b>	<b>N/S</b>	<b>N/A</b>
(4) Ensure equal opportunities for individual participation in society.	X		
<b>Discussion:</b> The Project will provide increased opportunities for Maui residents to access affordable housing, employment and social services.			
<b>§226-25 Objective and policies for socio-cultural advancement--culture.</b>			
(a) Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai'i's people.			
(b) To achieve the culture objective, it shall be the policy of this State to:			
(1) Foster increased knowledge and understanding of Hawai'i's ethnic and cultural heritages and the history of Hawai'i.	X		
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai'i's people and which are sensitive and responsive to family and community needs.	X		
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawai'i.			X
(4) Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai'i's people and visitors.			X
<b>Discussion:</b> Appropriate artwork that reflects Kahului's rich culture and history will be incorporated to the Project. Further discussion on cultural resources is included in <b>Section 3.11.3, Cultural Resources</b> .			
<b>§226-26 Objectives and policies for socio-cultural advancement--public safety.</b>			
(a) Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:			
(1) Assurance of public safety and adequate protection of life and property for all people.	X		
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.			X
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawai'i's people.			X
(b) To achieve the public safety objectives, it shall be the policy of this State to:			
(1) Ensure that public safety programs are effective and responsive to community needs.			X
(2) Encourage increased community awareness and participation in public safety programs.			X
(c) To further achieve public safety objectives related to criminal justice, it shall be the policy of this State to:			
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			X
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			X
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			X
(d) To further achieve public safety objectives related to emergency management, it shall be the policy of this State to:			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.			X
(2) Enhance the coordination between emergency management programs throughout the State.			X

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<b>Discussion:</b> During construction, Federal, state, and county requirements will be implemented to ensure the safety of staff, construction crews and community members. Off-site pedestrian facility improvement, including curb extension and multi-use path will be provided to ensure public safety. The Project is not anticipated to increase or exacerbate the public's safety or property from natural or man-induced hazards. For more information, see <b>Section 3.3, Natural Hazards.</b>			
<b>§226-27 Objectives and policies for socio-cultural advancement--government.</b>			
<b>(a) Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:</b>			
(1) Efficient, effective, and responsive government services at all levels in the State.	X		
(2) Fiscal integrity, responsibility, and efficiency in the state government and county governments.	X		
<b>(b) To achieve the government objectives, it shall be the policy of this State to:</b>			
(1) Provide for necessary public goods and services not assumed by the private sector.	X		
(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.			X
(3) Minimize the size of government to that necessary to be effective.			X
(4) Stimulate the responsibility in citizens to productively participate in government for a better Hawai'i.			X
(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.	X		
(6) Provide for a balanced fiscal budget.			X
(7) Improve the fiscal budgeting and management system of the State.			X
(8) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			X
<b>Discussion:</b> The Project will allow the State to provide efficient public services to the Maui community by co-locating the multi-family housing, near public facilities, services and the Transit Hub. The Project will also reduce the State General Fund spending in lease rent expenses in the long term. Public meetings will be held during the planning and design of the facility to keep the public informed, as well as to allow public participation in the development process. Thus, the Project will be able to incorporate community input and be reflective of community needs and concerns.			
<b>§226-101 Purpose.</b> The purpose of this part is to establish overall priority guidelines to address areas of statewide concern.			
<b>§226-102 Overall direction.</b> The State shall strive to improve the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action in seven major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, quality education, principles of sustainability, and climate change adaptation.			
<b>Discussion:</b> The Project will contribute to improving the quality of life of Maui's residents, by increasing the affordable housing stock and stimulating economic development, whilst ensuring prudent use of State lands and resources.			
<b>§226-103 Economic priority guidelines.</b>			
<b>(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai'i's people and achieve a stable and diversified economy:</b>			
<b>(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.</b>			
<b>(A) Encourage investments which:</b>			
(i) Reflect long term commitments to the State;			X
(ii) Rely on economic linkages within the local economy;			X

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(iii) Diversify the economy;			X
(iv) Reinvest in the local economy;			X
(v) Are sensitive to community needs and priorities; and			X
(vi) Demonstrate a commitment to provide management opportunities to Hawai'i residents.			X
(B) Encourage investments in innovative activities that have a nexus to the State, such as:			X
(i) Present or former residents acting as entrepreneurs or principals;			X
(ii) Academic support from an institution of higher education in Hawai'i;			X
(iii) Investment interest from Hawai'i residents;			X
(iv) Resources unique to Hawai'i that are required for innovative activity; and			X
(v) Complementary or supportive industries or government programs or projects.			X
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			X
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			X
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			X
(5) Streamline the processes for building and development permit and review and telecommunication infrastructure installation approval and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where scientific evidence indicates that public health, safety, and welfare would not be adversely affected.			X
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			X
(7) Continue to seek legislation to protect Hawai'i from transportation interruptions between Hawai'i and the continental United States.			X
(8) Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:			X
(A) An industry that can take advantage of Hawai'i's unique location and available physical and human resources.			X
(B) A clean industry that would have minimal adverse effects on Hawai'i's environment.			X
(C) An industry that is willing to hire and train Hawai'i's people to meet the industry's labor needs at all levels of employment.			X
(D) An industry that would provide reasonable income and steady employment.			X
(9) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.			X
(10) Enhance the quality of Hawai'i's labor force and develop and maintain career opportunities for Hawai'i's people through the following actions:			X
(A) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.			X

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(B)	Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			X
(C)	Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			X
(D)	Promote career opportunities in all industries for Hawai'i's people by encouraging firms doing business in the State to hire residents.			X
(E)	Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on- the-job training opportunities.			X
(F)	Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			X
<b>(b) Priority guidelines to promote the economic health and quality of the visitor industry:</b>				
(1)	Promote visitor satisfaction by fostering an environment which enhances the aloha spirit and minimizes inconveniences to Hawai'i's residents and visitors.			X
(2)	Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.			X
(3)	Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			X
(4)	Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai'i's significant natural, scenic, historic, and cultural resources.			X
(5)	Develop and maintain career opportunities in the visitor industry for Hawai'i's people, with emphasis on managerial positions.			X
(6)	Support and coordinate tourism promotion abroad to enhance Hawai'i's share of existing and potential visitor markets.			X
(7)	Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			X
(8)	Support law enforcement activities that provide a safer environment for both visitors and residents alike.			X
(9)	Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.			X
<b>(c) Priority guidelines to promote the continued viability of the sugar and pineapple industries:</b>				
(1)	Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			X
(2)	Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai'i.			X
(3)	Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			X
<b>(d) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:</b>				
(1)	Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			X
(2)	Assist in providing adequate, reasonably priced water for agricultural activities.			X
(3)	Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			X

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(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			X
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai'i's agricultural community.			X
(6) Seek favorable freight rates for Hawai'i's agricultural products from interisland and overseas transportation operators.			X
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.			X
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			X
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			X
(10) Support the continuation of land currently in use for diversified agriculture.			X
(11) Encourage residents and visitors to support Hawai'i's farmers by purchasing locally grown food and food products.			X
<b>(e) Priority guidelines for water use and development:</b>			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.	X		
(2) Encourage the improvement of irrigation technology and promote the use of non-potable water for agricultural and landscaping purposes.	X		
(3) Increase the support for research and development of economically feasible alternative water sources.			X
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			X
<b>(f) Priority guidelines for energy use and development:</b>			
(1) Encourage the development, demonstration, and commercialization of renewable energy sources.			X
(2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.			X
(3) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.	X		
(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.	X		
<b>(g) Priority guidelines to promote the development of the information industry:</b>			
(1) Establish an information network that will serve as the catalyst for establishing a viable information industry in Hawai'i.			X
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			X
(3) Encourage the development of small businesses in the information field such as software development, the development of new information systems and peripherals, data conversion and data entry services, and home or cottage services such as computer programming, secretarial, and accounting services.			X
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			X
(5) Encourage research activities, including legal research in the information and telecommunications fields.			X

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(6) Support promotional activities to market Hawai'i's information industry services.			X
(7) Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health, safety, and welfare would not be adversely affected.			X
<b>Discussion:</b> The Project will incorporate energy and water conservation fixtures and equipment, as well as promote multi-modal transportation.			
<b>§226-104 Population growth and land resources priority guidelines.</b>			
<b>(a) Priority guidelines to effect desired statewide growth and distribution:</b>			
(1) Encourage planning and resource management to insure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawai'i's people.	X		
(2) Manage a growth rate for Hawai'i's economy that will parallel future employment needs for Hawai'i's people.			X
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.	X		
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.	X		
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.	X		
(6) Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			X
(7) Support the development of high technology parks on the neighbor islands.			X
<b>(b) Priority guidelines for regional growth distribution and land resource utilization:</b>			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.	X		
(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			X
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.	X		
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			X
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.	X		
(6) Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.	X		
(7) Pursue rehabilitation of appropriate urban areas.	X		
(8) Support the redevelopment of Kaka'ako into a viable residential, industrial, and commercial community.			X
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.	X		

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(10) Identify critical environmental areas in Hawai'i to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			X
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			X
(12) Utilize Hawai'i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	X		
(13) Protect and enhance Hawai'i's shoreline, open spaces, and scenic resources.	X		
<b>Discussion:</b> The Project will support future population growth by providing public services, affordable housing for Maui residents, as well as short- and long-term employment opportunities. The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project will also minimize impacts to historic and cultural sites, as well as scenic resources, while providing positive impacts to the economy. For further discussion see <b>Sections 3.5, Flora and Fauna, 3.11, Historic Architecture, Archaeological, and Cultural Resources</b> and <b>Section 3.13, Visual and Scenic Resources</b> .			
<b>§226-105 Crime and criminal justice. Priority guidelines in the area of crime and criminal justice:</b>			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			X
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			X
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			X
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			X
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			X
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			X
<b>Discussion:</b> The priority guidelines specified in HRS §226-105 are not directly applicable to the Project.			
<b>§226-106 Affordable housing. Priority guidelines for the provision of affordable housing:</b>			
(1) Seek to use marginal or nonessential agricultural land, urban land, and public land to meet housing needs of extremely low-, very low-, lower-, moderate-, and above moderate-income households.	X		
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.			X
(3) Improve information and analysis relative to land availability and suitability for housing.			X
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawai'i's extremely low-, very low-, lower-, and moderate-income households and residents with special needs.	X		
(5) Encourage continued support for government or private housing programs that provide low interest mortgages to Hawai'i's people for the purchase of initial owner-occupied housing.			X
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.	X		

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(7)	Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.				X
(8)	Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.		X		
<b>Discussion:</b> The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project will increase the affordable housing stock on Maui through a public-private partnership.					
<b>§226-107 Quality education. Priority guidelines to promote quality education:</b>					
(1)	Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;		X		
(2)	Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;		X		
(3)	Initiate efforts to improve the quality of education by improving the capabilities of the education workforce;		X		
(4)	Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities;				X
(5)	Increase and improve the use of information technology in education by the availability of telecommunications equipment for:				
(A)	The electronic exchange of information;		X		
(B)	Statewide electronic mail; and		X		
(C)	Access to the Internet.		X		
(d)	Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;				X
(6)	Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific;				X
(7)	Develop resources and programs for early childhood education;		X		
(8)	Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and				X
(9)	Strengthen and expand educational programs and services for students with special needs.		X		
<b>Discussion:</b> The new MCSA space will support education and training for Maui residents to meet future employment needs, as well as increase the use of information technology and access to internet. The library space will also provide access to internet and support educational activities. The Project may include community-oriented commercial space, which could be used to support early childhood education program.					
<b>§226-108 Sustainability. Priority guidelines and principles to promote sustainability shall include:</b>					
(1)	Encouraging balanced economic, social, community, and environmental priorities;		X		
(2)	Encouraging planning that respects and promotes living within the natural resources and limits of the State;		X		
(3)	Promoting a diversified and dynamic economy;		X		
(4)	Encouraging respect for the host culture;		X		
(5)	Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;		X		
(6)	Considering the principles of the ahupua'a system; and				X

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(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.	X		
<b>Discussion:</b> The Project will incorporate sustainable design and operation features to the extent possible. The Project will minimize impacts to the natural environment, as well as historic and cultural sites. The Project will have positive impacts to the economy.			
<b>§226-109 Climate change adaptation priority guidelines. Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:</b>			
(1) Ensure that Hawai'i's people are educated, informed, and aware of the impacts climate change may have on their communities;			X
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies;			X
(3) Invest in continued monitoring and research of Hawai'i's climate and the impacts of climate change on the State;			X
(4) Consider native Hawaiian traditional knowledge and practices in planning for the impacts of climate change;			X
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change;			X
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;			X
(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options;			X
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities;			X
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans; and			X
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.	X		
<b>Discussion:</b> The Project planning has incorporated climate change impacts and adaptation strategies considerations. For further discussion, see <b>Section 3.2, Climate, Climate Change, and Sea Level Rise</b> .			

## 5.2 State Housing Functional Plan

The 2017 State Housing Functional Plan (Housing Functional Plan) aims to implement the goals, objectives and policies of the Hawai'i State Plan and County General Plans, in accordance with HRS Chapter 226. The Housing Functional Plan provides specific and implementable strategies, policies and priority actions to address the current housing shortage in Hawai'i, based on joint public-private partnerships to finance, build, and maintain an adequate supply of affordable housing.

According to the Housing Functional Plan, approximately 44 percent of Maui's households are cost-burdened, meaning they pay more than 30 percent of their income for housing costs; this is comparatively higher than the approximately 36 percent of Hawai'i households that are cost-

burdened<sup>3</sup>. Additionally, 20.2 percent of households were crowded or doubled-up (housing units are occupied by two or more families or groups of persons who are not related by birth, marriage, or adoption) in 2016. Approximately 12,648 units will be needed by Maui's workforce and lower income households (i.e., those earning 140% and below the MFI)<sup>2</sup>.

The following is a discussion of the Project's consistency with the pertinent Housing Functional Plan objectives, strategies, policies, and implementing actions:

**OBJECTIVE A:** Increase and sustain the supply of permanent rental housing that is affordable and accessible to Hawai'i residents, particularly those with incomes at or below 80% AMI.

**STRATEGY:** Expand and preserve the supply of affordable rental housing units through joint public/private efforts. Expand and mobilize resources to better assist households seeking rental housing opportunities, including lower income households, the elderly, persons with disabilities, and homeless households. And, pursue sources of funding for rent subsidies.

**POLICY A(1):** Direct federal, state, and county resources toward the financing and development of rental housing projects.

**IMPLEMENTING ACTION A(1)(a):** Efficiently utilize existing federal, state and county financing programs, including the Low Income Housing Tax Credit, Hula Mae Multifamily Revenue Bond, and the Rental Housing Revolving Fund programs, to facilitate the development of permanent rental housing projects in areas suitable for development (i.e., urbanized areas in proximity to schools, jobs, public transportation, etc.).

**IMPLEMENTING ACTION A(1)(c):** Prioritize the development of rental housing on state land in TOD areas to enhance affordability.

**POLICY A (2):** Encourage increased participation from private developers and other state entities to develop rental housing.

**IMPLEMENTING ACTION A(2)(a):** Form public/private partnerships and/or enter into public/private development agreements to develop rental housing.

**IMPLEMENTING ACTION A(2)(b):** Form partnerships and/or enter into agreements with state agencies to develop mixed-use developments which include rental housing

**POLICY A (3):** Ensure that (1) housing projects and (2) projects which impact housing provide a fair share/adequate amount of affordable housing opportunities, including rental housing opportunities.

**IMPLEMENTING ACTION A(3)(a):** Impose realistic and fair housing requirements on projects that seek Urban land use designations, general or development plan amendments, zoning, or development permits.

**OBJECTIVE C:** ADDRESS BARRIERS TO RESIDENTIAL DEVELOPMENT.

**STRATEGY:** Coordinate and facilitate the production of housing by addressing development impediments including lack of land, infrastructure, and regulations that add to the cost of housing.

**POLICY C (1):** Utilize state and county land for mixed-use and mixed-income housing development with focus on rental housing.

**IMPLEMENTING ACTION C(1)(b):** Lease suitable state and county land, particularly parcels in TOD areas, for rental housing development.

**POLICY C (2):** Coordinate and share regional infrastructure investments between State, counties, and private developers.

**IMPLEMENTING ACTION C(2)(a):** Assist in financing regional state infrastructure improvements in areas of planned growth, such as near rail stations.

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<sup>3</sup> Data from the 2016 Hawai'i Housing Planning Study.

**Discussion:** The Project involves the development of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units) on State land. More than 50% of the dwelling units will be affordable to households earning 140% or below the area MFI as defined by the HUD, pursuant to HRS Chapter 201H. Therefore, the Project will increase the number of units which are affordable to extremely, very low-, low-, moderate-, and above-moderate income households.

The Project also involves the development of an approximately 66,000-SF Civic Center with approximately 182 parking spaces. The Civic Center may include State office space; classroom and support space for the DOE MCSA – Maui Campus; and space for a new Kahului Public Library. Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center. Therefore, the Project will be a part of a mixed-use development.

The Project will be implemented through a public-private partnership; HHFDC plans to issue a RFP, to seek an eligible (multi-family housing) developer to develop a comprehensive master plan, and for the design, entitlement, construction, and leasehold ownership and operation of the multi-family housing (including ancillary parking) in one or more phases. A long-term land lease will be negotiated with the developer. Negotiation with the developer may also include a long-term land lease for the commercial space.

The Project will also be near the County’s new Transit Hub, which is currently being constructed by the MDOT on the southeast portion (0.85 acres) of the Site. Therefore, residents will have access to convenient public mass transit at the adjacent Transit Hub. The State agreed to lease a portion of the Site to the County for the Transit Hub, which assists in the creation and coordination of needed infrastructure, though the Transit Hub is not within the scope of this Project.

### **5.3 Hawai‘i 2050 Sustainability Plan**

The *Hawai‘i 2050 Sustainability Plan* (2050 Plan) – Decennial Update: Charting a Course for the Decade of Action (2020-2030) was revised and published in June 2021. The 2050 Plan serves as the State’s climate and sustainability strategic action plan, pursuant to HRS 226-65. The 2050 Plan will guide the State through 2020-2030, which the United Nations declared the “Decade of Action,” to accelerate progress toward 17 Sustainable Development Goals (SDGs) worldwide. The 2050 Plan identifies Hawai‘i’s progress toward achieving the 17 SDGs (through State and County laws, policies, programs, plans and initiatives), gaps where SDGs are not being addressed, and recommends actions for how to enhance sustainability and climate change adaptation in Hawai‘i. The 2050 Plan identifies 8 focus areas, 38 strategies, and more than 250 recommended actions to undertake in the next decade. The following is a discussion of the Project’s consistency with the pertinent SDGs identified in the 2050 Plan:

*Sustainable Development Goal 1: No Poverty – End Poverty in All its Forms Everywhere.*

- *Ensuring social protection systems are in place to cover poor and vulnerable populations.*
- *Ensuring equal rights to economic resources and access to basic services, property, natural resources, and technology.*

**Discussion:** The Project involves the development of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units). More than 50% of the dwelling units will be affordable to households earning 140% or below the area MFI as defined by the HUD, pursuant to HRS Chapter 201H. Therefore, the Project will increase the number of units which are affordable to extremely, very low-, low-, moderate-, and/or above-moderate income households.

*Sustainable Development Goal 4: Quality Education – Ensure Inclusive and Equitable Quality Education and Promote Lifelong Learning Opportunities for All.*

- *Achieving widespread literacy and numeracy.*
- *Ensuring equal access to all genders, abilities, and racial and ethnic backgrounds to quality pre-primary, primary, secondary, and tertiary education including technical school, vocational training, and university.*

**Discussion:** The Project involves the development of a Civic Center, which may include classroom and support space for the DOE MCSA – Maui Campus and space for a new Kahului Public Library, both are public education facilities which will be available to the entire community.

*Sustainable Development Goal 5: Gender Equality – Achieve Gender Equality and Empower All Women and Girls.*

- *Ensuring equal access for women to property ownership, financial services, economic resources, and technological resources to promote empowerment of women.*

**Discussion:** The Project involves the development of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units). More than 50% of the dwelling units will be affordable to households earning 140% or below the area MFI as defined by the HUD, pursuant to HRS Chapter 201H. Therefore, the Project will increase the number of units which are affordable, ensuring equal access to all genders.

*Sustainable Development Goal 8: Decent Work and Economic Growth – Promote Sustained, Inclusive, and Sustainable Economic Growth, Full and Productive Employment, Decent Work for All.*

- *Achieving “full and productive” employment in safe and secure working environments across all genders, abilities, and ages.*

**Discussion:** The Project will create short- and long-term employment opportunities in a safe and secure working environment for Maui residents. The Civic Center will include office space for various State agencies in the Wailuku-Kahului region; classroom and support space for the DOE MCSA – Maui Campus; and space for a new Kahului Public Library. Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center.

*Sustainable Development Goal 9: Industry, Innovation, and Infrastructure – Build Resilient Infrastructure, Promote Inclusive and Sustainable Industrialization, and Foster Innovation.*

- *Improving the sustainability and equity of all existing and future infrastructure.*

**Discussion:** The Project is located near the new Transit Hub, which will provide a sustainable and equitable form of public transportation. The Transit Hub will reduce reliance on automobiles and simultaneously encourage alternative modes of transportation such as walking and biking.

*Sustainable Development Goal 11: Sustainable Cities and Communities – Make Cities and Human Settlements Inclusive, Safe, Resilient, and Sustainable.*

- *Affordable housing.*
- *Access to public spaces.*
- *Sustainable transportation systems, including public transport.*
- *Safe cultural and natural heritage.*
- *Protected against losses related to natural disasters.*

- *Reduced adverse per capital environmental impact of cities (air quality, waste management).*

**Discussion:** The Project involves the development of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units). More than 50% of the dwelling units will be affordable to households earning 140% or below the area MFI as defined by the HUD, pursuant to HRS Chapter 201H.

The Project involves the development of a Civic Center, which may include classroom and support space for the DOE MCSA – Maui Campus and space for a new Kahului Public Library; both are public education facilities which will be available to the entire community.

The Project is located near the new Transit Hub, which will provide a sustainable and equitable form of public transportation. The Project will be designed to comply with applicable building codes and have an emergency response plan in place for the safe and orderly evacuation during natural disasters. For further information, see **Section 3.3, Natural Hazards**.

During construction, there is the potential for temporary, short-term impacts on existing air quality in the immediate Project vicinity; however, the Project will comply with federal, State and county regulations during the construction and will implement BMPs to minimize temporary impacts. For further discussion, see **Section 3.6, Air Quality**.

During construction, green waste and non-hazardous C&D materials will be generated. Additionally, the operation of the multi-family housing and Civic Center will result in the generation of solid waste. A proactive recycling program will be established at the multi-family housing and Civic Center. Composting of green waste due to the maintenance of landscaping will be encouraged. The Project will comply with HRS Chapters 342H and 342I and HAR §11-260.1 to 11-279.1, 11-58.1, and 11-280.1 as applicable. For further discussion, see **Section 3.8.4, Solid and Hazardous Waste**.

## **5.4 Hawai‘i State Land Use District Boundaries**

The Hawai‘i SLU law, HRS Chapter 205, was adopted in 1961. The law is meant to preserve and protect the state’s lands and encourage the uses to which the lands are best suited. Under HRS Chapter 205, State lands are classified in four categories: (1) Conservation, (2) Agricultural, (3) Urban, and (4) Rural. The State Land Use Commission is responsible for each district’s standards and for determining the boundaries of each district.

The Urban District generally includes lands characterized by “city-like” concentrations of people, structures, and services. This District also includes vacant areas for future development. Jurisdiction of this district lies primarily with the respective counties. Generally, lot sizes and uses permitted in the district area are established by the respective County through ordinances or rules.

**Discussion:** The Site is situated within the Urban SLU District. The Project is consistent with permitted uses for the Urban SLU District. See *Figure 5-1, State Land Use District*.

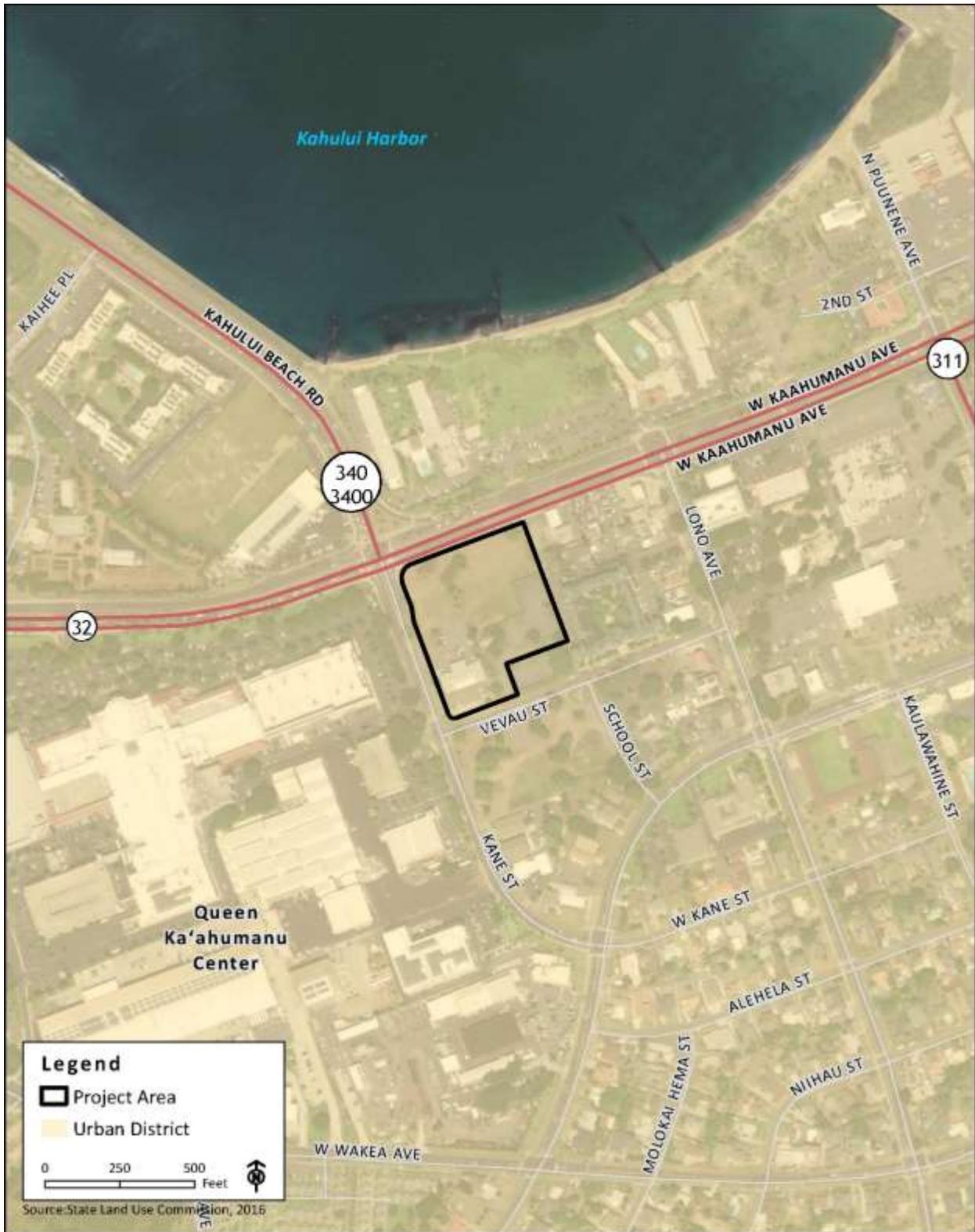


Figure 5-1

State Land Use District

## 5.5 Hawai'i Coastal Zone Management Program

The Coastal Zone Management Act of 1972 (16 USC §1451), as amended through Public Law 104-150, created the coastal management program and the National Estuarine Research Reserve system. The coastal states are authorized to develop and implement a state coastal zone management (CZM) program. Hawai'i CZM Program received federal approval in the late 1970's. The objectives of the Hawai'i CZM Program, HRS §205A-2, are to protect valuable and vulnerable coastal resources such as coastal ecosystems, special scenic and cultural values and recreational opportunities. The objectives of the program are also to reduce coastal hazards and to improve the review process for activities proposed within the coastal zone.

The Hawai'i CZM Law charges each County with designating and administering the SMA within the State's coastal areas that extends inland from the shoreline. Development within this SMA is subject to County approval to ensure the proposal is consistent with the policies and objectives of the Hawai'i CZM Program. The Project is located within the SMA area and a SMA Use Permit approval by the County will be required as the Project valuation exceeds \$500,000. See *Figure 5-2, Special Management Area*.

The following is a discussion of the Project's consistency with the Hawai'i CZM Program objectives and policies:

### **Recreational Resources**

*Objective: Provide coastal recreational opportunities accessible to the public.*

- (A) *Improve coordination and funding of coastal recreation planning and management; and*
- (B) *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*
- *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*
  - *Requiring restoration of coastal resources that have significant recreational and ecosystem value, including, but not limited to coral reefs, surfing sites, fishponds, sand beaches, and coastal dunes, when these resources will be unavoidably damaged by development; or requiring monetary compensation to the State for recreation when restoration is not feasible or desirable;*
  - *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*
  - *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*
  - *Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;*
  - *Adopting water quality standards and regulating point and nonpoint sources of pollution to protect and where feasible, restore the recreational value of coastal waters;*
  - *Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, artificial reefs for surfing and fishing; and*
  - *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting that dedication against the requirements of section 46-6.*

**Discussion:** The Project will not impact public access to coastal or recreational resources in the Project area. The Project will activate and improve the existing underutilized vacant land to include a multi-use path. Construction of the Project will include BMPs to protect and regulate point and nonpoint sources of pollution to protect the recreational value of coastal waters. LID features will be installed to manage stormwater runoff from the Site.

### **Historic Resources**

*Objective: Protect, preserve and, where desirable, restore those natural and man-made historic and pre-historic resources in the coastal zone management area that are significant in Hawai'i and American history and culture.*

- (A) *Identify and analyze significant archaeological resources;*
- (B) *Maximize information retention through preservation of remains and artifacts or salvage operations; and*
- (C) *Support state goals for protection, restoration, interpretation, and display of historic resources.*

**Discussion:** A Draft AIS has been prepared to identify significant archeological resources that may exist at the Site as discussed in **Section 3.11, Historic Architecture, Archaeological, and Cultural Resources**. An archaeological monitoring plan will also be prepared for future development activities.

### **Scenic and Open Space Resources**

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

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

**Discussion:** As discussed in **Section 3.13, Visual and Scenic Resources** of this Final EA, the multi-family housing buildings and Civic Center will be visible from the surrounding area. However, the Project is not anticipated to have significant impacts to scenic view planes or resources. The Project design will be compatible with the existing commercial and residential buildings within the area and within allowable development limits per the MCC. A deep landscaped setback will also be provided along West Ka'ahumanu Avenue to provide visual relief.

### **Coastal Ecosystems**

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

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

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

**Discussion:** The Project is located within the SMA area. There are no surface waters (e.g., streams, lakes, ponds, or wetlands) on the Site. Nearest body of water to the Site is the Kahului Harbor located approximately 690 feet north of the Site. A NPDES General Permit for stormwater runoff discharges will be obtained from the DOH, CWB prior to construction. NPDES General Permits for dewatering and hydrotesting water discharges may also be obtained from the DOH, CWB. Construction, grading and drainage plans for the Project will be submitted to appropriate agencies for review and approval. Design of the Project will incorporate landscaping and installation of LID features to mitigate adverse environmental impacts and protect potential long-term impacts to water quality.

### **Economic Uses**

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

- (A) *Concentrate coastal dependent development in appropriate areas;*  
(B) *Ensure that coastal dependent development and coastal related development are located, designed, and constructed to minimize exposure to coastal hazards and adverse social, visual, and environmental impacts in the coastal zone management area; and*  
(C) *Direct the location and expansion of coastal development to areas designated and used for that development and permit reasonable long-term growth at those areas, and permit coastal development outside of designated areas when:*  
(i) *Use of designated locations is not feasible;*  
(ii) *Adverse environmental effects and risks from coastal hazards are minimized; and*  
(iii) *The development is important to the State's economy.*

**Discussion:** The characteristics of the Site and surrounding environment are suitable for the development of the Project. It is located about 690 feet away from the shoreline and will not interfere with other important coastal-dependent or coastal-related development such as harbors and ports, visitor-industry facilities, and energy generating facilities. The Project will utilize available and underutilized urban lands for the Project, which will support anticipated population and job growth in the region.

### **Coastal Hazards**

*Objective: Reduce hazard to life and property from coastal hazards.*

- (A) *Develop and communicate adequate information about the risks of coastal hazards;*  
(B) *Control development, including planning and zoning control, in areas subject to coastal hazards;*  
(C) *Ensure that developments comply with requirements of the National Flood Insurance Program; and*  
(D) *Prevent coastal flooding from inland projects.*

**Discussion:** The Project is consistent with the CZM Program's objectives and policies regarding coastal hazards and is not expected to pose a hazard to life, property, or coastal ecosystems. The Site is within the Tsunami Evacuation Zone. An evacuation plan will be in place in case of a tsunami event. The Project is within the FEMA Flood Zone X (minimal flood risk, outside of 0.2% annual chance floodplain). The Federal Flood Insurance Program does not have regulations for development within this district. A

Special Flood Hazard Area Development Permit will not be required. The Project is also located outside of the 3.2 feet SLR-XA, as well as the 6 feet SLR-XA.

### **Managing Development**

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

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

**Discussion:** The Site is in the State Urban Land Use District and is zoned for business and community uses. All improvement activities will be conducted in compliance with Federal, State, and County rules and regulations. This Final EA identifies and, where necessary, proposes mitigation measures to address anticipated impacts from the construction and operation of the Project. During early consultation, agencies, organizations, and residents were consulted and will continue to be informed throughout the planning process. Stakeholders were included in the early consultation and Draft EA review process.

### **Public Participation**

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

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

**Discussion:** Public notification of the Project was provided with publication of the Draft EA. See **Chapter 7** for a list of agencies, organizations and individuals that have been consulted to date. Two virtual public meetings were held for the Project on February 25, 2021 and February 15, 2022 to inform and gather input from the community. Community questions were answered, and contact information was collected from interested parties that requested to be included on the Project's contact list. Stakeholders listed in **Chapter 7** will receive copies of the Final EA.

### **Beach and Coastal Dune Protection**

*Objective: (1) Protect beaches and coastal dunes for: public use and recreation; the benefit of coastal ecosystems; and use as natural buffers against coastal hazards; and (2) Coordinate and fund beach management and protection.*

- (A) *Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;*
- (B) *Prohibit construction of private shoreline hardening structures, including seawalls and revetments, at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;*

- (C) *Minimize the construction of public shoreline hardening structures, including seawalls and revetments, at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;*
- (D) *Minimize grading of and damage to coastal dunes;*
- (E) *Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and*
- (F) *Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.*

**Discussion:** The Project is not located along the coastal area, and therefore will not affect public beaches on Maui.

### **Marine and Coastal Resources**

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

- (A) *Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*
- (B) *Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;*
- (C) *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;*
- (D) *Promote research, study, and understanding of ocean and coastal processes, impacts of climate change and sea level rise, marine life, and other ocean resources to acquire and inventory information necessary to understand how coastal development activities relate to and impact ocean and coastal resources; and*
- (E) *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

**Discussion:** The Project will not impact the protection or use of marine and coastal resources. During construction, BMPs will mitigate the potential for erosion and stormwater runoff from the Site, as described in **Section 3.1 Geology, Topography, and Soils** and **Section 3.8.3 Drainage**.

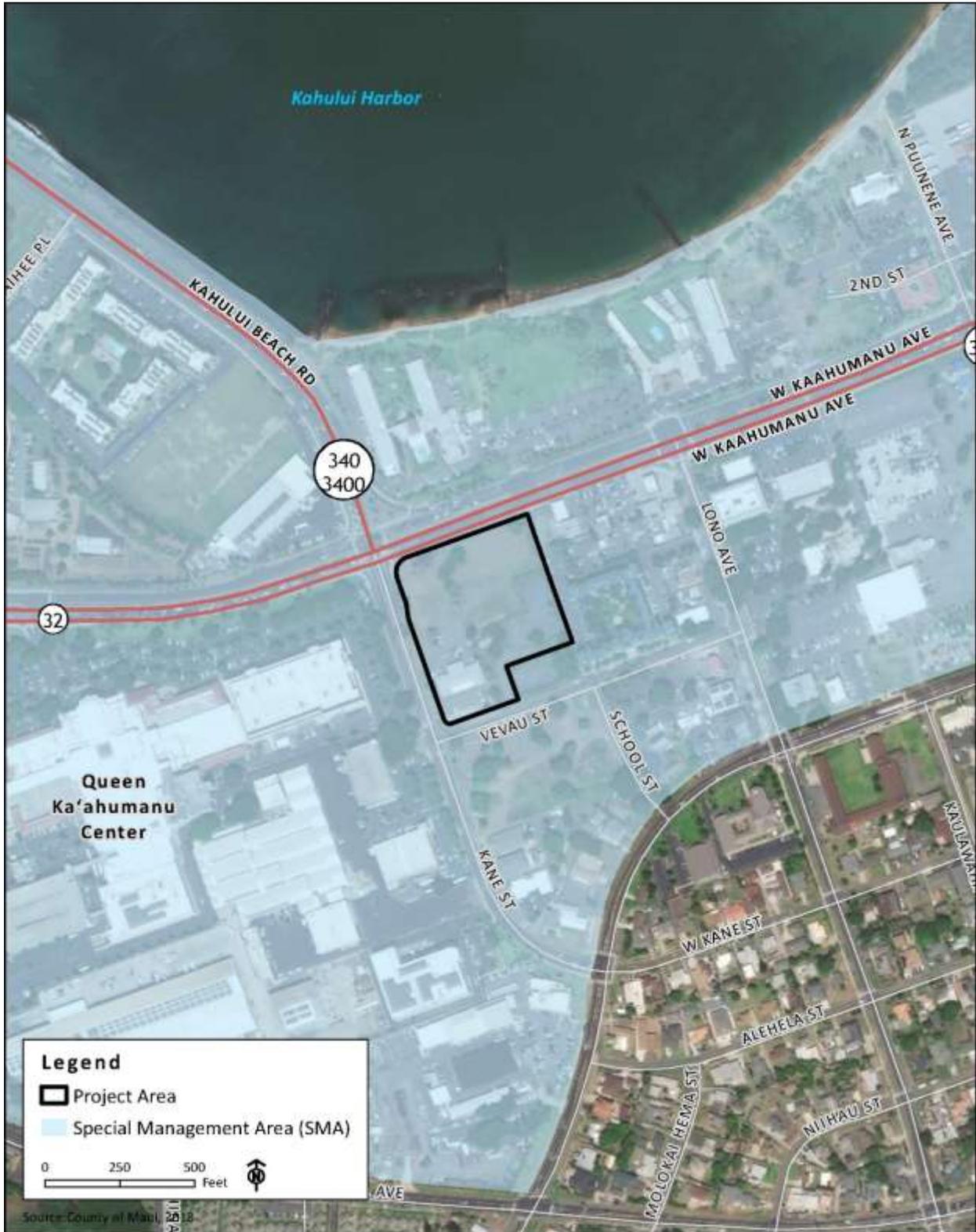


Figure 5-2

Special Management Area

## 5.6 Maui County General Plan 2030

### 5.6.1 Countywide Policy Plan

The *Countywide Policy Plan* was adopted in March 2010 and is a comprehensive policy plan for the County. The *Countywide Policy Plan* is the first component of the *General Plan 2030* update and acts as an over-arching values statement providing a policy framework for the Maui Island Plan and Community Plans. The Countywide Policy Plan provides broad goals, objectives, policies, and implementing actions that portray the desired direction of the County's future.

The goals, objectives and policies are organized into the following 11 strategies: protect the natural environment; preserve the local cultures and traditions; improve education; strengthen social and healthcare services; expand housing opportunities for residents; strengthen the local economy; improve parks and public facilities; diversify transportation options; improve physical infrastructure; promote sustainable land use and growth management; and strive for good governance. The following is a discussion regarding the Project's consistency with applicable goals, objectives, and policies of the *Countywide Policy Plan*.

#### **PART A: Protect the Natural Environment**

*Objective (1): Improve the opportunity to experience the natural beauty and native biodiversity of the islands for present and future generations.*

*Objective (2): Improve the quality of environmentally sensitive, locally valued natural resources and native ecology of each island.*

*Objective (3): Improve the stewardship of the natural environment.*

**Discussion:** In accordance with HRS Chapter 343, this Final EA discusses the potential short-term and long-term impacts of the Project on the environment. Throughout the HRS Chapter 343 process, public review and comments are welcomed and will be incorporated into the overall environmental review and analysis. The Project will not impinge upon any significant public scenic view corridors and will have no significant impacts on views toward the ocean, the West Maui mountains or Haleakalā. The design objectives of the Project will encourage building forms that respect and maintain the unique topographic and landscape character of the land. The Project will be constructed and operated in accordance with State and federal water quality regulations. BMPs will be implemented to manage storm water on-site. Mitigation measures will be implemented to minimize the Project's impacts to natural resources, views, economic, cultural, or recreational resources.

#### **PART B: Preserve Local Cultures and Traditions**

*Objective (1): Perpetuate the Hawaiian culture as a vital force in the lives of residents.*

*Objective (2): Emphasize respect for our island lifestyle and our unique local cultures, family, and natural environment.*

*Objective (3): Preserve for present and future generations the opportunity to know and experience the arts, culture, and history of Maui County.*

*Objective (4): Preserve and restore significant historic architecture, structures, cultural sites, cultural districts, and cultural landscapes.*

**Discussion:** The design of the building and landscape will incorporate cultural concepts, artworks, motifs, and native plants as appropriate. A CIA and Draft AIS were completed for the Project to ensure protection of cultural, and historic resources. The HHFDC and its contractors will comply with State and County rules and regulations regarding the preservation of archaeological and historic sites. Archaeological monitoring will be implemented during ground disturbance activities. Should significant

cultural materials and/or burials be inadvertently discovered during construction, all work in the immediate area of the find will cease and SHPD will be notified.

**PART C: Improve Education**

*Objective (1): Encourage the State to attract and retain school administrators and educators of the highest quality.*

*Objective (2): Provide nurturing learning environments that build skills for the 21st century.*

*Objective (3): Provide all residents with educational opportunities that can help them better understand themselves and their surroundings and allow them to realize their ambitions.*

*Objective (4): Maximize community-based educational opportunities.*

**Discussion:** The new MCSA space will be co-located with the Kahului Public Library in the proposed Civic Center. This will provide an environment which supports the 21<sup>st</sup> century learning for Maui residents.

**PART E: Expand Housing Opportunities for Residents**

*Objective (1): Reduce the affordable housing deficit for residents.*

*Objective (2): Increase the mix of housing types in towns and neighborhoods to promote sustainable land use planning, expand consumer choice, and protect the County's rural and small-town character.*

*Objective (3): Increase and maintain the affordable housing inventory.*

**Discussion:** The Project involves the construction of approximately 300 multi-family dwelling units (mixture of 1-, 2-, and 3-bedroom units), more than 50% of which will be affordable to households earning 140% or below MFI. The affordable dwelling units will help reduce the affordable housing deficit on Maui. The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available.

**PART F: Strengthen the Local Economy**

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

**Discussion:** The Project is considered an important investment for supporting future economic growth of the region. The new buildings will result in significant expenditures that will have a positive impact on the economies of the State and the County on a direct and indirect basis. The Project will result in the creation of short- and long-term jobs to support the construction and operation of the multi-family housing and Civic Center.

**PART H: Diversify Transportation Options**

*Objective (1): Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.*

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

*Objective (5): Improve and expand the planning and management of transportation systems.*

**Discussion:** The Project will provide a multi-use path along Kane Street to encourage the use of alternative modes of transportation. The multi-use path may connect to the County's planned multi-use path along the Kahului Beach Road.

**PART I: Improve Physical Infrastructure**

*Objective (1): Improve water systems to assure access to sustainable, clean, reliable, and affordable sources of water.*

*Objective (2): Improve waste-disposal practices and systems to be efficient, safe, and as environmentally sound as possible.*

*Objective (3): Significantly increase the use of renewable and green technologies to promote energy efficiency and energy self-sufficiency.*

*Objective (4): Direct growth in a way that makes efficient use of existing infrastructure and to areas where there is available infrastructure capacity.*

*Objective (5): Improve the planning and management of infrastructure systems.*

**Discussion:** The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project will also incorporate sustainable design and construction practices to the extent possible to conserve energy, water usage, and reduce solid wastes. Energy efficient fixtures and appliances will be installed in the multi-family housing and Civic Center. Furthermore, to the extent practicable, the Project will comply with HRS §196-9, regarding energy efficiency and environmental standards for State facilities.

**PART J: Promote Sustainable Land Use and Growth Management**

*Objective (1): Improve land use management and implement a directed-growth strategy.*

*Objective (3): Design all developments to be in harmony with the environment and to protect each community's sense of place.*

*Objective (4): Improve and increase efficiency in land use planning and management.*

**Discussion:** The Project will be developed on an underutilized State property where infrastructure is readily available. Design elements that support and encourage multi-modal transportation will also be incorporated. The physical design of the Project will be in harmony with the natural environment by using building forms that fit with the topographic and landscape character of the land. The Project design will also be compatible with the existing commercial and residential buildings within the area and within allowable development limits per the MCC.

**PART K: Strive for Good Governance**

*Objective (1): Strengthen governmental planning, coordination, consensus building, and decision making.*

*Objective (2): Promote civic engagement.*

**Discussion:** HHFDC has and will continue to coordinate with State and County agencies and engage stakeholders throughout the EA process. See **Chapter 7** for a list of agencies, organizations, elected officials and individuals that have been consulted and will be notified of the publication of this Final EA. Two virtual public meetings were held on February 25, 2021 and February 15, 2022, to inform and gather input from the community for the Project.

**5.6.2 Maui Island Plan**

The *Maui Island Plan* assesses the existing conditions, trends, and issues specific to the island of Maui; provides policy direction for the use and development of land, extension and improvement of transportation services and infrastructure, development of community facilities, expansion of the island's economic base, provision of housing, and protection of natural and culture resources; establishes policies to manage change and to direct decisions about future land use and development; and provides the foundation to set capital improvement priorities, precise zoning ordinances, and

develop other implementation tools. The following is a discussion of the Project's consistency with applicable objectives and policies of the *Maui Island Plan*.

### **Chapter 1: Population**

**Goal 1.1:** *Maui's people, values, and lifestyles thrive through strong, healthy, and vibrant island communities.*

**Objectives:**

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

**Policies:**

1.1.1.a *Expand programs that enable the community to meet the education, employment, housing, and social goals of youth and young adults.*

1.1.1.b *Expand housing, transportation, employment, and social opportunities to ensure residents are able to comfortably age within their communities.*

**Discussion:** The Project will result in the creation of short- and long-term jobs to support the construction and operation of the multi-family housing and Civic Center. The Project will also increase the housing stock on Maui. The new MCSA space will help provide education and workforce development training for Maui residents. The proposed multi-use path along Kane Street near the adjacent Transit Hub will provide continuity in the provision alternative modes of transportation for the residents and visitors to the Site.

### **Chapter 4: Economic Development**

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

**Objectives:**

4.1.1 *A more diversified economy.*

4.1.2 *Increase activities that support principles of sustainability.*

4.1.3 *Improve the island's business climate.*

**Policies:**

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

4.1.2.d *Support the development of economic development clusters in targeted industry sectors.*

4.1.3.b *Ensure an adequate supply of affordable workforce housing.*

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

**Goal 4.7:** *Maui will have effective education and workforce development programs and initiatives that are aligned with economic development goals.*

**Policies:**

4.7.2.c *Encourage the education and training of our residents to meet the needs of a diversified economy.*

**Discussion:** The Project will have a positive impact on the economies of the State and the County on a direct and indirect basis. The Project will result in the creation of short- and long-term jobs to support the construction and operation of the multi-family housing and Civic Center. The Project will increase the affordable housing stock on Maui and the new MCSA space will help provide education and workforce development training for Maui residents.

## **Chapter 5: Housing**

**Goal 5.1:** *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:**

- 5.1.1 *More livable communities that provide for a mix of housing types, land uses, income levels, and age.*
- 5.1.2 *Better monitoring, evaluation, and refinement of affordable housing policy in conjunction with the economic cycle.*
- 5.1.3 *Provide affordable housing, rental or in fee, to the broad spectrum of our island community.*
- 5.1.4 *Provide infrastructure in a more timely manner to support the development of affordable housing.*
- 5.1.6 *Reduce the cost to developers of providing housing that is affordable to families with household incomes 160 percent and below of annual income.*

### **Policies:**

- 5.1.1.a *Promote livable communities (compact/walkable/bikeable access to transit) that provide for a mix of housing types and land uses, including parks, open space, and recreational areas.*
- 5.1.1.b *Promote planning approaches that provide a mix of multifamily and single-family housing units to expand housing choices.*
- 5.1.2.b *Utilize the following approaches to promote resident housing and to minimize off-shore market impacts:  
(1) Ensure that the future housing stock is composed of a mix of housing types (multifamily, small lots, ohana units, co-housing, cottage houses, etc.);  
(2) Encourage new housing in proximity to jobs and services, in places that are conducive/affordable to island residents*
- 5.1.3.a *Consider regulations that can help keep affordable housing available at affordable rents.*
- 5.1.3.b *Seek to have ownership of affordable for-sale and rental housing vested in non-profit community land trust, or other qualified housing provider, committed to keeping such housing affordable in perpetuity.*
- 5.1.3.c *Facilitate the use of public lands in urban areas that are suitable for affordable housing.*
- 5.1.4.a *Prioritize the development of infrastructure that supports the development of affordable housing.*
- 5.1.4.b *Utilize appropriate financing approaches and assistance tools to encourage the development of infrastructure and public facilities.*
- 5.1.4.c *Tailor infrastructure requirements to correspond with appropriate level-of-service standards to help control housing costs to maintain safety.*
- 5.1.6.a *Support fast-track processing procedures for the following housing-related entitlements: affordable housing projects/units; indigenous Hawaiian housing/units; and special-needs housing units (seniors, disabled, homeless, etc.).*
- 5.1.6.b *Require the construction of affordable for-sale and rental housing units as part of the construction of new housing developments.*

**Discussion:** The Project will increase the housing stock on Maui by providing 300 multi-family dwelling units (mixture of 1-, 2- and 3-bedroom units), more than 50% of which will be affordable to households earning 140% or below the MFI.

## **Chapter 6: Infrastructure and Public Facilities**

### Public Facilities

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

Objectives:

6.7.1 More effective planning for public facilities to meet community needs.

Policies:

6.7.1.a Ensure the development and update of island-wide public facilities functional plans that incorporate prioritized facilities, programs, and a financial component.

6.7.1.b Establish appropriate level-of-service standards for public facilities provided by the County.

6.7.1.g Increase joint facilities utilization and program coordination between State and County agencies such as baseyards, communication centers, recreational facilities, etc., where feasible.

**Discussion:** The Project will support future population growth by ensuring adequate government services are provided. The Project is a partnership between the State and County to co-locate the multi-family housing, Civic Center, and Transit Hub on the same parcel. Co-locating these uses will provide mutual benefits for each of the uses.

### Schools and Libraries

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

Objectives:

6.8.1 Assist in providing appropriate school and library facilities in a timely manner and in a strategic location.

Policies:

6.8.1.a Work in partnership with all educational institutions to meet current and future needs including appropriate location, timing, and design for future facilities.

6.8.1.c Encourage the DOE to build and maintain smaller, community-oriented schools.

6.8.1.d Encourage better cooperation by the State and County for use of State and County facilities.

6.8.1.e Encourage the State to upgrade, modernize, and expand school facilities, including those in remote communities.

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

**Discussion:** The Project is a partnership between various State agencies, which proposes co-location of the new MCSA and the Kahului Public Library as part of the Civic Center. Co-locating public facilities will help deliver convenient services to Maui residents and will be an efficient use of the State land and fund in comparison to constructing each facility separately. The new MCSA and library space will be modernized and will support education and workforce development training for Maui residents.

## **Chapter 7: Land Use**

### 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.

Objectives:

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

7.3.2 Facilitate more self-sufficient and sustainable communities.

Policies:

- 7.3.1.a *Ensure higher-density compact urban communities, infill, and redevelopment of underutilized urban lots within Urban Growth Boundaries.*
- 7.3.1.d *Ensure future amendments to urban growth boundaries achieve the following: (1) provide a beneficial extension of the existing community; (2) are in areas where it is cost-effective to provide and operate infrastructure/public service facilities; and (3) do not promote automobile-oriented land use patterns.*
- 7.3.2.a *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.*
- 7.3.2.b *Site community facilities such as schools, parks, libraries, and community centers within walking and biking distance of residences.*
- 7.3.2.c *Facilitate self-sufficient communities and shorten commutes by:  
(1) Directing residential development to job-rich areas;  
(2) Allowing for appropriate commercial development and community services to shorten commutes; and  
(3) Allowing home occupations or home-based businesses that are compatible with surrounding neighborhoods and lifestyles.*
- 7.3.2.f *Facilitate the development of housing by focusing projects in locations where land and infrastructure costs facilitate the development of affordably-priced housing.*
- 7.3.2.i *Develop communities that provide sufficient parks, schools, libraries, and other essential public facilities and services to serve resident needs.*

**Discussion:** The Site is within the Urban District. The Project will be developed on an underutilized State property as an urban infill project, where infrastructure is readily available. The Project is designed as a higher-density, compact, mixed-use urban infill development which supports multi-modal transportation. The Project will also ensure adequate government services and public facilities are provided and easily accessed by co-locating the State offices, the MSCA, and the library as part of the Civic Center.

### **5.6.3 Wailuku-Kahului Community Plan**

The 2002 *Wailuku-Kahului Community Plan* (Community Plan) reflects current and anticipated conditions in the Wailuku-Kahului region and advances planning goals, objectives, policies, and implementation considerations to guide decision-making in the region through the year 2010. The Community Plan provides recommendations to address the goals, objectives, and policies in the *General Plan 2030*, while recognizing the historic values and unique spiritual significance of island cultures of Wailuku-Kahului, to enhance the region's overall living environment.

The following is a discussion regarding the Project's consistency with the applicable goals, objectives and policies, implementing actions, and planning standards of the Community Plan. To the extent practicable, the Project design will strive to address and implement the relevant urban design principles outlined in the Community Plan. It should be noted that the design will not be finalized until an RFP has been issued and a developer is selected. The RFP may require these urban design principles to be implemented by the developer and vetted by the community.

#### ***Economic Activity***

**Goal:** *A stable and viable economy that provides opportunities for growth and diversification to meet long-term community and regional needs and in a manner that promotes agricultural activity and preserves agricultural lands and open space resources.*

Objectives and Policies:

5. Recognize the importance of small businesses to the region's economy.
8. Accommodate mixed use residential/commercial development as a "transition" between residential districts and the civic center and business/commercial districts compatible with a residential scale and character and subject to a new zoning classification. Lands intended for this use shall be designated Service Business/Residential (SBR) on the Community Plan land use map.

**Discussion:** The Project is a mixed-use development that includes multi-family housing and a Civic Center, which will provide housing and employment opportunities for Maui residents. Approximately 5,000 SF of community-oriented commercial space may be included in either the multi-family housing building(s) or the Civic Center, which would accommodate small businesses. For some residents, the Project may provide an opportunity to live and work in the same community and eliminate commuting. The Community Plan designated the Project area as Business/Commercial (B) which allows office and residential uses, as these are allowable uses per the underlying zoning designation.

**Environment**

Goal: A clean and attractive physical and natural environment in which man-made developments or alterations to the natural environment relate to sound environmental and ecological practices, and important scenic and open space resources are maintained for public use and enjoyment.

Objectives and Policies:

6. Encourage the use of siltation basins and other erosion control features in the design of drainage systems.
12. Promote recycling programs to reduce solid waste disposal in landfills, including convenient drop-off points for recycled material.
14. Promote the planting and maintenance of trees and other landscape planting to enhance the streetscapes and the built-environment.

**Discussion:** The Contractor will comply with applicable Federal, State, and County regulations for erosion control and will implement BMPs to prevent pollution from stormwater runoff.

A proactive recycling program will be established at the multi-family housing and Civic Center. Composting of green waste due to the maintenance of landscaping will be encouraged.

The Project involves the installation of trees and landscaping throughout and along the perimeter of the Site, which will provide shade and visual relief. Per HRS §103D-408, Hawaiian plants shall be incorporated in landscaping that utilizes public funds. Drought-tolerant plant species will be propagated where possible.

**Cultural Resources**

Goal: Identification, protection, preservation, enhancement, and where appropriate, use of cultural practices and sites, historic sites and structures, and cultural landscapes and view planes that:

2. Preserve and protect native Hawaiian rights and practices customarily and traditionally exercised for subsistence, cultural and religious purposes in accordance with Article XII, Section 7, of the Hawaii State Constitution, and the Hawaii Supreme Court's PASH opinion, 79 HAW. 425 (1995).

Objectives and Policies:

2. Recognize the importance of historically and archaeologically sensitive sites and encourage their preservation through development project review.

3. *Protect and preserve historic, cultural and archaeological sites and resources through on-going programs to identify and register important sites, and encourage their restoration. This shall include structures and elements that are a significant and functional part of Hawaii's ethnic and cultural heritage.*
5. *Require development projects to identify all cultural resources located within the project area as part of initial project studies. Further, require that all proposed activity include recommendations to mitigate potential adverse impacts on cultural resources.*

Implementing Actions:

2. *Require development projects to identify all cultural resources located within or adjacent to the project area and consult with individuals knowledgeable about such cultural resources prior to application as part of the County development review process. Further, require that all proposed activity include recommendations to mitigate potential adverse impacts on cultural resources including site avoidance, adequate buffer areas, and interpretation. Particular attention should be directed toward dune areas, known and probable pre-contact habitation areas, and other sites and areas listed in No. 5 below, with review by the Cultural Resources Commission, where appropriate.*

**Discussion:** A CIA was prepared to assess potential Project impacts on existing cultural resources and practices. See **Section 3.11.3, Cultural Resources** and *Appendix L, Cultural Impact Assessment*. A Draft AIS was prepared to assess potential Project impacts on archaeological and historic properties. See **Section 3.11.2, Archaeological Resources** and *Appendix K, Archaeological Inventory Survey*.

### **Housing**

**Goal:** *A sufficient supply and choice of attractive, sanitary and affordable housing accommodations for the broad cross section of residents, including the elderly.*

Objectives and Policies:

1. *Seek alternative residential growth areas within the planning region, with high priority given to the Wailuku and Kahului areas. This action should recognize that crucial issues of maintaining important agricultural lands, achieving efficient patterns of growth, and providing adequate housing supply and choice of price and location must be addressed and resolved.*
6. *Coordinate the planning, design and construction of public infrastructure improvements with major residential projects that have an affordable housing component.*

Implementing Actions:

1. *Develop a comprehensive housing strategy for low and moderate income groups involving government and private industry cooperation that provides an adequate supply of housing for the various strata of income. This approach would combine the resources of Federal, State, County, and private enterprise to improve the availability of rental and ownership housing targeted to various need groups. Anti-speculation and specification of a percentage of low and moderate income units in major projects are tools which should be considered as part of an overall housing program.*

**Discussion:** The Project is proposing to provide approximately 300 dwelling units, more than 50% of which will be for households with incomes at or below 140% MFI. The Project will be developed on an underutilized government property in an urban area where infrastructure is readily available. The provision of multi-family housing in Kahului directs development to an urban area, indirectly protecting important agricultural lands. The Project will provide off-site vehicular and pedestrian improvements in coordination with State and County agencies. The Project will increase the affordable housing stock on Maui through a public-private partnership.

### **Social Infrastructure**

*Goal: Develop and maintain an efficient and responsive system of public services which promotes a safe, healthy and enjoyable lifestyle, accommodates the needs of young, elderly, disabled and disadvantaged persons, and offers opportunities for self-improvement and community well-being.*

Education:

Objectives and Policies:

3. Coordinate the development of school facilities with the State Department of Education in conjunction with planned residential projects.
7. Support the improvement and maintenance of existing school facilities.

**Discussion:** The Civic Center is anticipated to provide approximately 7,000 SF of classroom and support space for the MCSA.

**Government:**

*Goal: Government that demonstrates the highest standards of fairness; responsiveness to the needs of the community; fiscal integrity; effectiveness in planning and implementation of programs and projects; a fair and equitable approach to taxation and regulation; and efficient, results-oriented management.*

Objectives and Policies:

5. Ensure that adequate infrastructure is or will be available to accommodate planned development.

**Discussion:** The Project will ensure adequate infrastructure is provided to support the development of the multi-family housing and Civic Center.

### **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 social and economic well-being of residents and the preservation and enhancement of the region's environmental resources and traditional towns and villages.*

Objectives and Policies:

10. All zoning applications and/or proposed land uses and developments shall conform with the planned use designations, as specified in the adopted Community Plan Land Use Map, and be consistent with the Community Plan policies.
16. Upon adoption of this plan, allow no further development unless infrastructure, public facilities, and services needed to service new development are available prior to or concurrent with the impacts of new development.

**Discussion:** The Community Plan designated the Project area as Business/Commercial (B) which allows commercial and residential uses, per the County zoning designation (see **Section 5.7, Maui County Zoning Code, MC Title 19**). The Project will be developed on an underutilized State property in an urban area where infrastructure is readily available. The Project will create a vibrant community and live-work neighborhood by integrating a mixture of compatible land uses within the Site; the multi-family housing and Civic Center will accommodate the needs and enhance the well-being of residents and workers. See *Figure 5-3, Wailuku-Kahului Community Land Use*.

### **Infrastructure**

*Goal: Timely and environmentally sound planning, development and maintenance of infrastructure systems which serve to protect and preserve the safety and health of the region's residents, commuters and visitors through the provision of clean water, effective waste disposal and drainage systems, and efficient transportation systems which meet the needs of the community.*

#### Water and Utilities:

##### Objectives and Policies:

3. *Promote water conservation and education programs.*

#### Liquid and Solid Waste:

##### Objectives and Policies:

3. *Reduce the disposal of solid waste in landfills through reducing the amount of material for disposal at the source (i.e. home composting of lawn or tree trimmings), reuse and recycling programs, bioconversion (i.e. composting) and the provision of convenient drop-off facilities.*

#### Drainage:

##### Objectives and Policies:

2. *Ensure that storm water run-off and siltation from proposed development will not adversely affect the marine environment and nearshore and offshore water quality. Minimize the increase in discharge of storm water runoff to coastal waters by preserving flood storage capacity in low-lying areas, and encouraging infiltration of runoff.*

#### Energy:

##### Objectives and Policies:

2. *Develop efficient circulation systems, public transportation and promote bicycle and pedestrian travel to reduce energy expenditures for travel.*  
6. *Encourage energy efficient building design and site development practices.*  
8. *Promote recycling programs to reduce solid waste disposal in landfills.*

#### Transportation:

##### Objectives and Policies:

2. *Provide bikeway and walkway systems in the Wailuku-Kahului area which offer safe and pleasant means of access, particularly along routes accessing residential districts, major community facilities and activity centers, school sites, and the shoreline between Kahului Harbor and Pa'ia.*  
5. *For future residential development, prohibit direct lot access from primary roads.*  
6. *Accommodate bicycle and pedestrian ways within planned roadway improvements.*

**Discussion:** The Project will implement water conservation measures such as incorporating water efficient fixtures and drought tolerant landscaping to reduce irrigation water demands. A proactive recycling program will be established at the multi-family housing and Civic Center. Composting of green waste due to the maintenance of landscaping will be encouraged. The Contractor will comply with applicable Federal, State, and County regulations for erosion control and will implement BMPs to prevent pollution from stormwater runoff. Energy efficient fixtures and appliances will be installed in the multi-family dwelling units and Civic Center. Furthermore, to the extent practicable, the Project will comply with HRS §196-9, regarding energy efficiency and environmental standards for State facilities.

The Project proposes a multi-use path along the east side of Kane Street between West Ka'ahumanu Avenue and Vevau Street, which will provide pedestrian and bicycle access. The multi-use path is proposed to connect to the existing sidewalk on West Ka'ahumanu Avenue and a proposed

pedestrian path on Vevau Street fronting the Site, which will increase access to the Site and internal circulation within the Site to connect the multi-family housing, Civic Center and Transit Hub. Additionally, the Project's proximity to the Transit Hub provides an opportunity for residents and workers to reduce their dependency on automobiles. Current access to the Site is provided by driveways on Kane Street and Vevau Street.

### **Urban Design**

*Goal: An attractive and functionally integrated urban environment that enhances neighborhood character, promotes quality design, defines a unified landscape planting and beautification theme along major public roads and highways, watercourses and at major public facilities, and recognizes the historic importance and traditions of the region.*

#### Objectives and Policies:

3. *Improve pedestrian and bicycle access within the region.*
10. *Incorporate drought tolerant plant species and xeriscaping in future landscape planting.*
11. *Use native Hawaiian plants for landscape planting in public projects to the extent practicable.*
16. *Encourage the review of architectural and landscape architectural plans for major government projects by the County's Urban Design Review Board.*

#### Objectives and Policies for Kahului:

3. *Building Form and Character: maintain compatible scale relationships between the existing low-scale character of the area, adjacent public uses and higher buildings.*
  - b. *The low-rise character of the central business area should be maintained. Higher building forms up to six stories should be sited in the central portion of commercial blocks.*
  - c. *Building heights along the perimeter of commercial blocks should provide a transition in scale to adjacent public and quasi-public uses.*
  - d. *Commercial uses along the perimeter of central business area blocks should be low-rise and provide sufficient setbacks to allow landscaped buffers along street frontages.*
4. *Landscape Character*
  - c. *Parkway character should be established along Ka'ahumanu Avenue, from Kahului to Wailuku. Keopuolani Park plans should be updated and made an integral part of the area's landscaping.*
  - d. *Open parking areas should be landscaped to provide visual screening and shade.*

**Discussion:** The Project proposes a multi-use path along the east side of Kane Street between West Ka'ahumanu Avenue and Vevau Street, which will provide pedestrian and bicycle access. The multi-use path is proposed to connect to an existing sidewalk on West Ka'ahumanu Avenue and a proposed pedestrian path on Vevau Street fronting the Site which will increase access to the Site and internal circulation within the Site to connect the multi-family housing, Civic Center and Transit Hub. The Project involves the creation of a deep landscaped setback along West Ka'ahumanu Avenue and the installation of trees and landscaping throughout and along the perimeter of the Site, which will provide shade and visual relief. Per HRS §103D-408, Hawaiian plants shall be incorporated in landscaping that utilizes public funds. Drought-tolerant plant species will be propagated where possible. Once a developer has been selected and a draft design proposal for the Project has been identified, the developer will present its proposal to the Urban Design Review Board. The Project is a mixed-use development consisting of multi-family housing in two buildings (both roughly six stories) and a Civic Center (roughly four stories). The Project will maintain compatible scale relationships with existing and proposed buildings adjacent to the Site – the existing Waterfront Apartments at Kahului is 4 stories tall, and the nearly completed Kahului Lani is 6 stories tall. The Project aims to maintain a low-rise, human-scale perspective, by creating a wide landscaped buffer and multi-use path between the multi-

family housing buildings and West Ka‘ahumanu Avenue. Moreover, the positioning of the Civic Center setback along Vevau Street will create a low-rise, pedestrian-friendly environment and activate the streetscape. Parking structures and surface parking are sited in the central portion of the Site and will be screened by perimeter landscaping to provide visual interest and shade.

**Planning Standards:**

1. *Land Use:*

a. *All zoning applications and/or proposed land uses and developments shall conform with the planned use designations, as specified in the adopted Community Plan Map, and be consistent with the Community Plan policies.*

**Discussion:** The Community Plan designated the Project area as Business/Commercial (B) which allows office and residential uses, as these are allowable uses per the underlying zoning designation.

2. *Cultural Resources:*

a. *Require development projects to identify significant cultural resources located within the project area as part of initial project studies. Further require that all proposed activity include recommendations to mitigate potential adverse impacts on cultural resources.*

**Discussion:** A CIA was prepared to assess potential Project impacts on existing cultural resources and practices. See **Section 3.11.3, Cultural Resources** and *Appendix L, Cultural Impact Assessment*.

3. *Urban Design*

a. *General*

3. *Incorporate drought tolerant plant species and xeriscaping in future landscape planting.*

4. *Use native plants for landscape planting in public projects to the extent practicable.*

5. *Emphasize contrasting earth-tone color schemes for buildings.*

c. *Kahului*

2. *Building Form and Character: maintain compatible scale relationships between the existing low-scale character of the area, adjacent public uses and higher buildings.*

b. *The low-rise character of the central business area should be maintained. Higher building forms up to six stories should be sited in the central portion of commercial blocks.*

c. *Building heights along the perimeter of commercial blocks should provide a transition in scale to adjacent uses.*

d. *Commercial uses along the perimeter of central business area blocks should be low-rise and provide sufficient setbacks to allow landscaped buffers along street frontages.*

**Discussion:** The Project involves the installation of trees and landscaping throughout and along the perimeter of the Site, which will provide shade and visual relief. Per HRS §103D-408, Hawaiian plants shall be incorporated in landscaping that utilizes public funds. Drought-tolerant plant species will be propagated where possible. Visual interest may also be achieved by using contrasting earth-tone color schemes for the buildings. The Project is a mixed-use development consisting of multi-family housing in two buildings (both roughly six stories) and a Civic Center (roughly four stories). The Project will maintain compatible scale relationships with existing and proposed buildings adjacent to the Site – the existing Waterfront Apartments at Kahului is 4 stories tall, and the nearly completed Kahului Lani is 6 stories tall. The Project aims to maintain a low-rise, human-scale perspective, by creating a wide landscaped buffer and pedestrian path between the multi-family housing buildings and West Ka‘ahumanu Avenue. Moreover, the positioning of the Civic Center setback along Vevau Street will create a low-rise, pedestrian-friendly environment and activate the streetscape.

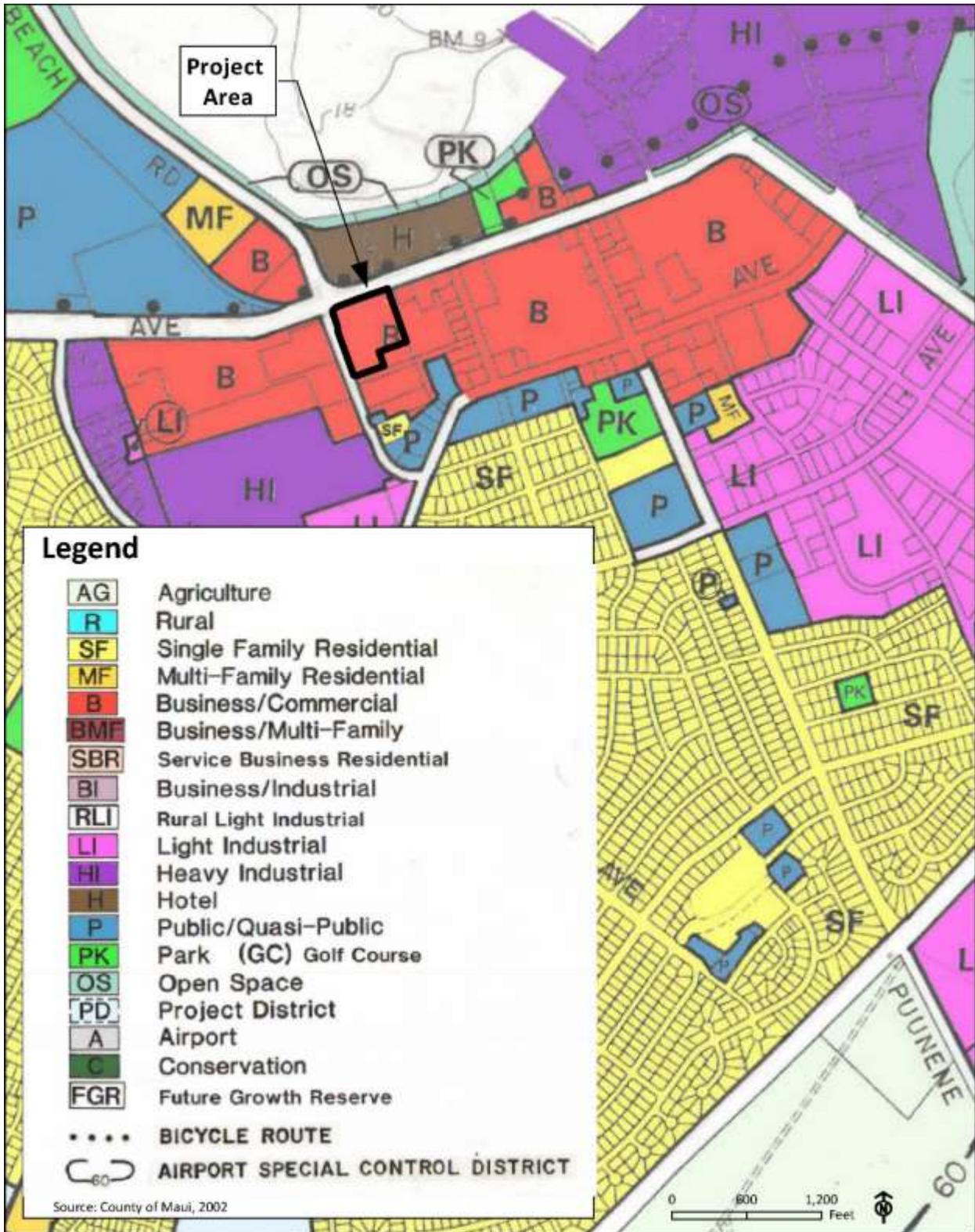


Figure 5-3

Wailuku-Kahului Community Plan Land Use

## 5.7 Maui County Zoning Code, MCC Title 19

The purpose of MCC Title 19, *Zoning*, is to regulate the appropriate use of land, conserve property values, prevent activities that may be detrimental to existing land uses, and to promote health, safety, and welfare within each County district. The standards set forth in the MCC define the districts and development standards for land use zoning, as it relates to the permitted uses, special uses, area, height, yard areas, and off-street parking and loading for various purposes.

The Project is in the B-2 (Community Business) District. Per, MCC §19.18.010. The B-2 District is intended to provide all types of goods and services for the community, with the exception of those uses more generally associated with an industrial district, but at a lower intensity of use than in the B-3 District. Per MCC §19.18.050, development standards in the B-2 District are listed below in *Table 5-2, B-2 District Development Standards*:

Table 5-2 B-2 District Development Standards		
<b>Minimum lot area (SF)</b>	6,000 SF	
<b>Minimum lot width (FT)</b>	60 FT	
<b>Yards (FT):</b>	<b>Front</b>	None
	<b>Side and rear</b>	0 FT or the same as the adjoining zoning category whichever is greater
<b>Floor area ratio</b>	200%	
<b>Maximum building height (FT)<sup>1</sup></b>	90 FT	

**Note: <sup>1</sup>** – Except that vent pipes, fans, chimneys, antennae, and equipment used for small-scale energy systems on roofs shall not exceed one hundred feet.

**Discussion:** The Project will adhere to the development standards for the B-2 District. If zoning exemptions are necessary, an application for the exemptions will be submitted pursuant to HRS §201H-38. The Project proposes a reduced parking as allowable per the MCC §19.36B.110 to encourage alternative modes of transportation usage. The Project is located near the Transit Hub and is accessible via walking and bicycles. See *Figure 5-4, County Zoning*.

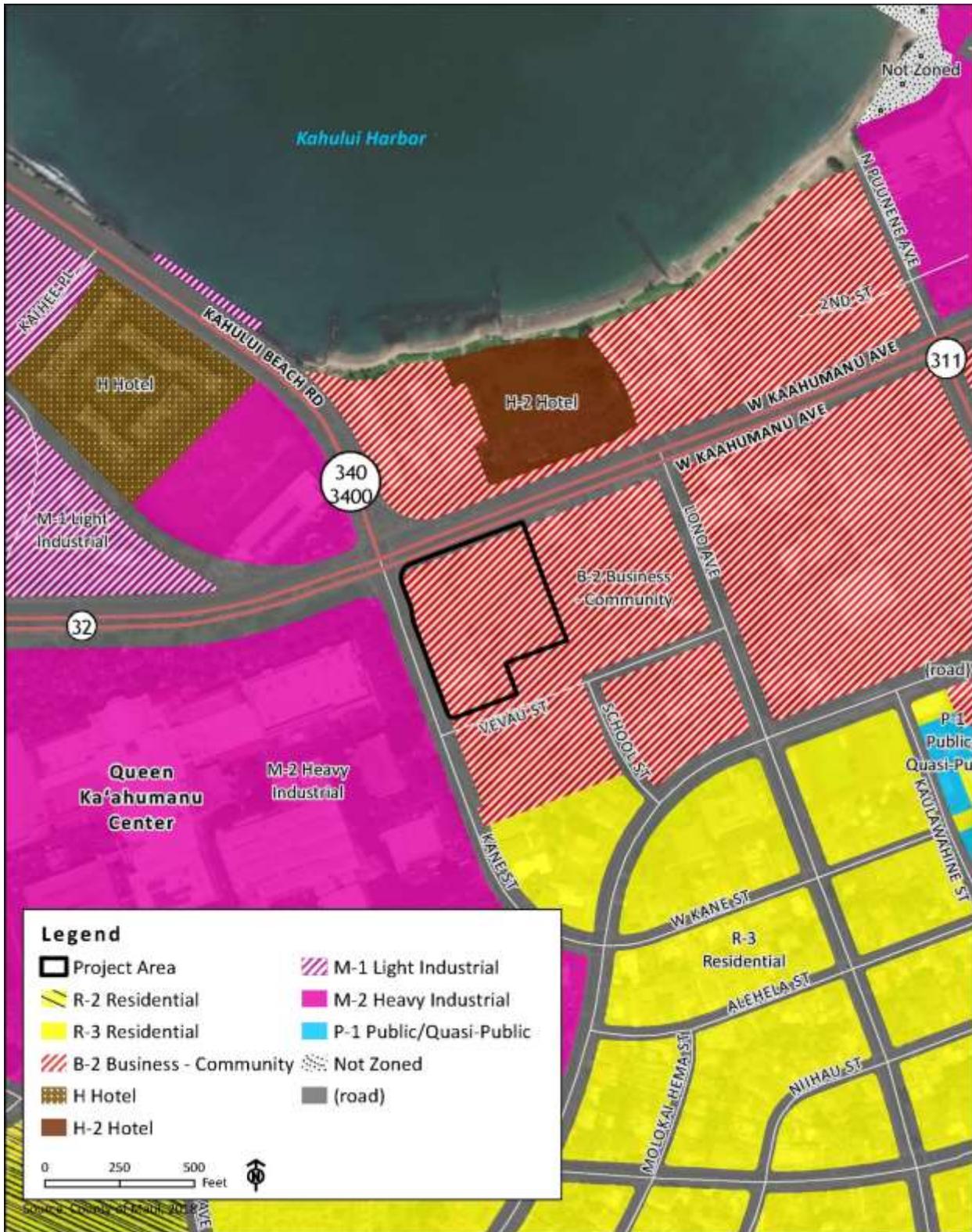


Figure 5-4

County Zoning

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# **Findings Supporting the Anticipated Determination**



## Chapter 6

# Findings Supporting the Determination

## 6.1 Determination

HAR §11-200.1-2 defines “significant effect” as the sum of effects on the quality of the environment. Based on a review of the significance criteria outlined in HRS Chapter 343, and HAR §11-200.13, the Project has been determined to not result in a significant effect/impact on the quality of the environment. Therefore, per HAR §11-200.1-14, HHFDC has issued a determination of a Finding of No Significant Impact (FONSI) for the Project. The potential impacts of the Project have been fully examined and discussed in this Final EA. A FONSI determination is based on the assessments as summarized below for significance criteria outlined in HAR §11-200.1-13.

(1) *Irrevocably commit a natural, cultural, or historic resource.*

The Project will not irrevocably commit a natural, cultural, or historic resource. The Project is not anticipated to result in the loss or destruction of endangered or threatened plant or animal species or critical habitats. For further discussion on proposed mitigation measures see **Section 3.5, Flora and Fauna**. As discussed in **Section 3.11, Historic Architecture, Archaeological, and Cultural Resources**, a CIA, HRER, and Draft AIS were prepared for the Project. The Project is not anticipated to irrevocably commit existing cultural resources as the Site is not customarily used by native Hawaiians or others for resource gathering or traditional cultural practices. Per HAR §13-275, the Draft AIS supports a Project determination of “Effect, with proposed mitigation commitments.” The Draft AIS and proposed mitigation commitments will require review and approval by SHPD. Consultation with SHPD, the CRC, the HHF, and other stakeholders is ongoing. Appropriate mitigation measures will be implemented for affected historic structures on Site. For further discussion on proposed mitigation measures see **Section 3.11**.

(2) *Curtail the range of beneficial uses of the environment.*

The Project will not curtail the range of beneficial uses of the environment. The Project involves the construction of multi-family housing and a Civic Center on an existing, developed, and underutilized lot, designated for business and community use. The Site is currently being used for the DOE’s MCSA and lawn mowing operation. The proposed use is compatible with surrounding uses in the area and will not alter the existing land use designation.

(3) *Conflict with the State’s environmental policies or long-term environmental goals established by law.*

The Project does not conflict with the State’s long-term environmental policies or goals and guidelines as expressed in HRS Chapter 344, and any revisions thereof and amendments thereto, court decisions, or executive orders. Construction-related impacts mitigation for noise, dust, and emissions will comply with the DOH Administrative Rules. Sustainable features and BMPs will be implemented to the extent possible to minimize long-term impacts to the environment.

- (4) *Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State.*

The Project will result in short- and long-term economic benefits from construction and operation that include direct, indirect, and induced employment opportunities and multiplier impacts. The Project is not anticipated to have a substantial adverse effect on cultural practices, see **Section 3.11, Historic Architecture, Archaeological, and Cultural Resources**. The Project design will be compatible with the surrounding residential and commercial uses and within allowable development limits per the MCC. The Project will have a beneficial effect on the community's social welfare by providing affordable housing and necessary government services to Maui residents, as well as reducing the State General Fund spending on lease rent expenses in the long-term.

- (5) *Have a substantial adverse effect on public health.*

The Project is consistent with existing land uses and is not anticipated to have a substantial adverse effect on public health. During construction, there is the potential for temporary, short-term impacts on existing air quality, noise conditions and surrounding traffic network in the immediate Project vicinity. The Project will comply with federal, State and county regulations during the construction and will implement BMPs to minimize temporary impacts. For further discussion on proposed mitigation measures see **Section 3.6, Air Quality, Section 3.7, Noise Conditions** and **Section 3.9, Transportation System**.

- (6) *Involve adverse secondary impacts, such as population changes or effects on public facilities.*

The Project will provide multi-family housing and a Civic Center which will meet the existing needs Maui residents.

The Project is anticipated to increase vehicle delay at the Kane Street/Vevau Street intersection, which is currently operating at an undesirable level. A multi-way stop at the intersection is warranted without the Project. Thus, a RRFB or an AWSC may be installed at the intersection, and the southbound Kane Street approach to Vevau Street will be restriped to reduce vehicle delay.

The Project is not anticipated to involve adverse secondary impacts, such as population changes or effects on public facilities.

- (7) *Involve a substantial degradation of environmental quality.*

The Project is not anticipated to involve a substantial degradation of environmental quality. Long-term impacts to soils, climate, water quality, flora/fauna, air quality, noise conditions, and natural resources are not anticipated. For further discussion on proposed mitigation measures see **Section 3.1, Geology, Topography, and Soils, Section 3.2, Climate, Climate Change, and Sea Level Rise, Section 3.4, Water Resources, Section 3.5, Flora and Fauna, Section 3.6, Air Quality, and Section 3.7, Noise Conditions**.

- (8) *Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions.*

The Project is not anticipated to cumulatively have a substantial adverse effect upon the environment or involve a commitment for larger actions. The development of the Project will not have significant impacts to the surrounding natural and cultural environment.

- (9) *Have a substantial adverse effect on a rare, threatened or endangered species, or its habitat.*

The Site does not contain known rare, threatened, or endangered species or a critical habitat. Therefore, the Project is not anticipated to have impacts to rare, threatened or endangered plants or animal species.

- (10) *Have a substantial adverse effect on air or water quality or ambient noise levels.*

The Project is not anticipated to have a substantial adverse effect on air or water quality or ambient noise levels. During construction, there is the potential for temporary, short-term impacts on existing air quality, noise conditions in the immediate Project vicinity. The Project will comply with federal, State and County regulations during the construction and will implement BMPs to minimize temporary impacts. For further discussion on proposed mitigation measures see **Section 3.6, Air Quality, Section 3.7, Noise Conditions, and Section 3.4, Water Resources.**

- (11) *Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as flood plain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.*

The Project is not anticipated to have a substantial adverse effect on or is likely to suffer damage by being located in an environmentally sensitive area such as flood plain, tsunami zone, SLR-XA, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters. For further discussion on proposed mitigation measures see **Section 3.2, Climate, Climate Change, and Sea Level Rise** and **Section 3.3, Natural Hazards.**

- (12) *Have a substantial adverse effect on scenic vistas and viewplanes, during day or night, identified in county or state plans or studies.*

The Project is not anticipated to have a substantial adverse effect on scenic vistas and viewplanes, during day or night, as identified in the county or state plans or studies. The Project design will be compatible with the surrounding commercial and residential buildings and within allowable development limits per the MCC. For further discussion on proposed mitigation measures see **Section 3.13, Visual and Scenic Resources.**

- (13) *Require substantial energy consumption or emit substantial greenhouse gases.*

Construction and operation of the Project will require similar or less energy consumption and greenhouse gases emission relative to other similar-sized projects. After the Project is completed, energy will be conserved by using energy efficient appliances and fixtures and green design concepts as practicable, therefore limiting greenhouse gases emission. Design elements that support multi-modal transportation will be incorporated, which will contribute to the reduction in greenhouse gases emission. Furthermore, to the extent practicable, the Project will comply with HRS §196-9, regarding energy efficiency and environmental standards for State facilities. For further discussion on proposed mitigation measures see, **Section 3.2, Climate, Climate Change, and Sea Level Rise.**

## **6.2 Summary**

Based on the information and findings in this Final EA, it is determined that the Project will have no significant impact on the environment. The Final EA recommends mitigation measures to alleviate impacts when such impacts are identified. Further evaluation of the Project's impacts through the preparation of an Environmental Impact Statement is not warranted. A FONSI is determined for this Project.

# **Agencies, Organizations, and Individuals Consulted in the EA Process**





## Chapter 7

# Agencies, Organizations, and Individuals Consulted in the EA Process

## 7.1 Consultation

An early consultation letter and information handout for the Project was mailed on October 6, 2020 to stakeholders (e.g., State and County agencies, elected officials, organizations, and neighbors) to initiate the environmental review process, and to inform and gather input from the community. A copy of the early consultation letter and information handout are in *Appendix M, Early Consultation Package*. Copies of the written comments received (via mail and email) during the early consultation period are addressed in this Final EA and are in *Appendix N, Early Consultation Comments and Responses*. A virtual Public Meeting #1 was held on February 25, 2021 via the Zoom platform, to inform and gather early input from stakeholders on the Project.

The Draft EA was published in the State, OPSD, ERP's *The Environmental Notice* on January 23, 2022, which commenced a 30-day public comment period. Stakeholders were notified of the availability of the Draft EA via mail/email on, January 21, 2022. Copies of the Draft EA notification letter is in *Appendix O, Draft EA Notification*. Copies of the written comments received (via mail and email) during the Draft EA 30-day public comment period are addressed in this Final EA and are in *Appendix P, Draft EA Comments and Responses*. A virtual Public Meeting #2 was held on February 15, 2022, via the Zoom platform, to inform and gather input from stakeholders on the Draft EA.

*Table 7-1, Consultation with Agencies, Organizations, and Individuals* lists the stakeholders who were engaged during the early consultation period, participated in the virtual Public Meeting #1; received notification of the publication of the Draft EA, submitted written comments on the Draft EA, participated in the virtual Public Meeting #2, and who will receive notification of the publication of this Final EA.

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**Table 7-1 Consultation with Agencies, Organizations, and Individuals**

Stakeholders	Early Consultation Mail-out	Early Consultation Comments Received	Public Meeting #1 Attendance	Notification of Draft EA	Draft EA Comments Received	Public Meeting #2 Attendance	Notification of Final EA
<b>Federal Agencies</b>							
U. S. Department of the Interior, Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office	X	X		X	X		X
<b>State of Hawai'i Agencies</b>							
Department of Accounting and General Services	X	X	X	X		X	X
Department of Budget and Finance, Office of the Public Defender – Maui				X			X
Department of Business, Economic Development and Tourism (DBEDT), Hawai'i Housing Finance & Development Corporation	X		X	X		X	X
DBEDT, Office of Planning and Sustainable Development	X			X	X	X	X
Department of Education (DOE), Maui District	X			X		X	X
DOE, Planning Section, Facilities Development Branch					X		X
Department of Hawaiian Homelands	X			X			X
Department of Health (DOH), Adult Mental Health Division (AMHD)	X			X			X
DOH, AMHD, Maui Community Mental Health Center			X	X			X
DOH, Child and Adolescent Mental Health Division	X			X			X

**Table 7-1 Consultation with Agencies, Organizations, and Individuals**

<b>Stakeholders</b>	<b>Early Consultation Mail-out</b>	<b>Early Consultation Comments Received</b>	<b>Public Meeting #1 Attendance</b>	<b>Notification of Draft EA</b>	<b>Draft EA Comments Received</b>	<b>Public Meeting #2 Attendance</b>	<b>Notification of Final EA</b>
DOH, Developmental Disabilities Division	X			X			X
DOH, Disability and Communication Access Board	X	X		X			X
DOH, Environmental Management Division (EMD), Clean Air Branch	X				X		
DOH, EMD, Clean Water Branch	X						
DOH, EMD, Indoor and Radiological Health Branch	X	X					
DOH, EMD, Safe Drinking Water Branch	X						
DOH, EMD, Solid and Hazardous Waste Branch	X	X					
DOH, EMD, Wastewater Branch	X						
Department of Human Services (DHS), Benefit, Employment and Support Services Division	X			X	X		X
DHS, Med-QUEST Division	X			X			X
DHS, Social Services Division	X			X			X
Department of Land and Natural Resources (DLNR), Land Division	X			X	X		X
DLNR, Division of Forestry and Wildlife	X	X		X	X		X
DLNR, Engineering Division					X		X
DLNR, Land Division, Maui District	X			X			X
DLNR, State Historic Preservation Division	X			X			X

**Table 7-1 Consultation with Agencies, Organizations, and Individuals**

<b>Stakeholders</b>	<b>Early Consultation Mail-out</b>	<b>Early Consultation Comments Received</b>	<b>Public Meeting #1 Attendance</b>	<b>Notification of Draft EA</b>	<b>Draft EA Comments Received</b>	<b>Public Meeting #2 Attendance</b>	<b>Notification of Final EA</b>
Department of Public Safety, Hawai'i Correctional Industries – Maui	X			X		X	X
Department of Transportation	X	X		X	X		X
Hawai'i State Public Library System	X		X	X		X	X
Office of Hawaiian Affairs	X			X			X
<b>County of Maui Agencies</b>							
Department of Environmental Management	X			X			X
Department of Fire and Public Safety	X	X		X			X
Department of Housing and Human Concerns	X	X	X	X	X	X	X
Department of Management	X			X			X
Department of Parks and Recreation	X	X	X	X			X
Department of Public Works	X	X		X			X
Department of Transportation	X	X	X	X	X		X
Department of Water Supply	X	X		X	X		X
Emergency Management Agency	X			X			X
Maui County Cultural Resources Commission				X			X
Planning Department	X	X	X	X		X	X
Planning Department, Ka'ahumanu Ave. Community Corridor		X		X		X	X

**Table 7-1 Consultation with Agencies, Organizations, and Individuals**

Stakeholders	Early Consultation Mail-out	Early Consultation Comments Received	Public Meeting #1 Attendance	Notification of Draft EA	Draft EA Comments Received	Public Meeting #2 Attendance	Notification of Final EA
Police Department	X	X		X			X
<b>Elected Officials</b>							
State Senator Gilbert Keith-Agaran (District 5)	X			X		X	X
State Representative Kyle Yamashita (District 12)			X	X			X
Office of the Mayor, County of Maui	X			X		X	X
Maui County Councilmember Tasha Kama (Kahului)	X		X	X			X
Evan Dust, Senior Executive Assistant for Council Tasha Kama			X			X	X
Maui County Councilmember Yuki Lei Sugimura (Upcountry)			X	X			X
<b>Utility Companies</b>							
Hawaiian Electric	X			X			X
Hawaiian Telcom	X			X			X
<b>Organizations and Individuals</b>							
Catholic Charities Hawai'i						X	X
Colleen Uechi						X	X
Dan Gavin						X	X
Family Life Center			X	X			X
Foodland Ka'ahumanu	X			X			X

**Table 7-1 Consultation with Agencies, Organizations, and Individuals**

<b>Stakeholders</b>	<b>Early Consultation Mail-out</b>	<b>Early Consultation Comments Received</b>	<b>Public Meeting #1 Attendance</b>	<b>Notification of Draft EA</b>	<b>Draft EA Comments Received</b>	<b>Public Meeting #2 Attendance</b>	<b>Notification of Final EA</b>
Historic Hawaii Foundation				X	X		X
Janet Powell			X	X			X
Kahului Lani	X		X	X			X
Kathleen Tom				X	X	X	X
Lili and Bailey			X				X
Maui Chamber of Commerce	X			X			X
Maui Economic Development Board	X			X			X
Maui Economic Opportunity, Inc.	X		X	X		X	X
Maui News			X	X			X
Nelson \Nygaard Consulting Associates Inc.		X		X		X	X
Queen Ka'ahumanu Center	X			X			X
The Waterfront Apartments at Kahului	X		X	X	X	X	X
University of Hawai'i Mānoa, Institute for Astronomy					X		X
Zahra Bhattachaya			X	X			X

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## 7.2 Public Meetings

### 7.2.1 Public Meeting #1

A virtual Public Meeting #1 was held on February 25, 2021 via the Zoom platform, to inform and gather early input from stakeholders on the Project. A meeting invite/flyer was mailed/emailed out on February 10, 2021 to landowners within 500 feet of the Site and previously identified stakeholders who were contacted for early consultation. A press release was published in the Maui News on February 15, 2021. Copies of the meeting invite/flyer and press release are in *Appendix Q, Public Meetings*.

Approximately 30 individuals, including agency representatives, elected officials and staff, community organizations, and residents attended the Public Meeting #1. A full listing of attendees is listed in *Table 7-1, Consultation with Agencies, Organizations, and Individuals*.

The following polling questions were asked at the Public Meeting #1 and received the corresponding percentage of responses.

1. The Kahului Civic Center Mixed-Use Complex Project is an opportunity to provide the following:
  - a. Affordable housing options that reflect the demographics and cost of living (80%)
  - b. Increase of multi-modal transportation options, such as safer streets for walking and biking (95%)
  - c. Development of a transit-ready district by activating street frontages (50%)
  - d. Creation of gathering spaces such as parks, plazas, community centers, and/or libraries (85%)
  - e. Development of a landscape corridor along Ka'ahumanu Avenue (45%)
2. In addition to affordable housing and the State office program planned for this Site, these project elements should be a priority for the Kahului Civic Center Mixed-Use Complex Project:
  - a. A deep landscaped setback along Ka'ahumanu Avenue (30%)
  - b. Pedestrian connectivity through the Site (65%)
  - c. Small-town character (25%)
  - e. Sufficient parking (50%)
  - f. Civic plaza fronting DAGS office building (15%)
  - g. Small food establishment or neighborhood shops (35%)
  - h. Reduction of parking to encourage use of multi-modal transportation (20%)
  - i. Community-service oriented businesses (25%)
3. As an undeveloped parcel at the core of a major TOD center for Kahului and adjacent to the new County Transit Hub:
  - a. The State should develop this parcel as a compact, higher-density development that provides the maximum allowed affordable housing units (61%)
  - b. The State should develop this parcel as a lower than allowed density to provide less housing than what is allowed. The State should look at other parcels to distribute affordable housing needs to other areas (39%)
4. How many cars do you think your household will need in the future? (10-20 years from now, given market changes in rideshare, investment in improving multi-modal transportation, TOD development, etc.):
  - a. 0 (6%)
  - b. 1 (50%)
  - c. 2 (39%)

- d. 3+(6%)
5. If you were to live here in the future, would you consider not having a car assuming there is robust public transportation?
- a. Yes, I would consider not having a car (28%)
  - b. No, I'd still NEED a car (33%)
  - c. No, I'd still WANT a car (39%)

Participants were generally supportive of the Project. The following is a summary of oral and written comments that were provided by participants during and after the Public Meeting #1.

- A public meeting should also be held during the design phase;
- Participants agreed that density is needed to support TOD, but green and open space should also be provided;
- Having pedestrian connectivity through the Site and mixed of uses are consistent with the County KCC vision;
- Based on a feedback from a County KCC public meeting, people need cars for shopping trips. Ride-share opportunity should be considered;
- The recent MCC updates support multi-modal transportation and higher density;
- The Project should be vibrant, active, and walkable;
- Concern about potential traffic congestion on Vevau Street;
- Need to consider future use for the current Kahului library site, since the library will be relocated to the Project;
- Recognizes affordable housing shortage on Maui, Bill 10 is being proposed to require 75% affordable housing of total units built;
- Challenge in creating TOD connectivity through “superblock”/surrounding private lands;
- Challenge in combining residential and non-residential RFP;
- Vehicular and pedestrian connections through 3rd Street, which is a private driveway as part of The Waterfront Apartments is not desirable by the property owner due to potential safety and operational issues; and
- The Project should add an open pavilion or outdoor multi-purpose court area for health/wellness, cultural, educational or other public activities.

Comments received at the Public Meeting #1 are addressed in this Final EA.

The Public Meeting #1 meeting materials and Zoom recording of the meeting are posted on the Project website and can be viewed at: <https://storymaps.arcgis.com/stories/2502e660fc614a46928a1f9b4e7a3dbf>.

## 7.2.2 Public Meeting #2

A virtual Public Meeting #2 was held on February 15, 2022, via the Zoom platform, to inform and gather input from stakeholders on the Draft EA. A meeting invite/flyer was mailed/emailed on February 2, 2022, to landowners within 500 feet of the Site and previously identified stakeholders who were engaged during the early consultation period, notified of the Draft EA, and in attendance at the Public Meeting #1. A press release was published in the Maui News on February 3, 2022. Additionally, the KCC project team distributed information regarding the Public Meeting #2 to their stakeholders. Copies of the meeting invite/flyer and press release are in *Appendix Q, Public Meetings*.

Approximately 19 individuals, including agency representatives, elected officials and staff, community organizations, and residents attended the Public Meeting #2. A full listing of attendees is listed in *Table 7-1, Consultation with Agencies, Organizations, and Individuals*.

Participants were generally supportive of the Project. The following is a summary of oral and written comments that were provided by participants and associated responses, during the Public Meeting #2.

- Confirmation that DOE MCSA – Maui Campus is interested in relocating to the Civic Center; DOE is currently looking for a temporary site to relocate to during construction of the Civic Center.
- The Project plays an integral role in the County KCC’s study area, TOD development, and the County’s Central Maui Community Plan Update. The County DP supports a Project with massing, scale, and aesthetic that fits with community’s character. The County DP recommends the selected developer hold design charettes with the community.
- Confirmation that the Project does not involve improvements within the Vevau Street ROW. Improvements of the Vevau Street ROW are being undertaken by Catholic Charities Housing Development Corporation, the developer of Kahului Lani. The Project will not conflict with the proposed Vevau Street improvements.
- School Street is mislabeled on the Conceptual Site Plan. The Project should have an appropriate setback from The Waterfront Apartments at Kahului. The Project will comply with setback requirements per Per MCC §19.18.050.
- The Project is not anticipated to be impacted by coastal flooding and 3.2 feet and 6.0 feet of sea level rise. The Site is in the Tsunami Evacuation Zone. The NOAA, PTWC will issue tsunami warnings as necessary.
- County Councilmember Tasha Kama is a supporter of the Project and prefers the affordable housing be available sooner than later.

Comments received at the Public Meeting #2 are addressed in this Final EA.

The Public Meeting #2 meeting materials and Zoom recording of the meeting are posted on the Project website and can be viewed at: <https://storymaps.arcgis.com/stories/2502e660fc614a46928a1f9b4e7a3dbf>

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## Chapter 8

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