



**HAWAIIAN HOME LANDS**

HAWAIIAN HOMES COMMISSION  
DEPARTMENT OF HAWAIIAN HOME LANDS

**HHC Agenda Item G-3**

# **Update on Pūlehunui Master Plan and Environmental Impact Statement for Regional Infrastructure Master Plan**

**Update to the Hawaiian Homes Commission  
October 15-16, 2018  
Paukūkalo, Maui**

# Purpose

**The purpose of this submittal is to provide the Hawaiian Homes Commission (HHC) with an update on the status of the Pūlehunui Master Plan and Environmental Impact Statement for Regional Infrastructure Master Plan.**

# **Presentation Outline**

- **Property and Project Background**
- **DHHL Lands Master Planning Efforts**
- **Draft Environmental Impact Statement**
- **Project Schedule and Next Steps**

# **Project Background**

**The Department of Hawaiian Home Lands (DHHL) is leading an effort to develop a regional infrastructure master plan to serve certain State lands located along Maui Veterans Highway on behalf of four (4) State agency stakeholders: DHHL, Department of Land and Natural Resources (DLNR), Department of Accounting and General Services (DAGS), and the Department of Public Safety (PSD) and their respective planned developments.**





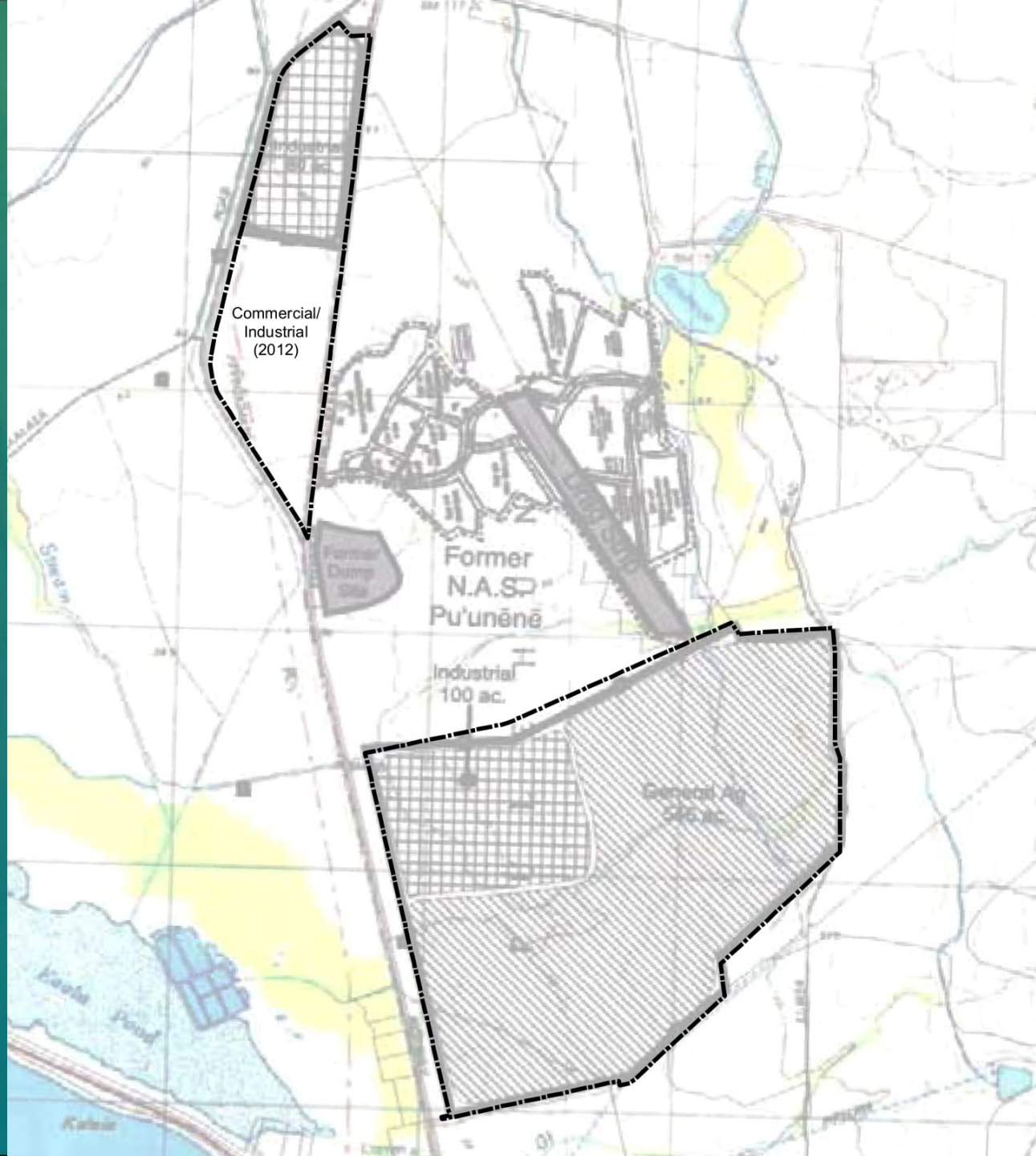
Wailuku

Kahului

Pūlehunui North

Pūlehunui South

Kīhei





# Planning Approach

- **Regional planning effort for four (4) State agencies who plan to develop at Pūlehunui**
  - Department of Hawaiian Home Lands
  - Department of Land and Natural Resources
  - Department of Public Safety
  - Department of Accounting and General Services
- **All projects require basic infrastructure**
- **All projects trigger HRS Chapter 343 environmental review**
- **2014 Memorandum of Understanding**
- **Legislative appropriation to DHHL**
  - \$4 Million for a Regional Infrastructure Master Plan and EIS
  - \$17.5 Million to design and build wastewater infrastructure
- **Benefits to Hawaiian Home Lands Trust**
  - Regional infrastructure will service DHHL parcels
  - Use of State funds for infrastructure development

# Outreach

**Outreach efforts undertaken to date include:**

- **Publication of the EIS Preparation Notice: December 23, 2017**
- **EIS Public Scoping Meeting: January 18, 2018**
- **Beneficiary Online Agriculture Survey: April 2018**
- **Beneficiary Planning Charrettes: April 21 & 28, 2018**
- **Beneficiary Report Back Meeting: September 5, 2018**



# Planning Charrettes

- **April 21, 2018**
  - Provided an orientation of the regional infrastructure study area, region, and the planning process. DHHL solicited further details regarding Beneficiaries' vision for Pūlehunui through comment cards, group discussions, presentations, and maps.
- **April 28, 2018**
  - Beneficiaries had the opportunity to respond to three alternative concept plans for Pūlehunui South which had been drafted in response to the first workshop.
- **September 5, 2018**
  - Final concept plan prepared and shared with Beneficiaries.





#### LEGEND

- Pūlehunui South
- Maui Veterans Highway
- Intersection (Potential)
- Internal Access Roads (Assumed Primary)
- Future Kihei Bypass (Concept)
- Future Keālia Pond Bypass (Concept)
- Mauka Connector Road (Concept)
- Prevailing Wind Direction
- Drainage Gulch
- Rocky Area / Not Recently Farmed
- Field Roads
- Man Made Objects
- Elevation Contours (5-ft intervals)

#### Flood Zones

- XS - 0.2% Annual Chance Flood
- A - 1% Annual Chance Flood
- AE - 1% Annual Chance Flood (BFE)
- AO - Flood Depths of 1-3'
- VE - Coastal Flood Zone, Wave Hazard (BFE)

#### Proposed Land Uses

- |  |  |            |
|--|--|------------|
|  | Farms  | (±146 ac.) |
|  | Ag Support   | (±24 ac.)  |
|  | Subsistence Ag/Homesteads<br>(2+ acre lots, approx. 80-100 lots) | (±238 ac.) |
|  | Beneficiary Gardens  | (±27 ac.)  |
|  | Commercial Enterprises   | (±70 ac.)  |
|  | Farmers Market   | (±11 ac.)  |
|  | Culture & Arts   | (±18 ac.)  |
|  | Education  | (±33 ac.)  |
|  | Roads  | (±31 ac.)  |
|  | Open Space/Existing Gulch  | (±48 ac.)  |

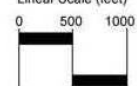
**Total Land Area 646 ac.**

\* WWTP Site Option  
(Other wastewater alternatives being evaluated.)

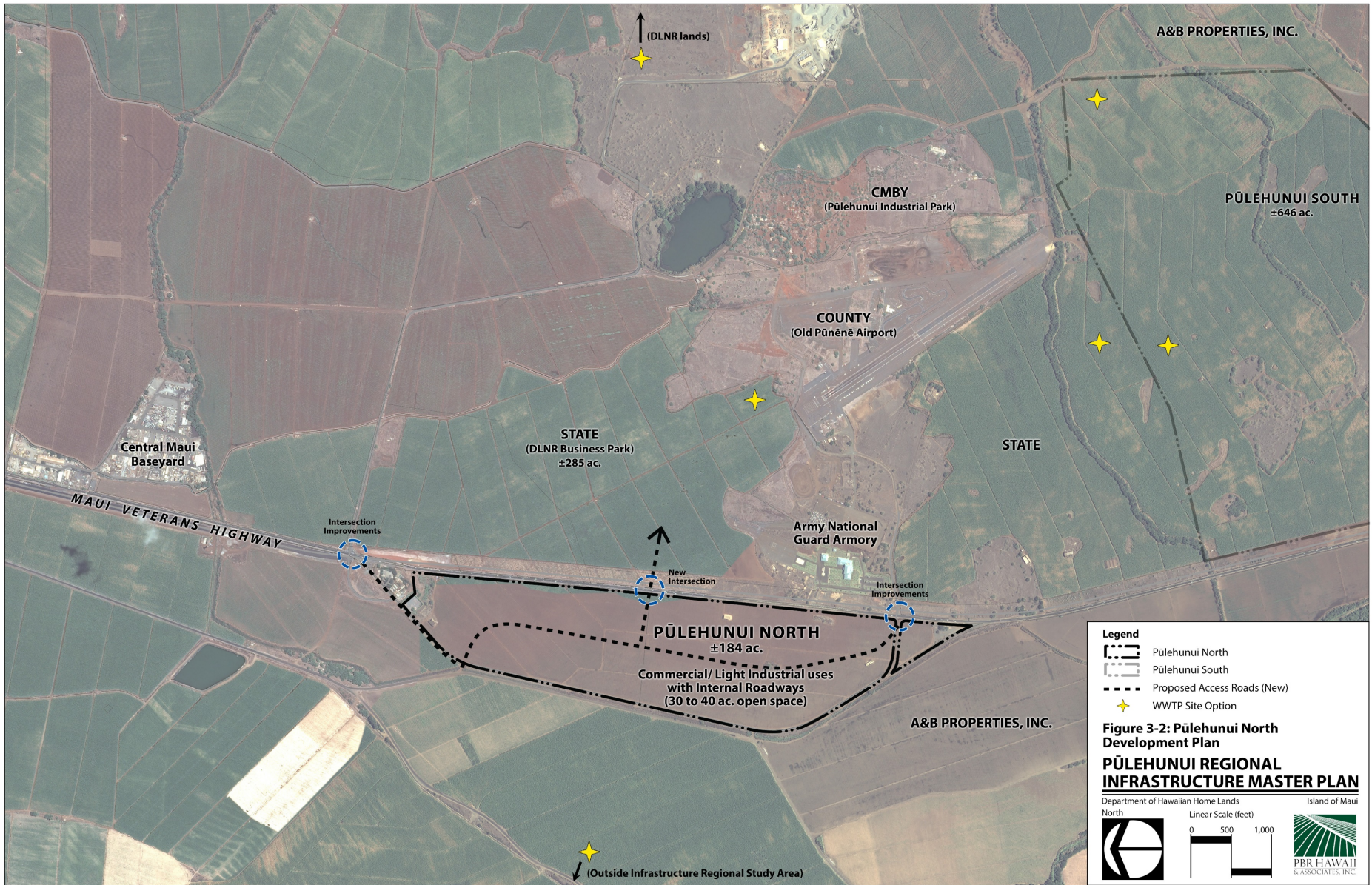
### Conceptual Plan PŪLEHUNUI SOUTH

Department of Hawaiian Home Lands  
North

Island of Maui







**Legend**

- Pūlehunui North
- Pūlehunui South
- Proposed Access Roads (New)
- WWTP Site Option

**Figure 3-2: Pūlehunui North Development Plan**

**PŪLEHUNUI REGIONAL INFRASTRUCTURE MASTER PLAN**

Department of Hawaiian Home Lands

North

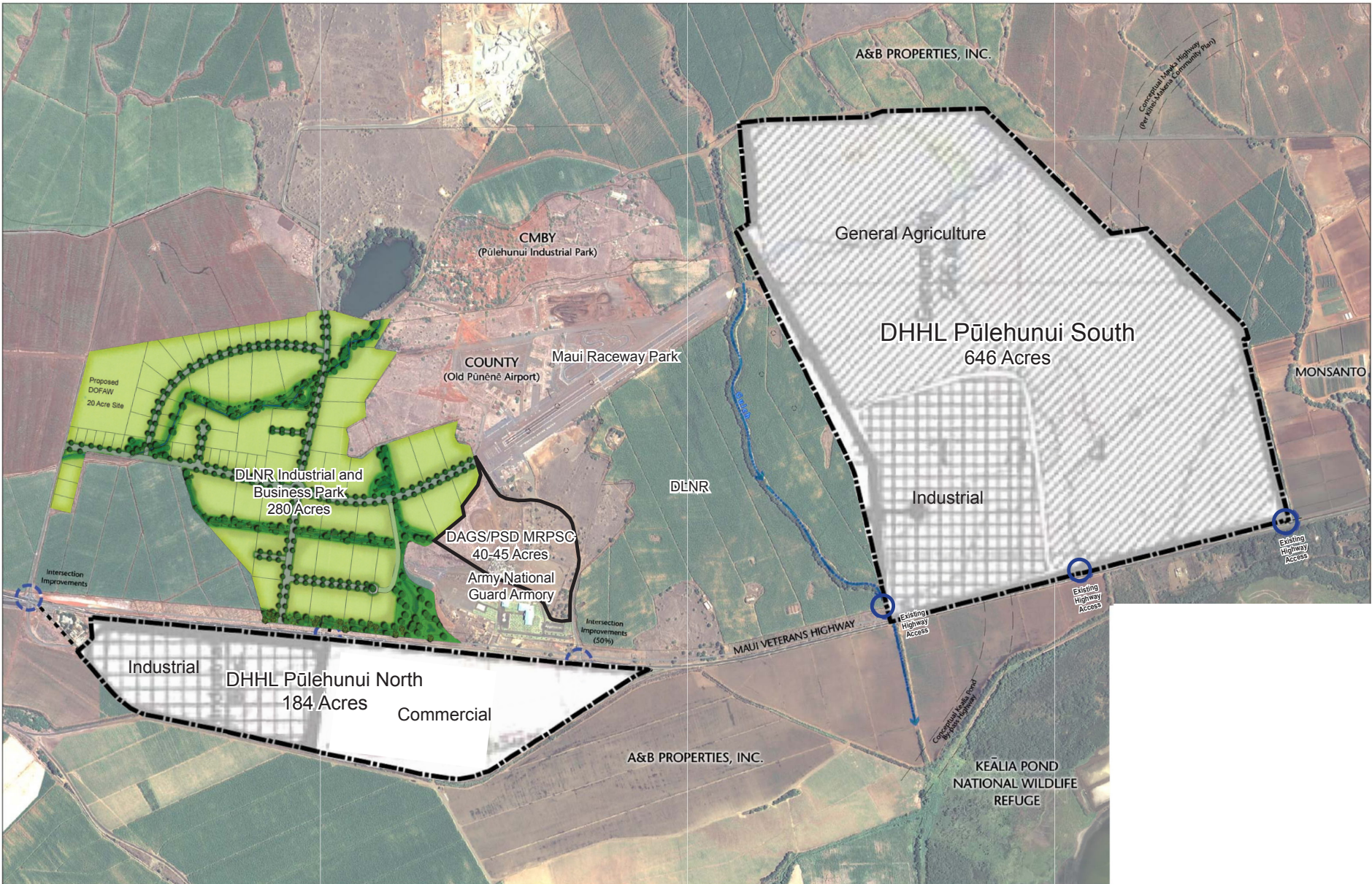
Linear Scale (feet)

0 500 1,000

Island of Maui

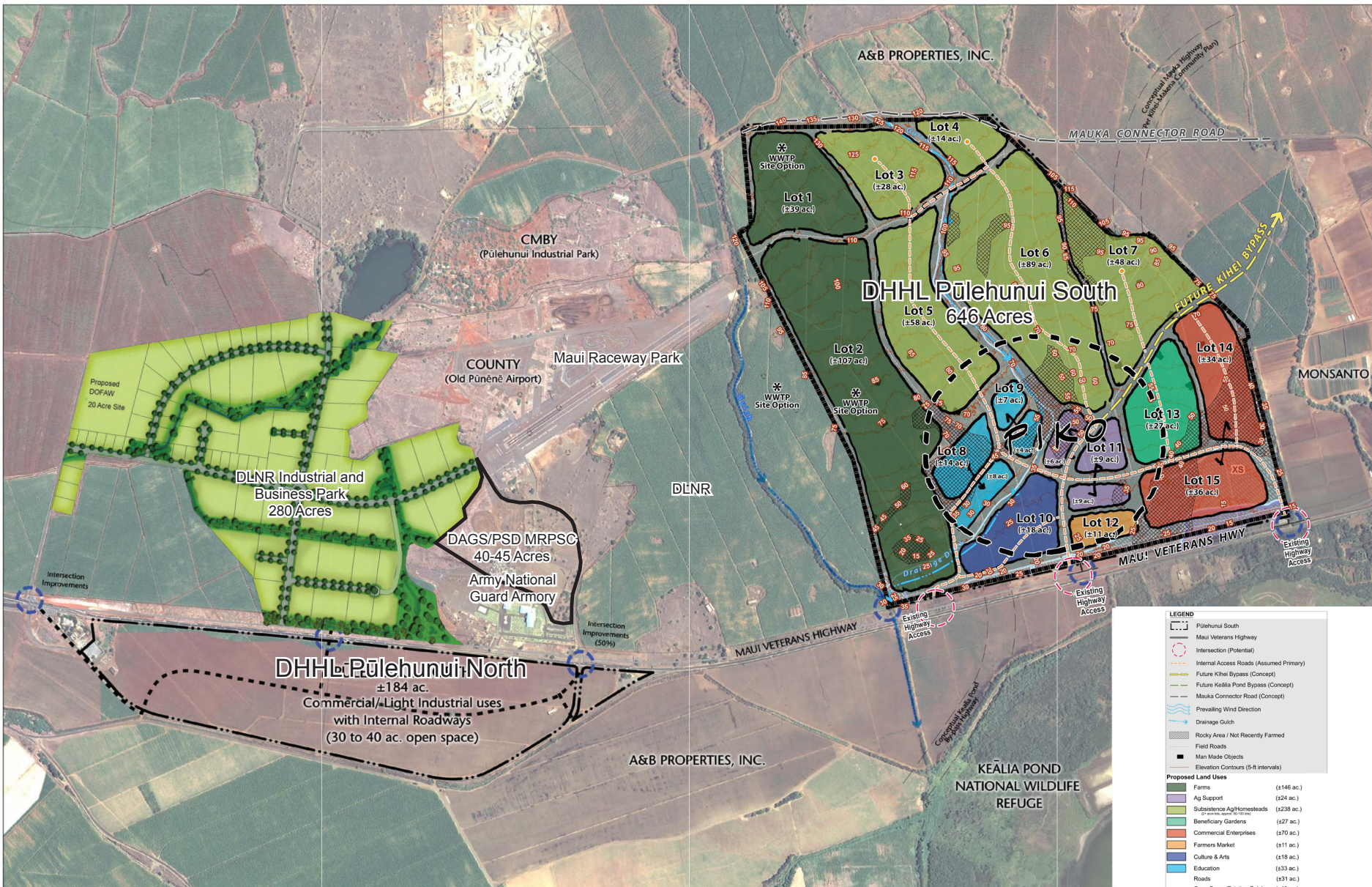
PBR HAWAII & ASSOCIATES, INC.





Source: ESRI Online Basemap, Roads: County of Maui, 2012. UGB: County of Maui, downloaded 2017. Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.





Source: ESRI Online Basemap, Roads: County of Maui, 2012. UCR: County of Maui, downloaded 2017. Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



# Environmental Impact Statement

- Chapter 343, Hawai'i Revised Statutes (HRS)
- Hawai'i Administrative Rules Title 11, Chapter 200, Environmental Impact Statement Rules (Department of Health)
  - Trigger: Use of State Lands and Funds
  - Possible Trigger: Propose Any Wastewater Treatment Facility
- Section 343-5 (e), HRS

**Due to the scope of the project, an EIS is being prepared.**

# **Section 11-200-12(b), HAR: 13 Significance Criteria**

- 4. Substantially affects the economic welfare, social welfare, and cultural practices of the community or State;**
- 6. Involves secondary impacts, such as population changes or effects on public facilities;**
  - Indirect socio-economic impacts
  - Indirect impacts to public facilities and services
- 8. Is individually limited but cumulatively has a considerable effect upon the environment or involves a commitment for larger actions;**
  - Cumulative impacts to landscape and view planes
  - Positive cumulative economic impacts
  - Temporary cumulative impacts related to construction (air quality, stormwater runoff, noise, and traffic)
- 13. Requires substantial energy consumption.**
  - Will require additional energy consumption related to buildout and ongoing operations

# Mitigation Measures

Cumulative and Secondary Impacts	
Noise/Visual Impacts	Noise buffer areas on either side of the highway will serve as visual buffers as well. Portions of the buffer areas along Maui Veterans Highway can also be designed to include grade-separated bike paths and include areas for stormwater management.
Economic Impacts (Land Values/Taxes)	Cumulative impacts may occur to the economy (and to DHHL) as the mix of uses in the area diversifies and is able to support additional businesses and services. The surrounding (non-State owned) land values may also increase due to increased activity and densities. New activity and density may potentially increase tax revenues for both the State and the County in general excise tax, income tax, and property tax collections. However, because the DHHL lands are State-owned, it will not contribute to increased property tax revenues except for the onsite commercial and industrial uses.
Economic Impacts (State Spending)	The Proposed Action is expected to generate some \$1.03 billion in development expenditures in the State, or about \$49.0 million to \$59.8 million per year over the anticipated 19-year development period.
Construction Impacts (air quality, stormwater runoff, noise, and traffic)	DHHL will coordinate with State and County traffic control operations (including the Police Department) to mitigate such impacts. There may also be cumulative impacts related to shortages of construction materials, skilled contractors, and other related inputs during the construction phases should multiple projects be under construction at the same time. Coordination amongst the agencies party to the MOU may help to mitigate potential shortages.
Public Service Impacts	Secondary impacts may occur in the form of increased demands on public service budgets and workforce to serve the DHHL lands. Mitigation includes consultation with Federal, State, and County agencies to determine potential indirect impacts. DHHL will coordinate with these agencies accordingly.
Social Impacts	The increased (mostly daytime) employee and visitor/customer population at the DHHL lands combined with similar impacts from other State projects, may result in increased safety in the area as increased activity creates less desirable circumstances for illicit activities. More community activities and opportunities to meet people from diverse backgrounds may also stimulate new social networks and relationships between future employees, visitors, and future business patrons to the area.
Utility Impacts	Secondary impacts related to increased utility and infrastructure demand may include induced jobs such as those in telecommunication services, water, wastewater, electricity and solid waste, green waste, and recycling handlers. Related is the anticipated possible shifting of demand on existing resources and services from other areas of Maui.
Energy Use/Traffic Impacts	Energy use and increased traffic may create secondary impacts such as increased greenhouse gas emissions due to energy use and vehicle noise and emissions. Energy saving strategies will be considered. DHHL will investigate ways to connect to existing and future public and multimodal transportation networks.
Traffic Impacts	
By 2035, Maui Veterans Highway needs to be widened to include a third travel lane, with some intersections needing double left-turn lanes (this coincides with the full build-out of the DHHL lands).	
Traffic signal timing plans will be optimized to improve traffic flow along the highway.	
DHHL will coordinate with HDOT on its fair share of improvements.	
DHHL and DLNR will coordinate the project with the Statewide Transportation Improvement Program (STIP) and with the DOT to address the need for additional regional capacity for the Maui Veterans Highway. DHHL will also coordinate with DLNR regarding the proposed new intersection on Maui Veterans Highway that will provide access to both agencies' lands to ensure the proposed access roads to each property align and are acceptable to DOT.	
DHHL will investigate ways to connect to existing and future public and multimodal transportation networks.	



# Mitigation Measures

Noise Impacts	
Pūlehunui South	1,900 foot buffer distance to highway will mitigate future traffic noise levels at ag homesteads.
	Education area will be located with minimum 750 foot buffer distance from the highway.
	Noise from Maui Veterans Highway may constrain uses fronting the highway, particularly Culture and Arts uses.
	A HUD compliant noise study will be conducted as needed to determine whether the FHA/HUD noise standard of 65 DNL will be exceeded at noise sensitive uses at Pūlehunui South.
Pūlehunui South	Minimum 215 foot setback to the highway if a hotel is constructed.
	Air conditioning will mean windows will be closed and further mitigate noise impacts from the highway and other uses at Pūlehunui North.
	Minimum setback distance of 110 feet from the highway will mitigate noise impacts to Commercial/Light Industrial uses.
	Sound attenuating walls and/or berms may also be used as a traffic noise mitigation measure for both indoor and outdoor spaces.
Land Use/Visual Character Impacts	
Noise buffer areas on either side of the highway will serve as visual buffers as well.	
The highway frontage of the DHHL lands will be extensively landscaped as part of the development improvements, to ensure visual buffering and softening of the built landscape.	
Water Infrastructure Impacts	
Facilities will be designed to maximize water efficiency.	
Opportunities to reduce projected demands by installing rainwater catchment systems will be considered.	
Water efficient fixtures and water efficient practices, where feasible (including xeriscaping, automatic irrigation for commercial/industrial areas, and non-potable water as available) will be utilized.	
Solid Waste Impacts	
DHHL will work with contractors to minimize the amount of solid waste generated during the construction. Green waste will be managed appropriately.	
After construction, DHHL will implement strategies from the County of Maui Integrated Solid Waste Management Plan (2009) for diverting solid waste from landfills by providing options for recycling.	
Energy Consumption Impacts	
Energy use and increased traffic may create direct or cumulative impacts such as increased greenhouse gas emissions due to energy use and vehicle noise and emissions. Energy saving strategies will be considered. DHHL will investigate ways to connect to existing and future public and multimodal transportation networks.	

# Alternatives Considered

- **No Action**
  - No regional infrastructure; each agency responsible for own
  - DHHL lands remain vacant and underutilized
- **Alternatives Requiring Actions of a Significantly Different Nature**
  - Non-homestead ag. uses
  - Leasing out ag. areas to one or a few large-scale farmers
- **Alternatives Related to Different Designs or Details of the Proposed Action**
  - Different infrastructural combinations
- **Postponing Action Pending Further Study**
  - Similar outcome to No Action alternative

# Next Steps

- **Publication of Draft EIS: November 8, 2018**
- **45-Day Comment Period Ends: December 24, 2018**

## Schedule Milestones

*Pūlehunui Regional Infrastructure Master Plan (EIS)*

**July-Nov  
2017**

Project Start  
State Agency Coordination  
Background Research  
Site Analysis

**Dec-Jan  
2018**

Publish EISPN  
Public EIS Scoping Meeting  
30-day comment period

**Aug-Sept  
2018**

Finalize Technical Studies  
Finalize Conceptual Plan  
MOU agencies review Draft EIS  
Respond to comments

**Oct-Dec  
2018**

Publish Draft EIS  
45-day comment period

**Jan-May  
2019**

Respond to comments  
Complete Final EIS

**June-July  
2019**

Submit FEIS for OEQC review  
OEQC recommends FEIS  
acceptance

**Aug-Sept  
2019**

Governor accepts Final EIS  
Publish Final EIS

# Maui Island Plan Amendment

## Tier 1

### General Plan

*Statewide; 20 year timeframe*

## Tier 2

### Island Plans

*Island specific; 8 year timeframe*

### Program Plans

*Specific functional areas; 8 year timeframe*

## Tier 3

### Development Plans

*Project specific; 4 year timeframe*

### Regional Plans

*Specific community(ies); 4 year timeframe*

### Special Area Plans

*Designated special district; 4 year timeframe*

## Implementation Tools

### Funding

*CIP, Operating Budget*

### Legislation

*Administrative Rules*

### Land Use

*Designations, Amendments*

## Evaluation



# Maui Island Plan Amendment

## §10-4-54 Adoption and amendment procedures.

(c) Interim amendments. Between comprehensive updates, tier 1 and tier 2 plans may be amended upon beneficiary consultation appropriate to the plan as set forth in section 10-4-60, and a majority vote by the commission. Initiation of the amendment shall be as follows:

- (1) The chairman may propose, in writing, interim amendments to any of the plans by first notifying the commission and then initiating beneficiary consultation appropriate to the plan as set forth in section 10-4-60; or

## §10-4-60 Beneficiary consultation. (a)

Meaningful and timely consultation with beneficiaries promotes trust, partnership, and civic engagement. The type of consultation shall be appropriate to the potential impact of the decision or action.

(b) Types of consultation. The type of consultation is determined by the type of plan or implementing action:

- (2) Place-based. Place-based consultation is geographically specific. Notice shall be provided to existing homesteaders, waiting lists applicants, and other native Hawaiians who have registered with the department and who are associated with a geographic area impacted by the proposed action. The chairman shall determine the appropriate scope of the notice. The notice shall describe the proposed action and the date, time, and place of a public meeting to be held within the geographic area. Place-based consultation shall apply to the preparation and amendment of island plans, preparation and amendment of tier 3 plans, and proposed projects that require an environmental assessment or environmental impact statement.

**Mahalo**