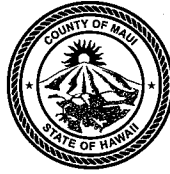


ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



RECEIVED

2016 SEP 21 AM 10:39

COUNTY OF MAUI

DEPARTMENT OF PLANNING

September 21, 2016

Honorable Alan Arakawa
Mayor, County of Maui
200 South High Street
Wailuku, Hawaii 96793

For Transmittal to:

Honorable Mike White, Chair
and Members of the Maui County Council
200 South High Street
Wailuku, Hawaii 96793

APPROVED FOR TRANSMITTAL

[Signature] 9/30/16
Mayor Date

OFFICE OF THE
COUNTY CLERK

2016 SEP 23 AM 9:34

RECEIVED

Dear Chair White and Members:

**SUBJECT: CONDITIONAL PERMIT (CP) APPLICATION FOR
AAAAA RENT-A-SPACE 29,900 SQUARE FOOT PAVED
PARKING LOT FOR OFF-STREET STALLS, PORTABLE
SELF-STORAGE PODS, SMALL BOATS AND VEHICLES ON
0.9 ACRES OF LAND IN HONOKOWAI, DISTRICT OF
LAHAINA, ISLAND OF MAUI, HAWAII; TMK: (2) 4-4-001:026
(CP 2015/0004)**

The Department of Planning (Department) is transmitting for your review and action the CP application filed by AAAAA Rent-A-Space. A summary of the application is as follows:

APPLICATION SUMMARY	
Application	CP
Applicant	AAAAA Rent-A-Space
Owner	State of Hawaii Department of Business, Economic Development & Tourism, Hawaii Housing Finance and Development Corporation
Tax Map Key	(2) 4-4-001:026
Address	3560 Lower Honoapiilani Road, Lahaina
Area	0.9 acres
Land Use Designations	State Urban District Maui Island Plan: Within the Urban Growth Boundary West Maui Community Plan: MF Multi-Family Title 19, Zoning: R-3 Residential District Other: Within the Special Management Area (SMA)

Honorable Alan M. Arakawa, Mayor
For Transmittal to:
Honorable Mike White, Chair
September 21, 2016
Page 2

APPLICATION SUMMARY	
Brief Description	The Applicant proposes to construct an approximately 29,900 square foot paved parking lot for off-street parking stalls and placement of temporary portable self-storage pods, small boats and vehicles. The project will include approximately 3,200 square feet of landscape planting area.
Public Hearing	Held by Maui Planning Commission (Commission) on April 26, 2016 in Wailuku, Maui, Hawaii.
Testimony	Five (5) public testifiers appeared at the public hearing in support of the project. One public testifier appeared and was opposed to the project. Three (3) letters and two (2) emails were submitted to the Department before, during, or after the public hearing.
Recommendation	Recommend approval subject to conditions listed below.

The Commission reviewed the subject application at its April 26, 2016 public meeting and recommended approval of the CP (CP 2015/0004) with eight (8) conditions to the Maui County Council (Council).

As Council approval is required for the CP, the Department respectfully transmits the subject application to the Council for consideration. Accordingly, attached for your review are the following documents:

1. Proposed bill entitled, "A BILL FOR AN ORDINANCE GRANTING AAAAA RENT-A-SPACE-MAUI, A LIMITED PARTNERSHIP A CONDITIONAL PERMIT TO ALLOW THE DEVELOPMENT OF A 29,900 SQUARE FOOT PAVED PARKING LOT FOR OFF-STREET STALLS AND PLACEMENT OF TEMPORARY PORTABLE SELF-STORAGE PODS, SMALL BOATS, AND VEHICLES WITHIN THE COUNTY R-3 RESIDENTIAL DISTRICT, FOR PROPERTY SITUATED AT 2560 LOWER HONOAPIILANI ROAD, LAHAINA, MAUI, HAWAII";
2. Letters to the Applicant regarding the Commission's recommendation, dated August 24, 2016 and July 28, 2016;
3. Department's Recommendation to the Commission, dated April 26, 2016;
4. Department's Report and Agency Comments to the Commission, dated April 26, 2016;
5. Adopted Minutes of the April 26, 2016 Commission meeting;

Honorable Alan M. Arakawa, Mayor
For Transmittal to:
Honorable Mike White, Chair
September 21, 2016
Page 3

6. Letter received after the Commission meeting; and
7. Emails from Chris Woodard, Property Management Coordinator for Hawaii Housing Finance and Development Corporation, with background on parcel.

Thank you for your attention to this matter. Should you have any questions, please feel free to transmit them to the Department of Planning via transmittal through the Office of the Mayor.

Sincerely,



 WILLIAM SPENCE
Planning Director

Attachments

xc: Maui Planning Commission Members (PDF)
Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
Tara K. Furukawa, Staff Planner (PDF)
James Knuppe, AAAAA Rent-A-Space-Maui
Raymond Cabebe, Chris Hart and Partners, Inc., Land Planner

WRS:TKF:lk

Project File
General File

K:\WP_DOCS\PLANNING\CP\2015\0004_AAAAARentASpace\TransmittalToCouncil.doc

ORDINANCE NO. _____

BILL NO. _____ (2016)

A BILL FOR AN ORDINANCE GRANTING AAAAA RENT-A-SPACE - MAUI, A LIMITED PARTNERSHIP A CONDITIONAL PERMIT TO ALLOW THE DEVELOPMENT OF A 29,900 SQUARE FOOT PAVED PARKING LOT FOR OFF-STREET STALLS AND PLACEMENT OF TEMPORARY PORTABLE SELF-STORAGE PODS, SMALL BOATS, AND VEHICLES WITHIN THE COUNTY R-3 RESIDENTIAL DISTRICT, FOR PROPERTY SITUATED AT 3560 LOWER HONOAPIILANI ROAD, LAHAINA, MAUI, HAWAII

BE IT ORDAINED BY THE PEOPLE OF THE COUNTY OF MAUI:

SECTION 1. Pursuant to Chapter 19.40, Maui County Code, and subject to the conditions imposed in Section 2 of this ordinance, a Conditional Permit is hereby granted to AAAAA Rent-A-Space - Maui, a Limited Partnership to allow the development of a 29,900 square foot paved parking lot for off-street stalls and placement of temporary portable self-storage pods, small boats, and vehicles within the County R-3 Residential District. The site is identified for real property tax purposes as tax map key (2) 4-4-001:026, comprising approximately 0.90 acres of land situated at Lahaina, Maui, Hawaii.

SECTION 2. The granting of this Conditional Permit is subject to the following conditions:

1. That full compliance with all applicable governmental requirements shall be rendered in a timely manner.
2. That the Conditional Permit shall be valid for a period of ten years from the effective date of this ordinance; provided, that an extension of this Conditional Permit beyond this ten-year period may be granted pursuant to Section 19.40.090, Maui County Code.
3. That the Conditional Permit shall be nontransferable unless the Maui County Council approves a transfer by ordinance.
4. That AAAAA Rent-A-Space - Maui, a Limited Partnership shall exercise reasonable due care as to third parties with respect to all areas affected by this subject Conditional Permit and shall procure at its own cost and expense, and shall maintain

during the entire period of this Conditional Permit, a policy or policies of comprehensive liability insurance in the minimum amount of \$1,000,000 naming the County of Maui as an additional insured, insuring and defending AAAAA Rent-A-Space - Maui, a Limited Partnership and the County of Maui against any and all claims or demands for property damage, personal injury, and/or death arising out of this Conditional Permit, including, but not limited to: (1) claims from any accident in connection with the permitted use, or occasioned by any act or nuisance made or suffered in connection with the permitted use in the exercise by AAAAA Rent-A-Space - Maui, a Limited Partnership of said rights; and (2) all actions, suits, damages, and claims by whomsoever brought or made by reason of the nonobservance or nonperformance of any of the terms and conditions of this Conditional Permit. A copy of the certificate of insurance naming the County of Maui as an additional insured shall be submitted to the Department of Planning within 90 calendar days from the effective date of this ordinance. The proof of insurance and all subsequent certifications of insurance coverage shall be submitted directly by the insurance carrier to the Department of Planning and shall include the applicable tax map key and permit numbers.

5. That AAAAA Rent-A-Space - Maui, a Limited Partnership shall develop the property in substantial compliance with the representations made to the Maui County Council in obtaining this Conditional Permit. Failure to so develop the property may result in the revocation of this Conditional Permit pursuant to Section 19.40.080, Maui County Code.
6. That AAAAA Rent-A-Space - Maui, a Limited Partnership shall construct a high wall along the southern boundary of the property to provide safety, security, and privacy to abutting single-family residents.
7. That AAAAA Rent-A-Space - Maui, a Limited Partnership shall prohibit its customers from reversing into the proposed parking lot from Lower Honoapiilani Road.
8. That AAAAA Rent-A-Space - Maui, a Limited Partnership shall prohibit its customers from onsite boat repair.

SECTION 3. This ordinance shall take effect upon its approval.

APPROVED AS TO FORM
AND LEGALITY:

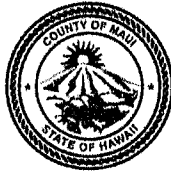
A handwritten signature in black ink, appearing to read 'J. Oana', is written over a horizontal line.

JENNIFER OANA
Deputy Corporation Counsel
County of Maui
2016-1006
2016-08-24 Ordinance for conditional permit

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

August 24, 2016

CERTIFIED MAIL – # 7015-0640-0002-6757-6723

Mr. James Knuppe, AAAAA Rent-A-Space
3600 Lower Honoapiilani Road
Lahaina, Hawaii 96761

Dear Mr. Knuppe:

SUBJECT: REVISED RECOMMENDATION OF APPROVAL OF A CONDITIONAL PERMIT (CP) FOR A AAAAA RENT-A-SPACE 29,900 SQUARE FOOT (sq. ft.) PAVED PARKING LOT FOR OFF-STREET STALLS, PORTABLE SELF-STORAGE PODS, SMALL BOATS AND VEHICLES ON 0.9 ACRES OF LAND AT HONOKOWAI, ISLAND OF MAUI, HAWAII; TMK: (2) 4-4-001:026 (CP 2015/0004)

The County of Maui Department of Planning would like to correct an error with regard to condition number 6 in our previous letter dated July 28, 2016.

At its regular meeting on April 26, 2016, the Maui Planning Commission (Commission) reviewed the above requests and after due deliberation and receipt of testimony and exhibits, voted to recommend that the Maui County Council (Council) approve the Conditional Permit **(CP 2015/0004)**, subject to the following conditions:

CONDITIONAL PERMIT

1. That AAAAA Rent-A-Space construct a high wall along the southern property boundary to provide safety, security and privacy to abutting single-family residents.
2. That AAAAA Rent-A-Space prohibit customers from reversing into the proposed parking lot from Lower Honoapiilani Road.
3. That AAAAA Rent-A-Space prohibit customers from onsite boat repair.
4. That the Conditional Permit shall be valid for a period of ten (10) years from the effective date of this ordinance; provided, that an extension of this permit beyond this ten (10) year period may be granted pursuant to Section 19.40.090, Maui County Code (MCC).

5. That the Conditional Permit shall be nontransferable unless approved by the Director of Planning (Director) or Maui Planning Commission (Commission).
6. That AAAAA Rent-A-Space and its successors and permitted assigns shall exercise reasonable due care as to third parties with respect to all areas affected by subject Conditional Permit and shall procure at his/her/their own cost and expense, and shall maintain during the entire period of this Conditional Permit, a policy or policies of comprehensive liability insurance in the minimum amount of ONE MILLION AND NO/100 DOLLARS (\$1,000,000) naming the County of Maui as an additional insured, insuring and defending AAAAA Rent-A-Space and County of Maui against any and all claims or demands for property damage, personal injury and/or death arising out of this Conditional Permit, including, but not limited to: (1) claims from any accident in connection with the permitted use, or occasioned by any act or nuisance made or suffered in connection with the permitted use in the exercise by AAAAA Rent-A-Space of said rights; and (2) all actions, suits, damages and claims by whomsoever brought or made by reason of the non-observance or non-performance of any of the terms and conditions of this Conditional Permit. A copy of the certificate of insurance naming County of Maui as an additional insured shall be submitted to the Department of Planning within ninety (90) calendar days from the date of approval of this Conditional Permit. The proof of insurance and all subsequent certifications of insurance coverage shall be submitted directly by the insurance carrier to the Department and shall include the applicable TMK and permit numbers.
7. That AAAAA Rent-A-Space shall develop the property in substantial compliance with the representations made to the Maui County Council in obtaining the Conditional Permit. Failure to so develop the property may result in the revocation of the Conditional Permit pursuant to Section 19.40.080, Maui County Code.
8. That full compliance with all applicable governmental requirements shall be rendered.

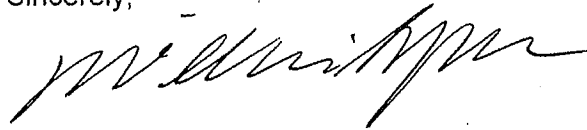
Further, the CP conditions will be enforced pursuant to the provisions of Chapter 19.530, Section 19.530.030 of the MCC, as amended, 1980; and the Rules for Administrative Procedures and Civil Fines for Violations of Titles 12, 14, 16, 19, and 20 of the MCC.

Further, the Commission adopted the Report and Recommendation prepared by the Department for the April 26, 2016, meeting as its Findings of Fact and Conclusions of Law, and authorized the Director to transmit the Commission's recommendation to the Council on its behalf. A copy of the Report and Recommendation were provided at the Commission hearing; additional copies are available upon request.

Mr. James Knuppe, AAAAA Rent-A-Space
August 24, 2016
Page 3

Thank you for your cooperation. If additional clarification is required, please contact Staff Planner Tara Furukawa at tara.furukawa@mauicounty.gov or at (808) 270-7520.

Sincerely,



WILLIAM SPENCE
Planning Director

xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
John S. Rapacz, Planning Program Administrator (PDF)
Tara K. Furukawa, Staff Planner (PDF)
Raymond Cabebe, Chris Hart & Partners (PDF)
Department of Public Works
Department of Water Supply
Department of Fire & Public Safety
Maui Police Department
State Department of Health, Maui
Land Use Commission
Office of Planning
Project File
General File

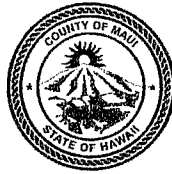
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ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

July 28, 2016

CERTIFIED MAIL – # 7014 2870 0001 3379 2855

Mr. James Knuppe, AAAAA Rent-A-Space
3600 Lower Honoapiilani Road
Lahaina, Hawaii 96761

Dear Mr. Knuppe:

SUBJECT: RECOMMENDATION OF APPROVAL OF A CONDITIONAL PERMIT (CP) FOR A AAAAA RENT-A-SPACE 29,900 SQUARE FOOT PAVED PARKING LOT FOR OFF-STREET STALLS, PORTABLE SELF-STORAGE PODS, SMALL BOATS AND VEHICLES ON 0.9 ACRES OF LAND AT HONOKOWAI, ISLAND OF MAUI, HAWAII; TMK: (2) 4-4-001:026 (CP 2015/0004)

At its regular meeting on April 26, 2016, the Maui Planning Commission (Commission) reviewed the above requests and after due deliberation and receipt of testimony and exhibits, voted to recommend that the Maui County Council (Council) approve the Conditional Permit **(CP 2015/0004)**, subject to the following conditions:

CONDITIONAL PERMIT

1. That AAAAA Rent-A-Space construct a high wall along the southern property boundary to provide safety, security and privacy to abutting single-family residents.
2. That AAAAA Rent-A-Space prohibit customers from reversing into the proposed parking lot from Lower Honoapiilani Road.
3. That AAAAA Rent-A-Space prohibit customers from onsite boat repair.
4. That the Conditional Permit shall be valid for a period of ten (10) years from the effective date of this ordinance; provided, that an extension of this permit beyond this ten (10) year period may be granted pursuant to Section 19.40.090, Maui County Code (MCC).
5. That the Conditional Permit shall be nontransferable unless approved by the Director of Planning (Director) or Maui Planning Commission (Commission).

6. That AAAAA Rent-A-Space and its successors and permitted assigns shall exercise reasonable due care as to third parties with respect to all areas affected by subject Conditional Permit and shall procure at his/her/their own cost and expense, and shall maintain during the entire period of this Conditional Permit, a policy or policies of comprehensive liability insurance in the minimum amount of ONE MILLION AND NO/100 DOLLARS (\$1,000,000) naming the County of Maui as an additional insured, insuring and defending Hawaiian Cement and County of Maui against any and all claims or demands for property damage, personal injury and/or death arising out of this Conditional Permit, including, but not limited to: (1) claims from any accident in connection with the permitted use, or occasioned by any act or nuisance made or suffered in connection with the permitted use in the exercise by AAAAA Rent-A-Space of said rights; and (2) all actions, suits, damages and claims by whomsoever brought or made by reason of the non-observance or non-performance of any of the terms and conditions of this Conditional Permit. A copy of the certificate of insurance naming County of Maui as an additional insured shall be submitted to the Department of Planning within ninety (90) calendar days from the date of approval of this Conditional Permit. The proof of insurance and all subsequent certifications of insurance coverage shall be submitted directly by the insurance carrier to the Department and shall include the applicable TMK and permit numbers.
7. That AAAAA Rent-A-Space shall develop the property in substantial compliance with the representations made to the Maui County Council in obtaining the Conditional Permit. Failure to so develop the property may result in the revocation of the Conditional Permit pursuant to Section 19.40.080, Maui County Code.
8. That full compliance with all applicable governmental requirements shall be rendered.

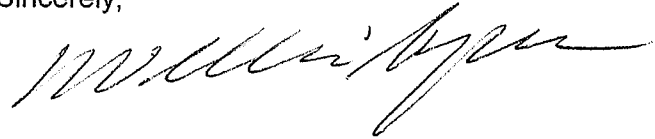
Further, the CP conditions will be enforced pursuant to the provisions of Chapter 19.530, Section 19.530.030 of the MCC, as amended, 1980; and the Rules for Administrative Procedures and Civil Fines for Violations of Titles 12, 14, 16, 19, and 20 of the MCC.

Further, the Commission adopted the Report and Recommendation prepared by the Department for the April 26, 2016, meeting as its Findings of Fact and Conclusions of Law, and authorized the Director to transmit the Commission's recommendation to the Council on its behalf. A copy of the Report and Recommendation were provided at the Commission hearing; additional copies are available upon request.

Mr. James Knuppe, AAAAA Rent-A-Space
July 28, 2016
Page 3

Thank you for your cooperation. If additional clarification is required, please contact Staff Planner Tara Furukawa at tara.furukawa@mauicounty.gov or at (808) 270-7520.

Sincerely,



WILLIAM SPENCE
Planning Director

xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)
John S. Rapacz, Planning Program Administrator (PDF)
Tara K. Furukawa, Staff Planner (PDF)
Raymond Cabebe, Chris Hart & Partners (PDF)
Department of Public Works
Department of Water Supply
Department of Fire & Public Safety
Maui Police Department
State Department of Health, Maui
Land Use Commission
Office of Planning
Project File
General File

WRS:TKF:lk

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BEFORE THE MAUI PLANNING COMMISSION

COUNTY OF MAUI

STATE OF HAWAII

In The Matter Of The Application Of

CHRIS HART & PARTNERS ON BEHALF OF
JAMES KNUPPE, AAAAA RENT-A-SPACE

To Obtain a Conditional Permit to Allow the Development of a 29,900 square foot paved parking lot and off-street stalls and placement of temporary portable self-storage pods, small boats & vehicle on approximately 0.9 acres located at 3560 Lower Honoapiilani Road, Tax Map Key No. (2) 4-4-001:026, Lahaina, Maui, Hawaii.

DOCKET NOS.: CP 2015/0004

AAAAA Rent-A-Space Maui
(T. Furukawa)

MAUI COUNTY DEPARTMENT PLANNING'S RECOMMENDATION
TO THE MAUI PLANNING COMMISSION
APRIL 26, 2016 MEETING

DEPARTMENT OF PLANNING
COUNTY OF MAUI
2200 MAIN STREET, SUITE 315
WAILUKU, MAUI, HI. 96793

Conditional Permit, State Special Use Permit

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BEFORE THE MAUI PLANNING COMMISSION

COUNTY OF MAUI

STATE OF HAWAII

In The Matter Of The Application Of

CHRIS HART & PARTNERS ON BEHALF OF
JAMES KNUPPE, AAAAA RENT-A-SPACE

To Obtain a Conditional Permit to Allow the Development of a 29,900 square foot paved parking lot and off-street stalls and placement of temporary portable self-storage pods, small boats & vehicle on approximately 0.9 acres located at 3560 Lower Honoapiilani Road, Tax Map Key No. (2) 4-4-001:026, Lahaina, Maui, Hawaii.

DOCKET NOS.: CP 2015/0004

AAAAA Rent-A-Space Maui
(T. Furukawa)

CONCLUSIONS OF LAW

Conditional Permit

The application complies with the applicable standards for a Conditional Permit as established in the Planning Department's Report to the Maui Planning Commission, April 26, 2016, Docket No. CP 2015/0004 as follows:

A Conditional Permit is reviewed pursuant to Title 19, Zoning, Chapter 19.40 Conditional Permits; Maui County Code, 1980, as amended. The intent of the Conditional Permit is to provide the opportunity to consider establishing uses not specifically permitted within a given use zone where the proposed use is similar, related or compatible to those permitted uses and which has some special impact or uniqueness such that its effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location.

Upon finding that reasons justifying granting of a Conditional Permit exist, and that the proposed use would not be significantly detrimental to the public interest, convenience and welfare, and will be in harmony with the area in which it is to be located; issuance of a Conditional Permit may be recommended, subject to such terms and conditions and for such period of time as the facts may warrant.

Should the Commission determine that the permit requested is for a use which is substantially different from those uses permitted in the use zone, the Commission shall

recommend denial of the request and may instruct the Applicant to seek a change in zoning should the facts warrant such an application.

Every Conditional Permit shall be conditioned upon the proposed development fully complying with all requirements of Title 19 and other applicable governmental requirements.

The Planning Department finds that the proposed use meets the criteria for issuance of a Conditional Permit. The use will be in harmony with the area, where the main storage facility is located. Further, the proposed use is not detrimental to the public interest, convenience, and its welfare.

RECOMMENDATION

Conditional Permit

Maui County Planning Department recommends that the Maui Planning Commission recommend approval of the Conditional Permit to the Maui County Council, subject to the following conditions:

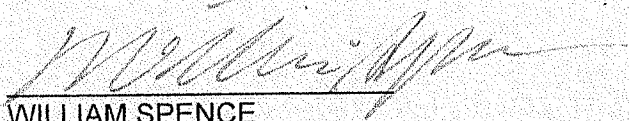
1. That the Conditional Permit shall be valid for a period of five (5) years from the effective date of this ordinance; provided, that an extension of this permit beyond this five (5) year period may be granted pursuant to Section 19.40.090, Maui County Code.
2. That the Conditional Permit shall be nontransferable unless approved by the Planning Director or Maui Planning Commission.
3. That AAAAA Rent-A-Space and its successors and permitted assigns shall exercise reasonable due care as to third parties with respect to all areas affected by subject Conditional Permit and shall procure at his/her/their own cost and expense, and shall maintain during the entire period of this Conditional Permit, a policy or policies of comprehensive liability insurance in the minimum amount of ONE MILLION AND NO/100 DOLLARS (\$1,000,000) naming the County of Maui as an additional insured, insuring and defending Hawaiian Cement and County of Maui against any and all claims or demands for property damage, personal injury and/or death arising out of this Conditional Permit, including, but not limited to: (1) claims from any accident in connection with the permitted use, or occasioned by any act or nuisance made or suffered in connection with the permitted use in the exercise by AAAAA Rent-A-Space of said rights; and (2) all actions, suits, damages and claims by whomsoever brought or made by reason of the non-observance or non-performance of any of the terms and conditions of this Conditional Permit. A copy of the certificate of insurance naming County of Maui as an additional insured shall be submitted to the Department of Planning within ninety (90) calendar days from the date of approval of this Conditional Permit. The proof of insurance and all subsequent certifications of insurance coverage shall be submitted directly by the insurance carrier to the Department and shall include the applicable TMK and permit numbers.
4. That AAAAA Rent-A-Space shall develop the property in substantial compliance with the representations made to the Maui County Council in obtaining the Conditional Permit. Failure to so develop the property may result in the revocation of the Conditional Permit pursuant to Section 19.40.080, Maui County Code.

5. That full compliance with all applicable governmental requirements shall be rendered.

The Conditional Permit conditions will be enforced pursuant to the provisions of Chapter 19.530, §19.530.030 of the Maui County Code, as amended, 1980; and the *Rules for Administrative Procedures and Civil Fines for Violations of Titles 12, 14, 16, 19, and 20 of the Maui County Code*.

In consideration of the forgoing, the Maui County Planning Department recommends to the Planning Commission that it recommend approval of the Conditional Permit to the Maui County Council. Further, that the Commission authorize the Planning Director to transmit said recommendations and record to the Maui County Council for further action.

APPROVED:



WILLIAM SPENCE
Planning Director

BEFORE THE MAUI PLANNING COMMISSION

COUNTY OF MAUI

STATE OF HAWAII

In The Matter of The Application of

CHRIS HART & PARTNERS ON BEHALF OF
JAMES KNUPPE, AAAAA RENT-A-SPACE

To Obtain a Conditional Permit to Allow the Development of a 29,900 square foot paved parking lot and off-street stalls and placement of temporary portable self-storage pods, small boats & vehicle on approximately 0.9 acres located at 3560 Lower Honoapiilani Road, Tax Map Key No. (2) 4-4-001:026, Lahaina, Maui, Hawaii.

DOCKET NO.
CP 2015/0004

AAAAA Rent-A-Space Maui
(T. Furukawa)

MAUI COUNTY PLANNING DEPARTMENT'S REPORT
TO THE MAUI PLANNING COMMISSION
APRIL 26, 2016, MEETING

DEPARTMENT OF PLANNING
COUNTY OF MAUI
2200 MAIN STREET, SUITE 315
WAILUKU, MAUI, HI 96793

Conditional Permit

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BEFORE THE MAUI PLANNING COMMISSION

COUNTY OF MAUI

STATE OF HAWAII

In The Matter of The Application of

CHRIS HART & PARTNERS ON BEHALF OF
JAMES KNUPPE, AAAAA RENT-A-SPACE

To obtain a Conditional Permit to allow the development of a 29,900 square foot paved parking lot and off-street stalls and placement of temporary portable self-storage pods, small boats & vehicle on approximately 0.9 acres located at 3560 Lower Honoapiilani Road, Tax Map Key No. (2) 4-4-001:026, Lahaina, Maui, Hawaii.

DOCKET NO.
CP 2015/0004

AAAAA Rent-A-Space Maui
(T. Furukawa)

DESCRIPTION OF THE PROJECT

This matter arises from an application for a Conditional Permit (CP) filed on August 4, 2015, by Chris Hart & Partners on behalf of James Knuppe of AAAAA Rent-A-Space ("Applicant"). James Knuppe and AAAAA Rent-A-Space are proposing the development of an approximately 29,900 square foot paved parking lot on 0.9 acres of land in Honokowai, Maui, Hawaii ("Project Site"). The property, which is owned by the State of Hawaii Department of Business, Economic Development & Tourism, Hawaii Housing Finance and Development Corporation, is currently vacant and can be identified by Tax Map Key (2) 4-4-001:026. See **Exhibit 1** for regional Location Map, **Exhibit 2** for Aerial Map, and **Exhibit 3** for a Site Plan, showing the proposed parking lot and related improvements.

The proposed parking lot will enable the applicant to provide additional storage capacity to serve Lahaina residents. Currently, there is an existing AAAAA Rent-A-Space storage facility north of and adjacent to the lot. Of the 29,900 square foot lot proposed for development, approximately 18,900 square feet will be fenced and gated for self-storage and approximately 10,200 square feet will be for portable storage pods and boat and vehicle storage. The proposed parking lot will consist of sixteen (16) parking stalls to fulfill off-street parking requirements, and serve as overflow parking for the existing AAAAA Rent-A-Space located north of and adjacent to the project area. Standard storage pods will be approximately eight (8) by nineteen (19) feet. See **Exhibit 4** for Storage Pod Spec Sheet and Storage Pod Images. Mini pods will be approximately eight (8) by ten (10) feet. At full capacity, the lot will be able to accommodate, approximately 31 standard storage pods, 18 mini mods, 8 boats, and 10 automobiles. Numbers will vary as demand dictates. The lot will have lighting for nighttime safety and security.

Storage pods will be composed of steel panels and will not exceed 12 feet in height, 8 feet in width and 18 feet in length. The pods have hinged steel doors that are lockable. The base and roof are heavy duty steel and the entire container is power coated for protection. The base has a skid resistant rubber pads to eliminate movement and create secure roofing. All sides and roof are white

and the base is black. The storage pods are portable, can be easily assembled and broken down, as needed. Once erect, they can be transported around via forklift.

The project will include approximately 3,200 square feet of landscape planting area. See **Exhibit 5** for Landscaping Planting Plan. The proposed vegetation will include ground cover, flowering shrubs and plant material for vegetative screening. Ice Plant will cover the ground below lilies. In planters along Lower Honoapiilani Road, there will be Common Gardenia and Queen Emma Lilies. There will also be tree ferns to provide shade. Areca Palms will be planted along the southern property boundary, to provide screening from neighboring residential properties and provide shade for the parking lot and storage areas. Joaniss Palms will be planted amongst Areca Palms along the eastern property boundary to provide an even taller visual buffer and shade for storage pods. The majority of the site will be used for parking and storage facilities. There will be no lawn area. Stepping stones will be placed, where necessary, to aid in pedestrian circulation through planted and drainage areas. Any drainage ways will be kept free of dense planting.

Reason for a Conditional Permit. Per Maui County Code 19.040, "The intent of the conditional permit is to provide the opportunity to consider establishing uses not specifically permitted within a given use zone where the proposed use is similar, related or compatible to those permitted uses and which has some special impact or uniqueness such that its effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location." In this case, the applicant is seeking to construct a paved parking lot for off-street parking and placement of temporary portable self-storage pods, small boats and vehicles on land that is designated MF Multi-Family, per the West Maui Community Plan and R-3 Residential, per Maui County zoning. The applicant also has a 55-year lease from the owner, the Hawaii Housing Finance and Development Corporation, State of the Hawaii, which is conditioned on obtaining a Conditional Permit for self-storage uses in conjunction with the applicant's adjacent property. Thus, a Conditional Permit is appropriate.

DESCRIPTION OF THE PROPERTY

1. AAAAA Rent-A-Space is proposing the development of a 29,900 square foot paved parking lot for off-street parking, placement of temporary portable self-storage pods, small boats and vehicles on an approximately 0.9 acres vacant lot, located at 3560 Lower Honoapiilani Road. The property is owned by the State Department of Business, Economic Development and Tourism Hawaii Housing Finance and Development Corporation and can be identified by Hawaii TMK (2) 4-4-001:026.
2. Land Use Designations --
 - a. State Land Use District -- Urban
 - b. West Maui Community Plan -- MF-Multi-Family
 - c. County Zoning -- R-3, Residential
 - d. Maui Island Plan -- Subject parcel is within the Urban Growth Boundary
 - e. Other -- Within Special Management Area

3. Surrounding Uses --

North -- Business
East -- Multi-Family
South -- Single-Family
West -- Residential/public, quasi-public

4. The subject parcel on Lower Honoapiilani Road is flat, undeveloped and overgrown with weeds. Site Photographs are available in **Exhibit 6**.

APPLICABLE REGULATIONS

CONDITIONAL PERMIT

A Conditional Permit is reviewed pursuant to Title 19, Zoning, Chapter 19.40 Conditional Permits; Maui County Code, 1980, as amended. The intent of the Conditional Permit is to provide the opportunity to consider establishing uses not specifically permitted within a given use zone where the proposed use is similar, related or compatible to those permitted uses and which has some special impact or uniqueness such that its effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location.

Upon finding that reasons justifying granting of a Conditional Permit exist, and that the proposed use would not be significantly detrimental to the public interest, convenience and welfare, and will be in harmony with the area in which it is to be located; issuance of a Conditional Permit may be recommended, subject to such terms and conditions and for such period of time as the facts may warrant.

Should the Commission determine that the permit requested is for a use which is substantially different from those uses permitted in the use zone, the Commission shall recommend denial of the request and may instruct the applicant to seek a change in zoning should the facts warrant such an application.

Every Conditional Permit shall be conditioned upon the proposed development fully complying with all requirements of Title 19 and other applicable governmental requirements.

PROCEDURAL MATTERS

- On November 5, 2015, the Maui County Planning Department received applications and fee payments from the Applicant for a Special Management Area Assessment and Conditional Use Permit.
- On March 11, 2016 the Maui County Planning Department mailed a notice to the Applicant and appropriate State and County agencies notifying them of the scheduled public hearing on these applications for April 26, 2016.
- On March 23, 2016, the Applicant mailed a letter of notification and location map to all owners and recorded lessees located within 500 feet of the subject property describing the applications and notifying them of the scheduled hearing date, time and place by either

certified or registered mail receipt. Copies of the letter, location map, list of owners, certified and registered mail receipts are on file at the Maui County Planning Department.

- On March 25, 2016, a notice of hearing on the application was published in the Maui News by the Maui County Planning Department.
- The subject action does not involve an action that triggers compliance to Chapter 343, Hawaii Revised Statutes, relating to Environmental Impact Statements.
- The Maui County Planning Department shall make an administrative determination on the Special Management Area Assessment, subsequent to County Council approval of the Conditional Permit.
- The Maui Planning Commission shall transmit findings, conclusions and recommendations for the Conditional Permit to the County Council.

REVIEWING AGENCIES

County Agencies:	Comment	Exhibit #
Department of Water Supply	Yes	7
Fire and Public Safety	No Comment	8
Police Department	No Comment	--
Department of Public Works	Yes	9
Department of Environmental Management	Yes	10
Department of Finance – Real Property Division	No Comment	--

State Agencies:	Comment	Exhibit #
State Historic Preservation Division	Yes	11

ANALYSIS

LAND USE

1. The proposed project is in conformance with the goals, objectives and policies of the Hawaii State Plan. AAAAA Rent-A-Space will have more storage capacity to better serve West Maui. The added storage space will generate opportunities for employment and contribute to economic growth.
2. As stated in the Maui County Charter, as amended in 2002:

“The General Plan shall indicate desired population and physical development patterns for each island and region within the county; shall address the unique problems and needs of each island and region; shall explain the opportunities and the social, economic, and environmental consequences related to potential developments; and shall set forth the desired sequence, patterns, and characteristics of future developments. The general plan shall identify objectives to be achieved, and priorities, policies, and implementing actions to be pursued with respect to population density, land use maps, land use regulations, transportation systems, public and community facility locations, water and sewage

systems, visitor destinations, urban design, and other matters related to development."

The County of Maui 2030 General Plan Countywide Policy Plan, adopted by the Maui County Council on March 19, 2010, is the first component of the decennial General Plan update. The Countywide Policy Plan replaces the General Plan as adopted in 1990 and amended in 2002. The Countywide Policy Plan acts as an over-arching values statement and umbrella policy document for the Maui Island Plan and the nine Community Plans that provides broad goals, objectives, policies, and implementing actions that portray the desired direction of the County's future. The site under review was accorded Rural Growth Boundary status in the recently approved Maui Island Plan. The Rural Growth Boundary designation lends support to the Applicant's request as the property still maintains agricultural use. The Countywide Policy Plan includes:

1. A vision statement and core values for the County to the year 2030
2. An explanation of the plan-making process
3. A description and background information regarding Maui County today
4. Identification of guiding principles
5. A list of countywide goals, objectives, policies, and implementing actions related to the following core themes:
 - A. Protect the Natural Environment
 - B. Preserve Local Cultures and Traditions
 - C. Improve Education
 - D. Strengthen Social and Healthcare Services
 - E. Expand Housing Opportunities for Residents
 - F. Strengthen the Local Economy
 - G. Improve Parks and Public Facilities
 - H. Diversify Transportation Options
 - I. Improve Physical Infrastructure
 - J. Promote Sustainable Land Use and Growth Management
 - K. Strive for Good Governance

The proposed project is in keeping with the following Countywide Policy Plan goals, objectives and policies:

THEME: Strengthen the Local Economy

GOAL: Maui County's economy will be diverse, sustainable, and supportive of community values.

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

Policies:

- a. Support economic decisions that create long-term benefits.
- c. Invest in infrastructure, facilities, and programs that foster economic diversification.
- d. Support and promote locally produced products and locally owned operations and businesses that benefit local communities and meet local demand.

3. The Maui Island Plan (MIP) was adopted by the County Council on December 28, 2012. The Plan provides direction for future growth, the economy, and social and environmental decisions through the year 2030. The Plan looks comprehensively at many factors that influence the physical, social and economic development of the island. In addition to establishing a directed growth strategy to identify areas appropriate for future urbanization and revitalization, the Plan also identifies and addresses key environmental, housing, and economic development issues relevant to Maui's current and future generations. The Plan is intended by the County Council, Planning Department, and Maui Planning Commission as a policy foundation for day to day decisions and is specifically intended to be used to assist in reviewing discretionary permits.

The subject parcel is located within the Urban Growth Boundary of the West Maui region and the proposed Project is in keeping with the following MIP goals, objective, and policies:

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.

Objective: 4.1.1 A more diversified economy.

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

4. According to the West Maui Community Plan, the property is identified as MF, Multi-Family and is consistent with the land use map of the Community Plan. The proposed action is consistent with the following Community Plan recommendations:

Economic Activity

Goal: A diversified economy that provides a range of stable employment opportunities for residents, allows for desired commercial services for the community, and supports the existing visitor and agricultural industries, all in a manner that will enhance both the community's quality of life and the environment.

Objectives and Policies

3. Expand light industrial and service commercial activities in appropriate locations to accommodate the region's needs.

- b. Encourage neighborhood commercial activities and professional services to serve existing and future resident.
5. According to County Zoning maps, the property is zoned as R-3, Residential. The proposed paved parking and storage facilities lot do not qualify as a permitted or special use within the County's Residential Zoning District, as provided in Chapter 19.08 of the Maui County Code. Therefore, a Conditional Permit is required for the proposed paved parking lot.

Although the storage pods are portable, the Zoning and Enforcement Division has determined the pods to be structures; hence, there will be setback requirements.

6. The subject property is located within the Special Management Area of the Island of Maui. The proposed development meets the goals and objectives of Chapter 205A, Hawaii Revised Statutes (HRS) as follows:

Recreational Resources: The proposed development will not impact coastal recreational resources. The lot proposed for development will not be located directly on or adjacent to the beach.

Historic Resources: An archaeological inventory survey was conducted on the parcel in 2015, and no historic resources were identified. See **Exhibit 11**. The Department of Land and Natural Resources State Historic Preservation Division has determined that no historic properties will be affected; however, they recommended that they be contacted should any remains be found during construction. The applicant has retained Scientific Consultant Services, Inc. (SCS), which has produced an Archaeological Monitoring Plan. See **Exhibit 12**.

Scenic and Open Space Resources: The proposed parking lot and storage facilities should not impact scenic or open space resources. The surrounding properties are already developed. The lot is located mauka of Lower Honoapiilani Road. There are condominium/resort developments makai of the road; hence, the view from Honoapiilani Highway toward the ocean is already obstructed. Along the eastern boundary of the property line, there are multi-family developments that obstruct the existing mauka view from Lower Honoapiilani Road toward Honoapiilani Highway. The proposed lot sits at an elevation of 15 feet below the highway and is 350 feet away. The proposed storage pods will not be taller than 12 feet; hence there should be no adverse impact to scenic or open space resources.

Coastal Ecosystems: The proposed parking lot and storage facilities should not have an adverse impact on coastal ecosystems of biological or economic importance. Runoff associated with construction of the paved lot will be through a subsurface detention system that will store and slowly release the intercepted runoff on to Lower Honoapiilani Road, such that the surface runoff does not exceed the existing predevelopment runoff.

Economic Uses: The proposed project will result in creation of opportunities for construction related employment. It may also result in the creation of additional job opportunities with AAAAA Rent-A-Space.

Coastal Hazards: The proposed project area does not abut the shoreline. The majority of the project is located within Flood Zone "X," outside the 0.2% annual chance floodplain, with a portion approximately 100 feet mauka of the western boundary lying within Flood Zone "AE," within the 1% annual chance flood plain. The applicant will seek a flood permit. The property lies within the Tsunami Evacuation Zone. The project will be constructed in compliance with all applicable flood plain management regulations; hence, there should be no adverse impact to the coast.

Managing Development: Through permit processes, agency review and public participation will occur.

Public Participation: Agency review and public participation will occur throughout the various permit processes.

Beach Protection: As previously mentioned, the proposed project will occur away from the shoreline. All runoff will be fully mitigated such that there should be no adverse impact to downstream properties; hence, there should be no adverse impact to natural shoreline processes or improvements along the shoreline.

Marine Resources: Marine Resources should not be impacted by the proposed project. The proposed site is located away from the shoreline. Further, all runoff associated with development will be retained onsite; hence, there should be no adverse impact to marine resources.

AGRICULTURE

The proposed project is not located on land zoned agricultural.

ARCHAEOLOGICAL, HISTORIC AND CULTURAL RESOURCES

No historic resources were identified in an archaeological inventory survey conducted on the parcel in 2015 by SCS, in anticipation of the proposed parking lot. See **Exhibit 11**. SHPD has determined that no historic properties will be affected; however, they recommended that they be contacted should any remains be found during construction. SCS prepared and submitted an archaeological monitoring plan that will be implemented during construction. See **Exhibit 12**. There should be no adverse impact to natural, historical and cultural resources. In the event that historical artifacts or human remains are found, the applicant will stop work and contact SHPD immediately. The applicant has acknowledged receipt of correspondence from SHPD stating that no further work in the location is necessary and that no historic properties will be affected.

INFRASTRUCTURE AND PUBLIC FACILITIES AND SERVICES

1. Water

Irrigation water and fire flow will be supplied by the County Department of Water Supply Honokowai aquifer, which has a yield of six (6) million gallons per day. See **Exhibit 7**. There are two (2) water lines that run adjacent to the property. A 16-inch water main runs along Honoapiilani Highway and a 12-inch waterline runs north. Once construction is complete, there should be little change in consumption, as water will only be used for irrigation. The Applicant will be using some native plants, which should help conserve water.

Water for the proposed project is expected to be supplied via the existing 16-inch waterline on Lower Honoapiilani Road. See **Exhibit 13** for Preliminary Engineering Report. Water storage for fire flow will be supplied via the 2.0 million gallon Honokowai water storage tank. Should fire hydrants be required, fire hydrants will be installed at a maximum spacing of 250 feet throughout the project area.

In response to the Department of Water Supply's comment letter, the applicant will be employing Best Management Practices to mitigate any impact to groundwater quality:

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the ground.
- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed off-site.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales.
- Disturb the smallest area possible.
- Apply biocides only during dry periods of low rainfall to minimize chemical run-off.
- Keep run-off on-site.
- Efforts should be made to bolster the vegetative cover with native plants. The intent is for the vegetation to filter any potential pollutants.
- Store materials in appropriate, labeled containers.
- Inspect equipment and vehicles to prevent leaks from leaching onto the ground. Follow preventive maintenance practices.

In addition, the applicant will also be employing the following BMPs to control pollutant discharge associated with leaks and runoff from cars as follows:

- Sweep parking lots and other paved areas periodically to remove debris.
- Pick up litter daily; Dispose of debris in the garbage.
- Keep dumpster areas free of litter and lids closed.
- Post signs to control litter and prevent patrons from working with automobile fluids in the parking lot. Changing oil, transmission fluid, or other car maintenance activities may runoff the floor and seep into the ground.
- Use absorbent material to clean up automotive fluids. Dispose of absorbent properly. If cleaning with water and detergent is needed, use a mobile washing unit that is self-contained.

In response to the Department of Water Supply comments, the applicant acknowledged that only irrigation water will be required. The applicant will implement conservation and pollution mitigation measures, as well as BMPs for Parking Lots and Garages, as provided by the Department of Water Supply.

The Fire Department did not have any comments on water supply; however, it will provide comments for fire protection and fire and life safety when more detailed plans are submitted for building permit review.

In response to the Fire Department response, the applicant acknowledged that the Fire Department will provide comments and requirements for access, fire protection and fire and life safety during the building permit review process, as required.

2. Wastewater

The project will not have any impact on the County of Maui wastewater system, as it will not involve generation of wastewater. As a result, the County of Maui Wastewater Reclamation Division has stated in their agency comment letter that wastewater contribution calculations will not be required prior to issuance of the building permit. See **Exhibit 10**. Assessment fees will not be required, and the applicant will not be expected to fund offsite improvements to wastewater pump stations or the collection system. In addition, the Applicant will not be required to show the existing sewer lateral and riser, or a sewer service manhole near the property line on any plans.

Currently, there is a sewer service lateral for the lot that was installed at the northwesterly corner of the property. See **Exhibit 13**. The lateral connects to an existing 24-inch gravity sewerline, which conveys wastewater to the existing wastewater Pump Station, along the southerly boundary of the project site. The wastewater is conveyed by a 20-inch force main to the Lahaina Wastewater Reclamation Facility, which has a capacity of approximately 9 million gallons per day (mgd) and approximately 2 mgd of unused treatment capacity.

The applicant has acknowledged that the project will not contribute to the existing wastewater system. As a result, wastewater contributions, assessment fees, funding of off-site improvements to collection and wastewater pump stations will not be required. In addition, there will be no need to show the existing sewer lateral and riser or manhole near the property on any plans.

3. Topography, Flood and Drainage

Existing soils. The proposed paved parking lot site consists of three (3) different soil types, including the Ewa Series, specifically Ewa silty clay loam (EaA) with 0 to 3 percent slope, the Lahaina Series, specifically with Lahaina silty clay (LaC) of 7 to 15 percent slopes and the Pulehu Series, specifically Pulehu clay loam (PSA) with 0 to 3 percent slopes. While the Ewa silty clay loam and Pulehu clay loam have low runoff and slight erosion hazard, the Lahaina silty clay loam has medium runoff and moderate erosion hazard.

Flood. Most of the subject property is located in Flood Zone X, as indicated by the Flood Insurance Rate Map, which defines areas of the 100-year flood with base flood elevations and flood hazard factors. See **Exhibit 14**. Approximately 100 feet mauka of the western boundary is located within Flood Zone AE, within the one percent annual chance floodplain where the base flood elevations have been determined. As per a request by the Department of Planning Zoning and Enforcement Division, the applicant will submit a flood permit for the "AE" area and also apply for an off-street parking permit.

Tsunami. The property lies within the Tsunami Evacuation Zone for Honokowai, indicating the potential for tsunami inundation. The property does not abut the shoreline and the proposed lot will be constructed in compliance with all applicable flood plain management regulations; hence, there should be no adverse impact associated with the proposed action.

Drainage. According to the Preliminary Drainage Report dated June, 2015, storm water runoff generated by the project site sheet flows in a southeasterly to northwesterly towards Lower Honoapiilani Road, where it is intercepted by existing curb-inlet type catch basins along Lower Honoapiilani Road and conveyed by an existing underground drainage system to an existing drainage channel on the south side of Honokowai Park, approximately 500 feet north of the site. See **Exhibit 15**. The Report states that the 10-year (1-Hour) Runoff Rate will increase runoff by approximately 1.6 cubic feet per second (cfs). In order to accommodate the increased runoff, an onsite drainage system will be constructed. The

system will consist of grated-inlet type catch basins, underground drain lines and a subsurface drainage detention system that will be sized to accommodate a 50-Year (1-Hour) event in conformance with the "Rules for the Design of Storm Drainage Facilities in the County of Maui." The system will store and slowly release the intercepted surface runoff on to Lower Honoapiilani Road, such that the post-development runoff will be fully mitigated, and there will be no adverse impact on adjoining, downstream properties, as a result of the proposed project.

The Department of Public Works Development Services Administration, Plans Review Section commented that storage pods are considered structures subject to Building Code. Also, more detailed plans will be required upon building permit review. The applicant responded to the Department of Public Works by stating that the storage pods are non-habitable and portable. Further, because they will only have an area of 80 square feet, per Maui County Building Code Section 16.26B.105.2. "Work exempt from permit," the pods are detached accessory structures that would be exempt from a permit because they do not exceed 120 feet. Because the portable storage pods should be exempt, there will be no need to submit more detailed plans for determination of whether they are compliant with the building code.

The Department of Public Works Engineering Division commented that the applicant should be responsible for all required improvements, as required by Hawaii Revised Statutes, the Maui County Code and rules and regulations. The applicant acknowledges responsibility for such action.

4. Roadways

Access to the project site is via Lower Honoapiilani Road, which connects to Honoapiilani Highway approximately 2,500 feet south of the proposed parking lot. Lower Honoapiilani Road is a County and privately-owned two (2) lane roadway that links the coastal area from Honokowai to Kapalua. Honoapiilani Highway is a two and four-lane main arterial highway owned and maintained by the State of Hawaii Department of Transportation. Currently, there is an existing concrete driveway apron from Lower Honoapiilani Road near the northwesterly corner of the project site. See **Exhibit 13**. The concrete driveway apron will be removed and a new one will be constructed near the southwesterly corner of the lot to provide access to Lower Honoapiilani Road. A portion of the proposed lot will connect to an existing parking area for the adjoining facility north of the project. The existing AAAAA Rent-A-Space has two (2) existing driveway connections in the southeastern and northeastern corners of the property on to Lower Honoapiilani Road.

There will be minimal traffic impact, according to a Traffic Impact Assessment Report (TIAR) prepared by Phillip Rowell & Associates. See **Exhibit 16** for TIAR. Three intersections were analyzed: the intersection of Lower Honoapiilani Road at the North Driveway, the intersection of South Lower Honoapiilani Road at the South Driveway and the intersection of Lower Honoapiilani Road at the project driveway. There will be no change to level-of service on any lane on Lower Honoapiilani Road as a result of project generated traffic. Based on the level-of-service analysis, no mitigation is recommended. The existing infrastructure and utilities are available and will be adequate to service the proposed project.

A parking analysis was conducted for the proposed parking lot and related improvements. See **Exhibit 17**. Although only 3.38 parking stalls are required per Maui County Code 19.36A.010, 16 stalls will be provided.

The County of Maui Public Works Highways Division asked that root barriers be provided where landscaping is proposed across the entire frontage of Lower Honoapiilani Road. There

should be 14 feet clearance for vehicles to pass under the fern tree fronds proposed along Lower Honoapiilani Road. The applicant acknowledges it will comply with the request.

The Department of Public Works Engineering Division has commented that construction plans be designed in conformance with Hawaii Standard Specifications for Road and Bridge Construction dated 2005 and Standard Details for Public Works Construction, 1984. Further, the Engineering Division has also stated that worksite traffic-control plans and devices conform to the "Manual on Uniform Traffic Control Devices for Streets and Highways," 2003. The applicant acknowledges it will comply with the referenced standards.

5. Electrical, Telephone and Cable Television System

The proposed project will not require electrical, telephone or cable television services. Should such services be required, there is an existing overhead, electrical, telephone and cable television system along the westerly side of Lower Honoapiilani Road. See **Exhibit 13**. An underground service connection could be extended to the site.

6. Solid Waste

Residential solid waste that is collected by County of Maui crews, as well as commercial waste collected by private companies is disposed of at the Central Maui Landfill. Construction waste is transported to the Maui Demolition and Construction Landfill or other permitted facility for disposal. The Olowalu Transfer station accepts residential solid waste, as well as recyclable material. No adverse impact to the County solid waste collection is anticipated as a result of the proposed project.

PUBLIC SERVICE IMPACTS

The proposed use involves construction of a paved parking lot for storage purposes only, so there should be no adverse impacts to public services in the area. Development will provide the applicant with an opportunity for a small, family-owned based business to continue and expand upon its business operations, which should result in a positive economic impact.

In the Lahaina region, a range of recreational activities are available, including opportunities for shoreline and boating at the Lahaina and Mala Harbor and adjoining beach parks. There are numerous county parks, including the Lahaina Civic Center, Lahaina Recreation Center and Lahaina Aquatic Center, where individual and organized athletic activities are offered. The facilities consist of basketball courts, soccer and baseball fields, a swimming pool, etc. In nearby Kaanapali and Kapalua, there are several golf courses and a driving range.

At the Lahaina Civic Center, approximately three (3) miles away from the project site, is the County of Maui Lahaina Police station.

Also in the Lahaina Civic Center complex, is the County Department of Fire and Public Safety Lahaina Station.

With regard to medical services, there are privately-owned medical and dental care offices, including Maui Medical Group, Kaiser Permanente Clinic, Lahaina Physicians and West Maui Healthcare Center available in the Lahaina area. Acute, general and emergency service is available at the Maui Memorial Medical Center in Wailuku. Maui Memorial Medical Center is the only major medical facility on the island.

The proposed use is not anticipated to have any adverse impacts on parks and recreation, police, fire or medical services to the area.

SOCIO-ECONOMIC IMPACTS

The proposed project will involve construction of a paved parking lot and storage facilities, which will result in positive socioeconomic impacts to West Maui. The project will generate construction-related job opportunities. In addition, there will be an expansion of storage space available to the local community by AAAAA Rent-A-Space. The expanded business operations would have a positive economic impact to the family-owned business and could possibly result in the creation of additional job opportunities with the company. As a result of the proposed project, there should be no adverse impact to the community.

ENVIRONMENTAL IMPACTS

As mentioned previously, as a result of the proposed project, the County of Maui Department of Water Supply recommended the use of native plants to help conserve water and protect the watershed from further degradation. The Applicant acknowledged that some native plants will be utilized.

The Department of Water Supply's comment letter also recommended BMPs to mitigate any impact to groundwater quality and control pollutant discharge associated with leaks and runoff from cars. The applicant has acknowledged it will implement BMPs during construction.

The proposed use is not anticipated to have any adverse impacts upon any existing environmental features such as flora and fauna, topography, or air quality. The proposed paved parking lot could result in possible discharge of contaminants from the paved surface and stored boats and vehicles. As a result, the County of Maui Department of Public Works Highways Division has been requested that mitigation materials be implemented to keep such materials from migrating offsite. The applicant responded by saying that the proposed drainage system will retain all post-development stormwater runoff onsite. The catch basins will have filter inserts to prevent contaminants from entering the drainage system. As a result of the proposed mitigation, there should be no adverse environmental impacts.

OTHER GOVERNMENTAL APPROVALS

Conditional Permits are approved by ordinance from the Maui County Council.

TESTIMONY

As of April 6, 2016, the Planning Department has not received any letters of protest regarding the proposed project. The Department has received two (2) letters and one (1) email of support from residents of nearby Papakea Resort and Paki Maui. See **Exhibit 18**. Another email from a resident of Paki Maui was neither in support or protest of the proposed project.

ALTERNATIVES

1. Deferral. The Commission may defer action to another meeting date in order to obtain additional information that will assist in their deliberations on the application.
2. Recommendation of Approval to the County Council. The Commission is not the authority on conditional permits and, therefore, can only make a recommendation to the County Council to approve or deny the conditional permit. The County Council is the authority to act on conditional permits.
3. Recommendation of Denial to the County Council. The Commission is not the authority on conditional permits and, therefore, can only make a recommendation to the County Council to approve or deny the conditional permit. The County Council is the authority to act on conditional permits.

APPROVED:



WILLIAM SPENCE
Planning Director
County of Maui

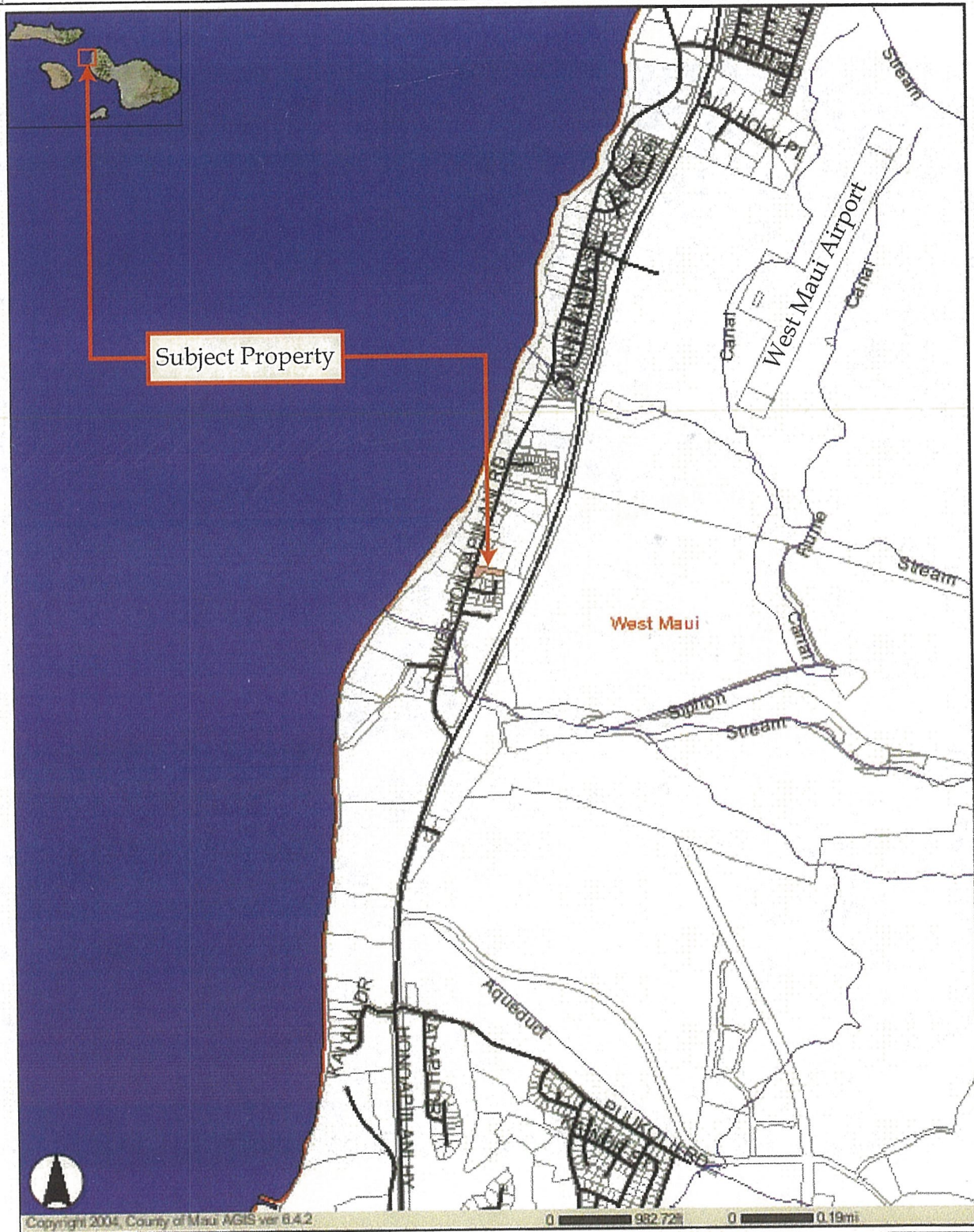


FIGURE 1

Location Map



Not to Scale

AAAAA Rent-A-Space Maui

Source: County of Maui



**CHRIS
HART**
& PARTNERS, INC.

EXHIBIT |



FIGURE 8

Aerial Map



Not to Scale

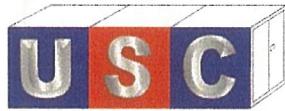
AAAAA Rent-A-Space

Source: Google Earth



**CHRIS
HART**
& PARTNERS, INC.



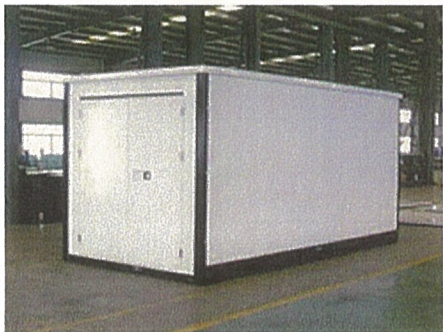


UNIVERSAL STORAGE CONTAINERS®
The Leader in Portable Container Solutions



USC Flat Lightweight Steel GreenLite®

USC is a proven leader in the portable storage and moving industry with over 70,000 units being utilized worldwide. The GreenLite® is specifically designed for self-storage. The Flat Lightweight Steel GreenLite® base and frame structure are made of heavy-duty steel and the walls are made out of powder coated Flat Lightweight Steel. The roof is a powder coated steel material. Key standard features are forklift sleeves and the ability to be assembled and disassembled in approximately 20 minutes with two men and a forklift.



Container	20' Flat Lightweight Steel
USC GreenLite® Model #	# 209396-GL2-I-1ED
Weight	2,800 lbs
Structure	Powder Coated Steel Base & Frame
Walls	R8 Insulated Flat Lightweight Powder Coated Steel Panels
Roof	Powder Coated Steel w/ R8 Insulation
Floor	19mm Plywood w/ Waterproof Fiber Coating Front and Back
Doors	1 End Dbl Swing Doors with R8 Insulation
Exterior	231"L x 93"W x 96"H
Interior	227"L x 90"W x 91"H
Size Capacity	1075 Cubic Feet
Load Capacity	10,000 lb
Door Opening	72"W x 78"H
Forklift Sleeves	12"W x 4"H

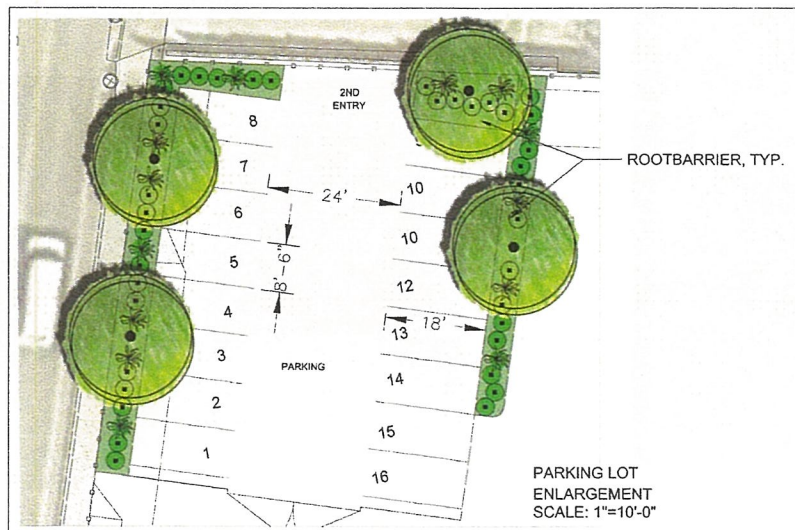
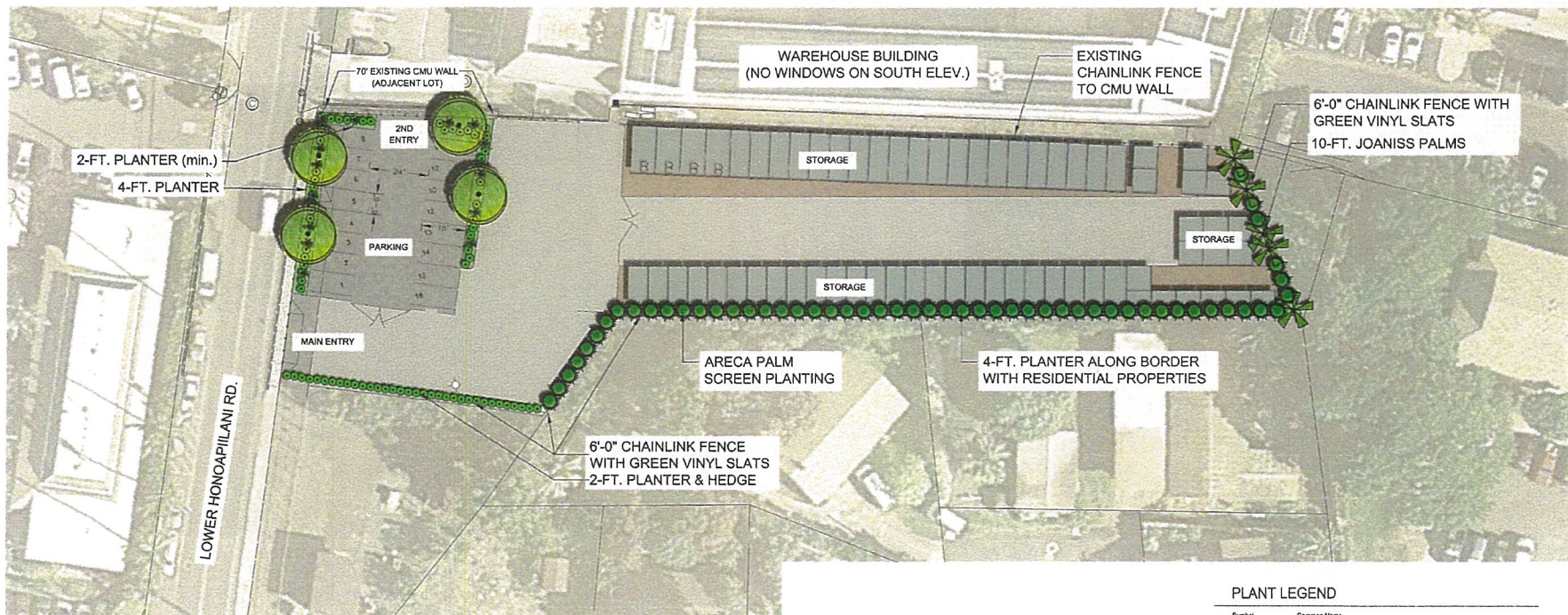
The Leader In Portable Storage Containers
148 Old Kings Highway, New Canaan, CT 06840 USA
sales@universalstoragecontainers.com

Atlanta | Denver | New York
T: 800-385-0755 F: 720-255-0670
www.universalstoragecontainers.com

FIGURE 12.2 Storage Pod Spec Sheet

AAAAA Rent-A-Space
Source: Universal Storage Containers





PLANT LEGEND

Symbol Common Name

TREES AND PALM

- Fern Tree (2\"/>

SHRUBS AND GROUND COVER

SHRUBS:

- Common Gardenia
- Queen Emma Lily

GROUND COVER:

- Ice Plant

Notes:

- 1) All tree locations are approximate & will be adjusted in field by landscape contractor and have a 8'-0\"/>

FIGURE 13
Landscape Planting Plan
AAAAA Rent-A-Space Maui



Sheet: _____ Date: 05/26/16

AAAAA RENT - A - SPACE
LAHAINA, MAUI, HAWAII
TMK: (2) 4-4-001: 026

EXHIBIT

PERMIT SET
PLANTING PLAN

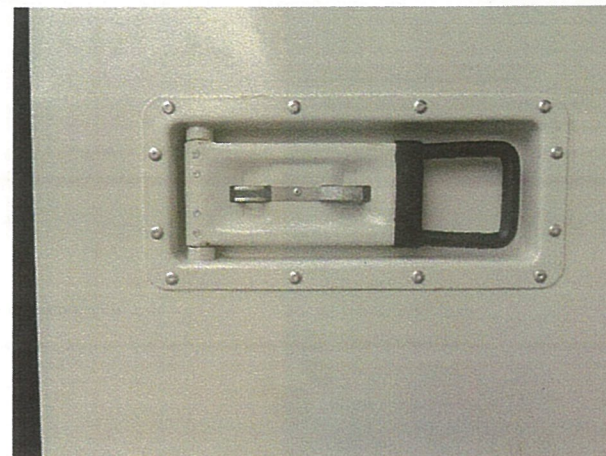
Scale: 1"= 20'-0"



Exterior View



Door Lock



Interior View



T-Catch Door Retention System



FIGURE 12.3
Storage Pod Images

AAAAA Rent-A-Space Maui
Source: Universal Storage Containers





A. Northwest property corner looking mauka over subject parcel



B. Northwest corner looking south along Lower Honoapiilani Road



C. Northwest corner looking north along Lower Honoapiilani Road



D. Northwest corner looking mauka over north property line



E. Northwest corner looking across the site to the southern property line



F. Northwest corner looking south along west property line

FIGURE 7.1
Site Photographs

AAAAA Rent-A-Space Maui
Taken March 2015





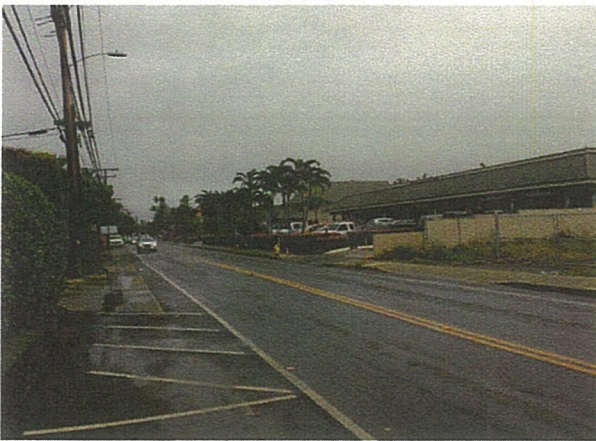
A. Northwest property corner looking mauka over subject parcel



B. Southwest corner looking mauka along the southern property line



C. Southwest corner looking north along west property line



D. Looking across Lower Honoapiilani Road at the northwest property corner



E. Looking across Lower Honoapiilani Road at north property boundary



F. Looking across Lower Honoapiilani Road at south property boundary

FIGURE 7.2
Site Photographs

AAAAA Rent-A-Space Maui
Taken March 2015



ALAN M. ARAKAWA
Mayor



DAVID TAYLOR, PE
Director

PAUL J. MEYER
Deputy Director

DEPARTMENT OF WATER SUPPLY

COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

DE.
CURRE: 10

15 DEC 29 P 00

December 21, 2015

Ms. Tara K. Furukawa, Staff Planner
Department of Planning
County of Maui
250 South High Street
Wailuku HI 96793

Re: I.D.: CP 2015/0004 and SMX 2015/0344
TMK: (2) 4-4-001:026
Project Name: SMA Assessment and Conditional Use Permit for AAAAA Rent-A-Space

Dear Ms. Furukawa,

Thank you for the opportunity to comment on these applications.

Source Availability, System Infrastructure and Consumption

The project overlies the Honokawai aquifer, with a sustainable yield of six million gallons per day, according to the Commission on Water Resources, and is located within the Department of Water Supply service area. A 16-inch water main runs along Honoapiilani Highway east and a 12-inch waterline runs north; both are adjacent to the subject property. We anticipate little change in consumption once the project is completed.

Conservation and Pollution Prevention

The site is situated in the County of Maui's plant zones 3 and 4. We recommend the use of native plants, which help to conserve water and protect the watershed from further degradation. We are pleased to note that there will be no lawn area.

In order to protect groundwater resources, we encourage Best Management Practices (BMPs) designed to minimize adverse impacts on water quality. Attached you will find BMPs for Parking Lots and Garages. We recommend that the following mitigation measures be implemented for this project:

"By Water All Things Find Life"

1

EXHIBIT 7

Ms. Tara K. Furukawa

SMA and CUP for AAAAA Rent-A-Space

- Prevent cement products, oil, fuel and other toxic substances from falling or leaching into the ground.
- Maintain vehicles and equipment to prevent oil or other fluids from leaking. Concrete trucks and tools used for construction should be rinsed off-site.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales.
- Disturb the smallest area possible.
- Apply biocides only during dry periods of low rainfall to minimize chemical run-off.
- Keep run-off on site.
- Efforts should be made to bolster the vegetative cover with native plants. The intent is for the vegetation to filter any potential pollutants.
- Store materials in appropriate, labeled containers.
- Inspect equipment and vehicles to prevent leaks from leaching onto the ground. Follow preventive maintenance practices.

Should you have any questions, please contact Marti Buckner, planner in our Water Resources and Planning Division at 463-3104, or by email, marti.buckner@mauicounty.gov

Sincerely,

A handwritten signature in black ink, appearing to read 'DT', with a stylized flourish extending to the right.

David Taylor, P.E., Director

mlb

Cc: DWS engineering

Attachments: BMPs for parking lots and garages

Best Management Practices for Parking Lots and Garages

LAND USE TYPE: Public Facility/Commercial

LAND USE: Parking garages and pavement

CONCERN: Leaks and runoff from cars; Polluted storm water

GOAL: Inhibit run off from paved area and keep pollutants from contact with groundwater or emptying into the storm drains.

SUGGESTED PRACTICES:

Follow these BMPs to control pollutant discharges:

- Sweep parking lots and other paved areas periodically to remove debris.
- Pick up litter daily; Dispose of debris in the garbage.
- Keep dumpster areas free of litter and lids closed.
- Post signs to control litter and prevent patrons from working with automobile fluids in the parking lot. Changing oil, adding transmission fluid, or other car maintenance activities may runoff the floor and seep into the ground
- Use absorbent material to clean up automotive fluids. Dispose of absorbent properly. If cleaning with water and detergent is needed, use a mobile washing unit that is self- contained.



Landscape Architecture
City & Regional Planning

January 28, 2016

Mr. David Taylor, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, HI 96793

Dear Mr. Taylor:

RE: Comment responses for SMA Assessment and Conditional Use Permit for the
AAAAA Rent-A-Space Project at 3560 Lower Honoapiilani Road, Lahaina, Maui,
Hawaii; TMK: (2) 4-4-001:026; (SMX 2015/0344) (CP 2015/0004)

Thank you for your letter of December 21, 2015. Following are responses to your
comments:

Source Availability, System Infrastructure and Consumption.

The applicant acknowledges that the project overlies the Honokowai aquifer and is
within the public water system service area. The applicant concurs that there will be
little change in consumption in the area since only irrigation water will be required.

Conservation and Pollution Prevention.

Proposed plantings are Zones 3 & 4 species, some of which are natives. As
recommended, the following mitigation measures will be implemented:

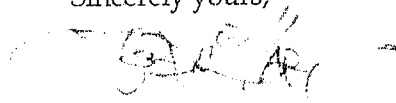
- Prevent cement products, oil, fuel and other toxic substances from falling or
leaching into the ground.
- Maintain vehicles and equipment to prevent oil or other fluids from leaking.
Concrete trucks and tools used for construction should be rinsed off-site.
- During construction, erosion control barriers such as silt fencing or straw bales
will be installed and maintained.
- Disturb the smallest area possible.
- Apply biocides only during dry periods of low rainfall to minimize chemical
run-off.
- Storm run-off will be kept on site with a subsurface drainage system.

- Efforts should be made to bolster the vegetative cover with native plants. The intent is for the vegetation to filter any potential pollutants.
- Store materials in appropriate, labeled containers.
- Inspect equipment and vehicles to prevent leaks from leaching onto the ground. Follow preventive maintenance practices.

The recommended BMPs for Parking Lots and Garages will also be implemented.

Thank you again, for providing us with your letter. If you have any questions, please contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Jordan E. Hart", with a horizontal line extending to the right.

Jordan E. Hart, President

CC: Mr. H. James Knuppe
Mr. Michael Knuppe
Mr. Bill Gresham
Ms. Liz May
Ms. Tara Furukawa
Project File 15-012

Raymond Cabebe

From: Tara Furukawa <Tara.Furukawa@co.maui.hi.us>
Sent: Tuesday, January 05, 2016 7:18 AM
To: Raymond Cabebe
Subject: Fwd: AAAAA Rent-A-Space CP 2015/0004 and SMX 2015/0344

Hi Raymond, forwarding MFD comments..

Tara Furukawa, Staff Planner
County of Maui Department of Planning
2200 Main St., Suite 619
Wailuku, HI 96793
(808) 270-7520
Email: tara.furukawa@co.maui.hi.us

>>> Paul Haake 12/23/2015 11:24 AM >>>
Hi Tara,

Comments to the referenced subject are provided below. Let me know if there are any questions or comments.

Thanks.

Dec. 23, 2015

Tara K. Furukawa, Staff Planner
Department of Planning
2200 Main Street, Suite 315
Wailuku, HI 96793

Re: AAAAA Rent-A-Space
3560 Lwr. Honoapiilani Road, Lahaina, HI
(2) 4-4-001: 026
CP 2015/0004 and SMX 2015/0344

Dear Tara:

Thank you for the opportunity to comment on this subject. At this time, our office provides the following comments:

- Our office has no specific comments to provide at this time.
- Our office reserves the right to comment during the building permit review process when detailed plans for the project are submitted. At that time, fire department access, water supply for fire protection, and fire and life safety requirements will be addressed.

If there are any questions or comments, please feel free to contact me at (808) 876-4693. Thank you for your attention to fire prevention and public safety.

Sincerely,

Paul Haake
Captain - Fire Prevention Bureau
Dept. of Fire & Public Safety
County of Maui

313 Manea Place Wailuku, HI 96793
876-4690 office
876-4693 direct line
244-1363 fax



Landscape Architecture
City & Regional Planning

January 28, 2016

Captain Paul Haake
Department of Fire and Public Safety
313 Manea Place
Wailuku, HI 96793

Dear Capt. Haake:

RE: Comment responses for SMA Assessment and Conditional Use Permit for the
AAAAA Rent-A-Space Project at 3560 Lower Honoapiilani Road, Lahaina, Maui,
Hawaii; TMK: (2) 4-4-001:026; (SMX 2015/0344) (CP 2015/0004)

Thank you for your email of December 2, 2015, stating that your office does not have
specific comments at this time.

The applicant acknowledges that your office will provide comments and requirements
regarding access, fire protection, and fire and life safety during the building permit review
process, if required.

Thank you again, for providing us with your email. If you have any questions, please
contact Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

CC: Mr. H. James Knuppe
Mr. Michael Knuppe
Mr. Bill Gresham
Ms. Liz May
Ms. Tara Furukawa
Project File 15-012

ALAN M. ARAKAWA
Mayor

DAVID C. GOODE
Director

ROWENA M. DAGDAG-ANDAYA
Deputy Director

Telephone (808) 270 7845
Fax (808) 270 7955



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS

200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

GLEN A. UENO, P.E., P.L.S.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
CURRENT

8 015

RECEIVED

December 15, 2015

MEMO TO: WILLIAM R. SPENCE, PLANNING DIRECTOR

FROM: DAVID C. GOODE, DIRECTOR OF PUBLIC WORKS

SUBJECT: **SPECIAL MANAGEMENT AREA ASSESSMENT AND CONDITIONAL
USE PERMIT APPLICATIONS FOR AAAAA RENT-A-SPACE;
TMK: (2) 4-4-001:026
CP 2015/0004; SMX 2015/0344**

We reviewed the subject application and have the following comments:

Comments from the Highways Division:

1. Provide root barriers across the entire frontage of Lower Honoapiilani Road where landscaping is proposed.
2. There are a couple of tree ferns proposed along the Lower Honoapiilani Road frontage which Figure 13 shows to be overhanging the sidewalk and roadway. Please note that there needs to be 14 feet of clearance for vehicles to pass under the fern tree's fronds.
3. The paved surface and the storage of boats and vehicles could lead to possible discharge of contaminants. What measures will be put in place to keep such materials from migrating off-site?

Comments from the Development Services Administration (DSA), Plans Review Section:

4. The storage pods are considered structures subject to the Building Code.

EXHIBIT 9

Memo to William R. Spence, Planning Director
December 15, 2015
Page 2

5. The plans submitted for this project do not adequately show sufficient details to determine whether the project is compliant with the building codes. We will review the project for building code requirements during the building permit application process.

Comments from the Engineering Division:

6. The applicant shall be responsible for all required improvements as required by Hawaii Revised Statutes, Maui County Code and rules and regulations.
7. As applicable, construction plans shall be designed in conformance with Hawaii Standard Specifications for Road and Bridge Construction dated 2005 and Standard Details for Public Works Construction, 1984, as amended.
8. As applicable, worksite traffic-control plans/devices shall conform to "Manual on Uniform Traffic Control Devices for Streets and Highways", 2003.

If you have any questions regarding this memorandum, please call Rowena M. Dagdag-Andaya at 270-7845.

DCG:RMDA:da

xc: Highways Division
Engineering Division

S:\DSA\Engr\CZM\Draft Comments\44001026_AAAAA_rent_a_space_cp_smx.wpd



CHRIS
HART
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

January 28, 2016

Mr. David Goode, Director
Department of Public Works
200 South High Street, Room No. 434
Maui, Hawaii 96793

Attention: Ms. Rowena M. Dagdag-Andaya

Dear Mr. Goode:

RE: Comment responses for SMA Assessment and Conditional Use Permit for the
AAAAA Rent-A-Space Project at 3560 Lower Honoapiilani Road, Lahaina, Maui,
Hawaii; TMK: (2) 4-4-001:026; (SMX 2015/0344) (CP 2015/0004)

Thank you for your letter of December 15, 2015. Following are our responses to your
comments, as enumerated in your letter:

1. *Provide root barriers across the entire frontage of Lower Honoapiilani Road where landscaping is proposed.*

Root barriers will be provided across the frontage of Lower Honoapiilani Road
where landscaping is proposed.

2. *There are a couple of tree ferns proposed along the Lower Honoapiilani Road frontage which Figure 13 shows to be overhanging the sidewalk and roadway. Please note that there needs to be 14 feet of clearance for vehicles to pass under the fern tree's fronds.*

The necessary vehicle clearance along Lower Honoapiilani Road will be provided
under the proposed fern trees.

3. *The paved surface and the storage of boats and vehicles could lead to possible discharge of contaminants. What measures will be put in place to keep such materials from migrating off-site?*

The proposed drainage system will retain all of the post-development stormwater
runoff onsite. The catch basins will be outfitted with filter inserts to prevent
contaminants from entering the drainage system.

4. The storage pods are considered structures subject to the Building Code.

All of the storage pods are non-habitable and portable structures placed at temporary locations. The pods are taken down or moved as demand dictates. This is similar to storage containers that are off loaded from ships that are temporarily placed within a harbor storage yard for a period of time.

According to Section 16.26B.105.2 "Work exempt from permit", Exemption No. 1 is "One story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet (11 m²). The mini pods have an area of 80 square feet and, as such, would be exempt.

5. The plans submitted for this project do not adequately show sufficient details to determine whether the project is compliant with the building codes. We will review the project for building code requirements during the building permit application process.

The Applicant proposes that the portable storage pods should be exempt from building permit due to their small size and temporary nature similar to the treatment of shipping containers for transport purposes.

6. The applicant shall be responsible for all required improvements as required by Hawaii Revised Statutes, Maui County Code and rules and regulations.

The applicant acknowledges responsibility for improvements required by State and County regulations.

7. As applicable, construction plans shall be designed in conformance with Hawaii Standard Specifications for Road and Bridge Construction dated 2005 and Standard Details for Public Works Construction, 1984, as amended.

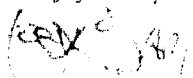
If applicable, the applicant will comply with the referenced standards.

8. As applicable, worksite traffic-control plans/devices shall conform to "Manual on Uniform Traffic Control Devices for Streets and Highways", 2003.

If applicable, the applicant will comply with the traffic-control standards.

Thank you again for providing us with your letter. If you have any questions, please contact me or Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com.

Sincerely yours,


Jordan E. Hart, President

AGENCY TRANSMITTAL RESPONSE e-FORM
FOR DEPARTMENT OF PLANNING, COUNTY OF MAUI
12/11/2015

AGENCY NAME	Department of Environmental Mgmt.	PHONE	270-8230
PROJECT:	SMA Assessment and Conditional Use Permit for AAAAA Rent-A-Space		
APPLICANT:	James Knuppe, AAAAA Rent-A-Space		
PERMIT NO:	CP 2015/0004 and SMX 2015/0344		
TMK:	(2) 4-4-001:026		
STREET ADDRESS:	3560 Lower Honoapiilani Road, Lahaina, Hawaii		
PROJECT DESCRIPTION:	Proposed construction of parking lot (29,900 square feet) for off-street stalls and placement of temporary portable self-storage pods, small boats and vehicles		
SECURITY CODE:			

☒ **COMMENTS/RECOMMENDATIONS** ☐ **NO COMMENTS**

WASTEWATER RECLAMATION DIVISION COMMENTS

- a. Although wastewater system capacity is currently available as of the date of this letter, the developer should be informed that wastewater system capacity cannot be ensured until the issuance of the building permit.
- b. Wastewater contribution calculations are required before building permit is issued, if the subject property will begin discharging wastewater to the County wastewater system.
- c. Developer is not required to pay assessment fees for this area at the current time.
- d. Developer is required to fund any necessary off-site improvements to collection system and wastewater pump stations.
- e. Plans should show the existing single service lateral and advanced riser for the subject property.
- f. Plans shall show the installation of a property sewer service manhole near the property line, if the subject property will begin discharging wastewater to the County wastewater system.

☐ **COMMENTS/RECOMMENDATIONS** ☒ **NO COMMENTS**

SOLID WASTE DIVISION COMMENTS

Signed:



Print Name:

Michael M. Miyamoto, Deputy Director

Date **12/11/15**

Mr. David Goode, Director
AAAAA Rent-A-Space
January 28, 2016
Page 3 of 3

CC: Mr. H. James Knuppe
Mr. Michael Knuppe
Mr. Bill Gresham
Ms. Liz May
Ms. Tara Furukawa
Project File 15-012



Landscape Architecture
City & Regional Planning

January 29, 2016

Mr. Stewart Stant, Director
Department of Environmental Management
2050 Main Street, Suite 1C
Wailuku, HI 96793

Attention: Mr. Michael Miyamoto

Dear Mr. Stant:

RE: Comment responses for SMA Assessment and Conditional Use Permit for the
AAAAA Rent-A-Space Project at 3560 Lower Honoapiilani Road, Lahaina, Maui,
Hawaii; TMK: (2) 4-4-001:026; (SMX 2015/0344) (CP 2015/0004)

Thank you for your Response E-form dated December 11, 2015. Following are our
responses to your comments as enumerated in the e-form:

Wastewater Reclamation Division:

A. Although wastewater system capacity is currently available as of the date of this letter, the developer should be informed that wastewater system capacity cannot be ensured until the issuance of the building permit.

The applicant understands that wastewater system capacity is currently available but cannot be ensured until the issuance of the building permit. The project is not expected to generate any wastewater and, therefore, will not contribute to the existing wastewater system.

B. Wastewater contribution calculations are required before building permit is issued, if the subject property will begin discharging wastewater to the County wastewater system.

Since the project will not be generating any wastewater, wastewater contribution calculations are not expected to be required before building permit issuance.

C. Developer is not required to pay assessment fees for this area at the current time.

The applicant acknowledges that assessment fees are not required currently.

D. Developer is required to fund any necessary off-site improvements to collection system and wastewater pump stations.

Since the project is not expected to discharge any wastewater, the applicant does not anticipate funding any off-site improvements to collection system and wastewater pump stations.

E. Plans should show the existing single service lateral and advanced riser for the subject property.

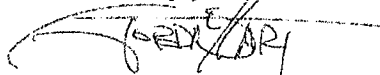
Since the project is not expected to discharge any wastewater, showing the existing sewer lateral and riser should not be necessary.

F. Plans shall show the installation of a property sewer service manhole near the property line, if the subject property will begin discharging wastewater to the County wastewater system.

Since the project is not expected to discharge any wastewater, a property sewer service manhole located near the property line will not be shown on plans.

Thank you again for providing us with your Response E-form. If you have any questions, please contact me or Raymond Cabebe at 808-242-1955 or rcabebe@chpmaui.com.

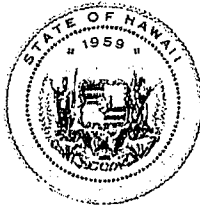
Sincerely yours,

A handwritten signature in black ink, appearing to read "Jordan E. Hart", with a long horizontal flourish extending to the right.

Jordan E. Hart, President

CC: Mr. H. James Knuppe
Mr. Michael Knuppe
Mr. Bill Gresham
Ms. Liz May
Ms. Tara Furukawa
Project File 15-012

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

KEKOA KALUHIWA
FIRST DEPUTY

JEFFREY T. PEARSON
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAIKOOLOAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 24, 2015

Tara K. Furukawa, Staff Planner
County of Maui, Department of Planning
Via email to: Tara.Furukawa@co.maui.hi.us

Log No: 2015.04132
Doc No: 1512MD48
Archaeology

Aloha Ms. Furukawa,

SUBJECT: Chapter 6E-42 Historic Preservation Review – Maui County
Permit Applications for the AAAAA Rent-A-Space Expansion (CP 2015/0004, SMX 2015/0344)
Māhinahina 4 Ahupua'a, Lāhainā District, Island of Maui
TMK (2) 4-4-001:026

Thank you for the opportunity to review the aforementioned project, which we received on November 25, 2015. The applicant is proposing construction of a parking lot for off-street stalls and placement of temporary portable self-storage pods, small boats and vehicles.

An archaeological inventory survey was conducted on this parcel, which is located at 3560 Lower Honoapiilani Road in Lahaina. No historic properties were identified during the survey, and SHPD concurred with the recommendation for no further work at this location (Andricci and Dega November 2015; Log No. 2015.04087, Doc No. 1512MD44).

Therefore, we determine that **no historic properties will be affected** by the proposed project. In the event that historic resources, including human skeletal remains, structural remains, cultural deposits, or lava tubes are identified during construction activities, please cease work in the immediate vicinity of the find, protect the find from disturbance, and contact the State Historic Preservation Division at (808) 243-1285. Please contact me at (808) 243-4641 or Morgan.E.Davis@hawaii.gov if you have any questions or concerns regarding this letter.

Lead Archaeologist, Maui Section
Mahalo,

A handwritten signature in black ink, appearing to read "Morgan E. Davis".

Morgan E. Davis
Lead Archaeologist, Maui Section

cc County of Maui
Department of Planning
Planning@co.maui.hi.us

County of Maui
Department of Public Works - DSA
Renee.Segundo@co.maui.hi.us

County of Maui
Cultural Resources Commission
Annalise.Kehler@co.maui.hi.us

Jordan E. Hart
Chris Hart & Partners
115 North Market Street
Wailuku, Hawaii 96793

EXHIBIT ||



CHRIS
HART
& PARTNERS, INC.

Landscape Architecture
City & Regional Planning

January 28, 2016

Ms. Morgan E. Davis
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Blvd. Ste. 555
Kapolei, Hawaii 96707

Dear Ms. Davis:

RE: Comment responses for SMA Assessment and Conditional Use Permit for the
AAAAA Rent-A-Space Project at 3560 Lower Honoapiilani Road, Lahaina, Maui,
Hawaii; TMK: (2) 4-4-001:026; (SMX 2015/0344) (CP 2015/0004)
Log No. 2015.04132, Doc. No. 1512MD48.

Thank you for your letter of December 24, 2015, stating that you concur with the
archaeological inventory survey that "no further work at this location" is necessary and
determined that "no historic properties will be affected by the proposed project."

Thank you again, for providing us with your letter. If you have any questions, please
contact Raymond Cabebe at 808-242-1955, by email at rcabebe@chpmaui.com, or me.

Sincerely yours,

Jordan E. Hart, President

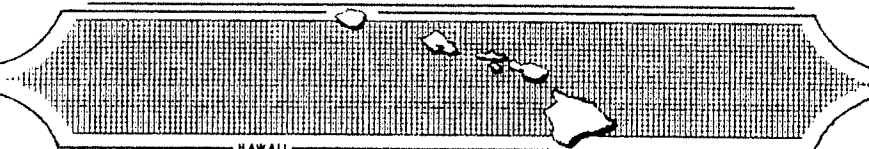
CC: Mr. H. James Knuppe
Mr. Michael Knuppe
Mr. Bill Gresham
Ms. Liz May
Ms. Tara Furukawa
Project File 15-012

**ARCHAEOLOGICAL MONITORING PLAN
FOR THE AAAAA RENT-A-SPACE EXTENSION PROJECT IN
HONOKAWAI, MAHINAHINA 4 AHUPUA'A,
KA'ANAPALI DISTRICT, MAUI ISLAND, HAWAII
[TMK: (2) 4-4-01::026]**

Prepared by:
Alexander D. Hazlett, Ph.D.,
and
Michael F. Dega, Ph.D.
April 2015
DRAFT

Prepared for:
Dr. H. James Knuppe
AAAAA Rent-A-Space
3600 Lower Honoapiilani Road
Lahaina, Hawaii 96761

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1347 Kapiolani Blvd., Suite 408 Honolulu, Hawai'i 96814

EXHIBIT 12

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INTRODUCTION

Scientific Consultant Services, Inc. (SCS) has produced the following Archaeological Monitoring Plan (AMP) in advance of the expansion of their facility in Honokawai, Mahinahina 4 Ahupua`a, Ka'anapali District, Island of Maui, Hawai'i [TMK: (2) 4-4-001:026]. The project area consists of a vacant 0.9 acre property adjacent to their existing facility. Construction work includes excavating for footing and foundation work, landscaping, and other general building construction activities. Due to the potential for cultural materials and/or human remains in the area, full-time monitoring is required for this project.

This AMP will ensure that if human remains are identified during subsurface work, appropriate and lawful protocol concerning the Inadvertant Discovery of Human Remains (pursuant to Hawaii Administrative Rules [HAR] §13-300-40a, b, c) is followed. Archaeological Monitoring "shall entail the archaeological observation of, and possibly intervention with, on-going activities which may adversely affect historic properties" (HAR §13-279-4). Thus, Monitoring will also ensure that significant cultural resources, if identified on the property, are documented through profiles and plan view maps, possibly sampled through excavation of exposed features, and evaluated for their historical significance. As will be made aware to the construction team, the archaeological Monitor has the authority to halt any ground disturbing activities during this project in the immediate area of a find in order to appropriately carry out the provisions of this plan.

This AMP will require the approval of the State Historic Preservation Division (SHPD) prior to any land altering activities on the parcel. The following text provides more detailed information on project area background, the reasons for monitoring and potential site types to be encountered, monitoring conventions and methodology for both field and laboratory work, and discusses curation and reporting of cultural material recovered.

ENVIRONMENTAL SETTING

The project area consists of a small, undeveloped parcel located in a residential area of Honokowai, Mahinahina 4 Ahupua`a, Lahaina District (see Figures 1 through 3). It is bounded on the north by the existing AAAAA Rent-A-Space facility, on the east and south by private residential lots and on the south by the Maui County Napili Pump Station 1, and on the west by Lower Honoapi`ilani Road.

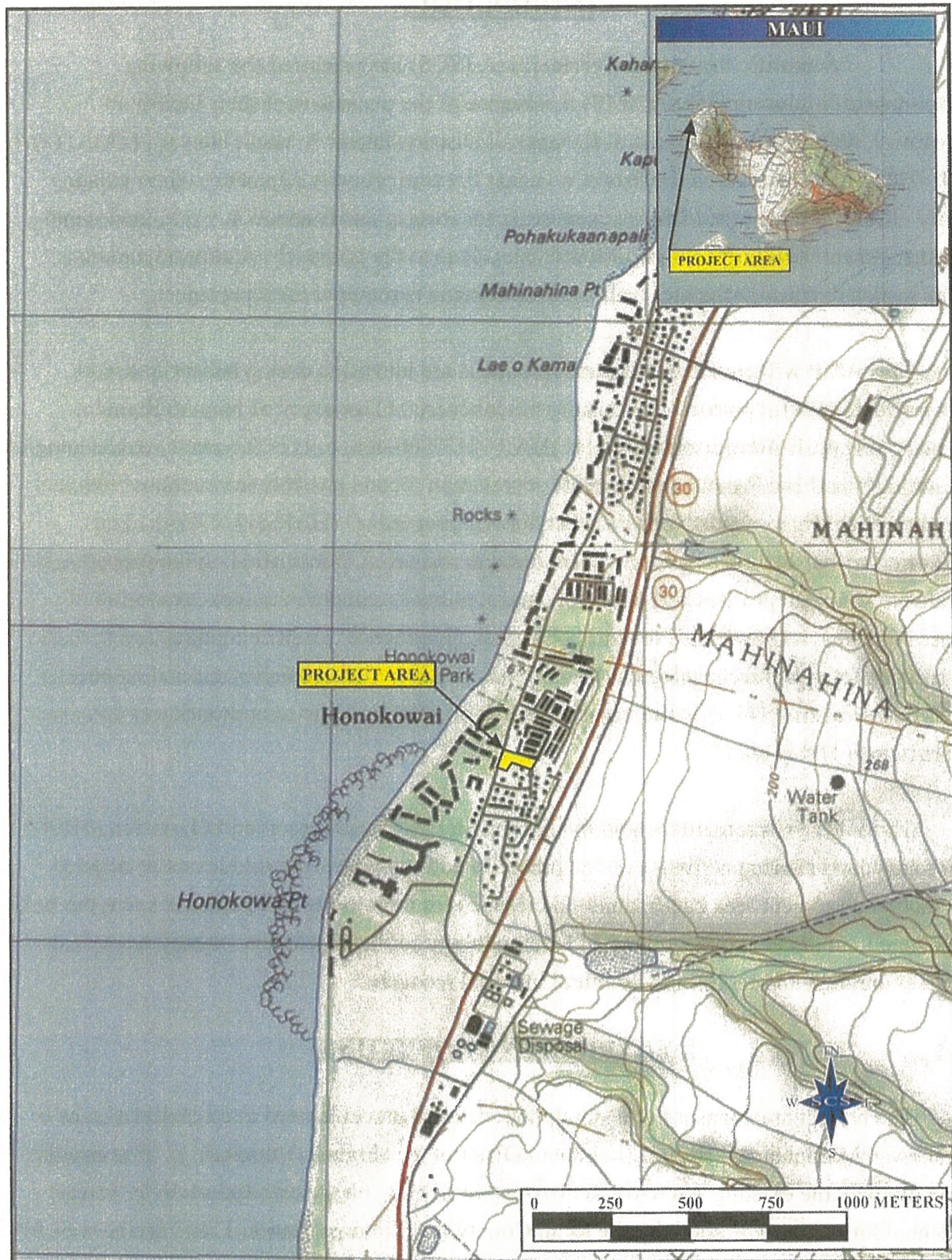


Figure 1: USGS 1998 Lahaina Quadrangle Map Showing Project Area.

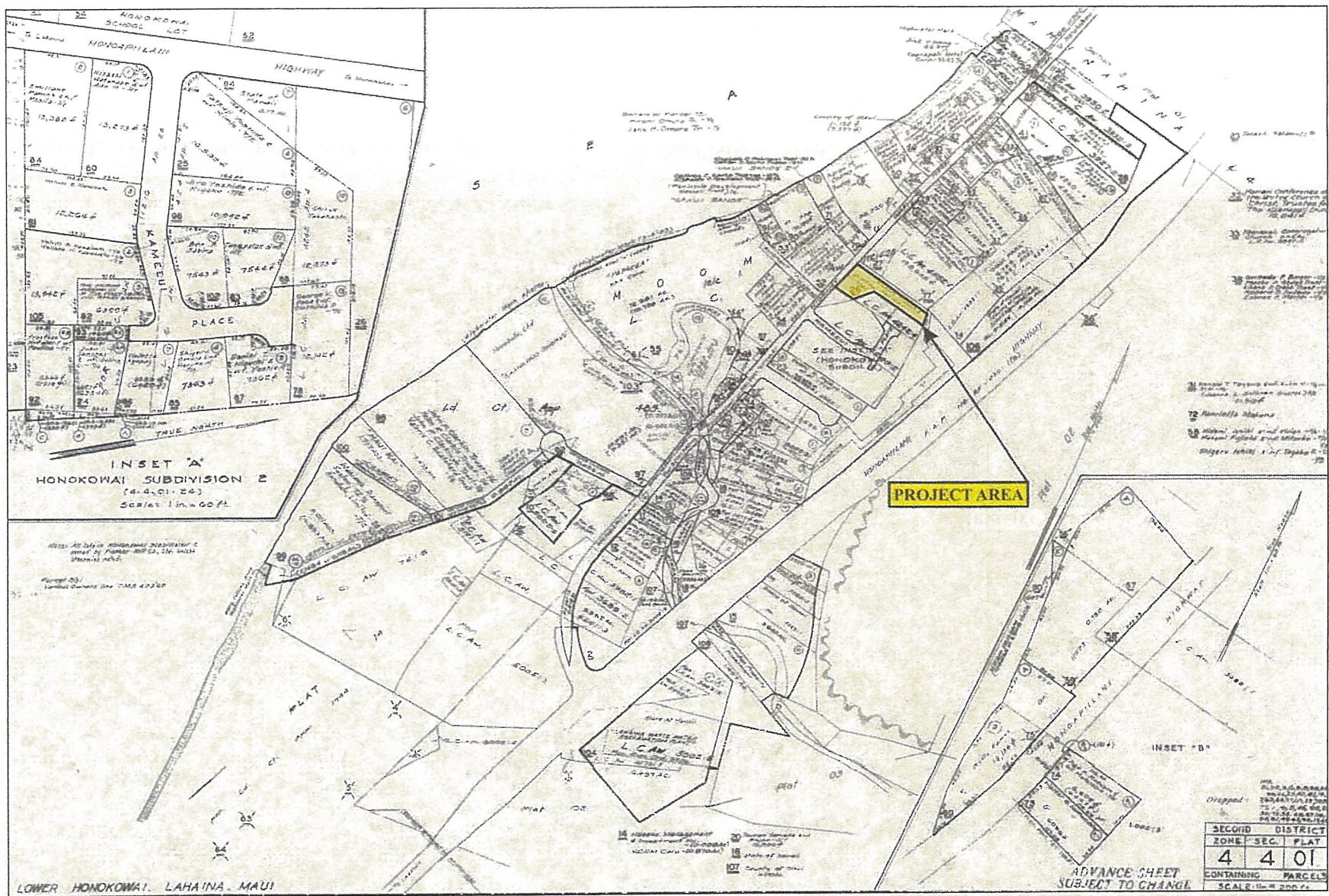


Figure 2: Tax Map Key [TMK: (2) 4-4-01] Showing Project Area.



Figure 3: Aerial Photograph (Source: Google Earth) Showing the Project Area.

SOILS

According to Foote *et al.* (1972: Map Sheet 93), the project area contains three kinds of soil, from west to east, Pulehu silt loam (PpA), Pulehu clay loam (PsA), and Ewa silty loam (EaA) (Foote *et al.* 1972:30,115-116). These soils consist of well-drained soils developed in alluvium from washed basic igneous rock; because they are permeable and less susceptible to erosion, these soils are suited to use in agriculture or for house sites. The area is relatively arid, typically receiving only 55.9 centimeters of annual rainfall (Giambelluca *et al.* 2013).

BACKGROUND

This background section briefly outlines the history and archaeology of the project area, with specific attention to sites types likely to be found on the subject parcel. Mahinahina 4 Ahupua`a was formally located in the district of Ka`anapali, which included most of the northern facing valleys in West Maui, but is now part of the district of Lahaina. The areas of Lahaina and Ka`anapali were thought to be well populated in ancient times, and, according to Fornander (1918–1919), the capital of Maui in the early 1500s was Ka`anapali. Especially in ancient times, this general region enjoyed a relatively unique environment, where local rainfall was minimal (currently 44 cm annually), yet through-flowing streams from the West Maui mountains would have provided large amounts of fresh water that could be diverted to irrigate crops.

The Mahinahina 4 Ahupua`a is not directly mentioned in known traditional narratives, but descriptions of nearby ahupua`a can be used to infer some of its broad characteristics. Valleys originating high in the West Maui and bordering the Mahinahina Ahupua`a to the north and south all had extensive taro lands located in the valley bottoms, where terraces rose tier upon tier in symmetrical stone-faced lo`i (Handy and Handy 1972). Honokowai, itself, had been a canoe landing and was the last sandy inlet before the rocky shoreline of Mahinahina. Fresh water springs could be found at the water's edge of Honokowai Bay (Clark 1980).

Early historic references tend to focus on the Lahaina area several miles to the south. These accounts consistently note its advanced state of cultivation and improvement, citing extensive terraces, irrigation features, aqueducts, fishponds, and garden plots growing a wide variety of crops (Handy and Handy 1972; see also Jensen 1989). One account (J. Arago [1819] cited in Handy and Handy [1972]), describes the area under cultivation and irrigation as extending approximately 14.4 kilometers along the coast and 1.6 kilometers inland. Another account (Rev. C.S. Stewart in 1823), cited in Taylor (1928), states that every plantation in the area was watered by irrigation ditches from the many local mountain streams.

Ranching began in the vicinity of the project area in the mid-1850s and continued until around 1915, when commercial sugar cane and pineapple became the dominant land use. The Honoapiilani Highway, immediately east of the subject parcel, was a sugar cane hauling road before it was paved. The project area is situated just makai (west) of the western boundary of the commercial agricultural activities.

A Statewide Inventory of Historic Places for Maui in 1973 located petroglyphs and stone wall alignments in two different sections of Honokowai Gulch (Site 1207 and 1208) (Bishop Museum records). Archaeological survey of the Honoapiilani Highway corridor between Honokowai (just south of the project area) and `Alaeloa (several miles north of the project area) recorded a buried midden deposit, a trail segment, a stone wall, and three retaining wall sections. The midden (Site -225), located in nearby Mahinahina Gulch, was interpreted as a temporary habitation site (Griffin and Lovelace 1977). Other studies in the Kahana area (to the north) yielded numerous traditional sites, including temporary habitations, midden deposits, and various stone stacking and alignment features consistent with inland agricultural features (e.g., Komori 1983; Walker and Rosendahl 1985; Kennedy 1992).

Generalizing about traditional settlement patterns in the area, Griffin and Lovelace (1977) suggested that the ahupua`a of Mahinahina was of relatively marginal agricultural value, and that occupation would have been limited to short-term visits, with primary residence at the coast of Mahinahina or even in Honokowai.

According to SHPD records, no archaeological studies have been conducted within the project area itself but a number of studies have been conducted in the vicinity of the project area (Figure 4).

An Archaeological Inventory Survey (McGerty and Spear 1996) of a 3.269-acre parcel (TMK [2] 4-3-006:3) to the northeast documented a total of seven sites, several of which consisted of stone alignments and low stacking features, all interpreted as early historic. A cemetery and the area directly around it (designated Site -4218 and -4219, respectively) were permanently preserved based on the findings of this 1996 study. Extensive trenching south of the cemetery (towards the present project area) failed to yield any additional human remains or burials. No traditional Native Hawaiian artifacts were observed on the surface, nor were any recovered in excavation on Lot No. 3 (McGerty and Spear 1996).

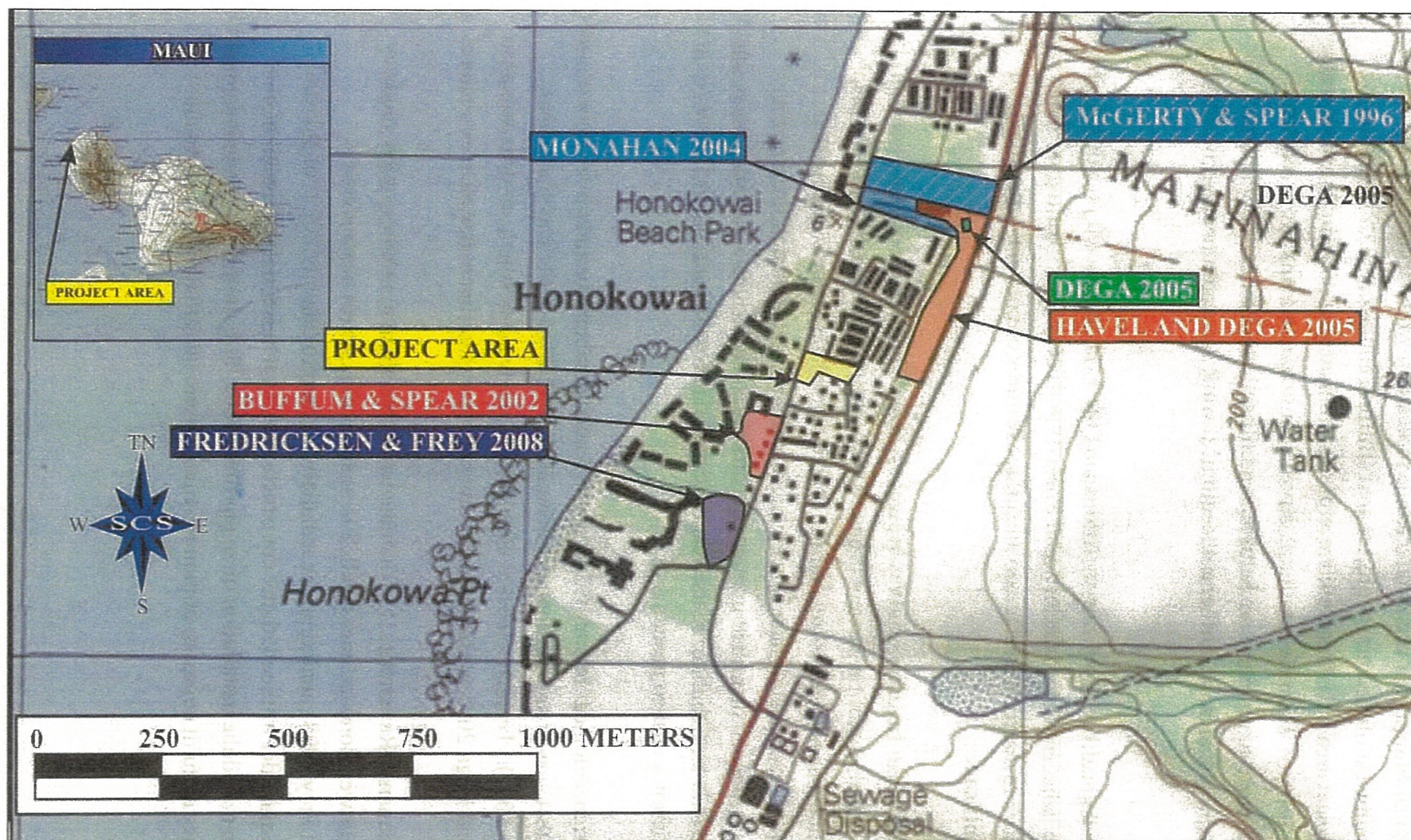


Figure 4: USGS 1998 Lahaina Quadrangle Map Showing Previous Archaeological Studies in the Vicinity of the Project Area.

Archaeological Monitoring was conducted in association with the construction of a small strip mall to the southwest of the current project area (Buffum and Spear 2002). Monitoring within the 2002 project area only found evidence of modern land alterations and disturbances. No archaeological features, subsurface cultural deposits, or human remains were identified during excavation. Due to both extensive landscape modifications and the lack of cultural remains within the project area, no further archaeological work was recommended for the strip mall project area.

An Archaeological Inventory Survey (Monahan 2004) was conducted on a 3.054-acre parcel immediately adjacent to the McGerty and Spear 1996 survey area. Testing of eight stratigraphic trenches revealed no surface or subsurface features of potential archaeological and/or historic significance.

An Archaeological Inventory Survey (Havel and Dega 2005) was conducted on a 0.11 acre parcel located northeast of the current project area near the Monahan 2004 survey area. Pedestrian survey and subsurface testing confirmed that no surface features of potential archaeological and/or historic significance were present in the project area. Portions of the project area had clearly been disturbed by modern construction activities to a considerable depth below surface. Several large bulldozer scars were scattered across the surface of the survey area and construction debris was also present.

Another Archaeological Inventory Survey was conducted approximately 30 meters south of the Monahan 2004 survey area on a small portion (23 m x 23 m) of the Havel and Dega survey area (Dega 2005). Testing consisted of four backhoe trenches which, as with Monahan 2004 and Havel and Dega 2005, were devoid of any culturally significant materials or features.

In 2008 Xamanek Researches, LLC conducted archaeological monitoring for roadway improvements to Lower Honoapi'ilani Road, 295 m south of the current project area (Fredericksen and Frey 2008), including the installation of approximately 200 ft of sidewalk along the western shoulder of the road, the construction of a catch basin, the relocation of an existing fire hydrant, and the installation of an approximately 20 ft drain line. No archaeological features, subsurface cultural deposits, or human remains were identified during excavation.

REASON FOR MONITORING AND POTENTIAL SITE TYPES TO BE ENCOUNTERED

Based on the findings of previous archaeological studies in the vicinity of the project area, sites likely to be encountered in the project area include early historic house foundations and other stone alignments, as well as historic artifacts (e.g., bottles, hardware, etc.). Traditional sites and artifacts reflecting more temporary habitation are also possible (e.g., stone tool debris, midden, hearth deposits), but, given the relatively marginal conditions in the project area, extensive permanent habitation was less likely. Though less likely, there may also be the slight possibility that burials may be encountered during the course of construction.

Finally, given the extent of modern construction and reworking of the landscape in the vicinity of the project area, there was a high probability that most or all sites or features originally present in the project area have been destroyed or disturbed to a significant degree..

MONITORING CONVENTIONS AND METHODOLOGY

This AMP has been prepared in accordance with DLNR/SHPD administrative "Rules Governing Standards for Archaeological Monitoring Studies and Reports" (HAR § 13-279, DLNR-SHPD 2005). Archaeological Monitors will adhere to the following guidelines during monitoring:

- A qualified archaeologist intimately familiar with the project area and the results of previous archaeological work conducted in the Wailuku/Sand Hills area will monitor subsurface construction activities on the parcel. No land altering activities will occur on the parcel until this AMP has been accepted by SHPD.
- If significant deposits or features are identified and additional field personnel are required, the archaeological consultants conducting the Monitoring will notify the contractor or representatives thereof before additional personnel are brought to the site.
- One archaeological monitor will be present per each piece of machinery conducting ground altering activities within the project area.
- If features or cultural deposits are identified during Monitoring, the on-site archaeologist will have the authority to temporarily suspend construction activities at the significant location so that the cultural feature(s) or deposit(s) may be fully evaluated and appropriate treatment of the cultural deposit(s) is conducted. SHPD will be contacted to establish feature significance and potential mitigation procedures. Treatment activities primarily include documenting the feature/deposit through plotting its location on an overall site map, illustrating a plan view map of the feature/deposit, profiling the deposit

in three dimensions, photographing the finds-with the exception of human burials, artifact and soil sample collection, and triangulation of the finds. Construction work and/or back-filling of excavation pits or trenches will only continue in the sample location when all documentation has been completed.

- Control stratigraphy in association with subsurface cultural deposits will be noted and photographed, particularly those containing significant quantities or qualities of cultural materials. If deemed significant by SHPD and the contracting archaeologist, these deposits will be sampled, as determined by the same.
- In the event that human remains are encountered, all work in the immediate area of the find will cease; the area will be secured from further activity until burial protocol has been completed. The SHPD island archaeologist and SHPD Cultural Historian will both be immediately identified as to the inadvertent discovery of human remains on the property. Notification of the inadvertent discovery will also be made to the Maui/Lanai Island Burial Council by the SHPD Maui staff. A determination of minimum number of individuals (MNI), age(s), and ethnicity of the burial(s) will be ascertained in the field by the archaeological consultants conducting the Monitoring. Rules outlined in Chapter 6e, Section 43 shall be followed. Profiles, plan view maps, and illustrative documentation of skeletal parts will be recorded to document the burial(s). The burial location will be identified and marked. If a burial is disturbed during trench excavations, materials excavated from the vicinity of the burial(s) will be manually screened through 1/8" wire mesh screens to recover any displaced skeletal material. If the remains are to be removed, the work will be in compliance with HRS 6.E-43.6, Procedures Relating to Inadvertent Discoveries.
- To ensure that contractors and the construction crew are aware of this Archaeological Monitoring Plan and possible site types to be encountered on the parcel, a brief coordination meeting will be held between the construction team and monitoring archaeologist prior to initiation of the project. The construction crew will also be informed as to the possibility that human burials could be encountered and how protection and mitigation should proceed if they observe such remains.
- The archaeologist will provide all coordination with the contractor, SHPD, and any other groups involved in the project. The archaeologist will coordinate all Monitoring and sampling activities with the safety officers for the contractors to ensure that proper safety regulations and protective measures meet compliance. Close coordination will also be maintained with construction representatives in order to adequately inform personnel of the possibility that open archaeological units or trenches may occur in the project area.
- As necessary, verbal reports will be made to SHPD and any other agencies as requested.
- Acceptance of this Archaeological Monitoring Plan will be done in writing by the SHPD within 45-days of receipt. If no written response is forwarded by the SHPD after 45-days, concurrence with this documented shall be accepted and work will proceed, pursuant to 6e-42 HRS, Chapter 13-284 HAR.

LABORATORY ANALYSIS

All samples collected during the project, except human remains, will undergo analysis at the SCS Maui laboratory. In the event that human remains are identified and the SHPD authorizes their removal, they will be curated on the job site in a secure location. Photographs, illustrations, and all notes accumulated during the project will be curated at the laboratory of the archaeological consultants conducting the Monitoring. All retrieved artifact and midden samples will thoroughly cleaned, sorted, and analyzed. Significant artifacts will be photographically recorded, sketched, and classified (qualitative analysis). All metric attributes and weights will be recorded (quantitative analysis). These data will be presented in tabular form within the final monitoring report. Midden samples will be minimally identified to major "class" (e.g., bivalve, gastropod mollusk, echinoderm, fish, bird, and mammal). All data will be clearly recorded on standard laboratory forms that include number and weight (as appropriate) of each constituent category. These counts will also be included in the final report.

Should any samples amenable to dating be collected from a significant cultural deposit, they will be prepared in the laboratory of the archaeological consultants conducting the Monitoring and submitted for specialized radiocarbon analysis. While primary emphasis for dating is placed on charcoal samples, we do not preclude the use of other material such as marine shell or nonhuman bone materials. All stratigraphic profiles will be drafted for presentation in the final report. Representative plan view sketches showing the location and morphology of identified sites/features/deposits will be compiled and illustrated.

CURATION

If requested by the landowner, all recovered materials will be curated in the laboratory of the archaeological consultants conducting the Monitoring (except human remains) until a permanent, more suitable curation center is identified. The landowner may request to curate all recovered cultural materials once analysis has been completed. Human remains will be stored on-site in a secure location until a Burial Treatment Plan has been prepared, accepted, and put into motion.

REPORTING

An Archaeological Monitoring report documenting the project findings and interpretation, following SHPD guidelines for Archaeological Monitoring reports, will be

prepared and submitted within 180 days after the completion of fieldwork.

If cultural features or deposits are identified during fieldwork, the sites will be evaluated for historical significance and assessed under State and Federal Significance Criteria. The Archaeological Monitoring report will be presented in draft form until accepted by SHPD and will be submitted to both SHPD and the client.

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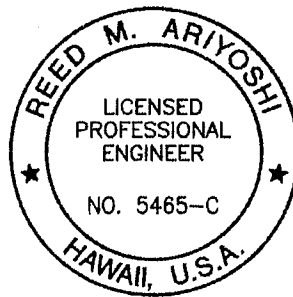
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Preliminary Engineering Report

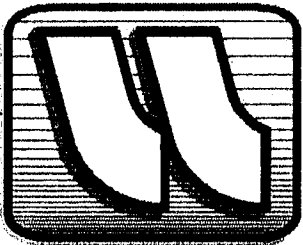
AAAAA Rent A Space Additional Parking

Honokowai, Lahaina, Maui, Hawaii
TMKs: (2) 4-4-01:26

Prepared For: AAAAA Rent A Space
3600 Lower Honoapiilani Road
Lahaina, HI 96761



DRAFT



WARREN S. UNEMORI ENGINEERING, INC.
Civil and Structural Engineers – Land Surveyors
Wells Street Professional Center – Suite 403
2145 Wells Street
Wailuku, Maui, Hawaii 96793

Date: June 2015

EXHIBIT 13

**DRAFT Preliminary Engineering Report for
AAAAA Rent A Space Additional Parking**

1. Introduction

1.1. Purpose

This report has been prepared to evaluate the existing infrastructure in the vicinity of the project site identify the impact of the proposed project, and define the improvements needed to support the project.

1.2. Project Location

The project site is located in Honokowai, on the island of Maui and in the State of Hawaii. It is bordered on its westerly boundary by Lower Honoapiilani road and the existing AAAAA Rent-A-Space facility and Sunset Terrace Apartments borders its northerly boundary. Existing residences and an existing County of Maui Wastewater Pump Station Site borders its southerly boundary and an existing State of Hawaii multi-family housing complex, Honokowai Kauhale borders its easterly boundary. The project site is located approximately 560 feet north of the Nahono Place and Lower Honoapiilani Road intersection and encompasses an area of approximately 0.87 acres. (See Exhibit 1)

1.3. Project Description

An asphalt paved or concrete parking lot is being proposed for this project. A portion of the parking lot will be connected to the existing AAAAA Rent-A-Space facility and will provide additional parking for the facility. The remaining portion of the parking lot will be used to provide additional vehicular parking for the nearby businesses, boat storage areas and space for portable storage units (see Exhibit 4). Site improvements, in addition to asphalt paved or concrete parking lot, will include concrete curbing, retaining walls, landscaping, underground drainage, water and landscape irrigation.

1.4. Project Site Topography and Soil Conditions

The project is currently undeveloped with natural vegetation consisting of a variety of weeds and bushes.

The existing ground slopes from an elevation of about 18 feet at the upper (easterly) boundary to 7.5 feet Lower Honoapiilani Road. It slopes downward in a southeasterly to northwesterly direction, with an average slope of approximately 2.6%.

According to the United States Department of Agriculture Web Soil Survey (Island of Maui, Hawaii, Version 12, September 25, 2014), there are three (3) soil types present on the project site (see Exhibit 2, pages 1 to 3). They consist of the Ewa Series, Ewa silty clay loam, (EaA, 0 to 3 percent slopes), the Lahaina Series, Lahaina silty clay (LaC, 7 to 15 percent slopes) and the Pulehu Series, Pulehu clay loam (PSA, 0 to 3 percent slopes).

Lahaina silty clay loam is characterized as having medium runoff and a moderate erosion hazard, while the Ewa silty clay loam and Pulehu clay loam are characterized as having low runoff and a slight erosion hazard.

1.5 Project Site Flood and Tsunami Zone

According to Panel 0351F dated September 19, 2012 of the Flood Insurance Rate Map,¹ prepared by the United States Department of Homeland Security, Federal Emergency Management Agency, the majority of the project site is situated in an area designated as Zone X, which is an area determined to be outside the 0.2% annual chance flood plain. The remaining portion of the project site along Lower Honoapiilani Road is located within Flood Zone AE, with a base flood elevation of ten (10) feet. (See Exhibit 3)

¹ U.S. Department of Homeland Security, Federal Emergency Management Agency, *Flood Insurance Rate Map, Maui County, Hawaii*. Community-Panel Number 150003 0676E. September 25, 2009.

2. Roadway Access

2.1. Existing Roadway Access

Honoapiilani Highway is the main north to south arterial highway linking Lahaina to other urban areas of Maui. Currently, the roadway is a two and four lane highway that is owned and maintained by the State of Hawaii – Department of Transportation. Honoapiilani Highway begins in the vicinity of Honokahua Valley and ends near its intersection with High Street in Wailuku.

Lower Honoapiilani Road is a County and privately owned two (2) lane roadway that links the coastal areas of Lahaina from Honokowai to Kapalua with Honoapiilani Highway. Lower Honoapiilani Road is privately owned within the Kapalua Resort. It begins on its northern end at its intersection with Office Road in Kapalua and terminates on its southern end at its intersection with Honoapiilani Highway in Honokowai.

The access to the project site from Honoapiilani Highway will be from Lower Honoapiilani Road, approximately 2,500 feet north of its signalized intersection with Honoapiilani Highway.

There is an existing concrete driveway apron from Lower Honoapiilani Road located near the northwesterly corner of the project site that provides access to the project site.

2.2. Proposed Access Improvements

Lower Honoapiilani Road will continue to provide access to the project site. The existing Lower Honoapiilani Road concrete driveway apron located near the northwesterly corner of the project site will be removed and a new concrete driveway apron will be constructed near the southwesterly corner of the project site to provide site access to Lower Honoapiilani Road.

A portion of the proposed parking lot will be connected to the existing parking area for the adjoining AAAAA Rent-A-Space facility immediately north of the project site to provide additional parking for the facility. The existing AAAAA Rent-A-Space facility has two (2) existing driveway connections to Lower Honoapiilani Road in the vicinity of the southeasterly and northeasterly corners of the property.

3. Water System

3.1. Existing Water Infrastructure

The project is serviced by an existing potable water system operated by the County of Maui – Department of Water Supply. The primary source of water for the system are wells located in the upper Napili area, supplemented by surface flow that is drawn from Honokowai Ditch and treated at the existing Mahinahina Water Treatment Facility. An existing series of 16 and 20 inch transmission waterlines transport the water to the project site. Water storage is provided by the existing 2.0 million gallon Honokowai concrete water storage tank located at an elevation of 250 feet.

Fire protection for the project site is provided by existing fire hydrants along Lower Honoapiilani Road.

3.2. Proposed Water System Improvements

The proposed project is not expected to require domestic water although water will be required for site landscaping. Water service for the project landscaping is expected to be provided by the existing 16-inch waterline on Lower Honoapiilani Road.

The project utilizing a business classification will require a fire flow of 2,000 gallons per minutes for a duration of two (2) hours. Should fire hydrants be required to accommodate the proposed portable storage units and boat storage

area, fire hydrants will be installed throughout the project site at a maximum spacing of 250 feet. Water storage to satisfy the fire flow requirements will be provided by the previously mentioned 2.0 million gallon Honokowai water storage tank.

4. Sewer System

4.1. Existing Sewer Infrastructure

An existing underground sewer system which was constructed as part of the County of Maui Napili – Honokowai Sewerage System Project services the project site. A sewer service lateral for the project site, was installed at the northwesterly corner of the property. The sewer service lateral is connected to an existing 24-inch gravity sewerline which conveys the wastewater to the existing wastewater Pump Station located along the southerly boundary of the project site. The wastewater from the pump station is conveyed by an existing 20-inch force main to the Lahaina Wastewater Reclamation Facility.

The Lahaina Wastewater Reclamation Facility which is located approximately 2,400 feet southeast of the project site (mgd) has a treatment capacity of approximately 9.0 million gallons per day and currently has approximately 2.0 mgd of unused treatment capacity. The Lahaina Wastewater Reclamation Facility produces effluent that meets the State of Hawaii R-1 quality standards which is used for irrigation in the Kaanapali Resort area by means of an existing reclaimed water distribution system. The unused R-1 quality effluent is pumped to injection wells located within the Lahaina Wastewater Reclamation Facility site.

4.2. Proposed Sewer System Improvements

The project is not expected to generate wastewater and will not contribute wastewater to the existing wastewater system.

5. Drainage System

5.1. Existing Drainage Conditions

According to our calculations, the project site presently generates approximately 1.4 cfs of onsite surface runoff based on a 10-year recurrence interval, 1-hour duration storm event. The onsite surface runoff sheet flows across the project site in a southeasterly to northwesterly direction towards Lower Honoapiilani Road where it is intercepted by existing curb-inlet type catch basins along Lower Honoapiilani Road and conveyed by means of an existing underground drainage system to outlet into an existing drainage channel located on the south side of Honokowai Park, approximately 500 feet north of the project site.

5.2. Proposed Drainage Improvements

The proposed development according to our calculations will generate approximately 3.0 cfs of onsite surface runoff based on a 10-year recurrence interval, 1-hour duration storm event. Accordingly, there will be a net increase of approximately 1.6 cfs due to the proposed development.

An onsite drainage system consisting of grated-inlet type catch basins, underground drainlines and a subsurface drainage detention system will be constructed to store and slowly release the intercepted onsite surface runoff onto Lower Honoapiilani Road such that the surface runoff does not exceed the existing pre development runoff. The subsurface detention system will be sized to accommodate a 50-year recurrence interval, 1-hour duration storm event in conformance with the "Rules for the Design Storm Drainage Facilities in the County of Maui."

6. Electrical, Telephone, and Cable Television Systems

6.1. Existing Infrastructure

There is an existing overhead electrical, telephone, and cable television (CATV) distribution systems along the westerly side of Lower Honoapiilani Road which has the capacity to service the project site.

6.2. Proposed Improvements

The proposed project is not anticipated to require electrical, telephone, and CATV services. However, should such services be required, an underground service connection from the existing overhead electrical, telephone and CATV system would be extended to the project site.

7. Conclusion

Given the characteristics of the project site and the adequacy of the existing infrastructure in the area, it is our professional opinion that any project related impacts may be readily mitigated with the implementation of the proposed improvements.

EXHIBIT 1
Location Map

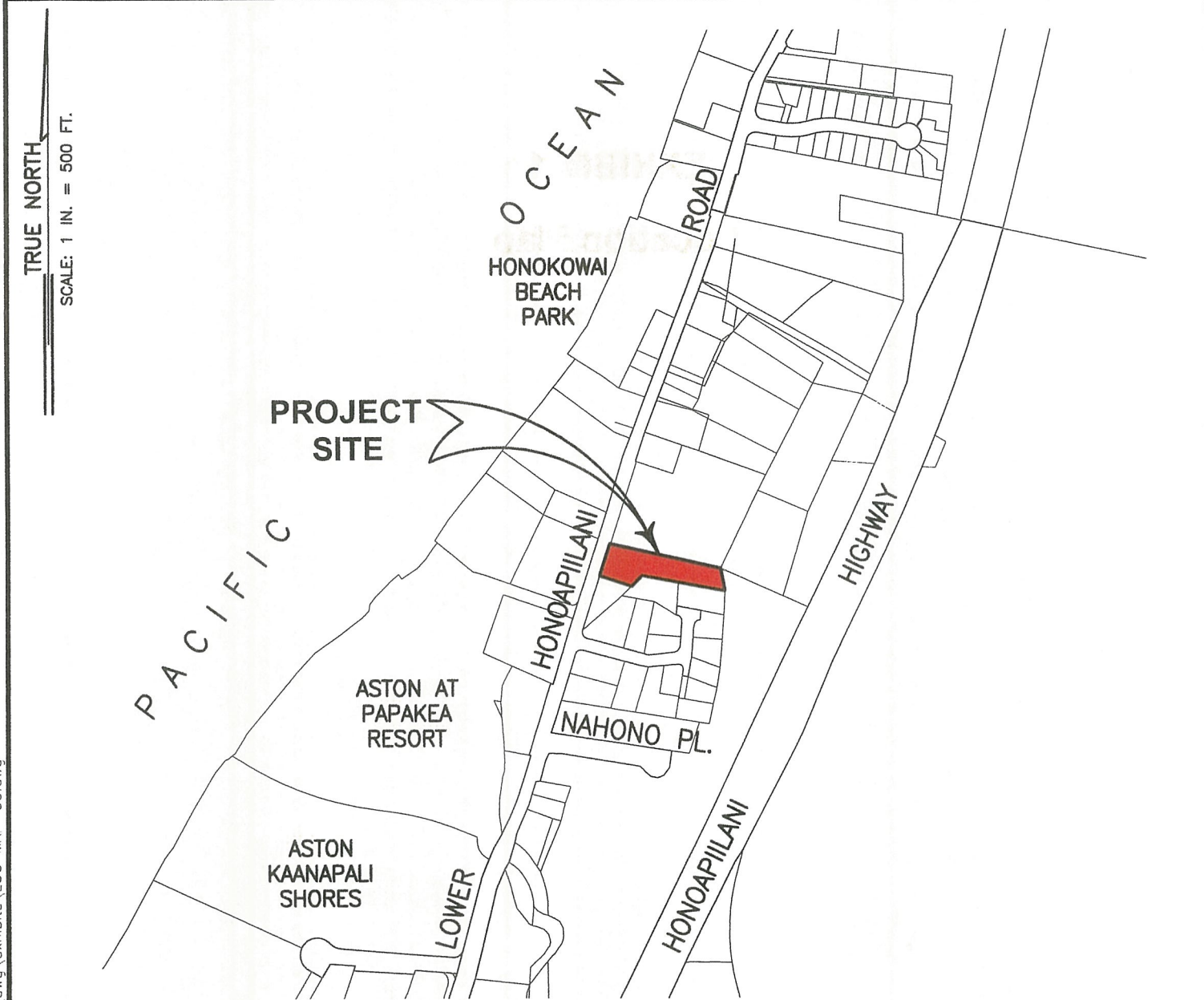
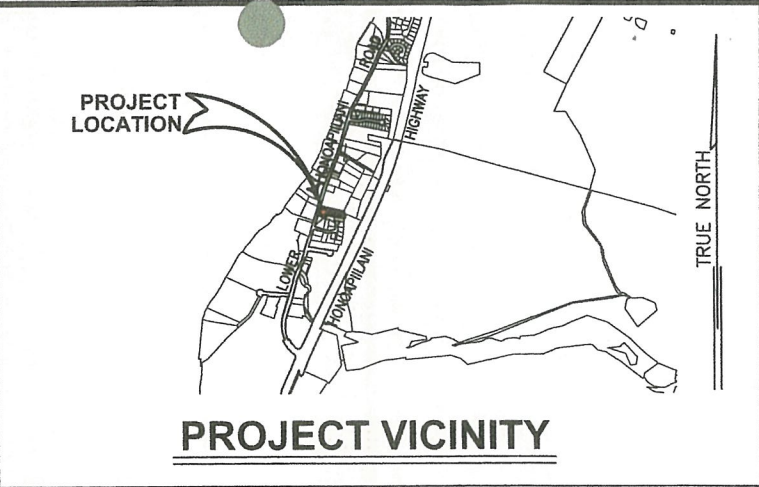
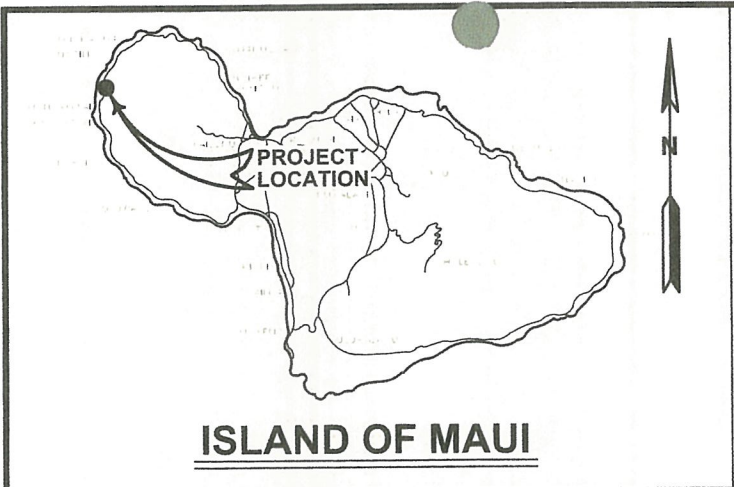
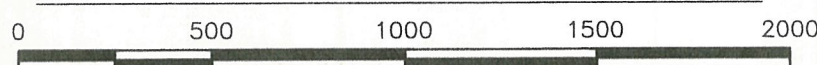
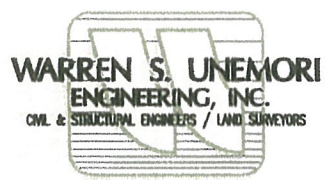


EXHIBIT 1 - LOCATION MAP



SCALE: 1 IN. = 500 FT.

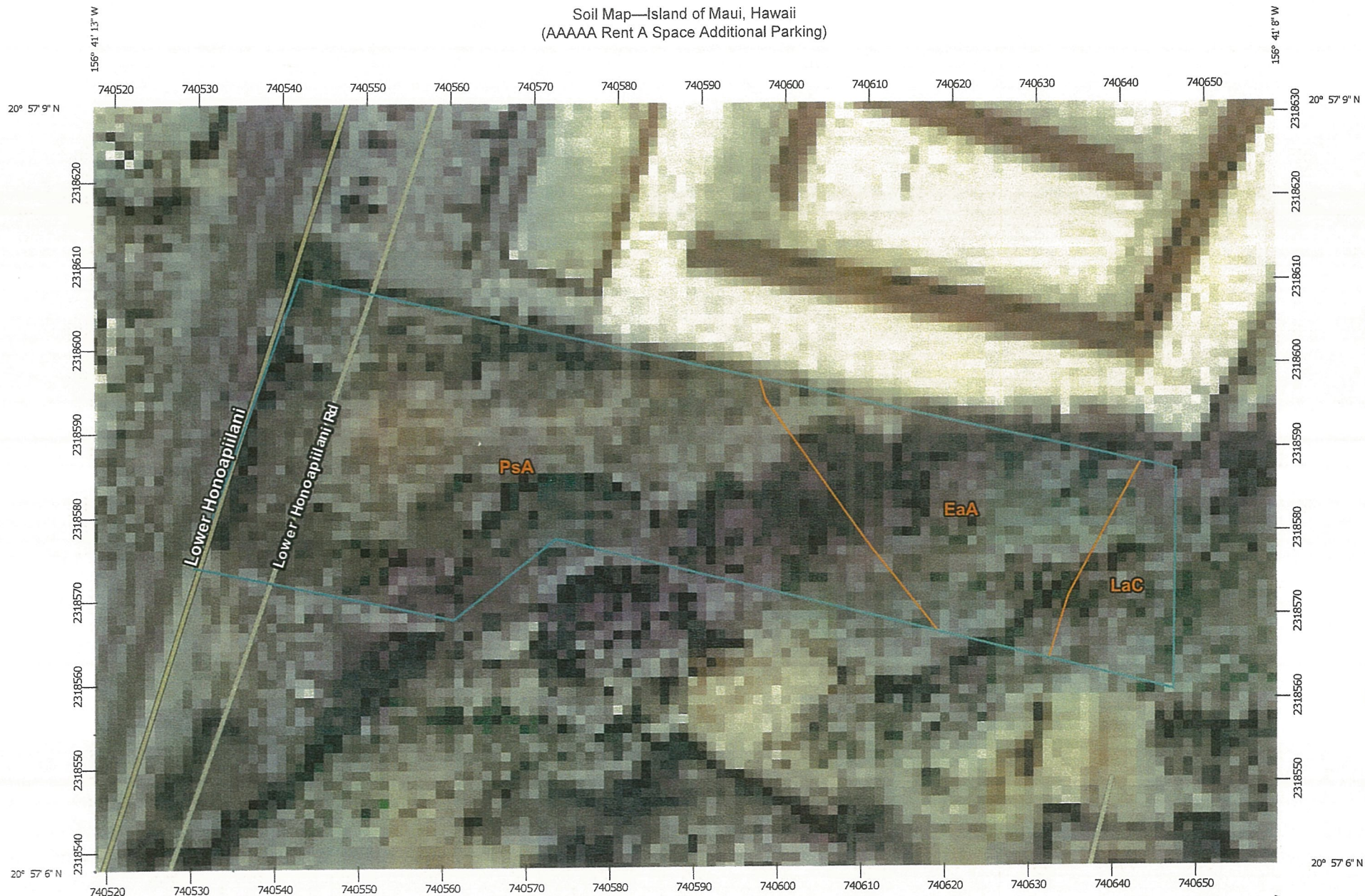


June 8, 2015

EXHIBIT 2

Soil Survey Map

Soil Map—Island of Maui, Hawaii
(AAAAA Rent A Space Additional Parking)



Map Scale: 1:645 if printed on A landscape (11" x 8.5") sheet.

0 5 10 20 30 Meters

0 30 60 120 180 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 4N WGS84



Natural Resources
Conservation Service


Web Soil Survey
National Cooperative Soil Survey

6/4/2015
Page 1 of 3


Soil Map—Island of Maui, Hawaii
(AAAAA Rent A Space Additional Parking)


MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features


 Blowout


 Borrow Pit


 Clay Spot


 Closed Depression


 Gravel Pit

 Gravelly Spot

 Landfill


 Lava Flow


 Marsh or swamp


 Mine or Quarry

 Miscellaneous Water


 Perennial Water


 Rock Outcrop

 Saline Spot


 Sandy Spot

 Severely Eroded Spot


 Sinkhole


 Slide or Slip


 Sodic Spot

 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features


Water Features


 Streams and Canals


Transportation

 Rails


 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

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Please rely on the bar scale on each map sheet for map measurements.

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Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

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Survey Area Data: Version 12, Sep 25, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 1, 2006—Oct 1, 2006

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Map Unit Legend

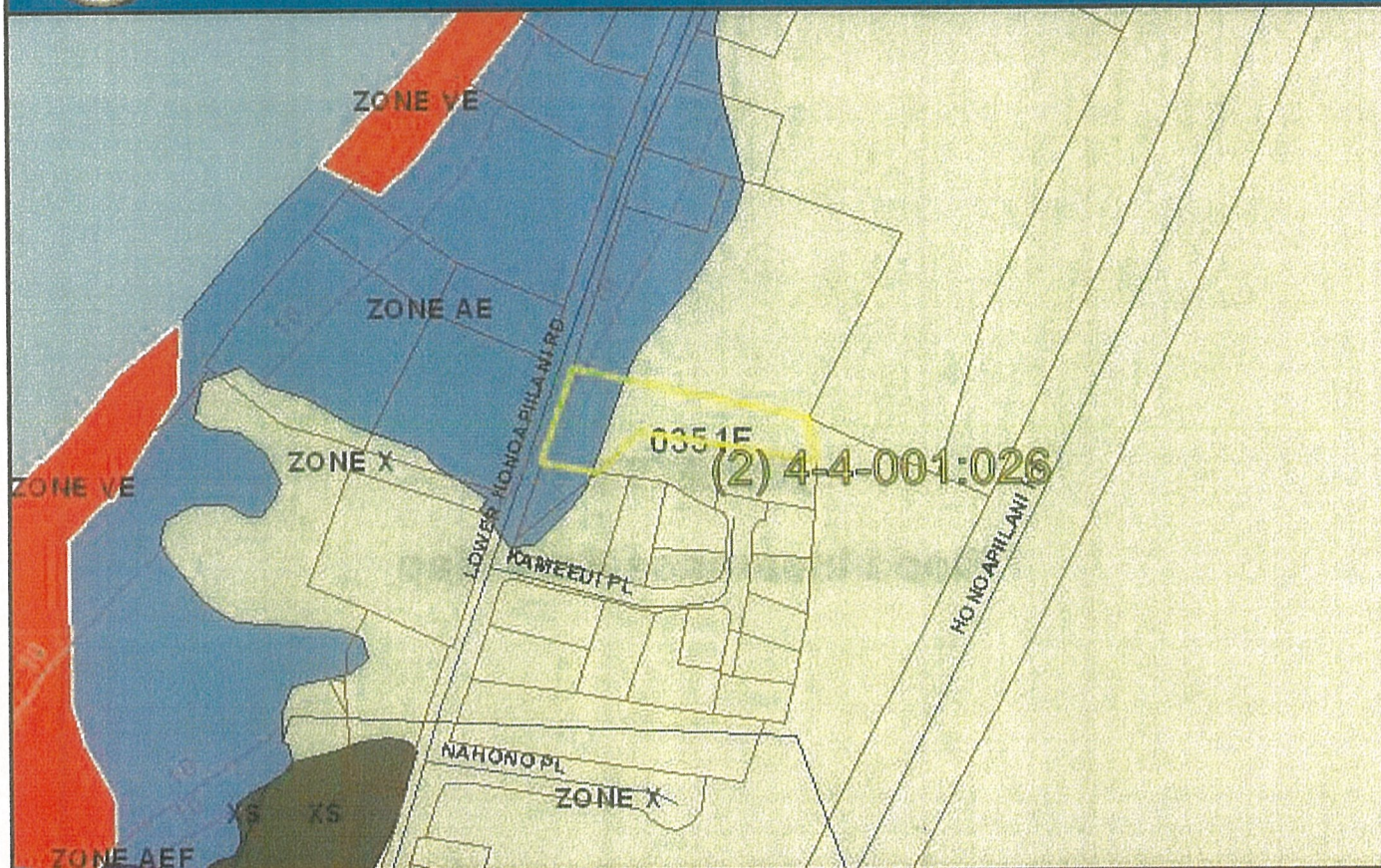
Island of Maui, Hawaii (HI980)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
EaA	Ewa silty clay loam, 0 to 3 percent slopes	0.2	24.3%
LaC	Lahaina silty clay, 7 to 15 percent slopes	0.1	8.4%
PsA	Pulehu clay loam, 0 to 3 percent slopes	0.5	67.4%
Totals for Area of Interest		0.8	100.0%

EXHIBIT 3

Flood Insurance Rate Map



FLOOD HAZARD ASSESSMENT REPORT



NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD – The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, V, and VE. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

- Zone A:** No BFE determined.
- Zone AE:** BFE determined.
- Zone AH:** Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined.
- Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined.
- Zone V:** Coastal flood zone with velocity hazard (wave action); no BFE determined.
- Zone VE:** Coastal flood zone with velocity hazard (wave action); BFE determined.
- Zone AEF:** Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE.

NON-SPECIAL FLOOD HAZARD AREA – An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

- Zone XS (X shaded):** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- Zone X:** Areas determined to be outside the 0.2% annual chance floodplain.

OTHER FLOOD AREAS

- Zone D:** Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

PROPERTY INFORMATION

COUNTY: MAUI
TMK NO: (2) 4-4-001-026
PARCEL ADDRESS: 3560 LOWER HONOAPIILANI RD
LAHAINA, HI 96761
FIRM INDEX DATE: SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S): NONE
FEMA FIRM PANEL(S): 1500030351F
PANEL EFFECTIVE DATE: SEPTEMBER 19, 2012

PARCEL DATA FROM: JULY 2013
IMAGERY DATA FROM: MAY 2005

IMPORTANT PHONE NUMBERS

County NFIP Coordinator
County of Maui
Carolyn Cortez (808) 270-7253
State NFIP Coordinator
Carol Tyau-Beam, P.E., CFM (808) 587-0267

Disclaimer: The Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use of the information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR from any liability, which may arise from its use.

If this map has been identified as 'PRELIMINARY' or 'UNOFFICIAL', please note that it is being provided for informational purposes and is not to be used for official/legal decisions, regulatory compliance, or flood insurance rating. Contact your county NFIP coordinator for flood zone determinations to be used for compliance with local floodplain management regulations.

EXHIBIT 4
Preliminary Site Plan

TRUE NORTH
SCALE 1 IN. = 20 FT.

ROAD

To Kapehu

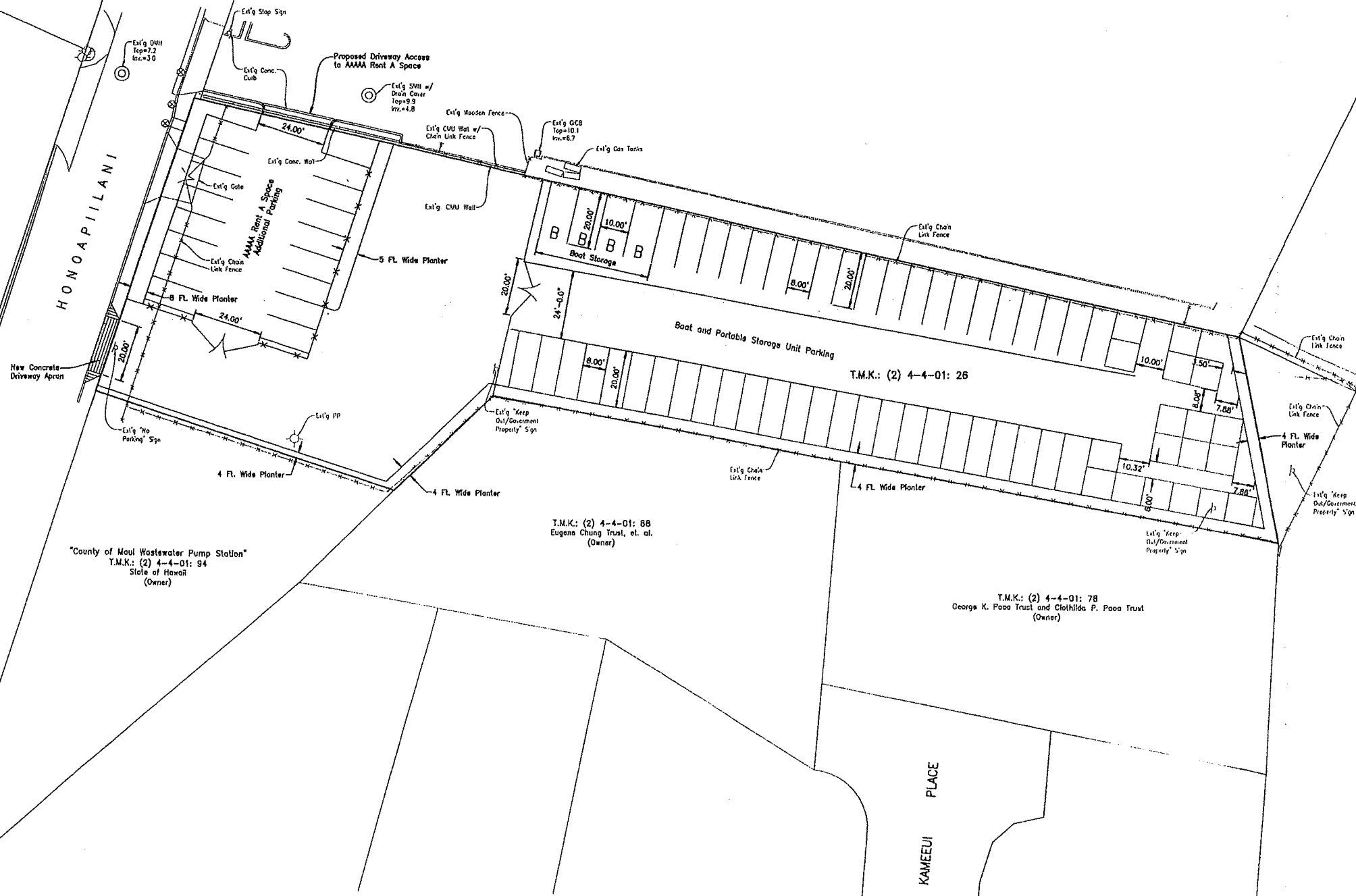
"AAAA Rent A Space"
T.M.K.: (2) 4-4-01: 27
Knappe Revocable Living Trust
(Owner)

"Sunset Terrace"
T.M.K.: (2) 4-4-01: 34
Maui Park Condominium
(Owner)

HONOPIILANI

LOWER

To Lahaina



PRELIMINARY SITE PLAN



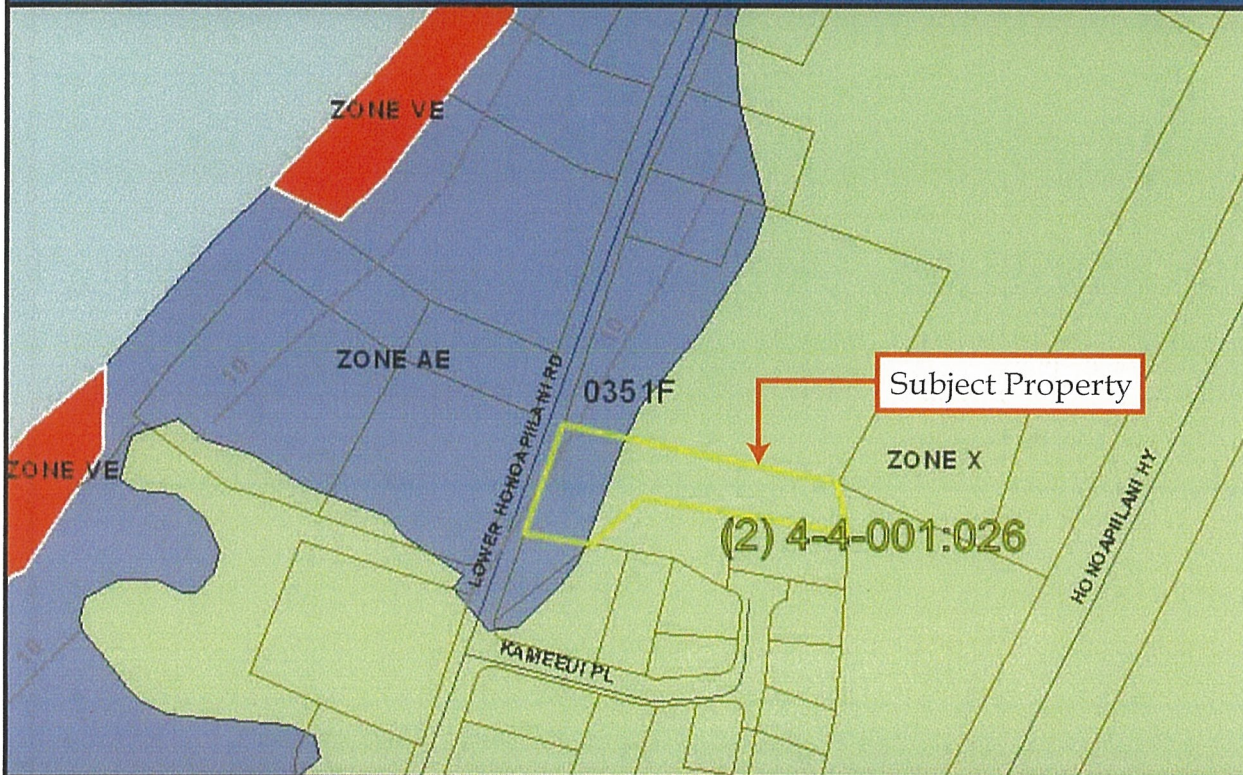
EXHIBIT 4

July 6, 2015

24" x 36" 1501



State of Hawaii FLOOD HAZARD ASSESSMENT REPORT



NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

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FIRM INDEX DATE: SEPTEMBER 19, 2012
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Carolyn Cortez (808) 270-7253
State NFIP Coordinator
Carol Tyau-Beam, P.E., CFM (808) 587-0267

FIGURE 10

Flood Map



Not to Scale

AAAAA Rent-A-Space

Source: National Flood Insurance Program



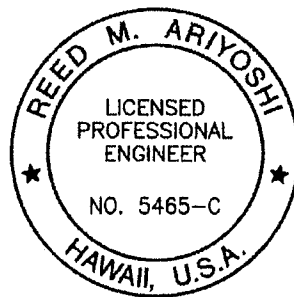
CHRIS
HART
& PARTNERS, INC.

Preliminary Drainage Report

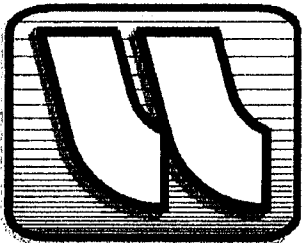
AAAAA Rent A Space Additional Parking

Honokowai, Lahaina, Maui, Hawaii
TMKs: (2) 4-4-01:26

Prepared For: AAAAA Rent A Space
3600 Lower Honoapiilani Road
Lahaina, HI 96761



DRAFT



WARREN S. UNEMORI ENGINEERING, INC.
Civil and Structural Engineers – Land Surveyors
Wells Street Professional Center – Suite 403
2145 Wells Street
Wailuku, Maui, Hawaii 96793

Date: June 2015

EXHIBIT 15

TABLE OF CONTENTS

Introduction	1
Proposed Project	1
Site Location	1
Project Description	1
Existing Conditions	2
Topography and Soil Conditions	2
Flood and Tsunami Zone	2
Drainage	3
Drainage Plan	3
Drainage	3
Hydrologic Calculations	4
Conclusion	4

Exhibits

- 1 – Location Map
- 2 – Soils Map
- 3 – Flood Insurance Rate Map
- 4 – Preliminary Site Plan

Appendix

- A – Hydrologic Calculations
- B – Subsurface Drainage Calculations

**DRAFT Preliminary Drainage Report for
AAAAA Rent A Space Additional Parking**

I. Introduction

This report has been prepared to examine both the pre-development and post-development site drainage conditions for the subject development.

II. Proposed Project

a. Site Location

The project site is located in Honokowai, on the island of Maui and in the State of Hawaii. It is bordered on its westerly boundary by Lower Honoapiilani road and the existing AAAAA Rent-A-Space facility and Sunset Terrace Apartments borders its northerly boundary. Existing residences and an existing County of Maui Wastewater Pump Station Site borders its southerly boundary and an existing State of Hawaii multi-family housing complex, Honokowai Kauhale borders its easterly boundary. The project site is located approximately 560 feet north of the Nahono Place and Lower Honoapiilani Road intersection and encompasses an area of approximately 0.87 acres. (See Exhibit 1)

b. Project Description

An asphalt paved or concrete parking lot is being proposed for this project. A portion of the parking lot will be connected to the existing AAAAA Rent-A-Space facility and will provide additional parking for the facility. The remaining portion of the parking lot will be used to provide additional vehicular parking for the nearby businesses, boat storage areas and space for portable storage units (see Exhibit 4). Site improvements, in addition to asphalt paved or concrete parking lot, will include concrete curbing, retaining walls, landscaping, underground drainage, water and landscape irrigation.

III. Existing Conditions

a. Topography and Soil Conditions

The project is currently undeveloped with natural vegetation consisting of a variety of weeds and bushes.

The existing ground slopes from an elevation of about 18 feet at the upper (easterly) boundary to 7.5 feet Lower Honoapiilani Road. It slopes downward in a southeasterly to northwesterly direction, with an average slope of approximately 2.6%.

According to the United States Department of Agriculture Web Soil Survey (Island of Maui, Hawaii, Version 12, September 25, 2014), there are three (3) soil types present on the project site (see Exhibit 2, pages 1 to 3). They consist of the Ewa Series, Ewa silty clay loam, (EaA, 0 to 3 percent slopes), the Lahaina Series, Lahaina silty clay (LaC, 7 to 15 percent slopes) and the Pulehu Series, Pulehu clay loam (PSA, 0 to 3 percent slopes).

Lahaina silty clay loam is characterized as having medium runoff and a moderate erosion hazard, while the Ewa silty clay loam and Pulehu clay loam are characterized as having low runoff and a slight erosion hazard.

b. Flood and Tsunami Zone

According to Panel 0351F dated September 19, 2012 of the Flood Insurance Rate Map,¹ prepared by the United States Department of Homeland Security, Federal Emergency Management Agency, the majority of the project site is situated in an area designated as Zone X, which is an area determined to be outside the 0.2% annual chance flood plain. The remaining portion of the project site along Lower Honoapiilani Road is located within Flood Zone AE, with a base flood elevation of ten (10) feet. (See Exhibit 3)

¹ U.S. Department of Homeland Security, Federal Emergency Management Agency, *Flood Insurance Rate Map, Maui County, Hawaii*. Community-Panel Number 150003 0676E. September 25, 2009.

c. Drainage

According to our calculations, the project site presently generates approximately 1.4 cfs of onsite surface runoff based on a 10-year recurrence interval, 1-hour duration storm event. The onsite surface runoff sheet flows across the project site in a southeasterly to northwesterly direction towards Lower Honoapiilani Road where it is intercepted by existing curb-inlet type catch basins along Lower Honoapiilani Road and conveyed by means of an existing underground drainage system to outlet into an existing drainage channel located on the south side of Honokowai Park, approximately 500 feet north of the project site.

IV. Drainage Plan

a. Drainage

The proposed development according to our calculations will generate approximately 3.0 cfs of onsite surface runoff based on a 10-year recurrence interval, 1-hour duration storm event. Accordingly, there will be a net increase of approximately 1.6 cfs due to the proposed development.

An onsite drainage system consisting of grated-inlet type catch basins, underground drainlines and a subsurface drainage detention system will be constructed to store and slowly release the intercepted onsite surface runoff onto Lower Honoapiilani Road such that the surface runoff does not exceed the existing pre development runoff. The subsurface detention system will be sized to accommodate a 50-year recurrence interval, 1-hour duration storm event in conformance with the "Rules for the Design Storm Drainage Facilities in the County of Maui."

b. Hydrologic Calculations

According to the “Rules for the Design of Storm Drainage Facilities in the County of Maui,”² the design storm for drainage areas of 100 acres or less is a 10-year recurrence interval, 1-hour duration storm. Runoff quantity is calculated using the Rational Method. The precipitation is 2.0 inches³ for this storm.

Rational Formula:

$$Q = C \cdot I \cdot A$$

where, Q = *rate of flow* (cubic feet per second)

C = *runoff coefficient*

I = *rainfall intensity* (inches per hour)

A = *area* (acres)

The hydrologic calculations for this project may be found in Appendix A.

c. Conclusion

Stormwater runoff from the developed project site will be intercepted and conveyed to a new onsite drainage system that will fully mitigate the anticipated increase in surface runoff caused by the proposed development. Therefore, since there will be no increase in surface runoff from the project site, it is our professional opinion that the adjoining downstream properties will not be adversely affected by the proposed development.

V:\Projdata\12proj\12019\Reports\Preliminary Drainage Report\12019 - PDR.docx

² County of Maui, Department of Public Works and Waste Management, “Rules for the Design of Storm Drainage Facilities in the County of Maui.” November 2, 1995.

³ U.S. Department of Commerce, Weather Bureau, *Rainfall-Frequency Atlas of the Hawaiian Islands*. 1962.

EXHIBIT 1
Location Map

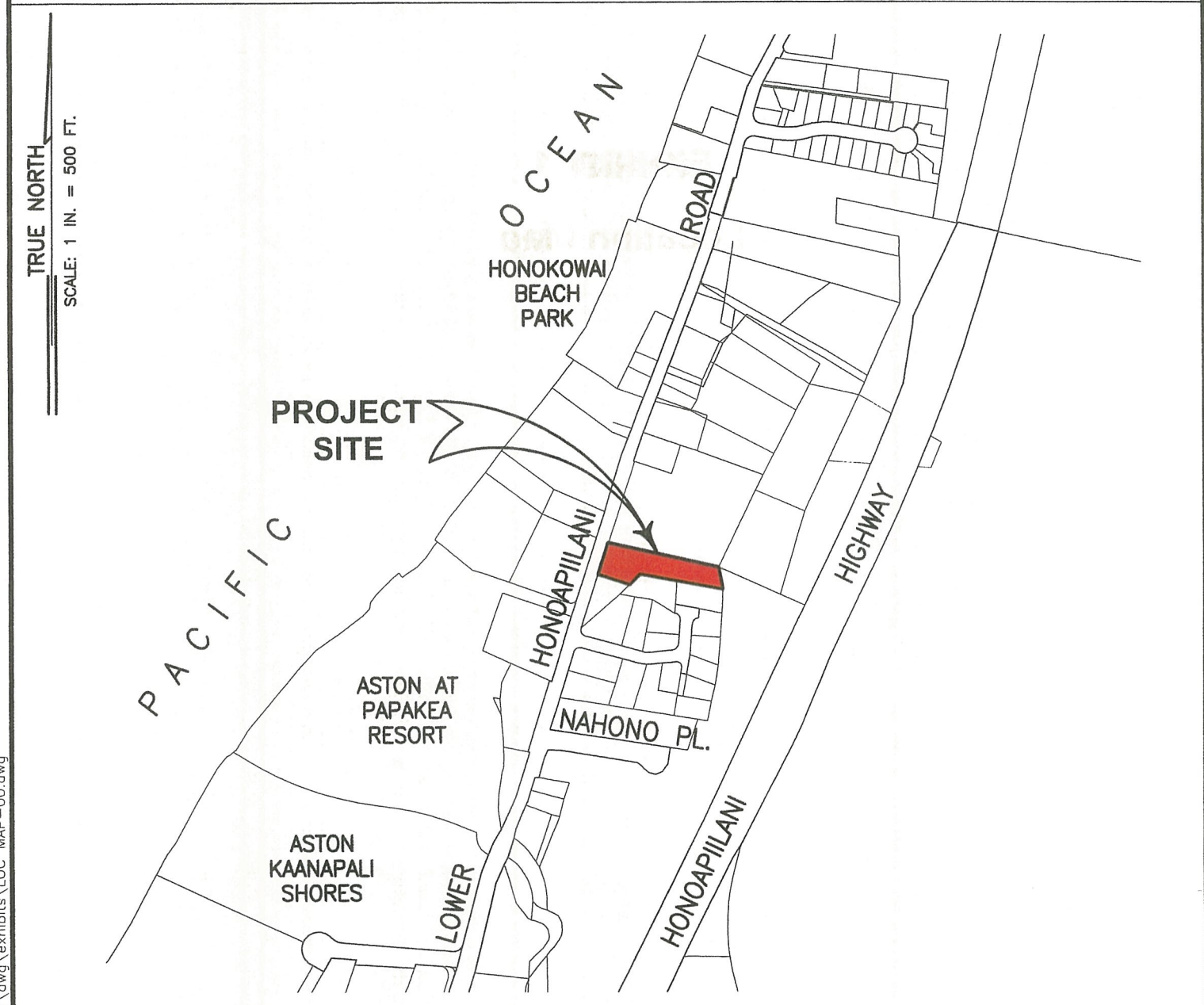
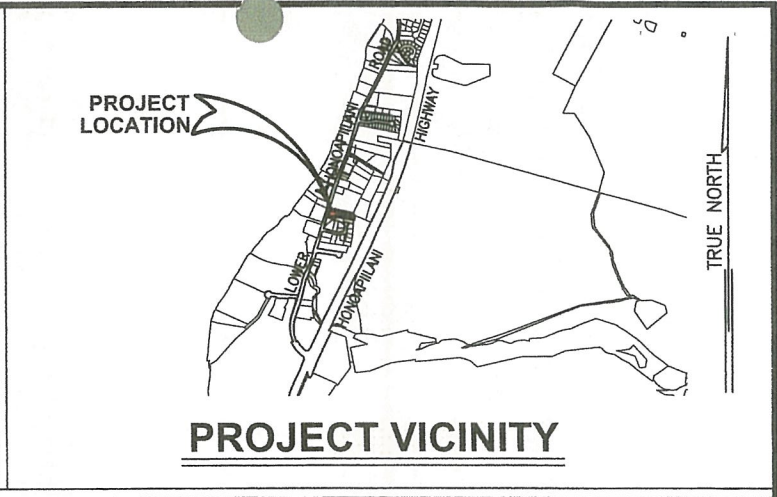
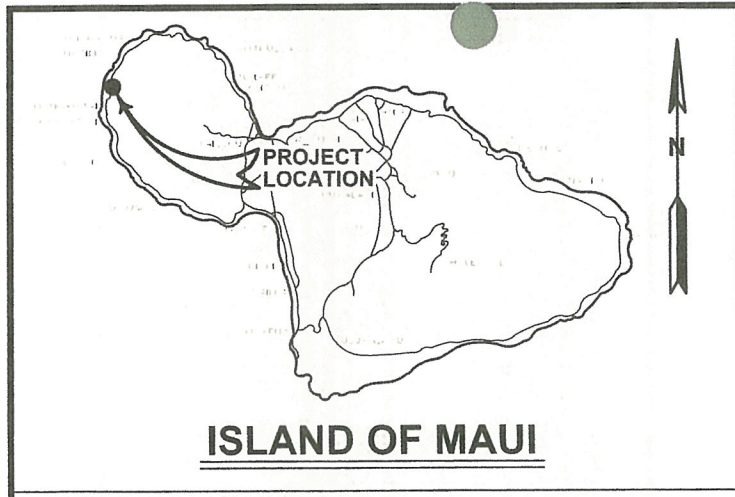
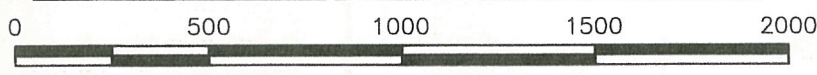
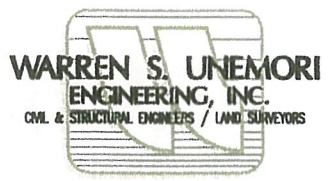


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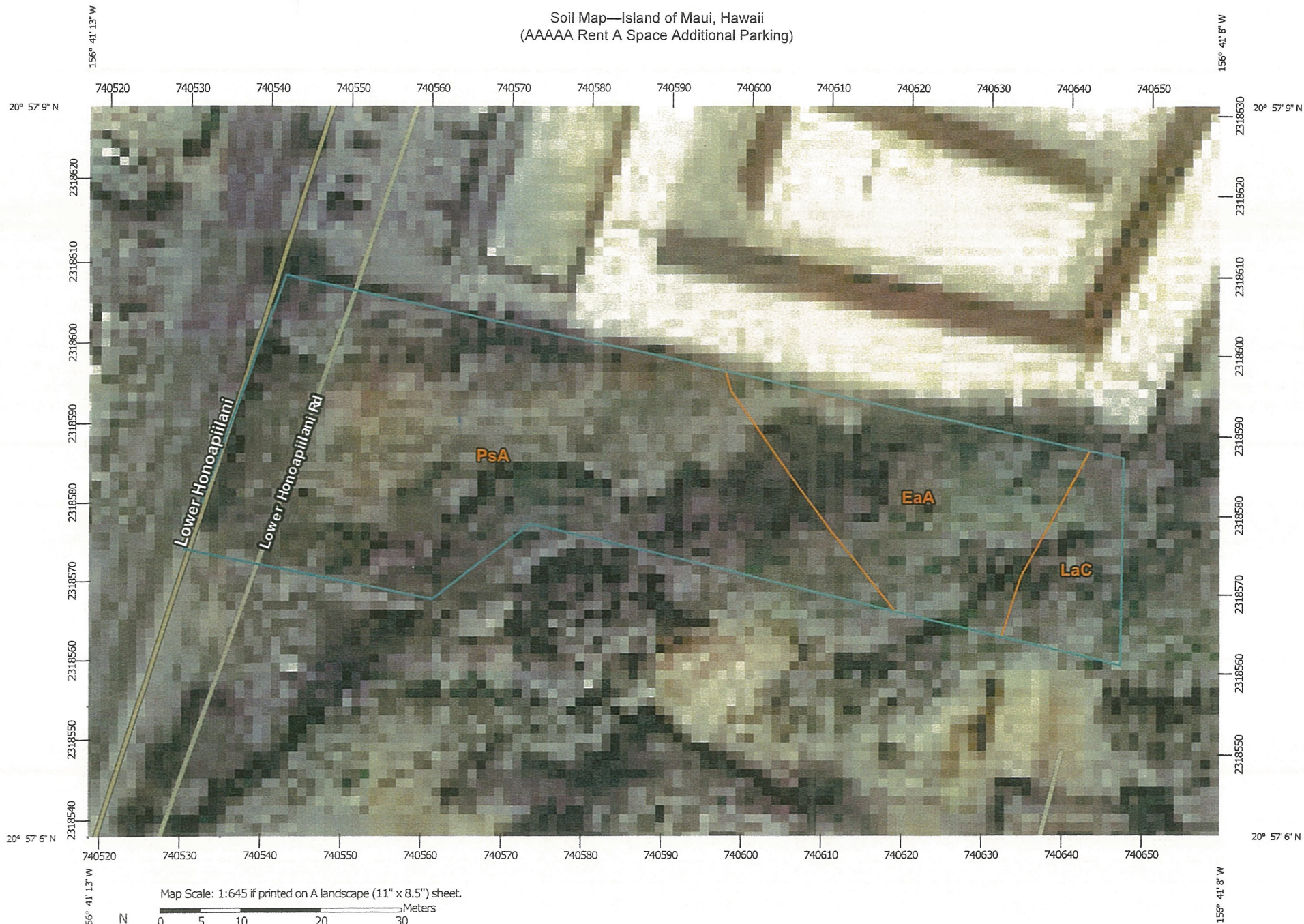
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June 8, 2015

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
Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

6/4/2015
Page 1 of 3

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 Area of Interest (AOI)


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 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points


Special Point Features

 Blowout

 Borrow Pit


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 Perennial Water

 Rock Outcrop


 Saline Spot


 Sandy Spot

 Severely Eroded Spot


 Sinkhole


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 Sodic Spot


 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

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Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

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Survey Area Data: Version 12, Sep 25, 2014

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Map Unit Legend

Island of Maui, Hawaii (HI980)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
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EXHIBIT 3
Flood Insurance Rate Map



State of Hawaii FLOOD HAZARD ASSESSMENT REPORT



NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD – The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, V, and VE. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

- Zone A:** No BFE determined.
- Zone AE:** BFE determined.
- Zone AH:** Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined.
- Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined.
- Zone V:** Coastal flood zone with velocity hazard (wave action); no BFE determined.
- Zone VE:** Coastal flood zone with velocity hazard (wave action); BFE determined.
- Zone AEF:** Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE.

NON-SPECIAL FLOOD HAZARD AREA – An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

- Zone XS (X shaded):** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- Zone X:** Areas determined to be outside the 0.2% annual chance floodplain.

OTHER FLOOD AREAS

- Zone D:** Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

PROPERTY INFORMATION

COUNTY: MAUI
TMK NO: (2) 4-4-001-026
PARCEL ADDRESS: 3560 LOWER HONOAPIILANI RD
LAHAINA, HI 96761
FIRM INDEX DATE: SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S): NONE
FEMA FIRM PANEL(S): 1500030351F
PANEL EFFECTIVE DATE: SEPTEMBER 19, 2012

PARCEL DATA FROM: JULY 2013
IMAGERY DATA FROM: MAY 2005

IMPORTANT PHONE NUMBERS

County NFIP Coordinator
County of Maui
Carolyn Cortez (808) 270-7253
State NFIP Coordinator
Carol Tyau-Beam, P.E., CFM (808) 587-0267

Disclaimer: The Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use of the information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR from any liability, which may arise from its use.

If this map has been identified as 'PRELIMINARY' or 'UNOFFICIAL', please note that it is being provided for informational purposes and is not to be used for official/legal decisions, regulatory compliance, or flood insurance rating. Contact your county NFIP coordinator for flood zone determinations to be used for compliance with local floodplain management regulations.

EXHIBIT 4
Preliminary Site Plan

TRUE NORTH
SCALE: 1 IN. = 20 FT.

"Maui Sands"
T.M.K.: (2) 4-4-001: 052

LOWER

"County of Maui Wastewater Pump Station"
T.M.K.: (2) 4-4-01: 94
State of Hawaii
(Owner)

T.M.K.: (2) 4-4-01: 88
Eugene Chung Trust, et. al.
(Owner)

T.M.K.: (2) 4-4-01: 78
George K. Paoa Trust and Clothilda P. Paoa Trust
(Owner)

"Honokowai Kauhala"
T.M.K.: (2) 4-4-01: 16
State of Hawaii Housing and Finance Development Corporation
(Owner)

"Sunset Terrace"
T.M.K.: (2) 4-4-01: 34
Maui Park Condominium
(Owner)

"AAAA Rent A Space"
T.M.K.: (2) 4-4-01: 27
Knappe Revocable Living Trust
(Owner)

T.M.K.: (2) 4-4-01: 26

Area B = 4,716 sq. ft.

Area A = 4,842 sq. ft.

Area C = 607 sq. ft.

PRELIMINARY SITE PLAN



June 29, 2015

Site Plan Parking Analysis

AAAAA Rent-A-Space Maui
Source: Unemori Engineering, Inc.



APPENDIX A

Hydrologic Calculations

Date: June 6, 2015

HYDROLOGIC CALCULATIONS: PRE-DEVELOPMENT

Objective: To determine the pre-development runoff for the proposed AAAAA Rent-A-Space Additional Parking

I. 10-Yr. - 1 Hr. Rainfall:

From "Rainfall Frequency Atlas of the Hawaiian Islands", for Honokowai, Maui,
R(10 Yr.-1Hr.) = 2.0 inches

2. Total Area:

Area (Ac.): 0.87

3. Runoff Coefficients:

Infiltration:	Medium	0.07
Relief:	Flat (0-5%)	0.00
Vegetal Cover:	Good (10-50%)	0.03
Development Type:	Residential	0.40
<hr/>		
Runoff Coeff't., C:		0.50

4. Time of Concentration:

Approx. Elev. Diff'l. (ft.):		10.5
Higher Elev. (ft.):	18	
Lower Elev. (ft.):	7.5	
Approx. Runoff Length (ft.):		410
Average Slope:		2.56%
Time of Concentration (min.):		21

5. Intensity:

Intensity (in./hr.): 3.55

6. Total Runoff:

$Q = C \times I \times A$ (cfs): 1.54

Date: June 6, 2015

HYDROLOGIC CALCULATIONS: POST-DEVELOPMENT

Objective: To determine the post-development runoff for the proposed AAAAA Rent-A-Space Additional Parking

I. 10-Yr. - 1 Hr. Rainfall:

From "Rainfall Frequency Atlas of the Hawaiian Islands" for Honokowai, Maui,
R(10 Yr.-1Hr.) = 2.0 inches

2. Total Area:

Area (Ac.): 0.87

3. Runoff Coefficients:

Area of Paved Road (Ac.): 0.79

Minimum Runoff Coeff't., C, for Asphalt Streets*: 0.95

Landscape Area (Ac.): 0.08

Infiltration: Medium 0.07

Relief: Flat (0-5%) 0.03

Vegetal Cover: High (50-90%) 0.00

Development Type: Residential 0.40

Runoff Coeff't., C: 0.50

Weighted Runoff Coeff't., C: 0.91

4. Time of Concentration:

Approx. Elev. Diff'l. (ft.): 10.5

Higher Elev. (ft.): 18

Lower Elev. (ft.): 7.5

Approx. Runoff Length (ft.): 410

Average Slope: 2.56%

Time of Concentration (min.): 13

5. Intensity:

Intensity (in./hr.): 3.85

6. Total Runoff:

$Q = C \times I \times A$ (cfs): 3.04

APPENDIX B

Subsurface Drainage Calculations

Warren S. Unemori Engineering, Inc.
Wells Street Professional Center
2145 Wells Street, Suite 403
Wailuku, Maui, Hawaii 96793

Date: June 6, 2015

SUBSURFACE DRAINAGE SYSTEM ANALYSIS AND DESIGN

Project: AAAAA Rent-A-Space Additional Parking
Location: Honokowai, Lahaina, Maui, Hawaii
Job Number: 15001

Objective: To determine the storage requirements for partial attenuation of the anticipated increase in onsite surface runoff attributable to the project development. A recurrence interval of fifty (50) years is used.

I. Determine 50-Yr. - 1 Hr. Rainfall:

From "Rainfall Frequency Atlas of the Hawaiian Islands", for Honokowai, Maui,

II. Determine Pre-Development Runoff:

Pre-Development Component Areas:

Total Area (Ac.): 0.87

Pre-Development Runoff Coefficients:

Infiltration:	Medium	0.07
Relief:	Flat	0.00
Vegetal Cover:	Goof	0.03
Development Type:	Agricultural	0.40
Composite Runoff Coefft., C:		0.50

Pre-Development Time of Concentration:

Approx. Elev. Diff'l. (feet):	10.5
Higher Elev. (ft.):	18.0
Lower Elev. (ft.):	7.5
Approx. Runoff Length (ft.):	410
Average Slope:	2.6%
Ground Character:	Ave Grass
Time of Concentration (min.):	22

Pre-Development Intensity:

Intensity (in./hr.): 4

Pre-Development Runoff:

$Q \text{ (pre-dev.)} = C \times I \times A \text{ (cfs):}$ 1.74

Allowable Release Volume (cfs): 1.74

III. Determine Post-Development Runoff:

Total Area (Ac.): 0.87
Post-Development Runoff Coefficient:

Weighted Runoff Coefft., *C: 0.91

$C \times A \text{ (post development):}$ 0.79

IV. Establish Initial Trench Cross Section Parameters:

Cover Over Pipe (ft.): 1.00
Pipe Diameter (ft.): 2.50
Cradle Depth Below Pipe (ft.): 1.50
Cradle Thickness on Sides of Pipe (ft.): 2.00

Total Trench Depth (ft.): 5.0
Total Trench Width (ft.): 6.5
Gross Trench Cross Sectional Area (sf/lf): 32.5
Pipe Cross Sectional Area (sf/lf): 4.9
Trench Aggreg. Cross Sectional Area (sf/lf): 27.6

V. Determine Exfiltration:

Assume Exfiltration Limited to Sides of Trench Only:

Assumed Initial Length of Pipe / Trench (ft.): 180.00

VI. Determine Adequacy of Storage Volume Provided:

Determine Required Storage Volume:

Analytical procedures are based on methods prescribed in "Modern Sewer Design" (dated 1980, by the American Iron and Steel Institute).

Intensity values are obtained from the Intensity-Duration 1 Hr Rainfall Curves in "Rules for the Design of Storm Drainage Facilities in the County of Maui" (dated 1995).

Time (min.)	I (in/hr)	Post-Dev. C x A (ac)	Accum. Runoff Vol. (cf)	Allow. Release (cf)	Storage Required. (cf)	Comments
(1)	(2)	(3)	(4)	(5)	(6)	

5	6.40	0.79	1,520	522	998	
10	5.10	0.79	2,423	1,044	1,379	
15	4.60	0.79	3,278	1,566	1,712	
20	4.10	0.79	3,895	2,088	1,807	
30	3.50	0.79	4,988	3,132	1,856	Peak Storage
40	3.10	0.79	5,890	4,176	1,714	
60	2.50	0.79	7,125	6,264	861	
80	2.15	0.79	8,170	8,352	-182	
100	1.90	0.79	9,025	10,440	-1,415	
120	1.70	0.79	9,690	12,528	-2,838	
180	1.20	0.79	10,260	18,792	-8,532	

(COL 4) = (COL 1) x (COL 2) x (COL 3) x (60 sec./min.)

(COL 5) = Q(allowable) x (COL 1) x (60 sec./min.)

(COL 6) = (COL 4) - (COL 5)

Maximum Storage Required (cf): 1856

Determine Provided Storage Volume:

Pipe Storage Capacity (cf): 883.6

Net Aggregate Cradle Storage Capacity (cf): 4,966.4

Gross Aggregate Cradle Volume (40% void ratio) (cf): 1,986.6

50% of void volume (cf): 993.3

Total Storage Capacity Provided (cf): 1,876.9

{Storage Provided = 1,877 cf} > {Storage Required = 1,856 cf}; therefore initial assumptions based on 180 l.f. of 30-inch diameter pipe are acceptable.

Phillip Rowell and Associates

47-273 'D' Hui Iwa Street Kaneohe, Hawaii 96744 Phone: (808) 239-8206 FAX: (808) 239-4175 Email: prowell@hawaii.rr.com

July 20, 2015

Dr. H. James Knuppe
c/o Chris Hart & Partners, Inc.
115 North Market Street
Wailuku, Maui, Hawaii
96793-1706

Attn: Raymond Cabebe

Re: Traffic Impact Assessment Report
AAAAA Rent-A-Space
3600 Lower Honoapiilani Road
Lahaina, HI 96761

Dear Raymond:

Phillip Rowell and Associates have completed the following Traffic Impact Assessment Report (TIAR) for the proposed expansion of AAAAA Rent-A-Space in Lahaina. The report is presented in the following format:

- A. Project location and Description
- B. Purpose of Study
- C. Study Approach
- D. Description of Existing Roadways and Intersections
- E. Existing Peak Hour Traffic Volumes
- F. Public Transportation
- G. Level-of-Service Concept
- H. Existing (2013) Levels-of-Service
- I. Existing Deficiencies
- J. 2020 Background Traffic Conditions
- K. Project Trip Generation
- L. Background Plus Project Projections
- M. Traffic Impact Assessment
- N. Mitigation
- O. Summary and Recommendations

A. Project location and Description

The proposed action is the construction of approximately 29,900 square feet of pavement. Approximately 10,200 square feet of pavement will be allocated for the placement of portable self-storage pods and small boat and vehicle storage.

A preliminary site plan is provided as Attachment A. Access to and egress from the new storage units will be provided by a new driveway separate from the existing facility. This driveway, referred to as the Project Driveway, will be along the east side of Lower Honoapiilani Road, approximately 170 feet south of the existing driveway to the northern part of the project. See Attachment B.

EXHIBIT 16

B. Purpose of Study

The purpose of this traffic assessment is to confirm that any traffic operational problems in the immediate vicinity of the project are identified, assessed and mitigated as needed to provide acceptable access and egress levels-of-service for the project.

C. Study Approach

1. A preliminary trip generation analysis was performed to determine the scope of the traffic analysis required and the intersections to be studied. This analysis estimated that the project could generate approximately 2 trips during the morning peak hour and approximately 3 trips during the afternoon peak hour. This implies that the scope of work should be limited to an "access location and design review." However, the study area was expanded to include two additional driveways serving the existing portion of the project.
2. A field reconnaissance was performed to confirm existing roadway cross-sections, intersection lane configurations, traffic control devices, bus stop locations and surrounding land uses.
3. Existing weekday morning and afternoon peak hour traffic volumes for the study intersections were obtained from manual traffic counts of the study intersections. Public schools were in session during the counts.
4. A level-of-service analysis of the study intersections was performed using the methodology described in the *Highway Capacity Manual* (HCM). The purpose of this analysis was to identify any existing traffic operating deficiencies without project generated traffic and without additional traffic generated by background growth or new development project in the area.
5. Future traffic projections without project generated traffic at the study intersections were estimated.
6. A level-of-service analysis of future traffic projections at the study intersections without project generated traffic performed. This analysis was performed to estimate traffic operating levels-of-service and identify any operational deficiencies that may exist whether the proposed project is constructed or not. This task insures that any required mitigation improvements will be assessed against the appropriate project.
7. Peak hour traffic volumes that the proposed project will generate were estimated using procedures described in the *Trip Generation Handbook*¹ and data provided in *Trip Generation*.² Project generated trips were distributed and assigned to the appropriate movements at the study intersections. Future traffic projections at the study intersections with project generated traffic were then estimated.

¹ Institute of Transportation Engineers, *Trip Generation Handbook*, Washington, D.C., p. 7-12

² Institute of Transportation Engineers, *Trip Generation*, 8th Edition, Washington, D.C., 2008

8. The impacts of traffic generated by the proposed project at the study intersections were quantified by analyzing changes in peak hour traffic volumes and by performing a level-of-service analysis of future traffic conditions without and with project generated traffic.

D. Description of Existing Roadways and Intersections

Attachment B is a schematic drawing indicating the right-of-way controls and lane configurations of the study intersections.

Existing Roadways

Access to and from the project site is provided by Lower Honoapiilani Road, which is a north-south County roadway along the west boundary of the project. Lower Honoapiilani Road is a two-way, two-lane roadway. There are no separate turn lanes. No parking is allowed along either side.

Existing Intersections

The intersections of Lower Honoapiilani Road at the existing Driveways serving the existing self storage facility are a three-way, unsignalized intersections. The northbound and southbound approaches are Lower Honoapiilani Road and are the uncontrolled approaches. The northbound approach has one lane, an optional through or right turn lane. The southbound approach has one lane, an optional left turn or through lane. The westbound approaches are the exits from the existing self storage facility and are the controlled approaches. Each exit has one lane, an optional left or right turn lane.

E. Existing Peak Hour Traffic Volumes

Current weekday peak hour traffic volumes at the study intersections were obtained from manual traffic counts. The counts were performed during the third week of May 2015. Public schools were in session. The AM and PM peak hour counts are summarized on Attachment B. The traffic counts include mopeds, motorcycles, buses, trucks and other large vehicles.

The traffic counts were performed between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. The intersection of Lower Honoapiilani Road at the North Driveway was counted on a Thursday. The South Driveway was counted on a Friday because of scheduling. The Friday were compared to counts of the North Driveway to confirm that the Friday count was consistent with the counts performed on Thursday.

F. Public Transportation

A review of Maui Bus routes determined that at the time this report is being written, Route 30 of the Maui Bus operates along Lower Honoapiilani Road at one hour intervals from 6:00 AM to 9:00 PM.

G. Level-of-Service Concept

Signalized Intersections

"Level-of-Service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LOS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LOS A represents free-flow conditions with no congestion. LOS F, on the other hand, represents severe congestion with stop-and-go conditions. Level-of-Service D is typically considered acceptable for peak hour conditions in urban areas.³

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

Table 1
Level-of-Service Definitions for Signalized Intersections⁽¹⁾

Level of Service	Interpretation	Volume-to-Capacity Ratio ⁽²⁾	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<10.0
C	Light congestion; occasional backups on critical approaches.	0.701-0.800	10.1-20.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	20.1-35.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	35.1-80.0
F	Total breakdown with stop-and-go operation.	>1.001	>80.0

Notes:

(1) Source: *Highway Capacity Manual*, 2000.

(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

³ Institute of Transportation Engineers. *Traffic Access and Impact Studies for Site Development, A Recommended Practice*, Washington, D.C., 1991, p.39.

Unsignalized Intersections

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay.

Table 2
Level-of-Service Definitions for Unsignalized Intersections⁽¹⁾

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	>10
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	See note (2) below	>50.1

Notes:
(1) Source: *Highway Capacity Manual*, 2000.
(2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

H. Existing (2015) Levels-of-Service

The results of the level-of-service analysis of the unsignalized study intersections are summarized in Table 3. For unsignalized intersections, delays and levels-of-service of the controlled lanes groups are shown. The *Highway Capacity Manual* does not estimate delays or levels-of-service of uncontrolled lane groups. Also shown in the table are the estimated queue lengths. Synchro reports the queue lengths in feet. The queue lengths shown in the table are estimated vehicles using an average vehicle length of 25 feet.

Table 3
Existing (2015) Levels-of-Service of Unsignalized Intersections

Intersection, Approach and Movement	AM Peak Hour (7:30 AM to 8:30 AM)			PM Peak Hour (4:00 PM to 5:00 PM)		
	Delay ⁽¹⁾	LOS ⁽²⁾	95 th Queue ⁽³⁾	Delay	LOS	95 th Queue
Lower Honoapiilani Hwy at North Driveway	0.5	A	NC	1.0	A	NC
Westbound Left & Right	12.7	B	<1	13.8	B	<1
Northbound Thru & Right	Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left & Thru	0.5	A	<1	0.6	A	<1
Lower Honoapiilani Hwy at South Driveway	0.1	A	NC	0.3	A	NC
Westbound Left & Right	14.1	B	<1	14.9	B	<1
Northbound Thru & Right	Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left & Thru	0.0	A	<1	0.1	A	<1

NOTES:

- (1) Delay is in seconds per vehicle.
- (2) LOS denotes Level-of-Service.
- (3) 95th percentile queue in vehicles.
- (4) NC = Not calculated.
- (5) See Attachment C for Level-of-Service Worksheets.

The conclusion of the level-of-service analysis of the unsignalized intersection is that all lane groups operate at Level-of-Service A or B, which implies good operating conditions and minimal delays. Both exits operate at Level-of-Service B. The southbound approaches along Honoapiilani Road operate at Level-of-Service A. The northbound approaches are uncontrolled, have no delay and therefore operate at Level-of-Service A. Also, all queues are less than one vehicle.

I. Existing Deficiencies

For signalized intersections, Level-of-Service D is the minimum acceptable Level-of-Service⁴ and that this standard is applicable to the overall intersection and major through movements. Minor movements, such as left turns, and minor side street approaches may operate at Level-of-Service E or F for short periods of time during the peak hours so that the overall intersection and major movements along the major highway will operate at Level-of-Service D, or better. All volume-to-capacity ratios must be 1.00 or less⁵.

A standard has not been established for unsignalized intersections. Therefore, we have used a standard that Level-of-Service D is an acceptable level-of-service for major controlled lane groups, such as left turns from a major street to a minor street. Side street approaches may operate at Level-of-Service E or F for short periods of time. This is determined from the delays of the individual lane groups. If the delay of any of the side street approaches is so long that it will affect the overall level-of-service of the intersection, then mitigation measures should be accessed.

Using the above standards, no existing deficiencies were identified at the study intersections.

⁴ Institute of Transportation Engineers, *Transportation Impact Analyses for Site Development: A Recommended Practice*, 2006, page 60.

⁵ Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, p. 16-35.

J. 2020 Background Traffic Conditions

Horizon Year

The horizon year is the date for which future background traffic projections were estimated. These projections include traffic generated by other known projects within and adjacent to the study area and background traffic growth, for which a future year must be selected.

For projects that will generate less than 500 peak hour trips, the suggested horizon year is the "anticipated opening year, assuming full build out and occupancy."⁶ It is anticipated that the proposed project will be completed and occupied before 2020. Therefore, 2020 is used as the horizon year for this TIAR.

Background Traffic Growth

Future traffic growth consists of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This growth factor also considers traffic associated with minor, or small, projects for which no traffic data are available.

The *Maui Long Range Transportation Plan*⁷ concluded that traffic on Maui will increase an average of 1.6% per year from 1990 to 2020. This growth rate was used to estimate the background growth between 2015 and 2020, which is the design year for this project. The growth factor was calculated using the following formula:

$$F = (1 + i)^n$$

where F = Growth Factor

i = Average annual growth rate, or 0.016

n = Growth period, or 5 years

This growth factor was applied to the northbound and southbound through movements along Honoapiilani Road.

Other Known Development Projects

The second component in estimating background traffic volumes is traffic generated by other known development projects in the area. These other known development projects are projects in the immediate vicinity of the study project that would significantly impact traffic in the study area and at the study intersections. These projects are typically projects that are under construction or have been approved for construction, but often include adjacent vacant parcels that have a high probability of being developed within the design period. Other known projects may be development projects or roadway improvements.

No other known projects in the area were identified.

⁶ Institute of Transportation Engineers, *Transportation and Land Development*, Washington, D.C., 2002, page 3-13

⁷ Kaku Associates, *Maui Long Range Land Transportation Plan*, October 1996

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c/o Chris Hart & Partners, Inc.
July 20, 2015
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Background growth assignments were added to 2015 peak hour traffic volumes discussed previously. The resulting 2020 background peak hour traffic projections are summarized on Attachment D.

K. Project Trip Generation

Future traffic volumes that will be generated by the proposed project were estimated using the methodology described in the *Trip Generation Handbook*⁸ and data provided in *Trip Generation*⁹. This method uses trip generation equations or rates to estimate the number of trips that the project will generate during the peak hours of the project and along the adjacent street.

The proposed action is the construction of approximately 29,900 square feet of pavement. Approximately 10,200 square feet of pavement will be allocated for the placement of portable self-storage pods and small boat and vehicle storage. The site is currently vacant.

Trip Generation provides rates and equations to estimate the number of peak hour trips during the peak hours of the adjacent street and the peak hours of the generator, which may or may not coincide. The AM peak hour of the adjacent street is typically between 7:00 AM and 9:00 AM and PM peak hour is between 4:00 PM and 6:00 PM, typical commute hours. *Trip Generation* does not note the peak hours of the generators.

Trip Generation provides trip generation rates for self-storage facilities. The rates are based on thousands of square feet of floor area. The rates for the peak hours of the adjacent street were used.

The trip generation rates used for the trip generation analysis and the results are summarized in Table 6. The trip generation analysis estimated that the project will generate a total of 2 trips during the morning peak hour and 3 trips during the afternoon peak hour.

⁸ Institute of Transportation Engineers, *Trip Generation Handbook*, Washington, D.C., 2004, p. 7-12

⁹ Institute of Transportation Engineers, *Trip Generation*, 8th Edition, Washington, D.C., 2003

Table 6
Trip Generation Analysis

Period & Direction		Mini-Warehouse (Land Use Code 151)		
		Trips per TGSF or Percent ⁽¹⁾	TGSF (Approx)	Trips
AM Peak Hour of Adjacent Street	Total	0.15	10.160	2
	Inbound	59%		1
	Outbound	41%		1
PM Peak Hour of Adjacent Street	Total	0.26		3
	Inbound	48%		2
	Outbound	52%		1

Notes:
(1) Source: Institute of Transportation Engineers, *Trip Generation 8th Edition*, 2008

Project trips were distributed and assigned based on existing traffic patterns as estimated from the traffic counts. The resulting traffic assignments are shown as Attachment E.

L. Background Plus Project Projections

Background plus project traffic projections were estimated by superimposing the peak hourly traffic generated by the proposed project on the background (without project) peak hour traffic projections. This assumes that the peak hourly trips generated by the project coincide with the peak hour of the adjacent street. This represents a worse-case condition as it assumes that the peak hours of the intersections coincide with the peak hour of the study project. The resulting background plus project peak hour traffic projections are shown on Attachment F.

M. Traffic Impact Assessment

The traffic impacts of the project was assessed by analyzing the changes in traffic volumes and levels-of-service at the study intersections.

Changes in Total Intersection Volumes

An analysis of the project's share of 2020 background plus project intersection approach volumes at the study intersections is summarized in Table 8. The table summarizes the project's share of total 2020 peak hour approach volumes at each intersection. Also shown are the percentages of 2020 background plus project traffic that is the result of background growth and traffic generated by related projects.

At the intersections of Lower Honoapiilani Road at the North Driveway and Lower Honoapiilani Road at the South Driveway, project generated traffic will represent 0.3% of the morning peak hour traffic and 0.2% of the afternoon peak hour traffic. At the intersection of Lower Honoapiilani Road at the project Driveway, project generated traffic will represent 0.4% of the morning peak hour traffic and 0.3% of the afternoon peak hour traffic.

Table 8 Analysis of Project's Share of Total Intersection Approach Volumes ⁽¹⁾

Intersection	Period	Existing	2020 Background	2020 Background Plus Project	Background Growth		Project Traffic	
					Trips	Percent of Total Traffic ⁽²⁾	Trips	Percent of Total Traffic ⁽²⁾
Lower Honoapiilani Road at North Driveway	AM	678	731	733	53	7.2%	2	0.3%
	PM	813	876	878	63	7.2%	2	0.2%
Lower Honoapiilani Road at South Driveway	AM	661	714	716	53	7.4%	2	0.3%
	PM	814	877	879	63	7.2%	2	0.2%
Lower Honoapiilani Road at Project Driveway	AM	660	713	716	53	7.4%	3	0.4%
	PM	806	869	872	63	7.2%	3	0.3%

Notes:

- (1) Volumes shown are total intersection approach volumes or projections.
- (2) Percentage of total 2020 background plus project traffic.
- (3) Data to be provided in final draft report.

Level-of-Service Analysis

The level-of-service analysis was performed for "without project" and "with project" conditions. The incremental difference the two conditions quantifies the impacts of the project generated traffic.

The results of the level-of-service analysis of the unsignalized intersections are summarized in Table 9. Shown are the delays and levels-of-service of the overall intersection and each controlled lane group. The methodology for unsignalized intersections does not estimate delays and levels-of-service for uncontrolled movements. Also shown in the table are the estimated queue lengths without and will project generated traffic. Synchro reports the queue lengths is feet. The queue lengths shown in the table are estimated vehicles using an average vehicle length of 25 feet.

Table 9
2020 Levels-of-Service of Unsignalized Intersections

Intersection, Approach and Movement	AM Peak Hour						PM Peak Hour					
	Without Project			With Project			Without Project			With Project		
	Delay ⁽¹⁾	LOS ⁽²⁾	Queue ⁽³⁾	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Lower Honoapiilani Hwy at North Driveway	0.5	A	NC	0.5	A	NC	1.0	A	NC	1.0	A	NC
Westbound Left & Right	13.3	B	<1	13.3	B	<1	14.5	B	<1	14.5	B	<1
Northbound Thru & Left	Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left & Thru	0.5	A	<1	0.5	A	<1	0.6	A	<1	0.6	A	<1
Lower Honoapiilani Hwy at South Driveway	0.1	A	NC	0.1	A	NC	0.3	A	NC	0.3	A	NC
Westbound Left & Right	14.9	B	<1	14.9	B	<1	15.9	C	<1	15.9	C	<1
Northbound Thru & Left	Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left & Thru	0.0	A	<1	0.0	A	<1	0.1	A	<1	0.1	A	<1
Lower Honoapiilani Hwy at Project Driveway	NC	NC	NC	0.1	A	NC	NC	NC	NC	0.0	A	NC
Westbound Left & Right	NC	NC	NC	12.7	B	<1	NC	NC	NC	11.3	B	<1
Northbound Thru & Left	Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group			Uncontrolled Lane Group		
Southbound Left & Thru	NC	NC	NC	0.0	A	<1	NC	NC	NC	0.0	A	<1

NOTES:
(1) Delay is in seconds per vehicle.
(2) LOS denotes Level-of-Service.
(3) 95th percentile queue in vehicles.
(4) NC = Not calculated
(5) See Attachment G for Level-of-Service Worksheets for without project conditions.
(6) See Attachment H of Level-of-Service Worksheets for with project conditions.

The conclusions of the level-of-service analysis of the unsignalized intersections are:

1. The overall intersection of Lower Honoapiilani Road at the North Driveway will operate at Level-of-Service A, without and with project traffic. The westbound approach from the self-storage facility will operate at Level-of-Service B, without and with project traffic. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road. There is no change in the level-of-service on any lane group as a result of project generated traffic.
2. The overall intersection of South Lower Honoapiilani Road at the South Driveway will operate at Level-of-Service A, without and with project traffic. The westbound approach from the self-storage facility will operate at Level-of-Service B during the morning peak hour and Level-of-Service C during the afternoon peak hour, without and with project traffic. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road. There is no change in the level-of-service on any lane group as a result of project generated traffic.
3. The overall intersection of Lower Honoapiilani Road at the Project Driveway will operate at Level-of-Service A. The westbound approach from the self-storage facility and the food truck area will operate at Level-of-Service B during the morning peak hour and during the afternoon peak hour, without and with project generated

traffic. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road.

N. Mitigation

As noted earlier, Level-of-Service D is the minimum acceptable Level-of-Service¹⁰ for signalized intersections and that this standard is applicable to the overall intersection rather than each controlled lane group. Minor movements, such as left turns, and minor side street approaches may operate at Level-of-Service E or F for short periods of time during the peak hours so that the overall intersection and major movements along the major highway will operate at Level-of-Service D, or better. All volume-to-capacity ratios must be 1.00 or less¹¹.

A standard has not been established for unsignalized intersections. Therefore, we have used a standard that Level-of-Service D is an acceptable level-of-service for any major controlled lane groups, such as left turns from a major street to a minor street. Side street approaches may operate at Level-of-Service E or F for short periods of time. This is determined from the delays of the individual lane groups. If the delay of any of the side street approaches appears to be so long that it will affect the overall level-of-service of the intersection, then mitigation measures should be accessed.

Using this standard, no mitigation is recommended.

O. Summary and Recommendations

1. The proposed action is the construction of approximately 29,900 square feet of pavement. Approximately 10,200 square feet of pavement will be allocated for the placement of portable self-storage pods and small boat and vehicle storage.
2. Access to and egress from the new storage units and the parking lot will be provided a new driveway separate from the remainder of the facility. This driveway, referred to as the Project Driveway, will be along the east side of Lower Honoapiilani Road, approximately feet south of the existing driveway to the northern part of the project.
3. The trip generation analysis estimated that the project will generate a total of 2 trips during the morning peak hour and 3 trips during the afternoon peak hour.
4. Three intersections were analyzed. The conclusions of the level-of-service analysis are:

¹⁰ Institute of Transportation Engineers, *Transportation Impact Analyses for Site Development. A Recommended Practice*, 2006, page 60.

¹¹ Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, p. 16-35.

Dr. H. James Knuppe
c/o Chris Hart & Partners, Inc.
July 20, 2015
Page 13

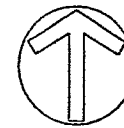
- a. The overall intersection of Lower Honoapiilani Road at the North Driveway will operate at Level-of-Service A, without and with project traffic. The westbound approach from the self-storage facility will operate at Level-of-Service B, without and with project traffic. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road. There is no change in the level-of-service on any lane group as a result of project generated traffic.
 - b. The overall intersection of South Lower Honoapiilani Road at the South Driveway will operate at Level-of-Service A, without and with project traffic. The westbound approach from the self-storage facility will operate at Level-of-Service B during the morning peak hour and Level-of-Service C during the afternoon peak hour, without and with project traffic. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road. There is no change in the level-of-service on any lane group as a result of project generated traffic.
 - c. The overall intersection of Lower Honoapiilani Road at the Project Driveway will operate at Level-of-Service A. The westbound approach from the self-storage facility and the food truck area will operate at Level-of-Service B during the morning peak hour and during the afternoon peak hour. The northbound and southbound approaches along Honoapiilani Road will operate at Level-of-Service A. This means that turning movements into and out of the self-storage facility have a negligible impact on traffic along Lower Honoapiilani Road.
5. Based on the results of the level-of-service analysis, no mitigation is recommended. Traffic to and from the proposed project has a minimal impact on traffic along Lower Honoapiilani Road adjacent to the proposed project. Separate left turn lane for traffic turning into the project will not improve the level-of-service as the northbound and southbound traffic along Lower Honoapiilani Road will operate at Level-of-Service A with project traffic. Level-of-Service A is the highest level-of-service.

Respectfully submitted,
PHILLIP ROWELL AND ASSOCIATES

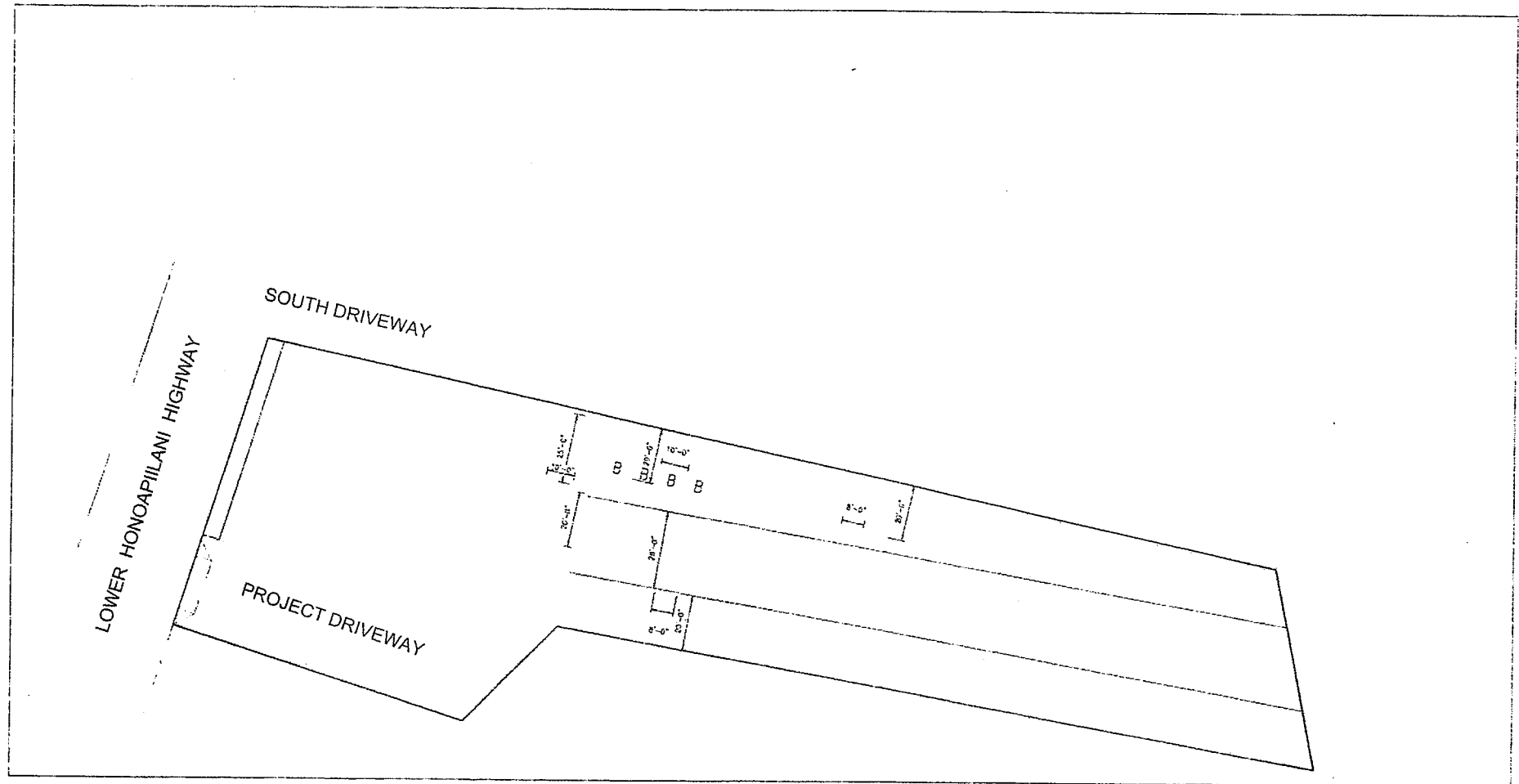


Phillip J. Rowell, P.E.
Principal

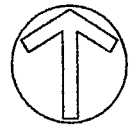
Attachment A
Preliminary Site Plan
(Provided by Others)



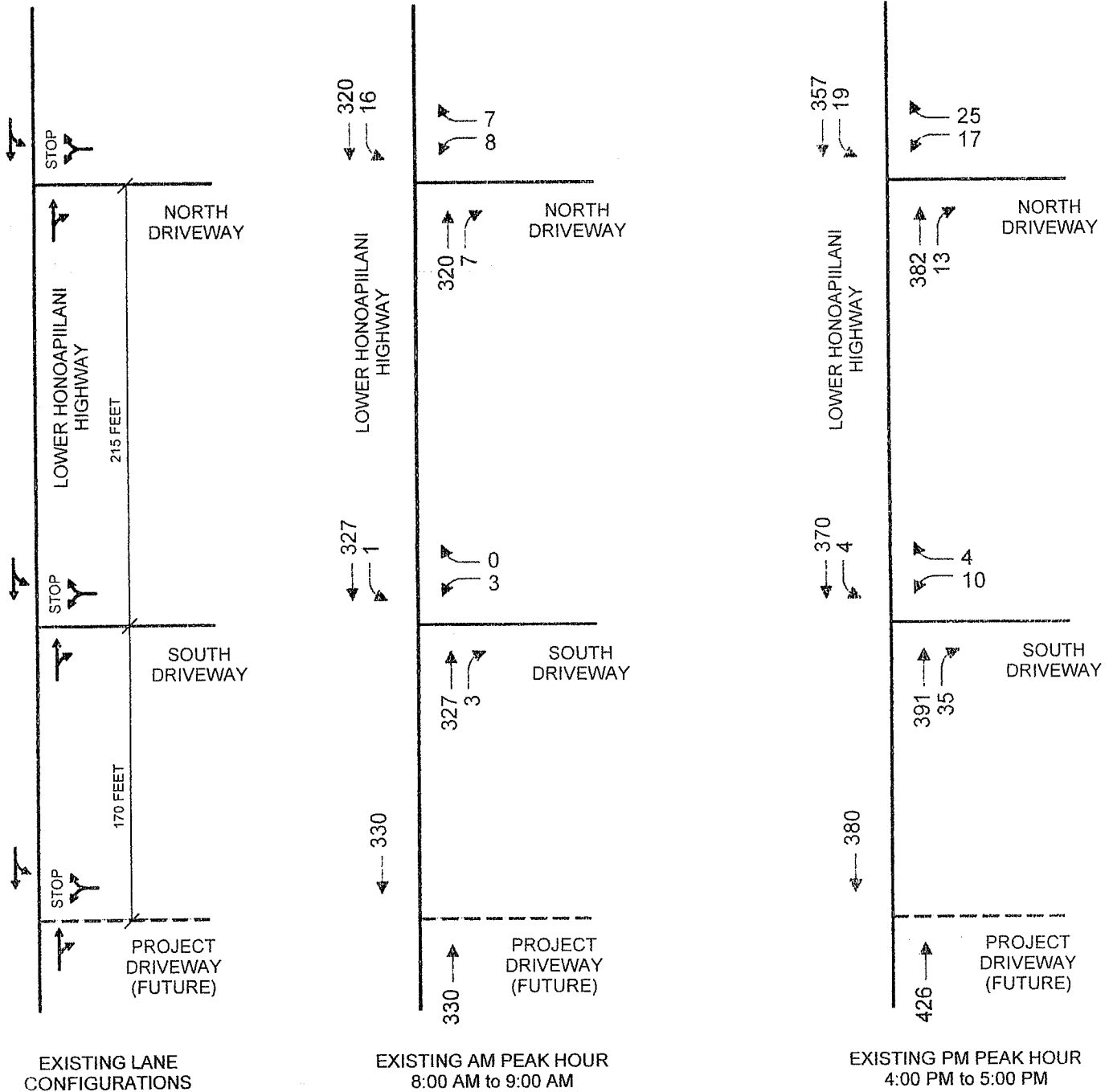
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Attachment A
PRELIMINARY SITE PLAN



NOT TO SCALE



Attachment B
EXISTING (2015) PEAK HOUR TRAFFIC VOLUMES
AND EXISTING LANE CONFIGURATION

Attachment C
Level-of-Service Worksheets for
Existing (2015) Traffic Volumes

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

5/28/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	8	7	320	7	16	320
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	348	8	17	348
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	734	352			355	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	734	352			355	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	382	692			1203	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	355	365			
Volume Left	9	0	17			
Volume Right	8	8	0			
cSH	483	1700	1203			
Volume to Capacity	0.03	0.21	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	12.7	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	12.7	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			39.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 2: South Driveway & L. Honoapiilani Hwy

5/28/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	3	0	327	3	1	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	355	3	1	355
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	715	357			359	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	715	357			359	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	397	687			1200	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	3	359	357			
Volume Left	3	0	1			
Volume Right	0	3	0			
cSH	397	1700	1200			
Volume to Capacity	0.01	0.21	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	14.1	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	14.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			28.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

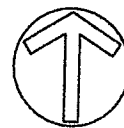
5/27/2015

	↙	↘	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	25	382	13	19	357
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	27	415	14	21	388
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	852	422			429	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	852	422			429	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	96			98	
cM capacity (veh/h)	324	631			1130	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	46	429	409			
Volume Left	18	0	21			
Volume Right	27	14	0			
cSH	456	1700	1130			
Volume to Capacity	0.10	0.25	0.02			
Queue Length 95th (ft)	8	0	1			
Control Delay (s)	13.8	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	13.8	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		44.3%		ICU Level of Service		A
Analysis Period (min)		15				

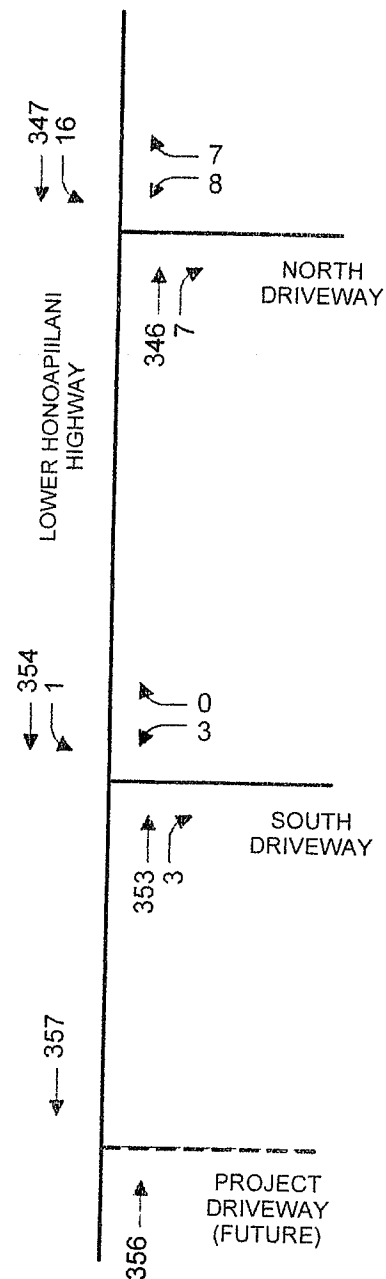
HCM Unsignalized Intersection Capacity Analysis 2: South Driveway & L. Honoapiilani Hwy

5/27/2015

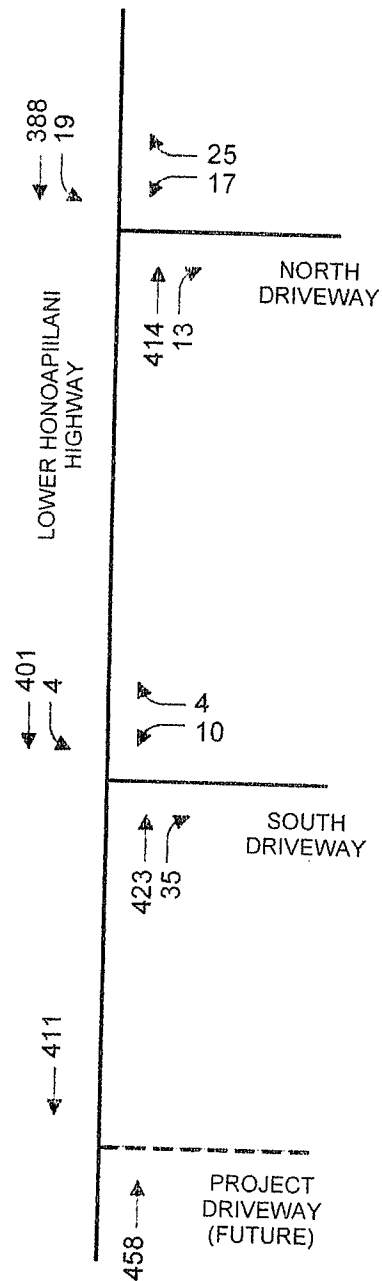
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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		D			4
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	4	391	35	4	370
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	4	425	38	4	402
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	855	444			463	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	855	444			463	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	327	614			1098	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	463	407			
Volume Left	11	0	4			
Volume Right	4	38	0			
cSH	378	1700	1098			
Volume to Capacity	0.04	0.27	0.00			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	14.9	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	14.9	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.7%	ICU Level of Service		A
Analysis Period (min)			15			



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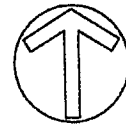


AM PEAK HOUR PROJECTIONS
WITHOUT
PROJECT GENERATED TRAFFIC

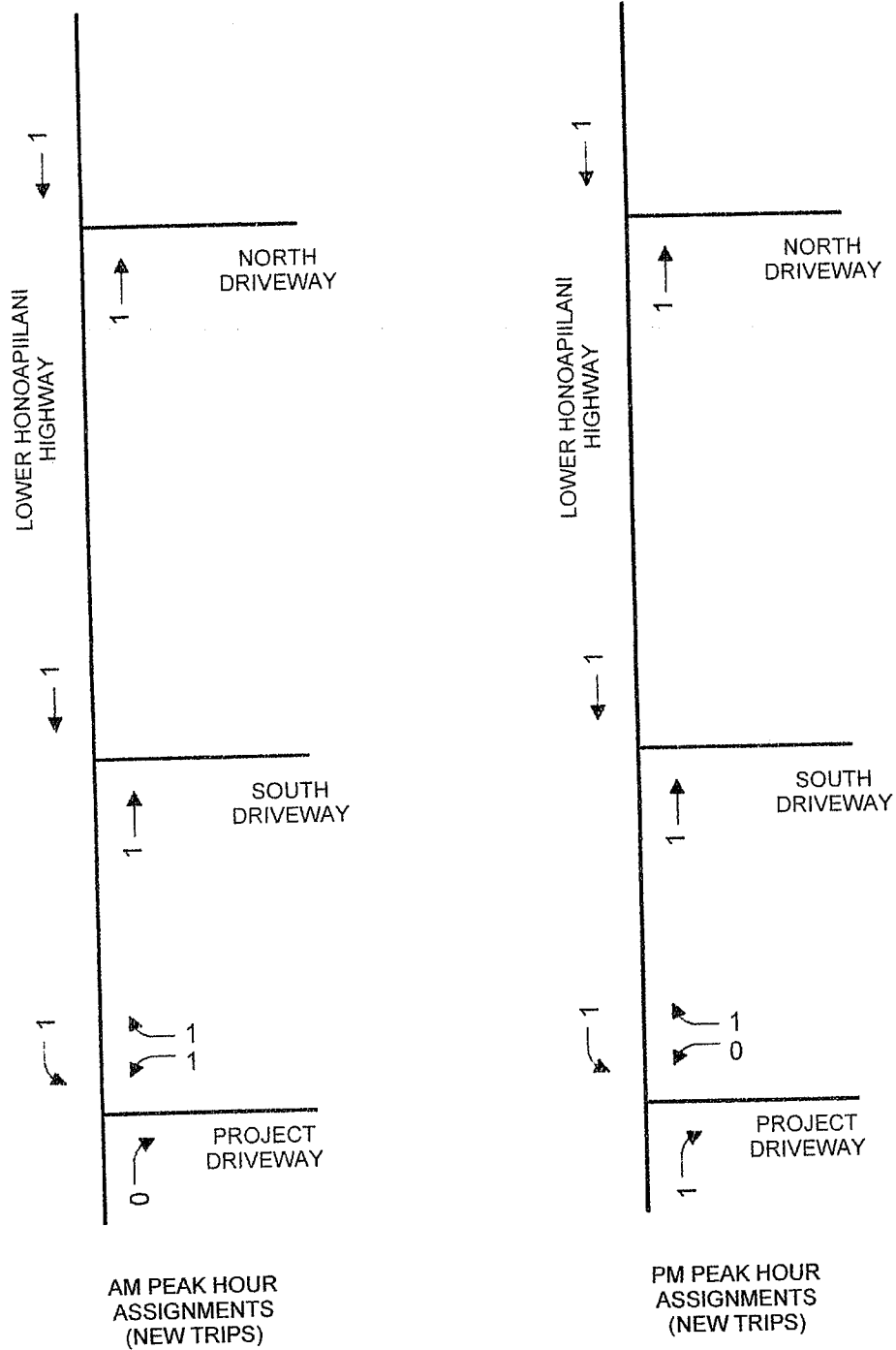


PM PEAK HOUR PROJECTIONS
WITHOUT
PROJECT GENERATED TRAFFIC

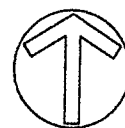
Attachment D
2020 PEAK HOUR TRAFFIC PROJECTIONS
WITHOUT PROJECT GENERATED TRAFFIC



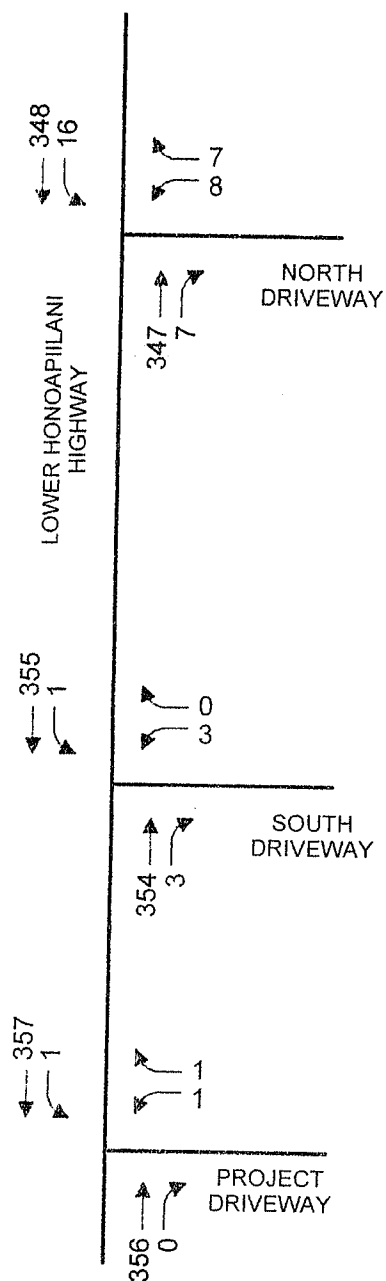
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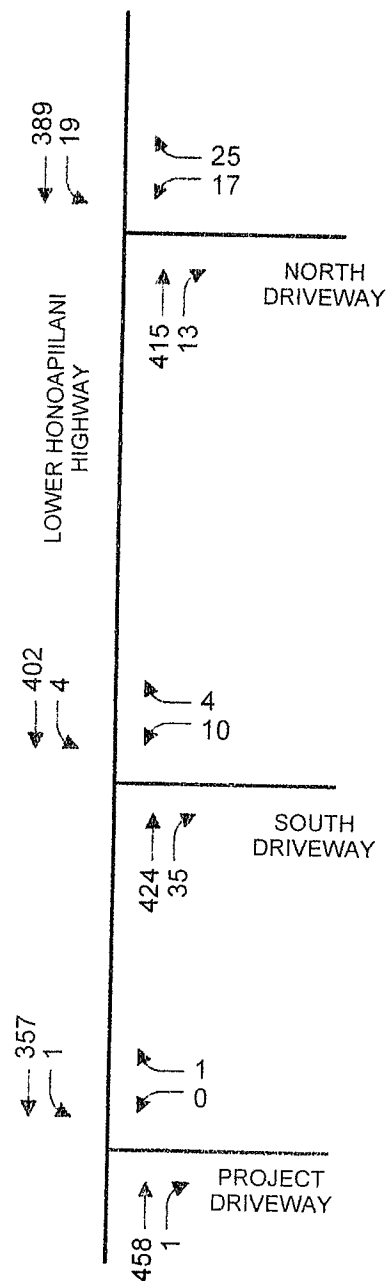
Attachment E PROJECT TRIP ASSIGNMENTS



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AM PEAK HOUR PROJECTIONS
WITH
PROJECT GENERATED TRAFFIC



PM PEAK HOUR PROJECTIONS
WITH
PROJECT GENERATED TRAFFIC

Attachment F
2020 PEAK HOUR TRAFFIC PROJECTIONS
WITH PROJECT GENERATED TRAFFIC

Attachment G
Level-of-Service Worksheets for
2020 Traffic Projections
Without Project Generated Traffic

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

5/28/2015

	↖	↗	↑	↘	↙	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	8	7	346	7	16	347
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	376	8	17	377
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	792	380			384	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	792	380			384	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	353	667			1175	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	384	395			
Volume Left	9	0	17			
Volume Right	8	8	0			
cSH	452	1700	1175			
Volume to Capacity	0.04	0.23	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	13.3	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	13.3	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		41.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: South Driveway & L. Honoapiilani Hwy

5/28/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	3	0	353	3	1	354
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	384	3	1	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	772	385			387	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	772	385			387	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	367	662			1172	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	3	387	386			
Volume Left	3	0	1			
Volume Right	0	3	0			
cSH	367	1700	1172			
Volume to Capacity	0.01	0.23	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	14.9	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	14.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			29.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

5/27/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	25	414	13	19	388
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	27	450	14	21	422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920	457			464	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920	457			464	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	95			98	
cM capacity (veh/h)	295	604			1097	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	46	464	442			
Volume Left	18	0	21			
Volume Right	27	14	0			
cSH	424	1700	1097			
Volume to Capacity	0.11	0.27	0.02			
Queue Length 95th (ft)	9	0	1			
Control Delay (s)	14.5	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	14.5	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		45.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: South Driveway & L. Honoapiilani Hwy

5/27/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	4	423	35	4	401
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	4	460	38	4	436
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	923	479			498	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	923	479			498	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			100	
cM capacity (veh/h)	298	587			1066	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	498	440			
Volume Left	11	0	4			
Volume Right	4	38	0			
cSH	347	1700	1066			
Volume to Capacity	0.04	0.29	0.00			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	15.9	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s)	15.9	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment H
Level-of-Service Worksheets for
2020 Traffic Projections
With Project Generated Traffic

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

5/27/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	8	7	347	7	16	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	377	8	17	378
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	794	381			385	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	794	381			385	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	352	666			1174	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	385	396			
Volume Left	9	0	17			
Volume Right	8	8	0			
cSH	451	1700	1174			
Volume to Capacity	0.04	0.23	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	13.3	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	13.3	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			41.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 2: South Driveway & L. Honoapiilani Hwy

5/27/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	3	0	354	3	1	355
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	385	3	1	386
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	774	386			388	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	774	386			388	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	366	661			1170	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	3	388	387			
Volume Left	3	0	1			
Volume Right	0	3	0			
cSH	366	1700	1170			
Volume to Capacity	0.01	0.23	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	14.9	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	14.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		29.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 3: Project Driveway & L. Honoapiilani Hwy

5/27/2015

	↙	↘	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	1	356	0	1	357
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	387	0	1	388
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	777	387			387	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	777	387			387	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	365	661			1172	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	2	387	389			
Volume Left	1	0	1			
Volume Right	1	0	0			
cSH	470	1700	1172			
Volume to Capacity	0.00	0.23	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	12.7	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	12.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			29.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: North Driveway & L. Honoapiilani Hwy

7/20/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	25	415	13	19	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	27	451	14	21	423
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	922	458			465	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	922	458			465	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	95			98	
cM capacity (veh/h)	294	603			1096	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	46	465	443			
Volume Left	18	0	21			
Volume Right	27	14	0			
cSH	423	1700	1096			
Volume to Capacity	0.11	0.27	0.02			
Queue Length 95th (ft)	9	0	1			
Control Delay (s)	14.5	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	14.5	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		45.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: South Driveway & L. Honoapiilani Hwy

7/20/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	4	424	35	4	402
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	4	461	38	4	437
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	926	480			499	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	926	480			499	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			100	
cM capacity (veh/h)	297	586			1065	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	499	441			
Volume Left	11	0	4			
Volume Right	4	38	0			
cSH	346	1700	1065			
Volume to Capacity	0.04	0.29	0.00			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	15.9	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s)	15.9	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Project Driveway & L. Honoapiilani Hwy

7/20/2015

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	458	1	1	357
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	498	1	1	388
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	889	498			499	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889	498			499	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	314	572			1065	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	1	499	389			
Volume Left	0	0	1			
Volume Right	1	1	0			
cSH	572	1700	1065			
Volume to Capacity	0.00	0.29	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.3	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.3	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		34.2%		ICU Level of Service		A
Analysis Period (min)		15				

TRUE NORTH
SCALE 1 IN. = 20 FT.

ROAD

HONOPIILANI

LOWER

"AMMA Rent A Space"
T.M.K.: (2) 4-4-01: 27
Knuppe Revocable Living Trust
(Owner)

"Sunset Terrace"
T.M.K.: (2) 4-4-01: 34
Houli Park Condominium
(Owner)

"County of Maui Wastewater Pump Station"
T.M.K.: (2) 4-4-01: 94
State of Hawaii
(Owner)

T.M.K.: (2) 4-4-01: 88
Eugene Chung Trust, et. al.
(Owner)

T.M.K.: (2) 4-4-01: 78
George K. Paoa Trust and Clothilda P. Paoa Trust
(Owner)

"Honokowale Kauhale"
T.M.K.: (2) 4-4-01: 18
State of Hawaii Housing and Finance Development Corporation
(Owner)

KAMEEUI PLACE

PRELIMINARY SITE PLAN

EXHIBIT 4



July 6, 2015

24" x 36"

[illegible]

EXHIBIT 17

TRUE NORTH
SCALE: 1 IN. = 20 FT.

ROAD

To Kapolei

"AAAAA Rent A Space"
T.M.K.: (2) 4-4-01: 27
Knuppe Revocable Living Trust
(Owner)

"Sunset Terrace"
T.M.K.: (2) 4-4-01: 34
Maui Park Condominium
(Owner)

"Maui Sands"
T.M.K.: (2) 4-4-001: 052

HONOAPILANI

New Concrete
Driveway Apron

"County of Maui Wastewater Pump Station"
T.M.K.: (2) 4-4-01: 94
State of Hawaii
(Owner)

T.M.K.: (2) 4-4-01: 88
Eugene Chung Trust, et. al.
(Owner)

T.M.K.: (2) 4-4-01: 7B
George K. Paoa Trust and Clothilda P. Paoa Trust
(Owner)

"Honokowai Kauhala"
T.M.K.: (2) 4-4-01: 16
State of Hawaii Housing and Finance Development Corporation
(Owner)

LOWER

To Lahaina

KAMEEULI
PLACE

PRELIMINARY SITE PLAN

Area A = 4,842 sq. ft.

Area B = 4,716 sq. ft.

Area C = 601 sq. ft.

WARREN S. UNEMORI
ENGINEERING, INC.
DBA & PARTNERS, INC.

June 29, 2015

Site Plan
Parking Analysis

AAAAA Rent-A-Space Maui
Source: Unemori Engineering, Inc.



12/10/20
2543 Lower Honoapiilani Road, F-203

Lahaina, HI. 96761

March 27, 2016

MauI Planning Commission

2200 Main Street

Wailuku, Maui, HI 96793

COUNTY OF MAUI
DEPT OF PLANNING - CURRENT

MAR 31 2016

RECEIVED

Dear Planning Commissioners:

I am unable to attend the public hearing on April 26, 2016 regarding the planned storage site, Tax Map Key: (2) 4-4-001:026.

However, I would like to express my support for this project.

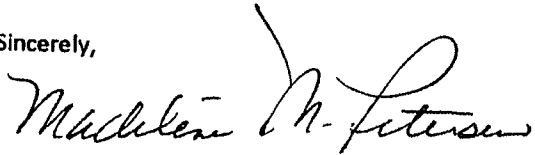
I believe the project would fill a long felt need for storage in the vicinity.

In my opinion, the parking lot for off-street stalls, and the placement of temporary portable self-storage pods, small boats & vehicles will be filled immediately.

Certainly, permanent residents of the Papakea Resort have felt a need for this type of storage for a very long time.

Thank you, in advance, for receiving this statement of support for the project.

Sincerely,



Madeline M. Petersen

Unit F-203, the Papakea Resort

Re:John Knuppe, AAAAA Rnet-A-Space
Conditional Permit
Tax Map Key (2)4-4-001:26
Honokowai along Lower Honoapiilani Road

Maui Planning Commissioners:

As an owner of property at Paki Maui, 3615 Lower Honoapiilani Road, Lahaina, HI 96761, I would like to comment on the notice I received regarding the Conditional Permit request from John Knuppe, AAAAA Rent-A-Space Conditional Permit for Tax Map Key (2)4-4-001:26.

I believe the requested use would be an improvement over the weeds that are there now. However, it may or may not add value to the surrounding property depending on what it ultimately looks like from the streetview. Should the commissioners approve this Conditional Permit, I request that they consider including requirements for landscape screening of the self-storage pods, small boats, and vehicles. In addition, graduated staging of any high-profile items so that they might be less visible from the street would also help to mitigate the impact of a more industrial type use in the current zoning of R-3 Residential District.

Thank you for consideration of my comments.

Sincerely,

Catherine A. Noll-Monahan, Trustee
O/T Alvin and Dorothy Noll Irrevocable Trust
130 Meadow Crest Lane
Walnut Creek, CA 94595
(925)939-5594

Gary & Diana Whitney
12708 Rue Vincennes
San Diego, CA 92131
(858) 530-0840 (voice & fax)

gwhitney@sandiego.edu, dwhitney@sanrr.com

Maui Planning Department
2200 Main Street
Wailuku, Maui, Hawaii 96793

Re. AAAAA Rent-a-space
3600 L. Honoapiilani
Hearing date: April 26, 2016

Dear Commission,

AAAAA Rent-A-Space has been a good neighbor for many years. My request is that for the approval of the parking lot at Tax Map Key 4-4-001:026, is that the side facing the Lower Road be suitably shrouded with foliage to soften the view and prevent the cars and boats in storage from being seen from the road.

Sincerely,

Gary Whitney
Paki Maui 417

From: Dan Adams <dadams@thalaw.com>
To: "planning@mauicounty.gov" <planning@mauicounty.gov>
Date: 4/2/2016 5:52 AM
Subject: Application of James Knuppe, dba AAAAA Rent-A-Space, 3600 Lower Honoapiilani Rd. Lahaina, HI 96761

Ladies and Gentlemen:

I am an owner of real property located at 3615 Lower Honoapiilani Rd , Apartment #204 and received notice of the above referenced application. I am requesting that any conditional approval of the application be conditioned upon landscape or other screening of the proposed facility in order to preserve the character of the neighborhood and that the applicant be required to preserve the sidewalk fronting Lower Honoapiilani Rd. in conjunction with his improvement.

Jonathan Daniel Adams

838 Escobar Street
P. O. Box 110
Martinez, CA 94553
Phone: (925) 228-3433
Fax: (925) 228-3596
Email: dadams@thalaw.com
Business Hours: Monday-Thursday 7:30 a.m. - 4:30 p.m.
www.thalaw.com

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MAUI PLANNING COMMISSION

REGULAR MINUTES

April 26, 2016

A. CALL TO ORDER

The regular meeting of the Maui Planning Commission was called to order by Chairperson Max Tsai at approximately 9:00 a.m., Tuesday, April 26, 2016, Planning Conference Room, First Floor, Kalana Pakui Building, 250 High Street, Wailuku, Maui.

A quorum of the Commission was present. (See Record of Attendance.)

Chair Tsai: Today is April 26, 2016. So we're going to open the floor for public testimony at this point. If you signed up for public testimony, you have a chance to either testify now, you have three minutes, or you can wait until the agenda item comes up, but you can't do both. So you have a choice, you either do it now or later.

Do we have any?

(Inaudible.)

Chair Tsai: Whoa. I'm going to have Leigh Jones. Okay. Leigh -- oh, you going to wait?

Mr. Jones: I'm going to wait.

Chair Tsai: Okay. Ian Horswill.

Mr. Horswill: I'll wait as well.

RALPH ROSENBERG COURT REPORTERS, INC.

1001 Bishop Street, #2460, Honolulu, HI 96813

808-524-2090 courtreporters@hawaii.rr.com

1 Chair Tsai: What's that?
2 Adell Sievers.
3 Ms. Sievers: I'll wait.
4 Chair Tsai: Jay Wright.
5 Mr. Wright: I'll wait.
6 Chair Tsai: Liz May.
7 Ms. May: I'll wait.
8 Chair Tsai: Robert Sloop.
9 Mr. Sloop: Wait.
10 Chair Tsai: Ray Sievers.
11 Mr. Sievers: I will wait.
12 Chair Tsai: Walt Jennings.
13 Mr. Jennings: I'll wait.
14 Chair Tsai: Ty -- Emeru? Emerel?
15 Mr. Emanuel: Emanuel.
16 Chair Tsai: Emanuel, sorry. You'll wait too?
17 Mr. Emanuel: Yes, I'll wait.
18 Chair Tsai: Okay. Larry Michaels.
19 Unidentified Speaker: Excuse me, sir. (Inaudible
20 comments.)
21 Chair Tsai: I'm having a hard time -- sorry. I'm
22 having a hard time hearing you. So you have two people you
23 want --
24 I'm speaking one on behalf of myself and
25 (inaudible). The other are comments by Paul Johnson,

1 Hawaiiana Property Management, who's asked me to speak on his
2 behalf.

3 (Inaudible comments.)

4 Chair Tsai: Can you please come to the podium so we
5 can hear you and also for the record?

6 Mr. Michaels: How do you do?

7 Chair Tsai: Yeah. Good morning.

8 Mr. Michaels: My name's Larry Michaels and I have
9 two separate agenda items that I would like to speak on today.
10 The first I would like to wait upon, which has to do with an
11 objection to a petition to intervene.

12 The second item is on behalf of Mr. Paul Johnson of
13 Hawaiiana, who would like to speak on the general state of
14 affairs of Kahana Beach.

15 Mr. Murai: Mr. Michaels, so in order words, you'll
16 be speaking as to item D-1, the motion to intervene?

17 Mr. Michaels: That's correct, sir.

18 Mr. Murai: You want to present different testimony
19 on behalf of -- I'm sorry, I forget his name, but --

20 Mr. Michaels: Paul Johnson.

21 Mr. Murai: On behalf of Paul Johnson on item C-2?

22 Mr. Michaels: If C-2 pertains to a generic
23 discussion of Kahana Bay and Kahana Beach, the answer's yes.

24 Chair Tsai: Okay. That's fine. We'll allow it.

25 Mr. Michaels: Thank you.

1 Chairman, Members of the Council, Paul Johnson is
2 the vice president of Hawaiiana Property Management and I met
3 Paul because I am a volunteer for the Army Corps of Engineers
4 and have been so since November. It was my collection of the
5 data that I transmitted to the Army Corps of Engineers that
6 provided them with the necessary material for them to do a
7 report, that report eventually lead to a study. And Jim Buika
8 just today informed me that in the Mayor's budget proposal the
9 County is coming up with \$750,000 and the Army Corps of
10 Engineers has now committed \$5,750,000 to the study of Kahana
11 Beach.

12 Paul in his, if you will, representation from
13 Hawaiiana and the properties he represents, Wayne Cober from
14 Solei in representing the three properties, unnamed owners in
15 addition to myself of the Royal Kahana, we are a group now
16 that has property value worth \$600 million, we pay \$10 million
17 of property tax. The GET and the accommodation tax that we
18 pay approximates 7 to \$10 million a year to the council. We
19 feel that what we are enduring, all of us sitting here who
20 live on Kahana Beach, we're fighting a fight and we feel that
21 the Council can more actively engage itself in assisting us.
22 We have been expending monies, at least -- I will speak for
23 the Royal Kahana, of possibly \$600,000 in the course of a
24 year's time and we are simply in a protective mode. There's
25 no permanent solution that we have to date.

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1 Mr. Buika, Mr. Scott, they're almost neighbors.
2 We're thinking about buying them a condominium at the Royal
3 Kahana, they're there so often.

4 We can make light of it, but, very frankly, if you
5 look at the Hololani, who has probably a million and a half
6 dollars or more just in sandbagging and protecting their
7 property interest. Valley Isle was destroyed in a matter of
8 four days. I am not sure, and I leave the question to you,
9 whether or not the Council has visited the site, whether the
10 Council is fully aware of the decimation that is transpiring
11 right now in Kahana Beach and how close we are to losing
12 property and buildings. And, very frankly, we are now going
13 to be speaking with a single voice as between Hawaiiana,
14 Solei, and the remaining properties. You'll be hearing from
15 us, but I wanted to at least introduce myself and as I
16 promised Paul I would voice our concern. Thank you.

17 Chair Tsai: Thank you.

18 Questions from commission?

19 Mr. Michaels: Whoops. Excuse me.

20 Chair Tsai: Commissioner Hedani.

21 Commissioner Hedani: Sorry. Were you for or
22 against the proposed project?

23 Mr. Michaels: The -- (microphone feedback.) Is
24 that you or me? (Microphone feedback.)

25 Commissioner Hedani: It's probably me.

1 Mr. Michaels: I'm sorry. I'm talking about Kahana
2 Beach and what is transpiring in Kahana Beach as a total.
3 With what is going on with regard to the Hololani, is that
4 what you're asking me, sir? I would have to tell you that
5 there is a neutral to favorable feeling amongst most of us
6 because right now Hololani is probably the most decimated
7 property and the property that is in greatest need of
8 assistance. What that assistance should be we'll leave to
9 (microphone feedback) -- we'll leave to the engineers.

10 What I'm objecting to and am embarrassed by is the
11 Royal Kahana's participation in the Hololani issue in filing
12 the petition to intervene, which I believe is simply a delay
13 tactic, I think it's politically motivated, and I think it
14 should fail as a matter of law, but I'd like to withhold my
15 comments until that issue comes up.

16 Commissioner Hedani: Thank you.

17 Chair Tsai: Any other questions?

18 Thank you.

19 Mr. Michaels: Thank you.

20 Chair Tsai: Okay. Going back to the list -- the
21 reason why we're doing the public testimony now is because for
22 those individuals who can't stay till their agenda item comes
23 up, you have an opportunity to testify. So where was I?

24 Larry Michaels.

25 Mr. Michaels: Yes, sir.

1 Chair Tsai: Oh, I'm sorry. I missed you.
2 (Laughter.)
3 Chair Tsai: Okay. Larry -- (microphone feedback.)
4 Mr. Michaels: Is this an encore presentation?
5 (Laughter.)
6 Mr. Michaels: 'Cause I have another three minutes.
7 Chair Tsai: So that must be the one --
8 Director Spence: Amber.
9 Chair Tsai: Amber Stribling.
10 Ms. Stribling: I'll wait.
11 Chair Tsai: Fine. Okay. Michelle Stafford.
12 Ms. Stafford: I'll wait.
13 Chair Tsai: I'm -- right there.
14 Mr. Murai: Someone who lives at 52 Kameeui Place,
15 Lahaina.
16 Unidentified Speaker: Really pretty handwriting.
17 Ms. Paoa: Cothilda Pua Paoa. And I am going to
18 give my statement now.
19 Chair Tsai: Would you please step up and speak to
20 the mic for the record. Thank you, ma'am.
21 Ms. Paoa: Is this loud enough for you?
22 Unidentified Speaker: Pull it down.
23 Chair Tsai: Yeah. Pull it down.
24 Ms. Paoa: Okay.
25 Chair Tsai: Thank you.

1 Ms. Paoa: Good morning.

2 Chair Tsai: Can you please repeat your name again
3 for the record?

4 Ms. Paoa: Okay. Cothilda Pua Paoa.

5 Chair Tsai: Thank you.

6 Ms. Paoa: We're okay on that; right?

7 Chair Tsai: Yes.

8 Ms. Paoa: Good morning, Commissioners.

9 Commissioners: Good morning.

10 Ms. Paoa: My home is at 52 Kameeui Place in
11 Honokowai adjacent to the vacant property which -- which Mr.
12 Knuppe is acquiring for his supposed proposed storage
13 business.

14 Now, 50 years ago my late husband and I, George,
15 purchased this property to raise our children and there wasn't
16 much development in that area, as you probably know. Today my
17 property is squeezed in by several rental apartments, a
18 small -- a small strip mall -- which I've gotta admit, it's a
19 very nice one -- an ABC Store and a gas station down the road.
20 Starting from Kaanapali, Honokowai, and all the way to Kapalua
21 there are hundreds of timeshares and condominium units. Okay.
22 I've been living on Lanai and I'm back home again, so a
23 little -- it's a little different lifestyle.

24 Because of this explosion growth in my area, I
25 understand the need for more storage units. I want to point

1 out that the greater perimeter of my property borders the back
2 of Mr. Knuppe's proposed storage facility. Many of my
3 neighbors, like myself -- and I'm 85 years old and I'll be 86
4 in June. I look pretty good, don't I?

5 (Laughter.)

6 Ms. Paoa: A little -- a little old.

7 Due to the close proximity of this development, I
8 feel -- and I love Mr. Knuppe. He knew my husband and my
9 husband was lucky enough to (inaudible) and he's done well.
10 And so this --

11 I feel my safety, security, and privacy has been
12 encumbered. Now, the facility which will accommodate stored
13 vehicles/boats creates an environmental excess noise, noxious
14 fumes, intrusive (inaudible). So I propose -- and I'm for
15 this, by the way. I'm not against. I propose that a solid
16 wall at the highest legal height be constructed between the
17 proposed facility and my property to ensure my safety,
18 security, and privacy. And also reasonable hours of business
19 to eliminate any environmental noise, fumes, and like.

20 Thank you. I appreciate it.

21 Chair Tsai: Questions from commission?

22 Thank you.

23 Richard Copley.

24 Mr. Copley: I'll wait.

25 Chair Tsai: Bill Gresham.

1 Mr. Gresham: Later.

2 Chair Tsai: Donna Karnofsky.

3 Ms. Karnofsky. I'll wait as well.

4 Chair Tsai: Stuart Allen.

5 Mr. Allen: I'll wait.

6 Chair Tsai: You'll wait?

7 Mr. Allen: Yes.

8 Chair Tsai: Okay.

9 Art Ford.

10 Mr. Ford: That's me.

11 Chair Tsai: Please identify yourself. You have
12 three minutes. Thank you.

13 Mr. Ford: My name is -- my name is Arthur Ford and
14 I reside in Honokawai at Maui Sands directly across from this
15 proposed project of the storage.

16 I'd like to point out also that there are hundreds
17 of condo projects along the Lower Road. This is a very
18 heavily trafficked -- traveled corridor. There's a strip mall
19 directly next door to this proposed project; as a matter of
20 fact, the driveway is only about 10 feet away from the -- the
21 driveway for the proposed project. The strip mall that's next
22 to this proposed project services a number of businesses,
23 including several restaurants. It's very -- it's utilized a
24 great deal.

25 And I am at Maui Sands, my driveway is directly

1 across from the driveway of the proposed project. It's often
2 very difficult for us to get out of our driveway and make a
3 turn out of the driveway with the traffic and congestion from
4 the strip mall. It's very difficult in order to make a left
5 turn because they're also making a left turn as we're making a
6 left turn. But in addition to this, now I'm going to have a
7 driveway directly across from us.

8 There's a number of issues that I'm concerned with,
9 but the first of them is being a boat storage. If boats are
10 to be stored there, they will most likely have to be backed up
11 from the Lower Road. I've owned several boats and trailers
12 and it's a skill, backing up a trailer. I know you laugh, it
13 is. As a matter of fact, my wife actually has to back up our
14 boat, I -- I never could figure it out, but --

15 (Laughter.)

16 Mr. Ford: I'm very concerned with -- with boats
17 being able to be backed up there because I don't see -- the
18 property is not that big that you can actually pull a boat
19 directly up in there and be able to back it up. If the boats
20 are to be stopped there on the highway, it's going to block
21 our access. It will directly block our access from being able
22 to get out of our driveway.

23 There are 76 units at our particular condo complex.
24 I feel that this blockage is going to halt traffic and as you
25 know here, we have a number of guests that are at these condo

1 units and many of them from California, they're used to their
2 passing people, I feel that what will happen is when those
3 boats and those trailers back up there to go in -- (microphone
4 feedback) -- that those motorists that are going to be behind
5 are going to attempt to pass and when they do, they're going
6 to find the strip mall driveway coming out. I'm afraid that
7 that's going to create a very hazardous condition.

8 In addition to that --

9 Staff: Three minutes.

10 Mr. Ford: I would also like to point out -- and I
11 think the previous speaker mentioned that -- I'm concerned
12 with when -- when you have boat storage, a lot of times the
13 owners want to get in there and work on their boats, firing up
14 their engines, changing their oil, those types of things. I
15 don't really know how that's going to be monitored, that's
16 another concern that I have, so I'd like for you to -- I would
17 definitely like to look at this project and -- I don't know if
18 there's any other access other than the Lower Road, but that
19 is a very heavily traveled corridor and I just don't see this
20 project working in -- in terms of any kind of a -- a storage
21 particularly for boats. I thank you very much.

22 Chair Tsai: Thank you.

23 Questions?

24 Robert Luce.

25 Mr. Luce: I'll wait.

1 Chair Tsai: Public testimony is now closed. We're
2 going to our first public hearing item.

3 Director.

4 Director Spence: Commissioners, excuse me, We're on
5 item C-1, Mr. James Knuppe of AAAAA Rent-A-Space requesting a
6 Conditional Permit for a self-storage facility. Our staff
7 planner this morning is Tara Furukawa.

8 Ms. Furukawa: Good morning, Commissioners.

9 Commissioners: Good morning.

10 Ms. Furukawa: First item's under your review
11 because the applicant is requesting a conditional permit for
12 AAAAA Rent-A-Space to construct a 29,900-square-foot paved
13 parking lot for off-street parking and additional self-storage
14 and related improvements. In this case the Conditional Permit
15 is required because the underlying zoning is R-3 Residential
16 and the proposed use is not permitted, nor will it -- would it
17 qualify for a Special Use Permit. The Planning Commission
18 must make a recommendation to the Maui County Council to
19 either approve or deny the Conditional Permit for the proposed
20 project.

21 At this point the applicant's consultant, Jordan
22 Hart from Chris Hart & Partners, will present you with the
23 scope and details of the proposed project. After Jordan's
24 presentation, I'll return to the podium for the department's
25 analysis and recommendation.

1 Mr. Hart: Good morning, Chair and Commissioners.
2 My name is Jordan Hart of Chris Hart & Partners, here to
3 present the Conditional Use Permit request for the AAAAA
4 Rent-A-Space project. I'll go through a series of information
5 for the project.

6 First I'd like to introduce the project team. Mr.
7 Jim Knuppe is the applicant, who is here today. Myself and
8 Raymond Cabebe are the planners for the project. David Sereda
9 is the landscape architect for the project. Phillip Rowe is
10 our traffic engineer. Phillip could not attend today, his
11 family has a family illness issue that prevented him from
12 being here. And Reed Unemori -- or, sorry, Reed Ariyoshi of
13 Warren S. Unemori Engineering is our civil engineer.

14 We're here to request a Conditional Use Permit
15 because the project is zoned R-3 and we have filed a Special
16 Management Area assessment application. We're anticipating a
17 minor permit for that based on the limited construction value
18 because this consists of essentially a parking lot with pods
19 placed on top of it.

20 For some orientation, the project is located in
21 Honokowai in red here on Lower Honoapiilani Road. This is the
22 tax map key, it shows the configuration of the parcel. The
23 parcel is 0.9 acres in size. It's owned by Hawaii Housing and
24 Finance Development Corporation, HHFDC, it's under a 55-year
25 lease from the applicant.

1 At this time I would like to invite Mr. Jim Knuppe
2 to talk a little bit about his process of communicating with
3 the State to obtain this property as well as a little bit
4 about his history as an operator of self-storage facilities.

5 Mr. Knuppe: Good morning. My name is Jim Knuppe.
6 (Microphone feedback.) And I reside at 1864 Aina Mahiai
7 Street in Lahaina. It's at the Lahaina coffee farms.

8 I have been a licensed general contractor since 1960
9 in construction and development from my strong building
10 foundation. My company pioneered the introduction of the
11 self-service storage concept in the San Francisco Bay Area in
12 1970. I was instrumental in the writing of the Self-Service
13 Storage Act in California and Hawaii. And I am a lifetime
14 member of the Building Industry Association and I was inducted
15 into the Housing Hall of Fame in Washington, D.C. (microphone
16 feedback) in 1986 for founding a new industry and introducing
17 the first one to the state of Hawaii in West Maui. I am also
18 a member of the National Association of Home Builders. I have
19 served on the NAHB board of directors for over 40 years.

20 My AAAAA Rent-A-Space is a family-owned company and
21 has been in business for 45 years. AAAAA Rent-A-Space has
22 been honored by many of the communities it serves, receiving
23 award for its design and superior community service.
24 Advancing from fine homes and multi-residential units, I
25 engineered and built the same quality into the self-service

1 storage business.

2 Growth in the self-service storage industry
3 throughout the world has come as a result of the desire and
4 need of the public to save and store items they value. During
5 the last 40 years the more affluent Americans have tended to
6 acquire more possessions while higher construction costs have
7 caused residential housing to downsize.

8 I am the owner of AAAAA Rent-A-Space in Lahaina,
9 which I built in 1987. My property is located next to the
10 vacant lot owned by the State of Hawaii. The process of
11 acquiring the adjacent lot next to AAAAA Rent-A-Space started
12 in 1904 -- 2004. It seems -- it seems like 1904 to me.

13 (Laughter.)

14 Mr. Knuppe: Boy, I'll tell you, dealing with the
15 State is something. You wouldn't know that, I know.

16 (Laughter.)

17 Mr. Knuppe: And so we have recently entered into a
18 55-year lease agreement from the State of Hawaii.

19 And I invested three years ago in solar panels and I
20 used a local solar company here and I provide over 200
21 single-family houses electricity in West Maui. I have a
22 permanent residence at Kaanapali, as I said, in Kaanapali
23 Coffee Farms. We are benefactors to the community. We go
24 green, we keep our island clean. Our clubs, we -- the Chamber
25 of Commerce, the Lahainaluna High School, the Rotary Club of

1 Lahaina Sunset, the Women Helping Women, Maui Food Bank, and
2 many other organizations. Hey, I give back to the community.
3 Okay? I'm a Christian businessman and I've been a member of
4 the Lahaina Baptist Church for over 40 years.

5 And I thank you for hearing our use permit and I
6 return to the completion of presentation of Mr. Jordan Hart,
7 whose father, Chris Hart, was the planning director of Maui
8 County and approved our original project and -- 36 years ago.
9 And Randy Piltz was our local electrical contractor and I only
10 hire locals.

11 So back to Jordan.

12 Mr. Hart: Continuing on with the land use
13 presentation, this is an aerial photograph. This is the
14 project site here. As Mr. Knuppe noted, here's AAAAA
15 Rent-A-Space's existing location immediately north on Lower
16 Honoapiilani Road, Honoapiilani Highway mauka.

17 This is the community plan map. The community plan
18 designates the parcel as multifamily and the parcel's in the
19 Urban Build -- State Urban District.

20 This is the Maui County zoning map. The parcel is
21 R-3, which is why we're here for the Conditional Use Permit.

22 This -- these are photographs of the project site.
23 This is the subject parcel. This is the abutting AAAAA
24 Rent-A-Space and there's a commercial component on that. This
25 is Lower Honoapiilani Road. Looking northeast over the

1 project site. Looking southeast over the project site. This
2 is Kameeui Place here. This would be looking north. Behind
3 these residences is the project site here, it's photo 6.

4 Some information about the infrastructure of the
5 project. It's going to be approximately 29,900 square feet
6 paved which these storage pods will be placed on.
7 Approximately 18,900 square feet will be fenced in for the
8 self-storage area. It's going to include 16 parking stalls,
9 there will be 31 standard pods and 18 mini pods. The storage
10 space for boats and autos, it'll be eight -- space for eight
11 boats and space for ten autos. The mix will vary based on
12 current and future demand.

13 This is the site plan for the project site. These
14 are mini pods back here, standard size, boat storage in blue,
15 auto storage in green. As discussed earlier during testimony,
16 this area here is used for orientation for vehicles and boats
17 entering the storage area. The driveway access is actually
18 going to be moved from the current north side of the project
19 site to the south side of the project site. I believe that
20 would eliminate some of the conflicts that were mentioned
21 earlier.

22 Some information on the scale of the pods. The
23 standard size is 8 feet by 19 feet and the mini size is 8 feet
24 by 10 feet. They're made of powder-coated steel. They'll be
25 able to be (microphone feedback) moved with a forklift and

1 they are temporary in nature. It takes approximately 15
2 minutes to erect or disassemble the pods.

3 Some information on these structures that are being
4 discussed. This is an example of them stacked.

5 Here's the project site. In preparation for the
6 project we did make considerations of screening for the
7 neighborhood. We've specified Areca palms in a 4-foot planter
8 around the full frontage of the project site as it abuts
9 residential uses. These are going to be specified to be a
10 minimum of 6 feet in height from their planting. There's also
11 going to be a chain link fence with vinyl slats in it,
12 anticipated to be green, so basically we're going to be
13 reducing visibility from the south properties into the project
14 site. Street tree -- or, sorry, parking lots trees for our
15 parking lot area.

16 There will be an access gate located here. Hours of
17 operation, standard hours of operation for AAAAA Rent-A-Space
18 is 7 a.m. to 7 p.m. and on Sundays it's 7 a.m. to 3 p.m.

19 These are examples of the plant material. The fern
20 trees are going to be our parking lot trees along with Ice
21 Plant, common Gardenia, Queen Emma Lily, and then Joannis
22 palms will be on the east end of the project site.

23 These are the Areca palms. As I noted, they're
24 going to be 6 feet minimum height when they're planted and
25 they work well for screening material. This is another

1 example of how Areca palms function for screening.

2 This is a rendering of the project site: vehicles,
3 boats, standard-size pods, mini pods, parking. As noted, the
4 driveway access is going to be moved south. Currently it's
5 approximately in this location.

6 Another rendering from a street view. This doesn't
7 exactly represent the landscape planting plan.

8 An archaeological inventory survey was conducted and
9 accepted by SHPD in December of 2015. A preliminary drainage
10 and engineering report was prepared for the project. The
11 initial recommendation that the drainage engineering --
12 engineering report provided was to relocate the project access
13 driveway. It also specified appropriate sizing of catch
14 basins for collection of storm water runoff.

15 The traffic impact assess -- well, a traffic
16 assessment report was conducted. This doesn't meet the
17 threshold for a traffic impact assessment report. Two trips
18 are anticipated to be generated during the a.m. peak hour and
19 three trips during the p.m. peak hour. The use that was used
20 to calculate these trips is self-storage use. This results in
21 no impact to level of service and, therefore, no mitigation
22 was recommended by the traffic report. The traffic report was
23 reviewed by the Department of Public Works without negative
24 comment.

25 Drip irrigation for the project site will consist of

1 1,000 gallons of water per day. There's no domestic uses on
2 site. There is an existing AAAAA Rent-A-Space facility
3 immediately abutting, our facilities are there, office spaces
4 are there. This is simply a lot that will have pods. No
5 sewer. Drainage will be accommodated on site. Roadway access
6 is from Lower Honoapiilani Road.

7 In summary, a Conditional Use Permit would authorize
8 this use. This is the appropriate application process for the
9 proposed use. And we've included measures for screening
10 landscape design in order to make the project site visibly
11 appealing and limit the impact to neighboring property owners.

12 One thing I would like to add that I forgot to
13 address is that the -- the pods are all oriented inward, so
14 these will all be backs of pods up against the back of the
15 fence on both sides, so no users would be on the resident's
16 side of the property when they're accessing their pods at any
17 time. I think that that's the final point I wanted to add
18 there.

19 Thank you very much.

20 Ms. Furukawa: The department offers the following
21 comments and analysis: As of today, April 26, 2016, the
22 department had not received any protests on the proposed
23 project. The department received 17 letters of support and
24 one email from the lesser of the land, the Hawaii Finance and
25 Development Corporation, the Maui Chamber of Commerce, and

1 members of the community including condominium residents who
2 live across from the lot. A petition of support signed by 22
3 Maui residents has also been received. And one email was
4 received from a condominium resident who is neither in support
5 for or against the project.

6 In summation, the letter said that AAAAA
7 Rent-A-Space has been a good neighbor, there has been a need
8 for more storage, and it would be an improvement over the
9 weeds. It was requested that the view impact to views off of
10 Lower Honoapiilani Road be mitigated with landscaping, which
11 the applicant is providing. Another request was to stage the
12 items contained within the lot so that it wouldn't be visible
13 off of Lower Honoapiilani Road. And one resident asked that
14 the proposed landscaping off of the road be maintained at a
15 height so that drivers can see them -- see over them when
16 exiting the lot to ensure the safety of passing pedestrians.

17 If there are no questions, I will move into the
18 department's recommendation.

19 Chair Tsai: Thank you.

20 At this point we're going to open the floor for
21 public testimony, so anyone who wishes to testify on this
22 subject matter who hasn't testified before, please come
23 forward and identify yourself. You've got three minutes.

24 Mr. Wright: Hi. Good morning. My name's Jay
25 Wright. I'm a resident of Lahaina and senior pastor of

1 Lahaina Baptist Church.

2 I'm here to speak in approval of the project. Both
3 AAAAA as well as the Knuppe family have been incredible
4 beneficiaries to the community of West Maui. I see evidence
5 of their help with -- I know of three cases of families that
6 have been just in transition, residential transition, that
7 AAAAA has accommodated them in using their space to store home
8 items while they're experiencing a bit of a -- of a personal
9 transition, that's been incredibly helpful. Additionally,
10 they have made a wonderful, refreshing impact in the community
11 through their support of both youth and children's programs.
12 They do much to support our church and our mission to reach
13 and impact our community. We really see AAAAA as well as the
14 Knuppe family as tremendous friends to our community and
15 that's why we stand behind and support this. Thank you.

16 Chair Tsai: Thank you.

17 Questions?

18 Ms. May: Good morning. My name is Liz May. I am
19 the general manager for AAAAA Rent-A-Space.

20 I've worked for Mr. Knuppe and the Knuppe family for
21 32 years. I was in California for 15 years and have been in
22 Hawaii for 17 years. When Mr. Knuppe asked me to come here, I
23 was asked to help him oversee the building of a construction
24 site in Kapolei. When I went there, it was a community that
25 had nothing, there was no chambers, there was no -- it was --

1 it was a new area. It was in 1999. He told me, "You'll" --
2 "You'll be here for six months and I'll bring you back to
3 Hawaii" -- or "bring you back to California." And the site
4 developed --

5 I just have to say, the Knuppe family, they --
6 they -- (microphone feedback.) They do what's right for the
7 community. We've built our business based on the needs of the
8 community. I've been in Lahaina now for six years and our
9 business is not just self-storage, but to serve our community.
10 We have a dropoff center for Women Helping Women, which the
11 community drops off clothes, household, and those items then
12 get brought over to the Revive Center which supports the Women
13 Helping Women. We also have a dropoff for the Maui Food Bank.
14 And I am the past president for the Rotary Club of Lahaina
15 Sunset. Our project is "Go Green, Keep Our Island Clean."
16 We've partnered with the Maui County, also Lahaina Cannery
17 Mall, Malama Maui Nui, and we do a monthly recycling program.
18 AAAAA is responsible for all the -- collecting all the
19 electronic items and we then take them over to the recycling
20 center here in Wailuku. I just speak on behalf of AAAAA
21 Rent-A-Space because we serve our community, that's what we're
22 doing.

23 The area next door is right next door to us and we
24 have a need, every day someone comes up and says, "Do you have
25 auto storage?" It's not -- they don't want to be in and out

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1 of there, they want long-term parking because they own places
2 across the way and they can't park their -- their vehicles
3 there. Boat storage, we have one boat that is parked right
4 now currently in our area. They park it, they take it, and
5 they come back. We don't allow people to work in their units.
6 We don't allow people to mechanically fix their cars or do any
7 kind of that, that would be a different type of storage.

8 And so for those reasons -- and like someone said,
9 it's -- it's weeds right now. We're maintaining it, but it's
10 weeds. It's been that way -- we have worked on this project
11 since 2004 so to be here today in front of you asking for your
12 approvals is -- is a big step for us. So I thank you for your
13 time.

14 Chair Tsai: Thank you.

15 Mr. Stebbins: Hi. I'm Ronald Stebbins, the past
16 president of the Rotary of Lahaina Sunrise, a lifetime member
17 of Lahaina Yacht Club, and I'm totally for this project to go
18 forward.

19 I'm a boater and the State of Hawaii doesn't allow
20 any boating kind of stuff over here on these islands. All the
21 islands, the DLNR is lacking in their positions on taking care
22 of us boaters, so anything to do with boat storage. And
23 anything to do with Liz May, she's a great person, the rotary
24 helps out and she helps out the rotary islandwide. So I'm 100
25 percent for this project.

1 Chair Tsai: Thank you.

2 Mr. Gresham: Max, Commission, my name is Bill
3 Gresham. I've been a Maui resident since 1978 and I have
4 known the Knuppes since 1984.

5 A couple things I think are important, I want to
6 speak to three different things. Number one, most importantly
7 and you've heard been repeated more than once, and that is
8 that the involvement that AAAAA Rent-A-Space and the Knuppe
9 family project here on Maui is unsurpassed. What they do for
10 the community, for the people is beyond reproach.

11 What they're attempting to do primarily is create a
12 parking lot so that the residents of primarily West Maui can
13 be accommodated in areas that there's not enough supply at
14 this point. The boats and car issue, Liz had commented before
15 that there will not be any working on anything either in the
16 parking lot or in the parking stall, they just don't allow it.
17 And they are hands on, they have their office right next door
18 and believe me, you don't want to be violating any of Liz's
19 rules, promise you that.

20 And with that, the other issue I think was traffic.
21 You have a traffic study, the traffic study says little or no
22 impact. Self-storage, by and large, nationwide and even here
23 is maybe one to two cars an hour. The retail that they have
24 adjacent to their property, it's not going to increase any
25 more than it is now. So if there's any issue about that, I

1 believe that that probably has been mitigated.

2 The other thing that I think is important besides
3 the fact that it's been an eyesore since I've been here, is
4 it's going to improve the community in terms of what it looks
5 like.

6 Then I want to mention one more thing and I don't
7 know what the term is that's been suggested at this point, I
8 know that the type of permit is usually one that is to be
9 continued five, ten years, 15 years review, and I would
10 suggest that it be a ten-year initial period, because it would
11 take almost that long to recoup the dollars that the Knuppe
12 family -- which is considerable -- is putting into this
13 facility.

14 Those are my issues, my comments, and if there's
15 anybody that has anything they want to question me about, I'd
16 be more than happy to give you my opinion.

17 Chair Tsai: Thank you, Bill.

18 Mr. Gresham: Thank you.

19 Chair Tsai: Questions?

20 Okay. Anyone else wish to testify on this agenda
21 item?

22 Okay. Public testimony is now closed.

23 We're going to open the floor from the commission
24 for questions. Commissioner Robinson.

25 Commissioner Robinson: Jordan, at the end of your

1 testimony, I apologize, but I missed the last couple sentences
2 where you said something about the neighbors will not have an
3 impact --

4 Mr. Hart: Oh, what I --

5 Commissioner Robinson: -- from this area.

6 Mr. Hart: What I -- what I meant to say, I hope I
7 did say, is that -- is that the -- what I intended to say is
8 that the pods open towards the in -- inner area, so there will
9 not be users or customers between the pods and the residential
10 properties to the south. They would have no reason or access
11 to go back there, so all of the use would be further buffered
12 between the pods as well as the Areca palms and then the
13 fence.

14 Commissioner Robinson: Thank you.

15 I have some questions, but I'll wait.

16 Chair Tsai: Commissioner Hedani.

17 Commissioner Hedani: Jordan, you have prior
18 testimony from a neighbor about the ability to -- or the
19 recommendation to put a wall in between their property and the
20 project. Is that something that you're considering?

21 Mr. Hart: Yes. Yes. Mr. Knuppe is favorable --

22 Mr. Knuppe: I've known her for years. We will meet
23 her needs.

24 Commissioner Hedani: Thank you.

25 Mr. Murai: Jordan, that probably didn't get on the

1 record.

2 Mr. Hart: Mr. Knuppe said that they're old family
3 friends and they intend to meet her need in the context of the
4 wall.

5 Chair Tsai: Commissioner Robinson.

6 Commissioner Robinson: Jordan, I have a question on
7 the -- on the history of this property and I don't know if you
8 or Mr. Knuppe could answer it. The question is: When did the
9 lease start?

10 Mr. Hart: Oh.

11 Commissioner Robinson: And -- and if he -- and if
12 Mr. Knuppe knows how the State acquired the property.

13 Chair Tsai: Can you please re-identify yourself for
14 the record?

15 Mr. Knuppe: Yeah. Jim Knuppe.

16 The answer to your question is that the -- when I
17 started building there in 1986, that property was vacant and
18 they use -- they -- (microphone feedback.) They put an old
19 dredging machine on there and so on and -- and at that time,
20 you know, we were busy building and I really didn't think
21 about it. But now in 2004, due to the overflow parking and
22 due to the needs that were brought to our attention, we tried
23 to acquire a leasehold from the State. And frankly, she says
24 it started 2004, maybe that's her records, but I started way
25 back in the '90s with the State and -- and so on. And I'll

1 tell you, that's a hassle. My, I mean -- I mean, they went
2 through me like a --

3 Yes.

4 Chair Tsai: Commissioner Robinson.

5 Commissioner Robinson: Is the -- is the -- the
6 person who's giving you the lease, it's the State, but it's
7 a --

8 Mr. Knuppe: Yes.

9 Commissioner Robinson: It's the -- it's the
10 housing --

11 Mr. Knuppe: Yes.

12 Commissioner Robinson: -- and finance.

13 Mr. Knuppe: Yeah. They own that property.

14 Commissioner Robinson: Yeah. So -- so they've only
15 been in existence since 2004.

16 Mr. Knuppe: Oh, is that it?

17 Commissioner Robinson: So -- and so somebody -- you
18 know, it's --

19 Mr. Knuppe: They handed it off.

20 Commissioner Robinson: They just sent it over from
21 another -- another entity, but I know that they -- you know,
22 that's what the records I have, is that they've only been in
23 it --

24 Mr. Knuppe: Thank you.

25 Commissioner Robinson: -- so long.

1 Mr. Knuppe: That's right.

2 Commissioner Robinson: And I just don't know how --
3 how they got the land. It's a residential area, you know, did
4 somebody, you know, gift it to them? Do you know how
5 property -- a lot of property got gifted to the stuff --

6 Mr. Knuppe: Yeah.

7 Commissioner Robinson: -- and I was just trying to
8 get a descent from it.

9 Mr. Knuppe: I don't know.

10 Commissioner Robinson: Okay. And I -- and Mr.
11 Knuppe, I've actually -- I've actually talked with you a
12 couple times. I've had a property next to yours and you've
13 always been a very, very nice, cordial, and very accommodating
14 when I asked you to do something that -- to help my property,
15 so I just want you to know that.

16 Mr. Knuppe: Thank you.

17 Commissioner Robinson: But I do have a comment to
18 you.

19 Mr. Knuppe: Yes, sir.

20 Commissioner Robinson: I'm a -- I'm a Joni Mitchell
21 fan.

22 Mr. Knuppe: I'm a Warrior fan.

23 Commissioner Robinson: Okay. Good.

24 (Laughter.)

25 Mr. Knuppe: Go Warriors.

1 Commissioner Robinson: Well, back to Joni
2 Mitchell --

3 (Laughter.)

4 Commissioner Robinson: -- she has a -- she has a
5 song, *Big Yellow Taxi*, and in that song it says, "They paved
6 paradise and they put up a parking lot."

7 Mr. Knuppe: That's before my time.

8 (Laughter.)

9 Commissioner Robinson: I believe it's -- it's --
10 it's --

11 Mr. Knuppe: Or after my time.

12 Commissioner Robinson: And, again, is -- is I have
13 no question that you're -- you're great for the community,
14 you're a great individual person. My thing is I'm trying to
15 make sure that when -- when your employee said the number one
16 need is -- you know, is -- you know, is parking and storage, I
17 have a different opinion. I think the number one need -- and
18 you being a contractor -- is housing and have you ever looked
19 at this property as a way to put up -- you got all that
20 parking, you got all that length, don't you think that could
21 be a -- a nice long length of housing going all the way down
22 to that deep area? Just an opinion.

23 Mr. Knuppe: I'm in the storage business, that's
24 what I know best.

25 Commissioner Robinson: Okay. And you've done very

1 well and you're very good at that. Thank you.

2 Mr. Hart: Commissioner Robinson, if I could add a
3 couple of items. There is a fee conveyance, I believe it's in
4 '91 on the real property tax, it doesn't say who it came from
5 or what the amount was, but that's the only transfer that --
6 that we could see in the records from the County.

7 Commissioner Robinson: Yeah. I tried to look. I
8 just --

9 Mr. Hart: Okay. And then the other thing regarding
10 the pavement, I recognize where you're going with that and I
11 know the lights are low, but this has been the condition of
12 the project site for -- for some time and it's -- while
13 pavement is pervious surface, it's not maintained as anything,
14 you know, similar to paradise in that context. It's basically
15 a gravel lot with a -- with a collection of weeds and a chain
16 link fence. So the Knappes will be adding nice fencing, they
17 will be adding landscape planting, material landscape
18 planting, and now they're proposing as well a solid fence
19 around for their neighbors.

20 Commissioner Robinson: I disagree with it not being
21 paradise. I'm pretty sure if you had older pictures,
22 Jordan -- but it's a good line, but I -- and -- and --

23 (Laughter.)

24 Commissioner Robinson: And the Knappes have been in
25 charge of this property for a while and so that weeds there is

1 I think their weeds.

2 Mr. Hart: I took these photos right after they
3 acquired -- they secured their lease.

4 Commissioner Robinson: Yeah.

5 Mr. Hart: And the lease coincides with their
6 Conditional Use Permit.

7 Commissioner Robinson: I gotcha.

8 Mr. Hart: Okay.

9 Commissioner Robinson: Yeah. Thank you.

10 Chair Tsai: Commissioner Duvauchelle.

11 Commissioner Duvauchelle: Jordan, I don't see
12 anything in here that tells me that there's gonna be any
13 drainage improvements in the lot. I'm sorry, I couldn't find
14 it.

15 Mr. Hart: There's certain --

16 Commissioner Duvauchelle: Is there a storm drain
17 system being put in?

18 Mr. Hart: There's going to be a subsurface
19 retention system on site and it's -- it's included in the
20 drainage and engineering report which is part of our submittal
21 to the planning department, but may not have been included in
22 your staff report.

23 Commissioner Duvauchelle: Or maybe I missed it. So
24 they are doing the drainage improvements. And then is --
25 there will be a restroom?

1 Mr. Hart: No. There will be no facilities on this
2 site. They do have a complete office and facilities abutting,
3 but this is just going to be for storage, it's not going to be
4 to receive and -- and deal with customers or anything like
5 that.

6 Commissioner Duvauchelle: Okay. Thank you.

7 Chair Tsai: Commissioner Hedani.

8 Commissioner Hedani: Jordan, is the paved area
9 going to be pervious?

10 Mr. Hart: It's currently proposed to be concrete.

11 Commissioner Hedani: Sorry?

12 Mr. Hart: It's currently proposed as -- as standard
13 concrete.

14 Commissioner Hedani: Okay. Follow up?

15 Chair Tsai: Yeah.

16 Commissioner Hedani: So from the site itself,
17 because so much area is being paved, is it 100 percent
18 retention on site?

19 Mr. Hart: One -- one hundred percent of the post-
20 development increase. So everything that results --

21 Commissioner Hedani: So there's -- flow is coming
22 off of the site onto the street?

23 Mr. Hart: So any drainage that may be passing
24 through under existing conditions would be unchanged, but any
25 increase in runoff based on adding impervious surface to the

1 project site will be retained.

2 Commissioner Hedani: Okay. I got where you're
3 coming from. It's just that on other projects we've requested
4 that they retain a hundred percent of flows on site and I was
5 wondering, is that possible in this particular case with the
6 retention basins that you're talking about?

7 Mr. Hart: They're currently not sized in that
8 context, but I would like to bring up Reed Arioshi, our civil
9 engineer, to discuss drainage with you a little further.

10 Mr. Arioshi: Good morning, Commissioners. My name
11 is Reed Arioshi, I'm with Warren Unemori Engineering and I'm
12 the civil engineer for the project.

13 Commissioners: Good morning.

14 Mr. Arioshi: Good morning. With regards to your
15 question, sir.

16 Chair Tsai: Can you please speak up a little bit?

17 Mr. Arioshi: Oh, excuse me. With regards to your
18 question, you're referring to retaining a hundred percent of
19 the runoff generated from the site?

20 Commissioner Hedani: Right.

21 Mr. Arioshi: It is -- it is -- it is feas- -- I
22 mean, I shouldn't say feasible, but it is possible to do that.
23 Cost-wise, yeah, it -- it may significantly increase the cost
24 to -- to try to retain something on site, on a site that
25 small. We're faced with the property being at a lower

1 elevation so it kind of limits our ability to put bigger storm
2 retention facilities on the property because of the lower
3 elevation of it. We're close to the watertable.

4 Commissioner Hedani: But it is possible?

5 Mr. Arioshi: Engineering-wise, it is possible, just
6 it might be a cost factor, though.

7 Chair Tsai: Commissioner Robinson.

8 Commissioner Robinson: Reed, adding to what
9 Commissioner Hedani was saying, was there a study done on
10 off-site water coming on to the property? Because I noticed
11 with the pictures there's elevation above it.

12 Mr. Arioshi: We were just going to allow the
13 off-site runoff to pass through the site. I mean, off-site
14 runoff does come through from adjoining -- that multifamily
15 residential project, the State -- the State's project, so it
16 was -- water that passes through the site is still going to be
17 allowed to pass through the site.

18 Commissioner Robinson: Is it -- is it calculated on
19 top of your -- of how much water actually passes through?

20 Mr. Arioshi: It wasn't put into the drainage
21 report, no.

22 Commissioner Robinson: With -- with your expertise,
23 is -- do you believe that a paved surface compared to a -- a
24 natural surface or even a gravel surface, that water would
25 pass faster and quicker and maybe puddle at the end compared

1 to going through a natural area?

2 Mr. Arioshi: Yeah. It would pass through a little
3 faster, yeah.

4 Commissioner Robinson: Because -- because you just
5 said you guys are not -- planning on not -- on not adapting
6 that flow and so, therefore, we're going to add that water
7 onto the normal rainwater and so we're actually -- you know,
8 in a heavy rain that water will actually be a little bit
9 stronger. So with that question, since we're not catching a
10 hundred percent, how is the -- how is the drainage on the
11 street? Is -- is that adequate to -- to handle that amount of
12 water coming through?

13 Mr. Arioshi: It -- it will -- excuse me. Let me go
14 back. We're not increasing any water that's going on to the
15 street, so whatever's going on there now will -- volume-wise
16 will still be the same. We will have catch basins and
17 facilities on site to intercept and collect water that the
18 project generates and more than likely some of the off-site
19 runoff will also be collected as well. But what's leaving the
20 site won't be any more than what's currently going through the
21 site volume-wise.

22 Chair Tsai: Commissioner Robinson.

23 Commissioner Robinson: I apologize, Reed, 'cause I
24 understand what you're saying, but if water from off site the
25 property is going over the current conditions now, some of

1 that is seeping into the ground; correct?

2 Mr. Arioshi: Yeah. Probably, yes.

3 Commissioner Robinson: Right? We have the 0.13,
4 the 0.7, right, all this kind of stuff --

5 Mr. Arioshi: Yes.

6 Commissioner Robinson: -- so, therefore, there
7 is -- we do have to account for some increase if we're
8 gonna -- if we're gonna switch from the off-site runoff on
9 that property compared to it going concrete. Isn't that
10 correct?

11 Mr. Arioshi: Yes. We have a -- we will account for
12 that, yes.

13 Commissioner Robinson: Do you -- did you -- is
14 there any study done on -- any estimate on that? I guess what
15 I'm saying is, is -- is I'm wondering about the water puddling
16 up on the street. And I'm not sure what the -- what the
17 drainage is on the street, so if you know what the drainage is
18 on the street. Because we're going to have an increase of
19 flow of where that natural slope is now.

20 Mr. Arioshi: Right.

21 Commissioner Robinson: And since we're not catching
22 a hundred percent, I don't want it to end up have a big puddle
23 because if we have a puddle inside the road, cars are normally
24 going to drive around puddles and then we're going to have
25 a -- a traffic problem.

1 Mr. Arioshi: There is an existing County drainage
2 system along Lower Honoapiilani Road, so...

3 Commissioner Robinson: Do you have any idea of
4 where it is?

5 Mr. Arioshi: I don't have the plans with me, but
6 there is a drain. The County did Lower Honoapiilani Road
7 improvements several years ago.

8 Chair Tsai: A comment from deputy -- sorry, deputy
9 public works.

10 Ms. Dagdag-Andaya: So at this stage, you know,
11 they're not going in for a building permit yet. Those kinds
12 of things get reviewed in detail, so all the questions that
13 you're asking, Commissioner Robinson, those are things that
14 get reviewed by our staff engineers at the time they go to
15 building permit.

16 What they have right now is just their -- you know,
17 their conceptual engineering report including drainage,
18 topography, soils. So what -- you know, the drainage rules --
19 I think you had a question about off-site flows, so in the
20 drainage rules -- and you're going to be learning a little bit
21 more about this later this afternoon when you have the -- the
22 presentation by one of my staff members who reviews drainage
23 reports for both the drainage rules here and storm water
24 quality, but our drainage rules do state that off-site flows
25 may be passed safely through a development provided there are

1 no additional adverse effects resulting from the new
2 development to adjacent and downstream properties.

3 So what they're required to do, according to the
4 drainage rules, is to retain the net, meaning their --
5 whatever they generate from their project, that's according to
6 these rules. And then we'll also review for storm water
7 quality. And then at the time of building permit, the
8 consultant will need to prepare a more detailed report as to
9 the -- the impacts and how they intend to mitigate those
10 impacts.

11 Commissioner Robinson: We're here for a
12 recommendation, so without that -- without the information
13 about impacts to the water -- we understand the water flowing
14 and I understand that, I guess our question is: Where is that
15 water -- is there a basin on the street provided currently
16 now? Nothing that they're building has to do with the
17 difference and I understand the rules. So we're not choosing
18 the permit here, we're passing up the recommendation. So do
19 you have any insight on how you think we should proceed?

20 Ms. Dagdag-Andaya: I -- yeah, unless -- I mean,
21 I -- I think -- do you want -- so your question is you want to
22 know if there are drainage improvements along this section of
23 Lower Honoapiilani Road? Is that your question?

24 Commissioner Robinson: My question was: Can the --
25 can the current conditions on Honoapiilani Road handle the

1 increased amount of water at a faster rate than it currently
2 has? Because if it's -- if it's on a flat street, my -- my --
3 my concern is the traffic and the safety and -- and water
4 puddling at a certain area and that's the only report I was
5 asking if they had. So if -- if they're not entitled to have
6 that now because it is early stage, then -- then I just don't
7 have the information with what I have.

8 Ms. Furukawa: I -- you want to --

9 Chair Tsai: Go ahead.

10 Ms. Furukawa: I think -- you know, at this -- I --
11 I'm not prepared to answer that right now, but what our staff
12 looks for when we provide our recommendation to planning
13 department -- I mean, we're looking at the conceptual and
14 we're looking at this as well, the drainage rules, and what
15 we're looking for is whether or not they can retain their
16 drainage. I mean, we're looking at the project itself, so --
17 I think that's --

18 Chair Tsai: Director.

19 Director Spence: Thank you.

20 I think the concern is: Will this project make
21 drainage conditions worse than what they are now? According
22 to their rules, they cannot. When they come in for a building
23 permit, that's specifically what their public works engineers
24 are going to look for: Will it make conditions worsen? And
25 their ratings will say, no, you cannot make it worse.

1 Whatever currently runs off the site, that amount of water can
2 currently run off the site. Their increase because they're
3 creating additional paved surfaces that would increase the
4 amount, that increase cannot run off the site, they have to
5 retain that. So if there will be puddling or something like
6 that, that's going to be covered in their engineering reports,
7 their final engineering reports at the time of construction.
8 They cannot make (inaudible) than currently is, that's what
9 they're going to be looking for and that's the way they're
10 going to have to construct it, so --

11 Commissioner Robinson: Thank you.

12 Mr. Hart: Could I add a piece of information, if
13 possible? These site photographs were taken on a rainy day,
14 so I -- I took this Lower Honoapiilani Road and then I went
15 straight to Kameeui and you can see that there's standing
16 water on Kameeui cul-de-sac there, but there's no standing
17 water on the -- the Lower Road, so in the context of whether
18 or not there's going to be water accumulating on Lower Road.

19 Chair Tsai: Commissioner Hedani.

20 Commissioner Hedani: I'll try to -- this is on
21 landscape. The Areca palms that you're proposing on the
22 neighborhood side, is that going to be inside or outside of
23 the chain link fence that was proposed?

24 Mr. Hart: That's an excellent question, especially
25 in the context of a solid wall. Prior it had been on the

1 inside of a chain link fence. In the context of a proposed
2 solid wall, I don't necessarily think they would do as much
3 good on the inside of a solid wall for the neighbors.

4 Commissioner Hedani: So you would -- you would
5 eliminate the Areca's if a solid wall were built?

6 Mr. Hart: Or consult with the client on whether or
7 not it would be more appropriate to have them on the outside
8 of the wall.

9 Commissioner Hedani: I -- so you could still
10 maintain it on the outside of the wall --

11 Mr. Hart: It would still be their property.

12 Commissioner Hedani: -- because it would still be
13 your property?

14 Mr. Hart: That's right, yeah.

15 Commissioner Hedani: Okay.

16 Chair Tsai: Commissioner Hedani.

17 Commissioner Hedani: Is the -- is the applicant
18 open to considering the possibility of at least portions of
19 the property being pervious concrete?

20 Mr. Knuppe: You're putting me on the spot.

21 (Laughter.)

22 Chair Tsai: Please to identify yourself first.

23 Mr. Knuppe: And my answer is no.

24 Commissioner Hedani: Okay.

25 Chair Tsai: Commissioner Robinson.

1 Commissioner Robinson: Jordan, we had a testifier
2 here being concerned about boats reversing into the parking
3 lot. Is there a way that they can drive into the parking lot
4 and turn around without having to reverse on the street? Do
5 you know if that's been looked at?

6 Mr. Hart: Yes, it has been looked at. One other
7 feature I should add that is -- is incorporated into the
8 project site is an access to the abutting parcel which is
9 owned by Mr. Knuppe, so there's going to be ample room to
10 maneuver around whether or not they need to access the
11 abutting parcel to the north or whether or not there's
12 adequate space to turn around the boat, as an example, drive
13 in here and reverse backwards or reorient in this area here.

14 Commissioner Robinson: Would your applicant be
15 agreeable to put that in the rules that there be no --

16 Mr. Hart: Reversing on to the --

17 Commissioner Robinson: -- reversing -- reversing
18 from the main road on to the property?

19 Mr. Hart: Yeah.

20 Mr. Knuppe: No. No. I don't know what the -- I'm
21 going to --

22 Chair Tsai: Sir, can you not speak --

23 Mr. Knuppe: I don't know how many boats are
24 gonna (inaudible) --

25 Chair Tsai: -- from the audience.

1 Mr. Knuppe: -- have as one.

2 Mr. Hart: Maybe I could help try and -- I think I
3 understand what Mr. Knuppe's saying is that he's concerned
4 that if somebody, you know, pulls in -- what is his position
5 if somebody that's first time or entering does that? I
6 understand where you're coming from and obviously you guys
7 have the ability to create and propose conditions and Mr.
8 Knuppe's expressed his opinion and so I don't -- I don't know.

9 Commissioner Robinson: He doesn't want to be -- is
10 Mr. Knuppe's position that he doesn't want to be responsible
11 for the people using his property, is that what I just heard?

12 Mr. Hart: No, no. I think that what he claimed is
13 that reversing --

14 Mr. Knuppe: (Inaudible.)

15 Commissioner Robinson: Okay.

16 Mr. Knuppe: Reversers would be (inaudible).

17 Chair Tsai: Mr. Knuppe, please do not speak from
18 the audience. We need to keep everything on record, so you
19 either come up and speak or you --

20 Mr. Hart: I guess what I would say is I think it's
21 appropriate for the commission to make the recommendations to
22 the council that they think are right for the community and
23 we're fine to proceed with council based on that.

24 Commissioner Robinson: Thank you, Jordan.

25 Chair Tsai: Commissioner Carnicelli.

1 Commissioner Carnicelli: Jordan, a couple of the
2 testifiers have spoken to working on and/or running boats. As
3 someone that lives next door to a boat owner and has fumes
4 spew into my house when they do that, it's obviously something
5 that I'm very aware of. You haven't necessarily spoken to
6 that, but testifiers have. Is that something that is --
7 you're willing to make as a condition of this as well? It's
8 because we suddenly go to then more of an industrial use if
9 people are going to be working on boats or even starting the
10 motor, it's more of an industrial use.

11 Mr. Hart: I think that what you're saying is
12 correct, that it would be a different use than what we're
13 asking for. We're asking for storage and not boat repair or
14 any kind of a boat repair yard. And as Ms. May, who is the
15 general manager of the facility abutting, stated, it's already
16 in their rules that that's not permitted and so I don't see
17 any problem with extending it to the permit.

18 Commissioner Carnicelli: Thank you.

19 Chair Tsai: Commissioner Medeiros.

20 Commissioner Medeiros: Oh, sorry I'm late, but
21 parking.

22 Okay. I had a request over here that the owner
23 would maintain the hedges at the height where drivers can see
24 over when they're exiting the parking lot, you know, it's a
25 safety thing. You guys would be open to that?

1 Mr. Hart: Yeah. We're definitely open to complying
2 with sight distance requirements.

3 Commissioner Medeiros: Okay. I also am a boatsman,
4 so he got me when he said that.

5 (Laughter.)

6 Chair Tsai: Any other questions?

7 I have a question. With regards to traffic, Exhibit
8 3 is showing that you've got one, two, three, four, five, six
9 spots for a food truck along the inside perimeter of the
10 parking lot.

11 Mr. Hart: Oh, yeah. We needed to clarify that.
12 That was an earlier portion of the project proposal at the
13 time that the traffic study was done, but that's not in our
14 request.

15 Chair Tsai: So you're no longer going to have food
16 trucks?

17 Mr. Hart: That's -- yeah. That's not in our
18 Special Use Permit -- or Conditional Use Permit request.

19 Chair Tsai: Okay.

20 Okay. Can I have department's recommendation,
21 please?

22 Ms. Furukawa: The application complies with the
23 applicable standards for our Conditional Permit and as such
24 the department recommends approval. Approval is based upon
25 five standard conditions:

1 The permit shall be valid for a period of five years
2 provided that an extension of the permit beyond five -- a
3 five-year period may be granted.

4 The Conditional Permit shall be nontransferable
5 unless approved by the planning director or Maui Planning
6 Commission.

7 That AAAAA Rent-A-Space shall maintain during the
8 entire period of the Conditional Permit a comprehensive
9 liability insurance policy in the amount of \$1 million and
10 naming the County of Maui as an additional insured.

11 That AAAAA Rent-A-Space shall develop the property
12 in substantial compliance with the representations made to the
13 Maui County Council in obtaining the Conditional Permit.

14 And that full compliance with all applicable
15 governmental requirements shall be rendered.

16 In consideration of the foregoing, the Maui County
17 Planning Department recommends to the Planning Commission that
18 it recommend approval of the Conditional Permit to the Maui
19 County Council. Further, the -- that the commission authorize
20 the planning director to transmit said recommendations and
21 record to the Maui County Council for further action.

22 Chair Tsai: Do I hear a motion? Commissioner
23 Medeiros.

24 Commissioner Medeiros: I move to approve the
25 recommendation of the planning department.

1 Commissioner Carnicelli: I'll second it.

2 Chair Tsai: Moved by Commissioner Medeiros,
3 seconded by Commissioner Carnicelli.

4 Discussion? Commissioner Medeiros.

5 Commissioner Medeiros: Okay. It's a good plan.
6 There is a need for boat storage and -- and I know that there
7 have been a lot of questions about the details of it and I
8 know that they can be addressed later, you know, the drainage
9 and, you know, the reversing from off street, all of those can
10 be addressed at a later time. Right now they are in
11 compliance and there is a need and I wish I had a boat to park
12 in there.

13 (Laughter.)

14 Commissioner Medeiros: But I don't. Okay. And --
15 and, you know, the guy's been around for a long time, you
16 know. There's a need, he's trying to fill it, and he's trying
17 to not only comply, but, you know, make it better than just
18 compliance. And I have faith in him to do the right thing,
19 but, as I said, it's going to come up again and we can make
20 sure that he does comply. Thank you.

21 Chair Tsai: Thanks.

22 Director, I guess we have three things to add.

23 Director Spence: Oh. What I heard from the
24 discussion, and Eric can correct me, I heard three things: I
25 heard there was a solid -- be a solid wall between the

1 adjoining neighbor's property line, no backing into the
2 property, and no boat repair. So I don't know -- we -- you
3 can leave us to draft those conditions or you can make
4 motions.

5 Chair Tsai: Commissioner Medeiros, you okay with
6 that?

7 Commissioner Medeiros: I'll leave that to the
8 planning director. I believe he -- the owner was against
9 the -- being responsible for people reversing into it, so
10 whatever the planning department and the owner can come up
11 with, I'll be good with. I sort of agree with the owner on
12 that one because, you know, it's a storage facility, it's not
13 something that's gonna happen daily, you know. If it was
14 gonna happen daily, I would be dead set against it. You know,
15 most of the boat owners on my street go out on weekends.
16 There's three or four boats on my street and the only time you
17 see any boat action is on the weekends.

18 Chair Tsai: Commissioner Carnicelli, do you have
19 any input about that -- those three?

20 Commissioner Carnicelli: I think that the director
21 is right that, you know, he did agree to add the wall. He did
22 agree to not have any sort of running of, you know, or working
23 on boats. He didn't necessarily agree with the reversing in
24 and out, you know, ingress/egress, but -- so, I mean, the
25 question for us then is: Do we want to go ahead and do we

1 want to put that as a condition or not? There is -- I mean,
2 it looks like there's room to turn a boat around. It doesn't
3 look like, you know, it's like, Okay, it's -- you know, it's
4 the only way people are gonna get in and out of there. And as
5 one of the testifiers said, if you've ever backed up a boat, I
6 don't see -- if I'm going from one of those stalls and trying
7 to reverse out of that all the way out, that's -- that's not
8 something I could do. I would turn around in there. Or his
9 wife would turn around in there.

10 (Laughter.)

11 Chair Tsai: So how's the rest of the commission
12 feel about this, backing up? Commissioner Robinson.

13 Commissioner Robinson: Well, the recommendation, I
14 think, is -- is a safety issue and not necessarily that AAAAA
15 is responsible, if somebody doesn't follow the rules, that
16 we're going to pull the permit. But I think if they -- if
17 they police it and if they recommend it to their people that,
18 you know, "Our rules are you're not supposed to do that," I
19 think that's what we're asking like any other safety law. You
20 know, if they're -- if they're parked on the street for five
21 minutes, that's not in the permit, but I would assume that
22 AAAAA would say, "Hey, man, you can't park on the street for
23 five minutes, you're blocking traffic." You know, it's a
24 two-lane highway, you know, it's heavy traffic, we have a lot
25 of people that don't live there, they don't know the turns, it

1 is a tourist area, so, you know, just a -- as a safety issue,
2 not as much as a "we're going to pull the permit."

3 Chair Tsai: Commissioner Carnicelli.

4 Commissioner Carnicelli: Well, the other part, too,
5 is just in knowing that stretch of road, you wouldn't be able
6 to reverse out of there without a spotter anyways.

7 Chair Tsai: Right.

8 Commissioner Carnicelli: You just wouldn't, really.
9 I mean, it's -- it's not exactly like it's a, you know, wide
10 stretch of road right there.

11 Chair Tsai: Okay. So we're okay with that?
12 Commissioner Hedani.

13 Commissioner Hedani: Actually, I have a question
14 for the director. What experience do we have on pervious
15 concrete? Is it more expensive to install than regular
16 concrete and does it work?

17 Director Spence: I see Jordan Hart has an answer to
18 that, but --

19 (Laughter.)

20 Director Spence: I'm sure it's more expensive and,
21 again, they're -- they're already doing some surface drainage,
22 so... I don't know if Jordan wants to add --

23 Mr. Hart: Yes. I could -- I could explain to you
24 why our clients normally do not want to do it. The first
25 thing is that it's not as solid as normal concrete, so you'll

1 start to have particles breaking off. And the second thing is
2 that eventually the voids will begin to fill up with particles
3 so that it becomes less effective in what it's intending to do
4 to begin with. So the only ones that I'm really aware of that
5 I've seen are Bank of Hawaii in Kahului and Fabiani's in
6 Kihei. But in general, our clients don't want to use it for
7 that maintenance concern and which is the same reason Mr.
8 Knuppe wants to use concrete, it -- over asphalt, it's a
9 maintenance issue.

10 And since I'm up here, I do want to say that I
11 neglected to request that the permit be considered for ten
12 years as opposed to five and that's in the context of the
13 amount of time that it's taken to negotiate for this agreement
14 with the State of Hawaii and the improvements that are
15 necessary. Thank you.

16 Chair Tsai: Thank you, Jordan. Jordan, a question
17 on that pervious concrete.

18 Mr. Hart: Yes.

19 Chair Tsai: In your experience, then, what is
20 roughly the cost differential between solid and --

21 Mr. Hart: I could bring our civil engineer, who may
22 know the cost differential.

23 (Inaudible.)

24 Mr. Hart: Oh, he does -- he does not know.

25 Normally it's not even -- the maintenance issue rules it out

1 for our projects, so I've never actually seen a cost analysis.
2 It's been the future costs that's the issue.

3 Chair Tsai: Okay. Thank you.

4 Deputy director of public works.

5 Ms. Dagdag-Andaya: This afternoon I'll send a
6 message to my staff and maybe he can provide that, but, I
7 mean, we won't be ready for this one, but -- 'cause we
8 understand at public works that there is a slight increase in
9 cost, but we also have to factor in the maintenance, the
10 long-term maintenance of the pervious concrete as well and
11 that can add to a project.

12 Chair Tsai: Okay. Is department okay to add that
13 to the ten year?

14 Ms. Furukawa: Yes.

15 Chair Tsai: Okay. The maker of the motion,
16 Commissioner Medeiros, are you okay with the ten year instead
17 of five year?

18 Commissioner Medeiros: Yeah, I'm okay with that.
19 I'd also --

20 Chair Tsai: Okay.

21 Commissioner Medeiros: I'd also like to add
22 something.

23 Chair Tsai: Yeah. Go ahead.

24 Commissioner Medeiros: You know, Commissioner
25 Robinson's, you know, position that the reversing and

1 everything be discouraged and everything, I'll fully support
2 that. Pulling the permit, like I said, you know, it's not
3 something that, you know, pulling the permit would be
4 considered, but asking the owner to discourage things like
5 that when they're breaking the rules, yeah, that's more than a
6 reasonable request.

7 Chair Tsai: Commissioner Carnicelli.

8 Commissioner Carnicelli: I just want to add one
9 other thing, Chair, and that is -- it's -- it's already been
10 brought up, but just for the sake of putting it out there
11 'cause I want it on the record is this is zoned R-3 and
12 we're -- you know, we're facing a housing crisis on Maui and
13 what potentially could be there -- and I get Mr. Knuppe, he
14 does -- you know, he does -- this is what he does, you know,
15 so -- and the merits of this particular project, as I read
16 through it and I hear all the testimony and everything like
17 that, is -- is -- it seems like a good project, but there is a
18 little bit of a miss on what it could be other than storage
19 space, you know, as far as, you know, an R-3 lot of, you know,
20 X amount of square feet. So that's just something that I want
21 to add to the discussion -- in fact, you added it to the
22 discussion, but I just want to also have it out there as what
23 the opportunity cost of making this a storage facility is.

24 Chair Tsai: Well noted. Thank you.

25 Commissioner Carnicelli: Yeah.

1 Chair Tsai: Commissioner Robinson.

2 Commissioner Robinson: Before we vote, I'd just
3 like to make a comment. I'm still trying to figure out why
4 Hawaii Housing Finance and Development is leasing out a
5 parking lot, you know, when there could be -- if they're going
6 to go business or commercial, there could be something that
7 could make a lot more revenue, you know. I mean, people --
8 government agencies rent out places to make revenue, I get
9 that, I understand that, I just -- I just personally feel
10 it's -- like my fellow commissioner says, it's an R-3, we're
11 in need of so many things. This is not a bad project, this is
12 not a bad company, this is not a bad need, I just don't think
13 it's the best use that we could've used this property for.
14 And it's hard for me to support changing something from R-3
15 with a lot that I think can easily be filled with affordable
16 housing going to a parking lot to park cars and boats. Thank
17 you.

18 Chair Tsai: Commissioner Robinson, thank you.

19 Commissioner Hedani.

20 Commissioner Hedani: R-3 I believe is -- is not
21 necessarily the housing category that would provide affordable
22 housing. I think affordable housing would be something that
23 you would pursue in a more densely developed -- developed
24 zoning category. I get where you're coming from, you know, in
25 terms of converting R-3 to a commercial use, but I don't think

1 you can push a string, I don't think you can force somebody to
2 do something that he has no business doing because he has no
3 experience doing. It is what it is and he wants to pursue
4 what he understands and he knows how to pursue.

5 I think this commission, in terms of the community
6 plan process, in terms of the general plan process can pursue
7 the creation of adequate areas of zoning for affordable
8 housing, truly affordable housing. And that would be our
9 kuleana to do that and not force somebody like -- like a
10 private sector person to get into the affordable housing
11 business when he doesn't want to.

12 Well, that being said, I was concerned about the
13 question of -- because there's so much pavement on the site,
14 "pave paradise and put up a parking lot," it's a -- it's a
15 hundred percent paved, essentially, from one corner of the lot
16 to the other, but my experience, I think, with self-storage
17 facilities has been that they're very clean facilities.
18 Especially if they're concrete, they're very clean facilities.

19 And I know the commission in the past has had
20 positions about a hundred percent retention on site and I
21 would recommend that they consider expanding their retention
22 system, but -- because our position in the past has been
23 inconsistent on that, we've forced some people to go to a
24 hundred percent retention and we've let other people not even
25 consider whether or not -- a hundred percent retention wasn't

1 even part of the discussion. So from our standpoint, until we
2 develop a more consistent policy on it, I think -- from my
3 perspective, I think this is something that we can let pass
4 with some consideration for expanding retention on site if
5 it's feasible, would be my recommendation. And I'm supportive
6 of the project.

7 Chair Tsai: Commissioner Hedani, are you saying you
8 would like to add that as the -- part of the approval?

9 Commissioner Hedani: No. I'm suggesting that the
10 applicant consider it as a consideration as they take it
11 forward to the council.

12 Chair Tsai: Thank you.

13 Commissioner Medeiros.

14 Commissioner Medeiros: I guess I'm in an agreeable
15 mood today: I agree with the owner, I agree with the County,
16 I agree with Robinson.

17 (Laughter.)

18 Commissioner Medeiros: You know, and while there is
19 a need for affordable housing, I -- I have been a big
20 proponent of affordable housing, you know, but Wayne is right,
21 we cannot force somebody to do something that he's not
22 experienced at, you know. And this is what is in front of us,
23 we either approve or disapprove. We cannot -- well, I cannot
24 in good conscience disapprove it because I want something
25 else, you know. Has he met the conditions, you know? Has he

1 done everything he needs to do to get this project off? And
2 that's what I'm basing my support of this project with, he has
3 complied. And hopefully, you know, maybe he'll consider
4 Commissioner Hedani's recommendation, you know, for 100
5 percent retention. But, again, it's going to come back.

6 Chair Tsai: Commissioner Hedani.

7 Commissioner Hedani: I don't want to force them to
8 do something that -- that, you know, they don't want to do if
9 it's not part of the law.

10 I'd like to explain for Mr. Knuppe for his
11 consideration why I'm concerned about it, and for the
12 commission. I went diving off of St. Theresa's the other day,
13 our family has always gathered limu from the ocean out there
14 and it's always been plentiful. I jumped into the water, I
15 was willing to stay with one pound, which is the limit of what
16 you can take for limu, oho, and what I found outside of St.
17 Theresa's is that there's not one piece of algae or oho
18 growing in that entire area. I did a circumference of about
19 300 yards in the area that I knew contained limu in the past
20 and it was like a bomb went off and all the algae in the ocean
21 was dead, not even green limu was growing.

22 I don't know what the reason is, I don't know if
23 it's the temperature of the water rising to the point where it
24 kills it, or if runoff coming from the shore is causing it.
25 I'm not positive as to what's causing it. It may be something

1 that's not even within our control to control something like
2 that, but something is changing.

3 I heard the DLNR aquatics person say that the water
4 temperature on the back side of Molokini, which is where the
5 wall is, goes down 300 feet, was 85 degrees -- he didn't need
6 a wet suit to dive -- and that I think is killing off a lot of
7 stuff, yeah. But I'm just not sure as to whether or not the
8 cause can be linked to land-based pollution sources at this
9 point and I'm not certain enough to the point where I think --
10 I think this project gets a pass from my perspective.

11 Chair Tsai: Commissioner Robinson.

12 Commissioner Robinson: Sorry to delay this. I just
13 wanted to reply to Commissioner Hedani. If I wasn't clear in
14 my thoughts, I definitely didn't want to attack the applicant
15 for him wanting to put up a storage, I know that's what he
16 does and he does it very well. My comment was more to the
17 State and the person coming to give him a 55-year lease,
18 knowing full well that that's what he's going to apply for
19 here and the State is supposed to use -- look for best use.

20 And that's all I was saying, is I don't think this
21 is the best use. Nothing to do with AAAAA, the project, they
22 do everything right, you know, they're -- they're a reputable
23 business, so it's not anything against AAAAA. It's I just
24 don't think that the State gave us something that -- that they
25 could have done a better job at.

1 And I disagree, I think you can do affordable
2 housing in R-3. I don't think it's only affordable housing,
3 but you can do affordable housing anywhere, you know, and
4 that's all my comment. I'm only one vote. Thank you.

5 Chair Tsai: Okay. Any other comments?

6 Can I have department repeat the motion, please?

7 Director Spence: The motion is to approve as
8 recommended by staff with the -- I think --

9 Ms. Furukawa: The three conditions are adding the
10 specific conditions adding the retaining wall -- no backing in
11 still one? And then --

12 Director Spence: It's not a retaining wall. It's
13 just a --

14 Ms. Furukawa: Adding a wall, sorry, no backing in
15 and no boat repairs on site.

16 (Inaudible.)

17 Ms. Furukawa: Okay. Oh, and then the ten years,
18 the Conditional Permit be valid for ten years.

19 Chair Tsai: Did the commission hear everything?

20 So I call for a vote. All in favor raise your hand
21 by saying aye.

22 Commissioners: Aye.

23 Chair Tsai: That's four ayes.

24 Director Spence: Any nays?

25 Chair Tsai: One nay.

1 Okay. Now I'm being put on the spot.

2 Director Spence: Right.

3 Chair Tsai: Yeah, it's a tough job, but I'm going
4 to vote yes because I believe it -- hearing everybody's saying
5 they did everything they can to put this project forward and
6 we can't penalize the applicant for certain deficiencies in
7 our process for lack of affording housing or anything such, so
8 my vote is yes.

9 Motion's passed. Congratulations.

10 (Applause.)

11 Chair Tsai: We're going to take a ten-minute break.
12 Thank you. Readjourn at 10:05.

13 (Pause in Proceedings.)

14 Chair Tsai: The commission will come back to order.
15 Next agenda item.

16 Director Spence: Commissioners, this is your second
17 public hearing item of today. This is Mr. James H. Barry of
18 Sea Engineering, Inc., on behalf of Hololani AOA requesting
19 an SMA Permit and Shoreline Setback Variance for the Hololani
20 Shoreline Protection Permit for a seawall and rock revetment.

21 Our staff planner this morning is Mr. Jim Buika.
22 Now, what -- the way that we want to go ahead with this is
23 have a -- have a presentation, conduct the -- the public
24 hearing, and then we'll deal with intervention.

25 Mr. Buika: Okay, fine. Thank you.

1 Good morning, Chair and Commissioners. My name is
2 Jim Buika, shoreline planner --

3 Chair Tsai: Good morning, Jim.

4 Mr. Buika: -- for the County of Maui. Thank you
5 for all of your service and hard work for the people of Maui.

6 What I -- what I will do is I will allow the
7 applicant, Mr. James Barry, to present the project to you, he
8 has a slide presentation, and then defer back to the -- the
9 chair for public hearing and I can provide the department
10 analysis for your deliberation and then the intervention, is
11 what I understand.

12 So I'll -- I'd like to invite Mr. Jim Barry, James
13 Barry from Sea Engineering to present the project right now.
14 Thank you.

15 Director Spence: And just for clarity, we will --
16 we will deal with the intervention prior to making any
17 recommendation to the commission.

18 Mr. Buika: Okay, great. Thank you.

19 Mr. Beckett: I will be the initial person. My name
20 is Riley Beckett and I am president of the Hololani AOA
21 board. And I'd just like to introduce the commissioners that
22 present: We have Sue Allen, who is our treasurer; Rob Luce;
23 Amber, who is here; Ray Sievers; Michelle right there; and
24 Andrew, Andrew here; and, of course, myself.

25 And Jim Barry on behalf of Sea Engineering. He also

12/11/16

Maui Planning Department
2200 Main Street

Wailuku
Maui

Hawaii 96793

COUNTY OF MAUI
DEPT. OF PLANNING - CURRENT

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G Maclean
1459 Charlwell Drive
West Vancouver
British Columbia
Canada V7S2R9

5/4/2016

Tax Key Map (2) 4-4-001,021

AAAAA Rent-a-Space

Dear Sir,

Please be advised we own

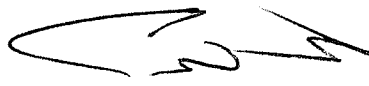
F. 402

3542 Papakoa Resort
HOWOAPI LAKE ROAD CANAAN

I think the applied for use is completely wrong for this location. What is applied for should be more in a light industrial zone - not an area that is primarily tourist driven. It will be a total eyesore! We oppose this application.

Thank you for your consideration

Graham & Kathleen Maclean



Tara Furukawa - RE: FW: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)

From: "Woodard, Chris J" <chris.j.woodard@hawaii.gov>
To: Tara Furukawa <Tara.Furukawa@co.maui.hi.us>
Date: 8/25/2016 11:15 AM
Subject: RE: FW: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)
CC: "RCabebe@chpmaui.com" <RCabebe@chpmaui.com>

Looking at the files, it seems that it was considered at one point but never acted on. Because it's ceded land, we cannot offer the fee so that creates a hurdle. Also, there was nothing to stop someone from proposing single-family development in response to our RFP. No one did.

From: Tara Furukawa [Tara.Furukawa@co.maui.hi.us]
Sent: Thursday, August 25, 2016 9:09 AM
To: Woodard, Chris J <chris.j.woodard@hawaii.gov>
Cc: RCabebe@chpmaui.com
Subject: Re: FW: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)

Hi Chris, yesterday when we spoke, I recall you saying the parcel was ill-suited for more multi-family homes. Did the agency consider the possibility of developing one or two small, single-family homes?

Tara Furukawa, Staff Planner

County of Maui Department of Planning

2200 Main St., Suite 619

Wailuku, HI 96793

(808) 270-7520

Email: tara.furukawa@co.maui.hi.us

>>> "Woodard, Chris J" <chris.j.woodard@hawaii.gov> 8/25/2016 8:09 AM >>>

My apologies. I originally sent this to mauicounty.edu (my brain was trying to do two things at once.) It bounced, and I resent to mauicounty.us. It didn't bounce the second time. In any case, the email is below.

Chris

From: Woodard, Chris J
Sent: Wednesday, August 24, 2016 1:14 PM
To: 'amie.stokes@mauicounty.us' <amie.stokes@mauicounty.us>
Cc: Takahashi, Janice N <janice.n.takahashi@hawaii.gov>; Miyasaki, Kent K <kent.k.miyasaki@hawaii.gov>; 'tara.furukawa@mauicounty.edu' <tara.furukawa@mauicounty.edu>; 'Liz May' <liz5a@aol.com>
Subject: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)

Amie—

Sorry for the delay in getting back to you. As a follow-up to Monday's conversation and in response to your email request submitted through DBEDT, I've attached/provided a link to the following information:

- Honokowai Kauhale Fact Sheet – Provides an overview of HHFDC's 184-unit affordable multifamily rental project that is located adjacent to the remnant lot in question.
- Honokowai Kauhale Site Plan – Includes the remnant lot and shows the basketball court that was previously planned for the remnant but which was relocated during construction.
- AAAAA Rent-A-Space SMA and Conditional Use Permit Applications – These documents are too large to email and are available for download from the following web page:
<https://www.dropbox.com/sh/6bez9o55lnwp5vl/AAA3dSrL5hJpVYYggpqYNBRla?dl=0>
- Rental Housing System Portfolio Property Descriptions – Provides an overview of the six-property portfolio of which Honokowai is a part. As I mentioned, we have tentative plans to restructure this portfolio to preserve its long-term affordability and undertake necessary capital improvements at the properties.

From my research, it appears that the remnant parcel was originally planned to be developed with a daycare center in addition to (or perhaps instead of) the aforementioned basketball court. It's not clear to me why the plan changed. In the mid-to-late 1990s, there were discussions with Maui County regarding a community garden program to be located on the remnant parcel and administered by the Department of Parks and Recreation. However, it's not clear to me whether such program ever operated at the property.

At some point, it was determined that the parcel had low development potential due to its small size and irregular shape. It is also ceded land. In March 2014, HHFDC issued a Request for Proposals to lease the remnant parcel. AAAAA Rent-A-Space submitted the sole proposal in response to the RFP. In June 2015, HHFDC entered into a ground lease with AAAAA Rent-A-Space. Such lease is for a 55-year term commencing upon the lessee's receipt of the SMA and conditional use permits. The starting rent of \$24,000 per year will generate additional income for HHFDC's Rental Housing System. Our sporadic maintenance costs for the remnant parcel will also be eliminated.

I hope that the above helps to provide the background that Councilmember Cochrane requested on the Honokowai Kauhale remnant parcel. If you require additional information or clarification, please do not hesitate to call or email. If a conference call needs to be scheduled with HHFDC staff, please let me know.

Chris

Chris Woodard
Property Management Coordinator
Hawaii Housing Finance and Development Corporation
677 Queen Street, Suite 300, Honolulu, Hawaii 96813
(808) 587-0588

Tara Furukawa - FW: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)

From: "Woodard, Chris J" <chris.j.woodard@hawaii.gov>
To: "tara.furukawa@co.maui.hi.us" <tara.furukawa@co.maui.hi.us>
Date: 8/25/2016 8:11 AM
Subject: FW: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)
Attachments: Honokowai Kauhale Fact Sheet 08-16.pdf; Site Plan.pdf; RHS Portfolio Property Descriptions.pdf

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Cc: Takahashi, Janice N <janice.n.takahashi@hawaii.gov>; Miyasaki, Kent K <kent.k.miyasaki@hawaii.gov>; 'tara.furukawa@maucounty.edu' <tara.furukawa@maucounty.edu>; 'Liz May' <liz5a@aol.com>
Subject: Honokowai Kauhale Remnant Parcel (TMK No. 2-4-4-001-026)

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**HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION
RENTAL HOUSING SYSTEM**

HONOKOWAI KAHALE RENTAL HOUSING

LOCATION: 3500 Lower Honoapiilani, Lahaina, Hawaii

LAND AREA: 12 Acres

Number of Units	Unit Type	Market Rent	Subsidized Rent
42	1 Bdrm, 1 Bath @ 497 Sq. Ft.	\$930	\$990
100	2 Bdrm, 1 Bath @ 704 Sq. Ft.	\$1395	\$1220
12	2 Bdrm, 2 Bath @ 776 Sq. Ft.	\$1395	\$1220
29	3 Bdrm, 2 Bath @ 908 Sq. Ft.	\$1630	\$1445
1	RM's 3 Bdrm, 2 Bath @ 908 Sq. Ft.	Non-Income Producing	
184			

RENTAL ASSISTANCE: 110 Units (60% of total units) are set aside for families earning eighty percent (80%) or less of the median income. A monthly rent subsidy payment of up to \$175 per month for the 110 units is available.

TYPE OF STRUCTURES: Twenty-three, two-story walk-up buildings constructed on slab-on-grade with wood frames. Each building consists of four (4) units per floor.

AMENITIES: Range, range hood, refrigerator, garbage disposal, carpeting & fire extinguisher.

OTHER FACILITIES: Three (3) laundry facilities, tot lots, a basketball court, and a community center.

DEVELOPER: Housing Finance and Development Corporation

PROJECT COST: \$14,297,804

BOND ISSUE: \$16,500,000 1989 Series A
(2004 Refunding Series A & B)

PLACED IN SERVICE: February 1991

MANAGING AGENT: Hawaii Affordable Properties, Inc. / Telephone Number: (808) 665-6103



PROPERTY DESCRIPTION

Honokowai Kauhale Apartments is a garden project with 184 units contained in 23 two-story buildings and 300 on-grade parking stalls. The property also offers open grassy areas, three laundry facilities, meeting space and a basketball court. The property consists of 42 one-bedroom units, 112 two-bedroom units and 30 three-bedroom units. Located in West Maui between the resorts of Kaanapali and Kapalua, the property is minutes from shopping, schools and numerous recreational activities.



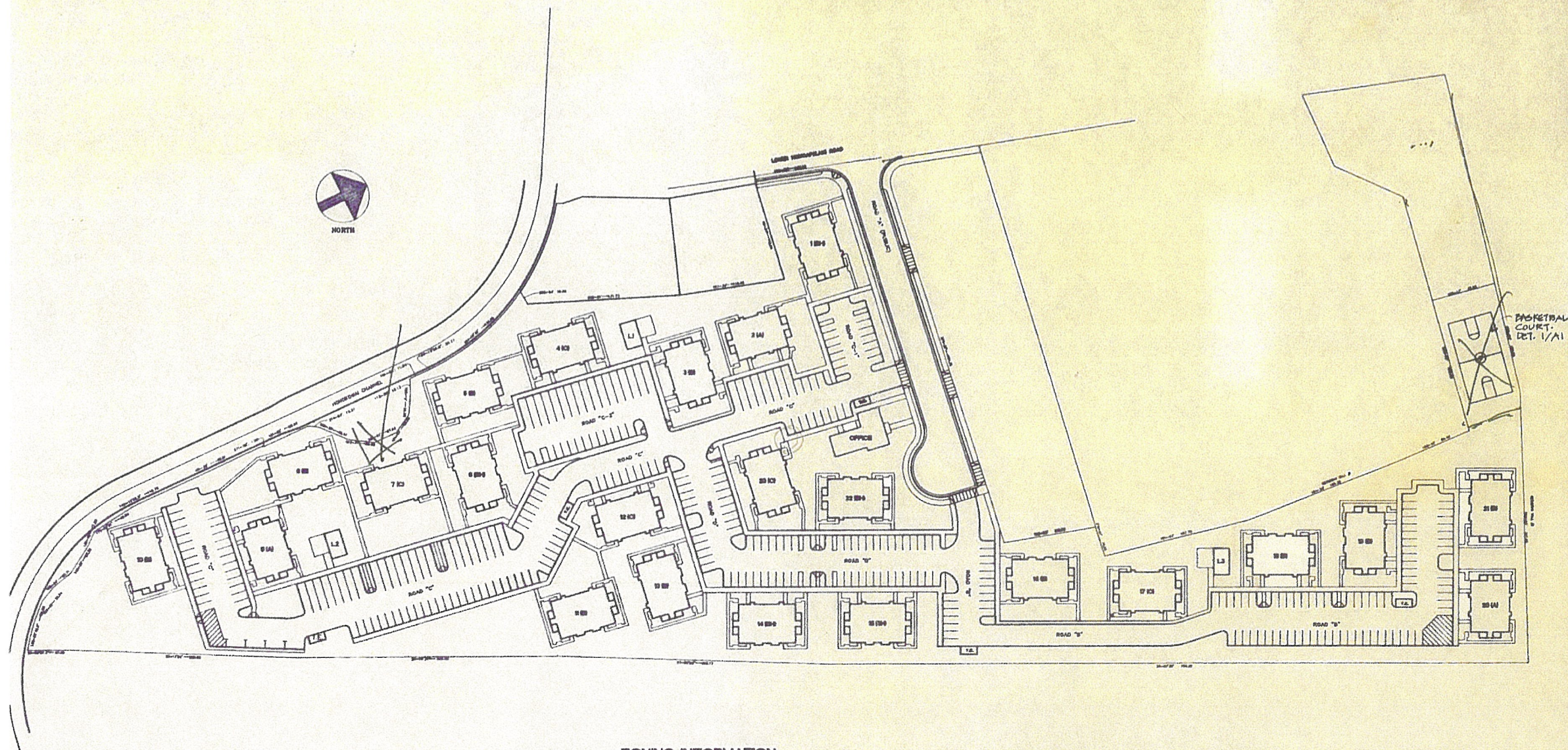


This work was prepared by me or under my supervision and I am a duly licensed architect and I am the author of this drawing.

HONOKOWAI MULTI-FAMILY HOUSING LAHAINA, MAUI, HAWAII

Revision	By	Date

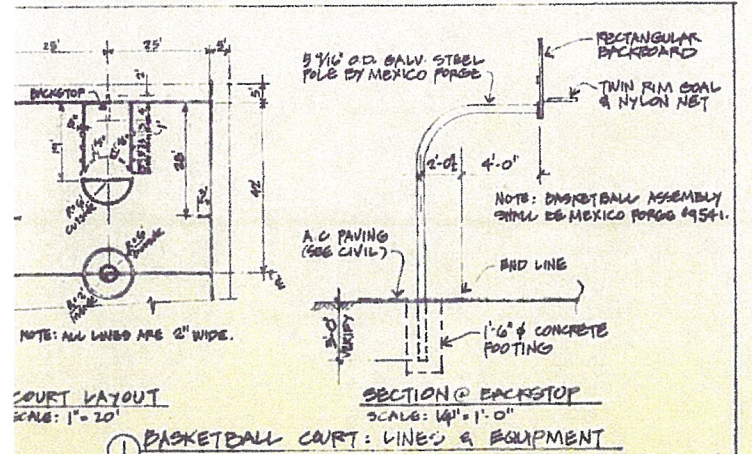
HONOKOWAI
Title SITE PLAN
Project No. 88070
Date 12 JULY 09
Drawn B.C./B.K.
Designed M.G.
Checked
Drawing No.



ZONING INFORMATION

REQUIREMENTS	ACTUAL
TMX	2nd DIV. 4-4-1 POR. 15, 16, 18, 19, 21, 22, 28 4-4-2 POR. 37
ZONING	A-1
MINIMUM LOT AREA	10,000 SF
HEIGHT LIMIT	30 FEET
PARKING REQUIREMENT	2 STALLS PER UNIT 50% TANDEM ALLOWED
FRONT YARD SETBACK	25 FEET
SIDE YARD SETBACK	10 FEET
REAR YARD SETBACK	15 FEET
FLOOD DESIGNATION	B & C
LOT COVERAGE	25%
FLOOR AREA RATIO	40%

BUILDING CODE INFORMATION
OCCUPANCY TYPE R-3
MAXIMUM AREA UNDER TYPE V4 CONSTRUCTION FOR MULTI-STORY (SECTION 505 B)
(6,000 SF) X 2 = 12,000 SF



HONOKOWAI SITE PLAN SCALE: 1" = 60'