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3.20 SUMMARY OF INDEPENDENT PROJECTS OCCURRING WITHIN A SIMILAR TIMEFRAME OR GEOGRAPHY¹

3.20.1 Independent Projects within Project Area

3.20.1.1 Reopening of the Olowalu Landfill

As noted in Section 3.1, Land Use and Zoning, the closed Olowalu Landfill at the northern end of the project area has temporarily been reopened to accommodate debris removal from the Lāhainā wildfire clean-up and rebuilding effort. This is a short-revocable use authorized by the State of Hawaiʻi Department of Land and Natural Resources; the landfill would not be in use during the Project and would not have a reasonably foreseeable effect in addition to the Project, specifically that there would be no incremental truck traffic associated with the landfill in the general traffic stream. Transporting the debris to the landfill was completed in January 2025, and all wildfire debris is now in the process of being relocated to the permanent disposal site in Central Maui, which is expected to be complete by November 2025.²

3.20.1.2 Subdivision of Olowalu Lands

In May 2000, a Final Environmental Assessment (FEA) was published to facilitate the Subdivision of Olowalu Lands project.³ The project consisted of the consolidation and subsequent subdivision of approximately 733 acres of land within the vicinity of Olowalu, both mauka and makai of the existing Honoapiʻilani Highway, which created 41 distinct parcels. This subdivision is separate from a much larger proposal for about 1,500 dwelling units that was not approved. The approved project is permitted to allow development of approximately 22 single family dwellings and 21 recreational dwelling units, for a total of 43 dwelling units. The project was anticipated to be complete by 2005; however, it has only been partially constructed. The subdivision's future transportation demand is within the predicted growth of traffic for the region with or without the Project.

3.20.1.3 Ukumehame Subdivision – Phase I and II

In May 2005, a FEA was published to facilitate the Ukumehame Subdivision – Phase I and II project.⁴ The project consisted of the consolidation and subsequent subdivision of approximately 439 acres of land within the vicinity of Ukumehame, mauka of the existing Honoapiʻilani Highway, which created 48 distinct parcels. The project designated parcels fronting the existing Honoapiʻilani Highway, totaling approximately 100 acres, for a future County of Maui park and future State highway right-of-way, and one 77-acre river corridor lot encompassing the Ukumehame Stream owned by the Ukumehame Homeowners Association. The remaining 45 agricultural lots were anticipated to be developed with approximately 90 dwelling units. While the subdivision was anticipated to be complete by 2010, it has only been partially constructed. The subdivision's future transportation demand is within the predicted growth of traffic for the region with or without the Project.

¹ This chapter has been renamed and edited to be consistent with the disclaimer information presented in Section 3.0

² <https://www.mauirecovers.org/debris-containment> (Date Accessed: July 2025)

³ https://files.hawaii.gov/dbedt/erp/EA_EIS_Library/2000-06-23-MA-FEA-Subdivision-Olowalu.pdf. Accessed July 2023.

⁴ https://files.hawaii.gov/dbedt/erp/EA_EIS_Library/2005-05-23-MA-FEA-Ukumehame-Subdivision-Phase-1-and-2.pdf. Accessed July 2023.



3.20.1.4 Olowalu Reef Restoration

In 2017, West Maui's Olowalu reef was declared a Mission Blue Hope Spot – a place that is critical to the health of the ocean. The reef at Olowalu is regularly inundated with soil sediments carried to the ocean from nearby streams. These sediments smother live corals and prevent new corals from growing, making the reef more vulnerable to other stressors such as algal growth, disease, and marine heat waves.

The Nature Conservancy is working with the National Oceanic and Atmospheric Administration, the Hawai'i Divisions of Aquatic Resources (DAR) and Forestry and Wildlife (DOFAW), County, State, and private landowners, and the broader community to identify and implement actions to reduce harmful sediments on the reef.⁵

Currently, the Olowalu Reef Restoration project is developing solutions to improve resilience along the Olowalu coast. These measures may include the restoration of natural features including beaches, dunes, and wetlands. While the implementation of these measures has not yet occurred, the project recognizes the Honoapiʻilani Highway Improvements Project may provide an opportunity to reduce sediments from upland areas.

3.20.2 Projects Outside the Project Area

3.20.2.1 Villages of Leialī – Village 1-B Subdivision

In December 2022, a draft Environmental Assessment was published for the Villages of Leialī – Village 1-B Subdivision project, which would consist of the development of up to a maximum of approximately 250 dwelling units designated for Department of Hawaiian Home Lands (DHHL) Native Hawaiian beneficiaries, across 51 acres in Lāhainā, Maui.⁶ This project has been fastracked as part of the Lāhainā redevelopment and is anticipated to be complete and occupied by 2030. The subdivision's future transportation demand is within the predicted growth of traffic for the region with or without the Project.

3.20.2.2 Department of Hawaiian Home Lands Honokōwai Master Plan

In February 2022, a Finding of No Significant Impact was issued for the DHHL Honokōwai Master Plan project, which would consist of the development of up to a maximum of approximately 1,181 dwelling units across 777 acres in Honokōwai ahupua'a, north of Kā'anapali and the project area.⁷ Phased development facilitated by the DHHL Honokōwai Master Plan project is anticipated to occur after 2028. The first phase would consist of approximately 56 subsistence agricultural homesteads, and the second phase would consist of approximately 394 single-family and subsistence agricultural homesteads. The remaining dwelling units would be anticipated to be constructed and occupied after Phases I and II. This project has been fastracked as part of the Lāhainā redevelopment and for purposes of this assessment, it is anticipated to be complete and occupied by 2045. The master plan's future

⁵ <https://www.nature.org/en-us/get-involved/how-to-help/places-we-protect/olowalu/>. Accessed November 2024.

⁶ https://files.hawaii.gov/dbedt/erp/Doc_Library/2022-12-23-MA-DEA-DHHL-Villages-of-Leialii-Village-1-B.pdf. Accessed July 2023.

⁷ https://files.hawaii.gov/dbedt/erp/Doc_Library/2022-02-08-MA-FEA-DHHL-Honokowai-Master-Plan.pdf. Accessed July 2023.



transportation demand is within the predicted growth of traffic for the region with or without the Project.

3.20.2.3 Honoapiʻilani Highway, Puamana to Honokōwai (Lāhainā Bypass)

The Honoapiʻilani Highway, Puamana to Honokōwai project would facilitate construction of a major bypass road (Lāhainā Bypass) parallel and mauka to the existing Honoapiʻilani Highway.⁸ The project is anticipated to be completed in five phases to address regional traffic congestion within Lāhainā but is not listed in the State Transportation Improvement Program. The first two phases (1A and 1B-1) were completed in 2013 with a connection from Keawe Street to Hokiokio Place. Phase 1B-2 was completed in 2018 and extended the bypass from Hokiokio Place to its current southern terminus with the existing Honoapiʻilani Highway. The future Phase 1-C would extend the bypass farther north from its current terminus at Keawe Street to Kakaalaneo Drive, with a midway connection to Honoapiʻilani Highway via a “Kāʻanapali Connector Road” in an area south of Kāʻanapali Parkway. The future Phase 1-D would extend the bypass farther north beyond Honokōwai. Completion of these bypass segments would not alter long range regional transportation demand as established by the Maui County Metropolitan Planning Organization (MPO) and are independent of the Project.

3.20.2.4 Rebuilding Lāhainā

Beginning on August 8, 2023, in response to wildfires in West Maui, including the areas of Lāhainā, the Acting Governor of Hawaiʻi declared a State of Emergency.⁹ The wildfires burned thousands of acres of land and caused significant loss of life and property in West Maui. On August 10, 2023, President Biden declared these wildfires a major disaster, which made individual assistance, requested by the Governor of Hawaiʻi, available to affected individuals and households in Maui County.¹⁰ Since then, the Governor of Hawaiʻi has issued several additional emergency proclamations related to the wildfires, and the Legislature of the State of Hawaiʻi has appropriated funding for expenditure by or under the direction of the Governor for the immediate relief of the conditions created by the emergency.¹¹ In the immediate future, efforts would be focused on emergency relief to individuals and households affected by the wildfires, followed by clean-up and recovery.

Given its significance for both history and economic opportunity, Lāhainā redevelopment is the focus of considerable public policy as well as public and private investment. Therefore, over the long term, it is anticipated that West Maui would return to pre-fire levels of economic activity and travel demand and would ultimately resume the anticipated long-range growth forecasts established by the Maui County MPO. For the purposes of this assessment, Lāhainā would be anticipated to be substantially rebuilt by the 2045 analysis year of this Final Environmental Impact Statement.

⁸ <https://hidot.hawaii.gov/wp-content/uploads/2018/01/Lahaina-Bypass-FEIS.pdf>. Accessed July 2023.

⁹ https://governor.hawaii.gov/wp-content/uploads/2023/08/2307199-1.pdf#new_tab. Accessed October 2023.

¹⁰ <https://www.whitehouse.gov/briefing-room/presidential-actions/2023/08/10/president-joseph-r-biden-jr-approves-hawaii-disaster-declaration-3/>. Accessed October 2023.

¹¹ https://governor.hawaii.gov/wp-content/uploads/2023/09/2309064.pdf#new_tab. Accessed October 2023.