Walton H. Huffman, Jr.
9909 Lemon Avenue
La Mesa, California 91941

Date: May 7, 2012

Re: Traffic Impact Analysis
Kaonoulu Industrial Park vs.
Pi'ilani Promenade and Maui
Outlets

The following is my professional opinion regarding the differences in trip generation and potential traffic impacts between the previously proposed light industrial park known as Kaonoulu Industrial Park and the two currently proposed shopping centers known as Pi'ilani Promenade and Maui Outlets.

I. The Property

Eighty-eight (88) acres of land located mauka of Pi'ilani Highway at Kaonoulu Street in Kihei, Hawaii.

II. The Undertaking

Compare the trip generation and potential traffic impacts of the previously proposed Kanonoulu Industrial Park, verses the proposed outlet center (Maui Outlets) and retail development (Pi'ilani Promenade) at the above referenced 88 acre site.

III. Background

A. A Traffic Impact Analysis Report dated March 1994 was prepared by Julian Ng, Inc. for the proposed Kaonoulu Industrial Park and was submitted to the Hawaii Land Use Commission in conjunction with a Petition for Land Use District Boundary Amendment, Docket No. A-94-706. According to this 1994 Traffic Impact Analysis Report, the proposed light industrial park would generate approximately 4,800 average daily trips (ADT).

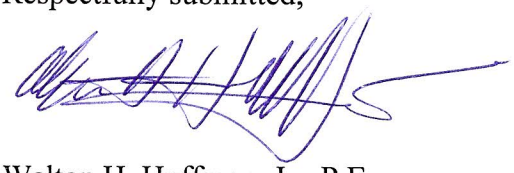
B. The proposed Maui Outlets and Pi'ilani Promenade projects are described on the Eclipse Development website (http://eclipsedevelopmentgroup.com/CS_maui.htm). The Eclipse Development Group website depicts a different use as compared to the 1994 proposal for the same property. Now the Property (less the Honua'ula workforce housing project) is proposed to be developed into 415,000 square feet of retail space and 300,000 square feet of outlet center space.

IV. Findings: Trip Generation Higher and Additional Traffic Impacts Identified

Using the trip rates cited in the Institute of Transportation Engineer's *Trip Generation, 8th Edition* (2008), approximately 25,000 ADT (driveway trips) would be generated by both the proposed retail shopping center and outlet center combined. The magnitude of driveway trips generated by the proposed retail shopping center and outlet mail combined is approximately equal to the 26,200 vehicles per day (as measured by the Hawaii Department of Transportation in 2009) already on Pi'ilani Highway south of Kaonoulu Street.

Due to the dramatic five fold increase in traffic from the previously proposed Industrial Park to the current proposal for a retail development and outlet center, it is anticipated that the proposed shopping center and outlet mall would have significantly different transportation impacts that were not previously disclosed to the Land Use Commission in 1994. This was confirmed by the *Traffic Impact Analysis Report for Pi'ilani Promenade* dated January 20, 2012 by Phillip Rowell & Associates submitted to the Hawai'i Department of Transportation. The Phillip Rowell & Associates report described impacts not previously identified in the 1994 report by Julian Ng, Inc. at the intersections of Pi'ilani Highway/Kaonoulu Street and South Kihei Road/Kaonoulu Street.

Respectfully submitted,



Walton H. Huffman, Jr., P.E.

Attachment: CV

9909 Lemon Avenue
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Walton H. Huffman Jr.

Professional experience

1979 – 2008 City of San Diego San Diego, CA

Senior Traffic Engineer

- Supervised sections responsible for: the review of tentative subdivision maps; the preparation of travel forecasts and community plan transportation elements, including the determination of future roadway classifications and needed roadway improvements to accommodate future travel demand; the evaluation of city wide accidents to determine high accident locations needing further study; the review of traffic impact studies and development agreements completed for proposed development projects, and the signing and striping of City streets.

1971 - 1978 City San Diego San Diego, CA

Junior Civil Engineer, Assistant Traffic Engineer, Associate Traffic Engineer

- Prepared travel forecasts for community planning areas and drafted the circulation element of community plans. Determined future roadway classifications and needed future roadway improvements.

Education

1968 University of Hawaii Honolulu, HI

Bachelor of Science, Civil Engineering

1983 San Diego State University San Diego, CA

Master of Science, Civil Engineering

- Master's Thesis: *Forecasts of Future Travel With and Without SA-680.*

Engineering Licenses

Licensed Traffic Engineer, CA

Licensed Civil Engineer, CA