

DRAFT ENVIRONMENTAL ASSESSMENT PROPERTY ACQUISITION FOR KAHULUI HARBOR

District of Wailuku, County of Maui
Tax Map Key: (2) 3-7-011:017 portion, (2) 3-7-011:019 portion,
and (2) 3-7-11:023

VOLUME I OF III



Proposing Agency:
STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION

June 6, 2019

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LIST OF ACRONYMS

A&B	Alexander & Baldwin, Incorporated
AA	Archaeological Assessment
ACM	Asbestos Containing Materials
Ag	Silver
As	Arsenic
AST	Aboveground Storage Tank
Ba	Barium
BEI	Brewer Environmental Industry
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
CAB	State of Hawai'i, Department of Health, Clean Air Branch
Cd	Cadmium
CIA	Cultural Impact Assessment
Cr	Chromium
CWS	Central Water System
DOT	State of Hawai'i, Department of Transportation
DOT-H	State of Hawai'i, Department of Transportation, Harbors Division
DLNR	State of Hawai'i, Department of Land and Natural Resources
DOH	State of Hawai'i, Department of Health
DU	Decision Unit
EA	Environmental Assessment
EAL	Environmental Action Level
EAR	Phase I Environmental Assessment Report
EHE	Environmental Hazard Evaluation
EHMP	Environmental Hazard Mitigation Plan
ESA	Phase II Environmental Site Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact

LIST OF ACRONYMS

(continued)

HAR	Hawai'i Administrative Rules
HAR 11-200	Hawai'i Administrative Rules, Title 11, Chapter 200
HAER	Historic American Engineering Record
HC&S	Hawaiian Commercial and Sugar Company
HEER	Office of Hazard Evaluation and Emergency Response
Hg	Mercury
HRS	Hawai'i Revised Statutes
HRS 343	Hawai'i Revised Statutes, Chapter 343
ICAC	Interagency Climate Adaptation Committee
Kahului Harbor	Kahului Commercial Harbor
KRR	Kahului Railroad
KTS	Kahului Trucking and Storage Company
LCP	Lead Containing Paint
LEED	Leadership in Energy and Environmental Design
LPG	Liquefied Petroleum Gas
MBTEX	Methyl tertiary butyl ether/benzene/toluene/ ethylbenzene/xylenes
MDL	Method Detection Limit
MECO	Maui Electric Company
MS4	Municipal Separate Storm Sewer System
MSL	Mean Sea Level
NPDES	National Pollutant Discharge Elimination System
NR	National Register
PAH	Polynuclear Aromatic Hydrocarbons
Pb	Lead
PCB	Polychlorinated Biphenyl
PM	Particulate Matter

LIST OF ACRONYMS

(continued)

RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RL	Laboratory Reporting Limit
Se	Selenium
SHPD	State of Hawai'i, Department of Land and Natural Resources, State Historic Preservation Division
SLR	Sea Level Rise
SMA	Special Management Area
SO ₂	Sulfur Dioxide
SWMP	Storm Water Management Program Plan
TEU	Twenty-Foot Equivalent Units
TMDL	Total Maximum Daily Load
TMK	Tax Map Key
TPH	Total Petroleum Hydrocarbons
TPH-D	Total Petroleum Hydrocarbons – Diesel
TPH-G	Total Petroleum Hydrocarbons – Gas
TPH-O	Total Petroleum Hydrocarbons – Oil
UIC	Underground Injection Control
USFWS	United States, Department of Interior, Fish and Wildlife Service
WWTP	Wastewater Treatment Plant

CHAPTER 1.0

INTRODUCTION

The *Draft Environmental Assessment Property Acquisition for Kahului Harbor* is prepared in accordance with the Hawai'i Revised Statutes (HRS), Chapter 343 (HRS 343) and the rules and regulations established by the Department of Health, Hawai'i Administrative Rules (HAR), Title 11, Chapter 200 (HAR 11-200). The purpose of this Environmental Assessment (EA) is to disclose the environmental, economic, and technical consequences of the Proposed Action. Typically, for those actions which do not have a significant effect, a Finding of No Significant Impact (FONSI) can be issued. For those actions that will have a significant effect on the environment, an Environmental Impact Statement must be completed. Table 1 provides a summary of the essential project information.

Table 1
PROJECT SUMMARY

Type of Document:	Draft Environmental Assessment
Project Name:	Property Acquisition for Kahului Harbor
HRS Chapter 343 Triggers:	Use of State funds
Proposing Agency:	State of Hawai'i Department of Transportation
Contact:	Ms. Sandra Rossetter State of Hawai'i, Department of Transportation Harbors Division 79 S. Nimitz Hwy. Honolulu, HI 96813 Telephone: (808) 587-1886

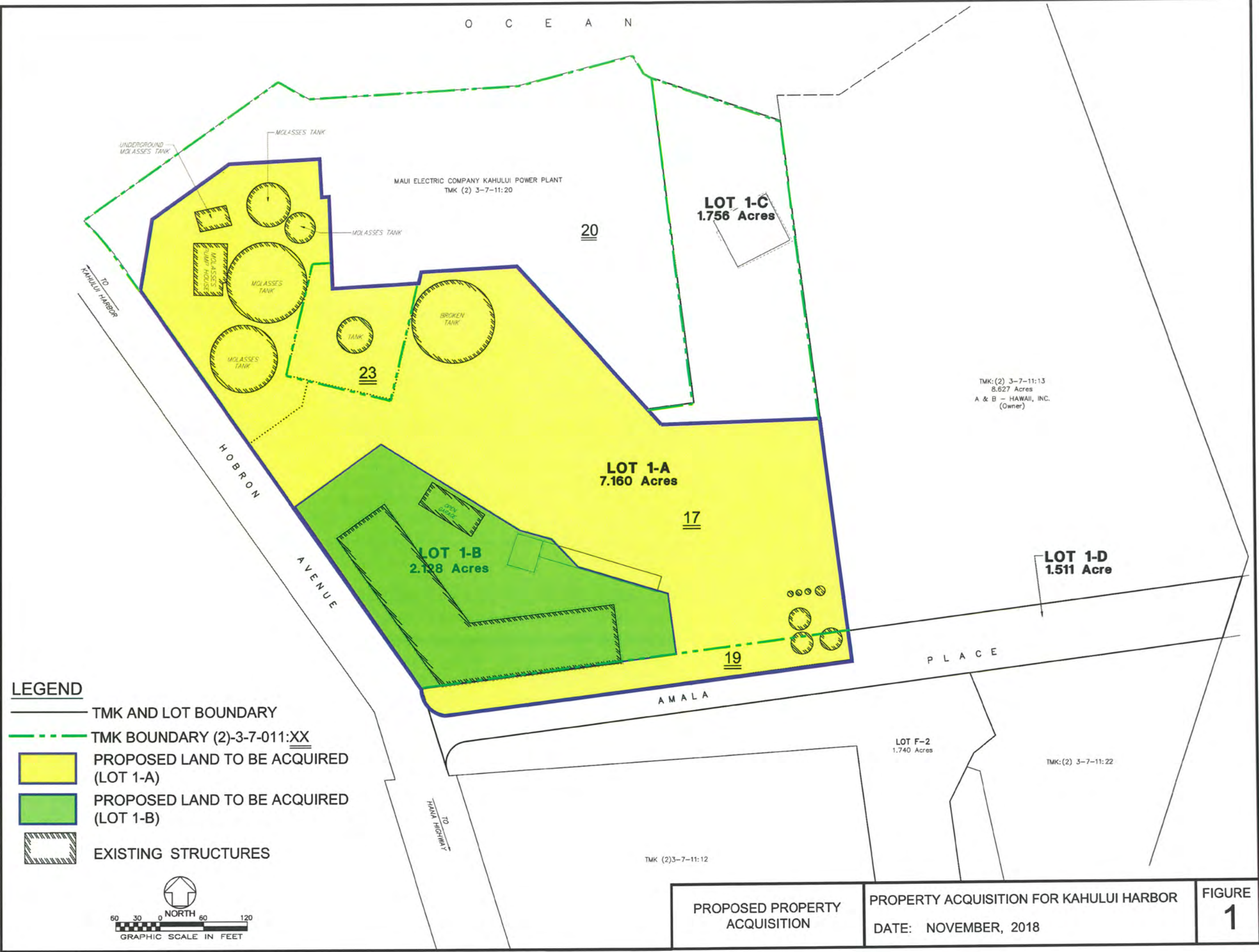
Table 1 (Continued)
PROJECT SUMMARY

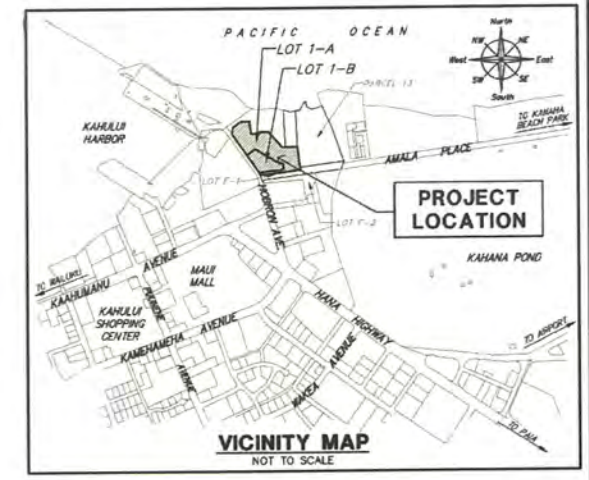
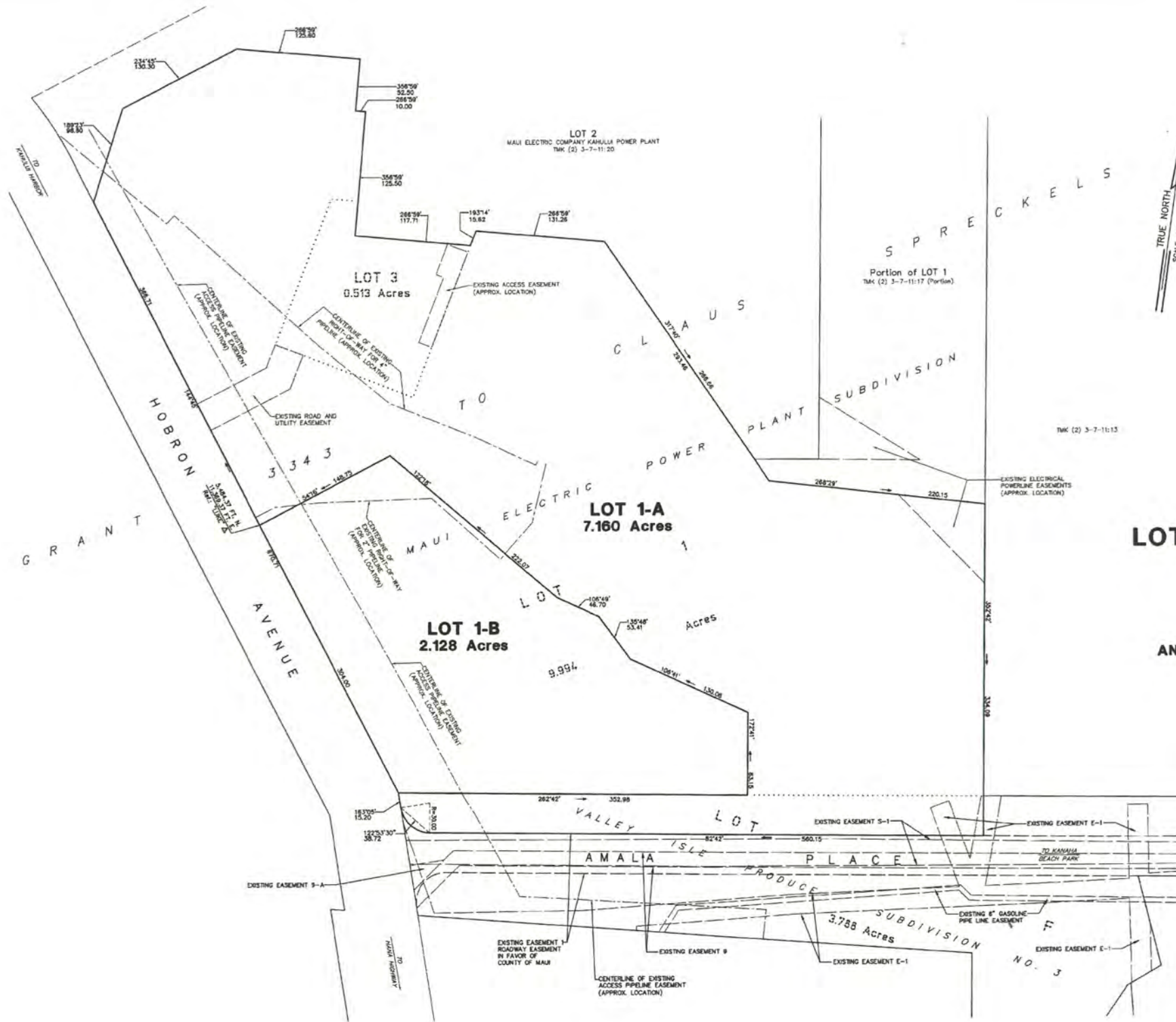
Location:	The proposed property to be acquired is in Kahului, District of Wailuku, Island of Maui.
Tax Map Key:	(2) 3-7-011:017 portion, (2) 3-7-011:019 portion, and (2) 3-7-11:023.
Land Area:	9.308 acres
Land Owner:	Alexander & Baldwin, Incorporated
State Land Use Designation:	Urban
County Zoning:	Heavy Industrial
Anticipated Determination	Anticipated Finding of No Significant Impact (AFONSI)

1.1 DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action will acquire, develop/improve, and use 9.308 acres of property from Alexander & Baldwin, Incorporated (A&B) to expand the operational area for Kahului Commercial Harbor (Kahului Harbor). The Proposed Action will provide additional storage space and a cargo yard for Kahului Harbor.

Acquisition. The property is located near Kahului Harbor, in the town of Kahului, District of Wailuku, Maui, Hawai'i. The proposed acquisition includes a portion of TMK (2) 3-7-011:017 (Lot 17); a portion of TMK (2) 3-7-011:019 (Lot 19); and TMK (2) 3-7-11:023 (Lot 23), shown on Figures 1 and 2, and is comprised of two lots identified as Lot 1-A and Lot 1-B. Lot 1-A has an area of 7.160 acres, and Lot 1-B has an area of 2.128 acres.





PLAT MAP SHOWING

PROPOSED

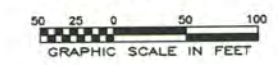
LOTS 1-A AND 1-B, MAUI ELECTRIC POWER PLANT SUBDIVISION

BEING PORTIONS OF LOTS 1 AND 3,
MAUI ELECTRIC POWER PLANT SUBDIVISION
AND LOT F, VALLEY ISLE PRODUCE SUBDIVISION NO. 3

BEING ALSO A PORTION OF GRANT 3343
TO CLAUD SPRECKELS

AT KAHULUI, MAUI, HAWAII

OWNER: A & B PROPERTIES, INC.
KAHULUI, MAUI, HAWAII



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

Kirk T. Tanaka 07/10/10
DATE

KIRK T. TANAKA
Licensed Professional Land Surveyor
Certificate No. 7223
License Expires: APRIL 30, 2020

Tax Map Key: (2) 3-7-11: 23, 17 (Portion) and 19 (Portion)

JULY 19, 2010

PROPERTY MAP OF PROPOSED PROPERTY ACQUISITION	PROPERTY ACQUISITION FOR KAHULUI HARBOR DATE: NOVEMBER, 2018	FIGURE 2
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Site Improvements and Use as a Remote Cargo Yard. Lot 1-A will be available immediately for development and use by State of Hawai'i, Department of Transportation, Harbors Division (DOT-H). Lot 1-B is currently occupied by Kahului Trucking and Storage (KTS). KTS is looking for a new location and plans on relocating within five (5) years of the acquisition. Once KTS has relocated, DOT-H will improve Lot 1-B to create a contiguous yard with Lot 1-A.

Upon acquisition and relocation of tenants, improvements will be undertaken to prepare it for use as a remote yard. Improvements include demolition of existing structures and appurtenances, grading, drainage and utility improvements, asphaltic concrete pavement, security lighting, security fencing and access gate(s), and small office structures. Pavement will be designed and constructed to allow for storage of primarily empty containers, empty chassis, and automobiles. To the extent applicable, the proposed improvements will be designed to meet Leadership in Energy and Environmental Design (LEED) and Green Building Standards.

Project Cost. The estimated cost of the property acquisition is currently unknown. As part of the acquisition process, an appraiser will be retained by the State to conduct an objective determination of the acquisition area's value. The final price of the property will be negotiated between the State and A&B. Ongoing negotiations include acquisition price and the amount of environmental cleanup to be performed by A&B, which may include demolition of the tanks.

The property will be acquired in its entirety as one transaction, and DOT-H Special Funds will be used. The development of the parcel will be phased. An order of magnitude cost to improve the acquisition area for use as a cargo yard is estimated to be twenty-nine million dollars (\$29 million).

Project Schedule. The acquisition is anticipated to be completed in 2019. Development of Lot-1A can occur after the acquisition. Development of Lot 1-B will occur after the relocation of KTS and its tenants. The development will be dependent on funding availability.

1.2 PURPOSE AND NEED OF THE PROPOSED ACTION

DOT-H's mission is to effectively improve and manage a commercial harbors system that facilitates safe and efficient operations of commercial cargo, passenger, fishing, and other commercial maritime-related services and support activities within the State of Hawai'i, which serves to sustain and enhance the state's economic prosperity and quality of life. Based on the Kahului Harbor capacity analysis in *Kahului Harbor Development Plan, Final Development Plan*, December 2012 (v2)¹ (Development Plan) and current operational limitations, there is an immediate and short-term need for approximately eight (8) acres of additional cargo storage area.

The state's 2030 forecast projects that container volumes will double versus the 2005 container volume, and vehicle volumes will increase by 33 percent (33%). Based on historical data, the short-term spatial requirements for the container cargo storage area are forecast to increase by six (6) acres. Therefore, the *Development Plan* concluded the current Kahului Harbor facilities do not have sufficient cargo and auto storage capacity to accommodate forecast growth. As cargo demand increases within the existing cargo areas, congestion and safety concerns increase at the Harbor.

To improve operational efficiency of the Harbor and to mitigate safety concerns related to congestion, the *Development Plan* recommended an increase in acreage for the vehicle storage and cargo yard. Currently, PASHA uses the Pier 1 cargo yard and the automobile storage yard at Ka'ahumanu Avenue and Hobron Avenue for the storage of automobiles. The Proposed Action will allow empty chassis and containers to be relocated from the Pier 1 cargo yard to the acquisition property and provide additional space (approximately two (2) acres) at the Pier 1 cargo yard for automobiles and cargo.

In 2017, the incoming cargo volume was 75,727 twenty-foot equivalent units (TEU), which surpassed the 2005 incoming cargo volume of 71,524 TEU. Based on historical data, the cargo volume may exceed the terminal capacity

¹ Incorporated by Reference. Department of Transportation, Harbors Division, *Kahului Harbor Development Plan*; Hawai'i *Final Development Plan*, December 2012 (v2).

within three (3) years. Once the property is formally acquired, DOT-H will require several years to complete the development of a property for Harbor use due to the state's process for facility development. Therefore, the immediate acquisition of the property is essential to meet existing and future cargo demand at the Harbor.

1.3 BACKGROUND

Kahului Harbor is the only commercial harbor on the island of Maui, and one (1) of ten (10) commercial harbors in the State of Hawai'i. The Harbor is owned by the State of Hawai'i and operated by DOT-H. Kahului Harbor is the third-busiest commercial harbor in the state based on tonnage, and second largest based on operating revenue.

Maui's key industries, including tourism, major utilities, construction, and agriculture, are dependent on ocean transportation. Incoming (off-loaded) cargo tonnage is about two-thirds (2/3) of the total tonnage handled at Kahului Harbor. Most of the incoming tonnage includes containerized cargo, such as personal effects, food items, and building supplies. Outgoing cargo mainly consists of bulk loads and agricultural products, such as sugar and molasses. However, bulk sugar and molasses shipments ended in 2017 with the closure of Hawaiian Commercial & Sugar Company (HC&S). In addition, passenger cruise ships regularly call on Kahului via one- or two-day stops.

In 2005, the Harbor handled 128,826 TEU, including incoming and outgoing cargo, and according to the Maui District Manager (at that time), the terminal was effectively "full." This opinion is well supported by terminal capacity calculations. The *Development Plan* states that the capacity of the Harbor is measured by the annual throughput capacity from a single 40-foot wheeled slot on the terminal. The Harbor has approximately 1,000 slots for 40-foot wheeled containers, plus another 200 slots for 20-foot grounded containers, equating to a theoretical terminal capacity at Kahului Harbor of approximately 127,000 TEU.

The *Development Plan* recommended the acquisition of Parcel B (additional information on Parcel B is provided in Chapter 2) to provide 10 acres of additional storage capacity. The *Development Plan* noted that the total

storage requirement is 33 percent (33%) greater than the existing on-Harbor storage capacity. However, in 2009, two (2) changes occurred that alleviated congestion at the terminal: 1) container volume decreased to 113,434 TEU due to the worldwide recession, and 2) Young Bothers (YB) expanded their container operations on Pier 2 into space previously used for an interisland ferry service (*Hawai'i Superferry*²).

Table 2 provides historical cargo volumes from 1995 to 2017. In 2017, the total cargo volume was 113,724 TEU, a 46 percent increase from the low cargo volume in 2012. The 2017 incoming cargo volume was 75,727 TEU, which is about nine percent (9%) less than the peak 2007 incoming volume of 82,983 TEU. The change in total cargo volume is due to a substantial increase of incoming cargo, as there has been a significant decrease in outgoing cargo. In addition, the closure of HC&S's sugar operation eliminated the export of bulk loads of sugar and molasses.

The State of Hawai'i entered negotiations with A&B for the acquisition of Parcel B in 2012. The initial discussion focused on the acquisition of the entire parcel, which included all of Lots 17 and 23. On these lots were the storage tanks, KTS facility, small tenants, MECO's informal access road, MECO's water suppression line easement, and Hale Nanea, used by the Royal Order of Kamehameha I, Kahekili Chapter 4. During the negotiation process and discussions with the tenants and MECO, the area identified as Lot 1-C, including MECO's secondary access road and water suppression line easement, and Hale Nanea were removed from the Proposed Action.

² The *Hawai'i Superferry* terminated its operations in 2009.

Table 2
HISTORICAL CARGO VOLUMES
(in TEUs)

FISCAL YEAR	INCOMING	OUTGOING	TOTAL
1995	36,541	31,827	68,368
1996	39,948	37,139	77,087
1997	44,237	41,307	85,544
1998	47,719	43,413	91,132
1999	52,554	47,253	99,807
2000	54,641	46,244	100,885
2001	60,129	50,482	110,611
2002	57,457	46,712	104,169
2003	60,910	52,328	113,238
2004	67,079	53,131	120,210
2005	71,524	57,302	128,826
2006	77,893	62,255	140,148
2007	82,983	64,585	147,568
2008	80,060	66,943	147,003
2009	60,600	53,298	113,898
2010	58,604	49,554	108,158
2011	55,512	29,699	85,212
2012	54,617	23,413	78,031
2013	59,613	23,172	82,785
2014	66,380	34,932	101,312
2015	72,372	35,926	108,298
2016	63,506	33,973	97,478
2017	75,727	37,997	113,724

Source: Hawai'i Department of Transportation, Harbors Division, June 2018.

1.4 PROJECT VICINITY

The project area is located on the northern coast of the island of Maui, near Kahului Harbor (See Figure 3). The property to be acquired is separated from the Harbor's perimeter road by property owned by MECO. A&B or its subsidiaries own the proposed property to be acquired. Landowners surrounding the proposed acquisition area include Chevron USA, Incorporated; MECO; and The Harry & Jeanette Weinberg Foundation, Incorporated. The State of Hawai'i owns the land and water area which comprises of Kahului Harbor.

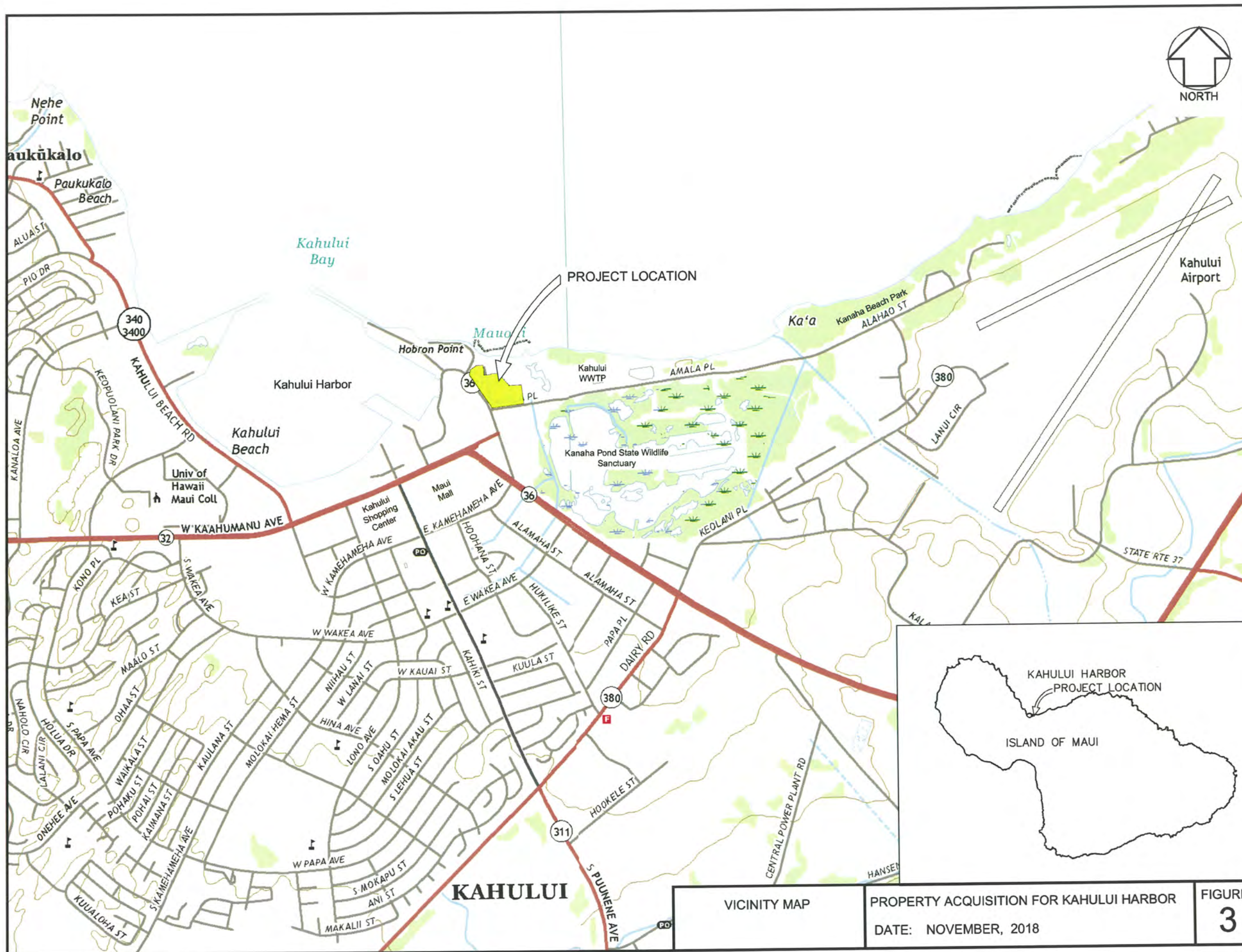
1.4.1 EXISTING LAND USES

The proposed acquisition area is in Kahului and in an urbanized and industrial setting. Kahului and the neighboring city of Wailuku are Maui's centers of commerce, light industry, and government. The approximate population of Kahului and Wailuku is 56,000, comprising approximately 39 percent (39%) of the total population on Maui.

Other entities on the neighboring parcels include MECO, Chevron USA, PAR Hawai'i, Maui Oil Company, VIP Food Services (Cash 'n Carry), and Maui Memorial and Granite. To the east of the acquisition property is the County of Maui's Wastewater Treatment Plant (WWTP). The Kanahā Pond State Wildlife Sanctuary and the Kanahā Beach recreation complex are in the proximity of the Proposed Action. The surrounding businesses and uses are shown on Figure 4.

1.4.2 EXISTING HARBOR USES AND FACILITIES

Kahului Harbor is one (1) of ten (10) DOT-H managed commercial harbors in Hawai'i and the busiest of the neighbor islands' commercial harbors. DOT-H is responsible for the control, management, use, and regulation of commercial harbors and their improvement, as stated under HRS, Chapter 266 (HRS 266).





The eastside of Kahului Harbor currently encompasses approximately 50 acres of land and is the primary operational area of Kahului Harbor. It includes three (3) piers (i.e., Pier 1, Pier 2, and Pier 3) that are used to berth vessels. Landside facilities include storage areas, warehouses, harbor offices, and tenant buildings (see Figure 5).

Pier 1 consists of an 1,845-foot-long pier, with approximately 15 acres for cargo handling and storage yard. The pier facility includes a shed which is approximately 374 feet long, with a footprint of approximately 44,000 square feet. Pier 1 is the main pier for cargo ships, such as Matson Navigation Company (Matson) and PASHA, as well as passenger cruise ships. Other users of Pier 1 include MECO's coal ship, a fuel barge, and Ameron's bulk (sand-aggregate) barge. The Clean Island Council (marine oil spill response) storage facility is located on Pier 1.

Pier 2 has an 893-foot-long pier. The primary users of Pier 2 are Young Brothers (interisland cargo), a cement barge, and a liquefied petroleum gas (LPG, also known as propane) barge.

Pier 3 is located between Piers 1 and 2 and is 500 feet long. It is used by barges that transport fuel and dry bulk cargo such as aggregate. In addition, the pier is used by the two (2) harbor assist tugs and harbor pilot.

The combined storage areas for Piers 2 and 3 are approximately 23 acres. An open drainage channel divides the Pier 2 storage area, reducing capacity and constricting operations. Other uses of the Harbor include circulation roadways, the DOT-H office, a maintenance building, and storage yards.



1.5 SUMMARY OF IMPACTS AND MITIGATION

The proposed improvements include the demolition of the existing structures on the property. The Hawai'i Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD) has identified the older storage tanks, pump house, and the KTS facility as historic structures. These structures meet the National Register's significance criterion A³ and are within the Kahului Harbor Historic District. None of the structures are listed on the State or National Historic Registers.

The molasses and fuel tanks are not in use and are in fair to poor condition. The pump house is in fair condition and was operational until HC&S's shutdown in 2016. The truck repair bays are in poor to fair condition and currently in use. The KTS building (auto truck garage and repair shop) is in good condition and currently in use.

To mitigate the impact of demolishing the historic structures, DOT-H has performed a Historic American Engineering Record (HAER) recordation of the structures to be demolished. The HAER report has been submitted to SHPD and DOT-H is awaiting approval. Upon approval of the HAER recordation reports, the impacts will be insignificant. In addition, DOT-H will continue to work with SHPD to preserve the history of the area and to determine appropriate mitigation.

The proposed improvements will impact highly contaminated soil and may impact contaminated groundwater. The contaminated soil has total petroleum hydrocarbon (TPH) levels that are 3.3 times the TPH Environmental Action Level (EAL), and lead (Pb) contamination levels are 1.8 times the Pb EAL. The demolition of tanks will require the disposal of their contents, which are metal with lead containing paint (LCP) and asbestos containing material (ACM). In addition, the soil around the tanks have high level of lead contamination and possibly asbestos contamination. The demolition of the KTS structure will require the handling and disposal of materials with LCP and ACM, and equipment with polychlorinated biphenyl (PCB).

³ These structures are considered significant due to their association with the history of the sugar and molasses which played an important role in Kahului's economic growth.

An Environmental Hazard Evaluation and Environmental Hazard Management Plan (EHE/EHMP) is being prepared by A&B and will be implemented for the site improvements. The demolition of the structures and the development and use of the proposed improvements will comply with all federal and state rules for handling and disposal of contaminated material and for worker and public protection.

Upon the complete implementation of all applicable mitigation measures (including the EHE/EHMP) and strict adherence to all applicable federal and state rules and regulations, the impacts of the Proposed Action will be less than significant.

There will be potential short-term impacts due to construction activities and associated mitigation measures. There will be fugitive dust generated during construction, which will be mitigated by various measures to reduce emissions beyond the construction work site boundary.

There will be noise generated during construction that is considered an insignificant impact. All noise will be performed during the day, and if night work is required, a noise variance permit will be obtained.

During construction, there will be an increase of solid waste and hazardous and/or regulated materials which require disposal. The disposal of these materials will comply with all state and federal rules and regulations, as well as the disposal site's rules and regulations. Some contaminated materials may need to be transported off-island for disposal.

There may also be increased roadway traffic and use of the roadway, and applicable roadway use permits will be obtained. In addition, construction activities may require cranes which penetrate the airspace of Kahului Airport. The Contractor or DOT-H will complete and submit to the U.S. Department of Transportation (USDOT), Federal Aviation Authority (FAA) a notice of construction or alteration (FAA Form 7460).

Utilities may need to be relocated during construction. If this is required, the DOT-H will work with the owner of the utility to minimize impact to the utility.

Based on the analysis and mitigation of the impacts, it is anticipated that a FONSI will be issued.

1.6 LIST OF PERMITS AND APPROVALS

The property acquisition will require Board of Land and Natural Resources approval. The development and use of the improvements and demolition of existing structures may require the following permits and approvals:

Federal

- Federal Aviation Administration Form 7460-1 (as revised), *Notice of Proposed Construction or Alteration*.

State of Hawai'i

- DOH review and approval of the National Pollutant Discharge Elimination System (NPDES), Notice of Intent (NOI) for Storm Water Discharge Associated with Construction Activity, under the NPDES General Permit.
- Historic Preservation Division, Historic Preservation 6E review and concurrence, including Historic American Engineering Record documentation.
- DOT-Highways approval for use of and permit for transport of oversized equipment/overweight loads on State of Hawai'i highway facilities.
- DOH, Hazard Evaluation and Emergency Response (HEER) review and approval of Phase II, Environmental Site Assessment, and EHE/EHMP.
- Board of Land and Natural Resources approval of the acquisition.

County of Maui

- Highways Division permit for work on County roadways, as applicable.

- Fire Department approval of the development and fire-fighting water, as applicable.
- Maui Landfill approval for disposal of construction waste.

Others

- Disposal facility approval for disposal of contaminated soil and/or groundwater.

1.7 EARLY CONSULTATION

For this EA, early consultation with agencies, organizations, and potential affected parties within the Kahului Harbor environs was accomplished by mailing letters to potentially affected parties in May 2013. The letters described the Proposed Action (preferred alternative) to the parties and provided an opportunity to comment on the Proposed Action. The list of recipients is provided in Chapter 8.0, and comments are presented in Appendix A. The responses to substantive topics identified in the early consultation letters are listed in the following table (Table 3).

During the early consultation, the proposed acquisition had a larger acreage than the current Proposed Action. The initial proposed property to be acquired included Lots 17 and 23, in their entirety. Negotiations between DOT-H and A&B, as well as discussions with the tenants and MECO, resulted in the removal of Lot 1-C (1.756 acres) from the acquisition.

The tenants for Lot 1-C include Royal Order of Kamehameha I Heiau 'O Kahekili 4's community center (Hale Nanea), various small businesses, and an informal accessway and utilities into MECO. In addition, a small property sliver, which is a portion of Lot 19, was added, as it would not be useful to A&B after the acquisition is completed. The property to be acquired is shown on Figure 2. DOT-H will continue to consult with stakeholders, such as MECO and the Pipeline Consortium (Fuel Consortium), during the negotiation and acquisition process.

Table 3
PRECONSULTATION COMMENTS RECEIVED

AGENCY, ORGANIZATION, OR INDIVIDUAL	RESPONSE TOPIC(S)	EA SECTION(S)
Federal		
Fish and Wildlife Service, U.S. Department of Interior	Survey all project areas, and areas adjacent to the project for the presence of native and non-native Blackburn sphinx moth host plants	3.7 and 3.7.1.2
State of Hawai'i		
Department of Health		
Clean Water Branch	Potential impacts to State of Hawai'i waters	1.1, 3,5 and 3.14.2
Maui District Office	Review the standard comments and adhere to all standard comments applicable to this application <ul style="list-style-type: none"> Clean Air Clean Water Safe Drinking Water Noise and Indoor Air Quality Solid and Hazardous Waste 	3.1 3.5 3.4 3.3 3.10
Environmental Planning Office	<ul style="list-style-type: none"> Sustainability and LEED programs 	3.14
DOT-Airports	Any future demolition or construction activities may require the submittal of Federal Aviation Administration (FAA) Form 7460-1.	1.3 and 3.2
DOT-Highways	Site security and impacts to State of Hawai'i roadways and coordination	1.1, 1.3, and 3.15

Table 3
PRECONSULTATION COMMENTS RECEIVED
(continued)

AGENCY, ORGANIZATION, OR INDIVIDUAL	RESPONSE TOPIC(S)	EA SECTION(S)
Office of Planning	<p>Discuss project's consistency with the objectives and policies set forth in HRS Section 205A-2.</p> <p>Consider the criteria under HRS Section 205a-26 to avoid permanent losses of valuable coastal resources.</p> <p>Review the Hawai'i Watershed Guidance for management measures that may be implemented to minimize coastal nonpoint pollution.</p>	<p>3.21.2</p> <p>3.5</p>
Historic Preservation Division, Department of Land and Natural Resources	<p>Archaeological inventory survey to be completed of the APE, and requests that the survey include a program for subsurface testing.</p> <p>Consultation regarding the identification of historic properties and the assessment of adverse effects.</p>	3.6
County of Maui		
Cultural Resources Planner	Demolition of historic structures and mitigation strategies	3.6
Department of Planning	Provide information on the use of the property	3.2
Other Stakeholders		
Royal Order of Kamehameha I Heiau 'O Kahekili 4	<p>Does not support the property acquisition of Hale Nanea and surrounding area (approximately 1 acre)</p> <p>The loss of the Hale Nanea Cultural Center would be detrimental to the perpetuation of Hawaiian cultural practices</p>	<p>1.4</p> <p>The Hale Nanea area is not being acquired (Lot 1-C)</p>

CHAPTER 2.0

DESCRIPTION OF ALTERNATIVES

This section provides a description of the alternatives to the property to be acquired, as well as the preferred alternative for the property to be acquired (Proposed Action). Other than the development as described in the Proposed Action, there are no other development (proposed improvements) alternatives to be analyzed. The No-Action Alternative is also described and analyzed as required by HRS 343.

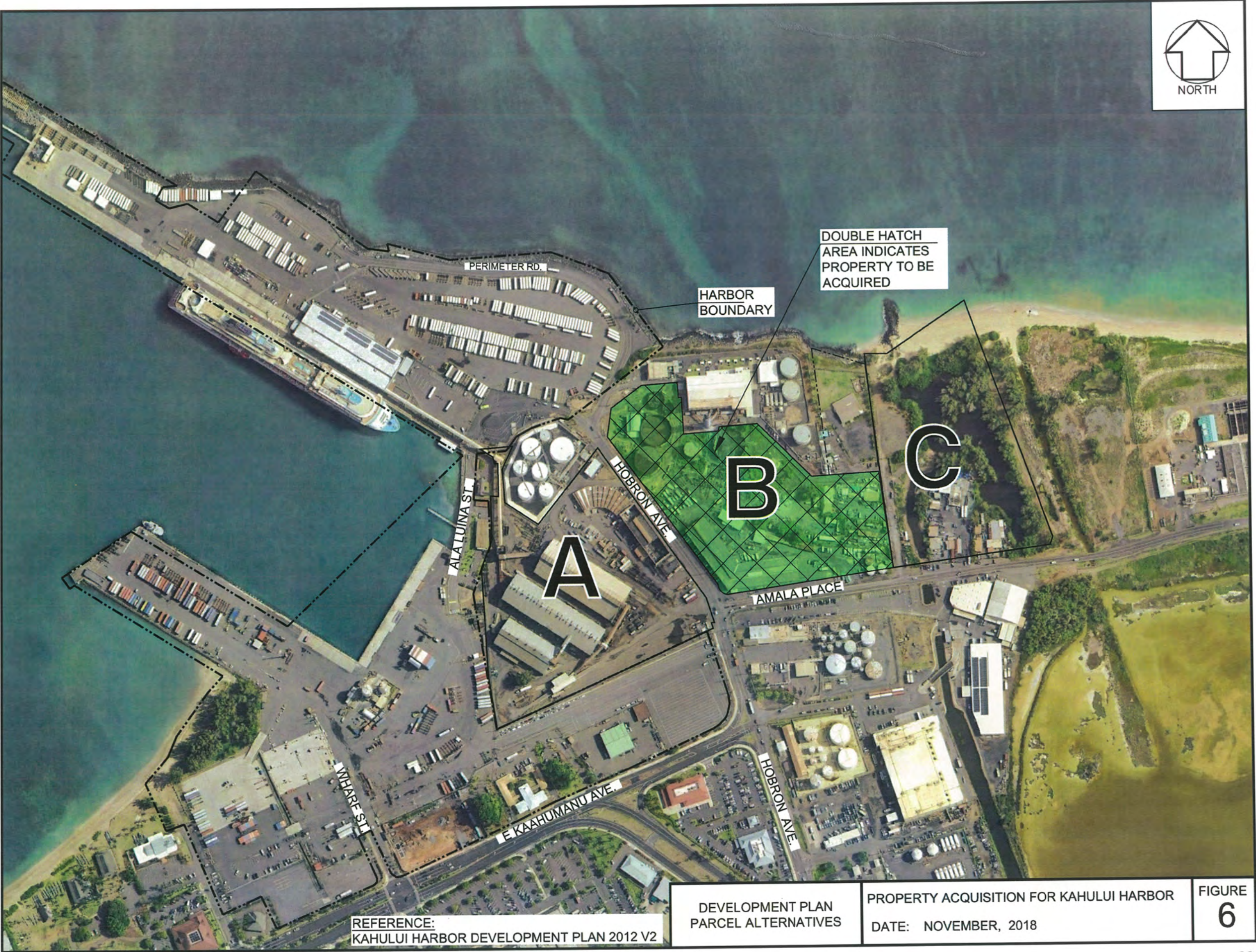
The *Development Plan* evaluated three (3) land parcels that may meet the cargo storage needs of the Harbor. The three (3) parcels (Parcel A, Parcel B, and Parcel C) are shown on Figure 6. The selected parcels were chosen in the *Development Plan* due to 1) their close proximity to Kahului Harbor; 2) availability of acreage to satisfy the spatial requirements for expansion; and 3) availability to be acquired.

2.1 ALTERNATIVE - PARCEL A

Parcel A, identified as TMK (2) 3-7-10:009, has an area of 10.5 acres and is owned by A&B Properties Incorporated. Currently, the existing uses of the site include three (3) large concrete warehouses, an integrated conveyor system for sugar operations, and the historic Kahului Railroad Roundhouse. KTS oversees the bulk sugar facility, which supported HC&S's sugar operation. The HC&S operation shutdown in 2016.

There are five (5) historic properties on Parcel A, as follows:

- Roundhouse Building, constructed in 1926 and considered most significant by County of Maui;
- Bulk sugar warehouse, constructed in 1955;
- Bulk sugar warehouse, constructed in 1941; and
- Sugar conveyor building and a portion of the sugar conveyor system, constructed in 1941.



Due to the closure of HC&S's sugar operation, the sugar warehouse and conveyor belt are not needed. There are plans to demolish the sugar conveyor and belt system that runs from Pier 1 to Parcel A.

Currently, A&B has not indicated that Parcel A will be available for purchase and acquisition. Furthermore, Parcel A contains several historic structures, such as the Roundhouse and sugar warehouses. If these structures cannot be demolished, the utility of Parcel A for DOT-H use will be limited. Therefore, Parcel A is not being considered further, as it does not meet the project's purpose and need.

2.2 ALTERNATIVE – PARCEL B (PROPOSED ACTION)

Parcel B includes Lot 17 and Lot 23 and is the preferred alternative. The parcel is owned by A&B and has a total area of 10.5 acres, the largest usable area of the three (3) alternatives. It is bound by Hobron Avenue, MECO, and Amala Place. The existing tenants include various industrial and commercial small businesses, such as Cruiser Phil's and Maui Crane Service, and a community center (Hale Nanea). The prominent structures are storage tanks for petroleum products and molasses, and KTS's maintenance building, all of which are considered historic. The major tenants are KTS and Brewer Environmental Industry (BEI).

Parcel B provides flexibility of use due to the large usable area; close proximity to the Harbor's perimeter road; access from Hobron Avenue; and availability for purchase. Therefore, the acquisition of a portion of Parcel B is the Preferred Alternative and the Proposed Action.

During the negotiation phase of the acquisition and discussions with the tenants, the size and boundaries of the parcel to be acquired were revised. The area known as Lot 1-C was removed from the acquisition, reducing the acquired area to 9.308 acres. Lot 1-C includes the Hale Nanea complex, and MECO's informal access way and water suppression line easement. The parcels to be acquired are shown in Figure 1 and labeled as Lots 1-A and 1-B. Lot 1-C will not be acquired. In addition, A&B included a property sliver along Amala Place in the total area to be acquired (Lot 19).

Therefore, the Proposed Action (Preferred Alternative) will be the acquisition of a portion of TMK (2) 3-7-011:017 (Lot 17); a portion of TMK (2) 3-7-011:019 (Lot 19); and TMK (2) 3-7-11:023 (Lot 23), and is comprised of two lots identified as Lot 1-A and Lot 1-B. Lot 1-A has an area of 7.160 acres, and Lot 1-B has an area of 2.128 acres. The property map for the Proposed Action is shown in Figure 2.

2.3 ALTERNATIVE – PARCEL C

Parcel C, identified as TMK (2) 3-7-011:013, has an area of approximately 8.6 acres and is owned by A&B. Current users include industrial companies Maui Crane Service and Reynolds Recycling (Aloha Recycling). A substantial portion of the acreage is occupied by ponds. It is bordered by Amala Place, the Pacific Ocean, and the WWTP. Parcel C was not considered, as it does not meet the purpose and need for the project, for the following reasons:

- the net area (total land area minus pond areas) is less than 8 acres;
- it is not contiguous to the Harbor; and
- the ponds do not allow for the flexible development of the parcel.

2.4 NO-ACTION ALTERNATIVE

The No-Action Alternative is required to be analyzed under HRS 343. The No-Action Alternative is defined as DOT-H not purchasing any properties for expansion of Kahului Harbor and not developing the additional cargo yard and storage area.

The potential outcome of the No-Action Alternative is the forecast increased congestion and lack of cargo space at the Harbor. To alleviate the congestion, cargo operators may shift to higher-density modes of operation, such as higher stacking of containers and the use of rubber-tire gantry (RTG) cranes. Using RTG cranes for container handling will increase operating costs and create delays for cargo pickups compared to current operations.

Kahului Harbor has previously experienced congestion when both economic activity and passenger cruise ship demand were high. If Kahului Harbor is not improved, the constrained condition will have a detrimental effect on Maui's economic growth.

CHAPTER 3.0

DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL ENVIRONMENTAL IMPACTS, AND MITIGATION MEASURES

This section describes the general and specific physical and natural environmental characteristics, socio-economic conditions, and archaeological and cultural resources in the Proposed Action area. In addition, the potential environmental consequences of the Proposed Action (preferred alternative) and the No-Action Alternative are described. To the extent practical and applicable, well-established and accepted analytic and scientific techniques have been used to evaluate the potential effects of the Proposed Action. As much as possible, conclusions or estimates of likely effects were made using the appropriate federal or state standards, or applicable objective criteria.

The Proposed Action involves a property acquisition/real estate transaction that will not disturb the proposed property. The Proposed Action also includes demolition of the existing structures to make the site usable for DOT-H facilities, and development and use of improvements, which include grading, asphaltic concrete pavement, security lighting and fencing, entry gate(s), and a small structure to be used as an office.

The Proposed Action is analyzed in this EA. The proposed use of the property will be as a remote cargo yard and storage area. If DOT-H proposes other development of the project area the appropriate environmental documents will be prepared, when the development is ripe for decision-making.

3.1 CLIMATE AND AIR QUALITY

3.1.1 EXISTING CONDITIONS

Climate and Weather. The climate in the Kahului area is characterized by an equable temperature regime, marked seasonal variation in rainfall, persistent surface winds from the northeast quadrant, and rarity

of severe storms. The range of temperatures between August, the warmest month, and January, the coldest month, is 79.2 degrees F to 71.5 degrees F. Rainfall is normally relatively light and occurs mostly during the wet season from November through April, with annual rainfall totals averaging about 20 inches. Humidity in the Kahului area is usually moderate to high throughout the year.

Northeasterly trade winds dominate the wind pattern in the Kahului Harbor area and provide excellent ventilation. The trade wind flow is most prevalent during the dry season, while variable winds primarily occur during the wet season. However, trade winds occur more than 50 percent of the time during the wet season.

The normal trade winds, accentuated by the funneling effect of Haleakalā and the West Maui Mountains, may attain speeds of up to 40 to 45 miles per hour (mph). Occasional strong southerly (Kona) winds occur with the passage of storms during the winter months.

Air Quality. The air quality of a given location is a function of both local meteorology and the amount of air pollutants emitted from sources in the area. Present air quality in the Kahului area is affected by vehicular emissions, industrial and agricultural activities, and natural processes. However, the closure of HC&S has since ended the burning of sugar cane in the fields.

At Kahului Harbor, sulfur oxide and nitrogen oxide emissions are primarily generated by MECO power plants. Motor vehicles and the agriculture industry are major sources of carbon monoxide and hydrocarbon emissions. Significant industrial sources located within a few miles of Kahului Harbor include MECO's Kahului Power Plant, adjacent to the Proposed Action; and the Pu'unēnē Sugar Mill, located about two miles to the southeast.

Based on the standards in the Clean Air Act, the entire State of Hawai'i is in an attainment area for all air quality standards. The State of Hawai'i and Federal (National) Ambient Air Quality Standards for the six (6) criteria pollutants (Particulate Matter (PM), sulfur dioxide, nitrogen dioxide, carbon monoxide, ozone, and lead) are listed in Table 4.

Currently, there are two (2) air quality monitoring sites on Maui that measure particulate matter of 2.5 microns or smaller (PM-2.5): one (1) in Kīhei and one (1) in Kahului. The Kīhei site is approximately 10 miles south of the project location. The Kahului monitoring site is approximately 2.2 miles south-southwest of the Harbor. A review of monitoring data for 2015, 2016, and 2017 shows two (2) exceedances for PM-2.5 at the Kīhei monitoring site and no exceedances at the Kahului monitoring site.⁴

Table 4
SUMMARY OF STATE OF HAWAI‘I AND FEDERAL AMBIENT AIR
QUALITY STANDARDS

POLLUTANT	AVERAGING TIME	HAWAI‘I	FEDERAL
PM-10	24 hours	150 ug/m3	150 ug/m3
PM-2.5	Annual	--	15 ug/m3
	24 hours	--	35 ug/m3
Carbon Monoxide	8 hours	4.4 ppm	9 ppm
	1 hour	9 ppm	35 ppm
Sulfur Dioxide	primary 1 hour	--	75 ppb
	3 hours	0.5ppm	0.5 ppm (secondary)
Nitrogen Dioxide	1 hour	--	100 ppb
	Annual	40 ppb	53 ppb
Ozone	8 hours	0.08 ppm	0.075 ppm
Lead	3 months	1.5 ug/m3 (calendar quarter)	0.15 ug/m3

Sources: U.S. EPA, National Ambient Air Quality Standards, and Hawai‘i Department of Health

⁴ Hawai‘i Department of Health, Clean Air Branch website, June 2018.

3.1.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will have no long-term impact to climate, climate change, or air quality.

Construction Impacts. There will be short-term air quality impacts due to construction activities for the proposed improvements. To mitigate these short-term impacts, the following measures are proposed.

For the demolition of the structures, appropriate dust abatement measures and best management practices will be provided in the design. The grading operation will incorporate dust management strategies, as outlined below. Such impacts would be direct and indirect, emanating from three (3) potential sources: demolition of the structures, fugitive dust from vehicle movement or soil-moving activities, and exhaust emissions from on-site construction equipment.

Fugitive dust emissions may arise from grading and dirt-moving activities within the proposed project. The emission rate for fugitive dust is nearly impossible to estimate accurately due to its elusive nature and because the potential for its generation varies greatly depending upon the type of soil at the construction site, the amount and type of dirt-disturbing activity taking place, the moisture content of exposed soil in work areas, and the wind speed. The State of Hawai'i's Air Pollution Control Regulations (HAR 11-60.1-33)⁵ require that visible emissions of fugitive dust from construction activity be essentially nil.

On-site construction equipment (both mobile and stationary) will also emit some air pollutants in the form of engine exhaust. Larger equipment is usually diesel-powered. Nitrogen dioxide emissions from diesel engines can be relatively high compared to gasoline-powered equipment, but the ambient air quality standard for nitrogen dioxide is set on an annual basis and is not likely to be violated by short-term

⁵ Also, the Fugitive Dust Fact Sheet 2014 (or as revised) on State of Hawai'i's Department of Health Clean Air Branch website.

construction equipment emissions. Carbon monoxide emissions from diesel-powered equipment are very low.

Slow-moving construction vehicles traveling on roadways leading to and from the project site could obstruct the normal flow of traffic to such an extent that overall vehicular emissions are increased, but this impact can be mitigated by moving heavy construction equipment during periods of low traffic volume. Likewise, the schedules of commuting construction workers can be adjusted to avoid peak hours in the project vicinity. Thus, the potential short-term air quality impacts from project construction can be mitigated to less than significant.

The proposed demolition of structures will disturb ACM, LCP, and contaminated dust. The design of the demolition will incorporate abatement and mitigation measures in accordance to federal and state rules and regulations. The abatement and mitigation measures will prevent the release of fugitive dust, contaminated dust, ACM, and LCP during the construction process.

Adherence to the mitigation and abatement measures and applicable rules and regulations as recommended will serve to mitigate any potential short-term fugitive dust and air quality impacts.

Construction Mitigation Measures. Although the short-term construction impacts are insignificant, under the State of Hawai'i, Air Pollution Control Regulations, visible emissions of fugitive dust from construction activities at the property line are prohibited. Thus, an effective dust control plan for the project construction phase will be essential. Construction activities must comply with provisions of HAR Title 11, Chapter 60.1 (HAR 11-60.1) and HAR 11-60.1-33 on fugitive dust. Adequate fugitive dust control can be accomplished by the following measures provided by the DOH, Clean Air Branch (CAB), *Fugitive Dust Fact Sheet* (October 2014):

- designing, developing, and implementing a dust-control plan;

- focusing on minimizing the amount of dust-generating materials and activities, centralizing material transfer points and onsite vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- providing an adequate water source at the site, prior to start of construction activities;
- controlling dust from shoulders, project entrances, and access roads;
- providing adequate dust control measures during weekends, after hours, and prior to daily startup of construction activities;
- using a frequent watering program to prevent bare-dirt surfaces from becoming significant dust generators;
- limiting the area that can be disturbed at any given time;
- applying chemical soil stabilizers or mulching;
- installing dust screens or a wind barrier around construction site;
- requiring all open-bodied trucks be covered when transporting dirt- or dust-producing materials;
- requiring road cleaning, vehicle tracking pad, and/or tire washing, as appropriate;
- paving of parking areas, and ingress and egress points; and/or
- establishing landscaping early in the construction process to limit areas of possible dust production.

The incorporation of these measures, as applicable, will further reduce the impacts to air quality from the proposed improvements.

No-Action Alternative. The No-Action Alternative will not have significant impacts on climate and air quality. The No-Action Alternative may increase vehicular traffic and congestion at the port based on Maui's population and economic growth. Increased traffic may increase air pollutants, such as carbon monoxide, particulate matter from diesel fuel combustion, and hydrocarbon emissions. However, this will have minimal impact to air quality and is considered an insignificant impact.

3.2 LAND USE

3.2.1 EXISTING CONDITIONS

The State of Hawai'i Land Use of the parcel proposed to be acquired and the surrounding area is designated Urban (See Figure 7). The area of Kanahā Pond State Wildlife Sanctuary and Kanahā Beach Park is designated Conservation. Kanahā Pond State Wildlife Sanctuary is located about one-half (½) mile east of the Harbor and is controlled by DOT, Airports Division and managed by the DLNR.

The 2012 Maui Island Plan designates Kahului Harbor and its adjacent area as Urban. The 2002 Wailuku-Kahului Community Plan (Figure 8) designates Kahului Harbor, the area of the Proposed Action, and surrounding areas as Heavy Industrial.

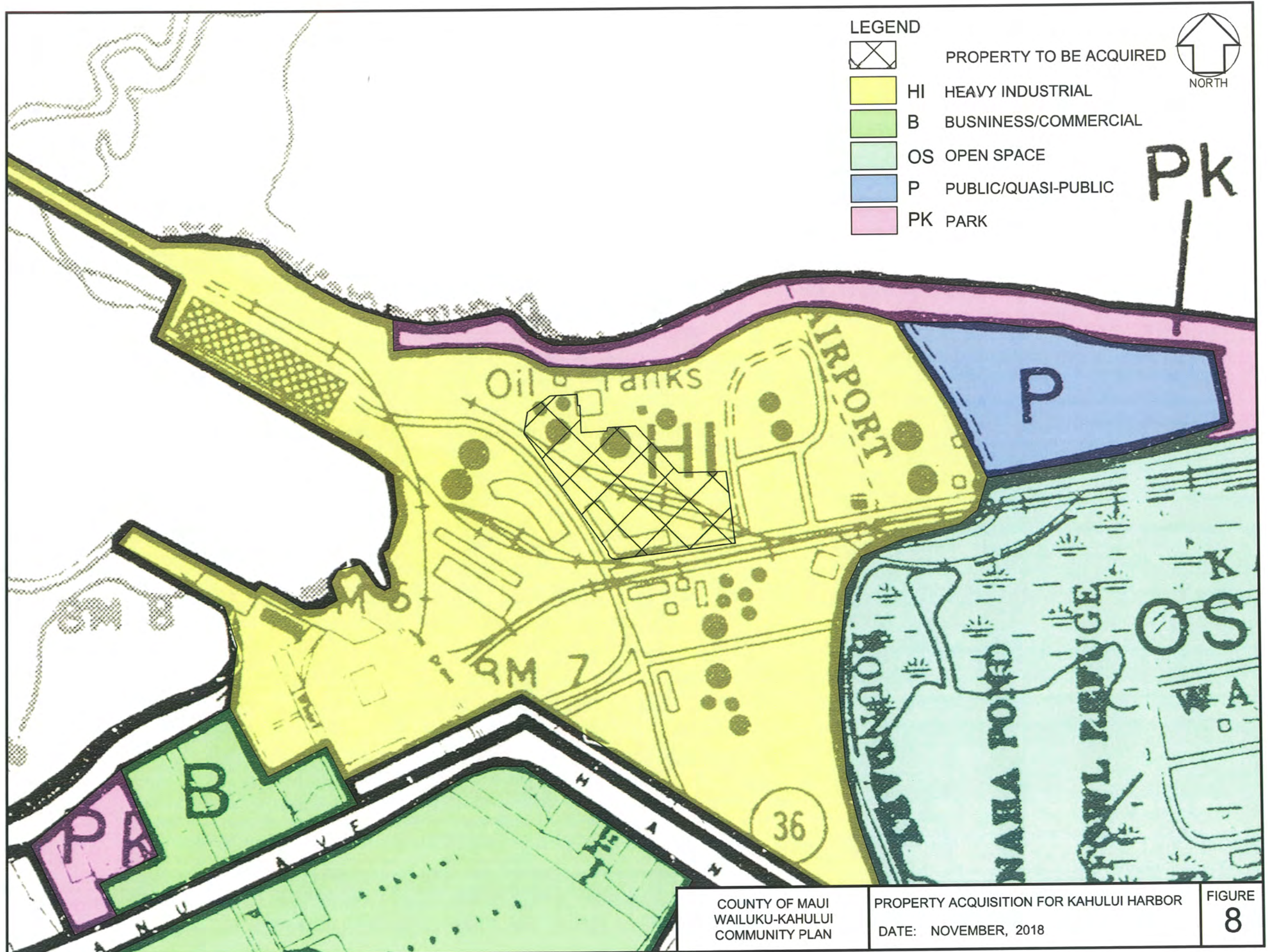
The Proposed Action is within the Coastal Zone Management Area, as defined in HRS Section 205A-1 and located in the County of Maui's Special Management Area (SMA). The land uses immediately surrounding the parcel to be acquired include commercial and light industrial land uses. The current businesses surrounding the parcel to be acquired are shown on Figure 4, including a fueling facility, maintenance shops, produce distributors, and other industrial uses. On the western side of the Proposed Action is Kahului Harbor. The Proposed Action is approximately 1.6 miles from the end of Kahului Airport's Runway 5 and is within the Airport's controlled airspace.



STATE OF HAWAII
LAND USE

PROPERTY ACQUISITION FOR KAHULUI HARBOR
DATE: NOVEMBER, 2018

FIGURE
7



3.2.2 ALTERNATIVE ANALYSIS

To determine land-use factors associated with the Proposed Action, and the potential effects of the Proposed Action on land uses in and around Kahului Harbor, the State of Hawai'i Land Use Designation, and County of Maui General Plan and Community Plans were reviewed.

Proposed Action Alternative Impacts. The Proposed Action Alternative will not require a change in the State of Hawai'i Land Use or zoning and, therefore, will not have any impact on land use or zoning. The DOT-H is exempt from the SMA and other county requirements, pursuant to HRS, Chapter 266-2(b). The acquisition of the parcel will not have an impact on the Kahului Airport airspace. The objectives and goals for the Coastal Zone Management Program are presented in Section 3.21.2.

Construction Impacts. Demolition and construction activities may impact the Kahului Airport airspace, including the use of temporary cranes, and may require DOT-H to submit a FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, as the Proposed Action is within 20,000 feet of a public-use airport with a runway longer than 3,200 feet. The following criteria (14 CFR Part 77.9) will determine if the Form 7460 must be filed:

Construction or alteration requiring notice.

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest

runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD [U.S. Department of Defense].

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

No-Action Alternative. The No-Action Alternative will not require a change in State of Hawai'i Land Use or zoning and, therefore, will have no impact on land use and zoning. The No-Action Alternative will not impact the Kahului Airport airspace.

3.3 NOISE

3.3.1 EXISTING CONDITIONS

Kahului Harbor and its vicinity have a high ambient noise environment, due to the industrial activities within the area. Kahului Harbor has operations occurring 24 hours a day, seven (7) days a week, including heavy vehicle traffic from large vehicles, and loading and unloading operations that use cranes, lifts, and other mechanical equipment. In addition, the land uses within the Kahului Harbor environs include the most industrialized portions of Kahului that add to the area's high ambient noise level. For example, MECO's power plant operates 24 hours per day, seven (7) days a week.

There are no noise-sensitive uses in the area, such as schools or hospitals. The HAR 11-46 defines the maximum permissible sound levels in A-weighted decibels (dBA). For Industrial areas, the maximum permissible noise level is 70 dBA, day and night.

3.3.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will not change the operations within Kahului Harbor, and the operation of the facility will not increase the quantity of noise generators. Therefore, the Proposed Action Alternative will have an insignificant impact on noise characteristics in the Harbor and its environs. The industrial nature of the entities in the area and their proximity to Kahului Harbor create potential for a high ambient noise level throughout the day.

Proposed Action Alternative Construction Impacts. There will be short-term noise impacts during the demolition and construction of the proposed improvements. These impacts will occur during the day and

be of short duration and insignificant. Noise restrictions for construction activities, as set by the DOH, will be followed. No night work will be allowed unless specifically requested by the Contractor. If requested and determined necessary, the DOT-H or the Contractor will apply for and comply with the noise-variance permit from DOH.

No-Action Alternative. The No-Action Alternative will not change facilities, but it may change the nature of cargo operations at Kahului Harbor to relieve forecast congestion. However, the change in cargo operations will not have significant impact on the noise characteristics in the harbor and its environs. The industrial nature of the entities in the area and their proximity to Kahului Harbor creates high ambient noise level throughout the day.

3.4 GEOLOGIC AND GROUNDWATER CONDITIONS

3.4.1 EXISTING CONDITIONS

Geologically, Maui is characterized as East and West Maui, with East Maui dominated by Haleakalā Volcano. West Maui includes the saddle isthmus between Haleakalā and the West Maui Mountains and the Kahului/Wailuku areas (the Harbor location) and is distinguished by ‘Iao Needle in ‘Iao Valley. There are five (5) major geologic units on West Maui: (i) Pliocene and Pleistocene volcanic rocks, including the Wailuku and Honolulu volcanic series; (ii) Pleistocene and recent volcanic rocks, including the Lahaina volcanic series; (iii) Pleistocene sediments which include calcareous dunes and consolidated earthy deposits; (iv) recent sediments which include unconsolidated deposits; and (v) historic volcanic rocks.

Typically, the West Maui basalt is thin-bedded ‘a‘ā and pāhoehoe created by quiescent flank eruptions along rift zones. ‘A‘ā is characterized by a spiny, clinkery surface underlain by a dense core of rock. Pāhoehoe has a smooth to billowy surface with a ropy or folded texture. The soils of West Maui reach depths of about 20 feet, which indicate that the volcanic activity probably stopped in the Pliocene or earliest Pleistocene era.

The proposed alternative is situated at the northeastern corner of a broad isthmus that joins the two (2) mountains and the northwestern flank of Haleakalā. The soil in the area is fill⁶ above the geology of the area, which is a sequence of intercalated volcanics, marine sediments, and terrestrial sediments. The area is relatively flat, with an average slope of less than 0.5 percent (0.5%) from south to north. The current ground surface elevations range from sea level at the coast to about 10 feet Mean Sea Level (MSL) along Amala Place.

Ground Water Hydrology. The site overlies sediments of the Maui Isthmus and Kula Basalts, which form a "caprock," or confining layer, over the basal aquifer in Honomanū Basalts. This confinement results in artesian conditions in the aquifer. Generally, Kanahā Pond is an expression of artesian conditions resulting from leakage through the caprock.

The aquifer in Honomanū Basalt contains fresh water and is utilized in some locales by the County of Maui Department of Water Supply as a drinking water resource. In the region of the site, the basal aquifer is located about 100 feet below ground surface. At this depth, the potential of contamination from surface activities is low.

There are no public drinking water wells within several miles of the Harbor. The nearest wells are situated at locations that are either across gradient of or in distinctly separate geohydrologic formations from the property and are hydrologically isolated by the caprock that underlies the Harbor.

The Proposed Action is situated makai (downgradient) of the Underground Injection Control (UIC) line in this area of Maui. Based on available DOH records, there are several known injection-well facilities within a radius of approximately one (1) mile from the Harbor. These injection-wells are used for the disposal of municipal wastewater and storm runoff into the caprock formation.

⁶ USDA website, soildatamart@nrcs.usda.gov, Island of Maui, Hawai'i, soil survey area, data version 10, circa 10/2/2012.

The Limited Phase II Environmental Site Assessment (ESA), presented in Appendix B, initially bored five (5) groundwater wells to obtain water samples. As requested by DOH, three (3) additional groundwater monitoring wells were installed along the north and northeast boundary of the property to be acquired. The boring data indicates a groundwater depth between 4.5 feet to 7.88 feet below the ground surface. The groundwater samples were taken from boring locations B2, B9, B19, B23, B30, MW6, and MW8, and the boring locations are shown on Figure 9. The sampling at locations B2, B9, B19, B23, B30 and MW6 were performed in 2014, while the sampling at location MW8 was performed in 2018. The results from the groundwater samples for total petroleum hydrocarbons (TPH) and Resource Conservation and Recovery Act (RCRA) metals are shown in Table 5.

Table 5
GROUNDWATER SAMPLE RESULTS 2014
 (micrograms per liter)

ANALYTE	SAMPLE NUMBER							DOH EAL
	2003. B2.	2003. B9.	2003. B19.	2003. B23.	2003. B30.	2003. MW6	2003. MW8	
TPH - G	<20	<20	<20	<20	<20	<100	<100	500
TPH - D	46.2 J	54.2 J	828	81.6 J	93.7 J	<50	<50	640
TPH - O	55.9 J	78.4 J	201	74.8 J	93.7 J	<100	<100	640
RCRA 8 Metals								
Arsenic	76.6	36.3	<10	17.6	<10	5.1	5.6	36
Barium	<200	<200	<200	<200	<200	13	14	220
Cadmium	<2.0	<2.0	<4.0	<2.0	<2.0	<1	<1	3.0
Chromium	<10	<10	<10	<10	<10	3.2	3.5	11
Lead	<10	<10	<10	<10	<10	<1	<1	5.6
Mercury	<0.20	<0.20	<0.20	<0.20	<0.20	<0.2	<0.2	0.025
Selenium	<10	<10	<10	<10	<10	3.6	7.9	5.0
Silver	<5.0	5.2	<5.0	6.7	<5.0	<1	<1	0.10

Notes: J – Analyte detected above method detection limit but below quantitation limits; estimated value listed.

Boldfaced, shaded values – value exceeds DOH EAL groundwater

Italicized shaded values – not detected at the method detection limit (MDL) or reporting limit (RL); MDL or RL exceeds DOH EAL



LEGEND:

- 1** SOIL BORING LOCATION
- 19** SOIL BORING AND MONITORING WELL LOCATION
- (MW3)**
- SITE INVESTIGATION BOUNDARY
- DECISION UNIT BOUNDARY
- STRUCTURES, PAVEMENT, ETC. (UNSAMPLED AREAS)

REFERENCE:

KAHULUI HARBOR PARCEL B LIMITED PHASE II
ENVIRONMENTAL SITE ASSESSMENT REVISION 1
ENVIRO SERVICES & TRAINING CENTER LLC
DATE: JULY 2018



LIMITED PHASE II - REVISED
SAMPLE LOCATIONS
AND GROUNDWATER
MONITORING WELLS

PROPERTY ACQUISITION FOR KAHULUI HARBOR
DATE: NOVEMBER, 2018

FIGURE
9

The results indicate the concentration of TPH-Diesel (TPH-D) at boring B19 exceeds the EAL⁷, and shows inconclusive results for the eight (8) RCRA metals. The results show high concentrations, above the EAL, for arsenic in boring locations B2 and B9, silver at boring locations B9 and B23, and selenium at boring location MW8.

In addition, the results for analytes for anthracene and benzo(a)anthracene, both PAHs, were detected at boring locations B2, B9, B19, B23, and B30 at levels that were *not detected at the Method Detection Limit (MDL) or Laboratory Reporting Limit (RL), and the MDL or RL exceed the EAL*. The results of the analysis for Organochlorine Pesticides in the groundwater samples are shown on Table 6. The organochlorine results for the groundwater samples are characterized as *not detected at the MDL or RL, and MDL or RL exceeds EAL*.

In 2018, additional sampling was conducted for new monitoring wells MW6, MW7, and MW8. A sample could not be taken from MW7. The samples were tested for TPH, BTEX, RCRA metals, and PAHs. The analysis shows high concentration of Selenium in MW8 when compared to the EAL, as shown on Table 5.

3.4.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The proposed acquisition and use of the parcel will have insignificant impacts to the soil, geology, and groundwater in the area.

Construction Impacts. The development and use of the proposed improvements will generally be above the groundwater level, but certain improvements may require deeper excavations. The groundwater level in the monitoring wells were measured from 4.5 to 8 feet below ground level. The development will be on filled land.

⁷ The DOH EALs for groundwater are based on groundwater utility; therefore, groundwater EALs are the same for both unrestricted and commercial/industrial land use.

Table 6
GROUNDWATER SAMPLES – ORGANOCHLORINE PESTICIDES
(Micrograms per liter)

SAMPLE ID	2003.B2	2003.B9	2003.B19	2003.B23	2003.B30	DOH EAL
Aldrin	<0.0020	<0.0019	<0.0019	<0.0019	<0.0020	0.00014
Lindane	<0.0044	<0.0043	<0.0043	<0.0043	<0.0043	0.063
Technical Chlordane	<0.0098	<0.0096	<0.0096	<0.0095	<0.010	0.0040
DDD	<0.0023	<0.0022	<0.0022	<0.0022	<0.0023	0.011
DDE	<0.0029	<0.0029	<0.0029	<0.0029	<0.0030	0.41
DDT	<0.0024	<0.0023	<0.0023	<0.0023	<0.0024	0.001
Dieldrin	<0.0021	<0.0020	<0.0020	<0.0020	<0.0021	0.0019
Endosulfan	<0.0025	<0.0024	<0.0024	<0.0024	<0.0025	0.0087
Endrin	<0.0041	<0.0040	<0.0040	<0.0040	<0.0042	0.0023
Heptachlor	<0.0027	<0.0027	<0.0027	<0.0027	<0.0028	0.0036
Heptachlor Epoxide	<0.0034	<0.0034	<0.0034	<0.0033	<0.0035	0.0036
Methoxychlor	<0.0020	<0.0019	<0.0019	<0.0019	<0.0020	0.030
Toxaphene	<0.059	<0.058	<0.058	<0.057	<0.060	0.0002

Notes: Groundwater EALs are based on groundwater utility, meaning groundwater EALs are the same for both unrestricted and commercial/industrial land use.

Boldfaced, shaded values - values exceeds DOH EAL

Italicized, shaded values – not detected at the MDL or RL; MDL or RL exceeds DOH EAL.

Construction Mitigation and Significance. As the development will be on filled land, there is a possibility that other unknown materials will be uncovered during excavation. In addition, depending on the location and depth of the excavations, DOT-H may impact groundwater and subsurface soil with high levels (above EALs) of TPH-D, arsenic, silver, and selenium.

If other materials are found and there is a possibility for impact to groundwater, DOT-H will consult with DOH for additional guidance prior to construction. The abatement and mitigation measures to minimize the exposure risk to the workers and public, and the proper handling and disposal of contaminated water, soil, and material will follow all applicable federal and state rules and regulations. The implementation

of the appropriate abatement and mitigation measures will reduce the impact to less than significant.

In addition, once the proposed improvements are completed, the property to be acquired will have a paved surface, minimizing the risk of exposure to Harbor staff, tenants, workers, and the public.

No-Action Alternative. The No-Action Alternative will maintain the current use of the area and current groundwater and soil contamination levels.

3.5 WATER QUALITY

3.5.1 EXISTING CONDITIONS

The nearest receiving water body to the Proposed Action is Kahului Bay, approximately 200 feet to the north. DOH currently lists Kahului Bay as an impaired water body to high levels of nutrients and chlorophyll-a, under Section 303(d) of the Clean Water Act. In addition, Kahului Bay is considered Class A waters⁸ by DOH.

The impaired status of Kahului Bay requires that the DOH establishes Total Maximum Daily Loads (TMDLs), suggesting a pollutant(s) load reduction to attain water quality standards in the bay. As of this date, TMDLs have not been established for Kahului Bay.

The existing stormwater runoff is by sheet-flow on the existing impervious areas to drywells along Hobron Avenue and to pervious soil areas on the property. The storm runoff will percolate through the soil at the pervious areas and the drywells. Localized ponding occurs in low areas of the property.

⁸ As defined in Hawai'i Administrative Rules, Chapter 11-54-3 (c) (2). In general, the waters are to be protected for recreational purposes and aesthetic enjoyment.

3.5.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The DOT Maui District developed a Storm Water Management Program Plan (SWMP) in 2016 (Maui District SWMP,⁹ which is incorporated by reference). The document describes the system of programs and activities that DOT will undertake to reduce the discharge of storm water pollutants to the maximum extent practicable from the Maui District Municipal Separate Storm Sewer System (Maui District MS4). The goal of the Maui District SWMP is to protect water quality and satisfy the conditions of Maui District's NPDES Small MS4 General Permit for Kahului, Maui (Permit File No. H115KE675).

The proposed improvements will increase the impervious surface area on the property to be acquired. DOT-H will implement the measures in the Maui District SWMP to manage the storm water runoff from the improvements on the proposed property to be acquired to avoid impact to neighboring properties.

In addition, DOT-H shall coordinate with the DOH, Environmental Planning Office to attain a no-net increase in pollutant loads into Kahului Bay. Therefore, the Proposed Action with these storm water management practices will have insignificant impacts on water quality in Kahului Bay.

Construction Impacts. There is potential for short-term impacts during the demolition of existing structures and construction of improvements. To further minimize impact, the following mitigation measures will be included in the design, as applicable:

- Implement measures in the Maui District SWMP; and
- Develop and implement Best Management Practices for construction that will be used to control erosion and runoff.

⁹ *Maui Storm Water Management Program Plan*, State of Hawai'i, Department of Transportation, Highways Division, Maui District, December 2016. Kahului Harbor is included in the Highways MS4 Permit.

With mitigation measures in place, construction impacts will be further reduced. There will be no significant impact to the water quality in the bay or any nearby water bodies.

No-Action Alternative. There will be no change to the existing storm water runoff conditions.

3.6 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

3.6.1 EXISTING CONDITIONS

Historic Structures. Kahului Railroad (KRR) began development of the Harbor and its adjacent area around 1881 to transport sugar, molasses, and pineapple from the Maui plantations to the Harbor. The development included a 200-acre rail yard and shop complex at Kahului Harbor that contained a roundhouse, shops, storehouses, and the rail office. KRR was responsible for much of the early 20th century development of the Harbor facilities and wharfs, starting a truck fleet in 1925 and operating the railroad until 1966.

It is estimated that the molasses storage tanks have been in use since 1911. The oil storage tanks, with a capacity of 80,000 barrels, were built in 1914, and additional storage was constructed through the 1930s. In 1942, the first bulk shipments of sugar were moved using cargo ships. These bulk sugar shipments required the construction of large bulk storage sheds and a conveyor loading system.

Therefore, several resources in the vicinity of Kahului Harbor appear to have National Register (NR) significance. This development in the Kahului Harbor area, along with several structures in Kahului, make up the Kahului Historic District. The Kahului Historic District is not a formally designated historic district, but it is registered under the State of Hawai'i Inventory of Historic Places as Site 1607. These resources are united historically by their development as an industrial complex at the Harbor and represent an important part of the history of Kahului and Maui. The historic district includes structures within the Harbor vicinity,

and Kahului School and the Alexander & Baldwin Building, both in Kahului Town.

An evaluation of the structures within the vicinity of the Kahului Harbor is presented in the Historic Resources Evaluation (Appendix C). There are eight (8) historic structures in the Proposed Action area, shown in Table 7 and Figure 10. The Railroad Roundhouse is not located in the property to be acquired but is in close vicinity to the Proposed Action. There also are several other structures constructed after 1965 that are not considered historic, including the BEI Hawai'i storage tanks, bike rental shop, and a storage tank.

The following criteria were designed to guide states, federal agencies, and the Department of the Interior in evaluating potential entries for the NR. The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

Table 7
ELIGIBLE HISTORIC STRUCTURES IN THE PROJECT AREA

INDEX NO.	BUILDING DESCRIPTION	YEAR BUILT	NR CATEGORY
1	Molasses Storage Tank	1914	A
2	Molasses Storage Tank	1914	A
3	Molasses Storage Tank	1911	A
4	Pump House	1911	A
5	Storage Tank	circa 1916	A
6	Storage Tank	circa 1916	A
7	Auto Truck Garage & Repair Shop	1929	A
8	Truck Repair Bays	circa 1934	A



Criterion A. that are associated with events that have made significant contribution to the broad patterns of our history;

Criterion B. that are associated with the lives of persons significant in our past;

Criterion C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D. that have yielded, or may be likely to yield, information important in prehistory or history.

Archaeological Resources. DOT-H completed an archaeological literature review and field inspection report¹⁰ for the three parcels identified in the *Development Plan*: Parcel A, Parcel B, and Parcel C. The report "...recommended that the wetland area in TMK: [(2)] 7-11:13 [Parcel C] include a program of subsurface testing as a part of the archaeological inventory survey. An examination of aerial photographs taken of the Kahului Harbor over the past fifty years has shown a drastic change for TMK: [(2)] 3-7-11:13. Prior to 1960, eleven (11) wood-framed single-family residences were located in a portion of Parcel 13 adjacent to the beach. The construction of a concrete drainage culvert for Kanahā Pond, sometime between 1965 and 1975, diverted water into Parcel 13, effectively submerging much of the land on which these residential structures once occupied."

Kahului was famous for its twin fishponds, Kanahā and Mauoni. Kanahā Fishpond was constructed in the 1500s. In 1837, the village of Kahului consisted of 26 pili-grass houses located close to the sea that were dependent on fishing in the coastal waters for most of the population's food.

¹⁰ "An Archaeological Literature Review and Field Inspection for Three Parcels Located at the Kahului Harbor, Wailuku Ahupua'a, Wailuku District, Maui Island," Cultural Surveys Hawai'i, Inc., June 2007.

The development of Kahului and Kahului Harbor is associated with the growth of the sugar industry in the 19th and 20th centuries. In 1879, a small landing in Kahului was constructed to serve the sugar industry. In 1900, Kahului Railroad Company constructed the original Kahului Harbor.

An Archaeological Assessment (AA) was conducted in 2016 (revised 2018), by Scientific Consultant Services, Incorporated, for the project area, which is presented in Appendix D. The AA project area is shown in Figure 11.¹¹ The AA performed a systematic, pedestrian survey of the entire project area to identify and document any and all pre- and post-contact archaeological surface features; evaluate the nature and extent of landscape modifications; and allow for assessment of areas amenable for testing.

Following the pedestrian survey and consultation with SHPD, five (5) stratigraphic trenches were mechanically excavated to sterile substrate or the water table, whichever was encountered first.

The AA encountered no cultural artifacts during the excavation. Although previous archaeology has documented human burials and cultural deposits near Kahului Harbor, no such archaeological features or deposits were identified either on the ground surface or in subsurface contexts during the AA. Based on the AA's negative findings, which included subsurface testing and ground-penetrating radar, no additional archaeological work is recommended for the Proposed Action.

¹¹ The area that was surveyed was the initial property to be acquired. After the negotiation process and discussions with the tenants and MECO, the area to be acquired was reduced, as reflected in the Proposed Action.



REFERENCE:
 ARCHAEOLOGICAL ASSESSMENT FOR THE MAUI
 ELECTRIC POWER PLANT SUBDIVISION PROJECT 2018

ARCHAEOLOGICAL IMPACT
 SURVEY - PROJECT AREA

PROPERTY ACQUISITION FOR KAHULUI HARBOR
 DATE: NOVEMBER, 2018

FIGURE
 11

Cultural Resources. A Cultural Impact Assessment (CIA) was prepared in 2014, in accordance with the State of Hawai'i Environmental Council *Guidelines for Assessing Cultural Impacts* (1997). The CIA is provided in Appendix E and studies the entire Parcel B area, which includes the property to be acquired. The CIA concluded that Hale Nanea (located in Lot 1-C), used by the Royal Order of Kamehameha I, Kahekili Chapter 4, is a valued community and cultural resource. In addition, the ocean area north of the Proposed Action is used by canoe clubs for training and racing. The Hale Nanea area (Lot 1-C) was removed from the Proposed Action.

3.6.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action is located on fill land. There are no known subsurface historical, archaeological, or cultural resources in the area. In addition, the Proposed Action will not: impact Hale Nanea; impact the ocean area north of the site; restrict shoreline access; or impact surf sites, and canoe training and race areas.

The Proposed Action will be constructed on fill lands which have been disturbed by existing uses. Therefore, the Proposed Action shall have no significant impact on archaeological and cultural resources.

Proposed Action Alternative – Historical Properties - Mitigation and Significance. The Proposed Action will have an impact on historical structures meeting NR Criterion A. The Proposed Action will demolish the historic tank, pump house, auto repair bays, and the KTS building. These structures are within the Kahului Harbor Historic District and neighbor the Kahului Railroad Roundhouse. These structures and this historic district are not listed on the State or National Historic Register.

The major concern regarding these historic properties would be the potential adverse effect on the integrity of these structures and of the Kahului Railroad buildings that form the Kahului Harbor historic district. The demolition of the historic properties will have an adverse effect on the integrity of the Kahului Harbor historic district. However, because

the structures making up the harbor site derive their historical importance from the part they played in the development of the Harbor, their demolition is simply a continuation of the process that gives the Harbor its historic value. The value of these resources is primarily because of their roles in history, not for their architectural qualities. DOT-H has proposed a HAER study as mitigation, based on the *Kahului Harbor Historic Resources Evaluation* (Mason Architects, 2018) as a way to preserve the history of the area through documentation. SHPD determines whether they concur with DOT-H's proposed mitigation. It is the preservation of the history of the area through mitigation that makes the demolition of the structures less than significant.

No-Action Alternative. The No-Action Alternative will have no impact on archaeological, historic, or cultural resources. The structures will continue to deteriorate if not maintained.

3.7 BIOTIC COMMUNITIES

3.7.1 EXISTING CONDITIONS

To inventory the flora and fauna in the area, a reconnaissance survey was conducted in 2013 for the parcel and its adjacent area. The survey was also completed at the request of the U.S. Department of Interior, Fish and Wildlife Service (USFWS). The flora inventory survey area starts at the WWTP and ends at the west boundary of Kahului Harbor. The inventory survey was conducted to identify flora species which may host the endangered Blackburn's sphinx moth, as the moth's critical habitat includes Kanahā Pond. The complete survey is presented in Appendix F.

3.7.1.1 FLORA

The area within the Proposed Action has flora which consists predominantly of landscaping or scattered trees and brush, and there

are no exceptional trees in the area.¹² The Proposed Action area has introduced or cultivated (planted) vegetation such as spiny amaranth, slender amaranth, Asiatic pennywort, Singapore plumeria, Flora's paintbrush, sourbush (marsh fleabane), coat buttons, golden crown-beard, cape-honeysuckle, geiger tree (kou haole), wild spider flower, common ironwood, saltbush, goosefoot (pigweed), autograph tree, morning glory, little bell, hedgehog gourd (teasel gourd), hairy spurge (garden spurge), graceful spurge, prostrate spurge, castor bean, dwarf poinciana, smooth rattlepod, slender mimosa, Florida beggarweed, creeping indigo, koa haole, wild bean, cow pea, algaroba, mesquite (kiawe), hairy abutilon, red hibiscus, cheese weed, false mallow, Chinese banyan, alena, bougainvillea, pigweed, tree tobacco, puncture vine, niu, coconut, date palm, nut grass, spider lily, bamboo, buffelgrass, common sandbur, swollen fingergrass, Bermuda grass, beach wiregrass, wiregrass, Carolina lovegrass, bristly foxtail, 'aki'aki, seashore rushgrass, and St. Augustine grass (buffalo grass). The only indigenous plant may be the 'uhaloa (hi'aloa) (*Waltheria inndica* L.).

The flora inventory survey from WWTP to Kahului Harbor found a total of 137 plant species, including five (5) endemic, 14 indigenous, three (3) Polynesian introductions, 87 naturalized weeds, and 28 cultivated plants. Of the 137 plants, 34 were cultivated by the landowners on the site. None of the 16 naturally occurring native plants are federally endangered or threatened species. The more common natives, by habitat type, are as follows.

Coastal dune habitat has a substrate of primarily unconsolidated beach sand, and it occurs in mostly undisturbed habitats adjacent to the ocean, beginning at the high tide mark. This habitat usually features strong onshore breezes, constant salt spray, intense sunlight, high temperatures, low rainfall, and shifting sands. The common natives in this habitat include kīpūkai (*Heliotropium curassavicum*), 'āweoweo (*Chenopodium oahuense*), pōhuehue (*Ipomoea pes-caprae* subsp. *brasiliensis*), naupaka kahakai (*Scaevola taccada*), and alena (*Boerhavia repens*).

¹² Exceptional Tree List, County of Maui website, www.co.maui.hi/documentcenter/view/13706, last updated June 8, 2011.

Coastal forest habitat comprises most of the DLNR property, primarily on the banks of Mauoni Pond. The common natives are hau (*Hibiscus tiliaceus*) and milo (*Thespesia populnea*).

Ruderal/industrial habitat is broadly defined as all areas not in a forested habitat, a natural coastal habitat, or a wetland. It includes all roadside areas with non-woody vegetation, weedy sections of industrial properties, and purposefully cultivated plantings. The entire property proposed to be acquired is included here, as well as the entire interior fenced WWTP property. The common native plant is the 'uhaloa (*Waltheria indica*).

Wetlands are defined by the existence of hydrophilic soil, indicator vegetation (such as bullrush), and the occasional presence of water. Typical vegetation in the wetlands in the area are 'ākulikuli (*Sesuvium portulacastrum*), 'ae'ae (*Bacopa monnieri*), makai (*Bolboschoenus maritimus* subsp. *paludosus*), and makaloa (*Cyperus laevigatus*). The wetlands occur in Parcel C and between Parcel C and the WWTP.

3.7.1.2 MANDUCA PLANT HOSTS

During the survey, over 80 plants of *Nicotiana glauca*, ranging from seedlings to 10-foot-tall trees, were found. Several *Nicotiana* plants were located within Proposed Action parcels. The largest concentration of tree tobacco plants ranged from the east boundary of the WWTP to undeveloped lands east of Amala Road.

Although widespread and apparently supporting a population of *Manduca blackburni* in this coastal habitat, the USFWS does not consider the non-native *Nicotiana glauca* to be a primary constituent element (defined as those physical or biological features considered essential for the conservation of the species). The *Nicotiana glauca* is not considered a primary constituent for *Manduca* for the following reasons: 1) *Nicotiana* is short-lived and drought-intolerant, and can disappear from an area during prolonged droughts, while *Nothocestrum* is more stable and persistent in dry to mesic forest habitats; 2) due to its susceptibility to droughts, *Nicotiana* is considered a suboptimal food for sphinx moth

larval growth; 3) *Nicotiana* is an established weed that land managers might prefer to control if native host plants are available; and 4) *Nicotiana* inhabits weedy environments and has the potential to harbor harmful alien insect predators.

Among adult *Manduca* host plants, the beach morning-glory (*Ipomoea pes-caprae* subsp. *brasiliensis*) was an occasional element along the coasts, growing primarily in beach sand. Three (3) additional members of the morning-glory family (*Ipomoea obscura*, *I. triloba*, and *Jacquemontia sandwicensis*) were noted and may potentially serve as nectar sources for *Manduca* feeding, but all have small corolla tubes relative to the larger beach morning-glory flower. These were all infrequent in the survey area. Other documented adult hosts (*Capparis sandwichiana* and *Plumbago zeylanica*, *Nothoecstrum latifolium*) were not seen during the survey.

3.7.1.3 FAUNA

The Proposed Action is a developed area and contains the fauna typical of such urban areas, such as feral cats, mongoose, rats, and mice. During the survey, 12 bird species and one (1) mammal (axis deer) were observed. In addition, the trees and shrubs in and around the parcels to be acquired serve as roosting areas for non-native avifauna such as francolins, cattle egrets, doves, sparrows, Japanese white-eyes, mynahs, and cardinals. There were no listed (threatened or endangered) animals or migratory birds found in the Proposed Action parcels. The Black-crowned Night-Heron (*Nycticorax nycticorax*) was the only native bird species recorded in the survey area.

The near-shore coastal area in Kahului Bay is known to be home to the endangered green sea turtle. The endangered Hawaiian monk seal has been known to occupy beaches further east, near Spreckelsville. During the winter months, endangered humpback whales are present further offshore. The area may have overflights by migratory seabirds such as the Newell Shearwater and the Hawaiian Hoary Bat. The Hawaiian Hoary Bat is a listed endangered species.

3.7.1.4 BLACKBURN'S SPHINX MOTH (*MANDUCA BLACKBURNI*)

The critical habitat for the endangered Blackburn's sphinx moth encompasses the Kanahā Beach and Kanahā Pond areas, which are east of the Proposed Action. The inventory survey conducted for this study collected 52 species on or near the alien tree tobacco (*Nicotiana glauca*). While no eggs, larvae, or adults were observed on the tree tobacco, several plants showed signs of feeding damage on their leaves. Although *Nicotiana glauca* is a known host species for the Blackburn's sphinx moth, no examples were found, and one can only speculate on what could have caused some of the feeding damage.

Damage caused by the chrysomelid beetle (*Lema trilinea*) was evident on many of the tree tobacco plants growing within the WWTP. The larvae of this beetle resemble small slugs and will feed from the edges of the leaves, creating shot-holes. The chewing damage caused by this beetle is characterized by irregular, jagged edges. This beetle will also feed on *Datura* spp.

At least two (2) sphinx moths other than *Manduca blackburni* are known to feed on the alien tree tobacco in Hawai'i. Although tree tobacco is not their preferred host plant, the sweet potato hornworm (*Agrius cingulata*) and the white-lined sphinx (*Hyles lineata*) will feed on tree tobacco. The white-lined sphinx is roughly half the size of the other two (2). Because no sphingid larvae were seen during this survey, it was not possible to determine what moth species was feeding on the tree tobacco.

3.7.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The acquisition will have no significant impact on the flora and fauna communities. However, demolition of the structures and removal of the vegetation will destroy the existing flora and habitat for the animals currently on the site. The impact will be insignificant, as similar habitats can be found nearby in other urban or coastal areas for the displaced animals, typically birds.

There was no evidence of or host plants for the Blackburn's sphinx moth found on the Proposed Action or in close proximity during the field survey (see Appendix F). As there are no listed (threatened or endangered) species on the site, there will be no impact on listed species.

The proposed improvements will install overhead lights to illuminate the working area and storage yard. DOT-H will mitigate impacts to the Newell's shearwater and other migratory birds by using shielded and down-facing lights.

No-Action Alternative. There will be no impact on flora or fauna or listed species.

3.8 WETLANDS

3.8.1 EXISTING CONDITIONS

There are no known wetlands in the proposed property to be acquired. However, the manmade water area in Parcel C has wetland-typical vegetation such as California bulrush (*Schoenoplectus californicus*), a bulrush with stems up to seven (7) feet tall. A smaller section was dominated by makai (*Bolboschoenus maritimus subsp. paludosus*) sedge, and a raised section in the middle of the wetland was colonized primarily by shrubs, Indian fleabane (*Pluchea indica*), sourbush (*P. carolinensis*), and marsh fleabane (*P. xfosbergii*). Other wetland indicator plants present included makaloa (*Cyperus laevigatus*), 'ae'ae (*Bacopa monnieri*), and duckweed (*Landoltia punctata*). A steep, sandy slope on the makai and western side of the wetland was thickly covered with marsh fleabane (*P. xfosbergii*). A wetland delineation was not performed, as this potential wetland is not within the proposed property to be acquired.

3.8.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. As there are no wetlands in the proposed property to be acquired, the Proposed Action Alternative will have no impacts on wetlands.

No-Action Alternative. The No-Action Alternative will have no impacts on wetlands.

3.9 FLOODPLAINS

3.9.1 EXISTING CONDITIONS

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the Harbor and the Proposed Action are within the 100-year flood boundary. Most of the acquisition area is in Zone VE, known as the Coastal High Hazard Area, indicating that the area has a one percent (1%) or greater chance of experiencing annual flood events and is also susceptible to additional hazards related to storm waves. The southern portion of the acquisition area, along Amala Place, is in Zone AE. The flood hazards for the area are shown on Figure 12.

Over the past century, climate change-induced sea level rise (SLR) has been occurring around Hawai'i, contributing to an increase and severity of coastal erosion, flooding, and threats to natural resources and economic sectors located along low-lying shores (Interagency Climate Adaptation Committee (ICAC), 2016). Tide gage data from individual islands indicates that Maui is experiencing higher rates of localized SLR compared to O'ahu and Kaua'i (Romine, B.M., Fletcher, C.H., Barbee, M.M., Anderson, T.R., & Frazer, L.N., 2013).

While it is acknowledged that there are uncertainties as to the exact height and timing of SLR, based on current data, the ICAC recommends planning for 3.2 feet of SLR now (Hawai'i Climate Change Mitigation

and Adaptation Commission, 2017).¹³ According to the Hawai'i Emergency Management Agency, the Proposed Action and entire Kahului Harbor are within the tsunami evacuation zone.¹⁴

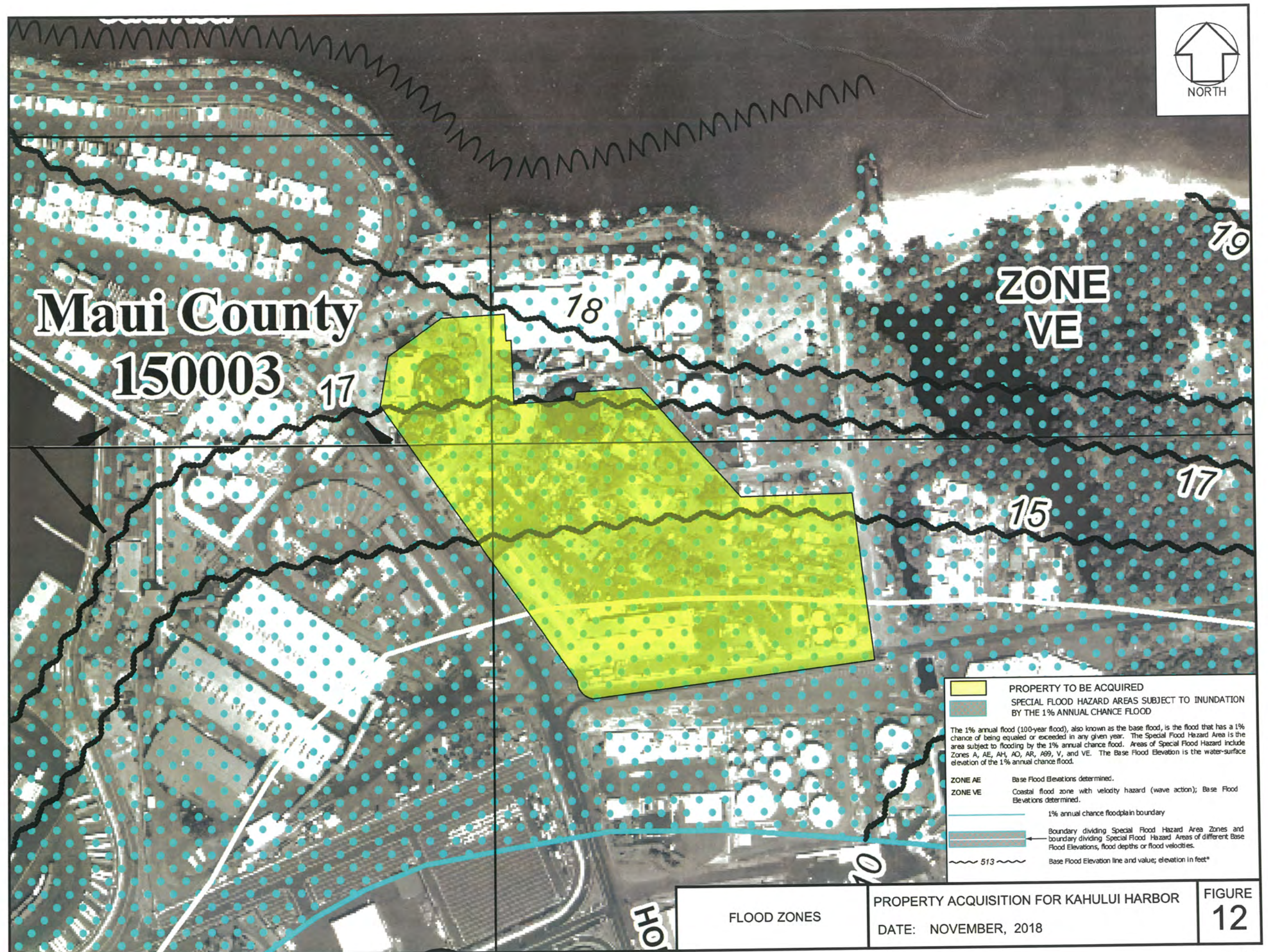
3.9.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The proposed improvements will increase the impervious surface area on the property, which may increase storm water runoff. The DOT-H will implement measures in accordance to the SWMP to mitigate impacts from storm water runoff. Therefore, the Proposed Action will not have an impact on the floodplains and flood hazards in the area. The DOT-H will comply with the National Flood Insurance Program regulations, as applicable.

Due to the proposed action's proximity to the coast, the site's vulnerability and risk to SLR and natural disasters will be assessed during the project's design phase. However, overall planning for the Harbor should use a comprehensive regional approach in considering SLR impacts to the Harbor and its function, including connectivity to surrounding roadways and service area. These efforts are not within the scope of this EA.

¹³ Interagency Climate Adaptation Committee was renamed to the Hawai'i Climate Change Mitigation and Adaptation Commission, <http://climateadaptation.hawaii.gov>.

¹⁴ <http://dod.hawaii.gov/hiema/publicresources/tsunami-evacuation-zone/>



No-Action Alternative. The No-Action Alternative will not have an impact on the floodplain or the existing flood hazard. The area remains susceptible to flooding, storm water inundation and is within the tsunami evacuation zone.

Due to the property's proximity to the coast, the existing uses and property are vulnerable and at risk to SLR. The property owners will need to determine future actions to mitigate SLR. These efforts are not within the scope of this EA.

3.10 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

3.10.1 EXISTING CONDITIONS

Solid waste is collected and disposed of at Central Maui Landfill by private companies or public agencies. The acquisition area has historically and is currently used for commercial and industrial uses which are associated with various hazardous materials. A Phase I Environmental Assessment Report (EAR) was performed in 2012 for Parcel B (including the Proposed Action) and is included in Appendix G. The following recognized environmental conditions (RECs) were identified in the EAR:

- current and historic truck repair activities, and bulk oil, lube oil, paint, and solvent (parts cleaning) use and storage inside the KTS Service Shop;
- the storage and use of bulk fuel/petroleum products at Parcel B for several decades at the former Standard Oil above-ground storage tank (AST);
- oil storage, and truck maintenance and repair activities at both Maui Crane and DeCoite Trucking areas;
- 500-gallon used oil AST inside KTS Truck Maintenance & Repair Shop;

- 55-gallon drums of lube oil, oil, spent filters, and other materials inside KTS Truck Maintenance & Repair Shop;
- truck wash and associated oil/water separator located at the KTS Truck Wash Area;
- former bulk fuel storage and pipeline operations at the fuel-loading rack/station at the Molasses Tank area of Parcel B associated with the off-parcel Tosco Black Oil AST, which are likely still present and may contain residual fuel;
- stockpiled petroleum-impacted soil in KTS Open Storage Area just southeast of the Molasses Tank Area;
- miscellaneous buckets and containers of unknown liquids/petroleum throughout the KTS Open Storage and Maui Crane areas;
- oil-impacted soil stored in two 55-gallon drums in the Olekoi area;
- three 288-gallon and approximately 350-gallon oil/fuel ASTs in the KTS Open Storage Area north of the KTS Storage Sheds;
- former asphalt plant operations, spilled asphalt tar in soil, and remnant asphalt tar within the remains of the smaller, partially demolished AST within the former Hawaiian Bitumuls Area;
- historic underground pipelines which may not have been properly abandoned in the past;
- 55-gallon drums of sludge collected from KTS Truck Wash Area;
- bulk liquid fertilizer ASTs at the BEI Hawai'i fertilizer tank farm;
- buried fuel pipelines running beneath the western wing of Parcel B associated with the former off-site Tosco Black Oil Tank;

- oil-impacted soil at the former fuel loading rack associated with the off-Parcel Tosco Black Oil AST located on Parcel B, near the molasses ASTs;
- buried Chevron fuel line running along the western boundary, parallel to Hobron Avenue;
- former junk car disposal at the LenGo construction area, which may have resulted in petroleum-impacted soil;
- possible heavy metal in soil at former sandblasting in Olekoi area;
- possible impacted soil from petroleum products via solid/hazardous waste, leaking drums, and junk vehicle storage at the Olekoi area;
- unlabeled poly drums of unknown liquid at Maui Crane;
- RECs identified in 2009 by Kevin S. Kennedy Consulting, LLC,¹⁵ including
 - the storage of 55-gallon drums of used oil at KTS used oil storage area,
 - former auto engine repair tenant business,
 - the above-ground fuel storage tank at the tenant business Rainbow Hauling and Excavation,
 - the parking of the Action Fuel petroleum tanker trucks near the BEI Hawai'i tank farm;
- possible co-mingled [petroleum product] plumes, believed to exist by DOH, in the Kahului Harbor area; and

¹⁵ The 2009 Kevin S. Kennedy Consulting, LLC report was cited in the 2012 EAR.

- the possible existence of ACM, LCP, and PCB due to the age of the structures.

Based on a work plan in the EAR, an ESA (Appendix B) was performed at the acquisition area, including Lot 17 (portion), Lot 19 (portion), and Lot 23. Phase II was prepared by A&B's consultants in accordance with the recommendations of the DOH and included an expanded scope based on historic information provided by A&B. The ESA sampled surface soil from 15 decision units (DU), which were analyzed for Total Petroleum Hydrocarbons (TPH)–Diesel (TPH-D); Total Petroleum Hydrocarbons–Oil (TPH-O); Resource Conservation and Recovery Act (RCRA) metals: Arsenic (As), Barium (Ba), Cadmium (Cd), Chromium (Cr), Lead (Pb), Mercury (Hg), Selenium (Se), and Silver (Ag); Polynuclear Aromatic Hydrocarbons (PAHs); and Organochlorine Pesticides. Results for the soil samples are shown in Table 8. The DU are shown in Figure 13, and represent the following potential source areas for surface soil analysis:

- DU1 – BEI Fertilizer AST;
- DU2 – Reynolds Recycling;
- DU3 – Maui Crane;
- DU 6 – DeCoite Trucking base yard;
- DU 8 – Oil-water separator;
- DU 9 and DU10 – Former bitumuls AST;
- DU11 – Former molasses AST;
- DU12 – KTS;
- DU13 – Former black oil AST;
- DU14 and DU15 – Molasses AST; and
- DU4, DU5 and DU7 – all other areas.

In addition, the ESA took subsurface and groundwater samples, which were analyzed for TPH-Gas (TPH-G), TPH-D, TPH-O, RCRA metals, benzene, toluene, ethylbenzene, xylene (BTEX), methyl tertiary butyl ether/benzene/toluene/ethylbenzene/xylenes (MBTEX), PAHs, and organochlorine pesticides. The sample locations, B1 to B35, are shown in Figure 9.

Table 8
LIMITED PHASE II SAMPLE RESULTS
FOR MULTI-INCREMENTAL SOIL SAMPLES
(milligrams per kilogram mg/kg)

DECISION UNIT	TPH-D	TPH-O	RCRA – EIGHT METALS							
			Ar	Ba	Cd	Cr	Pb	Hg	Se	Ag
DU-1	50.8	273	7.4	90.5	18.8	126	35.6	0.08	<2.0	<1.0
DU-2	184	1550	11.1	61.4	1.7	26.5	94.6	<0.040	<2.0	<1.0
DU-3	795	3890	8.4	107	2.6	31	116	0.058	<2.0	<1.0
DU-4	115	471	14.3	65.4	1.0	40.1	64.9	<0.040	<2.0	1.6
DU-5	519	845	8.0	68.2	1.1	27.9	76.7	<0.037	<2.0	<0.99
DU-6	975	5010	18.8	64.8	2.0	50.6	76.5	<0.037	<2.0	1.0
DU-7	332	986	13.3	66.2	1.5	35.2	73.9	<0.038	<2.0	<0.99
DU-8	687	1090	10	55.6	2.5	34.0	80.5	0.068	<2.0	1.0
DU-9	266 J	1940	12.5	93.2	1.7	45.3	113	0.15	<2.0	<0.99
DU-10	139	861	10.5	78.8	1.8	59.5	102	0.15	<2.0	1.4
DU-11	317	1730	52.6	134	4.6	55.6	1400	0.047	<2.0	<1.0
DU-12	3660	8470	24.7	134	3.2	50.2	200	0.077	<2.0	2.3
DU-12 (SS16)*	<50	230	13	76	1.1	37	95	<0.20	<1.0	<0.1
DU-12 (SS17)*	<50	230	15	75	1.2	36	95	<0.2	<1.0	<0.1
DU-13	246	903	11.9	118	1.3	36.0	121	0.16	<2.0	1.5
DU-14	77.8	642	17.7	107	1.4	47.4	164	0.085	<2.0	<1.0
DU-15	127	744	19.6	254	1.6	54.6	197	0.19	<2.0	1.2
EAL Unrestricted	220	500	24	1000	14	1100	200	4.7	78	78
EAL Com/Inds.	680	1500	95	2500	72	1100	800	61	100 0	1000

Note: J – value was below reporting limit and is labeled as estimate.

(*) – Resampling of Decision Unit 12 in 2018.

Boldface values – value exceeds DOH EAL for unrestricted land use ONLY

Boldface, shaded values – value exceeds DOH EAL for BOTH unrestricted and commercial/industrial land use



LEGEND:

- ① SOIL BORING LOCATION
- ⊕ SOIL BORING NO. AND/OR MONITORING WELL (SEE ANALYTICAL GROUNDWATER DATA PRESENTED IN APPENDIX 3, TABLES 7, 8, 9 AND 10)
- SITE INVESTIGATION BOUNDARY
- DECISION UNIT BOUNDARY
- STRUCTURES, PAVEMENT, ETC. (UNSAMPLED AREAS) - HAZARDS UNKNOWN
- TPH-D/O IN THE SUBSURFACE SOIL EXCEED UNRESTRICTED DOH EALS
- TPH-D/O IN THE SUBSURFACE SOIL EXCEED COMMERCIAL/INDUSTRIAL DOH EALS
- TPH-D/O IN THE SURFACE SOIL EXCEED UNRESTRICTED DOH EALS
- TPH-D/O IN THE SURFACE SOIL EXCEED COMMERCIAL/INDUSTRIAL DOH EALS
- ARSENIC AND CADMIUM IN THE SURFACE SOIL EXCEED UNRESTRICTED DOH EALS, AND LEAD IN THE SURFACE SOIL EXCEEDS THE COMMERCIAL/INDUSTRIAL DOH EAL
- LEAD IN THE SURFACE SOIL EXCEED THE UNRESTRICTED DOH EAL

REFERENCE:

KAHULUI HARBOR PARCEL B LIMITED PHASE II
ENVIRONMENTAL SITE ASSESSMENT REVISION 1
ENVIRO SERVICES & TRAINING CENTER LLC
DATE: JULY 2018



ENVIRONMENTAL HAZARD MAP
(FIGURE 6 - PHASE II ESA)

PROPERTY ACQUISITION FOR KAHULUI HARBOR
DATE: NOVEMBER, 2018

FIGURE
13

Boring locations B1 to B30 were recommended by the EAR, and boring locations B31 to B35 were established to investigate the former KTS underground storage tank and associated dispensers, a former cesspool, a former oil pump house, the former bitumuls ASTs, and potential offsite contaminants migration from adjacent bulk petroleum facilities.

DOH requested three (3) additional groundwater monitoring wells installed along the north and northeast boundary of the parcel be acquired. The groundwater samples were analyzed for TPH-G, TPH-D, TPH-O, MBTEX, PAHs, and RCRA 8 Metals. In addition, two (2) replicate multi-incremental surface samples of DU12 were collected for quality control purposes. Following initial testing results in 2014, KT&S was advised of elevated TPH results. KT&S addressed the matter through subsequent excavation of contaminated soils from DU12. The replicate samples were analyzed for TPH-D, TPH-O, PAHs, RCRA 8 Metals, and PCBs. Replicate data confirmed that the previously detected surface soil contaminants were sufficiently removed.

The revised analytical results (July 2018) from the ESA are provided in Appendix B. The results are compared to the DOH's EAL for residential (unrestricted) land use where groundwater is not a potential drinking water source, which is important for long-term management of the site, and for commercial/industrial land use which is applicable to the proposed use. The DU and boring locations which exceed the EALs are shown on Figure 13.

The subsurface soil samples analysis from locations B5, B16, and B24 had TPH-D and TPH-O results exceeding the DOH EAL for unrestricted and commercial/industrial land uses. The TPH-D results from locations B7, B12, and B20 exceed the DOH EAL for unrestricted land use of 500 mg/kg. In addition, the subsurface samples from locations B5 and B24 have values of 1-Methylnapthalene, 2-Methylnaphtalene, and Naphthalene that exceeds the DOH EAL for unrestricted and commercial/industrial land uses.

Groundwater sampling results detected elevated concentrations exceeding their EALs for TPH-D in B19 (MW3), arsenic B2 (MW1); silver in B9 (MW2) and B23 (MW4); and selenium in MW8. There was no

petroleum product or sheens detected in the groundwater samples. The complete results and impacts of groundwater sampling are presented in Section 3.4.

3.10.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will have an insignificant impact on the amount and composition of the solid waste generated at the Harbor, except for construction waste. The project area is currently developed and used for commercial/industrial purposes, and there are no plans for residential development or development for sensitive receptors (i.e. daycare center, school for children, hospital, etc.). The Proposed Action does not change the use of the site, as it will remain a commercial/industrial use.

The ESA recommends that a site-specific environmental hazard evaluation and/or environmental hazard management plan be prepared, conducted, and implemented in consideration of any future construction activities. The ESA states that, while not specifically addressed or targeted as part of the ESA, potential impacts associated with the lead/asbestos-containing coatings of the former fuel oil/molasses tanks will be investigated and/or addressed in conjunction with future demolition activities.

The draft EHE and EHMP was prepared by consultants to A&B and presented in Appendix H. DOT-H will follow and implement the DOH approved *Interim Final Area-Wide EHE/EHMP Document, Kahului Harbor Area* (Appendix I) and will continue to work closely with DOH. Primary concerns are TPH-O and TPH-D, which are likely found throughout the property.

The ESA was limited due to the structures and industrial activities currently on the site. Due to the limitations of the ESA effort, DOT-H will follow through with additional testing after the project area is cleared to ensure that contaminants of concern are properly managed and will work with DOH to ensure the safety of all of those on site.

The Proposed Action will result in the removal and abatement of existing contamination on site. The proposed future use of the acquisition area will include paving the entire site. Long-term management of the site will include groundwater monitoring to identify and monitor the potential movement of contaminants. The project will adhere to state regulations related to solid waste and hazardous waste management (e.g. HRS Chapters 342H and 342I, and HAR Chapters 11-260 to 11-280 and 11-58.1). By following and adhering to all state and federal regulations and ensuring that all work and development of the site is in accordance with an approved EHE/EHMP, the impacts of the Proposed Action will be less than significant.

Construction Impacts. During construction, the demolition of the structures will cause short-term impacts on the waste stream. Due to the age of the structures, an inventory survey for ACM, LCP, and PCB will be undertaken prior to demolition. If ACM, LCP, and PCB are found, the appropriate mitigation and abatement measures will be included in the design for the demolition. Abatement and mitigation measures will follow all federal and state rules and regulations. The DOT-H may include the recycling of metal coated with LCP as a disposal method if determined acceptable to the recycling companies.

The Proposed Action will disturb contaminated soil and materials that have analytical values exceeding DOH EAL for both unrestricted and commercial/industrial land use for TPH-O, TPH-D, arsenic, cadmium, and lead (Pb). Although 1-Methyl naphthalene, a PAHs, in M1 surface soil sample taken from DU-2 was listed as "not detected," the laboratory detection/reporting limit exceeded the DO HEAL of 0.89 mg/kg for both residential and commercial/industrial land uses.

The lead concentration in DU-11 is high, so DOT-H will determine the areas of high levels of lead contamination through additional sampling and analysis as part of the design and construction process. Once the sampling delineates the area of high lead contamination, DOT-H will segregate that soil for proper disposal.

Due to the high lead concentration, DOT-H will perform additional analysis on the excavated soil to determine if the contaminated soil can

be disposed in a Hawai'i-permitted landfill. If the contaminated soil cannot be disposed in a Hawai'i-permitted landfill, DOT-H may be required to containerize the contaminated soil in sealed drums and ship the drums to a proper disposal site on the continental United States.

For soil and water contaminated with TPH-O, TPH-D, and RCRA Metals, as indicated in the surface and groundwater samples, DOT-H will follow both EHE/EHMPs, all federal and state rules and regulations, and disposal facility area rules and regulations. If these contaminated soils and water are not addressed in either EHE/EHMPs, DOT-H needs to consult with DOH and amend the EHE/EHMPs accordingly. The on-site construction personnel will be required to apply the appropriate protection equipment for worker safety from the various contaminants.

Empty tanks will be demolished in accordance with federal and state rules and regulations pertaining to LCP and ACM. The tanks with liquids or other contents will be generally demolished following the steps listed below.

- The contents will be sampled and analyzed.
- The analysis will be performed by an accredited laboratory.
- The contents will be classified, and applicable abatement and mitigation measures approved by DOH and will be pursuant to all applicable federal and state rules and regulations.
- The handling and disposal for the contents will comply with the approved measures, as well as applicable federal and state rules and regulations.
- The tanks will be steam cleaned.
- The residual wash water (rinsate) will be disposed of properly.

- Metal coated with LCP and/or ACM will be handled and disposed of pursuant to applicable federal and state rules and regulations.

The Proposed Action, with the implementation of the DOH-approved EHE and EHMP, compliance with federal and state rules and regulations, and strict adherence to the abatement and mitigation measures, will have an impact that is less than significant related to hazardous materials, pollution prevention, or solid waste during construction.

No-Action Alternative. There will be no impact on the amount or type of solid waste collected and disposed if the current tenants remain. The contaminated soil will remain on site and has the potential to leach during or because of rainfall events.

3.11 SOCIO-ECONOMIC IMPACTS

3.11.1 EXISTING CONDITIONS

From 1930 to 1960, Maui's population declined each decade. Maui's population growth rate between 1960 and 1970 was modest and less than the overall growth rate for the state. From 1970 on, a booming visitor industry caused Maui's population to grow at a rate more than twice that of the rest of the state. By 1990, Maui's resident population was 91,361, making Maui the third-most populous island after O'ahu and Hawai'i Island.

According to the 2010 census, Maui's population was 144,444, which was a 22.8 percent increase from the 2000 census. Long-range forecasts prepared by Hawai'i Department of Business and Economic Development and Tourism (DBEDT) suggest that Maui's resident population may reach 169,100 by 2020. The race distribution in the census area is shown on Table 9, with 51.2 percent being of Asian descent, and Filipino being the majority race at 35.4 percent of the total area population.

Table 9
DISTRIBUTION OF POPULATION BY RACE

	VICINITY		MAUI ISLAND	
RACE	NUMBER	PERCENT	NUMBER	PERCENT
White	810	14.4	51,708	35.8
Black or African American	24	0.4	837	0.6
American Indian and Alaska Native	10	0.2	581	0.4
Asian	2,878	51.2	41,719	28.9
Native Hawaiian	298	5.3	9,529	6.6
Other Pacific Islander	341	6.1		
Other	81	1.4	3,023	2.1
Two or more races	1,182	21.0	32,609	22.6
Total	5,624		144,444	

Source: 2010 Census

Near the Proposed Action (census tract 319), as shown on Figure 14, the 2010 census estimated 1,597 households on Maui, with an average household size of 3.38. The population in Kahului Airport's vicinity is estimated to be 5,624. The median income per household was \$72,130, with no households with income less than \$10,000, and 8.6 percent of households with incomes less than \$15,000.

Comparatively, the 2010 Maui census shows that the island has 47,460 households, with 4.1 percent of its population having household income less than \$10,000 and 7.8 percent less than \$15,000.

The average sales price for a single-family home in the Kahului area for 2017 was \$614,731. In 2017, the median price for a Maui single-family home was \$695,000, and the median sales price for condominiums was \$445,000. Tourism is a major industry for Maui, with over 2.1 million visitor arrivals in 2010. Statewide, visitor arrivals have increased from 7.0 million in 2010 to 9.3 million in 2017. However, DBEDT forecasts the number of visitors to increase at a slower rate of 1.4 percent in 2020, with statewide visitor arrivals of approximately 10.2 million.

3.11.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will remove approximately nine (9) acres of industrial-use property from the County of Maui's tax collections. In 2018, the County of Maui tax assessment value for the entire Parcel B (9.994 acres)¹⁶ was \$8,419,800. The Proposed Action will allow DOT-H to relieve congestion at Kahului Harbor and prevent overcapacity situations such as those in 2007. The Proposed Action will have no significant socio-economic impacts and will in fact have beneficial impacts by increasing the efficiency at the Harbor.

No-Action Alternative. The No-Action Alternative would severely limit the capacity of Kahului Harbor to accommodate future needs. It would create delays for the unloading and loading of cargo and passengers and increase the costs of goods on Maui. The cargo congestion at the Harbor may constrain growth and have adverse impacts on Maui's economy.

3.12 SECONDARY SOCIO-ECONOMIC IMPACTS

3.12.1 EXISTING CONDITIONS

The property to be acquired is in Kahului's industrial area with various users and owners, with most of the land owned by A&B or its subsidiaries. There are several homeless encampments on neighboring

¹⁶ Parcel B includes property that is not part of the Proposed Action (1.756 Acres).

parcels and on the beach north of the Proposed Action. No homeless encampments were found on the Proposed Action area.

3.12.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action alternative will force the relocation of existing tenants from the property, such as KTS and BEI. At this point in time, the relocation of the tenants will be the responsibility of A&B. The development of the Proposed Action will provide construction jobs, which would add a temporary increase in income for the construction industry. As the homeless population is on neighboring parcels and on the beach north of the Proposed Action, there will be no impact on the low-income population. Therefore, there will be no significant secondary socio-economic impacts.

No-Action Alternative. The No-Action Alternative may have significant impacts on Maui's economy, as Kahului Harbor congestion will increase as forecast cargo volumes are realized. The congestion will cause inefficiencies in cargo movement, which increases cost. In addition, the congestion may cause delays of cargo movements through the port and may require investment by cargo shipping companies for new equipment to accommodate the forecast demand.

3.13 TRAFFIC AND CIRCULATION

3.13.1 EXISTING CONDITIONS

The existing traffic demand is due to the existing land uses and is a mix of employee traffic for KTS and MECO, the tenants on Parcel B, and Harbor traffic, including cargo and passenger vehicles. Traffic congestion is typically during morning and afternoon peak hours. The cargo container traffic peak coincides with the unloading of the cargo ships at Pier 1, and passenger vehicle traffic is increased when the passenger cruise ships arrive and depart.

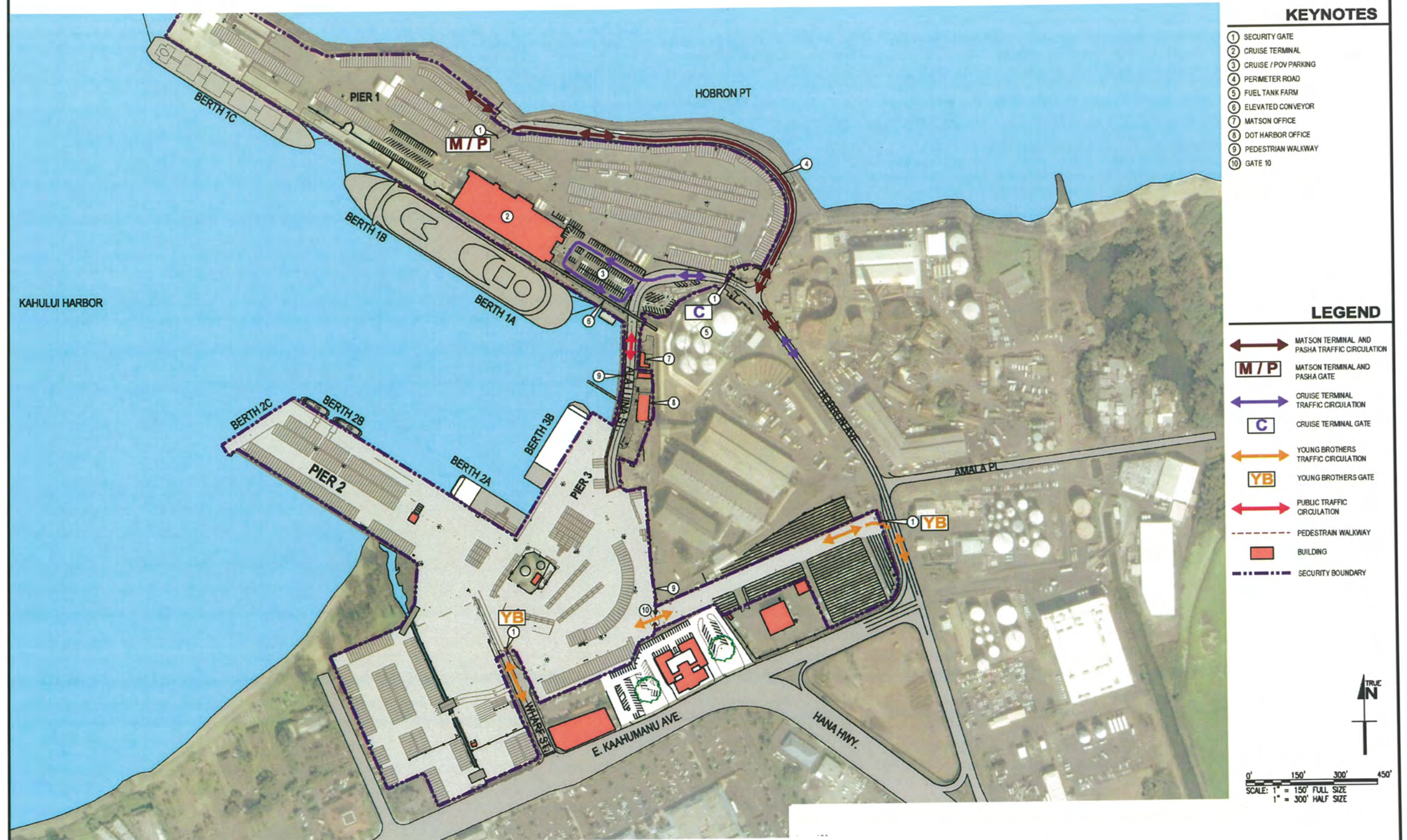
The proposed property to be acquired is adjacent to the following roadways: Hobron Avenue, Amala Road, and Amala Place. Figure 15 shows the truck circulation patterns at the Harbor, as depicted by the *Development Plan*. The following is a brief description of these roadways.

Hobron Avenue. Hobron Avenue is a short, two-lane State-owned roadway connecting Hāna Highway and Ka‘ahumanu Avenue to Kahului Harbor. A number of Harbor- and KTS-related uses are on this street, which results in large volumes of truck traffic. Access to the industrial area using Hobron Avenue is awkward, with left turns onto Hobron Avenue permitted from the Hāna Highway-Ka‘ahumanu Avenue intersection, while left turns out of the industrial area using Hobron Avenue is restricted to the Hobron Avenue-Hāna Highway intersection. Right turns in/out of Hobron Avenue are permitted at both intersections.

Hobron Avenue is the major connector to Kahului Harbor, and is the main access point to Pier 1. All containerized cargo and passenger cruise ship vehicle traffic enters Kahului Harbor through two (gates) off of Hobron Avenue. Hobron Avenue is also used for access to the KTS and molasses tanks, PAR Petroleum, A&B properties, shoreline along the Harbor Perimeter road, and to the MECO facilities.

Amala Road. Amala Road is a short, two-lane privately-owned road between Parcels B and C that provides access to tenants of Parcel B and Parcel C, as well as secondary access to MECO. Amala Road also provides access to the shoreline through Parcel C.

Amala Place/Alahao Road. The street begins as Amala Place at the intersection with Hobron Avenue, and transitions to Alahao Road near Kanahā Beach Park. Amala Place is a privately-owned two-lane road, and Alahao Road is a State-owned two-lane street. Amala Place and Alahao Road provide access to the industrial activities and WWTP, as well as Kanahā Beach Park. This street also provides a secondary route into the airport terminal and car rental areas via Ka‘a Street and Koeheke Place.



DRAWING SOURCE:
AECOM CONCEPTUAL DESIGN
DATE: 2018

TRUCK CIRCULATION
PATTERNS - KAHULUI
HARBOR

PROPERTY ACQUISITION FOR KAHULUI HARBOR
DATE: NOVEMBER, 2018

FIGURE
15

3.13.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will not change the roadways within the vicinity of the proposed property to be acquired. The Proposed Action will have access from Hobron Avenue and/or Amala Road and will reduce the peak hour traffic demand within the vicinity of the Proposed Action. Traffic demand will be reduced with the elimination of worker traffic for KTS and tenants. All other vehicular traffic patterns will remain similar to existing traffic demand. Shoreline access through the Pier 1 Perimeter Road and Amala Road will not change. There will be no impact to the ingress and egress to MECO's facility.

The use of the property as a storage and cargo yard will increase cargo vehicular demand during high cargo demand periods. This will typically coincide with the arrival and departure of cargo ships docked at Pier 1 and may not be on a scheduled basis. The major movement will be between the proposed storage yard and the Pier 1 cargo yard, using Hobron Avenue and the Harbor Perimeter Road.

The Proposed Action will have no impact on the roadways, or air and sea transportation modes. The Proposed Action will alter the traffic demand near the Harbor, but the impact will be insignificant. In some cases, morning and afternoon peak hour traffic demand will be reduced with the reduction of workers. The Proposed Action will not impact access to MECO from Amala Road or Hobron Avenue, nor access to other areas of MECO's facility through the property to be acquired.

During construction, there will be a slight increase in worker trips and truck traffic on the local surface transportation system. In addition, the County of Maui Roadway permit will be obtained for work on County of Maui roadways during construction. Similarly, if construction will impact state highways, applicable permits from the DOT-Highways will be obtained for work and use.

As the parcel is within the Kahului Airport controlled airspace, the current landowner or DOT-H may need to submit FAA 7460 forms if cranes or taller equipment are used in construction. If taller equipment

is used, appropriate markings and lighting will be used pursuant to FAA rules and regulations. The construction impacts to traffic and transportation will be short-term and insignificant.

No-Action Alternative. The No-Action Alternative will have insignificant impacts to surface transportation in the area. However, as the congestion in the cargo container yard worsens, pickup queues will become longer and may impact the roadways in the immediate vicinity of the Harbor.

3.14 UTILITIES

3.14.1 EXISTING CONDITIONS

There are overhead electrical lines and underground utility lines, such as, but not limited to, water, wastewater, storm water drains, and fuel pipelines on the property to be acquired and in its immediate vicinity. The petroleum pipelines are buried within the fuel easement on the property to be acquired. Currently, the known active fuel pipelines are running along Hobron Avenue, but the precise depth and location of the fuel pipelines are unknown. In addition, there may be other active or abandoned utilities underground that are unknown at this time. The overhead electrical lines are owned and managed by MECO, and the underground fuel pipelines are owned and managed by the Pipeline Consortium (Fuel Consortium). An approximate alignment of the fuel pipelines is shown on Figure 16.

The County of Maui Department of Water Supply (DWS) administers and operates the water systems on Maui. The Central Water System (CWS), one (1) of five (5) island systems, serves the Harbor, the urban and rural areas of Wailuku-Kahului, Kīhei-Mākena, and the smaller portions of Pā‘ia. The CWS draws water from four aquifers: Kahakuloa, Waihe‘e, Waikapū, and ‘Iao. Underground water lines serve the property and neighboring properties.

The wastewater generated by users of the parcels is collected in cesspools or septic systems.

3.14.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The current water and wastewater demand will remain the same until the tenants have vacated the property. Once the tenants are relocated, water and wastewater demand will decrease. Upon the tenants being relocated, the associated cesspools and septic systems will be closed pursuant to DOH rules and regulations.

To the extent possible, the proposed improvements will be designed to meet the applicable LEED and Green Building guidelines. Therefore, the Proposed Action will reduce the water use and wastewater demand and will not have impacts to the water supply system and wastewater systems. The acquisition and development of the property will not have any impact to utilities in the area, except during construction.

Construction Impacts. Before the construction of the proposed improvements, it may be necessary for DOT-H to perform a survey to accurately locate the underground utility lines (both active and abandoned). The amount of information needed by DOT-H will be dependent on the design of the improvements and depth needed to support the intended use of empty chassis, empty containers, and automobiles.

Depending on the design, short sections of the underground utilities may need to be rerouted within the parcel to avoid damage from the proposed improvements. If there will be an impact to the utility(ies), DOT-H will work with the owner(s) of the utility to minimize impact to the delivery of that product. DOT-H will use the appropriate rules and regulations to provide for a safe workplace and protect the environment.

There will be no significant impact to utilities from the Proposed Action, and the handling and disposal of contaminated soil, water, and materials are discussed in Section 3.10 on hazardous materials, pollution prevention, and solid waste.

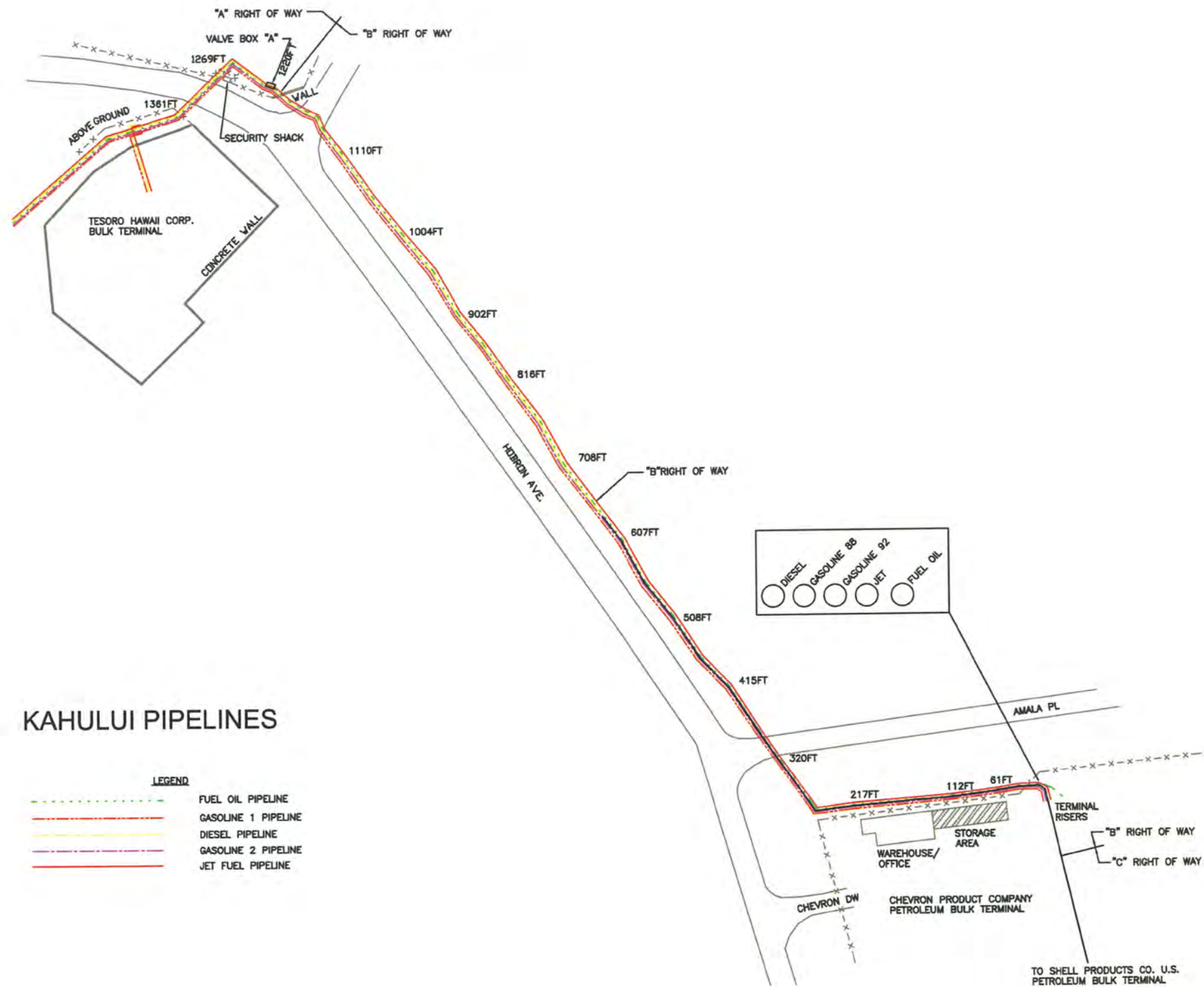


FIGURE AND DATA PROVIDED BY:
MAUI CHEVRON - AUGUST 1997

FUEL PIPELINE ALIGNMENT
(APPROXIMATE)

PROPERTY ACQUISITION FOR KAHULUI HARBOR
DATE: NOVEMBER, 2018

FIGURE
16

No-Action Alternative. There will be no impact to utilities in the area. The water demand will remain the same or increase in relationship to the current tenants. This increase should have an insignificant impact on water demand and the supply system. However, if the aquifer exceeds its sustainable yield, any increase in water use may be restricted by Maui County.

3.15 POLICE AND FIRE SERVICES AND PUBLIC SAFETY

3.15.1 EXISTING CONDITIONS

The area, along with other central Maui areas, is under the jurisdiction of the Maui County Police, based in the police station in Wailuku Civic Center. The County of Maui Fire Department provides firefighting capability via the Kahului and Wailuku fire stations, located approximately two (2) and three (3) miles from the Harbor, respectively.

3.15.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will have no impact on police, fire, and public safety resources. If acquired, the property would be under the control of DOT-H and will be secure during construction and use. Currently, DOT-H hires a private company to provide security on Harbor properties, but Maui County Police services are used for criminal activities. DOT-H will follow the Hawai'i State Fire Code and coordinate with the County of Maui Fire Department to determine the firefighting requirements for the improvements.

No-Action Alternative. The current needs for police and fire will remain the same. The No-Action Alternative will not have an impact on police, fire, or public safety services.

3.16 HEALTH CARE FACILITIES

3.16.1 EXISTING CONDITIONS

Health care and hospital services on Maui are provided by Maui Memorial Medical Center, the island's only full-service hospital for acute care. Maui Memorial Medical Center is part of the Maui Health System, which is affiliated with Kaiser Permanente. Maui Memorial Medical Center is licensed for 196 beds. Other private facilities treat long-term and specialty care patients. Tertiary services are provided on O'ahu and/or the mainland U.S. Private clinics, such as Kaiser Clinic and Maui Medical Group, as well as private physicians, also provide health care services to island residents and visitors.

3.16.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will not have an impact on Maui's health care system.

No-Action Alternative. The No-Action Alternative will not have an impact on Maui's health care system

3.17 SCHOOLS

3.17.1 EXISTING CONDITIONS

The State Department of Education (DOE) administers the Baldwin educational complex in the Wailuku-Kahului area and Maui High School. These facilities consist of elementary, intermediate, and high schools. In 2017, the Baldwin-Kekaulike complex had 20 schools and enrollment of 16,058 students. The DOE projects additional classroom facilities will be required to accommodate the forecast student population.

3.17.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will not have an impact on the school system.

No-Action Alternative. The No-Action Alternative will not have an impact on the school system.

3.18 VISUAL RESOURCES AND LIGHT EMISSIONS

3.18.1 EXISTING CONDITIONS

There are no view planes or scenic vistas in the immediate area of the Proposed Action. The Proposed Action is in an industrial setting. However, the historic structures provide a glimpse to the era when sugar was king, and the development of the area over the years has changed the historic setting.

3.18.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. As there are no view planes or scenic vistas in the immediate area, there will be no impact to any view planes or scenic vistas. However, the demolition of the historic structures will alter the current visual character of the area.

The proposed improvements will include overhead lights to illuminate the working areas of the property and will increase light emissions in the area. To mitigate light impacts to ocean migratory birds such as the Newell Shearwater, DOT-H will use fully shielded, downward-facing lights. Upon implementation of the appropriate mitigation measures, the Proposed Action will have insignificant impact to light emissions.

No-Action Alternative. As there are no view planes or scenic vistas in the immediate area, there will be no impact to view planes or scenic vistas. The light emissions which currently exist will remain, and there will be no impact to light emissions.

3.19 RECREATIONAL FACILITIES

3.19.1 EXISTING CONDITIONS

Most recreational activities in the general vicinity of the Proposed Action are ocean related and occur along the coastline. The Proposed Action is not on the coastline, and the closest beach is seaward of Lot 1-C. The coastline closest to the Proposed Action is used for fishing, diving, swimming, and sunbathing. The shoreline access is provided by Amala Road, with automobile parking around the Hale Nanea complex. In addition, across Amala Place is the Kanahā Pond State Wildlife Sanctuary, which is used by bird watchers and the public to enjoy native, migratory, and non-native water birds.

The public has shoreline access along the Pier 1 perimeter road for fishing, throw-net fishing, diving, and other water activities. In Kahului Harbor proper, there are activities such as fishing, beachcombing, and canoeing. Spearfishing and fish collecting can be performed when water conditions allow. The Proposed Action is approximately one-half (1/2) mile from this recreational area.

To the east of the Proposed Action is the Kanahā Beach complex, which is used for various ocean and coastal activities, such as fishing, spearfishing, swimming, kitesurfing, and wind-surfing. The beach area is approximately three-quarters (3/4) of a mile from the Proposed Action.

3.19.2 ALTERNATIVE ANALYSIS

Proposed Action Alternative Impacts. The Proposed Action will not have any impact to recreational facilities in the area. Shoreline access will not be impacted.

No-Action Alternative. There will be no impacts to recreational facilities in the area.

3.20 GROWTH-INDUCING AND CUMULATIVE IMPACTS

3.20.1 GROWTH-INDUCING IMPACTS

As Kahului Harbor is the only commercial port on Maui, it is essential to the well-being of the island economy and population. Over 80 percent of Maui's goods are imported and exported through Kahului Harbor. Kahului Harbor handles containerized cargo, un-containerized cargo, and bulk cargo, for a broad array of commodities such as fuel, cement and concrete products, agriculture products, food, dry goods, and vehicles. Kahului Harbor is not a driver of the economy, but it does facilitate the economic growth of Maui through an efficient Harbor operation.

The Proposed Action will not have any growth-inducing impacts, as cargo tonnage is forecast to increase with or without the Proposed Action. The increase in cargo tonnage and passenger visits are a function of Maui's economic growth, population increases, and the tourism industry.

3.20.2 CUMULATIVE IMPACTS

HRS 343 requires the analysis of cumulative effects that result from the incremental impact of the Proposed Action when added to past (last five (5) years), present, and reasonably foreseeable future actions (next five (5) years) in the Proposed Action's vicinity, regardless of which agency or person is undertaking the project. The past, present, and reasonably foreseeable actions are identified in Table 10.

Table 10
PAST, PRESENT, AND FUTURE ACTIONS

PROJECT	DATE	DESCRIPTION
PAST ACTIONS		
Courtyard Marriot Hotel	2012	Four-story hotel adjacent to the Airport, between Keolani Place and Haleakalā Highway.
Costco Wholesale Warehouse Expansion	2013	30,000-square-foot expansion and addition of gas station and additional parking. Development is along Haleakalā Highway.
United Parcel (UPS) Relocation	2014	Relocation of the existing UPS Facility to the air cargo area of the Airport.
Extension of Taxiway A and expansion of Cargo Apron	2014	Construction of an extension of Taxiway A and expansion of the air cargo apron fronting the ASAP and cargo buildings.
Kahului Airport Access Road Phase I and II	June 2013-2016	Construction of a new roadway from Dairy Road, Pu'unēnē Avenue and Kūihelani Highway to Kahului Airport.
Kahului Airport Fuel Farm	2016	Relocation of the Airport Fuel Farm.
Kahului Harbor Demolition of Kahului Store and Improvements	2017	Demolition of the Old Kahului Store and construction of Harbor-related improvements.
PRESENT ACTIONS		
Kahului Airport Consolidated Rental Car Facility	Currently under construction, expected completion in 2019	Construction of a multi-level facility to consolidate rental car operations at the Airport.
Kahului Airport Parking Structure	Currently under construction, expected completion 2019	Construction of a multi-level facility for automobile parking.
Maui Business Park Phase 2	Commercial development has commenced and is ongoing	Commercial and industrial business park development located south of the Airport.
Kahului Harbor Miscellaneous Improvements	2019	Renovation of the Old Kahului Railroad Building and the relocation of DOT-H staff and tenants to the renovated building. Implementation of a Maritime Wireless Network System.
Kahului Harbor Demolition of Pier 1 Sugar Conveyor	2018	Demolish the sugar conveyor system and associated infrastructure.
NEAR-TERM FUTURE ACTIONS		
Kahului Harbor Infrastructure Improvements	2020	Cover the drainage canal within the Pier 2 storage area.
Maui Medical Plaza	Unknown	Six-story medical office facility and parking structure to be located adjacent on the western boundary of the Kanahā Pond Wildlife Refuge.
DOT-H Acquisition and Development of Parcel A	When available for acquisition	Acquisition of the Parcel neighboring Kahului Harbor currently owned by A&B. The parcel includes two (2) sugar warehouses, conveyor building and system, and the Railroad Roundhouse building.

Table 11 summarizes the potential cumulative impacts from these past, present, and reasonably foreseeable actions in conjunction with the proposed action. Also included in the future projects is DOT-H's interest in the acquisition of Parcel A, should it become available. In the future, if and when formal negotiations with A&B and DOT-H to acquire Parcel A are initiated, applicable environmental documents will be prepared.

Also, it is important to note that the impacts of the present and future projects identified in Table 10 and considered in Table 11 have been or will be analyzed, addressed, and/or mitigated (as necessary) in their respective environmental documents.

**Table 11
CUMULATIVE IMPACTS SUMMARY**

RESOURCE	PAST ACTIONS	PRESENT ACTIONS	PROPOSED ACTION	FUTURE ACTIONS	CUMULATIVE IMPACT
Climate and Air Quality	No significant impacts as the State of Hawai'i is considered an attainment area for air quality.	Ongoing projects are resulting in temporary emissions attributable to construction equipment; at buildout, these projects likely will increase surface vehicle traffic, as well.	Insignificant impacts will result due to construction. At buildout, surface traffic will decrease due to the limited use of the proposed action.	Future projects will result in temporary emissions attributable to construction equipment.	Emissions may increase on a short-term basis due to construction-related activities and on a long-term basis due to surface vehicle traffic. These potential increases are not anticipated to be significant and would not impair the area's compliance with applicable air quality regulatory standards.
Land Use	Developments are within the Urban Land Use.	Developments are within the Urban Land Use.	No changes in land-use designation.	Developments are within the Urban Land Use.	None anticipated.
Noise	Industrial area with various noise-producing activities.	Increase in surface transportation noise due to increase use of the area.	No impact.	Increased surface traffic due to forecast population growth.	Increase surface traffic and related noise.

Table 11 (continued)
CUMULATIVE IMPACTS SUMMARY

RESOURCE	PAST ACTIONS	PRESENT ACTIONS	PROPOSED ACTION	FUTURE ACTIONS	CUMULATIVE IMPACT
Geologic and Groundwater	No impact on geologic and groundwater.	No impact on geologic and groundwater.	Groundwater below site is contaminated. Construction of improvements may impact groundwater.	No impact on geologic and groundwater.	Construction impact of the Proposed Action may impact groundwater. Mitigation and abatement measures will lessen impact to less than significant.
Water Quality	Construction of impervious surfaces and buildings.	Increases the impervious surface area and thus increases runoff.	Increases the impervious surface area and thus increases runoff.	Increase in impervious surfaces.	Increase in runoff and use of non-potable water. Increase in runoff will be mitigated through implementation of best management practices and applicable NPDES permits.
Historical, Architectural, Archaeological, and Cultural Resources	Change in character of the area with the demolition of the Kahului Store.	No impact.	Demolition of historic structures meeting NR Criteria A.	No impact.	The demolition of the past and current structures within the Harbor area and in the Kahului Historic District will alter the historic nature of the area.
Biotic Communities	Introduction of alien (non-native) species into Maui and the State.	No impact as area is developed.	No impact, as area is developed.	Conversion of undeveloped lands to urban has the potential for loss of habitat.	Alien (non-native) species entering Maui through the harbor may impact agriculture, endangered and threatened species, and ecosystems.

Table 11 (continued)
CUMULATIVE IMPACTS SUMMARY

RESOURCE	PAST ACTIONS	PRESENT ACTIONS	PROPOSED ACTION	FUTURE ACTIONS	CUMULATIVE IMPACT
Wetlands	Increase in storm water runoff from developed areas may affect wetlands.	Increase in storm water runoff from developed areas may affect wetlands.	Increase in storm water runoff from developed areas may affect wetlands.	Increase in storm water runoff from developed areas may affect wetlands.	Will be mitigated by best management practices and applicable NPDES permits.
Floodplains	Increased impervious surfaces from developed areas will increase runoff.	No impact to flood plain. Increased impervious surfaces from developed areas will increase runoff.	No impact to flood plain. Increased impervious surfaces from developed areas will increase runoff.	No impact to flood plain. Increased impervious surfaces from developed areas will increase runoff.	No impact to flood plain. Increased impervious surfaces from developed areas will increase runoff. Increased runoff may be mitigated by implementation of best management practices and applicable NPDES permits.
Hazardous Material and Solid Waste	Continued use of petroleum products. Use of construction materials and increase in solid waste.	Continued use of petroleum products. Use of construction materials and increase in solid waste.	Increase waste stream for construction debris with LCP and asbestos. Project will disturb highly contaminated soil and materials. Possible disturbance of contaminated groundwater with TPH and RCRA metals.	Continued use of petroleum products. Use of construction materials and increase in solid waste.	Handling and disposal of contaminated and hazardous materials will be mitigated by the implementation of approved EHE and EHMP, and adherence to Federal and State rules and regulations.

Table 11 (continued)
CUMULATIVE IMPACTS SUMMARY

RESOURCE	PAST ACTIONS	PRESENT ACTIONS	PROPOSED ACTION	FUTURE ACTIONS	CUMULATIVE IMPACT
Socio-economic, Environmental	Increased surface transportation, economic benefit from harbor operations.	Ongoing development will impact economy.	Removal of property from County tax contribution.	None anticipated.	Increased benefit for efficient Harbor operations.
Traffic	Development will increase ground surface traffic.	Development will increase ground surface traffic.	Less traffic during peak hours.	Development will increase ground surface traffic.	Development will increase ground surface traffic. Development of the new Airport Access Roadway will relieve traffic on Dairy Road.
Utilities	Increased development will increase utility demand.	Increased development will increase utility demand.	No impact.	Increased development will increase utility demand.	Increased development will increase utility demand.
Police and Fire Services and Public Safety	Increased development will increase demand for services.	Increased development will increase demand for services.	None.	Increased development will increase demand for services.	Increased development will increase demand for services.
Health Care Facilities	Increased development will increase demand for services.	Increased development will increase demand for services.	None.	Increased development will increase demand for services.	Increased development will increase demand for services.
Schools	No impact.	No impact.	None.	No impact.	No impact.

Table 11 (continued)
CUMULATIVE IMPACTS SUMMARY

RESOURCE	PAST ACTIONS	PRESENT ACTIONS	PROPOSED ACTION	FUTURE ACTIONS	CUMULATIVE IMPACT
Visual Resources and Light Emissions	Additional development will increase the loss of open space.	Additional development will increase the loss of open space.	Overhead lights may impact migratory seabirds. DOT-H will implement mitigation measures pursuant to the Dark Skies Policy.	Additional development will increase the loss of open space.	The area will become urbanized with less open space. Potential impact of light emissions on migratory seabirds. DOT-H will implement fully shielded, downward-facing lights.
Recreation	None.	None.	None.	None.	None.

3.21 RELATIONSHIP TO GOVERNMENTAL PLANS, POLICIES, AND CONTROLS

As a result of the very existence of a complex system of land-use policies, plans, goals, objectives, and controls at both the state and county levels of government, development plans are often faced with inherent contradictions and conflicts within these same governmental plans, policies, and controls. Similarly, harbor construction projects invariably cause short-term insignificant impacts to ambient ecological conditions.

As discussed below, the Proposed Action is generally consistent with the applicable parts of the (i) *Hawai'i State Plan*; (ii) *County General Plan*; and (iii) *Wailuku-Kahului Community Plan* goals, policies, and standards relating to future growth in the harbor area. The Proposed Action will facilitate Harbor operations, and thus be more efficient in the movement of goods into and out of Maui. Each item is followed by a statement describing the effect of the Proposed Action.

3.21.1 HAWAI'I STATE PLAN

The Hawai'i State Plan (Chapter 226, Hawai'i Revised Statutes) represents a process which integrates the plans, policies, and projects of all state agencies. Table 12 provides a brief discussion on the impact of the Proposed Action on the Hawai'i State Plan.

Table 12
HAWAI'I STATE PLAN
(HRS Chapter 226)

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
Section 226-4: State Goals In order to ensure, for present and future generations, those elements of choice and mobility that ensure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:			
(1) A strong viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai'i's present and future generations	X		
(2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people			X
(3) Physical, social, and economic well-being, for the individuals and families in Hawai'i, that nourishes a sense of community responsibility, of caring, and of participation in community life	X		
Discussion: The Proposed Action supports these objectives and policies by providing an efficient transportation infrastructure. The Proposed Action maintains the movement of goods into and out of Maui in an efficient manner to support Maui's economic growth.			
Section 226-5: Objective and policies for population (A) It shall be the objective in planning for the state's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives contained in this chapter. (B) To achieve the population objective, it shall be the policy of this state to:			
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawai'i's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.			X
(2) Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.	X		
(3) Promote increased opportunities for Hawai'i's people to pursue their socioeconomic aspirations throughout the islands.	X		
(4) Encourage research activities and public awareness programs to foster an understanding of Hawai'i's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawai'i's population.			X
(5) Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.			X
(6) Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.			X
(7) Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.			X
Discussion: The objective is generally not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
226-6: Objectives and policies for the economy in general.			
(A) Planning for the state's economy in general shall be directed toward achievement of the following objectives:			
(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai'i's people, while at the same time stimulating the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.	X		
(2) A steadily growing and diversified economic base that is not overly dependent on a few industries and includes the development and expansion of industries on the neighbor islands.	X		
(B) To achieve the general economic objectives, it shall be the policy of this state to:			
(1) Promote and encourage entrepreneurship within Hawai'i by residents and nonresidents of the State.	X		
(2) Expand Hawai'i's national and international marketing, communication, and organizational ties, to increase the state's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the state.	X		
(3) Promote Hawai'i as an attractive market for environmentally and socially sound investment activities that benefit Hawai'i's people.			X
(4) Transform and maintain Hawai'i as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.			X
(5) Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawai'i.			X
(6) Seek broader outlets for new or expanded Hawai'i business investments.			X
(7) Expand existing markets and penetrate new markets for Hawai'i's products and services.	X		
(8) Assure that the basic economic needs of Hawai'i's people are maintained in the event of disruptions in overseas transportation.	X		
(9) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	X		
(10) Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawai'i's small-scale producers, manufacturers, and distributors.	X		
(11) Encourage labor-intensive activities that are economically satisfying, and which offer opportunities for upward mobility.			X
(12) Encourage innovative activities that may not be labor-intensive but may otherwise contribute to the economy of Hawai'i.			X
(13) Foster greater cooperation and coordination between the government and private sectors in developing Hawai'i's employment and economic growth opportunities.	X		
(14) Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.			X
(15) Maintain acceptable working conditions and standards for Hawai'i's workers.	X		
(16) Provide equal employment opportunities for all segments of Hawai'i's population through affirmative action and nondiscrimination measures.	X		
(17) Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.			X
(18) Encourage businesses that have favorable financial multiplier effects within Hawai'i's economy.			X
(19) Promote and protect intangible resources in Hawai'i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(20) Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new or innovative potential growth industries in particular.			X
(21) Foster a business climate in Hawai'i — including attitudes, tax and regulatory policies, and financial and technical assistance programs — that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.	X		
Discussion: The Proposed Action contributes to this goal by providing the means for DOT-H to provide for the Harbor's near-term facility requirements. An efficient Harbor contributes to this goal by providing maritime transportation facilities which can be used to fulfill the needs of diverse economic sectors.			
226-7: Objectives and policies for the economy — agriculture.			
(A) Planning for the state's economy with regard to agriculture shall be directed towards achievement of the following objectives:			
(1) Viability of Hawai'i's sugar and pineapple industries.			X
(2) Growth and development of diversified agriculture throughout the state.	X		
(3) An agriculture industry that continues to constitute a dynamic and essential component of Hawai'i's strategic, economic, and social well-being.	X		
(B) To achieve the agriculture objectives, it shall be the policy of this state to:			
(1) Establish a clear direction for Hawai'i's agriculture through stakeholder commitment and advocacy.			X
(2) Encourage agriculture by making the best use of natural resources.			X
(3) Provide the governor and the legislature with information and options needed for prudent decision-making for the development of agriculture.			X
(4) Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.			X
(5) Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawai'i's economy.			X
(6) Seek the enactment and retention of federal and state legislation that benefits Hawai'i's agricultural industries.			X
(7) Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawai'i's food producers and consumers in the State, nation, and world.	X		
(8) Support research and development activities that strengthen economic productivity in agriculture, stimulate greater efficiency, and enhance the development of new products and agricultural by-products.			X
(9) Enhance agricultural growth by providing public incentives and encouraging private initiatives.			X
(10) Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			X
(11) Increase the attractiveness and opportunities for an agricultural education and livelihood.			X
(12) Expand Hawai'i's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.			
(13) Promote economically competitive activities that increase Hawai'i's agricultural self-sufficiency, including the increased purchase and use of Hawai'i-grown food and food products by residents, businesses, and governmental bodies, as defined under section 103D-104.			X
(14) Promote and assist in the establishment of sound financial programs for diversified agriculture.			X
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(16) Facilitate the transition of agricultural lands in economically non-feasible agricultural production to economically viable agricultural uses.			X
(17) Perpetuate, promote, and increase use of traditional Hawaiian farming systems, such as the use of loko i'a, māla, and irrigated lo'i, and growth of traditional Hawaiian crops, such as kalo, 'uala, and 'ulu.			X
(18) Increase and develop small-scale farms.			X
Discussion: The objective is generally not applicable, but an efficient Harbor will provide for cost-effective movement of agricultural goods and equipment into and out of Maui.			
226-8: Objective and policies for the economy — visitor industry.			
(A) Planning for the state's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawai'i's economy.			
(B) To achieve the visitor industry objective, it shall be the policy of this state to:			
(1) Support and assist in the promotion of Hawai'i's visitor attractions and facilities.	X		
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			X
(3) Improve the quality of existing visitor destination areas by utilizing Hawai'i's strengths in science and technology.			X
(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			X
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawai'i's people.	x		
(6) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the visitor industry.			X
(7) Foster a recognition of the contribution of the visitor industry to Hawai'i's economy and the need to perpetuate the aloha spirit.			X
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values.			X
Discussion: The visitor industry requires a large quantity of rental vehicles, and the Proposed Action allows for the efficient delivery of automobiles into and out of Maui.			
226-9: Objective and policies for the economy — federal expenditures.			
(A) Planning for the state's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawai'i's economy.			
(B) To achieve the federal expenditures objective, it shall be the policy of this state to:			
(1) Encourage the sustained flow of federal expenditures in Hawai'i that generates long-term government civilian employment.			X
(2) Promote Hawai'i's supportive role in national defense, in a manner consistent with Hawai'i's social, environmental, and cultural goals by building upon dual-use and defense applications to develop thriving ocean engineering, aerospace research and development, and related dual-use technology sectors in Hawai'i's economy.			X
(3) Promote the development of federally supported activities in Hawai'i that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai'i's environment.			X
(4) Increase opportunities for entry and advancement of Hawai'i's people into federal government service.			X
(5) Promote federal use of local commodities, services, and facilities available in Hawai'i.			X
(6) Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai'i.			X

Table 12 (continued)
HAWAI'I STATE PLAN

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

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(16) Foster the research and development of non-fossil fuel and energy-efficient modes of transportation.			X
(17) Recognize and promote health care and health care information technology as growth industries.			X
Discussion: The Proposed Action contributes to this goal by providing the means for DOT-H to provide for the Harbor's near-term facility requirements. An efficient Harbor contributes to this goal by providing maritime transportation facilities will support the needs of the various diverse economic sectors.			
226-10.5: Objectives and policies for the economy — information industry.			
(A) Planning for the state's economy with regard to the information industry shall be directed toward the achievement of the objective of positioning Hawai'i as the leading dealer in information businesses and services in the Pacific Region.			
(B) To achieve the information industry objective, it shall be the policy of this state to:			
(1) Promote efforts to attain the highest speeds of electronic and wireless communication within Hawai'i and between Hawai'i and the world, and make high-speed communication available to all residents and businesses in Hawai'i.			X
(2) Encourage the continued development and expansion of the telecommunications infrastructure serving Hawai'i to accommodate future growth in the information industry.			X
(3) Facilitate the development of new or innovative business and service ventures in the information industry which will provide employment opportunities for the people of Hawai'i.			X
(4) Encourage mainland- and foreign-based companies of all sizes, whether information technology-focused or not, to allow their principals, employees, or contractors to live in and work from Hawai'i, using technology to communicate with their headquarters, offices, or customers located out-of-state.			X
(5) Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry.			X
(6) Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			X
(7) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the information industry.			X
(8) Foster a recognition of the contribution of the information industry to Hawai'i's economy.			X
(9) Assist in the promotion of Hawai'i as a broker, creator, and processor of information in the Pacific.			X
Discussion: An efficient Harbor contributes to this goal by providing maritime transportation facilities which can be used to fulfill the needs of diverse economic sectors.			
226-11: Objectives and policies for the physical environment — land-based, shoreline, and marine resources.			
(A) Planning for the state's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:			
(1) Prudent use of Hawai'i's land-based, shoreline, and marine resources.	X		
(2) Effective protection of Hawai'i's unique and fragile environmental resources.	X		
(B) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this state to:			
(1) Exercise an overall conservation ethic in the use of Hawai'i's natural resources.	X		
(2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.	X		
(3) Take into account the physical attributes of areas when planning and designing activities and facilities.	X		
(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.	X		

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			X
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	X		
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			X
(8) Pursue compatible relationships among activities, facilities, and natural resources.	X		
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.	X		
Discussion: The Proposed Action will not degrade the physical environment and will not change shoreline access. The proposed improvements and mitigation measures will reduce worker and public exposure to contaminated soil in the area.			
226-12: Objective and policies for the physical environment – scenic, natural beauty, and historic resources.			
(A) Planning for the state's physical environment shall be directed towards achievement of the objective of enhancement of Hawai'i's scenic assets, natural beauty, and multicultural/historical resources.			
(B) To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this state to:			
(1) Promote the preservation and restoration of significant natural and historic resources.	X		
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			X
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.			X
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.		X	
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.			X
Discussion: The Proposed Action will demolish historic structures which are not listed on the state or federal Historical Registries but considered significant in the Wailuku-Kahului Community Plan. The structures will be recorded using HAER guidelines.			
226-13: Objectives and policies for the physical environment – land, air, and water quality.			
(A) Planning for the state's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:			
(1) Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.			X
(2) Greater public awareness and appreciation of Hawai'i's environmental resources.			X
(B) To achieve the land, air, and water quality objectives, it shall be the policy of this state to:			
(1) Foster educational activities that promote a better understanding of Hawai'i's limited environmental resources.			X
(2) Promote the proper management of Hawai'i's land and water resources.	X		
(3) Promote effective measures to achieve desired quality in Hawai'i's surface, ground, and coastal waters.	X		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.	X		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.			X
(6) Encourage design and construction practices that enhance the physical qualities of Hawai'i's communities.			X
(7) Encourage urban developments in close proximity to existing services and facilities.	X		

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawai'i's people, their cultures, and visitors.			X
Discussion: The Proposed Action supports the state's objectives and policy by implementing Best Management Practices and mitigation and abatement measures to protect the environment.			
226-14: Objective and policies for facility systems in general.			
(A) Planning for the state's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.			
(B) To achieve the general facility systems objective, it shall be the policy of this state to:			
(1) Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.	X		
(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.	X		
(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.	X		
(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.	X		
Discussion: The Proposed Action will provide an efficient Harbor facility and will provide expansion capability at the Harbor as the amount of cargo increases in the future.			
226-15: Objectives and policies for facility systems — solid and liquid wastes.			
(A) Planning for the state's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:			
(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.	X		
(2) Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.	X		X
(B) To achieve solid and liquid waste objectives, it shall be the policy of this state to:			
(1) Encourage the adequate development of sewerage facilities that complement planned growth.	X		
(2) Promote reuse and recycling to reduce solid and liquid wastes and employ a conservation ethic.	X		
(3) Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.			X
Discussion: The Proposed Project will provide adequate waste disposal for contaminated and hazardous soil and materials, solid waste, and wastewater pursuant to applicable rules and regulations.			
226-16: Objective and policies for facility systems — water.			
(A) Planning for the state's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.			
(B) To achieve the facility systems water objective, it shall be the policy of this state to:			
(1) Coordinate development of land use activities with existing and potential water supply.	X		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			X
(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.			X
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			X
(5) Support water supply services to areas experiencing critical water problems.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.			X
Discussion: The Proposed Project is not expected to have a significant water demand therefore; the objective is not applicable. In general, DOT-H will design the improvements in accordance to applicable LEED and Green building guidelines.			
226-17: Objectives and policies for facility systems – transportation.			
(A) Planning for the state's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:			
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	X		
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the state.	X		
(B) To achieve the transportation objectives, it shall be the policy of this state to:			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter.	X		
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives.	X		
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties.	X		
(4) Provide for improved accessibility to shipping, docking, and storage facilities.	X		
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs.	X		
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities.	X		
(7) Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods.	X		
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs.	X		
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification.	X		
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai'i's natural environment.	X		
(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.	X		
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.	X		
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.	X		
Discussion: The Proposed Action contributes to this goal by providing Harbor's near-term facility improvements to operate and efficient maritime operations. An efficient Harbor contributes to this goal by providing maritime transportation facilities which can be used to fulfill the needs of diverse economic sectors.			
226-18: Objectives and policies for facility systems – energy.			
(A) Planning for the state's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people.			X
(2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawai'i's dependence on imported fuels for electrical generation and ground transportation.			X
(3) Greater diversification of energy generation in the face of threats to Hawai'i's energy supplies and systems.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use.			X
(5) Utility models that make the social and financial interests of Hawai'i's utility customers a priority.			X
(B) To achieve the energy objectives, it shall be the policy of this state to ensure the provision of adequate, reasonably priced, and dependable energy services to accommodate demand.			
(C) To further achieve the energy objectives, it shall be the policy of this state to:			
(1) Support research and development as well as promote the use of renewable energy sources.			X
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth.			X
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct, and indirect economic, environmental, social, cultural, and public health costs and benefits.			X
(4) Promote all cost-effective conservation of power and fuel supplies through measures, including: (A) Development of cost-effective demand-side management programs. (B) Education. (C) Adoption of energy-efficient practices and technologies. (D) Increasing energy efficiency and decreasing energy use in public infrastructure.			X
(5) Ensure, to the extent that new supply-side resources are needed, that the development or expansion of energy systems uses the least-cost energy supply option and maximizes efficient technologies.			X
(6) Support research, development, demonstration, and use of energy efficiency, load management, and other demand-side management programs, practices, and technologies.			X
(7) Promote alternate fuels and energy efficiency.			X
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications.			X
(9) Support actions that reduce, avoid, or sequester Hawai'i's greenhouse gas emissions through agriculture and forestry initiatives.			X
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects.			X
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources.			X
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawai'i.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
226-18.5: Objectives and policies for facility systems — telecommunications.			
(A) Planning for the state's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.			
(B) To achieve the telecommunications objective, it shall be the policy of this state to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.			
(C) To further achieve the telecommunications objective, it shall be the policy of this state to:			
(1) Facilitate research and development of telecommunications systems and resources.			X
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning.			X
(3) Promote efficient management and use of existing telecommunications systems and services.			X
(4) Facilitate the development of education and training of telecommunications personnel.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-19: Objectives and policies for sociocultural advancement — housing.			
(A) Planning for the state's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawai'i's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more rental and for sale affordable housing is made available to extremely low-, very low-, lower-, moderate-, and above moderate-income segments of Hawai'i's population.			X
(2) The orderly development of residential areas sensitive to community needs and other land uses.			X
(3) The development and provision of affordable rental housing by the state to meet the housing needs of Hawai'i's people.			X
(B) To achieve the housing objectives, it shall be the policy of this state to:			
(1) Effectively accommodate the housing needs of Hawai'i's people.			X
(2) Stimulate and promote feasible approaches that increase affordable rental and for sale housing choices for extremely low-, very low-, lower-, moderate-, and above moderate-income households.			X
(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			X
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			X
(5) Promote design and location of housing developments, taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			X
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			X
(7) Foster a variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods that reflect the culture and values of the community.			X
(8) Promote research and development of methods to reduce the cost of housing construction in Hawai'i.			X
Discussion: The objective is not applicable however the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
226-20: Objectives and policies for sociocultural advancement – health.			
(A) Planning for the state's sociocultural advancement with regard to health shall be directed towards achievement of the following objectives:			
(1) Fulfillment of basic individual health needs of the general public.			X
(2) Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.			X
(3) Elimination of health disparities by identifying and addressing social determinants of health.			X
(B) To achieve the health objectives, it shall be the policy of this state to:			
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.			X
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the state.			X
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.			X
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.			X
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.			X
(6) Improve the state's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.	X		
(7) Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve Native Hawaiian health and well-being consistent with the United States Congress' declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including Native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.			X
Discussion: The Proposed Action will implement abatement and mitigation measures for highly contaminated soil and materials. In general, the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-21: Objective and policies for sociocultural advancement – education.			
(A) Planning for the state's sociocultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.			
(B) To achieve the education objective, it shall be the policy of this state to:			
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.			X
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.			X
(3) Provide appropriate educational opportunities for groups with special needs.			X
(4) Promote educational programs which enhance understanding of Hawai'i's cultural heritage.			X
(5) Provide higher educational opportunities that enable Hawai'i's people to adapt to changing employment demands.			X
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.			X
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(8) Emphasize quality educational programs in Hawai'i's institutions to promote academic excellence.			X
(9) Support research programs and activities that enhance the education programs of the state.			X
Discussion: The Proposed Action retains shoreline access for recreation use of the shoreline and coastal areas. The Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-22: Objective and policies for sociocultural advancement — social services.			
(A) Planning for the state's sociocultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.			
(B) To achieve the social service objective, it shall be the policy of the state to:			
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the state's fiscal capacities.			X
(2) Promote coordination and integrative approaches among public and private agencies and programs to jointly address social problems that will enable individuals, families, and groups to deal effectively with social problems and to enhance their participation in society.			X
(3) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawai'i's communities.			X
(4) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.			X
(5) Support public and private efforts to prevent domestic abuse and child molestation and assist victims of abuse and neglect.			X
(6) Promote programs which assist people in need of family planning services to enable them to meet their needs.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-23: Objective and policies for socio-cultural advancement — leisure.			
(A) Planning for the state's sociocultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.			
(B) To achieve the leisure objective, it shall be the policy of this state to:			
(1) Foster and preserve Hawai'i's multicultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.			X
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.			X
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.			X
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.			X
(5) Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.	X		
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.			X
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai'i's people.			X
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			X
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(10) Assure adequate access to significant natural and cultural resources in public ownership.			X
Discussion: The Proposed Action does not impact shoreline access and enjoyment of the shoreline and coastal areas. The Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-24: Objective and policies for sociocultural advancement — individual rights and personal well-being.			
(A) Planning for the state's sociocultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socioeconomic needs and aspirations.			
(B) To achieve the individual rights and personal well-being objective, it shall be the policy of this state to:			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			X
(2) Uphold and protect the national and state constitutional rights of every individual.	X		
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			X
(4) Ensure equal opportunities for individual participation in society.	X		
Discussion: The objective is generally not applicable, but the Proposed Action will support these objectives and policies to maintain the well-being of the community.			
226-25: Objective and policies for sociocultural advancement — culture.			
(A) Planning for the state's sociocultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai'i's people.			
(B) To achieve the culture objective, it shall be the policy of this state to:			
(1) Foster increased knowledge and understanding of Hawai'i's ethnic and cultural heritages and the history of Hawai'i.			X
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai'i's people and which are sensitive and responsive to family and community needs.			X
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawai'i.			X
(4) Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai'i's people and visitors.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-26: Objectives and policies for sociocultural advancement — public safety.			
(A) Planning for the state's sociocultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:			
(1) Assurance of public safety and adequate protection of life and property for all people.	X		
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.	X		
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawai'i's people.			X
(B) To achieve the public safety objectives, it shall be the policy of this state to:			
(1) Ensure that public safety programs are effective and responsive to community needs.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(2) Encourage increased community awareness and participation in public safety programs.			X
(C) To further achieve public safety objectives related to criminal justice, it shall be the policy of this state to:			
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			X
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			X
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			X
(D) To further achieve public safety objectives related to emergency management, it shall be the policy of this state to:			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.	X		
(2) Enhance the coordination between emergency management programs throughout the state.	X		
Discussion: The objective is generally not applicable, but in general the Harbor is a secure facility and will continue to meet all federal and state security rules and regulations. The Harbor system in general has developed emergency programs and coordination protocols with other agencies and entities in the state.			
226-27: Objectives and policies for sociocultural advancement – government.			
(A) Planning the state's sociocultural advancement with regard to government shall be directed towards the achievement of the following objectives:			
(1) Efficient, effective, and responsive government services at all levels in the state.	X		
(2) Fiscal integrity, responsibility, and efficiency in the state government and county governments.	X		
(B) To achieve the government objectives, it shall be the policy of this state to:			
(1) Provide for necessary public goods and services not assumed by the private sector.	X		
(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.	X		
(3) Minimize the size of government to that necessary to be effective.			X
(4) Stimulate the responsibility in citizens to productively participate in government for a better Hawai'i.			X
(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.	X		
(6) Provide for a balanced fiscal budget.			X
(7) Improve the fiscal budgeting and management system of the state.			X
(8) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			X
Discussion: The objective is generally not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
226-101: Purpose			
The purpose of this part is to establish overall priority guidelines to address areas of statewide concern.			
226-102: Overall direction			
The state shall strive to improve the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action in seven major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, and quality education.			
226-103: Economic priority guidelines.			
(A) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai'i's people and achieve a stable and diversified economy:			
(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.			X
(a) Encourage investments which:			X
(i) Reflect long-term commitments to the state.			X
(ii) Rely on economic linkages within the local economy.			X
(iii) Diversify the economy.			X
(iv) Reinvest in the local economy.			X
(v) Are sensitive to community needs and priorities.			X
(vi) Demonstrate a commitment to provide management opportunities to Hawai'i residents.			X
(b) Encourage investments in innovative activities that have a nexus to the State, such as:			X
(i) Present or former residents acting as entrepreneurs or principals.			X
(ii) Academic support from an institution of higher education in Hawai'i.			X
(iii) Investment interest from Hawai'i residents.			X
(iv) Resources unique to Hawai'i that are required for innovative activity.			X
(v) Complementary or supportive industries or government programs or projects.			X
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			X
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			X
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			X
(5) Streamline the processes for building and development permit and review and telecommunication infrastructure installation approval and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where scientific evidence indicates that public health, safety, and welfare would not be adversely affected.			X
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			X
(7) Continue to seek legislation to protect Hawai'i from transportation interruptions between Hawai'i and the continental United States.			X
(8) Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials, and which have the following characteristics:			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(a) An industry that can take advantage of Hawai'i's unique location and available physical and human resources.			X
(b) A clean industry that would have minimal adverse effects on Hawai'i's environment.			X
(c) An industry that is willing to hire and train Hawai'i's people to meet the industry's labor needs at all levels of employment.			X
(d) An industry that would provide reasonable income and steady employment.			X
(9) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.			X
(10) Enhance the quality of Hawai'i's labor force and develop and maintain career opportunities for Hawai'i's people through the following actions:			X
(a) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.			X
(b) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			X
(c) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			X
(d) Promote career opportunities in all industries for Hawai'i's people by encouraging firms doing business in the state to hire residents.			X
(e) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities.			X
(f) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			X
(B) Priority guidelines to promote the economic health and quality of the visitor industry:			
(1) Promote visitor satisfaction by fostering an environment which enhances the aloha spirit and minimizes inconveniences to Hawai'i's residents and visitors.			X
(2) Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.			X
(3) Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			X
(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai'i's significant natural, scenic, historic, and cultural resources.			X
(5) Develop and maintain career opportunities in the visitor industry for Hawai'i's people, with emphasis on managerial positions.			X
(6) Support and coordinate tourism promotion abroad to enhance Hawai'i's share of existing and potential visitor markets.			X
(7) Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			X
(8) Support law enforcement activities that provide a safer environment for both visitors and residents alike.			X
(9) Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.			X
(C) Priority guidelines to promote the continued viability of the sugar and pineapple industries:			
(1) Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			X
(2) Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai'i.			X
(3) Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(D) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:			
(1) Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			X
(2) Assist in providing adequate, reasonably priced water for agricultural activities.			X
(3) Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			X
(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			X
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai'i's agricultural community.			X
(6) Seek favorable freight rates for Hawai'i's agricultural products from interisland and overseas transportation operators.			X
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.			X
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			X
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			X
(10) Support the continuation of land currently in use for diversified agriculture.			X
(11) Encourage residents and visitors to support Hawai'i's farmers by purchasing locally grown food and food products.			X
(E) Priority guidelines for water use and development:			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.			X
(2) Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.			X
(3) Increase the support for research and development of economically feasible alternative water sources.			X
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			X
(F) Priority guidelines for energy use and development:			
(1) Encourage the development, demonstration, and commercialization of renewable energy sources.			X
(2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.			X
(3) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			X
(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.			X
(G) Priority guidelines to promote the development of the information industry:			
(1) Establish an information network, with an emphasis on broadband and wireless infrastructure and capability, that will serve as the foundation of and catalyst for overall economic growth and diversification in Hawai'i.			X
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(3) Encourage the development of small businesses in the information field such as software development; the development of new information systems, peripherals, and applications; data conversion and data entry services; and home or cottage services such as computer programming, secretarial, and accounting services.			X
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			X
(5) Encourage research activities, including legal research in the information and telecommunications fields.			X
(6) Support promotional activities to market Hawai'i's information industry services.			X
(7) Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health, safety, and welfare would not be adversely affected.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community. As applicable, DOT-H will follow sustainable, LEED, and Green building guidelines for the Proposed Action.			
226-104: Population growth and land resources priority guidelines.			
(A) Priority guidelines to effect desired statewide growth and distribution:			
(1) Encourage planning and resource management to insure that population growth rates throughout the state are consistent with available and planned resource capacities and reflect the needs and desires of Hawai'i's people.			X
(2) Manage a growth rate for Hawai'i's economy that will parallel future employment needs for Hawai'i's people.			X
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the state.			X
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.			X
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			X
(6) Seek federal funds and other funding sources outside the state for research, program development, and training to provide future employment opportunities on the neighbor islands.			X
(7) Support the development of high technology parks on the neighbor islands.			X
(B) Priority guidelines for regional growth distribution and land resource utilization:			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.			X
(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			X
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			X
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			X
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.			X
(6) Seek participation from the private sector for the cost of building infrastructure and utilities and maintaining open spaces.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(7) Pursue rehabilitation of appropriate urban areas.			X
(8) Support the redevelopment of Kaka'ako into a viable residential, industrial, and commercial community.			X
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.			X
(10) Identify critical environmental areas in Hawai'i to include, but not be limited to, the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.	X		
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			X
(12) Utilize Hawai'i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.			X
(13) Protect and enhance Hawai'i's shoreline, open spaces, and scenic resources.	X		
Discussion: The critical environmental features are identified in the document, and the Proposed Action does not impact shoreline access or coastal activities. The objective is generally not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-105: Crime and criminal justice.			
(A) Priority guidelines in the area of crime and criminal justice:			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			X
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			X
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			X
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			X
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			X
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-106: Affordable housing.			
(A) Priority guidelines for the provision of affordable housing:			
(1) Seek to use marginal or nonessential agricultural land, urban land, and public land to meet housing needs of extremely low-, very low-, lower-, moderate-, and above moderate-income households.			X
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.			X
(3) Improve information and analysis relative to land availability and suitability for housing.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawai'i's extremely low-, very low-, lower-, and moderate-income households and residents with special needs.			X
(5) Encourage continued support for government or private housing programs that provide low-interest mortgages to Hawai'i's people for the purchase of initial owner-occupied housing.			X
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.			X
(7) Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			X
(8) Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-107: Quality education.			
(A) Priority guidelines to promote quality education:			
(1) Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement.			X
(2) Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs.			X
(3) Initiate efforts to improve the quality of education by improving the capabilities of the education workforce.			X
(4) Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities.			X
(5) Increase and improve the use of information technology in education by the availability of telecommunications equipment for: (A) The electronic exchange of information; (B) Statewide electronic mail; and (C) Access to the Internet. Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives.			X
(6) Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific.			X
(7) Develop resources and programs for early childhood education.			X
(8) Explore alternatives for funding and delivery of educational services to improve the overall quality of education.			X
(9) Strengthen and expand educational programs and services for students with special needs.			X
Discussion: The objective is not applicable, but the Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-108: Sustainability			
(A) Priority guidelines and principles to promote sustainability shall include:			
(1) Encouraging balanced economic, social, community, and environmental priorities.	X		
(2) Encouraging planning that respects and promotes living within the natural resources and limits of the state.			X
(3) Promoting a diversified and dynamic economy.	X		
(4) Encouraging respect for the host culture.			X
(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations.			X
(6) Considering the principles of the ahupua'a system.			X

Table 12 (continued)
HAWAI'I STATE PLAN

S = Supportive, N/S = Not Supportive, N/A = Not Applicable	S	N/S	N/A
(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.			X
Discussion: The Proposed Action will support these objectives and policies by providing an efficient transportation infrastructure to maintain the well-being of the community.			
226-109: Climate change adaptation priority guidelines			
Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:			
(1) Ensure that Hawai'i's people are educated, informed, and aware of the impacts climate change may have on their communities.			X
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies.			X
(3) Invest in continued monitoring and research of Hawai'i's climate and the impacts of climate change on the state.			X
(4) Consider Native Hawaiian traditional knowledge and practices in planning for the impacts of climate change.			X
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change.	X		
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments.			X
(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options.	X		
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities.			X
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans.			X
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.	X		
Discussion: The Proposed Action will not impact climate change or sea level rise. The Proposed Action will implement best management practices and mitigation measures minimize the impact to the environment.			

3.21.2 COASTAL ZONE MANAGEMENT PROGRAM

HRS 205A-2 sets forth the objectives and policies of the coastal zone management program. DOT-H is exempt from the SMA and other county requirements, pursuant to HRS 266-2(b). The Proposed Action will not have any adverse impacts to the SMA guidelines as stated in HRS 205A-26. The Proposed Action also will not have any significant

impacts to the Coastal Zone Management Program and the following comments are provided.

OBJECTIVES

(1) Recreational resources;

- (A) Provide coastal recreational opportunities accessible to the public.

Comment. The Proposed Action will not impact recreational opportunities to the public.

(2) Historic resources;

- (A) Protect, preserve, and, where desirable, restore those natural and man-made historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Comment. The Proposed Action will demolish historic structures and mitigate the demolition with recordation and documentation in accordance to HAER guidelines. DOT-H is coordinating the HAER process with SHPD.

(3) Scenic and open space resources;

- (A) Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.

Comment. The Proposed Action will not impact scenic and open space resources.

(4) Coastal ecosystems;

- (A) Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.

Comment. The Proposed Action will be implemented on previously developed property and will not impact coastal ecosystems.

- (5) Economic uses;
 - (A) Provide public or private facilities and improvements important to the State's economy in suitable locations.

Comment. The Proposed Action will acquire and develop a parcel in the immediate vicinity of Kahului Harbor and will increase the efficiency of cargo movements at Harbor to support Maui's economy.

- (6) Coastal hazards;
 - (A) Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.

Comment. The Proposed Action is in a flood hazard area and will not increase the hazard to life and property. The area will be a cargo storage yard and will have less workers on the site than the current tenants of the property.

- (7) Managing development;
 - (A) Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Comment. The development is necessary to maintain an efficient harbor operation, and DOT-H has documented historical cargo volumes that have exceeded the cargo capacity of the Harbor. The improvements are recommended in the *Development Plan*.

- (8) Public participation;
 - (A) Stimulate public awareness, education, and participation in coastal management.

Comment. The process of the *Development Plan* included public participation via public meetings. To the extent possible, DOT-H encourages participation from the stakeholders and the public during the planning process.

- (9) Beach protection;
 - (A) Protect beaches for public use and recreation.

Comment. The Proposed Action will not impact the beach or beach access.

(10) Marine resources;

(A) Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Comment. The Proposed Action will not impact marine resources.

POLICIES

(1) Recreational resources;

(A) Improve coordination and funding of coastal recreational planning and management; and

(B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:

(i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;

(ii) Requiring replacement of coastal resources having significant recreational value including, but not limited to, surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;

(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;

(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;

(v) Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with

- public safety standards and conservation of natural resources;
- (vi) Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;
- (vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and
- (viii) Encouraging reasonable dedication of shoreline areas with recreational value for public use, as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Section 46-6;

Comment. The Proposed Action will not impact recreational resources. DOT-H will implement best management practices and the SWMP to mitigate storm water runoff from the Proposed Action to reduce the impact to less than insignificant. The Proposed Action will not impact shoreline access.

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

Comment. The Proposed Action will not impact archaeological resources. The Proposed Action will demolish historic structures, and the structures will be recorded using the HAER guidelines.

- (3) Scenic and open space resources;
 - (A) Identify valued scenic resources in the coastal zone management area;

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

Comment. The Proposed Action will not impact scenic and open space resources.

- (4) Coastal ecosystems;
 - (A) Exercise an overall conservation ethic and practice stewardship in the protection, use, and development of marine and coastal resources;
 - (B) Improve the technical basis for natural resource management;
 - (C) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;
 - (D) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and
 - (E) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures;

Comment. The Proposed Action will not impact coastal ecosystems, as the proposed property to be acquired has been developed and no coastal ecosystems were found on the property. The Proposed Action will implement best management practices and other measures to control storm water runoff.

- (5) Economic uses;
 - (A) Concentrate coastal dependent development in appropriate areas;
 - (B) Ensure that coastal-dependent development such as harbors and ports, and coastal-related development such as visitor industry facilities and energy-generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and
 - (C) Direct the location and expansion of coastal-dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal-dependent development outside of presently designated areas when:
 - (i) Use of presently designated locations is not feasible;
 - (ii) Adverse environmental effects are minimized; and
 - (iii) The development is important to the State's economy;

Comment. The Proposed Action is in the appropriate area to enhance the operations of the Harbor. The proposed property to be acquired is a developed property, and the proposed improvements will be constructed with minimal impacts to the coastal zone management area.

- (6) Coastal hazards;
 - (A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;
 - (B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;
 - (C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and
 - (D) Prevent coastal flooding from inland projects;

Comment. The Proposed Action will not alter the flood hazard designation.

- (7) Managing development;

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

Comment. DOT-H will comply with all federal and state rules and regulations for the proposed improvements.

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

Comment. DOT-H encourages public participation during the planning process.

- (9) Beach protection;
 - (A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;
 - (B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion

at the sites and do not interfere with existing recreational and waterline activities;

- (C) Minimize the construction of public erosion-protection structures seaward of the shoreline;
- (D) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and
- (E) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor;

Comment. The Proposed Action is set back from the beach and will not impact the beach area.

(10) Marine resources;

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

Comment. The Proposed Action will not impact coastal or marine resources.

3.21.3 MAUI GENERAL PLAN

The *Maui Island Plan - General Plan 2030*¹⁷ recognizes the importance of the Harbor, as all business activities on Maui are directly or indirectly affected by Harbor operations. Most of Maui's imported and exported goods are moved through the Harbor. The *Maui Island Plan* adopts the following goals, objectives, and policies as they relate to Kahului Harbor:

Goal: Maui will have harbors and airports that will efficiently, dependably, and safely facilitate the movement of passengers and cargo.

Objective: Upgrade harbor facilities to handle larger volumes of freight, passengers, and additional small boat harbors.

Policies:

6.11.1.a - Support the expansion and upgrade of Kahului Harbor through the following, provided that any expansion is respectful of cultural practices and existing recreational uses and supports improved water quality:

- (1) Accommodate increasing volumes of cargo;*
- (2) Provide deeper pier depths and greater fuel-receiving and storing capacities; and*
- (3) Ensure safe and efficient work areas, including separating passenger operations from fuel and cargo operations.*

6.11.1.d - Encourage the State to develop cargo-inspecting sites and facilities for efficient cargo and container processing and transportation and to prevent alien species entry.

Comment: The Proposed Action will allow for an increase in cargo storage and handling facilities at the Harbor. The increase in storage area will allow the Harbor to provide an efficient overseas cargo container-handling operation.

¹⁷ County of Maui, Planning Department, Long Range Division, *Maui Island Plan - General Plan 2030*, adopted Ordinance No. 4004, December 28, 2012.

The acquisition will not have any impact on water quality, and the proposed demolition of the structures and proposed construction of the improvements will include best management practices to mitigate any impacts to water quality during the process.

3.21.4 WAILUKU-KAHULUI COMMUNITY PLAN

The *Wailuku-Kahului Community Plan* (2002) is one (1) of nine (9) community plans for Maui County. These community plans serve as implementation tools for the county to address the policies, goals, and objectives recommended in the *Maui General Plan*.

Wailuku-Kahului Community Plan (Community Plan) recognizes Kahului strengthening its role as Maui's business and industrial center. The residential areas of Kahului are relatively new (when compared to Wailuku), with wide, curvilinear streets. The *Community Plan* recognizes Kahului Harbor as a major land user along the Kahului shoreline, a major port of entry, and an important center of jobs and economic activity.

Wailuku-Kahului Community Plan identifies Kahului Airport and Kahului Harbor as major problems in the region. As the lifeline to Maui, Kahului Harbor is viewed as inadequate and approaching capacity (circa 2002).

The following *Community Plan* goals, objectives, and policies are applicable to the proposed project.

Economic Activity

The *Community Plan's* goal is to provide for a stable and viable economy to meet long-term community and regional needs and promote agriculture and open space. The applicable objectives and policies include:

- Support agricultural production so agriculture can continue to provide employment and contribute to the region's economic well-being; and

- Provide industrial growth opportunities through the expansion of existing industrial centers associated with the airport and harbor.

Comment: The Proposed Action will provide a more efficient Harbor that will alleviate forecast delays and associated congestion costs in the maritime shipping of goods into and out of Maui. The Proposed Action will displace existing tenants, and the development of A&B's industrial park near the Airport and Harbor is a possible alternative location for existing commercial and industrial tenants. The No-Action Alternative will increase Harbor congestion and may constrain growth of Maui's economy.

Environment

The *Community Plan's* goal was to provide for a clean and attractive physical and natural environment, while allowing for development which promotes sound environmental and ecological practices. The following are applicable objectives and policies:

- Protect near-shore waters by ensuring that discharges from waste disposal meet water quality standards; and
- Require that new shoreline development respect shoreline resources and maintain public access.

Comment: The Proposed Action (preferred alternative) will not have any significant impacts to the physical and natural environment. Measures will be designed into the proposed demolition of the structures and proposed construction of improvements to control runoff and fugitive dust, and abate the impacts of regulated or hazardous material, as applicable.

Cultural Resources

The *Community Plan's* goal is to identify, protect, preserve, and enhance cultural resources, as appropriate. The following objectives and policies are applicable.

- Preserve the character and integrity of historic sites in the Wailuku-Kahului region.
- Recognize the importance of historically and archaeologically sensitive sites and encourage their preservation through development project review.
- Protect and preserve historic, cultural, and archaeological sites and resources through ongoing programs to identify and register important sites and encourage their restoration.
- Ensure that the proposed projects are compatible with neighboring historic, cultural, and archaeological sites or districts. Such projects should be reviewed by the Cultural Resources Commission, where appropriate.
- Require development projects to identify all cultural resources located within the project area as part of initial project studies. Further, require that all proposed activity include recommendations to mitigate potential adverse impacts on cultural resources.
- Encourage community stewardship of historic buildings and cultural resources and educate private property owners about financial benefits of historic preservation in Maui County.

Comment: The Proposed Action and the Harbor are within the Kahului Harbor Historic District (or Kahului Historic District). The Proposed Action will demolish structures that meet NR Criteria A¹⁸, because of their role in commerce and transportation, and will affect the historical setting in the general vicinity, especially the demolition of the KTS Building. To mitigate this impact, DOT-H has proposed documentation of the structures under HAER guidelines. The development of the Harbor area has been ongoing since the 1880s, and in Kahului town since the 1860s. These structures have been an integral part of a changing and

¹⁸ Criteria A, as stated previously, includes structures that are associated with events that have made significant contributions to the broad patterns of our history.

actively used industrial and harbor area. The demolition of these structures would be a continuation of the industrial use of the harbor. In addition, the value of these resources is primarily because of their roles in history, not their architectural qualities. The history of the area will be preserved in an appropriate manner and in accordance with SHPD. Based on the preservation of the history through recordation the Proposed Action will not involve the irrevocable commitment to loss or destruction of any natural or cultural resource.

DOT-H is fully aware of the historical nature of the area and has completed numerous studies on the environmental impacts of Harbor development. In addition, it is recognized that the Harbor played a significant role in the development of Maui and Kahului and will play a significant role now and into the future. DOT-H recognizes the importance of the historic structures and historic district and are renovating the Kahului Railroad building for the offices of DOT-H staff and tenants. The Proposed Action is one of many actions that are recommended to ensure the efficient operation of the Harbor.

Infrastructure

The *Community Plan's* goal is to strive for timely and environmentally sound planning, development, and maintenance for an efficient transportation system, which meets the needs of the community. The applicable objectives and policies include:

Transportation. Support the expansion of Kahului Harbor to accommodate long-term needs, including, but not limited to, the acquisition of land for a more efficient facility location within Kahului Harbor.

Comment: The Proposed Action is part of the *Development Plan* to expand the Harbor to meet existing and forecast demand. The Proposed Action will acquire land to develop, and thus provide for a more efficient Harbor operation.

CHAPTER 4.0

DRAFT (ANTICIPATED) DETERMINATION, FINDINGS, AND REASONS SUPPORTING DETERMINATION

Based on the foregoing analysis and anticipated mitigation measures, the Proposed Action (preferred alternative), which includes the property acquisition, improvements, and use of a remote storage/cargo yard, will not have any significant impacts on the environment. The Proposed Action (preferred alternative), with mitigation measures, is compatible with existing and future land uses and activities in the area. The applicant will comply with applicable statutes, ordinances, and rules of the federal and state governments. Therefore, this document constitutes a Notice of an Anticipated Finding of No Significant Impact. The "Significance Criteria," Section 12 of the Hawai'i Administrative Rules, Title 11, Chapter 200, "Environmental Impact Statement Rules," were reviewed and analyzed. Based on the analysis, the following was concluded.

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.

The Proposed Action will demolish historic structures which meet NR Criteria A, because of their role in commerce and transportation, and will affect the historical setting in the general vicinity, especially the demolition of the KTS Building. To mitigate this impact, DOT-H has proposed documentation of the structures under HAER guidelines. The development of the Harbor area has been ongoing since the 1880s, and in Kahului town since the 1860s. These structures have been an integral part of a changing and actively used industrial and harbor area. The demolition of these structures would be a continuation of the industrial use of the harbor. In addition, the value of these resources is primarily because of their roles in history, not their architectural qualities. The history of the area will be preserved in an appropriate manner and in accordance with SHPD. Based on the preservation of the history through recordation the Proposed Action will not involve the irrevocable commitment to loss or destruction of any natural or cultural resource.

(2) Curtails the range of beneficial uses of the environment.

The Proposed Action will not curtail the range of beneficial uses of the environment, as the area is designated an Urban and industrial area. The Proposed Action will allow the Harbor to meet existing and forecast demands.

(3) Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders.

The Proposed Action does not conflict with the State's long-term environmental policies, goals, or guidelines. The State's environmental policies and guidelines are set forth in Chapter 344, Hawai'i Revised Statutes, *State Environmental Policy*. Two (2) broad policies are espoused: conservation of natural resources and enhancement of quality of life. In regard to the former, the Proposed Action would not consume significant natural resources. The latter will provide a Harbor that will be able to meet existing and forecast demand, and allowing for the efficient import and export of goods for Maui.

(4) Substantially affects the economic or social welfare of the community or State.

The Proposed Action should provide an economic benefit to the island of Maui, as port facilities will be able to accommodate existing and future demands. The No-Action Alternative would have the potential to increase delays and congestion at the port, which would lead to inefficient Harbor operations and increased cargo handling costs.

(5) Substantially affects public health.

The Proposed Action does not impact public health or public health facilities.

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities.

The Proposed Action will not have secondary impacts or commit to any actions which will cause secondary impacts.

(7) Involves a substantial degradation of environmental quality.

The Proposed Action will have no anticipated significant degradation of environmental quality, and no adverse environmental or public health impacts are expected if the appropriate mitigation measures are implemented. The demolition of the structures and construction of improvements, such as security fencing, security lighting, pavement, and mitigation measures, will impact contaminated soil and materials, with contamination levels exceeding the EAL. DOT-H and A&B will follow the applicable EHE/EHMP and federal and state rules and regulations to provide worker and public protection and mitigate the handling and disposal of contaminated soil and material.

(8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.

The Proposed Action does not involve a commitment to larger actions, nor would it have any cumulative impacts that would result in considerable effects on the environment.

(9) Substantially affects a rare, threatened, or endangered species, or its habitat.

There are no rare, threatened, or endangered species, or their habitats, on the site, and therefore there is no impact. The site has been used and developed since the 19th century for industrial and harbor purposes.

(10) Detrimentially affects air or water quality or ambient noise levels.

The Proposed Action will not have any detrimental impacts to air or water quality or to ambient noise levels. The demolition of the structures and construction of the short-term improvements will employ mitigation, abatement, and best management practices to reduce the impact to water bodies in the area and to maintain air quality. Construction activities will comply with the applicable DOH Air Quality rules and regulations. The area is

an industrial area with high ambient noise levels, and the Proposed Action will not significantly increase these ambient noise levels.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

The Proposed Action is located within a flood area, as depicted in the Flood Insurance Rate Maps (FIRM). However, the Proposed Action will not significantly affect the floodplain, tsunami zone, beach, sea-level rise, or erosion-prone area.

(12) Substantially affects scenic vistas and view planes identified in county or state plans or studies.

There are no scenic vistas or view planes in the immediate vicinity of the Proposed Action. Therefore, there is no impact.

(13) Requires substantial energy consumption.

The Proposed Action will not require significant amounts of energy, and therefore will have no significant impact to energy consumption or generation. To the extent practical, DOT-H will apply sustainable and green building guidelines in the design and construction of the improvements.

CHAPTER 5.0

REFERENCES

1. <http://dod.hawaii.gov/hiema/publicresources/tsunami-evacuation-zone/>, 2018.
2. Exceptional Tree List, [www.co.maui.hi/documentcenter/view /13706](http://www.co.maui.hi/documentcenter/view/13706), June 8, 2011.
3. Hawaii Climate Change Mitigation and Adaptation Commission, <http://climateadaptation.hawaii.gov/climate-change-mitigation-and-adaptation/>, 2018.
4. USDA, Island of Maui, Hawai'i, soil survey area, data version 10, soildatamart@nrsc.usda.gov, 2012.
5. County of Maui, *Wailuku-Kahului Community Plan (2002)*, Exhibit "1", 2002.
6. County of Maui, *Maui County Water Use and Development Plan, Central DWS District Plan Update, Exhibit A*, November 16, 2010.
7. Cultural Surveys Hawai'i, Inc., *An Archaeological Literature Review and Field Inspection for Three Parcels Located at the Kahului Harbor, Wailuku Ahupua'a, Wailuku District, Maui Island, TMK: (2) 3-7-10:09, 3-7-11:17 and 13*, June 2009.
8. Department of Transportation, Harbors Division, *Kahului Harbor Development Plan; Hawai'i Final Development Plan*, December 2012 (v2).
9. Department of Transportation, Highways Division, Maui District; *Maui Storm Water Management Program Plan*, State of Hawai'i, December 2016.
10. Edward K. Noda and Associates, Inc., *Final Environmental Assessment and Finding of No Significant Impact, 2025 Master Plan Improvements, Kahului Commercial Harbor*, November 2005.

11. Romine, B.M., Fletcher, C.H., Barbee, M.M., Anderson, T.R., Frazer, L.N., *Are Beach Erosion Rates and Sea-Level Rise Related in Hawaii?*, Global and Planetary Change 108, pp 149-157, 2013.
12. U.S. Fish and Wildlife Services, *Endangered and Threatened Wildlife and Plants, Designation of Critical Habitat for the Blackburn's Sphinx Moth*, Federal Register 68 (111): 34710-34766, 2003.
13. U.S. Fish and Wildlife Services, *Recovery Plan for the Blackburn's Sphinx Moth (Manduca Blackburni)*, 2005.

CHAPTER 6.0

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS CONSULTED

PRE-ASSESSMENT CONSULTATION

The following agencies, organizations, and groups were sent letters (May 2013) to describe the Proposed Action (preferred alternative) and to provide opportunity to comment on the Proposed Action (** provided comments).

FEDERAL GOVERNMENT

- U.S. Department of the Army, Corps of Engineers, Pacific Ocean Division
- U.S. Department of Interior, Fish & Wildlife Service**
- U.S. Department of Interior, Pacific Island Ecosystem Research Center, U.S. Geological Survey-Biological Resources Division
- U.S. Environmental Protection Agency, Pacific Island Contact Office
- U.S. Environmental Protection Agency, Region 9

STATE AGENCIES

- State of Hawai'i, Department of Business, Economic Development & Tourism Planning Office
- State of Hawai'i, Department of Health**

- State of Hawai'i, Department of Health, Environmental Health Administration
- State of Hawai'i, Department of Land and Natural Resources
- State of Hawai'i, Department of Land and Natural Resources, State Historic Preservation Division**
- State of Hawai'i, Department of Transportation
- State of Hawai'i, Department of Transportation, Airports Division**
- State of Hawai'i, Department of Transportation, Highways Division**
- State of Hawai'i, Department of Transportation, Statewide Transportation, Planning Office**
- Office of Hawaiian Affairs

COUNTY AGENCIES

- County of Maui, Planning Department**
- County of Maui, Planning Department, Cultural Resources Planner**
- County of Maui, Department of Transportation
- County of Maui, Office of the Mayor

PUBLIC

- A&B Properties
- Brewer Environmental Industries LLC

- Chevron USA, Inc.
- Equilon Enterprises LLC, formerly Shell Oil Company
- HC&S
- Kahului Trucking & Storage
- Maui Electric Company
- Maui Oil Company, Inc.
- Tesoro (Par Hawaii)
- Royal Order of Kamehameha I, Kahekili Chapter IV**
- Cruiser Phil's
- Maui Skimmers and Tropic Surfboards
- Aloha Limousine
- Maui Crane Service LLC
- Reynolds Recycling
- The Harry & Jeanette Weinberg Foundation, Inc.

APPENDIX A
Early Consultation
Comment Letters and Responses



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Commander
Department of the Army
Pacific Ocean Division
U.S. Army Corps of Engineers
Fort Shafter, Hawaii 96858-5440

Dear Commander:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii".

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



 EKNA SERVICES INC.	KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
DATE: 02/22/2013 4 of 4	10/20/11	



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
U.S. Department of Interior
Fish & Wildlife Service
300 Ala Moana Blvd.
Honolulu, Hawaii 96813

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

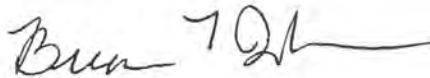
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", followed by a long horizontal flourish.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION

KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850



In Reply Refer To:
2013-SL-0210

RECEIVED

APR 01 2013

Brian Ishii
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

APR 03 2013

EKNA SERVICES, INC.

Subject: Species List for Kahului Harbor Proposed Land Acquisition, Kahului, Maui

Dear Mr. Ishii:

The U.S. Fish and Wildlife Service (Service) received your correspondence on March 7, 2013, requesting comment on the proposed acquisition of two parcels totaling approximately 10 acres adjacent to Kahului Harbor (Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23). Your letter indicated that the Hawaii Department of Transportation, Harbors Division does not have any plans to develop the site in the near future and will prepare environmental documents as appropriate when and if development is deemed necessary. The Service does not have any comments relative to the proposed land acquisition. Looking ahead to possible development of the acquired lands, we have included the following Best Management Practice for listed species.

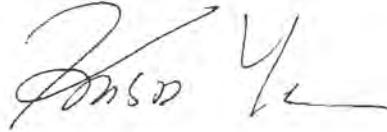
- The Blackburn's sphinx moth (*Manduca blackburni*) may breed and feed within the proposed project area. Adult moths feed on nectar from native plants, including beach morning glory (*Ipomoea pes-caprae*), iliee (*Plumbago zeylanica*), and maiapilo (*Capparis sandwichiana*); larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and native aiea (*Nothocestrum latifolium*). Blackburn's sphinx moth pupae may occupy the soil within 250 feet of larval host plants for a year or longer. The Service recommends that a qualified biologist survey all project areas, and areas adjacent to the project, for the presence of native and non-native Blackburn's sphinx moth host plants. The Service recommends these surveys be conducted during the wettest portion of the year (usually November-April), approximately four to eight weeks following a significant rainfall event. Surveys should include looking for eggs, larvae, and signs of pupating larvae (frass, chewed leaves and stems, or other characteristic signs of larval browsing). If presence of the Blackburn's sphinx moth is confirmed, the Service should be contacted for further coordination.

Mr. Brian Ishii

2

Please contact Dr. Tim Langer (808-792-9462) if you have any questions or for further guidance.

Sincerely,

A handwritten signature in black ink, appearing to read "Loyal Mehrhoff". The signature is fluid and cursive, with a large initial "L" and "M".

Loyal Mehrhoff
Field Supervisor

cc: Lasha-Lynn H. Salbosa, Division of Forestry and Wildlife



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 7, 2013

Mr. Loyal Mehrhoff
Field Supervisor
U.S. Department of Interior
Fish and Wildlife Service
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Mr. Mehrhoff,

Thank you for your comments in your letter dated April 1, 2013 (2013-SL-0210), regarding the subject project and future development. Based on your comments, we will be undertaking a flora and fauna inventory survey as part of this environmental assessment.

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
U.S. Department of Interior
Pacific Island Ecosystem Research Center
U.S. Geological Survey - Biological Resources Division
3190 Maile Way, St. Johns 408
Honolulu, Hawaii 96822

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

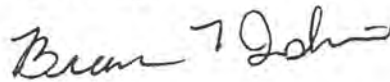
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	------------------

EKNA SERVICES INC.

DATE: 02/22/2013

02/22/2013 10:23:11



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
U.S. Environmental Protection Agency
Pacific Island Contact Office
P.O. Box 50003
Honolulu, Hawaii 96850

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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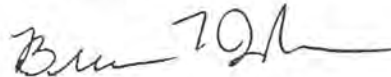
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

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If you have any questions, please call me at (808) 591-8553 ext. 203.

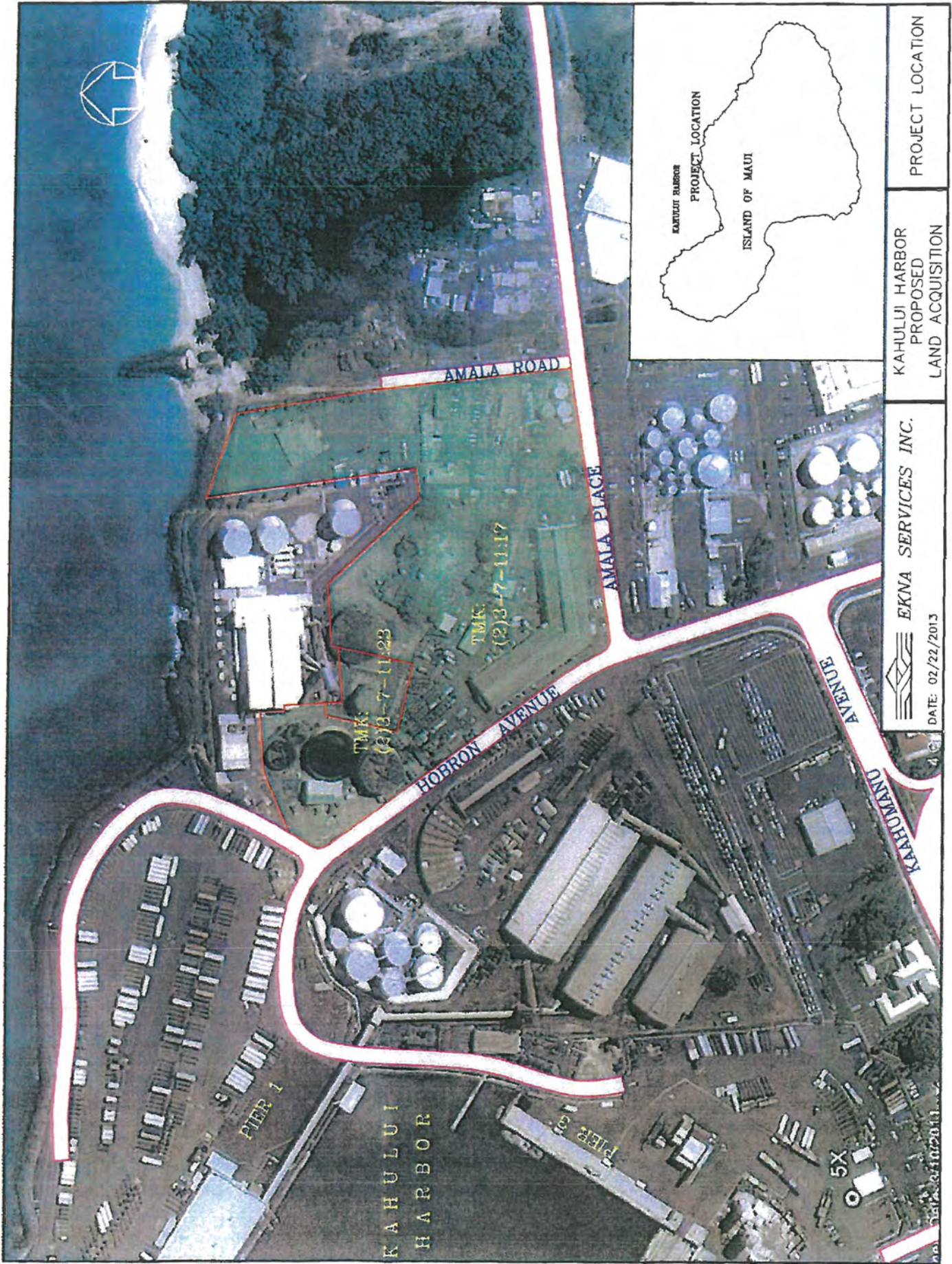
Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	EKNA SERVICES INC. DATE: 02/22/2013
------------------	--	--



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Administrator
US EPA, Region 9
75 Hawthorne Street, CMD-2
San Francisco, California 94105

Dear Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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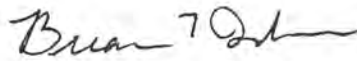
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



<p>KAHULUI HARBOR PROPOSED LAND ACQUISITION</p>	<p>EKNA SERVICES INC.</p> <p>DATE: 02/22/2013</p>	<p>PROJECT LOCATION</p>
---	---	-------------------------



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Director
State of Hawaii
Dept. of Business, Economic Dev. & Tourism Planning Office
P.O. Box 2359
Honolulu, Hawaii 96804

Dear Director:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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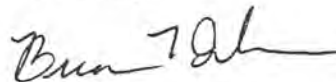
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

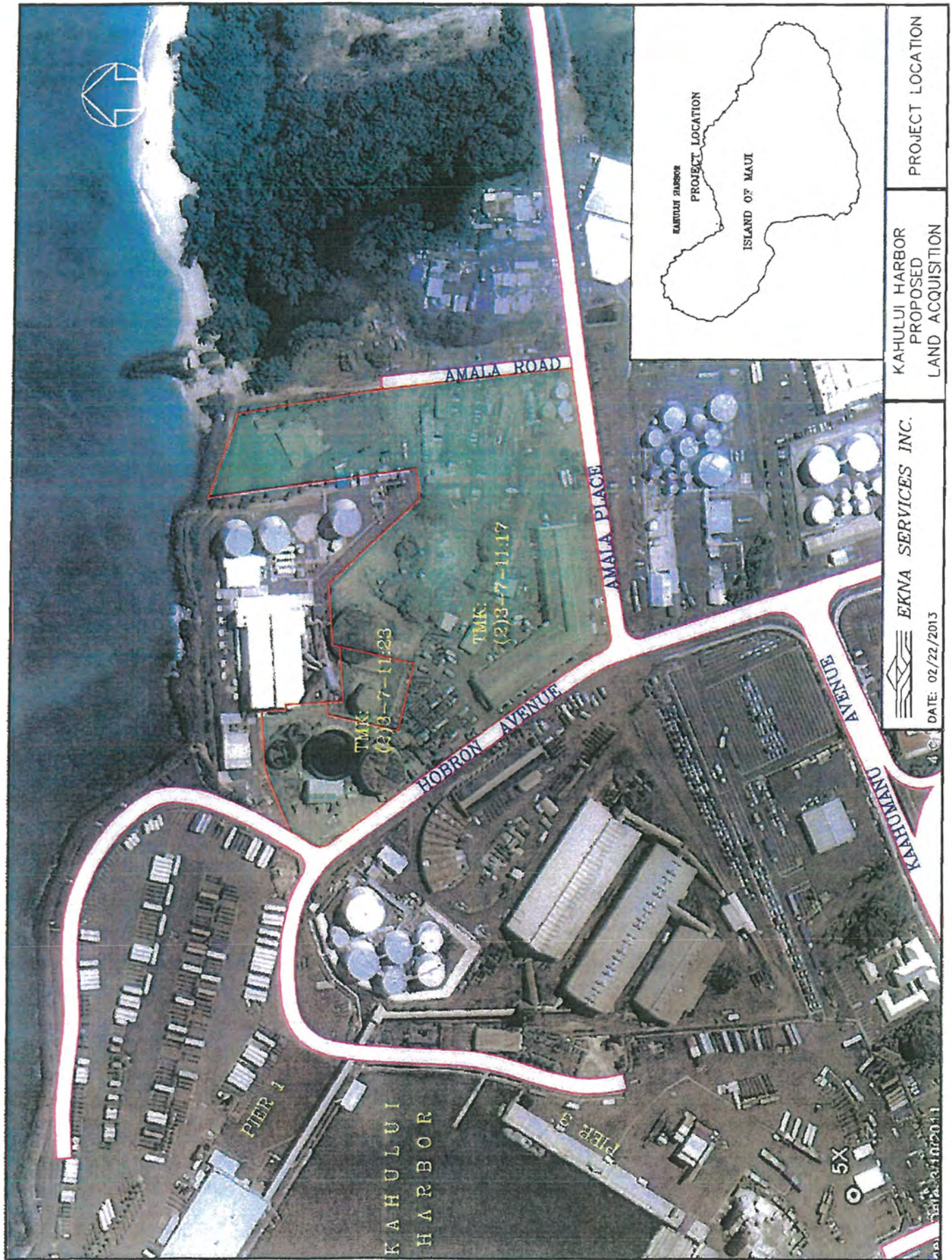
Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013

5X



OFFICE OF PLANNING STATE OF HAWAII

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://hawaii.gov/dbedt/op/>

NEIL ABERCROMBIE
GOVERNOR

JESSE K. SOUKI
DIRECTOR
OFFICE OF PLANNING

Ref. No. P-13931

April 2, 2013

RECEIVED

APR 04 2013

Mr. Brian Ishii
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

EKNA SERVICES, INC.

Dear Mr. Ishii:

Subject: Early Consultation for a HRS 343 Environmental Assessment for the Kahului Harbor Proposed Land Acquisition, Kahului, Maui, Hawaii;
Tax Map Key (2) 3-7-011: 017 and (2) 3-7-011: 023

Thank you for the opportunity to provide comments on the State of Hawaii, Department of Transportation, Harbors Division (DOT-Harbors), proposed land acquisition at Kahului Harbor.

In review of the documents provided with your letter dated February 28, 2013, we have the following comments to offer:

1. The entire state is defined to be within the Coastal Zone Management Area (Hawaii Revised Statutes (HRS) Section 205A-1 - definition of "coastal zone management area"). The Draft Environmental Assessment should include a discussion of the proposed project's consistency with the objectives and policies set forth in HRS Section 205A-2.
2. The area of the land proposed to be acquired appears to be within the Special Management Area (SMA) designated by the County of Maui. However, we note that DOT-Harbors is exempt from county SMA regulations, pursuant to HRS Section 266-2(b). Notwithstanding, we urge you to consider the criteria under HRS Section 205A-26 to avoid permanent losses of valuable coastal resources.
3. The future demolition of the harbor infrastructure on the acquired land may have nonpoint pollution concerns which may impact coastal waters. We invite the applicant to review the *Hawaii Watershed Guidance*, which provides a summary of, and links to, management measures that may be implemented to minimize coastal nonpoint pollution impact. The *Hawaii Watershed Guidance* document can be found

Mr. Brian Ishii

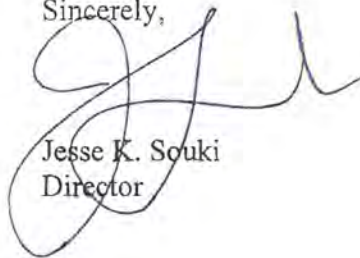
Page 2

April 2, 2013

on-line at [http://hawaii.gov/dbedt/czm/initiative/nonpoint/HI Watershed Guidance Final.pdf](http://hawaii.gov/dbedt/czm/initiative/nonpoint/HI_Watershed_Guidance_Final.pdf).

Should you have questions or require clarification on the comments provided above, please do not hesitate to contact Leo Asuncion, Manager, Hawaii Coastal Zone Management Program, at 587-2875.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jesse K. Souki', is written over the printed name and title.

Jesse K. Souki
Director

c: Mr. Dean Watase, DOT-Harbors



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 7, 2013

Mr. Jesse K. Souki
Director
Hawaii Office of State Planning
P.O. Box 2359
Honolulu, Hawaii 96804

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Mr. Souki,

Thank you for your comments in your letter dated April 2, 2013 (P-13931), regarding the subject project. We will analyze the Coastal Zone Management regulations and policies for the subject project and provide a discussion in the Draft Environmental Assessment. We will also review the other applicable regulations and policies for the subject project.

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Director
State of Hawaii
Department of Health
1250 Punchbowl Street
Honolulu, Hawaii 96813

Dear Director:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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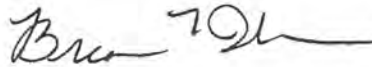
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	EKNA SERVICES INC. DATE: 02/22/2013
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NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

LORRIN W. PANG, M.D., M.P.H.
DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, HAWAII 96793

March 20, 2013

Mr. Brian Ishii
Project Manager
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814-3139

Dear Mr. Ishii:

**Subject: Early Consultation for a HRS 343 Environmental Assessment
for Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
TMK: (2) 3-7-011:17 and (2) 3-7-011:023**

Thank you for the opportunity to review this project. We have no comments to offer at this time. It is strongly recommended that the Standard Comments found at the Department's website: <http://hawaii.gov/health/environmental/env-planning/landuse/landuse.html> be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230 or E-mail me at patricia.kitkowski@doh.hawaii.gov.

Sincerely,

A handwritten signature in cursive script that reads "Patti Kitkowski".

Patti Kitkowski
District Environmental Health Program Chief

c EPO

RECEIVED

MAR 21 2013

EKNA SERVICES, INC.

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to
EMD/CWB

04007PMR.13

April 2, 2013

RECEIVED

APR 04 2013

EKNA SERVICES, INC.

Mr. Brian T. Ishii
Project Manager
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Dear Mr. Ishii:

SUBJECT: Comments on the Early Consultation for a HRS 343 Environmental Assessment for the Kahului Harbor Proposed Land Acquisition Kahului, Island of Maui, Hawaii
TMKs: (2) 3-7-011:017 and (2) 3-7-011:023

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt your letter, dated February 28, 2013, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at:
<http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the

Mr. Brian T. Ishii
April 2, 2013
Page 2

04007PMR.13

discharge. To request NPDES permit coverage, you must submit the CWB Individual NPDES Form through the e-Permitting Portal and the hard copy certification statement with \$1,000 filing fee. Please open the e-Permitting Portal website at: <https://eha-cloud.doh.hawaii.gov/epermit/View/home.aspx>. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the "CWB Individual NPDES Form." Follow the instructions to complete and submit this form.

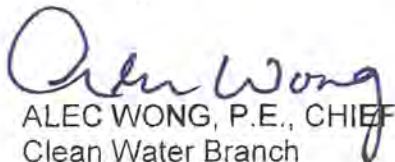
3. If your project involves work in, over, or under waters of the United States, it is highly recommend that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 438-9258) regarding their permitting requirements.

Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

If you have any questions, please visit our website at: <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,


ALEC WONG, P.E., CHIEF
Clean Water Branch

MR:rh

c: DOH-EPO #13-052 [via email only]



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 8, 2013

Mr. Alec Wong, P.E.
Chief, Clean Water Branch
Hawaii Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801-3378

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Mr. Wong,

Thank you for your comments in your letter dated April 2, 2013 (04007PMR.13), regarding the subject project. We will analyze the project for possible impacts to State waters, and will provide a discussion in the Environmental Assessment.

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Administrator
Environmental Health Administration
State of Hawaii
Department of Health
1250 Punchbowl Street
Honolulu, Hawaii 96813

Dear Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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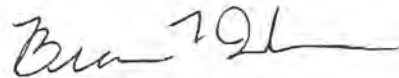
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

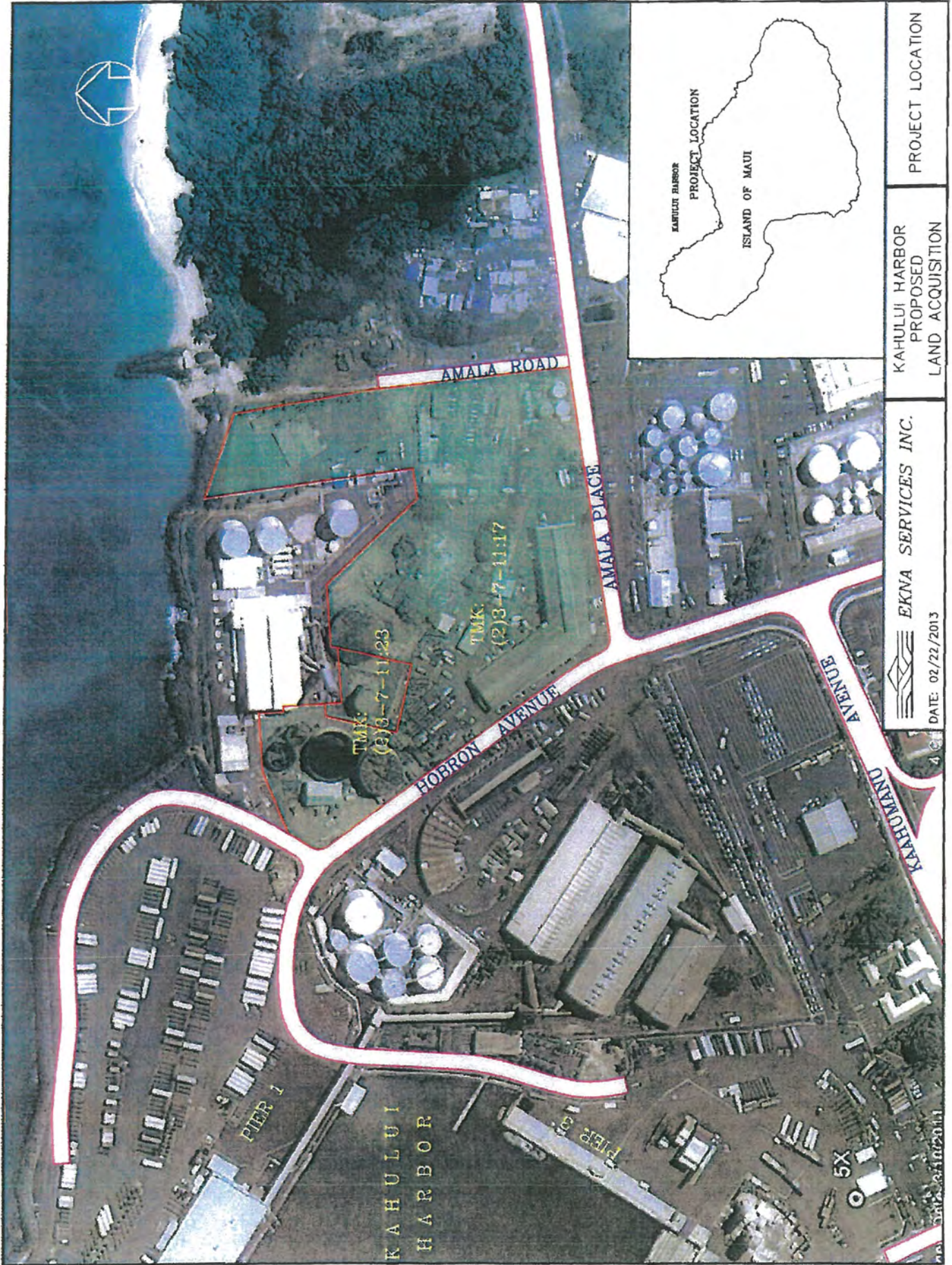
Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	------------------

**EKNA SERVICES INC.**

DATE: 02/22/2013

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378
March 8, 2013

LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

In reply, please refer to:
File:

13-052
Kahului Harbor

RECEIVED

MAR 12 2013

EKNA SERVICES, INC.

Mr. Brian Ishii
EKNA Services, Inc.
615 Piikio Street, Suite 300
Honolulu, Hawaii 96814

Dear Mr. Ishii:

SUBJECT: Early Consultation for a HRS 342 Environmental Assessment for the Kahului Harbor Proposed Land Acquisition, Kahului, Maui, Hawaii Tax Map Keys (2) 3-7-11: 17 and (2) 3-7-11: 23

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your letter dated February 28, 2013. Thank you for allowing us to review and comment on the subject document. Your document was routed to the Clean Water Branch. They will provide specific comments to you if necessary. EPO recommends that you review the Standard Comments (www.hawaii.gov/health/epo under the land use tab). You are required to adhere to all Standard Comments specifically applicable to this application.

EPO suggests that you examine the many sources available on strategies to support the sustainable design of communities, including the:

U.S. Environmental Protection Agency's sustainability programs: www.epa.gov/sustainability

U.S. Green Building Council's LEED program: www.usgbc.org/leed

The DOH encourages everyone to apply these sustainability strategies and principles early in the planning and review of projects. We also request that for future projects you consider conducting a Health Impact Assessment (HIA). More information is available at www.cdc.gov/healthypplaces/hia.htm. We request you share all of this information with others to increase community awareness on sustainable, innovative, inspirational, and healthy community design.

We request a written response confirming receipt of this letter and any other letters you receive from DOH in regards to this submission. You may mail your response to 919 Ala Moana Blvd., Ste. 312, Honolulu, Hawaii 96814. However, we would prefer an email submission to epo@doh.hawaii.gov. We anticipate that our letter(s) and your response(s) will be included in the final document. If you have any questions, please contact me at (808) 586-4337.

Mahalo,

Laura Leialoha Phillips McIntyre, AICP
Manager, Environmental Planning Office



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 8, 2013

Ms. Laura Leialoha Phillips McIntyre, AICP
Manager, Environmental Planning Office
Hawaii Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801-3378

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Ms. McIntyre,

Thank you for your comments and references in your letter dated March 8, 2013 (13-052 Kahului Harbor), regarding the subject project. We have also received letters from the DOH's Clean Water Branch and the Maui District Health Office. Your letter(s) and our response(s) will be included in the environmental document(s).

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Chairperson
State of Hawaii
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 97809

Dear Chairperson:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

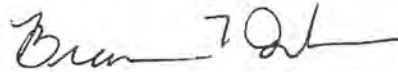
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	<div data-bbox="1421 1134 1469 1281"> </div> <div data-bbox="1429 829 1469 1134">EKNA SERVICES INC.</div> <div data-bbox="1469 1113 1502 1281">DATE: 02/22/2013</div>
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NEIL ABERCROMBIE
GOVERNOR OF HAWAII



WILLIAM J. ATLA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
(COMMISSION ON WATER RESOURCES MANAGEMENT)



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 27, 2013

RECEIVED

APR 01 2013

EKNA SERVICES, INC.

State of Hawaii, Department of Transportation
Harbors Division
Attention: Mr. Brian Ishii
613 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Dear Mr. Ishii:

SUBJECT: Early Consultation for a HRS 343 Environmental Assessment for the
Kahului Harbor Proposed Land Acquisition

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the (a) Division of Boating and Ocean Recreation, (b) Land Division — Maui District, and (c) Engineering Division on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 7, 2013

MEMORANDUM

DLNR Agencies:

- ☐ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☐ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Maui District
- ☒ Historic Preservation

RECEIVED
LAND DIVISION
2013 MAR 11 PM 4:07
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

From
To:

To

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Kahului Harbor Proposed Land Acquisition
LOCATION: Kahului, Island of Maui, TMK: (2) 3-7-011:017 and 023
APPLICANT: State Department of Transportation – Harbors Division

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by March 27, 2013.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed:

Print Name:

Date:

Edmund R. Underwood
Edmund R. Underwood
3/8/13

cc: Central Files

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



RECEIVED
LAND DIVISION

2013 MAR 15 AM 9:53

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 7, 2013

MEMORANDUM

TO: **DLNR Agencies:**
____ Div. of Aquatic Resources
X Div. of Boating & Ocean Recreation
X Engineering Division
____ Div. of Forestry & Wildlife
____ Div. of State Parks
X Commission on Water Resource Management
X Office of Conservation & Coastal Lands
X Land Division – Maui District
X Historic Preservation

2013 MAR -8 PM 1:06

RECEIVED
MAUI DISTRICT
LAND DIVISION

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Kahului Harbor Proposed Land Aquisition
LOCATION: Kahului, Island of Maui, TMK: (2) 3-7-011:017 and 023
APPLICANT: State Department of Transportation – Harbors Division

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by March 27, 2013.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections,
☒ We have no comments,
☐ Comments are attached.

Signed: *Daniel Ornellas*

Print Name: Daniel Ornellas

Date: 3/12/13

cc: Central Files



3 MAR 7 AM 9:47 ENGINEERING

WILLIAM J. ATLA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 7, 2013

MEMORANDUM

TO: FR.

DLNR Agencies:

- ☐ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☐ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division - Maui District
- ☒ Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Kahului Harbor Proposed Land Aquisition
LOCATION: Kahului, Island of Maui, TMK: (2) 3-7-011:017 and 023
APPLICANT: State Department of Transportation - Harbors Division

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If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed:

Print Name:

Date:

Corty S. Chang, Chief Engineer

cc: Central Files

RECEIVED
LAND DIVISION
2013 MAR 19 AM 10:39
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Administrator
State of Hawaii
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Dear Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

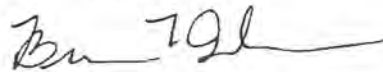
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.


Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

 **EKNA SERVICES INC.**
DATE: 02/22/2013

02/22/2013

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

JUN 26 A 10:10



**HISTORIC PRESERVATION DIVISION
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

JESSE K. SOUKI
FIRST DEPUTY

WILLIAM M. TAM
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
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

June 12, 2014

Dr. Glenn M Okimoto, Director of Transportation
State of Hawai'i, Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813

LOG NO: 2014.01899
DOC NO: 1405JP11
Archaeology, Architecture

Aloha Dr. Okimoto,

**SUBJECT: Chapter 6E-8 and National Historic Preservation Act Section 106- Consultation -
Kahului Harbor Land Acquisition and Expansion (SM2014/0068 & HAR-EP 4558.14)
Wailuku Ahupua'a, Wailuku District, Island of Maui
TMK: (2) 3-7-010: 009 and 3-7-011:017 & 023**

Thank you for the opportunity to provide consultation for the proposed undertaking. On April 30, 2014 we received the submittal cover sheet along with three draft reports: 1) *Archaeological Review* (2009); 2) *Kahului Harbor Historic Resources Evaluation* (2014); and 3) *Cultural Impact Assessment* (2013). The project area is located south of Pier 1 at the Kahului Harbor and consists of three semi-contiguous parcels running parallel to the shoreline. We provided archaeological comments concerning the environmental assessment preparation notice for subject parcels 017 (Parcel B-1) and 023 (parcel B-2) involving 10 acres of the subject area (*Log 2013.2098 & 2013.2241, Doc 1309JP09*). We understand that the subject undertaking includes approximately 31 acres in old Kahului town.

The area of potential effect (APE) includes the combined acreage of three parcels (29 acres) and two access roadways (1.806 acres). The built environment is a mixture of modern industrial and harbor uses. Food warehouses, automobile and petroleum storage facilities are located southward. Intermodal cargo loading, fuel storage tanks, and storage facilities are found in the northwest section. The Maui Electric Company generating plant is to the north. The northeastern-most portion of the APE consists of a submerged wetland drainage-way for the 235-acre wildlife sanctuary known as Kanaha.

Our records indicate that the Kahului Commercial Harbor is listed in the Hawai'i Register of Historic Places (2953) and is directly associated with the Historic Kahului District (SIHP 1607). The Kanaha Pond (SIHP 1783), the Kahului Railroad Administration Building, and the Kahului Railroad Roundhouse are located within the historic district and are listed in the State Inventory of Historic Places (SIHP). Portions of the former right-of-way for the Kahului Railroad Company, including sections of track and remnants of constructed track berms (SIHP 3112) have been documented in the APE. The United States Marine Corps 18th Service Battalion Storage Depot (SIHP 4232) was located along the western shoreline of the harbor during World War II. Sand deposits make up portions of the APE that are known to contain significant buried features. Multiple human burials and scattered skeletal remains have been identified within the APE, as well as numerous artifacts and structural remains.

The submitted architectural draft report titled *Kahului Harbor Historic Resources Evaluation* has been forwarded to the SHPD Architecture Branch for review. The historic buildings are industrial structures that contribute to the character of the historic Kahului Harbor and district. Fifteen individual structures were documented and are currently being evaluated regarding eligibility for listing in the National Register of Historic Places.

Thank you for including the draft *Archaeological Review* prepared by Cultural Surveys Hawai'i, Inc. (June 2009). This report recommends that an archaeological inventory survey be completed of the APE. We concur with this recommendation, and request that the survey includes a program of subsurface testing. The testing strategy should be developed in consultation with SHPD prior to initiation of field work.

Dr. Glenn Okimoto
June 12, 2014
Page 2

2/5 15.0001

We look forward to continued consultation regarding the identification of historic properties (36 CFR Part 800.4), and the assessment of adverse effects (36 CFR Part 800.5). Please contact Jenny Pickett at (808) 243-5169 or Jenny.L.Pickett@Hawaii.gov for any questions or concerns about this letter.

Mahalo,



Theresa K. Donham
Archaeology Branch Chief and
Deputy State Historic Preservation Officer

cc: Russell Y. Tsuji, Land Administrator, PO Box 621, Honolulu HI 96809;
Maui County DSA Fax: (808) 270-7972;
Maui County Department of Planning (planning@mauicounty.gov)
Royal Order of Kamehameha I, Kahekili Chapter IV (alakainui@hawaii.rr.com)
Hawaiian Canoe Club (pualeleiki@hawaii.rr.com)
SHPD Architecture Branch: Mike Gushard (Michael.J.Gushard@hawaii.gov) and Anna Broverman
(Anna.E.Broverman@hawaii.gov)

NEIL ABERCROMBIE
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

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

JESSE K. SOUKI
FIRST DEPUTY

WILLIAM M. TAM
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AQUATIC RESOURCES
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CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

DATE: June 23, 2014

LOG: 2014.01899
DOC: D0614JLP16

TO: Dr. Glenn M Okimoto, Director of Transportation
Department of Planning and Permitting
City/County Honolulu
650 South King Street
Honolulu, HI 96813

SUBJECT: Section: Chapter 6E-8 Historic Preservation / Section 106 Cultural Resource Management
Project: Kahului Harbor Historic Resources Evaluation
Owner Name: Alexander and Baldwin
Address: Kahului Harbor, Maui
Permit Number: none
Tax Map Key: (2) 3-7-011:017; and (2) 3-7-011:023

Date Received by SHPD: April 25, 2014

Documentation Received: Kahului Harbor Historic Resources Evaluation

Description of Project/Undertaking: Potential demolition of resources and redevelopment of Kahului Harbor

Area of Potential Effect (APE): The area of potential effect includes the combined acreage of three parcels (29 acres) and two access roadways (1.806 acres) within the Eligible Kahului Harbor Historic District

Eligibility: Based on the information provided, the properties identified within the Kahului Harbor Historic Resources Evaluation do appear to be eligible for the State and National Register of Historic Places.

Determination: We have received your request for review of the above-cited evaluation at the location noted above. Thank you for the opportunity to provide consultation for the historic resource evaluation of Kahului Harbor. As stated by the SHPD Archaeology branch in a letter dated June 12, 2014 [LOG: 2014.01899; DOC: 1405JP11], the project area is located south of Pier 1 at the Kahului Harbor and consists of three semi-contiguous parcels running parallel to the shoreline. The built environment is a mixture of modern industrial and harbor uses. Food warehouses, automobile and petroleum storage facilities are located southward. Intermodal cargo loading, fuel storage tanks, and storage facilities are found in the northwest section. The Maui Electric Company generating plant is to the north. The northeastern-most portion of the APE consists of a submerged wetland drainage-way for the 235-acre wildlife sanctuary known as Kanaha.

As stated in a previous letter from SHPD the historic buildings *are industrial structures that contribute to the character of Kahului Harbor* and its eligible historic district. We also concur with the findings within the Kahului Harbor Historic Resources Evaluation and its Summary of Findings that of the *seventeen properties surveyed; thirteen met the traditional fifty-year cut off for evaluation*. However, we request that of the seventeen buildings identified, sixteen of the buildings be evaluated as contributing structures to the National Register Eligible Kahului Harbor Historic District. The Order of Kamehameha I Hall should be treated as a non-contributing structure to the eligible historic district.

Due to the architectural significance of the site and integrity of its structures HDOT should initiate consultation with SHPD as early on in the site's redevelopment planning process as possible to prevent potential adverse effects to the site and limit any potential future mitigation that may result from either the Chapter 6E or Section 106 consultation processes.

Please note that this letter does not satisfy the Chapter 6E or Section 106 review and consultation processes. This letter does not clear any proposed or future project within the identified area of potential effect. Once the property has been acquired by the Hawaii Department of Transportation, a Federal Agency has been identified, and a draft of a future redevelopment plan has been completed SHPD will be able to review and provide comments that will satisfy both the Chapter 6E and Section 106 review processes.

If you have any questions please contact Jessica Puff, SHPD Architectural Historian at (808) 692-8015 or by email at Jessica.L.Puff@hawaii.gov.

Aloha,



Mike Gushard
Acting Architecture Branch Chief

CC:

Russell Y. Tsuji, Land Administrator, PO Box 621, Honolulu HI 96809;
Maui County DSA Fax: (808) 270-7972;
Maui County Department of Planning (planning@mauicounty.gov)
Royal Order of Kamehameha I, Kahekili Chapter IV (alakainui@hawaii.rr.com)
Hawaiian Canoe Club (pualeleiki@hawaii.rr.com)
Theresa Donham (Theresa.K.Donham@Hawaii.gov)
Jenny Pickett (Jenny.L.Pickett@Hawaii.gov)



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Director:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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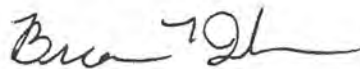
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,


A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	 EKNA SERVICES INC.	DATE: 02/22/2013
------------------	--	--	------------------



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Deputy Director
Airports Division
State of Hawaii
Department of Transportation
400 Rodgers Blvd, Suite 700
Honolulu, Hawaii 96819

Dear Deputy Director:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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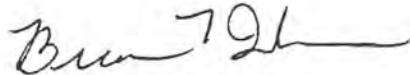
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

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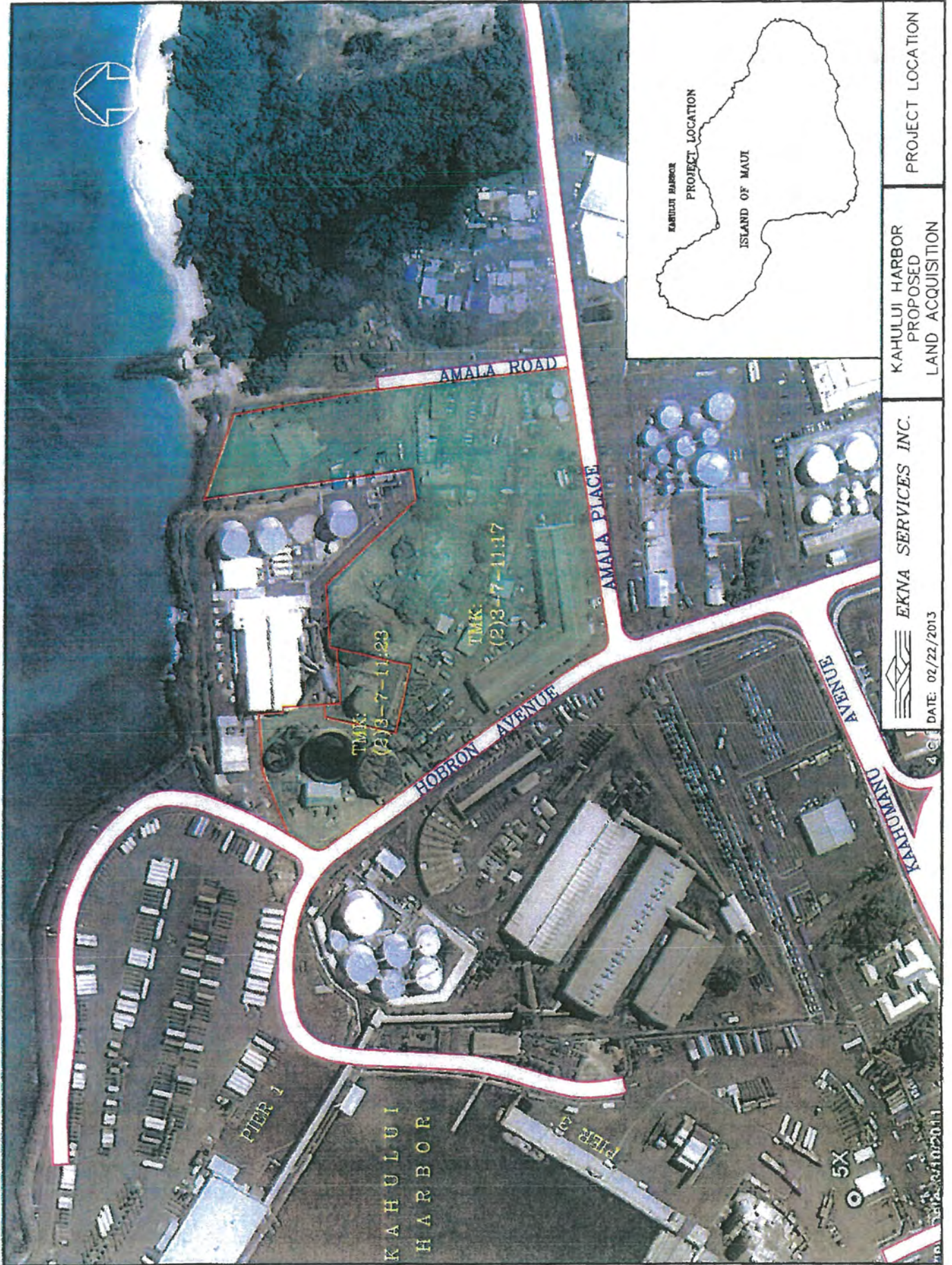
Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013

40

02/22/2013

13.0746

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
MEMORANDUM

13 MAR 18 P2:01

AIR-EP
13.0049HARBORS DIVISION
TO: HAR-E**DATE:** 03/15/13**FROM:** AIR-E (JEFFREY CHANG) ✓**SUBJECT:** KAHULUI HARBOR PROPOSED LAND ACQUISITION, EARLY
CONSULTATION FOR HRS 343 ENVIRONMENTAL ASSESSMENT

We have reviewed the subject proposal and provide our support for the project. Please be aware that the proposed land acquisition is approximately 1.6 miles from the end of Runway 5 at Kahului Airport and within the flight path for that runway. Therefore, any future demolition or construction activities, including temporary cranes, may require the submittal of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration according to the Code of Federal Regulations, Title 14, Part 77.9, if the construction of alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. This form and criteria for submittal can be found at the following website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

If it becomes necessary to submit a FAA Form 7460-1, please provide us a copy of FAA's determination for our files.

Please have your staff contact Lynette Kawaoka, Planner, at (808) 838-8818, if you need further information.

c: STP



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Administrator
Highways Division
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

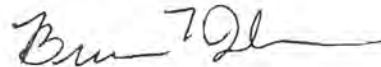
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

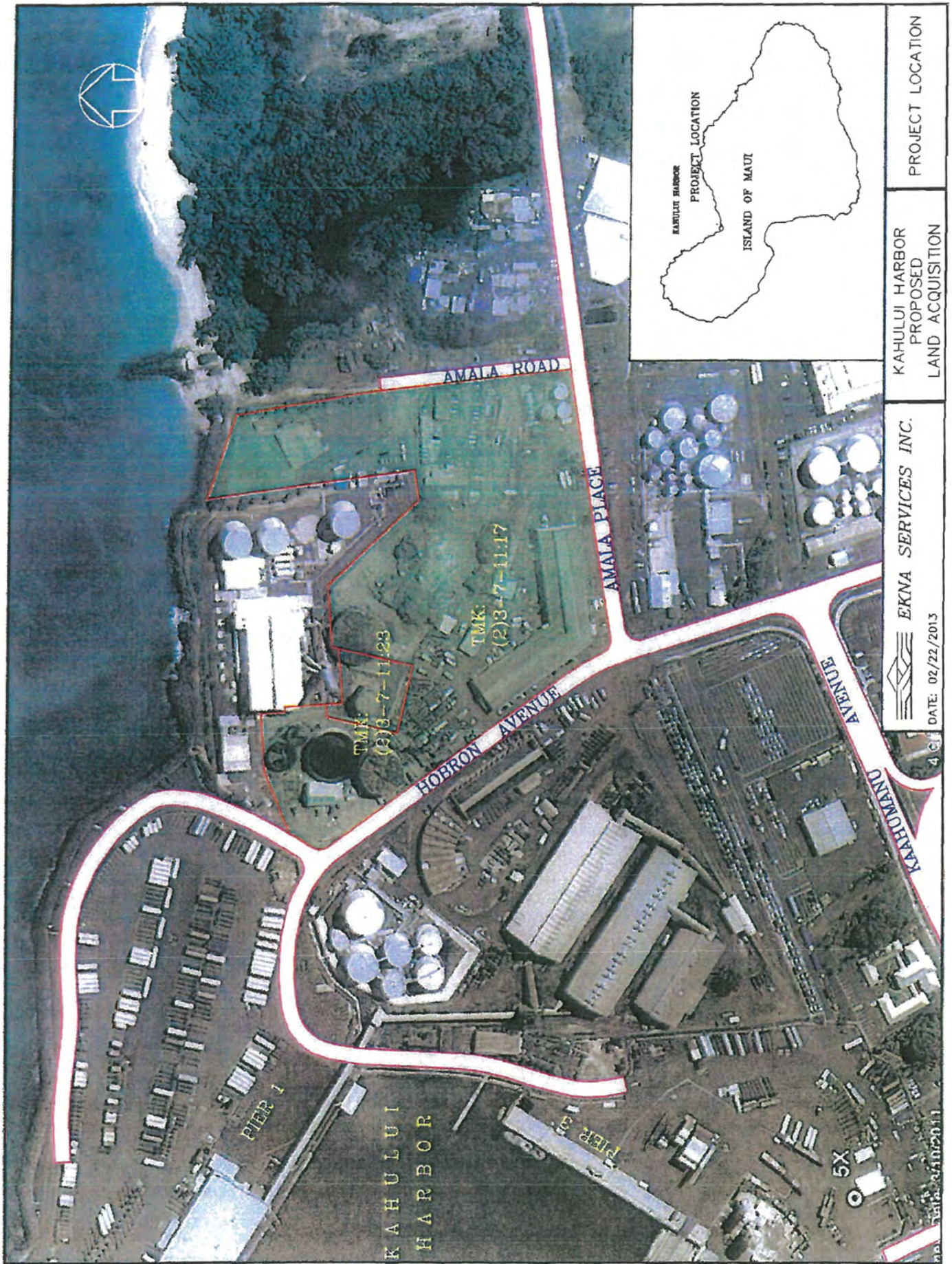
Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION

KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.
DATE: 02/22/2013

5X

13.0792

RECEIVED

APR 12 2013

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
PLANNING BRANCH
HIGHWAYS DIVISION


13 APR -3 A9 54


HARBORS DIVISION

MEMORANDUM

EKNA SERVICES, INC.

HWY-PS
2.4398

TO: CARTER LUKE, HAR-E  DATE: APRIL 2, 2013

FROM: KEN K. TATSUGUCHI, HWY-P 

SUBJECT: EARLY CONSULTATION FOR DRAFT ENVIRONMENTAL ASSESSMENT
(DEA) KAHULUI HARBOR LAND ACQUISITION, KAHULUI, MAUI,
TMK: (2) 3-7-11:17 AND (2) 3-7-11:23

We have the following comments:

1. The Harbors Division (HAR) is proposing a 10 year phased demolition plan which may impact the State Highway Systems Operations; therefore, we suggest that the property be secured, maintained and monitored to prevent possible vandalism and trespassers from seeking shelter within those existing structures.
2. Impacts to adjacent Hobron Avenue (state Route 32A), and nearby Kaahumanu Avenue (state Route 32), and Hana Highway (state Route 36) from demolition activities, such as trash, rubbish, debris, dust and garbage should be managed to prevent unsightliness and health hazards.
3. A permit is required from the Highways Division (HWY) to transport oversized equipments/overweight loads within our highway facilities during demolition activities.
4. HAR should apprise and coordinate with HWY regarding the future and master plan for the 10 acre parcel for our highway planning, operational and safety purposes.

c: HAR-EP, HWY-PS (13-070)

FC:th

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EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Planning Program Administrator
Statewide Transportation Planning Office
State of Hawaii
Department of Transportation
200 Rodgers Blvd
Honolulu, Hawaii 96819

Dear Planning Program Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

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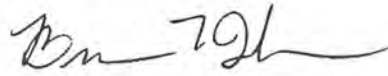
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



<p>KAHULUI HARBOR PROPOSED LAND ACQUISITION</p>	<p>EKNA SERVICES INC.</p>	<p>PROJECT LOCATION</p>
<p>DATE: 02/22/2013</p>	<p>4 C</p>	<p>5X</p>



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Chief Executive Officer
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 1250
Honolulu, Hawaii 96813

Dear Chief Executive Officer:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	EUNA SERVICES INC. DATE: 02/22/2013
------------------	--	--



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Administrator
County of Maui, Planning Department
200 South High Street
Wailuku, Maui, Hawaii 96793

Dear Administrator:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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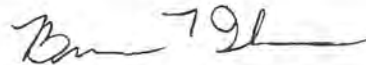
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

DATE: 02/22/2013

4

KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

March 8, 2013

RECEIVED

MAR 12 2013

Mr. Brian Ishii
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

EKNA SERVICES, INC.

Dear Mr. Ishii:

**SUBJECT: REQUEST FOR EARLY CONSULTATION FOR THE PROPOSED
ACQUISITION OF LAND ADJACENT TO THE KAHULUI HARBOR,
ISLAND OF MAUI, HAWAII; TMKs: (2)3-7-011:017, AND 023,
(RFC 2013/0033)**

The Department of Planning (Department) has received your request dated March 4, 2013, for pre-consultation in advance of preparation of a Draft Environmental Assessment (EA) on the properties referenced above.

The Department understands that the State of Hawaii Department of Transportation, Harbors Division (DOT-Harbors Division) is proposing to acquire lands adjacent to the Kahului Harbor. The land area consists of two (2) parcels of land, with an approximate combined size of ten (10) acres. Various companies such as Kahului Trucking and Storage, Brewer Environmental, and the Hale Nanea Community Center currently occupy the land. The DOT-Harbors Division does not have any plans to develop the site in the near future; however, when improvements are proposed, the appropriate permits and approvals will be obtained.

We have conducted a review of the facts available to us and offer the following comments:

1. A cursory review of the properties and their land use designations are as follows:

State Land Use District:	Urban
Wailuku-Kahului Community Plan:	Heavy Industrial
County Zoning District:	M-2 Heavy Industrial
Special Management Area (SMA):	Located in the SMA

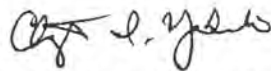
2. Since the proposed action involves the use of County funds and State lands, we concur that an EA is required.

Mr. Brian Ishii
March 8, 2013
Page 2

3. Please include information on what will occur to the existing uses on the property should the DOT-Harbors Division propose different uses on the property.

Thank you for the opportunity to provide comments. Please include the Department in the distribution list of the Draft EA. If additional clarification is required, please contact Staff Planner Danny Dias at danny.dias@mauicounty.gov or at (808) 270-7557.

Sincerely,



CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

xc; Danny A. Dias, Staff Planner (PDF)
RFC File
General File

WRS:CIY:DAD:aj

K:\WP_DOCS\PLANNING\RFC\2013\0033_KahuluiHarborLand\Comment Letter.doc



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 7, 2013

Mr. William Spence
Planning Director
County of Maui
Department of Planning
250 South High Street
Wailuku, Maui, Hawaii 96793

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Mr. Spence,

Thank you for your comments in your letter dated March 8, 2013 (RFC 2013/0033), regarding the subject project. The subject project will utilize State funds for the acquisition of the property, therefore, requiring compliance to HRS 343. We will state the possible long-term development options that are being considered by the Harbors Division.

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Mr. Stanley Solamillo
Cultural Resources Planner
County of Maui, Planning Department
200 South High Street
Wailuku, Maui, Hawaii 96793

Dear Mr. Solamillo:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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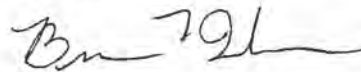
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	 EKNA SERVICES INC. DATE: 02/22/2013
------------------	--	---

02/22/2013

Brian Ishii

From: info [info@eknahawaii.com]
Sent: Tuesday, June 04, 2013 2:04 PM
To: 'Brian Ishii'; etamaye@eknahawaii.com; cbrown@eknahawaii.com
Subject: FW: Early Consultation for an HRS 343 Environmental Assessment for the Kahului Harbor Land Acquisition
Attachments: Historic Resources Inventory Form_20110103_SEAR.pdf

From: Annalise Kehler [mailto:Annalise.Kehler@co.mauhi.us]
Sent: Tuesday, June 04, 2013 12:09 PM
To: info@eknahawaii.com
Subject: Early Consultation for an HRS 343 Environmental Assessment for the Kahului Harbor Land Acquisition

Aloha Mr. Ishii,

Subject: Early Consultation for an HRS 343 Environmental Assessment for the Kahului Harbor Land Acquisition
Kahului, Hawaii
TMKs (2) 3-7-011:017 and (2) 3-7-011:023

My name is Annalise, and I am the Interim Cultural Resources Planner for Maui County. This email is in response to a letter sent to Stanley Solamillo dated February 28, 2013. I apologize in the delay on getting back to you.

Before I can comment on potential effect the demolition may have on the resources located in TMKs (2) 3-7-011:017 and (2) 3-7-011:023, or suggest appropriate mitigation strategies, I need more information about these properties. Hawaii Historic Resources Inventory forms would need to be completed for each building to be demolished. Along with those inventory forms, photographs of each building are required.

Once I receive these materials, I can then examine each building, and make the appropriate recommendations.

Please see an attached blank historic resources inventory form for your reference.

Mahalo Nui Loa for the opportunity to comment.

Annalise Kehler

I am using the Free version of SPAMfighter.
SPAMfighter has removed 3976 of my spam emails to date.

Do you have a slow PC? Try a free scan!



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Director
County of Maui
Department of Transportation
2145 Kaohu St.
David Trask Bldg., Suite 102
Wailuku, Maui, HI 96793

Dear Director:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

PROJECT LOCATION

EKNA SERVICES INC.

DATE: 02/22/2013

ALAN M. ARAKAWA
Mayor



JO ANNE JOHNSON-WINER
Director
MARC I. TAKAMORI
Deputy Director
Telephone (808) 270-7511

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
200 South High Street
Wailuku, Hawaii, USA 96793-2155

March 5, 2013

Mr. Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

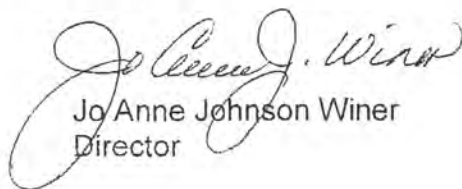
Subject: Kahului Harbor Proposed Land Acquisition

Dear Mr. Ishii,

Thank you for the opportunity to comment on this project. We have no comments to make at this time.

Please feel free to contact me if you have any questions.

Sincerely,


Jo Anne Johnson Winer
Director

RECEIVED

MAR 07 2013

EKNA SERVICES, INC.



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

The Honorable Mayor Arakawa
Office of the Mayor
200 South High St.
Kalana O Maui Bldg., 9th Floor
Wailuku, Maui, HI 96793

Dear Mayor Arakawa:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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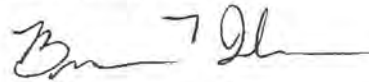
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.


Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	------------------


EKNA SERVICES INC.
 DATE: 02/22/2013

4 of 4
 02/22/2013



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
A & B Properties
33 Lono Avenue, Suite 400
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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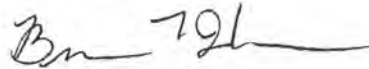
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", followed by a long horizontal flourish.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	 EKNA SERVICES INC.	DATE: 02/22/2013 401
------------------	--	---	-------------------------



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

March 7, 2013

Mr. Christopher J. Benjamin
President
A&B Properties, Inc.
822 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Benjamin,

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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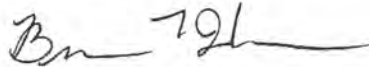
Brian Ishii
615 Piikoi Street Suite 300
Honolulu, Hawaii 96814

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Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)





EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Brewer Environmental Industries LLC
275 Waiko Road
Wailuku, Maui, Hawaii 96793

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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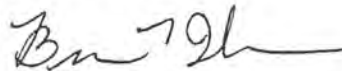
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

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Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	------------------

DATE: 02/22/2013



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Chevron USA, Inc.
100A Hobron Avenue
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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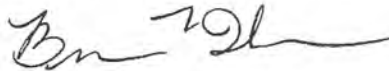
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

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Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013

4 C



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Equilon Enterprises LLC
Formerly Shell Oil Company
60 Hobron Avenue
Kahului, Maui, Hawaii 97632

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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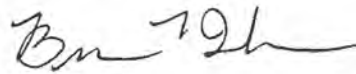
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

DATE: 02/22/2013

PROJECT LOCATION



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
HC&S
P.O. Box 266
Puunene, Maui, Hawaii 96784

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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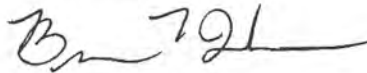
Brian Ishii
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Honolulu, Hawaii 96814

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION

KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Kahului Trucking & Storage
140 Hobron Avenue
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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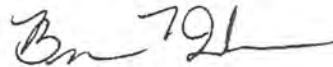
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROJECT LOCATION
ISLAND OF MAUI

PROJECT LOCATION

KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.

DATE: 02/22/2013



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Maui Electric Company
210 W Kamehameha Avenue
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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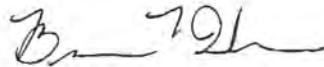
Brian Ishii
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Honolulu, Hawaii 96814

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.
DATE: 02/22/2013

KAHULUI HARBOR



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Maui Oil Company, Inc.
16 Hobron Avenue
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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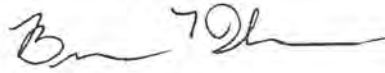
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Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	EKA SERVICES INC. DATE: 02/22/2013
------------------	--	---------------------------------------



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Tesoro
140A Hobron Avenue
Kahului, Maui, Hawaii 96732

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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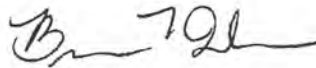
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

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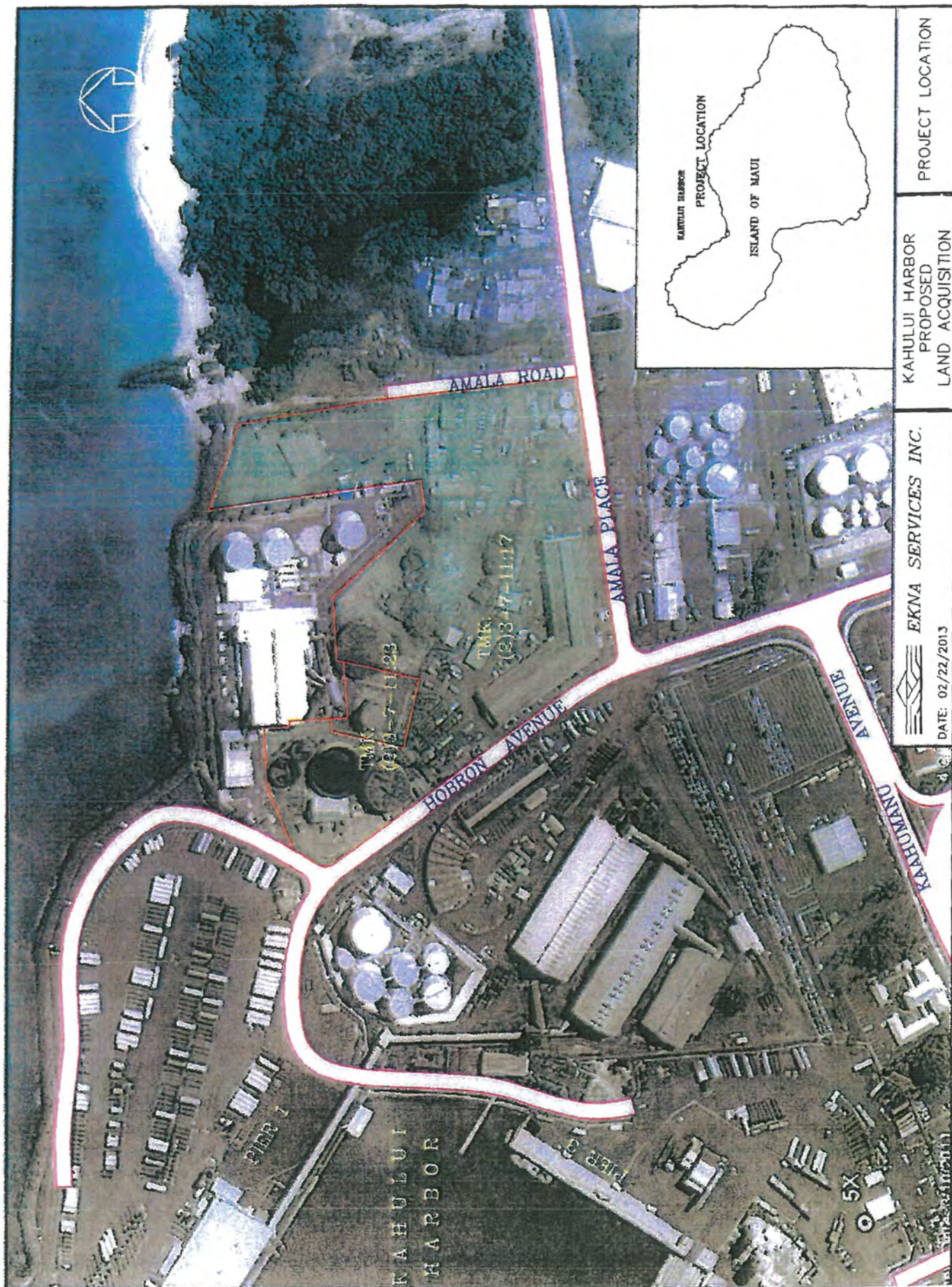
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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



PROJECT LOCATION	KAHULUI HARBOR PROPOSED LAND ACQUISITION	EUNA SERVICES INC. DATE: 02/22/2013
------------------	--	--



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Royal Order of Kamehameha I
Kahekili Chapter IV
Ali'i Ai Moku Clifford Alaka'i KGCK
P. O. Box 1034
Wailuku, Maui, HI 96793

Dear Ali'i Ai Moku Clifford Alaka'i KGCK:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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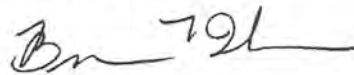
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

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The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

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Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



Royal Order of Kamehameha I

Heiau 'O Kahekili 4

P.O. Box 1034

Mailuku, Maui, Hawaii 96793

April 3, 2013

Mr. Brian Ishii
EKNA Services, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

RECEIVED

APR 08 2013

Re: Hale Nanea Property

EKNA SERVICES, INC.

Aloha Mr. Ishii,

We received your letter dated February 28, 2013, regarding the State of Hawaii, Department of Transportation, Harbors Division proposal to acquire certain lands adjacent to the Kahului Harbor; which includes our leased Hale Nanea property. We understand the intent of the State to acquire these lands for the Kahului Harbor expansion and understand that this acquisition will occur in phases over a period of time.

We are NOT in support of the acquisition of the property around Hale Nanea if it means our loss of the use of Hale Nanea.

We need to meet with you and others from the State to discuss, face to face, other possible options for the Royal Order of Kamehameha I, Kahekili Chapter IV (Order) to retain our approximately 1 acre Hale Nanea property.

We ask this as Hale Nanea is more than a community center and meeting place; in fact, it is a Cultural Center that is used in the perpetuation of the Hawaiian culture. Hale Nanea is used daily by the Order, Na Wahine Hui O' Kamehameha, Hale Mua, Ka Meheu O' Ka Honu, Halau Na Hanona Kulike 'O Pi'ilani, Kali'i and occasionally by other groups.

Hale Nanea's location is ideal for groups, such as these, to practice their cultural activities in privacy with little interference by others. There is a lack of adequate facilities/venues on Maui for Hawaiian cultural groups to practice. Often when cultural groups use county parks or other facilities, there are complaints by neighbors and other park users because of chanting and beating of drums.

In addition, the Order regularly uses the large imu pit located on the Hale Nanea property to kalua approximately 3,500 lbs of whole pig for our semi-annual scholarship fundraiser. Although we call it a fundraiser, it also serves as time to teach our members the disappearing art of how to kalua a pig. The loss of our access to Hale Nanea would mean that we would be unable to continue this fundraiser as it is difficult to find a location that will allow us to use a large imu.

The loss of Hale Nanea as a Cultural Center would be detrimental to the perpetuation of our Hawaiian cultural practices.

The Order has also shown over the years to be good stewards of the property. We have cleaned out the area surrounding Hale Nanea of bushes, trees, rubbish (including abandoned cars, engines, etc.). We also brought in soil to fill in holes and the area is now thriving nicely with grass and coconut trees.

We also regularly maintain the facility. We started in December painting the inside which is now complete. Next we plan to paint and repair the outside of Hale Nanea. We have to do this every 3 to 4 years as the ocean spray and wind do a lot of damage to anything in the area. All the maintenance work for Hale Nanea and the surrounding area is done by the members of the Order with funding internally generated!

Mahalo for allowing us to share our *mana'o* regarding our Hale Nanea property and we look forward to meeting with you in person to further discuss this topic.

Mahalo,

A handwritten signature in black ink, appearing to read "Cliff Alakai". The signature is fluid and cursive, with the first name "Cliff" being more prominent than the last name "Alakai".

Clifford Alakai, KGCK
Ali'i Ai Moku

Cc: Grant Chun, A&B



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 8, 2013

Mr. Clifford Alakai, KGCK
Ali'i Ai Moku
Royal Order of Kamehameha I
Heiau 'O Kahekili 4
P.O. Box 1034
Wailuku, Maui, Hawaii 96793

Subject: Early Consultation for a HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Mr. Alakai,

Thank you for your comments in your letter dated April 3, 2013 regarding the subject project, and for your invitation for a meeting. As we move forward with this project, I will contact you to setup the meeting. In the meantime, other team members will or may have contacted you regarding this project. We appreciate the time and effort you and others are providing in completing the assessment of the subject project.

If you have any questions, please contact me at 591-8553 ext. 203 or at btishii@eknahawaii.com.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

RF

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

August 2, 2013

Mr. Clifford Alakai, KGCK
Ali'i Ai Moku
Royal Order of Kamehameha I
Heiau 'O Kahekili 4
P.O. Box 1034
Wailuku, Maui, Hawaii 96793

Subject: Meeting for the HRS 343 Environmental Assessment
Kahului Harbor Property Acquisition
TMK (2) 3-7-011:017 and (2) 3-7-011:023

Dear Mr. Alakai,

I would like to setup a meeting to discuss your concerns regarding the proposed acquisition with myself and a representative(s) from the Hawaii Department of Transportation, Harbors Division. At your convenience please call me at (808) 591-8553 ext 203, or e-mail me at btishii@eknahawaii.com. If possible we would like to have the meeting in late August or early September on Maui.

Sincerely,

Brian T. Ishii, P.E.
President



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

President
Crusier Phil's
58 A Amala Place
Kahului, Hawaii 96732

Dear President:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

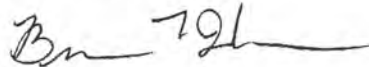
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.
DATE: 02/22/2013

PROJECT LOCATION



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

President
Maui Skimmers and Tropic Surfboards
3156 Mapu Place
Kihei Hawaii 96753

Dear President:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the existing structures over the next 10 years.

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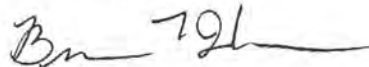
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

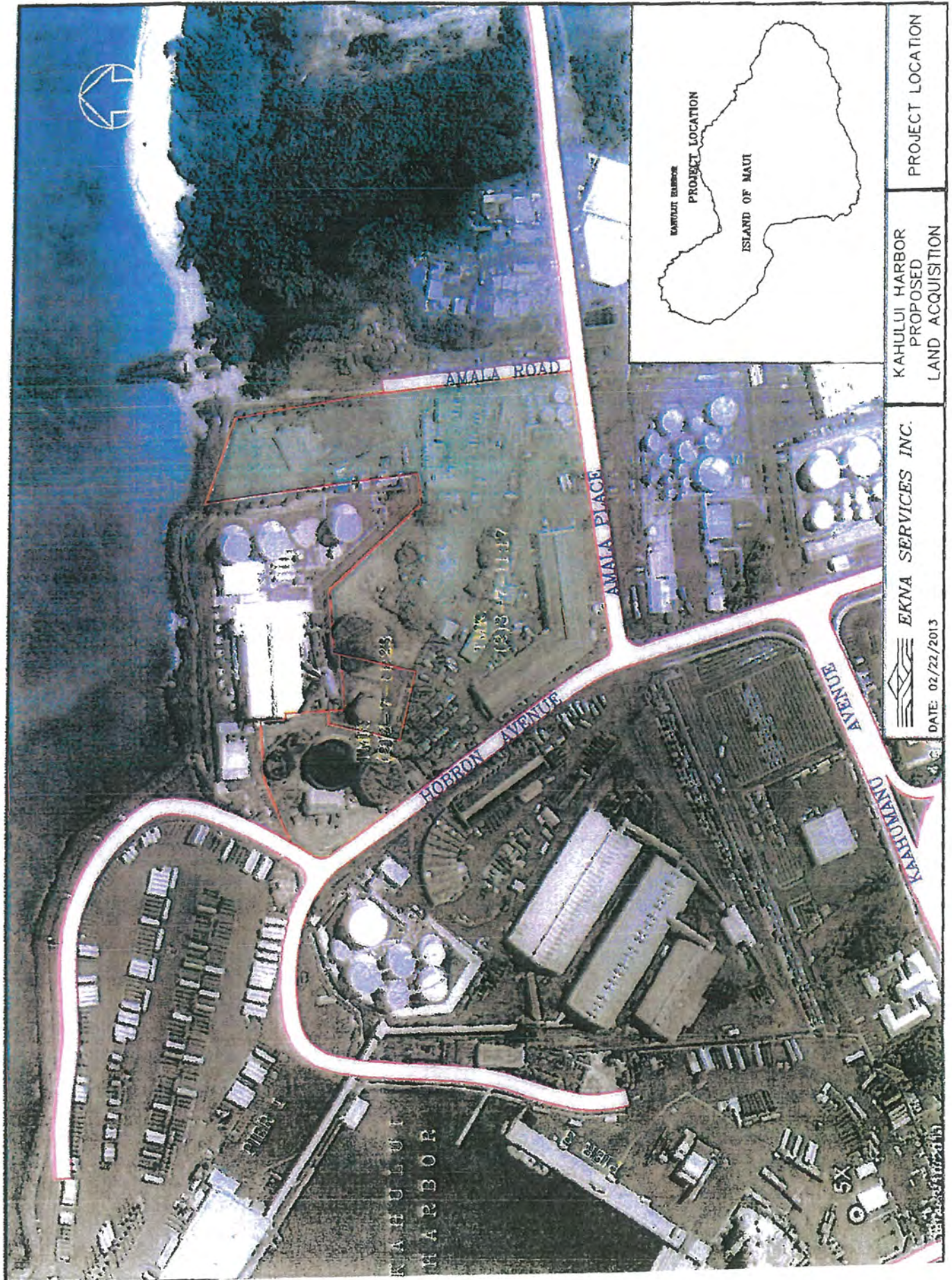
Sincerely,


A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



 EKNA SERVICES INC. DATE: 02/22/2013	KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	--	------------------



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

President
Aloha Limousine
55 Amala Place
Kahului, Maui, Hawaii 96732

Dear President:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

The Hawaii Department of Transportation, Harbors Division is proposing to acquire lands adjacent to Kahului Harbor. The proposed subject area consists of two (2) parcels of approximately ten (10) acres, as shown on the attached map. The proposed parcels are identified as Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23 and are occupied by various companies (such as Kahului Trucking and Storage, Brewer Environmental, etc.), various storage tanks, and the Hale Nanea Community Center. The Harbors Division does not have any plans to develop the site in the near-future. In the future, if and when improvements are deemed necessary for these properties, the appropriate environmental documents will be prepared. Upon acquisition of the property, the Harbors Division will develop a phased demolition plan of the **existing** structures over the next 10 years.

The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

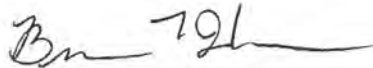
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR
PROPOSED
LAND ACQUISITION

EKNA SERVICES INC.
DATE: 02/22/2013

PROJECT LOCATION



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

President
Maui Crane Service LLC
53 Amala Place
Kahului, Maui, HI 96732

Dear President:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

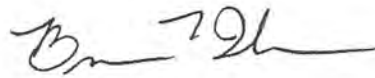
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)



KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
--	------------------

DATE: 02/22/2013



EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

February 28, 2013

Manager
Reynolds Recycling
Administrative Office
P.O. Box 29639
Honolulu, HI 96820

Dear Manager:

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

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The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by April 1, 2013 at the following address.

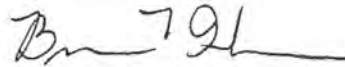
Brian Ishii
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Page 2

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase (Phone: (808) 587-1883).

If you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian T. Ishii", with a stylized flourish at the end.

Brian T. Ishii
Project Manager

Attachment

cc: HAR-EP (D. Watase)





EKNA Services, Inc.

615 Piikoi Street
Suite 300
Honolulu, Hawaii
96814-3139

Telephone:
(808) 591-8553
Facsimile:
(808) 593-8551

July 12, 2013

Alvin Awaya, Vice President
The Harry & Jeanette Weinberg Foundation, Inc.
3660 Waiialae Ave. Suite 400
Honolulu, Hawaii 96816

Dear Mr. Awaya

Subject: Early Consultation for a HRS 343 Environmental Assessment
for the Kahului Harbor Proposed Land Acquisition
Kahului, Maui, Hawaii
Tax Map Keys (2) 3-7-11:17 and (2) 3-7-11:23

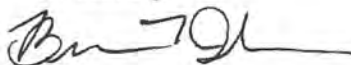
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The Harbors Division has determined that the preparation of a Hawaii Revised Statutes Chapter 343 Environmental Assessment is required. Therefore, the Harbors Division respectfully requests your comments, in this early consultation phase, on potential impacts of the proposed land acquisition. Please submit your comments or concerns to me by August 15, 2013 at the following address.

Brian Ishii
615 Piikoi Street Suite 300
Honolulu, Hawaii 96814

The Project Manager for the Hawaii Department of Transportation Harbors Division is Mr. Dean Watase at (808) 587-1883, and if you have any questions, please call me at (808) 591-8553 ext. 203.

Sincerely

A handwritten signature in black ink, appearing to read 'Brian T. Ishii', with a long horizontal flourish extending to the right.

Brian T. Ishii
Project Manager

cc: HAR-EP (D. Watase)



RESEARCH DESIGN

40

KAHULUI HARBOR PROPOSED LAND ACQUISITION	PROJECT LOCATION
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