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ACTING 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

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
OFFICE OF CONSERVATION AND COASTAL LANDS
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

ref:OCCL:MC

CDUA MA-3738

MAY 27 2015

Jessica Wooley
Office of Environmental Quality Control
Department of Health, State of Hawai'i
235 S. Beretania Street, Room 702
Honolulu, Hawai'i 96813

Dear Ms. Wooley,

With this letter, the Office of Conservation and Coastal Lands (OCCL) hereby transmits the final environmental assessment and finding of no significant impact (FEA-FONSI) for Conservation District Use Application (CDUA) MA-3738 the proposed trailered vessel facility at the Kahului Harbor West Breakwater, Wailuku, Maui, TMKs (2) 3-7-001:023 and 021 for publication in the June 08, 2015 edition of the *Environmental Notice*.

The Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI) for CDUA MA-3738 was published in the March 8, 2015 *Environmental Notice*. The FEA includes copies of public comments and the corresponding responses from the applicant that were received during the 30-day public comment period on the DEA-AFONSI.

We have determined that this project will not have significant environmental effects, and have therefore issued a FONSI. The FONSI does not constitute approval of the CDUA; authority to grant or deny the final permit lies with the Board of Land and Natural Resources.

The attached disc includes a digital copy of the Final Environmental Assessment in pdf and doc form, the OEQC pub form in pdf form, the revised CDUA. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to your office.

If there are any questions, please contact Michael Cain at 783-2701.

Sincerely,

SAMUEL J. LEMMO, Administrator
Office of Conservation and Coastal Lands

Attached: *Final EA, OEQC Pub Form*
Disc: *FEA, Revised CDUA*
via email: *OEQC Pub Form (doc and pdf)*

APPLICANT ACTIONS
SECTION 343-5(C), HRS
PUBLICATION FORM (JANUARY 2013 REVISION)

Project Name: Trailered Vessel Facility
Island: Maui
District: Wailuku
TMK: (2) 3-7-001:023 and 021
Permits: DLNR Conservation District Use Permit;

Approving Agency:

Office of Conservation and Coastal Lands
Hawaii State DLNR
PO Box 621
Honolulu, HI 96809
Michael Cain: 808-587-0048

Applicant:

Maui Dry Dock and Storage LLC,
PO Box 1119,
Lahaina, HI;
Jeff Strahn, manager, 270-9813

Consultant:

Coastal Planners LLC
3993 Maalaea Bay Place,
Wailuku, HI 96793
Thorne Abbot, 344-1595

Status (check one only):

__DEA-AFNSI	Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of DEA, a completed OEQC publication form, along with an electronic word processing summary and a PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov; a 30-day comment period ensues upon publication in the periodic bulletin.
_X_FEA-FONSI	Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and a PDF copy (send both summary and PDF to oeqchawaii@doh.hawaii.gov; no comment period ensues upon publication in the periodic bulletin.
__FEA-EISPN	Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov; a 30-day consultation period ensues upon publication in the periodic bulletin.
__Act 172-12 EISPN	Submit the approving agency notice of determination on agency letterhead, an OEQC publication form, and an electronic word processing summary (you may send the summary to oeqchawaii@doh.hawaii.gov. NO environmental assessment is required and a 30-day consultation period upon publication in the periodic bulletin.
__DEIS	The applicant simultaneously transmits to both the OEQC and the approving agency, a hard copy of the DEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the DEIS (you may send both the summary and PDF to oeqc@doh.hawaii.gov); a 45-day comment period ensues upon publication in the periodic bulletin.
__FEIS	The applicant simultaneously transmits to both the OEQC and the approving agency, a hard copy of the FEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the FEIS (you may send both the summary and PDF to oeqc@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.
__ Section 11-200-23 Determination	The approving agency simultaneous transmits its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS to both OEQC and the applicant. No comment period ensues upon publication in the periodic bulletin.
__Statutory hammer Acceptance	The approving agency simultaneously transmits its notice to both the applicant and the OEQC that it failed to timely make a determination on the acceptance or nonacceptance of the applicant's FEIS under Section 343-5(c), HRS, and that the applicant's FEIS is deemed accepted as a matter of law.

__Section 11-200-27 Determination

The approving agency simultaneously transmits its notice to both the applicant and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is not required. No EA is required and no comment period ensues upon publication in the periodic bulletin.

__Withdrawal (explain)

Summary:

The proposal includes a maintenance and inspection area for two vessels (dry-dock), a secured boat parking and storage area along Kahului Beach Road, and the grubbing of a an unused area to create open parking for up to 20 cars. The dry dock will include two concrete pads, two grassy swales, and an attendant subsurface drainage system.

Vinyl coasted chain link fencing along the site's perimeter and key card access for convenience would help create a secure parking area for boats, trailers, and tow vehicles on the site. Two key card operated electric gates would afford 24-hour access. No price or rental period has been determined; the rate would be determined in consultation with DOBOR.

Landscape plantings would surround both the perimeter fencing and be planted along the edge of two grassy swales located next to area. Plantings of hau and naupaka would provide visual screening, attenuate storm water runoff, and serve as a wind break.

The proposal does not include any above ground buildings or structures beyond installation of a fence, gates, key card readers and concrete maintenance pads.

The applicant will pursue a lease with the Department should they secure a Conservation District Use Permit (CDUP).

FINAL
ENVIRONMENTAL ASSESSMENT

IN SUPPORT OF A
CONSERVATION DISTRICT USE PERMIT APPLICATION

FOR A

TRAILERED VESSEL
PARKING, MAINTENANCE, STORAGE AND INSPECTION FACILITY

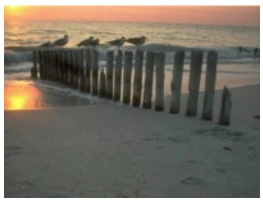
AT THE
KAHULUI SMALL BOAT HARBOR
WEST BREAKWATER

SITUATED AT
KAHULUI BEACH ROAD
MAUI, HAWAII

TMK (2) 3-7-001:023 POR. 21

PREPARED BY

COASTAL PLANNERS, LLC
WAILUKU, MAUI, HI



JUNE ~~JANUARY~~ 2015

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LIST OF ACRONYMS & ABBREVIATIONS

AEHR	Annual Erosion Hazard Rate
asl	above sea level
Board	Board of Land and Natural Resources
BLNR	Board of Land and Natural Resources
BMPs	Best Management Practices
CDUP	Conservation District Use Permit
cfs	cubic feet per second
Chapter 343	Environmental Impact Statements Law
Commission	Maui Planning Commission, Maui County
CP	Community Plan
CPP	Countywide Policy Plan
CZMA	Hawaii Coastal Zone Management Act
DAR	Division of Aquatic Resources
DLNR	Department of Land and Natural Resources
DOBOR	Division of Boating and Ocean Recreation
EA	Environmental Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FMA	Fisheries Management Area
ft	feet
HAR	Hawaii Administrative Rules
HDOH	Hawaii Department of Health
HDOT	Hawaii Department of Transportation
HRS	Hawaii Revised Statues
HRS 183C	Conservation District
HRS 205A	Hawaii Coastal Zone Management Act
KWCP	Kahului-Wailuku Community Plan
MCC	Maui County Code
MDDS	Maui Dry Dock and Storage
MIP	Maui Island Plan
MPC	Maui Planning Commission
MTBC	Maui Trailer Boat Club
NPDES	National Pollution Discharge Elimination System
OCCL	Office of Conservation and Coastal Lands
OEQC	Office of Environmental Quality Control
ORMP	Ocean Resource Management Plan
pH	potential hydrogen (a measure of acidity)
PM	particulate matter
sf	square foot/square feet
SHPD	State Historic Preservation Division
SMA	Special Management Area
SOEST	School of Ocean and Earth Science and Technology
sf	square feet
SUP	stand up paddling
TMK	Tax Map Key
U.S.	United States of America
USACE	U.S. Army Corps of Engineers
VOC	volatile organic carbon

CHAPTER 1
PROJECT SUMMARY

Project Name:	Trailered vessel parking, maintenance, storage and inspection facility.
Purpose:	To improve the site to provide secure trailered vessel parking for the public and to support vessel repair, maintenance and inspections.
Proposed Action:	Creation of secure, ~~20 or more,~~ unpaved, parking stalls for boats on trailers, by erecting vinyl-coated chain link fencing around an unused portion of the DOBOR parcel near Kahului Beach Road ~~1.453 acre site~~. The site would have two electric entry gates, 24-hour key card or key punch access for convenience, and landscape plantings along the perimeter to serve as an attractive wind break. Open public parking spaces would be created in an adjoining site. In a separate location, the ~~The~~ project includes the installation of ~~two~~ one concrete pad~~s~~ to accommodate vessel maintenance and inspections in the northeastern corner of the DOBOR parcel. The maintenance and inspection area would have an entry gate and be surrounded by perimeter fencing and landscaped plantings. The concrete pad would be served by ~~Two~~ grassy bio-swales and would be connected to a subsurface drainage system to capture, stabilize and filter water runoff in an environmentally sound manner. ~~One swale would serve as a shaded gathering place.~~ The improvements would provide a secure location for parking, storing, maintaining, and inspecting both large and small trailered vessels, as these services are not readily available on Maui's north shore for the boating community.
Property Vicinity:	Kahului Harbor, West Breakwater.
Parcel TMK:	(2) 3-7-001:023 por. 21
Project Footprint:	Approximately 16,800 square feet (sf) for the vessel inspection and maintenance area and approximately 21,600 sf for the secure trailer parking area, totaling about 0.89 ~~1.453~~ acres of a 6.100 acre parcel
Existing Use:	Unimproved, vacant, bare soil area used intermittently for vessel and vehicle parking.
Landowner:	State of Hawaii, Department of Land and Natural Resources
Managing Agency:	Division of Boating and Ocean Recreation
State Land Use:	Conservation District –Resource subzone
Community Plan:	not applicable
Zoning:	not applicable

Flood Hazard Zone:	VE with base flood elevation of 18 feet above sea level (asl).
Special Designations:	Inland of the County and State maximum shoreline setback area.
	Property is within the County Special Management Area.
Applicant :	Maui Dry Dock and Storage, LLC.
	PO Box 1119, 207 Kupuohi Street
	Lahaina, Maui, Hawaii 96761.
Accepting Authority:	Board of Land and Natural Resources
	c/o The Department of Land and Natural Resources
	Office of Conservation and Coastal Lands
	Kalanimoku Building, Room 131
	1151 Punchbowl Street, Honolulu, HI 96813
Agent / Representative:	Mr. Thorne Abbott, Coastal Planners, LLC
	3993 Maalaea Bay Place, Wailuku, HI 96793
	Tel: (808) 344-1595
	Email: Thorneabbott@yahoo.com
Applicant Members:	The applicant consists of a hui of five (5) Maui-based commercial operators. They operate 10 boats that range from 27 to 36 feet wide and are up to 65 in length including: Gemini, Teralani, Ali'i Nui, Hula Girl, and Trilogy Excursion vessels.

1.1 PROJECT DESCRIPTION

The proposed action would improve two separate distinct areas of vacant land within the Kahului small boat harbor. The proposed action would expand the range of maritime related services and activities available at the Division of Boating and Ocean Recreation (DOBOR) Kahului small boat harbor facility. The project would improve two~~a~~ currently vacant portions of DOBOR's facility on the Kahului Harbor West Breakwater. The project sites are~~is~~ located inland of the boat ramp and inland of the shoreline setback area. ~~and~~

The project includes the creation of a vessel inspection and maintenance area that is in the same general configuration as the DOBOR Master Plan for the harbor's commercial activities in the northeastern corner of the DOBOR parcel. The project would also create free public parking for roughly 20 cars and create parking for a dozen or more vessels on trailers in a secure fenced area available to the public for a nominal fee. The parking areas would be located near Kahului Beach Road on the northwestern portion of the DOBOR parcel. This area is currently vacant and inaccessible, and overgrown with weeds and vegetation.

The project involves installation of one~~two~~ concrete pad~~s~~, with~~two~~ grassy swales~~,~~ and attendant subsurface drainage and treatment system in the northeastern corner of the DOBOR parcel. The impervious surface area~~s~~ would provide an appropriate space to conduct vessel maintenance and inspections, including mandatory bi-annual U.S. Coast Guard inspections of commercial and privately-owned vessels. The project would offer a site on Maui, rather than neighboring islands, to conduct these mandated safety inspections for large (up to 65 feet) catamarans and smaller vessels owned by individual boaters.

Vinyl coasted chain link fencing and landscape plantings would be installed along each of the two site's perimeter. ~~and~~

Additional parking would be created on the northwestern side of the harbor adjacent to Kahului Beach Road. Key code or key card access for convenience would help create a secure parking area for boats, trailers, and tow vehicles on a currently inaccessible,~~the 1.453 acre,~~ vacant, unimproved, barren site. Two key card or key code operated electric gates would afford boaters 24-hour access and convenient trailer turning, ingress and egress from the facility. No price or rental period has been determined.~~, but key cards are anticipated to be available for approximately $100 to $130 per month and are intended to help defray the facility's construction costs~~. The rate would be determined in consultation with DOBOR.

Landscape plantings would surround both the project areas perimeter fencing and be planted along the edge of two grassy swales within the ~~located next to the unpaved parking area and~~ concrete maintenance and inspection pad areas. Native, drought tolerant, climate adapted Hau, Green Carpet Natal Plum, and/or Naupaka plants would provide attractive visual screening, attenuate storm water runoff and serve as a wind break. ~~Because of its approximately 50 feet x 40 feet size, one of the two grassy swales could accommodate a shaded gathering place. The area would be allocated to boaters for a future gathering place and traditional pavilion if the boating community desired to construct a shaded gathering place. However t~~

The Applicant's proposal does not include any above ground buildings or structures beyond installation of a fence, gates, key code or card readers and a concrete maintenance pad with attendant stormwater capture and treatment systems.

Overall, the project provides a safe, dedicated location for vessel haul out, mandated U.S. Coast Guard bi-annual inspections of commercial vessels, and boat maintenance on imperious surface while adding a stormwater drainage system to help protect nearshore waters and the environment. ~~The~~ Furthermore, and in a separate location, the fenced, unpaved trailer boat parking area and two access gates provides convenient access and security for individual boat owners to store their vessel overnight or longer term. The addition of an open public parking lot next to the gated trailer parking area, but physically separated and removed from the vessel inspection and maintenance area, would help enhance the safe use and traffic flow patterns and movements within the DOBOR small boat harbor facility.

1.2 Purpose of Analysis

This Final Environmental Assessment (EA) evaluates and summarizes the potential impacts of the proposed action. The EA evaluates alternative actions and measures that can be taken to avoid, minimize and mitigate adverse impacts to the environment. The EA has been developed pursuant to Hawaii Revised Statutes (HRS) 343 and the significance criteria provided in Hawaii Administrative Rules (HAR) 11-200. This informational document is intended to assist decision makers in determining whether the proposed action is anticipated to have a significant impact. The document describes potential adverse impacts on the environment and if such impacts can be appropriately mitigated.

The EA process offers an opportunity for input and participation by the public, stakeholders, government agencies, and nearby landowners and invites their comment and participation in decision-making. Should a Finding of No Significant Impact (FONSI) be determined by the accepting authority, additional discretionary permitting would be sought including a Conservation District Use Permit, approval of a lease of State lands to the Applicant, and ministerial permits such as building, plumbing, electrical and grading permits, where applicable.

1.3 Triggers for Environmental Review

This ~~Draft~~ Final Environmental Assessment (EA) is being prepared for the Proposed Action in accordance with the State of Hawaii requirements in Chapter 343 of HRS and Chapter 200 of HAR from the Department of Health describing the contents of an EA (HAR 11-200-17).

The purpose of HRS Chapter 343 is to establish a system of environmental review to ensure that environmental concerns are given appropriate consideration in decision-making along with economic and technical considerations. Within the law are seven 'triggers' or uses that necessitate environmental review. Environmental review is required for any program or project that contains specified land uses or administrative acts, including use of State or County lands or funds other than for feasibility studies, the use of any land classified as Conservation District by State law, and the use of the shoreline setback area, among others.

The Proposed Action is subject to review under HRS Chapter 343-5(a) (1) and (2) because the site is State-owned land and it is located within the Conservation District, respectively. HAR § 11-200-6 requires that an environmental assessment be prepared for applicant actions that assesses the significance of the potential impacts of the proposed action on the existing environment. The approving agency for the EA is the Department of Land and Natural Resources (DLNR) Office of Conservation and Coastal Lands (OCCL) because they are the designated discretionary authority for approving uses within the Conservation District and on State lands.

HAR § 11-200-5(D) requires that for all proposed actions not exempt from environmental review, an EA is required that must assess the significance of the potential impacts of its action on the existing environment. The existing environment includes the physical and socio-economic environment as well as infrastructure systems and services. Potential impacts may be direct, indirect, or cumulative (HAR § 11-200-2). The EA process is intended to inform the public and decision makers, offer alternatives to the proposed action where possible, and consider the potential effects of the project and prudent mechanisms to avoid, minimize and/or mitigate adverse impacts to the environment. The EA process in not a permit in the context of a government approval of a specific action, but rather a review of whether the information provided is sufficient to make an informed decision relative to the proposed action and its effects on regulated resources.

This document presents the existing state of the environmental resources from the perspective of the preferred alternative. It presents the findings and discussion of the potential direct, indirect, or cumulative impacts the proposed action may have on existing resources and identifies any necessary mitigation measures.

Direct (or primary) impacts are those impacts that are caused by the action and occur in the same place and time. Indirect (or secondary) impacts are impacts caused by the action that are later in time or farther removed in distance, but still reasonably foreseeable. These may include impacts to land use patterns, population density or growth rate, or air, water, and other natural systems. Cumulative impacts are defined as those impacts on the environment that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Such impacts can result from individually minor but collectively significant actions taking place over a period of time (HAR § 11-200-2).

This environmental assessment considers the affected environment, potential for environmental impacts, and proposed mitigation within a time horizon of approximately 20 years. Short-term impacts are considered within a range of a few days to a few months, relative to the time a specific action occurs. Because the proposed location is within a harbor, the region of influence is the subject property, adjacent properties and ocean waters near the subject property, unless otherwise noted.

This Final EA was prepared in accordance with HRS Chapter 343 and HAR Chapter 11-200 to provide sufficient information, evidence and analysis for determining whether to prepare an EIS or to issue a Finding of No Significant Impact (FONSI) pursuant to HRS Chapter 343.

1.4 PUBLIC AND GOVERNMENT AGENCY INVOLVEMENT

As part of the EA process, a 30-day public notice and comment period begins with an announcement of availability of the Draft EA in the Hawaii Office of Environmental Quality Control (OEQC)

Environmental Notice. Copies of the Draft EA are made available at public libraries near the affected area, including the State library in Honolulu and online at http://oeqc.doh.hawaii.gov. As shown in Figure 1-1, interested parties are provided 30 days to comment on the Draft EA.

1.4.1 Public Notice & Information Sources

The Draft EA was published in the March 8, 2015 *Environmental Notice*. Although the formal comment period ended on April 7, 2015, the Applicant continued to engage community members and accept comments on the Draft EA and proposed action until May 2015. The Draft EA and Conservation District Use Application (CDUA) were posted at the OCCL website: dlnr.hawaii.gov/occl/current-applications and the EA was published on the OEQC website, as is convention. This document represents a Final EA and has been revised based on comments provided by agencies and individuals.

1.4.2 Public Informational Hearing

A public hearing on the matter was held at the Pacific Whale Center classroom in Maalaea, Maui, Hawaii on April 7th at 6 PM. The hearing was facilitated by OCCL staff and a Board of Land and Natural Resources member. The purpose of the hearing was to garner information from the public and not to make a decision on the proposed action. The hearing was advertised in the Maui News on March 27th and the Maui News published an a article described the proposed action, as well as the date, time and location of the public hearing on March 15th. The public hearing notice was also posted on craigslist on April 1. Approximately 100 people attended the hearing and 61 testified about the project, with about ¾ voicing support of the proposed action. However, the purpose of the public hearing was to gain information and thus *all* comments were beneficial.

Additionally, meetings were held to gain information from members of the Maui Nui Marine Resource Council Clean Water Committee, the Hawaiian Canoe Club, Hale Kiawe, the Maui Trailer Boat Club, and a member of the Aha Moku Advisory Committee.

1.4.3 Written Testimony Submitted

Four individuals submitted written concerns in opposition to the proposed action, including Paul Hanada, John Crenshaw, Kaniloa Kamaunu, and David Barker of the Maui Trailer Boat Club while at the public hearing.

Three company's submitted written comments and support of the proposed action including: Mark Tracy of Valley Isle Marine, Jerry and Eryn Cook of Custom Metal Creations Corp, and Ryan Jackson of Tropical Blend Management.

Fifty-three (53) individuals submitted written testimony (including email) in support of the proposed action including Captain Jason Cantor and Mark Turtletaub to DLNR OCCL. Approximately 51 of those 53 individuals provided comments of similar content and scope.

Larry Stevens, Chair of the Maui Nui Marine Resource Council Clean Water Committee stated the organization took no position on the proposal but had no objections to the project.

Dialogue was also held with the Hawaiian Canoe Club Board of Directors and a response to individual members comments was provided to the club by letter.

Individual letters and the Applicant's response are provided in Appendix C.

1.4.4 Agency Comments

The EA was distributed to various government agencies for comment. Agency letters and the Applicant's response are provided in Appendix B. Eight agencies commented, which are briefly summarized below.

1. U.S. Army Corps of Engineers: A Department of the Army permit is not required.
2. DLNR OCCL: Request clarification on five topics and add alternatives.

3. DLNR DOBOR: No comment
4. DLNR DAR: Request clarification relative to potential fugitive dust, odor, and paint overspray, corrections to Fisheries Management Area (Section 2.6), use of space on the parcel, and potential impacts to water quality and other harbor and neighboring uses.
5. State Department of Health, Maui District Office: An NPDES permit may be required.
6. State Department of Health, Clean Water Branch: Comply with HAR 11-54.
7. Maui County Planning Department: No adverse comments, recommends holding a public meeting and a thorough discussion of BMPs used to prevent pollution.
8. Maui County Department of Parks and Recreation: No adverse comments with the implementation of best management practices.

1.4.5 Results

The information gained from the public hearing, agency comments, individual comment letters and emails, and engagement with community members has been synthesized into *this* Final EA document. Revisions to the original Draft EA document include additional discussion in this Final EA document on the following main items:

1. A discussion on the impact of the proposal on other users of the area, particularly in terms of traffic flow, maneuverability of larger trailers outside the project area, and access to the existing public boat ramp (Sections 7.10 and 7.11);
2. A discussion on how best management practices will be enforced (Section 3.3.3);
3. A more detailed description of the landscaping plans (Section 4.8)
4. A more detailed description of the drainage management plan (Section 7.5); and
5. A more detailed explanation of the specific best management practices that would be implemented for specific uses of the maintenance and inspection pads (Section 3.3.4). For example, what type of work would trigger the use of canvas tarps for containment (Section 4.9). Or, when would users of the maintenance and inspection pads be required to provide portable sanitation facilities (Sections 3.3.2 and 7.4).

In addition, the EA has been revised to consider:

1. An analysis of possible alternate locations within the DOBOR-managed area (Section 3.9); and
2. An analysis of alternative configurations for the proposed action within the DOBOR-managed area (Section 3.10).

Furthermore, a more detailed explanation is provided in relation to

- Fisheries Management Area (Section 2.6).
- Air quality and containment (Section 4.9).
- Site security (Section 7.8).
- Parking, access and maneuverability (Section 7.10).
- Access to the boat ramp in terms of space and time (Section 7.11).
- Timing of the facility's use (Section 7.12).

The Final EA consists of a tracked document with deleted text being strikethrough in red and new text underscored and in blue. Where practical, minor typographical errors were corrected without tracking for readability. New figures that were added, and those deleted, have also not be tracked for readability.

1.4.6 Document Availability

The Final EA includes agency and individual comments and the Applicant's response to those comments in the Appendices (B-D). The Final EA will be distributed and published in the same manner as the Draft EA, including publication in the OEQC Environmental Notice, the DLNR OCCL website, and hard copies available in the State and local public library's. The Final EA is anticipated to be published in June, 2015. Thereafter, should a FONSI be granted, a public hearing on the CDUA would be held by the BLNR at a publicly noticed time, location and date.

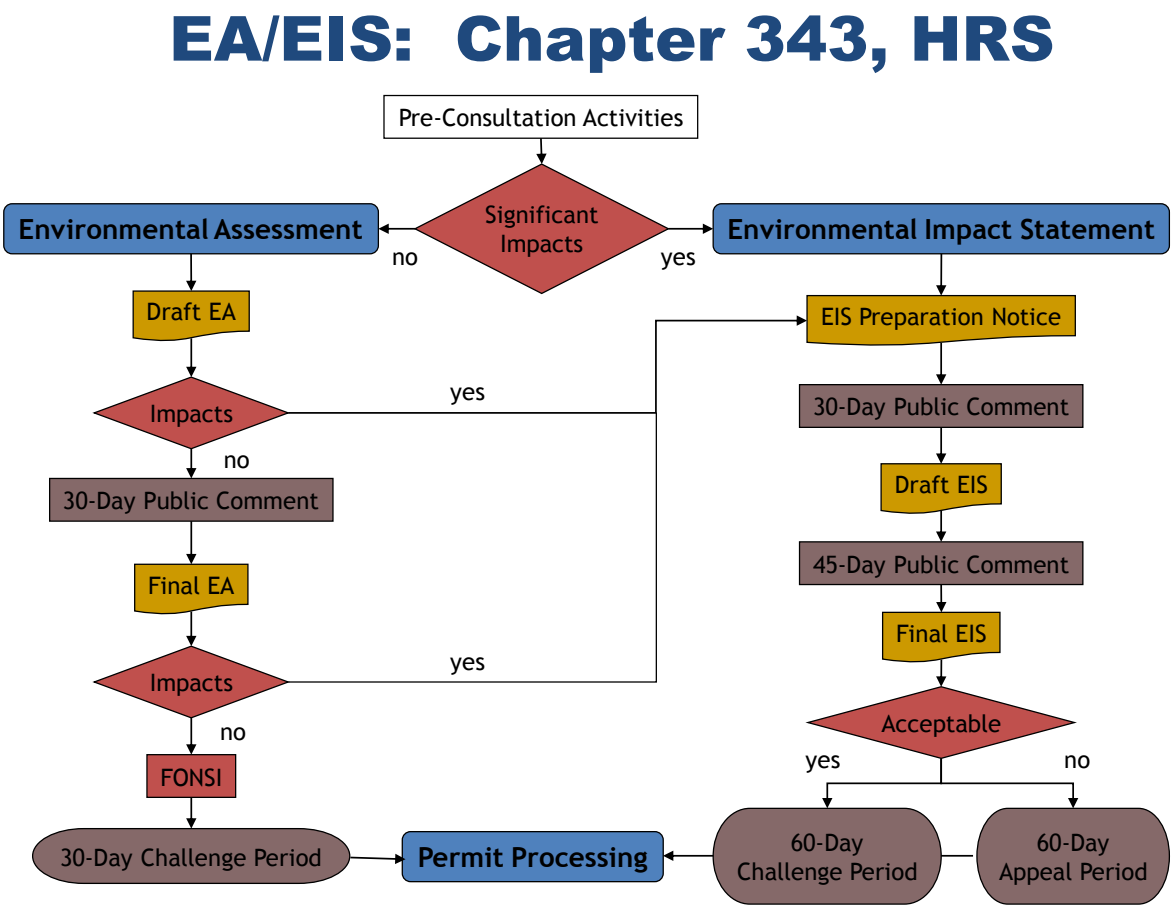

Figure 1-1: Hawaii's environmental review process.

Through the process of coordination for environmental planning, relevant Federal, State, and local agencies are provided copies of the Draft EA. The DLNR OCCL ~~would~~ distributed copies of the Draft EA to agencies and interested parties requesting them to evaluate and comment on the potential environmental impacts associated with the proposed action. Comments from agencies and the public would be addressed and subsequently incorporated into the Final EA.

The Applicant's contractor, Coastal Planners, LLC would be responsible for compiling responses to any public or government agency comments. Comments and responses would be collated and included in an Appendix of the Final EA. A Notice of Availability of the Final EA and anticipated FONSI, should it be appropriate, would be distributed in the same manner as the Draft EA.

Thereafter, the DLNR OCCL would determine whether a full Environmental Impact Statement (EIS) is needed, defer their decision pending additional itemized information, or issue a FONSI. The DLNR OCCL would report their findings to the Chairperson of the DLNR for concurrence. Should the agency issue a FONSI determination, a 30-day challenge period to the decision would begin. No action would be taken by the Applicant until the public 30-day period is complete. Thereafter, the applicant would be required to apply for discretionary and ministerial permits before any action could begin, including a Conservation District Use Permit (CDUP) approved by the Board of Land and Natural Resources (BLNR or Board) during a hearing on the matter.

CHAPTER 2
PROJECT SITE &CHARACTERISTICS

2.1 SITE HISTORY

Kahului Harbor is located in a small open embayment on the north shore of Maui. The embayment is protected from offshore swells by two long jetties that lie nearly perpendicular to each other. The mouth of the harbor faces due north created by an opening between the two jetties. Commercial port operations are located on the eastern side of the harbor. Kahului Beach Road, Route 3400, fringes the inland mauka extent of the embayment near the mid-point of the harbor.

The town of Kahului was a hub of commercial and transportation activity in the mid-1800s. The harbor was originally constructed by the Kahului Railroad Company in 1900 to transport both passengers and freight to the harbor. The original harbor consisted of a berthing area, a dredged channel and a 400-foot long east breakwater. In 1917/1919, the U.S. Army Corps of Engineers (USACE) constructed the west breakwater to a length of 1,950 feet and in 1931, extended it to the current length of 2,315 feet (Sargent et al., 1988 in HDOT, 2014). The long western breakwater was augmented between 1960 and 1987 with an inner (bay facing) rock revetment in order to create a location to retain material dredged from the harbor. This fill created the 23 acre spit or peninsula along the west side of the harbor, referred herein as the "West Breakwater". The filled land is under the jurisdiction and ownership of the DLNR, except a navigation maintenance area where the two rock revetments come together to form the tip of the West Breakwater.

Figures 2-1 to 2-13 illustrate the West Breakwater's creation over time, DOBORs parcel, the proposed project site, DOBORs previous master plan for the site, and aerials of the West Breakwater.

There were several uses established for the West Breakwater, including a 3-acre work and storage area at the makai extent of the spit, easements for access to federal navigation aids, and easements for utilities and other purposes. In 1972, the BLNR set aside various portions of the spit. The BLNR assigned 3.7636 acres of the tip of the spit to the U.S. Army Corps of Engineers (USACE) as a work and storage area for future repairs to the breakwater. Another 20.983 acres was set aside to the DLNR Land Division as the Kahului Harbor Park for future use by Maui County. Finally, 2.451 acres was set aside for a boat-launching site under the management of the Hawaii Department of Transportation (HDOT). The site plan envisioned boat storage, car parking, boat ramp and public facilities. The delegation of facilities was memorialized in 1977 by Governor Ariyoshi who set aside the various portions of the spit by Executive Orders (ExO) #3064 and 3066.

Mayor Elmer Cravalho envisioned a regional park in the area, connecting the vacant spit to the Maui Central Park complex (i.e., Ke'Opuolani Park) located on the opposite side of Kahului Beach Road. In 1972, the Maui County Parks Department submitted a Conservation District Use Application (CDUA) to the BLNR to use the spit for a public park for beach, boating and picnic use. The County Planning Department developed landscape plans, trail routes and site plans for the parcel that included a terminal, boat trailer parking, boat launch, and boat ramp. Other improvements envisioned were picnic areas, a promenade, play grounds, tot area, parking for 90 cars, restrooms with dressing and storage areas, kite flying area, and native re-vegetation. A designated swimming area along the sandy shoreline with a floating dock with diving board platform was also envisioned.

Although the 1977 ExOs allocated the land to the County, after many attempts and extensive effort the County was unsuccessful at developing the site for a variety of reasons, including the need for an Environmental Assessment (EA) and shoreline permits. By 2004/2005 and due to economic conditions, a very large homeless encampment had developed along the West Breakwater creating health and safety issues necessitating their removal by police. During that interim, responsibilities for small boat and

boating recreational facilities were transferred from HDOT to DLNR DOBOR by Act 272 and separately, the OCCL was created as a new Division of the DLNR to manage conservation lands.

In September 2006, the BLNR, with the County's consent, cancelled the ExO #3064 granting Maui County control of the site and it reverted to the DLNR OCCL. In addition, the BLNR voted to expand the site from 2.45 acres to 3.649 acres for the Kahului boat-launching ramp and/or a haul-out facility. Subsequently, in 2009 ExO #4283 reapportioned the spit with the USACE retaining 3.736 acres for staging breakwater repairs and the HDOT allocated 17.3334 acres as an addition to the Kahului Harbor for commercial harbor purposes. Simultaneously, ExO #4282 expanded the original 2.451 acre by more than the BLNR recommended and allocated a total of 6.1 acres for the boat-launching ramp site. The 6.1 acre Kahului Harbor boat-launching ramp site was placed under the jurisdiction of DOBOR for boating and ocean recreation purposes.

In 2006, the DLNR and USACE worked together to provide dredging of the entrance channel and turning basin. The work removed approximately 14,000 cubic yards of material including the large rocks and boulders that now encircle the site. The $7.5 million project demolished the former boat ramp and breakwater, and realigned the entrance channel. The project also constructed a new breakwater, added a three-lane boat launch ramp and two loading docks, and trailered parking.

In August 2009, the State constructed a new 55-foot long by 5-foot wide engineered aluminum loading dock with fiberglass grating adjacent to the existing concrete loading dock. The $379,000 project added a new concrete paved access road and new boat trailer turn around area and boat wash down area. The State has plans for the construction of more trailer boat parking stalls, electrical and lighting improvements, pavilions and a comfort station, and prefers to have a fuel service station, bait and tackle shop at some future juncture. The Small Boat Harbor is regularly used by recreational and commercial boaters and is particularly well used during fishing tournaments and canoe regattas, races and events. The Maui Fire Department and the U.S. Coast Guard also use the site to launch boats for training and ocean rescues.

2.2 OTHER FACILITIES ON MAUI

The Island of Maui has seven small boat harbors for recreational use. These facilities include: Hana Harbor and small boat ramp, Maalaea Harbor and small boat ramp, Lahaina Harbor, Mala Wharf, Kihei Boat Ramp, Maliko Gulch, and Kahului Commercial Harbor and the Kahului Small Boat Ramp. Kahului Harbor provides commercial port services along the eastern breakwater and a boat ramp on the west breakwater for recreational boaters. The Kahului small boat harbor is the only facility on Maui's north shore that offers consistent protected access to the ocean. The much smaller Maliko Gulch facility is often hampered by inclement weather, large sea swell, or heavy rains that impair the dirt road access to the site.

Of the seven recreational harbors, only Lahaina and Maalaea offer dedicated moorings for private use. Each harbor supports approximately 100 private vessels each, 40% of which are commercial vessels. U.S. Coast Guard regulations require commercial vessels that carry passengers (i.e., tour boats) to be inspected every two years. The inspection must be conducted with the vessel out of the water (i.e., dry-docked). On West Maui, Lahaina Harbor has very limited space and capacity for vessel removal and dry docking. Mala Wharf has more space but is shallow and thus limits vessels with deeper draft than the shallow harbor affords. In South Maui, the Kihei boat ramp presents similar challenges to Mala Wharf in terms of draft and there is limited space and security to leave a vessel dry docked. The Kihei Boat ramp also cannot accommodate wide vessels.

Maalaea Harbor is one of the only locations that vessels can pull out, dry dock, and be repaired and inspected. DOBOR invested considerable funds into upgrading the Harbor's facilities and amenities starting in 2005. However, even with these upgrades, wide vessels and those with deep draft cannot use the boat ramp provided. The boat ramp is simply not wide enough and the harbor itself not deep enough to accommodate many larger tour boats and private vessels. Another considerable limitation of

conducting vessel maintenance and repair activities at Maalaea Harbor is the lack of stormwater and runoff treatment facilities.

The present situation at Maalaea allows for up to six small to medium sized vessels to be dry-docked at any one time. Vessel repairs and dry dock maintenance activities are conducted in very close proximity (less than 250 feet) to the edge of the water in the harbor. Dry docked vessels are placed on the impervious (mostly asphalt with some concrete section) parking area adjacent to Buzz's Wharf restaurant. The areas around Buzz's Wharf, a now-empty restaurant, have no sub-surface catchment and treatment systems. Although Maalaea is fairly arid, when it rains accumulated dust, debris and contaminants are carried by rainwater sheet flow directly into harbor waters without filtration or treatment and can be readily transported into Maalaea Bay and the ocean. The harbor is also the home base for the U.S. Coast Guard, but the boat ramp is too small for dry docking most of the Coast Guard's fleet. Finally, Maalaea Bay is within the U.S. National Marine Humpback Whale Sanctuary, which was established to foster the education and protection of this endangered species of whale. Thus, increased use of Maalaea Harbor for dry dock vessel repair and maintenance activities could contravene efforts to improve the ecological health of whale sanctuary waters. For these reasons, an alternative site is needed.

2.3 PURPOSE & NEED

A portion of the West Breakwater of the Kahului Harbor has been granted to DLNR- DOBOR. The site has long been slated for uses that support recreational boating including a boat ramp, parking, storage, and wash down areas. Recent site improvements by DOBOR have included some of these facilities, such as a new boat ramp, new docks, driveway access, parking and trailered parking, ice vending services, and dredging and aligning the channel to the boat ramp.

Presently, the boating public has to drive their trailered vessel to Kahului or Maalaea in order to use the small boat harbor facility and must leave their vehicles and trailer unattended. Upon return from an ocean excursion, boaters must move their trailered vessel to a private location using Maui's highways, roads and/or streets. Recreational boaters must also find a privately-owned location to store and house their vessel, or as is sometimes the case, park along the edge of neighborhood streets causing a safety hazard. The lack of a secure parking and storage site at the DOBOR facility creates an unnecessary inconvenience for the boating public, increases risk of roadway accidents, particularly for those transiting from Kula and upcountry, increases the likelihood of break-ins and theft of trucks and trailers left unattended while conducting ocean boating activities, and reduces the time vessel owners can spend recreating in their boat upon ocean waters. Additionally, there are instances where public street parking for cars and private yard space adjacent to public streets are being used for overnight and/or long-term parking of trailered boats.

The 2013 Ocean Resource Management Plan, the 2007 Kahului Harbor Master Plan for 2030, the 2002 Maui County Kahului-Wailuku Community Plan, House Concurrent Resolution 163 enacted by the 21st State Legislature in 2002 and other State and local planning documents have identified the site and a number of recreational boating needs on Maui's north shore and shortfalls in recreational boating services in Maui. In particular, there is a severe shortage of secure vessel parking for trailered boats and there are no dedicated boat inspection and/or maintenance facilities for wide or deep draft vessels on Maui.

Inspections, repairs and regular commercial tour vessel maintenance are normally conducted during the fall or spring. Typically, a vessel's hull is dried and sanded to remove unwanted growth and contaminants that slow the vessel's speed and create drag. Fiberglass may be applied to the hull to repair thinning, worn or rough portions or to patch holes. Anti-fouling paint is applied to the submerged portion of the vessel using rollers, given the paint's viscosity. Repaired areas may also require painting, which is done with a pneumatic spray gun and low-level volatile organic carbon (VOC) paint. Low VOC paints are preferred, and would be used in this case, as they produce considerably less fumes and over-spray, and reduce the amount of paint used to complete the job. Because the aforementioned activities have the ability to produce dust, fumes and odor, best practices and standard operating procedures are prudent. Wind tends to disperse, diffuse and diminish the concentration of any airborne particulates generated from these

activities. Additionally, wind breaks and buffering tend to increase air turbulence and the infusion of fresh air which increases dispersion and reduces concentrations in the air column.

Commercial catamarans and large vessels must transit to Oahu or Honokohau Harbor on the Kona Coast, Island of Hawaiian order to obtain mandatory U.S. Coast Guard inspections at least every two years, and to conduct dry maintenance of these vessels as they are too large to be removed from the water at Maui's other harbors. This adds expense to private and commercial boating operations, reduces the operational period due to the time to transit vessels between islands, displaces crew and staff, and increases danger for the vessel and crew when crossing the channels and large, open ocean waters between islands. The crews that operate these vessels may be unnecessarily jeopardized by these seafaring trips due to a lack of inspection and maintenance facilities on the Island of Maui. The Maui County Fire Department and the U.S. Coast Guard may also face similar constraints and dilemma in servicing their larger vessels.

Five Maui-based commercial vessel operators have formed a consortium; The Maui Dry Dock and Storage, LLC (MDDS). The consortium members operate catamarans and large vessels of 50 to 65 feet in length for maintenance and inspections. Presently, the Maalaea Small Boat Harbor is the only location on Maui that provides a vessel haul out and repair facility. However, the Maalaea site is too small to accommodate dry docking or haul lout of the MDDS boats given vessel beam and depth limitations.

As a result, the MDDS is interested in collaborating with DOBOR to establish a secure area for vessel inspections and short-term maintenance and a secure area for public boaters to store their watercraft on Maui. The result would yield benefits to both the MDDS and to the boating public by having a secure, convenient location to park and store boats. Furthermore, the proposed facility would provide the boating public with an impervious surface area for vessel inspections and maintenance that is served by a suitable storm water treatment system to capture and stabilize potential pollutants in an environmentally sensitive manner. In contrast, Maalaea has minimal stormwater retention or treatment and vessel repairs are conducted in very close proximity (less than 200 feet) from the waters edge in the harbor.

Planning for development of the overall harbor has involved many stakeholder and public meetings, including those hosted by the HDOT Harbors Division. During the Kahului Commercial Harbor 2025 and 2030 Master Plan updates, stakeholders stressed the need to expand harbor facilities while balancing recreational uses such as surfing, fishing, outrigger canoe racing, and subsistence gathering. It was well recognized that Kahului Harbor is used for recreation as well as commerce, and solutions must be developed that allow the two to co-exist.

The public-private partnership between MDDS and DOBOR would benefit boating recreationists and the public by meeting needs that have previously been identified for fishermen and recreational boaters. The proposed use of the currently vacant, unimproved site is in concert with the DOBOR Master Plan for the West Breakwater and the 2013 Ocean Resource Management Plan. The proposal would also provide commercial vessel operators, including the MDDS, with services presently not available on Maui and only available on neighboring islands, thereby enhancing local economic welfare and boater safety. In addition, providing a controlled area for vessel maintenance and inspections would benefit both private and commercial boaters.

The site is well suited to serve as a vessel maintenance and storage facility capable of serving the diversity of the boating community on Maui and neighboring islands of Molokai and Lanai. The site is in close proximity to the DOBOR boat ramp within the protected harbor, adjacent commercial port and industrial uses, a deep water channel to the open ocean, and a 4-lane highway specifically designed with pocket lanes for the ingress and egress of trucks pulling trailered vessel.

The proposed improvements would help minimize potential negative impacts to the environment from vessel maintenance and maritime activities by directing these actions to controlled, impervious areas with proper drainage and treatment systems. Having a centralized controlled location would ensure that sediment, stormwater runoff, and any potential water or airborne contaminants are captured, treated and

stabilized onsite and would prevent them from entering the nearshore waters. The drainage system was designed by Otomo Engineering, Inc. to accommodate twice the amount of runoff created by a 50-year, one-hour storm event.

The consortium is committed to managing the leased area with utmost sensitivity to environmental concerns and has consulted with other harbor users to address the boating community's needs. The site would have 24-hour key card access to accommodate the range of ocean recreational users at the small boat harbor. Fees for the key cards have not yet been determined.~~, but would likely range between $100 to $150 for a month-long rental depending on vessel size and other parameters.~~ The fee collected is primarily intended to defray a portion of the consortium's capital expenditure on the areas improvement. There would be no restriction on the public's use of the facility with key cards, save that best practices are fully implemented during facility use to ensure user safety and protect the natural environment.

For the reasons describe above, adding a secure parking and storage area for trailered vessels would be beneficial to the boating public and commercial boating operators. In addition, providing a controlled area for vessel maintenance and inspections would be beneficial to both private and commercial boaters, and reduce the potential for adverse impacts to the environment by directing vessel maintenance activities to an impervious surface area that provides stormwater treatment to protect water quality.

Figures 2-1 through 2-20 illustrate the West Breakwater, project site, previous State plans, and suggest that additional trailered vessel parking may be needed on Maui. Specifically, Figures 2-1 to 2-13 illustrate the harbor and the project site's characteristics. The figures identify the West Breakwater (Figure 2-1), harbor uses (Figure 2-2), the West Breakwater's creation over time (Figures 2-3 to 2-6). DOBORs property boundary's and the project area (Figures 2-7 and 2-8) are shown, as well as the State's previous master plan for the Small Boat Harbor (Figure 2-9). Figures 2-10 through 2-13 provide recent aerial views of the West Breakwater and the footprint of the DOBOR small boat facility within the landscape.

Figures 2-14 to 2-20 suggest that there may not be sufficient, suitable trailered vessel parking in central and north Maui. Private boat parking in, or adjacent to, public roadways could be the result of not having sufficient, affordable parking options for boats and tow vehicles. This may be creating unintended effects on public uses or private properties. These current examples reflect that there may be a need for secure, safe, trailered vessel parking location that does not obstruct roadway traffic, hinder line of site for automobile drives, or hinder pedestrian movement.

2.4 PROJECT LOCATION

The project is proposed on a portion of State of Hawaii owned lands at the Kahului Boat Ramp at Kahului Harbor, Owa, Wailuku, Maui, Tax Map Key:(2) 3-7-001:023 and Por. 21. The ~~1.453 acre~~ project site consists of two unimproved, vacant ~~land~~ areas within DOBORs 6.1 acre Kahului small boat harbor facility along the West Breakwater of the Kahului Harbor. ~~Dimensions of t~~The project site and its footprint ~~are 452 feet long by 140 feet wide, or 63,280 square feet,~~ are located inland of the boat ramp and paved driveway access to the small boat harbor's existing amenities.

2.5 SITE CHARACTERISTICS

Slope: Flat, level, unpaved, unimproved vacant and barren open area with an elevation of eight (8) feet asl.

Access: The site is presently accessed in an unhindered, uncontrolled manner from and through the harbor facility.

Harbor Access: The harbor facility is accessed via Kahului Beach Road. The State roadway has dedicated turnout and pocket lanes designed to accommodate safe ingress and egress of vehicles towing trailered vessels.

Utilities: Underground potable water and electric utility lines service the adjacent boat ramp and wash down area. The Applicant would be responsible for connecting to the existing utility lines and providing any sub-metering. No wastewater or sewer lines are present. Provisions for portable toilets would be the responsibility of the Applicant.

Legal access: Access to the boat harbor is via Kahului Beach Road. Access to the subject property is unconstrained and not encumbered by any easement or restriction.

Subdivision: The property is not proposed for subdivision and would involve the lease of two ~~a 1.453 acre~~ portions of the existing 6.1 acre DOBOR property established by Executive Order #4282.

Encumbrances: Encumbered by Executive Order #4282 on May 15, 2009 to DOBOR for the "Kahului Harbor Boat Launching Ramp Site".

Harbor Boat Ramp: A double-wide boat ramp completed in 2006 is designed for wide vessels to be hauled out by trailer and is the only boat ramp on the Island of Maui designed to accommodate vessels larger than 55 feet in length.

2.6 SURROUNDING USES

There are a variety of users and uses of the West Breakwater, the shoreline, boat ramp, and waters of the harbor. Several of the more significant uses are described below and their location shown in Figure 2-2.

Food Vending. Presently, various food-vendor trucks use the wide berm along the makai side of Kahului Beach Road on a day-to-day basis for commercial activities such as serving lunch and selling fresh caught fish and fruits. The vendors leave at the end of the day and are not believed to have permits to operate on DOBOR or State property.

Ice Vending. A large ice-dispenser commissary is located on the corner of the DOBOR parcel. The private commercial ice service is important for fishermen and was permitted as part of the boat ramp improvements. The facility clearly provides an important public purpose that is directly related to DOBOR responsibility for the site and the agency's objectives.

Hale Kiawe. Mayor Alan Arakawa, the present mayor of Maui County, granted a small area makai of the boat ramp along the eastern side of the harbor to a club of retirees. The Senior Boaters Club was granted permission to build the Hale Kiawe clubhouse along the West Breakwater. They moved into the Hale in mid-2006 and have improved the area around it with landscaping and several picnic tables under shade trees. The club had previously occupied state land closer to the boat ramp for 25 years. The club has about 70 members, most of whom are retired, and they fish in the harbor from the boulder revetment adjacent to the clubhouse, primarily for papio and ulua. Although small, the group has long-standing ties to the area. Their enclosed building offers respite from the arid, windy surroundings, a restroom and eating areas, among other amenities.

Fishing. Fishing is a common activity at the harbor and a fish catch reporting station is located next to the DOBOR Boat-Ramp. According to the DLNR Division of Aquatic Resources website, the waters and area within the harbor form a Fisheries Management Area (FMA). The FMA is bounded seaward by a line between the seaward edges of the breakwaters. Permitted fishing within the FMA includes:

- To use a bait net to take nehu and other baitfish, with a license.
- To use a net, except lay net, to take akule with a valid commercial marine license.
- To use a landing net to secure hooked marine life.
- To use a push or hand net while on shore to take shrimp or other marine life, provided the net, including handle, is no more than three feet in any dimension.
- To use up to ten crab nets not more than two feet in diameter to take crabs.
- To use a net to take mullet less than three inches fork length for stocking an aquaculture facility, with a license.

Prohibited activities within the FMA include:

- To use any net, except as indicated in permitted activities above.
- To take or possess a total of more than 50 marine life per person per day, except baitfish or akule with the proper license.
- To snag any marine life.
- To use more than two poles with one line and up to two hooks per pole, each hook having only one point.

Individuals and groups entering the FMA to take marine life must follow check-in and reporting requirements posted at fisher check stations on site. Permitted activities may also be restricted by laws or rules of the Department of Transportation.

~~There are three designated fishing areas within the harbor. Area 1 is located between Piers 1 and 2 on the eastern side of the harbor. Since 9-11, Area 1 has incorporated a security zone, which is highly restricted for fishing or other recreational activities. Area 2 is located between Pier 2 and the extension of Pu'unēnē Avenue on the eastern side of the harbor. Area 3 is located along the inner edge of the Western Breakwater extending to the shoreline along Kahului Beach Road.~~ Fresh water springs can be found in the corner of the harbor near the DOBOR boat-launch ramp and mullet congregate there to feed on seaweed.

~~Pole fishing and throw nets are allowed and these activities commonly occur along the shoreline, from rock structures and piers. Spear fishing for tako is also common on the shallow reef in the harbor, however the water quality is generally poorer than other areas, particularly at the intersection of Kaahumanu Avenue and Kahului Beach Road.~~

~~Commercial fishing occurs within the harbor with permission from the Maui District Managers office. Commercial fishers use surround nets, usually on the east side around Piers 1 and 2, although lay nets and gill nets are illegal to use in the harbor.~~ Recreational boaters fish outside the harbor, mostly at several fish aggregation devices (FADs) offshore of Haiku. Given the considerable exposure of the north shore to strong trade winds, trolling for fish is not favorable.

Gathering. Some nearshore collection of limu and other marine life occurs primarily along the shoreline adjacent to Kahului Beach Road within the harbor. The Maui Ocean Center also has a permit to collect aquarium fish and marine life through the bay. Some aquarium enthusiasts collect sand from specific locations in the harbor believing it has enhanced qualities that are better for their aquarium specimens.

Maui Trailer Boat Club (MTBC). Each year, the MTBC puts on two fishing tournaments. Both tournaments use the DOBOR boat-launch ramp for the event. The MTBC is a volunteer organization and actively engaged in promoting recreational boating activities. During the last weekend of July, the MTBC holds a 2-day Hana Pa'a North Shore Fishing Tournament staged from the Kahului small boat harbor.

Swimming. Most swimming occurs at Hoalaoha beach on the east side of the harbor. However, given the consistent trade winds and murky, turbid water, swimming is not particularly popular in the harbor. Furthermore, water quality is poor within the harbor itself.

Kayaking. Kayaking in the harbor is one of several water sports activities practiced by residents and ocean enthusiasts. Few embayment's on the north shore offer the relative protection from large waves, swell and strong currents for kayaking that the harbor does. However, the water is generally murky and of poor quality, diminishing the attractiveness of the area for kayak use.

Surfing. There are frequently good waves for traditional surfing on the west side of the harbor, both outside the breakwater and within the confines of the harbor. The area can become congested on weekends when multiple ocean recreationalists are using the harbor for different activities.

Stand Up Paddling. Similar to surfing, stand up paddling (SUP) is growing in popularity. Because of their longer view horizon, SUPs can catch smaller waves and catch waves earlier than most traditional surfers.

As a result, conflicts between SUPs and other surfers are not infrequent. The DOBOR boat ramp offers a good location for putting in and taking out SUP boards, thereby making it more attractive for this activity, particularly when strong winds do not favor other areas of the north shore for the activity.

Outrigger Canoeing. Canoe paddling including individual, group and team are significant users of the harbor. Three canoe clubs use Kahului Harbor for practice, cultural strengthening, and hosting canoe race events including: Hawaiian Canoe Club, Na Kai Ewalu, and Lae'ula O Kai. In general, pre-season runs from early March until mid-May, regatta season runs from June to late July, and long distance races run from August to late October. The Hawaiian Canoe Club has regular competitions within the harbor and has weekly, if not daily, practices and activities during season, including outreach and team programs for high-school aged students. Their Hale is located along the sandy beach on the opposite side of the harbor from the DOBOR boat ramp. The Club has over 100 members, many of whom are active in the community. Longer races such as the Maliko Gulch to the Kahului Harbor run often require trailered chase boats for safety and event logistic purposes.

Maui Central Park Complex. Keopuolani Regional Park is the largest park in Maui with 110 acres that include seven playing fields, a pool, a gym, skate park, and amphitheater. The park is next door to the Maui Arts and Cultural Centre, which has a number of open-air events such as evening concerts. The War Memorial Complex is also located within the regional park and hosts the annual Maui County Fair. The YMCA, Maui Girls and Boys Clubs, and skate board park are located in buildings adjacent to the War Memorial Complex. The county park has a number of sports and playgrounds located across, and down-wind of the proposed lease area on the Western Breakwater. The soccer and other sports fields of the park complex are well used for after-school sports activities from fall to spring, and various clubs and leagues throughout the year.

Neighboring Developments. Other neighborhoods and points of interest near the harbor include (from north and west to south and east):

- low-rise commercial and residential areas;
- the Harbor Lights condominium complex, with approximately 350 units overlooking the harbor;
- recreation fields and the Maui Arts and Culture Center;
- Maui Community College, which serves approximately 2,900 students and180 faculty;
- two low-rise hotels along the waterfront, with a total of approximately 380 rooms;
- Hoaloha Park, with recreational facilities for the canoe clubs that practice in the harbor;
- three retail centers inland of Ka'ahumanu Avenue and a bank, an automobile dealer's lot, and two older buildings leased to multiple tenants on the seaward side of the road in the vicinity of the harbor; and
- an industrial area adjacent to the harbor, with harbor-related operations and warehouses.

2.7 DISCRETIONARY PERMITTING

A Conservation District Use Permit (CDUP) could be required because the proposed action occurs within the State Conservation District. Uses within the Conservation District are regulated by the DLNR OCCL pursuant to HRS Chapter 183C and HAR 13-5. The rules require an analysis of coastal hazards and potential impacts Indigenous Hawaiian customs, access and rights, and potential effects on natural and public trust resources, among other considerations. Should a FONSI, be approved for the project, approval of a CDUP would be sought from the DLNR OCCL with approval of the Board (BLNR)through a public hearing and public participation process. Thereafter, ministerial permits such as County building, plumbing, electric, and grading approvals would be sought, where applicable.

2.8 PROJECT COST & TIMELINE

Should a FONSI and CDUP be granted County ministerial approvals such as minor grading, trenching and electrical permits would be sought and are anticipated to take four to six (4-6) months. Construction is anticipated to take six (6) months. The total development time is anticipated to take one to two years. Construction of the project is estimated to cost approximately $425,000

Figure 2-1:– The approximately 27 acre Kahului West Breakwater and DOBOR boat ramp.

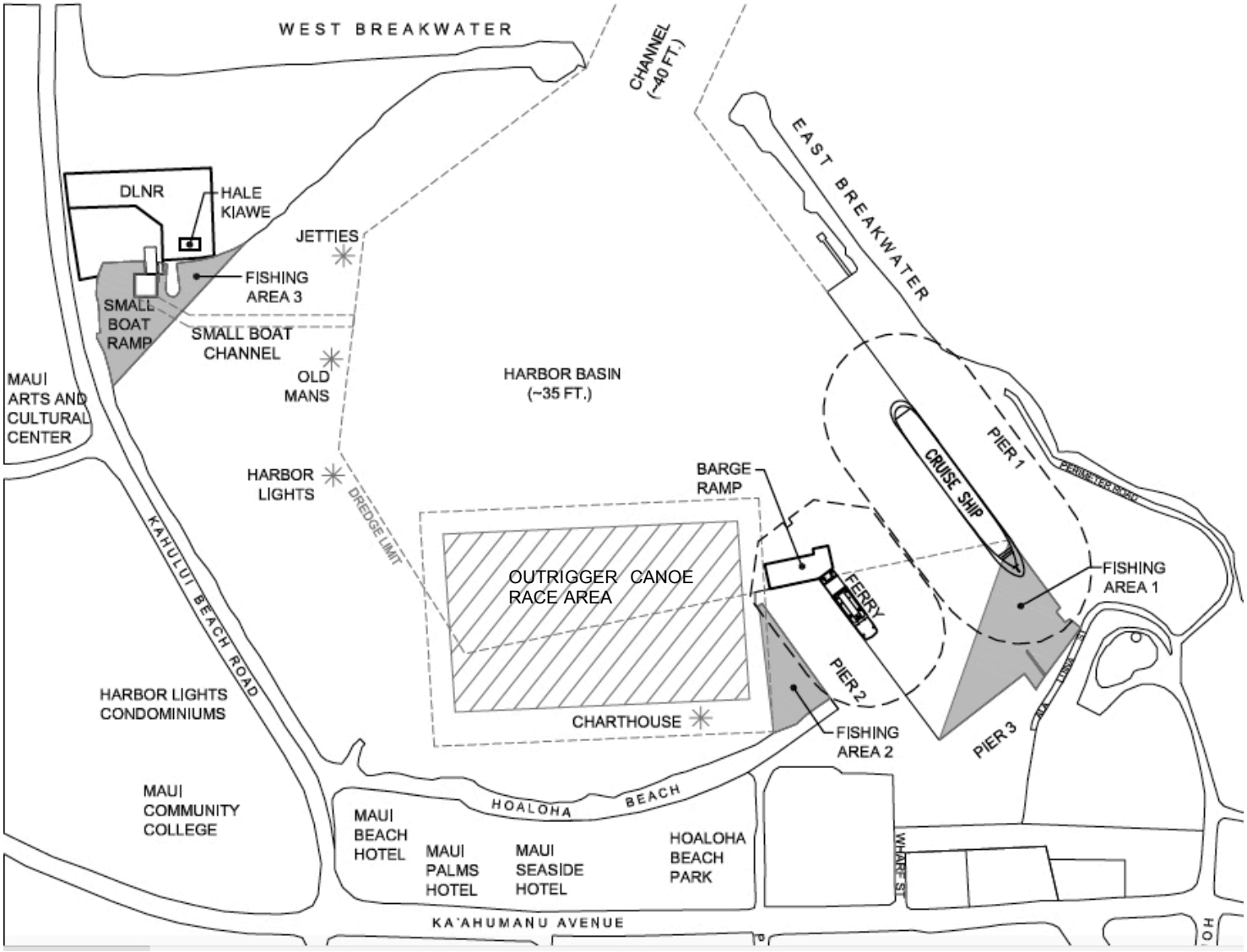

Figure 2-2:– Recreational uses at the Kahului Harbor.

Source: HDOT, 2007 page 5-53. Note: Individual fishing areas have been combined into a single FMA.

Figure 2-3: West Breakwater, Kahului Harbor, 1960.

Figure 2-4:~~–~~ West Breakwater, Kahului Harbor, 1975.

Figure 2-5:– West Breakwater, Kahului Harbor, 1987.

Figure 2-6:– West Breakwater, Kahului Harbor, 1997.

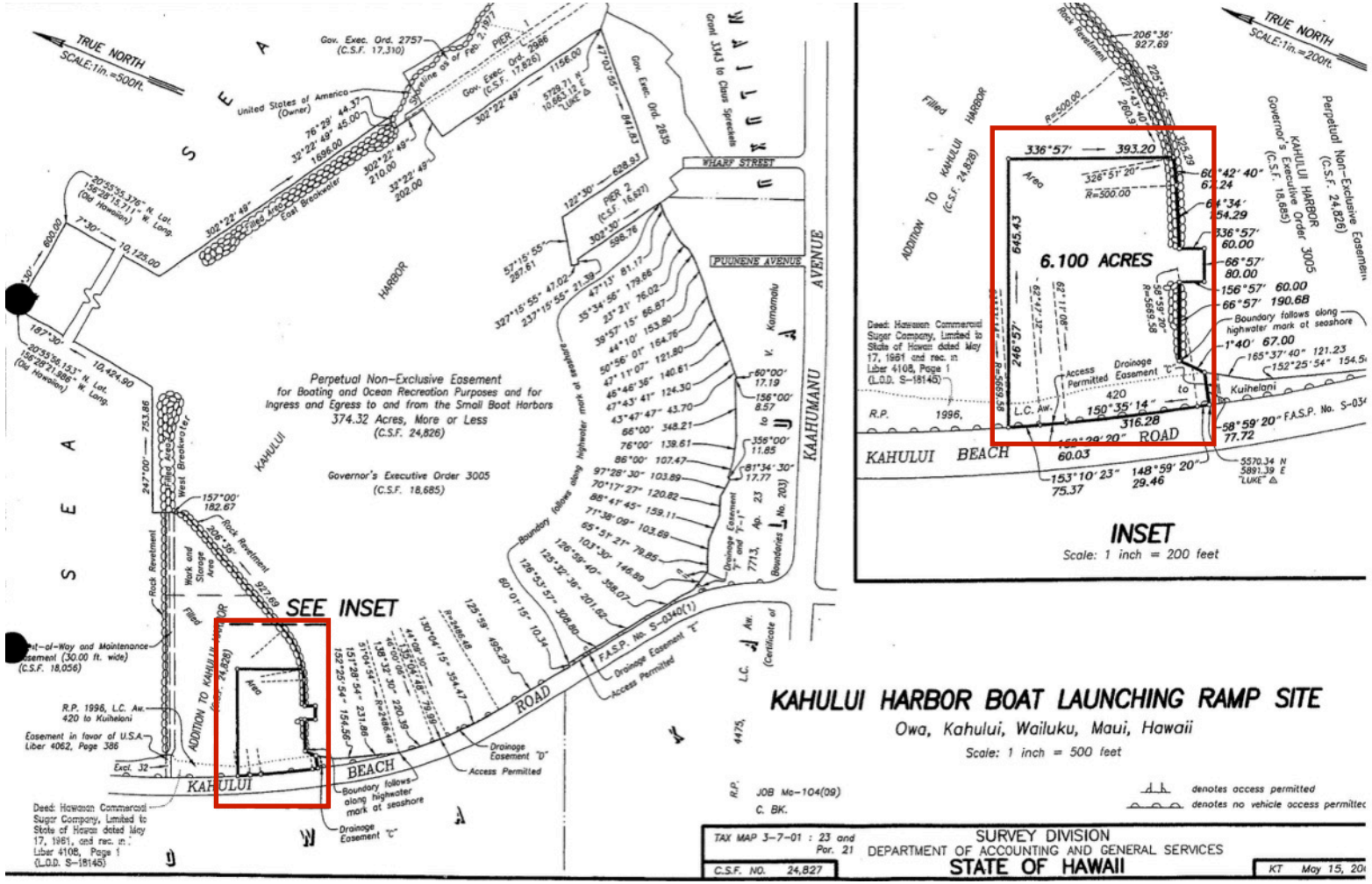

Figure 2-7: Property location on the West Breakwater.

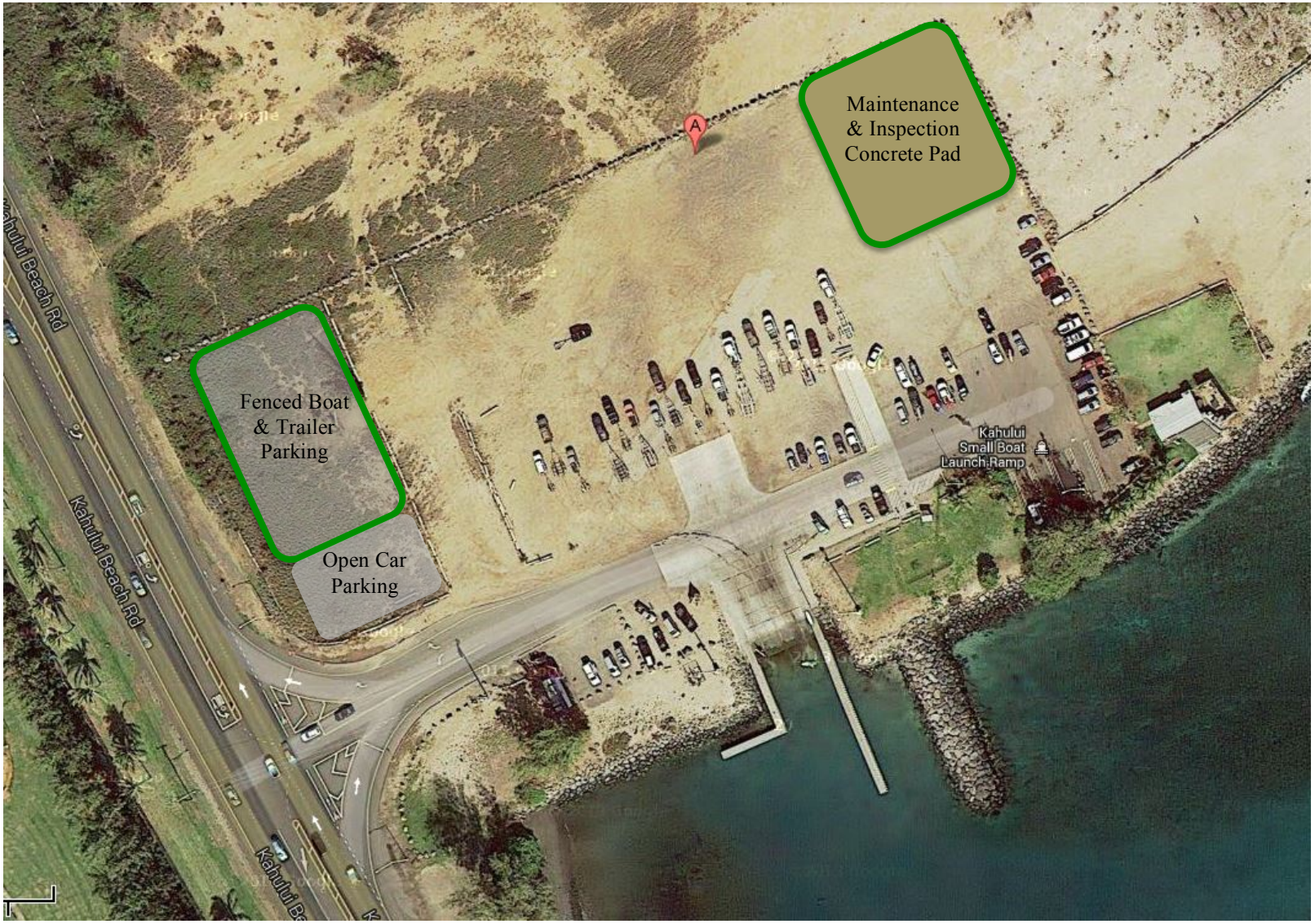

Figure 2-8: Proposed improvement areas on vacant lands in the small boat harbor.

Figure 2-9: DOBOR's master plan for the Kahului Small Boat Harbor.

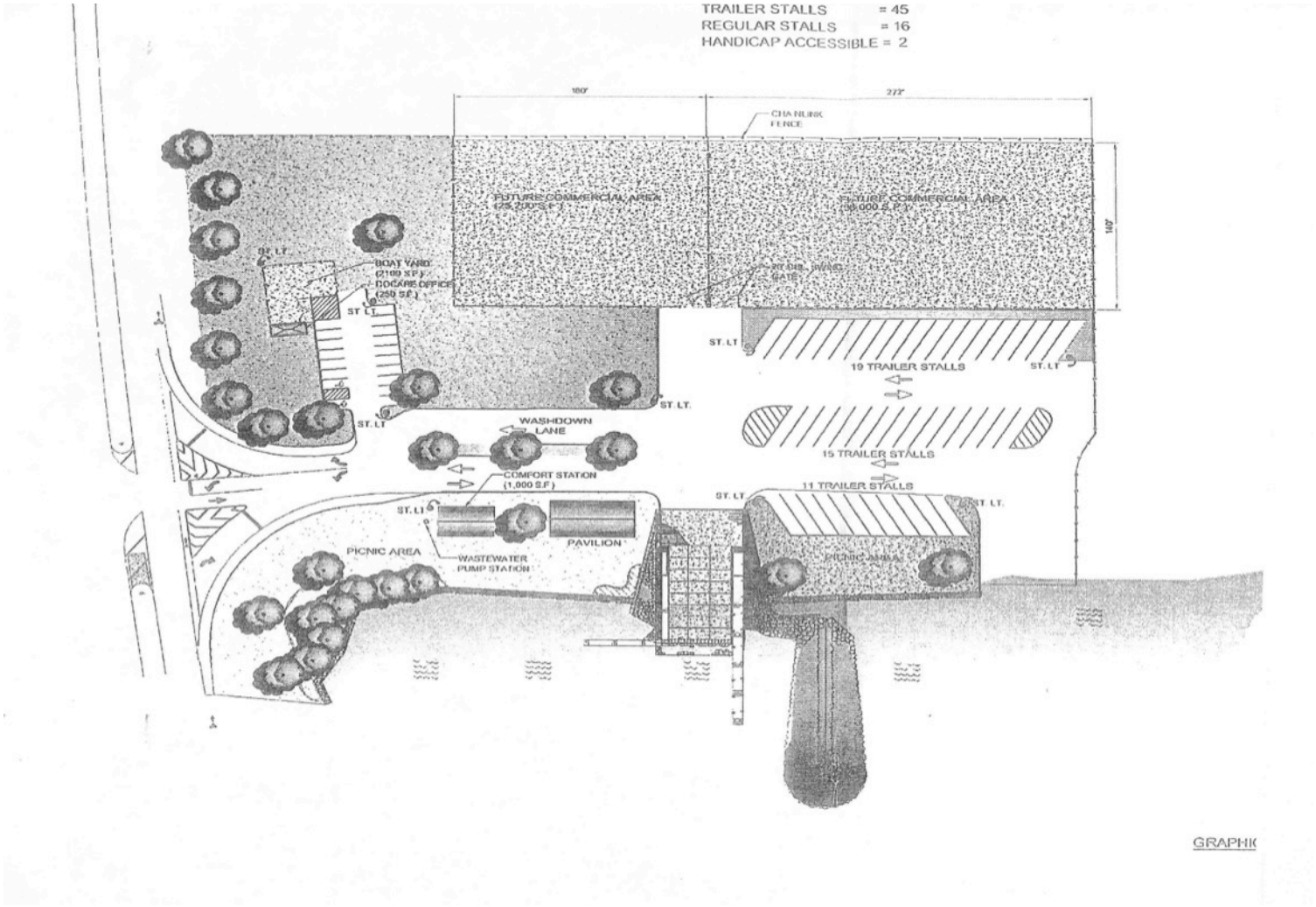

Figure 2-10: Aerial view of the West Breakwater and DOBOR parcel facing east.

Figure 2-11: Aerial view of the West Breakwater and DOBOR parcel facing west.

Figure 2-12: Aerial view of the West Breakwater and DOBOR parcel facing north.

Figure 2-13: Aerial view of the West Breakwater and DOBOR parcel facing south.

Figure 2-14: Some private trailered vessels park adjacent to public streets in Maui.

Figure 2-15: Street side boat parking may hinder safe pedestrian access and vehicular line of sight.

Figure 2-16: Street side boat parking impact pedestrian routes and reduce vehicular line of sight.

Figure 2-17: Lack of rental space may crowd out other residential uses in Maui.

Figure 2-18: Private trailered vessel parking may reduce the supply of vehicle parking areas in Maui, HI.

Figure 2-19: Public allocations for vehicle parking may inadvertently be impacted by private trailered vessel parking in Maui.

Figure 2-20: Vehicle parking spots may be impacted by private trailered vessel parking in Maui.

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CHAPTER 3
ALTERNATIVES ANALYSIS

3.1 PROJECT DESCRIPTION

The Applicant proposes to build a secure, trailered vessel parking facility and two maintenance and inspection pads with an attendant stormwater treatment system as described in the preferred alternative below.

3.2 NO ACTION ALTERNATIVE

Under the no action alternative the vacant unimproved area would remain as-is. Boats would temporarily and intermittently be dry docked for vessel maintenance and inspections at the West Breakwater with the permission and at the discretion of the Kahului Harbor Master. This ad hoc use would allow for limited maintenance and vessel inspections to occur in the corner of the DOBOR parcel. Most commercial catamarans and larger private vessels would continue to sail to neighbor islands to obtain mandated U.S. Coast Guard inspections and/or maintenance of their vessel. These vessel owners would continue to incur the costs and increased danger associated with transiting vessels and paying laborers on neighboring islands.

Authorized vessel maintenance would continue to be conducted on the open, porous, barren West Breakwater without the benefit of a dedicated storm and runoff water catchment and treatment system. Presently, tarps are placed below vessels to capture any potential dust, dirt or debris and these materials must be swept up and disposed of in a suitable fashion to prevent them from becoming wind blown pollution or contaminating near shore water quality.

The site would continue to lack security and unattended boats and their trailers parked at the facility would continue to be at risk of theft, vandalism, and malicious damage. After ocean recreation activities are completed, vessels are towed by trailer to private parking or storage sites using Kahului Beach Road, among other roadways. Currently, vessels are not routinely left overnight. Additional trips of tow vehicle, trailer and vessel, to and from the small boat harbor, are necessary when undertaking boating activities on consecutive days, such as during weekend or holiday canoe races or fishing tournaments. As a result, trailer traffic on Kahului Beach Road could become congested during these events.

Given the lack of dedicated boat storage facilities on the north shore of Maui, individual boaters spend time and effort transiting vessels, as opposed to being in the water, and this situation would continue under the no action alternative.

Views and scenery at the project site would continue to be dominated by a flat, barren area within the overall windswept landscape of the harbor. Views to the west of the project site include sparsely vegetated dredge spoil mounds, whereas views of Maui's mountains and the commercial harbor exist to the east and south. These views, the landscape and the scenery at the project site, would remain unchanged.

Parking at the boat harbor is random and this would continue under the no action alternative. After launching their boats, trucks with trailers generally cluster together inland of the boat ramp facing west towards the vacant, 153 feet wide portion of the DOBOR lot. Some tow vehicles use the vacant area to pull forward, make a wide arc, and circle back towards the boat ramp to tow their vessel out of the water at the harbor's floating docks.

Figures 3-1 to 3-5 illustrate current uses of the project area, DOBOR lot, and small boat harbor that would continue under the no action alternative.

Figure 3-1: Large trailered catamaran undergoing maintenance and inspection on site.

Figure 3-2: Dry docked large trailered catamaran on site.

Figure 3-3: Dry docked large trailered catamaran on site.

Figure 3-4: Dry docked large trailered catamaran on site.

Figure 3-5: Visual of a large dry docked trailered catamaran with the landscape.

3.3 CONSTRUCT TWO CONCRETE PADS WITH LANDSCAPED SECURITY FENCING ~~(PREFERRED)~~

The ~~preferred~~ alternative would construct two concrete pads dedicated to vessel maintenance and inspection. The pads would be served by a subsurface storm and runoff water catchment and treatment system. One pad would be used for conducting inspection and maintenance of large vessels, whereas the second pad would be dedicated for day–to-day public use for smaller watercraft.

This alternative would reduce potential adverse impacts to the environment by directing vessel maintenance activities to a central location with an impervious surface area that provides treatment of storm and runoff water to protect nearshore water quality. This aspect of protecting water quality is currently not present at the Maalaea, Kihei, or Lahaina harbors.

Of two vegetated swales designed to capture runoff from the parking area and maintenance pads, the larger would be fringed with Naupaka to serve as a break and could accommodate a future ,traditional, open air, pole hale pavilion in the event the boating community wanted to construct a shaded gathering place..

This ~~preferred~~ alternative would include the installation of security fencing surrounded by landscape plantings of Naupaka and hau shrubs to break the wind, enhance security and visually enhance the currently barren area. The fencing would create an enclosed, secure parking area with a porous surface that would accommodate at least 20 trailered vessels. The parking stalls would be accessible to the public using an electronic key card available for purchase at a nominal fee. The key card would operate a gate to enter or leave the secure site 24 hours a day at the convenience of individual boaters. Access to the site would be provided by two gates, allowing ease of ingress/egress for towing vehicles and trailers.

Irrigation and electric would be trenched to the site from the existing utility connections ~~(Figure 3-6)~~. The figure also illustrates an example of a subsurface drainage system to capture, stabilize and treat stormwater. The stormwater system shown is not sized for this application, but rather an example for informational purposes.

Figure 3-**7** illustrates the ~~preferred~~ alternative. The figure is an overlay of the proposed improvements onto an aerial photograph of the site as it presently exists.

~~3.3.1 PROJECT SEQUENCING~~

~~The proposed action would be constructed using an erosion control plan and other best management practices according to the following sequential activities:~~

1. ~~Installation of sub-metered, underground water and electrical lines to the site.~~
2. ~~Installation of a stormwater catchment and treatment system for the concrete pads consisting of two inlet filter screens with absorbent socks, leading to a 40 foot long, 2.5 foot diameter perforated pipe wrapped in geotextile fabric and surrounded by gravel.~~
3. ~~Creation of two vegetated areas that would capture runoff and have inlets leading to the subsurface stormwater treatment system. A small vegetated \ retention basin would be located between the small and larger concrete pads. A large vegetated swale would be located between the larger concrete pad and the boat trailer parking area. Both vegetated swales would be bordered by Naupaka and the larger designed to accommodate shade from mature vegetation.~~
4. ~~Installation of drip irrigation lines for the initial propagation of landscape plantings of Hau and Naupaka shrubs within a buffer 6 feet wide along and within the perimeter of the 1.453 acre site. Creation of two grassy swales, with part of The swales have grated inlets leading to the subsurface drainage treatment system. The landscaping would provide vegetative screening, capture and attenuate storm water, add a security barrier, and serve as a wind break.~~
5. ~~Installation of a chain link fence 6 to 7 feet high along the 1,136 feet perimeter of the site but within the aforementioned vegetative barrier. The fence would consist of vinyl coated galvanized wire with greater than 50% flow through and metal fence posts of sufficient size and anchored depth to retain the fence in an upright position.~~
6. ~~Installation of a 30 foot wide gate, comprised of at least two (2) electrically powered rolling gates and appurtenant entry apparatus, such as a card reader and small motor to move the gates, for secure access to the site at the convenience of boaters. The arrangement of the two gates would facilitate ease of ingress and egress for vehicles towing trailered boats. During regattas and fishing tournaments, the two gates could remain open to facilitate more efficient towed vessel movement.~~
7. ~~Installation of a gate and fencing between the 20+ trailered vessel parking area and the large vessel concrete maintenance and inspection area.~~
8. ~~Pouring of two concrete pads. A small, 30 feet wide by 49 -feet long (1,470 sf) concrete pad would facilitate use by individual boaters at their convenience. A second large concrete pad would facilitate dry boat maintenance and safety inspections of large vessels, including commercial catamarans. The pad would be 8 inches thick, 94 feet wide by 128 feet long (12,032 sf). Given the site's flat topography, no grading is anticipated however minor ground preparations may be necessary to accommodate the two concrete maintenance area pads.~~

~~3.3.2 REQUIREMENTS FOR FACILITY USE~~

~~Users of the facility would be required to implement specific practices to minimize potential impacts on other users of the harbor and neighboring properties. All boat owners and facility users must agree in writing to adhere to the following practices and standards of safe operation:~~

1. ~~Safety is the number one priority and this should guide the conduct of all facility users, boat owners and crew.~~
2. ~~Work shall be conducted on the concrete area to avoid containment of debris. Worksite is to be clean and orderly at all times. Geotextile screening cloths and/or tarps must be used around and under the vessel to capture normal sanding, scraping debris and paint droplets, as well as screws, nails, and other solid materials. Area under and around the boat is to be swept up daily. All fiberglass dust and paint fragments are to be swept up immediately to avoid water runoff.~~
3. ~~All sanders must have shop-vacs or vacuums attached at all times. Use vacuum sanders or grind on concrete areas only and in tarp or barrier enclosures.~~
4. ~~Storage of open containers such as oil, thinners, paint or fuel is prohibited.~~
5. ~~Avoid pressure washing except when located on the impervious concrete pad area. Running water is~~

~~prohibited in the dry dock area. Washing, rinsing, filling of water tanks and wet sandblasting activities will not be allowed. However, water will be available for emergencies (i.e. emergency eye wash).~~

6. ~~Spray painting will only be permitted if the vessel is located on the concrete area and is completely surrounded by a barrier which will contain the paint aerosol. Use a containment (tarp) barrier when painting. Use high volume low pressure painting equipment to minimize any overspray and contain the area with tarps. Use brushes and rollers for painting (roll &tip technique). Do not paint on extremely windy days.~~
7. ~~Grinding and/or sanding may only occur on the concrete areas. Owners/Users will be required to erect a screen or drop curtain to prevent the spread of any excessive dust from their work areas to other dry dock or parking areas.~~
8. ~~Boats will not be launched until worksite is completely cleaned.~~
9. ~~There shall be no haul-outs on weekends or during fishing tournaments. All dates must be communicated to the Maui Trailer Boat Club and must not interfere will Kahului Harbor day use. Appropriate cones and markers must be in place while towing a vessel on and off the launch ramp.~~
10. ~~Minimize working times to 7 am to 7 pm~~
11. ~~Use a company like Unitek Supply to contain and dispose of any oils, waste, or chemicals etc. used. Use, provide and service portable restrooms at the site.~~

~~3.3.3 Timing of Facility Use~~

~~The large concrete pad could accommodate two boats at a time. All commercial vessels are required to be inspected every two years by the U.S. Coast Guard. Normally, maintenance and inspection takes about one week to complete and commercial operators usually conduct these activities between May and June (8 weeks), or between September and the 2nd week of December (15 weeks). Consequently, if all 84 commercial vessels on Maui used the facility for their U.S. Coast Guard inspection, the large pad could serve 42 boats per year, two boats at a time, equating to 21 weeks of use annually. The large concrete pad is envisioned to be used primarily during the fall and spring when weather and business conditions favor removing commercial boats from active service. Furthermore, during canoe regattas, races, and fishing tournaments high use of the DOBOR boat ramp is common and while vessels may be parked on the large pad, maintenance work on the vessels would be scheduled to avoid these high use periods.~~

~~This alternative meets the purpose and needs previously identified for the small boat harbor. For this reason, the alternative is carried forward as the preferred alternative in this analysis.~~

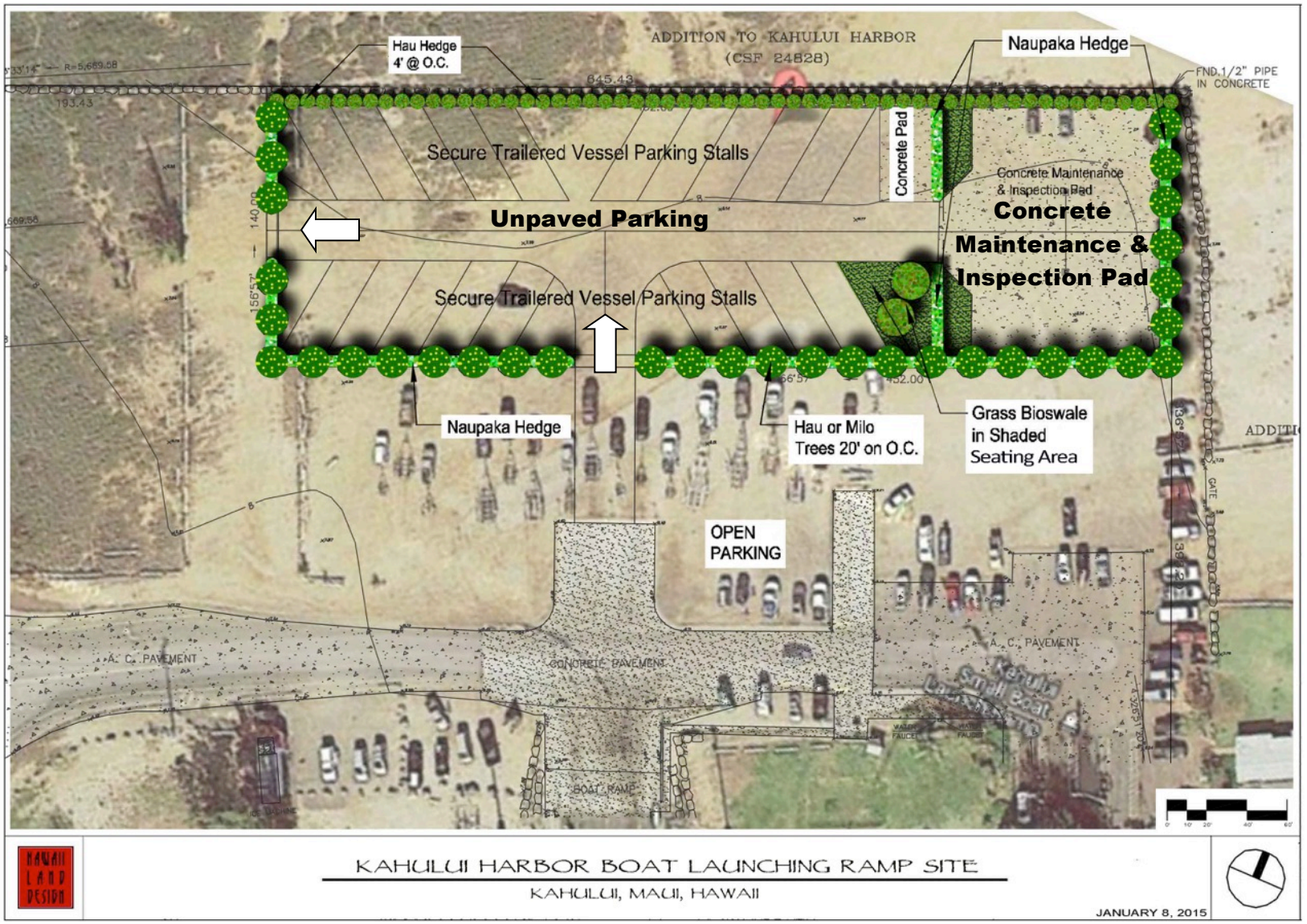

Figure 3-6: [The original proposed action shown here has been reconfigured.]

3.4 INSTALL SECURITY FENCING WITHOUT IMPERVIOUS SURFACE AREAS

This alternative would provide the benefit of having a secure trailered vessel parking, maintenance and inspection area in close proximity to the DOBOR small boat harbor ramp. However, without concrete pads (i.e., impervious surface areas) to conduct vessel maintenance activities upon, dust, debris and potential contaminants could percolate into the soils. These materials could enter harbor waters given the site's highly porous soils, or be transported by runoff to nearshore waters during rainstorms. Sweeping up and disposing of dust, debris and loose materials would be more difficult on the irregular surface of the rough ground or tarp than a smooth, flat concrete pad.

Construction of the alternative would cost less than the preferred alternative. However, the alternative does not incorporate structural mitigation into its design that would help protect nearshore water quality. As a result, this alternative does not meet the purpose and need for the project. For this reason, the alternative is not carried forward in this analysis.

3.5 CONSTRUCT INSPECTION PADS WITHOUT FENCING

This alternative would provide the benefit of having a dedicated maintenance and inspection area in close proximity to the DOBOR small boat harbor ramp. However, without security fencing, the potential for damage, vandalism or theft of personal vehicles, equipment or vessels left at the site would remain. From a practical standpoint, the general public may inadvertently leave their vehicle parked unattended on the concrete pad thus hampering use of the pad for its intended purposes. For this reason, the alternative presents logistical challenges in terms of practical operations of a maintenance and inspection facility.

Without fencing and/or landscaping along the site's perimeter, dust and debris could be carried downwind by the gusty prevailing winds on the West Breakwater when conducting maintenance activities. The release of airborne contaminants or windblown litter and debris could potentially adversely affect drivers on Kahului Beach Road or users of Keopuolani Park. Construction of the alternative would cost less than the preferred alternative. However, the alternative does not incorporate structural mitigation into its design to protect air quality. The alternative lacks a means of capturing dust and debris, and dispersing potential airborne contaminants that may result from vessel maintenance activities. As a result, this alternative does not meet the purpose and need for the project. For this reason, the alternative is not carried forward in this analysis.

3.6 CONSTRUCT A FULL SERVICE FACILITY

The applicant could propose to construct a facility that offers a range of services and amenities for the small boat harbor. Services such as a fueling station bait and tackles shop, DLNR Enforcement offices, specialty repair of boat engines and water craft assembly shops could be beneficial to the boating public. However, these services would require significant capital expenditures to build and such services would require a number of supporting studies, considerable input from the boating community, and a wide variety of government approvals. Such a proposal would also require integration, coordination, and collaboration with long-term planning efforts, like the 2030 Plan for the Kahului Commercial Harbor's east breakwater operated by HDOT. The 2030 Plan acknowledges that the DOBOR parcel is intended to support recreational boating.

Construction of a full service facility is well beyond the financial resources of the applicant and exceeds the scope of the proposed action in terms of size, breadth, and land area used. Such a proposal would have the potential for much greater effects on the environment than the preferred alternative. For these reasons this alternative is not carried forward in this analysis.

3.7 REPURPOSE MAALAEA HARBOR TO SERVE LARGE CATAMARANS

With the recent closure of Buzz's Wharf restaurant at Maalaea, its building and surrounding parking area could be repurposed to serve the maintenance and inspection needs of large vessels such as catamarans.

To accomplish this, the existing boat ramp would have to be widened considerably. The length of the boat ramp would probably have to be extended to accommodate the rise and angle necessary to tow these longer vessels out of the water. The harbor, or at least the area fronting the boat ramp, would have to be dredged to accommodate the deeper draft common on larger vessels. Parking and vehicle travel lanes through the harbor would have to be reoriented to accommodate the wider turning arc required of large trailered vessels. The present boat maintenance area is located down a steep hillside and below the Honoapiilani Highway. Since the highway is located less than 200 feet inland of the existing boat ramp and relocating the highway is impracticable, the boat ramp would most likely have to be relocated elsewhere in the marina.

Figures 3-7~~8~~ to 3-12~~3~~ show the current situation at Maalaea Harbor's dry dock facilities, the boat ramp, and its constrains. Figure 3-11~~2~~ shows vessel maintenance on an impervious surface area that lacks any stormwater catchment or treatment. Figure 3-12~~3~~ shows an unattended van occupying one of the few elongated parking stalls dedicated for tow trucks and trailers.

Presently there are six elongated angled parking stalls to the north of the boat ramp that are designed for use by tow vehicles and trailers only. However, the stalls are sometimes inappropriately occupied by unattended cars, thereby removing the stalls from use by boaters. Since the site configuration would make it difficult to secure these stalls with fencing or a gate, additional parking areas would be required to accommodate tow vehicles and boat trailers if the harbor vessel maintenance services were expanded.

In 2011, DOBOR ~~recently spent~~ invested $16 million~~s of dollars~~ to improve Maalaea Harbor and increase the harbor's capacity to support commercial and recreational boating. The improvements included repaving and strengthening travel lanes and parking stalls, electrical upgrades for boat slips, sewage pump out facilities, a new comfort station, ferry terminal upgrades at the end of the south mole revetment, a new sewage treatment package plant, and a new parking area to accommodate the influx of tourists that take whale watching and sunset cruises from the harbor. The plans for the harbor upgrades went through a lengthy public review and discussion process around 2005 to 2007. While improvements were made to the existing vessel dry dock area, they did not result in widening the small boat ramp for various reasons, among them were constraints and limits of the harbor's configuration. Repurposing Maalaea Harbor may offer viable opportunities in the future, however in recognition that this alternative has been previously vetted and evaluated and did not result in expanding the existing boat ramp, its usefulness in serving as an alternative to the proposed action is diminished and thus not carried forward in this analysis.

Figure 3-7: Vessel maintenance facilities at Maalaea Harbor.

Figure 3-8: Boat ramp at Maalaea harbor

Figure 3-9: Vessel repair facilities at Maalaea Harbor..

Figure 3-10: Dry dock activities at Maalaea harbor.

Figure 3-11: Vessel in repair at Maalaea harbor

Figure 3-12: Trailered vessel parking stalls at Maalaea harbor.

3.8 CREATE A NEIGHBORHOOD PARK ON THE WEST BREAKWATER

As described in Section 2.1, Site History, former Mayor Elmer Cravalho envisioned a regional park in the area, connecting the vacant spit to the Maui Central Park complex (i.e., Ke'Opuolani Park) located on the opposite side of Kahului Beach Road. In 1972, the Maui County Parks Department submitted a Conservation District Use Application (CDUA) to the BLNR to use the spit for a public park for beach, boating and picnic use. The County Planning Department developed landscape plans, trail routes and site plans for the parcel that included a terminal, boat trailer parking, boat launch, and boat ramp. Other improvements envisioned were picnic areas, a promenade, play grounds, tot (keiki) area, parking for 90 cars, restrooms with dressing and storage areas, kite flying area, and native re-vegetation. A swimming area was to be designated in the southwestern corner of the harbor, seaward of the sandy shoreline fronting Kahului Beach Road, and was proposed to have a floating dock with diving board platform.

After many attempts and effort, the County was unsuccessful in developing the Park. This stemmed from a variety of reasons, including the need for an Environmental Assessment (EA), CDUA, and shoreline permits. Another challenge was the amount of irrigation needed to establish and maintain vegetation for Park use given the site's poor soils and high exposure to salt-spray and winds. Yet the Park plan centered around the idea of a public boat ramp with various amenities to support recreational boating activities. In this context, the Park alternative incorporated the basic premise of the need for safe trailer vessel parking and maintenance areas and sought to address this need, as does the preferred alternative.

The scale of a Park alternative would be considerably larger than the proposed action and would necessitate an evaluation of many other types of uses and their potential impacts. However, a core function of a Park, based on past experience, would be to promote recreational boating and offer supporting infrastructure and services. The preferred alternative similarly seeks to address recreational boating needs, but within a smaller portion of the land area dedicated to that purpose. Furthermore, the proposed action does not extend into the surrounding lands that could be used for a public park. As such, a comparison of the Park alternative to the preferred alternative is not carried forward in this environmental assessment.

3.9 LOCATE THE FACILITY ON A DIFFERENT PORTION OF THE DOBORS PROPERTY.

Presently, approximately ¾ acre of the DOBOR parcel is unused, inaccessible, and covered in weeds and short vegetation. This alternative would locate the proposed facility in this unused, vacant area as shown in Figure 3-13. The area is adjacent to Kahului Beach Road just west of the entrance and access road to the small boat harbor. The area is approximately 200 feet by 130 feet and surrounded by concrete pylons which prevents entry and use of the area. The area could accommodate the 140 feet by 100 feet inspection and maintenance pad and the remaining area could be used for long-term storage of trailered boats and parking. This portion of the harbor is flat and would need minor grading and/or grubbing of the vegetation prior to its use.

In general, the potential for adverse impacts from a proposed action on surrounding uses should be avoided, minimized and mitigated to the extent feasible. By placing the facility adjacent to Kahului Beach Road it would create an obstruction of the view to the ocean from the roadway. Locating the maintenance and inspection pads next to Kahului Beach Road would result in no changes to the present configuration and use of the existing parking and turning areas on DOBORs 6.1 acre parcel. But the location would place the facility in much closer proximity to neighboring uses, such as the children's playground and ball fields in Keopuolani Regional Park. Since this alternative does not seek to maximize avoidance of potentially sensitive populations, it would not be considered the most prudent alternative and is not carried forward in the analysis. However, the alternative highlights that additional space is available for uses that are complimentary to both harbor and park uses. For example, using the vacant area for vehicle or trailer parking would be appropriate and could result in a more efficient use of DOBORs property.

Figure 3-13: Locating the maintenance area closer to Park uses is not preferred.

3.10 CONSTRUCT SEPARATE PARKING AND MAINTENANCE AND INSPECTION AREAS (PREFERRED)

The preferred alternative described in the Draft EA has been revised and reconfigured based on public input and agency comments. The *new* preferred alternative described in this Final EA separates the trailered vessel parking and the vessel maintenance and inspection area, and adds a free public parking lot next to the secure trailered parking area. **Figure 3-14 illustrates the preferred alternative**. The figure is an overlay of the proposed improvements onto an aerial photograph of the site as it presently exists.

The preferred alternative would improve two separate sites on the DOBOR parcel.

1. The first site proposed for improvement is near Kahului Beach Road.

   This unused portion of the property is surrounded by concrete pilings to prevent access to the area. The site parallels the road for 240 feet (i.e., length) and ranges from 150 feet wide on its northern extent to 120 feet wide on its southern extent where it borders the exit lane of the harbor access road. A portion of this vacant area would be grubbed to remove weeds and accumulated vegetation, although a strip of vegetation would remain to serve as a buffer between the site and the roadway. Grading is not anticipated given the area's flat topography, however some rough spots may require smoothing.

   Two parking lots are proposed to be located within this unused area; an open parking lot for cars, and a secure parking lot for trailered boats. After entering the harbor facility, cars could use the exit lane to enter to the open parking lot. This would help separate vehicle traffic from towed trailer movements and offers a dedicated location for automobile and spectator parking. The existing concrete pilings would be arranged to delineate the public parking area and Naupaka would be planted along its edge where it faces the harbor access road. Based on Maui County standards, the parking lot should accommodate approximately 20 cars.

   A second parking area would be created for trailer boat parking next to the public parking lot and parallel to Kahului Beach Road. This area would be used to create secure, unpaved, parking stalls for a dozen or more trailers or boats on trailers, by erecting vinyl-coated chain link fencing and perimeter landscape plantings. The site would have two electric entry gates with 24-hour key card or key punch access for convenience. Landscape plantings of Naupaka along the perimeter would serve as an attractive wind break. For boaters, having the ability to park their boat and trailer at the harbor could reduce the transit time normally associated with ocean recreational activities. This could help reduce traffic congestion on nearby roads, such as in Kahului, and help save gas for the owner, for example those having to tow their vessel upcountry.

2. The second site proposed for improvement is in the northeastern corner of the DOBOR parcel.

   The parcel's corner is currently demarked by large boulders along its edge. Because it is located well inland, the area is not actively used for turning trailers and tow vehicles. Most often, this unpaved, barren, dirt area is used by individual cars that park in random, sometimes irregular fashion, along the line of large boulders. This area was slated for commercial activities in the DOBOR master plan.

   The preferred alterative would use this corner of the DOBOR parcel to accommodate the installation of one concrete pad to support vessel maintenance and inspections. The size of the vessel inspection and maintenance area would be 140 feet deep (when viewed from the boat ramp) by 120 feet wide, totaling 16800 sf. However, the concrete pad would be smaller to accommodate landscaping, fencing, and grassy swales. The maintenance and inspection area would have an entry gate and be surrounded by perimeter fencing and landscaped plantings. The concrete pad would be served by grassy bio-swales and connected to a subsurface drainage system with filter inlets and absorbents to capture, stabilize and filter water runoff in an environmentally sound manner.

The maintenance and inspection area would be surrounded by a twelve (12) feet high chain link security fence. The fence would support mesh screening to serve as an attractive added wind break. The fence and screening would be similar to that used on tennis courts. In addition, signs would be posted along the makai edge of the facility to indicate appropriate locations for head in car parking outside of the facility.

Landscape plantings of Naupaka, Green Carpet Natal Plum and Hau would be used to break the wind, capture dust or debris, enhance security and visually enhance the currently barren area. The installation of these buffers would help contain fugitive dust that could potentially be created during vessel maintenance activities. However, full containment would be required during sanding, painting and/or fiberglass repair work as described in the Air Quality Section (4.9) of this document. All users of the facility would have to implement specific best management practices (BMPs) and standard operating procedures, as described in Sections 3.13 and 3.14.

This alternative would reduce potential adverse impacts to the environment by directing vessel maintenance activities to a central location with an impervious surface area that provides treatment of storm and runoff water to protect nearshore water quality. Both natural and physical barriers around the site would help to prevent and reduce the release of fugitive dust. Within the facility and on its impermeable surface, full containment would be required when conducting activities that have the potential to affect air quality such as the release of fugitive dust, debris or particulate matter. The site is purposely located as far away from other uses as feasible on the DOBOR parcel so as to avoid, minimize and mitigate potential adverse impacts. The alternative includes a mechanism to enforce site-specific BMPs and prudent operation protocols when using the facility. These aspects of protecting air and water quality are not currently present at Maui's other harbor facilities such as Lahaina, Maalaea, or Kihei.

Irrigation and electric would be trenched and sub-metered to the two improvement areas from the harbor's existing utility connections.

The boat maintenance and inspection area is located in an area slated for such activities in the DOBOR master plan and is situated as far away from other uses as practicable so as to avoid, minimize and mitigate potential impacts. The trailered vessel and public parking areas are situated on a currently inaccessible portion of DOBOR land near Kahului Beach Road that is vacant, unused and covered in weeds and vegetation. The location of the parking areas distinctly separates cars and towed trailers using the boat ramp to improve traffic flow, reduce potential conflicts, and improve safe transit and use of the harbor facility by multiple users.

The improvements would provide a secure location for parking and/or storing boats and trailers and provide a separate area for maintaining and inspecting both large and small trailered vessels in an environmentally sound manner, as these services are not readily available on Maui's north shore for the boating community. Figure 3-14 illustrates the preferred alternative.

As this alternative meets the purpose and need for the proposed action, it is carried forward in this document's analysis.

Figure 3-14: The preferred alternative and proposed action provides car and trailer boat parking that is separated from other harbor uses and the vessel maintenance and inspection area.

3.11 PROJECT SEQUENCING

The proposed action would be constructed using an erosion control plan and other best management practices according to the following sequential activities:

1. Installation of sub-metered, underground water and electrical lines to the site.
2. Installation of a stormwater catchment and treatment system for the concrete pad consisting of two inlet filter screens with absorbent socks, leading to a 40 foot long, 2.5 foot diameter perforated pipe wrapped in geotextile fabric and surrounded by gravel.
3. Creation of vegetated areas that would capture runoff and have inlets leading to the subsurface stormwater treatment system. Both vegetated swales would be bordered by Naupaka.
4. Installation of drip irrigation lines for the initial propagation of landscape plantings of Hau, Green Carpet Natal Plam and Naupaka shrubs within a buffer 4 to 6 feet wide along and within the perimeter of fenced areas. The landscaping would provide vegetative screening, capture and attenuate storm water, add a security barrier, and serve as a wind break.
5. Installation of a chain link fence 12 feet high along approximately 520 feet of the perimeter of the maintenance and inspection area but within the aforementioned vegetative barrier. The fence would consist of vinyl coated galvanized wire with greater than 50% flow through and metal fence posts of sufficient size and anchored depth to retain the fence in an upright position. The fence would have mesh screening on its windward sides to help break the wind.
6. Grubbing portions of the vacant, currently inaccessible area near Kahului Beach Road to accommodate a secure trailer parking area and open public parking area.
7. Installation of a chain link fence less than 7 feet high around the perimeter of the secure trailer parking area and surrounding vegetation.
8. Installation of access gates for the secure trailer parking area and the maintenance and inspection area. The gates are anticipated to be comprised of electrically-powered rolling gates and appurtenant entry apparatus, such as a card reader or key punch entry, and a small motor to move the gates. The arrangement of the gates would facilitate ease of ingress and egress for vehicles towing trailered boats. During regattas and fishing tournaments, the gates could remain open to facilitate more efficient towed vessel movement.
9. Pouring of one concrete pad to facilitate dry boat maintenance and safety inspections of vessels, including commercial catamarans. The pad is estimated to be 8 inches thick, and would be about 100 feet wide by 130 feet long. The concrete pad would be located within the 120 feet wide by 140 feet deep (mauka to makai when viewed from the boat ramp) project site which includes landscaping and fencing. Given the site's flat topography, no grading is anticipated however minor ground preparations may be necessary to accommodate the concrete maintenance area pad, sub-surface stormwater system, and grassy swales.

3.12 REQUIREMENTS FOR FACILITY USE

Users of the facility would be required to implement specific practices to minimize potential impacts on other users of the harbor and neighboring properties. All boat owners and facility users must agree in writing to adhere to the following practices and standards of safe operation:

1. Safety is the number one priority and this should guide the conduct of all facility users, boat owners and crew.
2. Work shall be conducted on the concrete area to avoid containment of debris. Worksite is to be clean and orderly at all times. Geotextile screening cloths and/or tarps must be used around and under the vessel to capture normal sanding, scraping debris and paint droplets, as well as screws, nails, and other solid materials. The area under and around the boat is to be swept up daily. All fiberglass dust and paint fragments are to be swept up immediately to avoid water runoff. Concrete areas must be swept, dust and debris collected and properly disposed of, and the concrete pad not washed down with water.
3. All sanders must be dustless vacuum sanders. No sanding is permitted in open, uncontained areas. All sanding and grinding will occur on concrete areas within the facility and within an enclosure. No wet sanding is allowed. The concrete work area must be swept and debris removed before any

water usage for wash down or rinse activities.
4. Storage of open containers such as oil, thinners, paint or fuel is prohibited.
5. Avoid pressure washing except when located on the impervious concrete pad area. Running water is prohibited in the dry dock area. Washing, rinsing, filling of water tanks and wet sandblasting activities will not be allowed. However, water will be available for emergencies (i.e. emergency eye wash).
6. Spray painting will only be permitted if the vessel is located on the concrete area and is completely surrounded by a barrier which will contain the paint aerosol. Use a containment barrier when painting. Use high volume low pressure painting equipment to minimize any overspray and contain the area. Use brushes and rollers for painting (roll & tip technique). Do not paint on extremely windy days.
7. Grinding and/or sanding may only occur on the concrete areas. Owners/Users will be required to erect a screen or drop curtain to prevent the spread of any excessive dust from their work areas to other dry dock or parking areas.
8. Boats will not be launched until worksite is completely cleaned.
9. There shall be no haul-outs on weekends or during fishing tournaments. All dates must be communicated to the Maui Trailer Boat Club and must not interfere will Kahului Harbor day use. Appropriate cones and markers must be in place while towing a vessel on and off the launch ramp.
10. Minimize working times to 7 am to 7 pm.
11. Use a company like Unitek Supply to contain and dispose of any oils, waste, or chemicals etc. used.
12. Use, provide and service portable restrooms at the site. Commercial boating operators are required to provide and service porta-potties for the duration of their use of the facility. The comfort facilities are for the operators staff, workers and any contractors associated with the vessel's inspection and maintenance. The portable comfort facilities will be installed upon vessel haul out and removed when the work is completed and the boat returned to service.
13. Containment of fugitive dust is required during grinding of fiberglass, machine sanding, and spraying pain of any kind. Scaffolding should be erected around the vessel and shrink wrap applied around the vessel and/or scaffolding and vessel to contain dust. If the mast of the boat is left up, create a collar and use heat shrink tape to go around the collar twice very tightly. Full enclosures are created by heating the wrap material to firmly shrink around the boat and/or scaffolding and vessel. This creates an envelope along the sides and underneath the boat where sanding, fiberglass repair and painting can be conducted appropriately. Installing zipper doors for access, using perimeter "belly" bands to retain the enclosure tightly, and water-tube weights along the skirt of the material prevents dust or particulate matter from escaping the enclosure and prevents intrusion by wind. Instructions for full containment structures and their use would be provided to all facility users. Use of Dr. Shrink (http://dr-shrink.com) or similar brand industrial wrapping material is recommended.
14. Grassy swales and vegetated areas are not work areas and nothing is to be stored in these areas. PODS or shipping containers may be used for temporary storage of equipment and materials, provided that no highly combustible liquids or toxic materials are stored onsite, and provided further that the storage container is not visually obtrusive to users of the small boat harbor.
15. The stormwater system, including inlet filters and absorbents, is to be inspected and maintained prior to, and upon completion of, each vessel's maintenance by the vessel owner.
16. Users of the facility will be held responsible for any damage they cause to perimeter fencing, vegetated areas, and storm water systems.
17. Facility users will be held responsible for any violation of government regulations.
18. Initiate vessel haul outs using the public boat ramp to dawn or early morning hours and avoid haul outs when the boat ramp is in high use or demand. Ensure that emergency response vessels have adequate access to the public boat ramp when conducting and planning vessel haul outs or returning vessels to marine service.
19. All users are required to sign a facility conduct, procedures, and rules for use of the facility, which includes the above best management practices (BMPs).
20. Facility users are to park only in designated areas and without obstructing access gates.

The requirements of the use listed above would be binding on all users, whether commercial or individual, and any contractor, crew, staff or person engaged in boat maintenance and/or inspection activities at the facility.

3.13 COMPLIANCE & ENFORCEMENT

The above BMPs and standards of operation are consistent with, or more stringent than, other boat yards, marinas and/or dry dock facilities within the State of Hawaii. A security deposit of no less than $1000 would be required for commercial operators to use the facility and $500 for individual boater use. Similar to other boat yards, the deposit would be forfeited in the event of a violation. In addition, violator's could incur fines of a minimum of $100 per day until such time as an infraction is remedied. In the event of a violation, the MDDS would reserve the right to terminate or deny privileges for continued or future use of the facility, since the MDDS could ultimately be held responsible for violations of government rules and regulations.

3.14 TIMING OF FACILITY USE

The large concrete pad could accommodate two boats at a time. All commercial vessels are required to be inspected every two years by the U.S. Coast Guard. Normally, maintenance and inspection takes about one week to complete and commercial operators usually conduct these activities between May and June (8 weeks), or between September and the 2nd week of December (15 weeks). Consequently, if all 84 commercial vessels on Maui used the facility for their U.S. Coast Guard inspection, the large pad could serve 42 boats per year, two boats at a time, equating to 21 weeks of use annually. The large concrete pad is envisioned to be used primarily during the fall and spring when weather and business conditions favor removing commercial boats from active service. Furthermore, during canoe regattas, races, and fishing tournaments high use of the DOBOR boat ramp is common and while vessels may be parked on the large pad, maintenance work on the vessels would be scheduled to avoid these high use periods.

~~3.9~~3.15 SUMMARY

The no action alternative serves as a baseline by which to compare the other alternatives.~~—~~ The alternative is commensurate with existing conditions at the site in this analysis. In contrast, the "Preferred Alternative" is to construct a secure parking facility for trailered vessels ~~with two~~ and an impervious surface area~~s~~ for vessel maintenance and inspections in a separate area, as previously described. Based on the discussion of other alternatives, the preferred alternative is carried forward in this analysis of impacts and compared to the no action alternative.

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CHAPTER 4
PHYSICAL ENVIRONMENT

4.1 CLIMATE

4.1.1 Existing Conditions

The climate in Maui ranges from the wet forest in Hana to the dry lands of Makena. The Island has a range of micro-climates that vary depending on the terrain and elevation. An abundance of sunshine and comfortable temperatures predominate year round. Trade winds blow from the north-northeast 80% of the time moderating temperatures and humidity to a relatively comfortable zone for human habitation. Maui's overall climate is relatively uniform year-round given its tropical latitude and position relative to storm tracts and the surrounding ocean influence. Average temperatures at the nearby Kahului Airport range from 67.4 to 83.8 degrees Fahrenheit, with September being the hottest month (Maui County, 2012).

Average rainfall varies considerably from 81 inches a year in Hana to 30 inches at the West Maui Airport. The Iao Valley, inland of Kahului within the West Maui mountains, is one of the wettest places in the State, however the harbor and its surrounds are relatively dry owing to its low lying coastal orientation and the constancy of the prevailing trade winds from the north.

4.1.2 Potential Impacts and Mitigation Measures

No specific mitigation measures are proposed and no adverse effects are anticipated.

4.2 TOPOGRAPHY & SOILS

4.2.1 Existing Conditions

The West Breakwater is composed of dredged marine sediments and fill. The area was created from the spoils from dredging the harbor and consists in large part of coral fragments and crushed coralline material with minimal soil overburden. As such, it is highly porous and infiltration capacity is high, but its capacity for vegetative growth is constrained by a lack of terrigenous organic materials and exposure to prevailing coastal trade winds and salt spray.

The topography of the West Breakwater ranges from sea level to 20 feet high and is mostly flat except for gradual rises to higher mounds of fill along the west side and tip of the breakwater. Figure 4-1 is a 1-foot contour map with the 8 foot asl. elevation contour line noted. The figure indicates that the project site is almost entirely flat.

The natural bottom of the western part of the harbor slopes gently downward except for dredged areas. The deepest part of the harbor is 35 feet deep in the turning basin.

4.2.2 Potential Impacts and Mitigation Measures

During construction BMPs would be implemented and there would be minimal to no change in topography. No adverse impacts are anticipated.

4.3 HYDROLOGY

4.3.1 Existing Conditions

Inland and to the far west of the harbor and West Breakwater, Iao Valley is one of the wettest places in Hawaii. The valley drains from the west Maui Mountains through the heavily channelized Iao Stream into coastal waters along the north shore. Heavy rains in the valley can bring mud, sediment, debris and large boulders and rocks into nearshore waters, especially near Waihee. River flooding occasionally occurs in nearby Wailuku and Kahului Streams that drain into the north shore. The streams are located nearly a mile to the northwest of the subject property and therefore would have nominal influence on the hydrology of the harbor's embayment.

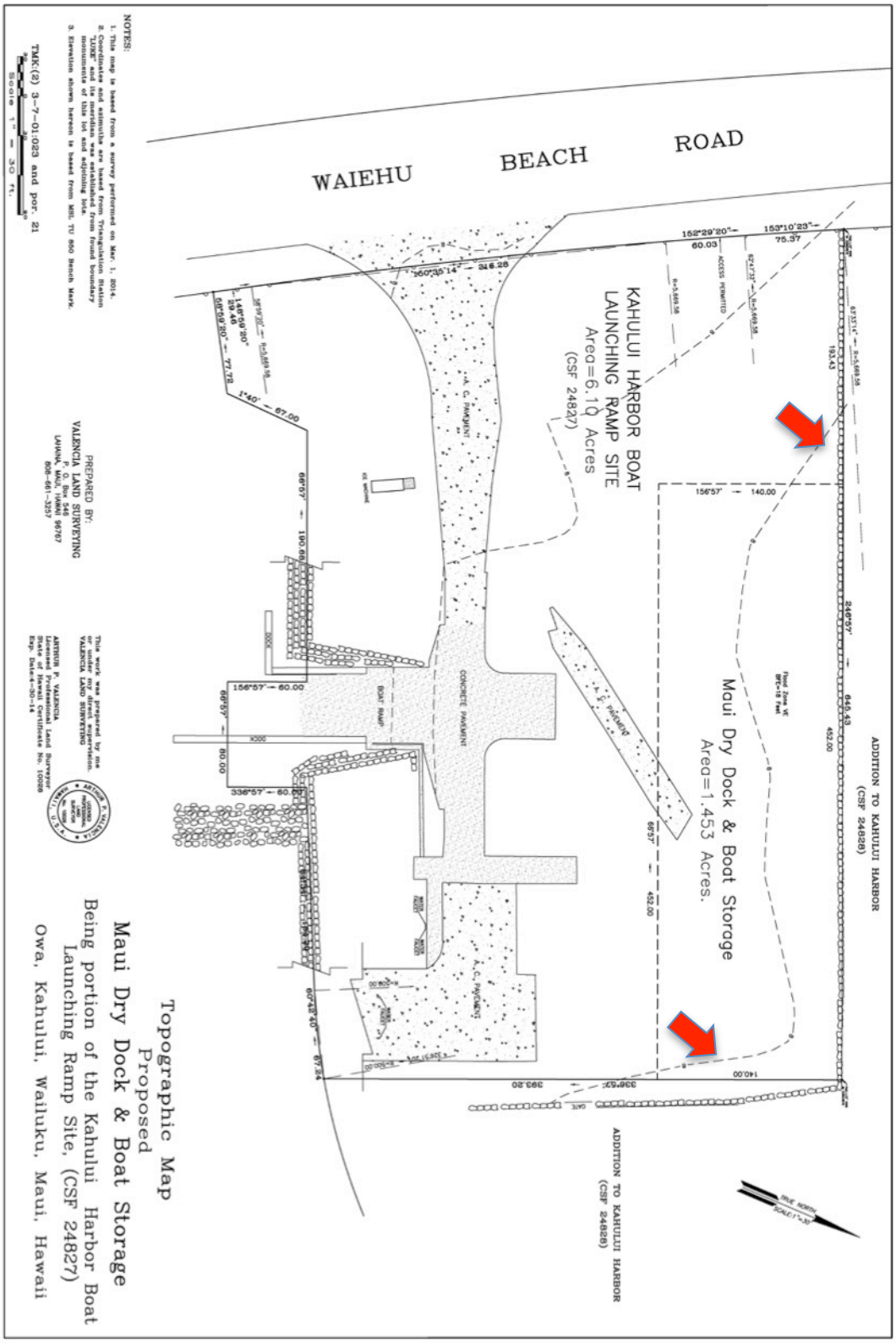


Figure 4-1: The site's flat topography is noted by the 8 foot elevation contour line.

Historically, several seeps were located along the eastern edge of the West Breakwater. These seeps bring freshwater to mix with seawater creating favorable conditions for certain species of fish. Freshwater inputs from up-gradient sources also serve wetlands such as the Kanaha Pond about ½-mile to the northeast of the Kahului Harbor. However, the subject property and Western Breakwater exhibit no wetlands or low-lying areas in which water may pool or remain standing after rain events. Storm and rainwater percolates quickly into the dredged fill over most of the area. Within developed portions of the subject property, rainwater flows to the ocean from impervious surface areas such as the boat ramp, vessel wash-down area, access road and paved portions of the parking lot.

4.3.2 Potential Impacts and Mitigation Measures

No changes in the parcels hydrology are proposed and no adverse impacts are anticipated.

4.4 NEARSHORE WATER QUALITY

4.4.1 Existing Conditions

The Hawaii Department of Heath (HDOH) classifies state waters as either inland or marine waters (HAR 11-54-2). The classification scheme relates to regulatory protections and does not reflect the actual quality of the water body. Marine waters are classified as "A" or "AA". The majority of ocean waters off of Maui's shorelines are listed as Class AA waters by the HDOH.

The objective of Class AA waters is that these waters remain in their natural pristine state as nearly as possible with an absolute minimum of pollution or alteration of water quality from any human-caused source or action (HDOH, 2011). These areas may not be degraded by the addition of specific point sources of water pollution without obtaining a National Pollution Discharge Elimination System (NPDES) permit. Overall, the purpose of the NPDES is to ensure that anthropogenic inputs do not exceed the natural assimilative capacity of the environment.

In contrast to Class AA, Class A waters are regulated for recreational purposes and aesthetic enjoyment. Any use compatible with the protection of fish, shellfish and wildlife and their propagation, as well as recreation or aesthetic activities is acceptable. Class A waters should not serve as receiving waters for untreated discharges.

The marine waters within the Kahului Harbor are designated as Class A marine waters and its waters have been listed as impaired due primarily to nutrient loads and turbidity (Ziermann, 2003).A 2003 water quality assessment determined that dissolved oxygen and pH levels in the harbor were typical of nearshore marine waters. Dissolved oxygen ranged from 6.0 to 4.8 milligrams per liter and 90% oxygen saturation compared to HDOH minimum standards of 75% saturation as stated in HAR 11-54-6 (Ziermann, 2003). Salinity was low, especially near the shoreline, given the freshwater inputs such as the seeps. Turbidity was high near the shoreline and lower within the harbor's bay, and may exceed water quality standards particularly during stormwater events.

OceanIT Laboratories Inc. (OceanIT, 2014) conducted benthic and water quality surveys within the harbor on October 5, 2010. The survey transects started at the waterline and extended 150 feet into the bay near the shoreline fronting Kahului Beach Road. Nearshore salinity was slightly lower (31-32 ppt) than open ocean salinity (35 ppt) due to freshwater inflow from groundwater seeps and stormwater. Turbidity, which is a measure of water clarity, was lowest adjacent to the existing revetment and the center of the shoreline that is comprised of bolder/cobble where it fringes Kahului Beach Road. However, turbidity increased rapidly near the west end of the beach where erosion is occurring and sediment is entering the water column. Flotsam and plastic debris were observed within the nearshore waters. The substrate at the shoreline progressed from sand, gravel and cobble in the 0-50 foot zone to a flat bottom beyond 50 feet where the space between rocks were filled with rubble or sand (OcenIT, 2014).

Anthropogenic inputs that can degrade water quality include sediment, fertilizers, pesticides, herbicides, oil and metals, trash and debris. Sediment from barren ground, over fertilized areas and organic waste can be captured by overland flows of stormwater, leading to pollution of nearshore waters. These types of nonpoint source pollution are among the major contributors to impaired water

quality in Hawaii (HDOH, 2000). Inappropriate application of fertilizer and chemical treatments to grassy maintained areas can contribute to nearshore algal growth (DAR, 2004). Pesticides and herbicides that are toxic to benthic organisms can wash off treated areas during rain events and enter the nearshore environment. Fecal matter from untreated and/or inappropriately treated human wastewater can also adversely affect marine environments and increase public health risks (Vermeij, 2008). Unrestricted or uncontrolled feral ungulates and vermin can also significantly contribute to the amount of sediment liberated or fecal matter available to be released by rainstorms and sheet flow. Combined, these forms of nonpoint pollution can degrade coastal water quality ultimately contributing to algal blooms, degraded coral reefs, and reduced fisheries (DAR, 2007).

A significant amount of commercial and industrial harbor activity occurs on the opposite side of the harbor from the subject property. Stormwater discharges from industrial activities or uses can degrade nearshore water quality if not properly treated. The HDOH can require routine testing, monitoring and reporting through a NPDES General Permit where industrial storm water discharges are authorized. Permits such as these are authorized by the HDOH pursuant to HAR 11-55, Appendix B and may require a Stormwater Pollution Control Plan, Spill Prevention Plan, and water quality monitoring of representative storm event(s) to determine if any contaminants are polluting ground or nearshore water sources. Typically, the level and intensity of monitoring decreases if contaminants are not found during testing or are shown to be captured, treated and stabilized and not causing degradation of nearshore or groundwater.

4.4.2 Potential Impacts and Mitigation Measures

During construction, a suite of government-approved best management practices (BMPs)would be implemented to control erosion and diminish potential water pollution. BMPs can help avoid or reduce the potential for adverse impacts to nearshore water quality. The use of silt fences, absorbent geo-tubes, and watering of barren areas or stockpiled soils to reduce the potential for wind-blown deposition, would be implemented during ground altering activities to reduce the potential for adverse impacts or the release of sediment into coastal waters. Minimizing ground altering during the rainy season is also a means to reduce the potential for sediment inputs to the nearshore environment. An erosion control plan would be fully implemented during ground-altering and construction activities to ensure protection of the nearshore environment. The Maui County Department of Public Works would review any BMPs and erosion control plans when processing applications for minor grading, utility trenching, or pouring of the two concrete pads to ensure sufficiency and protection of nearshore water quality.

Additionally, the use of climate-adapted, drought-tolerant and locally adapted plant species in the proposed action's landscape plans would reduce the need for pesticides, herbicides and fertilizer thereby avoiding potential impacts to nearshore waters and benthic organisms.

The proposed action includes the installation of a sub-surface drainage system with filter inlets to capture, retain, treat and stabilize storm and rainwater runoff from the project site's two proposed impervious surface areas. This helps avoid, minimize and mitigate potential adverse impacts to nearshore water quality, especially waters within the harbor, by re-directing stormwater to an adequately sized and designed drainage system located well inland of the shoreline area.

The project would fully implement BMPs both during construction and operation to help preserve water quality and reduce the potential for adverse impacts to nearshore waters and benthos. As such, no adverse impacts are anticipated.

4.5 PROTECTED SPECIES

4.5.1 Existing Conditions

The subject property is comprised of dredged fill material and native flora and fauna are generally absent. **Table 4-1** lists threatened, endangered, or rare species, or species of special concern found in Maui's coastal environment. There are no rare, threatened or endangered species on the subject parcel.

Table 4-1. Threatened and endangered species in Maui's coastal environment

T	Sea turtle, green (*Chelonia mydas*)
E	Sea turtle, hawksbill (*Eretmochelys imbricata*)
E	Sea turtle, leatherback (*Dermochelys coriacea*)
T	Sea turtle, loggerhead (*Caretta caretta*)
E	Seal, Hawaiian monk (*Monachus schauinslandi*)
E	Stilt, Hawaiian (Himantopus mexicanus knudseni)
E	Whale, humpback (*Megaptera novaeangliae*)

T = Threatened; E = Endangered

Rare and protected species can sometimes be observed offshore seasonally as transient species. However, there are no haul out or breeding grounds for Hawaiian monk seals, loggerhead or green turtles on the subject property. While occasional transient use of nearby oceanic waters by protected species such as humpback whales is not uncommon, the property itself does not exhibit habitat that would be suitable for these species.

The sandy beach along Kahului Beach Road and adjacent to the property has no recent record of its use by a protected species. The beach is not known for harboring protected species or marine life and is probably insufficient in size, orientation and quality to offer suitable habitat for these species.

The nearest wetland is the Kanaha Pond Wildlife Sanctuary, located about ½-mile to the northeast of the Kahului Harbor eastern breakwater and commercial port where Hawaiian black-necked stilt or ae'o (*Himantopus mexicanus knudseni*) are commonly observed. Wedge-tailed shearwater or 'ua'ukani (*Puffinuspacificus*) are not known to be located in the vicinity and the site does not present sandy escarpments preferred by the species for nesting purposes (DAR, 2005). These protected species are not commonly observed in this portion of harbor, as there is no habitat which they prefer. There are also no wetlands, intermittent or perennial streams, gulches, or critical habitat found on the subject property. There are fresh water seeps near the corner of the Harbor where the beach intersects with the Western Breakwater that attracts mullet and other fish species.

4.5.2 Potential Impacts and Mitigation Measures

No mitigation measures are proposed and no adverse impacts are anticipated.

4.6 MARINE BENTHOS

4.6.1 Existing Conditions

As stated in the Kahului Commercial Harbor 2030 Master Plan, (HDOT, 2007) the reef habitats outside of the West Breakwater are substantially different than those observed off the East Breakwater. Most of the bottom cover off the West Breakwater consists of sand, with the exception of an area of raised hard-bottom. Benthic cover of the platform consists almost entirely of the soft bodied zooanthids *Palythoa* spp.and *Zooanthus* spp. These "soft corals" are very abundant comprising up to 90 percent of bottom cover as opposed to stony corals that were found on 5 to 10 percent of the bottom cover. Stony corals were primarily of the species *Porites lobata, Pocillopora meandrina, Montipora patula* and *M. capitata*. The dominant algae in the area were various encrusting red calcareous species including *Pneophyllum sp*., and *Hydrolithon spp*. Similar to the outer East Breakwater, macro-invertebrates were very sparse, limited to rarely occurring burrowing urchin *Echinometra mathaei*.

In contrast to the open sea, the inner edge of the West Breakwater is composed of basaltic boulders that extend to the shallow, un-dredged harbor floor. Within the intertidal range, the boulders are covered with calcareous encrusting algae, patches of the red alga *Hypnea sp*., and the green alga *Chaetomorpha antennina*. Unlike the inner East Breakwater, where man-made structures are nearly completely colonized by coral, the submerged boulder surfaces on the inner side of the West Breakwater are mostly barren. The predominant colonizers are isolated heads of the hemispherical branching coral *Pocillopora damicornis* and *P. meandrina*, small plates of *Montipora spp*., and soft zooanthids *Palythoa and Zooanthus*. Sea urchins, particularly *Echinothrix diadema* and *Tripneustes gratilla*, were common on the boulder surfaces of the inner West Breakwater.

Common endemic species observed in the near shore tidal marine environment included: nerite snail or pipipi *(Nerita picea)*; black purse shells *(Isognomon californicum)*; and ʻopihi *(Cellanaexarta)*. Other commonly observed species included: the hook weed *(Hypnea musciformis)*; limu ʻakiʻaki *(Ahnfeltiopsisconcinna)*; *Hydrolithon onkodes*; and False ʻopihi *(Siphonaria normalis)*. *ʻAʻama* crab (*Grapsus tenuicrustatus*) was abundant on the boulders that armor the shoreline.

Shoreline areas outside of the harbor generally have minimal marine biota due to the absence of large boulders. These areas are exposed to ocean waves, which move the cobbles and substratum, preventing marine biota growth. However, driftwood is commonly found along this shoreline

4.6.2 Potential Impacts and Mitigation Measures

During construction activities, BMPs would be fully implemented such as the use of silt and debris fencing to ensure no pollution or sediment enters nearshore waters. Grading and ground-altering activities would occur during dry periods and ground work would be halted during inclement weather. An erosion control plan, to County standards, would be fully implemented. During operations of the facility, users of the facility would have to comply with a suite of specific BMPs that have been developed. Furthermore, a sub-surface drainage system is proposed that would capture, treat, and stabilize any potential water-borne contaminants in order to protect nearshore water quality and marine benthos. The use of locally adapted plants for landscaping avoids the need to use chemical fertilizers and pesticides and further reduces the potential for adverse impacts to nearshore water quality or the aquatic species living within it. With the implementation of BMPs and mitigation measures, no adverse impacts to benthic organisms are anticipated.

4.7 Flora, Fauna & Invasive Species

4.7.1 Existing Conditions

Studies conducted as part of the 2025 Master Plan EA and the 2002 USACE EA of the West Break water characterized the existing flora as consisting of a scattering of trees, ground plants, shrubs and weeds. These included a mix of introduced and native species, such as beach naupaka, Bermuda grass, and tree heliotrope. Few faunal resources were identified in prior documents; some migratory birds such as wandering tattler (*Heteroscelus incanus*)and ruddy turnstone (*Arenaria interpres*) were identified on the West Breakwater. Rodents and feral ungulates are not known to populate or inhabit the project site, given that it is barren, absent of any food sources and lacks refuge for predator avoidance. However, within the subject parcel feral cats congregate near the picnic tables adjacent to the boat ramp with regularity.

Surveys of the eastern commercial harbor in 2003 found that Piers 1 and 2 supported a number of invasive marine species, particularly algae. The surveys identified individuals of 38 invasive and 11 cryptogenic species at Pier 1, and 31 introduced and 12 cryptogenic at Pier 2 (Coles, etal., 2004). Maui County occasionally collects macro algae that collects along the shoreline and places this green debris at a drying site on the West Breakwater in preparation for its final disposal.

4.7.2 Potential Impacts and Mitigation Measures

The proposed action could encourage the growth or propagation of invasive species, except as described in the Landscaping Plan which would use drought tolerant, climate-adapted plant species. During ground-altering and construction activities, BMPs for rodent and vector control would be fully

implemented. Care would be taken to ensure that construction wastes are handled, stored and disposed of properly so as to avoid creating habitat or areas that would attract and/or harbor rodents and other vectors or pest species. During operations, any stockpiled materials would be maintained and minimized to control the potential accumulation of areas favored by rodents and other invasive species. As a result, no adverse impacts are anticipated.

4.8 LANDSCAPING

4.8.1 Existing Conditions

Current vegetation in the project area is minimal. The West Breakwater is subject to near continuous strong trade winds blowing from offshore, across the vacant parcel, and landward from a northeast to southwest direction. When vehicles drive across the open dirt parking area, the lack of vegetation or wind breaks can cause dust to become air borne and disperse.

4.8.2 Potential Impacts and Mitigation Measures

A chain link fence is proposed to encircle the perimeter of the project site. The fence would provide security while allowing wind to pass through the barrier. As a consequence, a windbreak would be beneficial and would help prevent dust, dirt, debris and odor from impacting downwind areas or uses. The amount of area protected from the wind by a wind break is a function of the height of windbreak or barrier. To accommodate these needs, the proposal includes landscape plantings along the perimeter of the project site, as well as around the grassy swales within the project site.

The maintenance and inspection area would be encircled with a 12 feet high chain link fence that would support mesh fabric screens on its windward sides. The screens are an effective means to help block the wind during vessel maintenance activities. Along the exterior of the fence, vegetative plantings would be propagated to create a wind break, deter entry, and improve the visual landscape.

The perimeter of the secure trailered parking area would have a 7 feet high chain link fence to provide security and entry and exit gates. Along the exterior of the fence, vegetative plantings would help improve security, views, and capture dust generated from the unimproved, open areas of harbor.

There would be no fencing around the free open public parking area.

However, a Naupaka hedge would be planted along the makai portion of the parking area facing the harbor access road for visual relief and to help capture windblown debris.

Because the soil is poor and the area exposed to high winds, drip irrigation would initially be needed to establish landscaped plants and few species of vegetation would be successful given the sites exposure, poor soils and climate. However, a hedge row of ~~Naupaka~~Green Carpet Natal Plum interspersed with Hau could serve as a functional windbreak and barrier. A 4-foot wide by 8-foot high hedge row could likely be established within 18 months of its planting. ~~Naupaka~~ Green Carpet Natal Plum could also form an attractive barrier between the taller Hau. Hau would be spaced at 6 feet intervals along the outside of the fence to allow it to reach 12 feet in height in about three years, whereas Green Carpet Natal Plum would only be about 2 feet in height in the same time period. Naupaka would be planted along to the grassy stormwater swales adjacent to the entry gate side of the maintenance and inspection concrete pad.

Naupaka would be planted along the perimeter fence of the trailered boat parking area and along the makai edge of the public parking area. The Naupaka is anticipated to reach 3 to 4 feet in height.

~~Both~~ The three species are drought tolerant and climate-adapted and require minimal maintenance once established with drip irrigation. Together, the Hau, Green Carpet Natal Plum and Naupaka plantings could serve as an attractive windbreak, provide visual screening, ~~prevent dust from escaping into the larger grassy swale area~~help capture dust and help secure the trailer parking area and the vessel inspection and maintenance facility.~~.~~

The types of plants used in landscaping and their location are illustrated in Figures 4-2 and 4-3. With the implementation of the landscape planting plan, no adverse impacts are anticipated.

Figure 4-2: Naupaka, Green Carpet Natal Plum, and Hau (top to bottom respectively).

Figure 4-3: The preferred alternative provides car and trailer parking that is separate from the vessel inspection and maintenance area and other uses.

4.9 AIR QUALITY

4.9.1 Existing Conditions

Ambient air quality refers to the purity of the general outdoor atmosphere. Ambient air quality is regulated under the Clean Air Act. The U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards for six criteria pollutants as a measure of ambient air quality. These six criteria pollutants include carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone and particulate matter ($PM_{2.5}$ and PM_{10}). Particulate matter is measured in microns and the subscripts 2.5 and 10 represent microns in aerodynamic diameter. The HDOH Clean Air Branch implements the program and monitors ambient air quality at 14 monitoring stations across the State. There ~~is one~~are two monitoring stations on Maui. One station is l~~L~~ocated in Kihei and~~,~~ the station monitors particulate matter due to agricultural activity and cane burning. A second station has recently been installed at Maui Lani near the County water wells. The station monitors PM and sulfur dioxide. In addition to these standards, County zoning addresses other forms of air quality. The zoning allows light manufacturing and processing facilities to emit minor emissions of odors, fumes, noise, vibrations, or glare from activities such as small craft assembly plants.

Salt spray from the ocean also influences air quality, particularly in close proximity to the sea. VOG, a word combining "volcanic" and "smog", can affect Maui as a result of volcanic activity on the Island of Hawaii. Exposure to VOG is greater on Maui's south and eastern shores than the north shore where the project is proposed given prevailing wind direction and proximity to the neighboring island. These are natural sources of air quality impairment and are not a result of the proposed action.

Fumes and odor are distinct forms of air quality because they are characterized by two levels of reception; detection and recognition (Mendes, 2013). The recognition of an odor may be instantaneous or continuous, the latter having the potential to become a nuisance, even if it was initially a pleasant experience. Odor is significantly diminished by turbulence, which comes from the mixing of fresh air with the source of the smell. Odors are more quickly dispersed and diluted when outside air mixes with the plume. Odors travel further downwind from their source when mixing is weak, wind speeds are low, and the evenings cool and clear. Odor disperses quickly when mixing is strong, wind speeds are high, and sunshine predominates. With light to moderate wind speeds of less than 13 mph, the amount of heating or cooling of the earth's surface is the primary factor in dispersion of odor (Douglas, Hamilton and Carlson, 2013). Dispersion is greatest during the day and, for a given wind speed, increases with the amount of solar radiation. Another factor in dispersing odor is the roughness of the terrain (Pope and Diosey, 2000). Increasing roughness with obstacles such as hills, trees, vegetative barriers and buildings increases dispersion and reduces detection. HDOH Clean Air Branch does not specifically regulate outdoor fumes or odors.

Overall, air quality along Maui's northern shores is excellent given the lack of point sources and consistent trade winds that disburse air pollution. Stationary sources of pollution in the vicinity of the subject property include sugar cane mill operations at Puʻunēnē, the County's Kahului wastewater treatment facility, industrial activities within central Kahului, and operations of the commercial harbor. Intermittent and transient sources of air pollution come from the burning of cane fields, especially those in Paia upwind of Kahului. However, most air pollution comes from vehicle exhaust from nearby roadways that are heavily used during commuting hours, such as the Hana Highway and Kahului Beach Road. Air quality at the site is well within acceptable levels and standards set by HDOH and Hawaii's ambient air quality is considered to one of the best in the country (HDOT, 2014).

The West Breakwater is exposed to prevailing trade winds that blow from offshore throughout the majority of the year. These winds are frequently gusty at the project site. Solar radiation is high throughout most of the year contributing to air turbulence. Dust and dirt from barren land can become air borne and carried landward by the strong winds. The prevailing winds blow inland from the project site towards Kahului Beach Road, the Maui Arts and Cultural Center and Ke'opuolani Park. The frequent wind gusts and turbulence tend to dispel, disperse and displace airborne contaminates, dust and odor at the West Breakwater.

The commercial harbor has a meteorological station to the east of the project site that collects wind speed and direction. It reports that wind direction is predominantly from the northeast (NE) ranging from north-NE to east-NE. during the spring and fall when the facility would be used for vessel inspection and maintenance. In the spring from April to May, wind speeds of 0-15 mph occurred on 33% of the days, 15-25 mph on 37% of the days, and 25-35 mph on 30% of the days, on average (windalert.com). In the fall from September to November, wind speeds of 0-15 mph occurred on 33% of the days, 15-25 mph on 34% of the days, and 25-35 mph on 33% of the days, on average (windalert.com).

The closest building to the proposed action is the Hale Kiawe clubhouse which is at an acute angle to the prevailing wind direction. The Hale is an enclosed building that caters to the Senior Boaters Club. The facility has outdoor picnic tables under several trees next to the revetment to facilitate rod and reel fishing. The Hale is approximately 290 feet to the east and perpendicular to project site and parallel to the prevailing winds at the West Breakwater. At less of an acute angle to the southeast of the project site is the Maui Arts & Cultural Center. The Center is some 1,223 feet away. ~~and not downwind~~.

The playground and pavilions at Ke'opuolani Park are approximately 836 feet to the southeast and downwind of the project site. However they are at a higher elevation (approximate 20 feet asl) than the project site (approximately 8 feet asl.). There is also an earthen berm and tree line along the edge of the Park to break the wind and buffer road and harbor noise.

Further uphill are several outdoor sports fields at the Park, frequently used by youth soccer and ball teams. The nearest field enclosure is approximately 1,400 feet inland of the project site.

A residential neighborhood is located more than 1,385 feet downwind and uphill to the southwest of the project site. There are no homes, apartments or habitable structures within ¼-mile of the maintenance and inspection pads (Figure 4-4). Those locations that are within a ¼-mile are used intermittently, temporarily and/or at differing intervals of time throughout the year.

Since 2011, private boaters have hauled out vessels to have them inspected and maintained. Most, if not all, of these activities were authorized by the DOBOR harbor master on a case-by-case, ad hoc basis. Over the past four years, two complains have been lodged with the Hawaii State Department of Health, Clean Air Branch, Maui Office. These complains occurred on September 8th and October 9th, 2014 and were subsequently investigated and HDOH staff determined that no violation had occurred. For the September complaint, the HDOH reported winds of 6-8 mph from the north-northeast and that two vessels were surrounded by screening and being worked on shrouded by a large tarp. HDOH noted that there were no observations of dust or odors and there were no violations of its regulations. For the October complaint, the HDOH reported winds of 10-12 mph from the northeast and that one vessel was surrounded by wind/dust fencing and being worked. HDOH noted that there did not appear to be a violation of its regulations and referred the complainant to the DLNR DOBOR. The complainant also indicated a belief that the activity was not an appropriate land use, although the site has been explicitly set aside for boat haul outs. Copies of the complaint are among the agency comments in Appendix B.

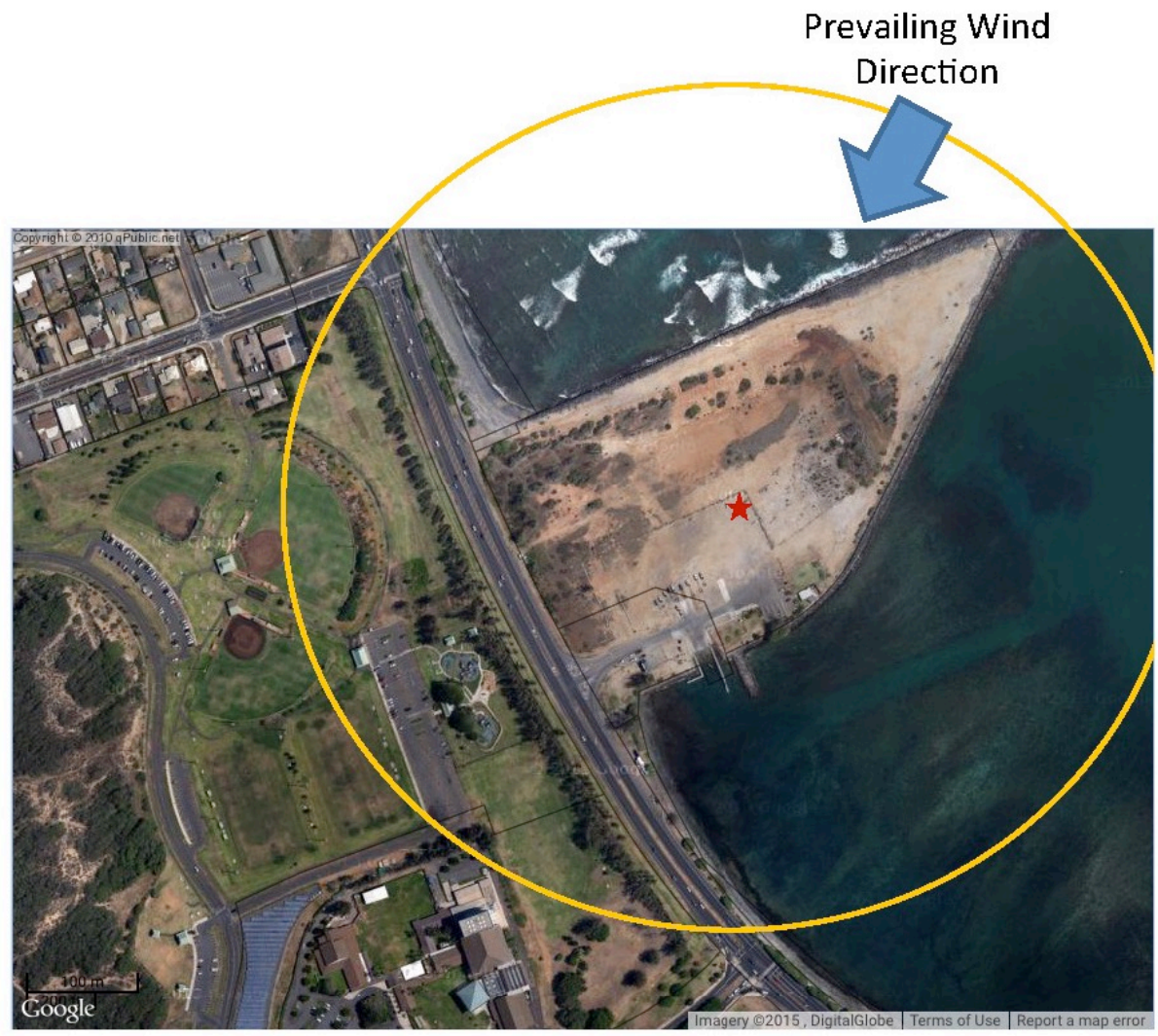


Figure 4-4: Seasonal prevailing wind direction and a ¼-mile radius from the maintenance area.

Figure 4-5: Mesh fabric would be installed on fencing to help block the wind and capture debris.

4.9.2 Potential Impacts and Mitigation Measures

Construction - Preparation of the site would include minor grading for pouring concrete, installing fencing, and trenching activities for utilities. These activities could generate fugitive dust and air-borne particulates that could affect ambient air conditions if not properly controlled. Maui County requires the implementation of BMPs during earth moving activities to ensure that dust, dirt, and debris do not enter the ocean, waterways, neighboring properties or create airborne pollution. BMPs such as regular watering and sprinkling of ground disturbance, covering soil mounds, reducing and/or stabilizing barren areas, and the use of wind and/or debris fences, would be fully implemented to control dust and minimize wind-blown emissions.

An Erosion and Sediment Control Plan that identifies BMPs to be implemented at the site during construction would be provided to the County for review in coordination with grading and ministerial permit submittals. Additionally, construction activities would be temporary and intermittent in nature and would have no long-term effect on air quality. Given the very flat topography of the project site, which ranges between 8 and 9 feet asl within the subject parcel, grading is anticipated to be very minimal and will primarily consist of trenching shallow electric and water utility line connections. No deep trenching for a wastewater line is contemplated; however excavation for the sub-surface drainage is anticipated to involve ground alteration.

The proposed work is not anticipated to excavate or stockpile more than one hundred cubic yards of soil and ground disturbance would be less than one acre is size. Given the size of the construction activity, an National Pollution Discharge Elimination System (NPDES) permit for grading is not anticipated however one would be obtained if required. Based on the above, the construction of the facility is not anticipated to adversely impact air quality.

Operations - Facility operations would include require users to comply with standards and practices that avoid and minimize the potential of being a source of air pollutants. Volatile chemicals, fumes, and odors could be emitted during vessel maintenance and repair activities if not properly mitigated. However, all operations at the site would meet applicable HDOH standards and requirements.

There are three main potential air quality impacts from facility operations. These include dust from sanding, emissions from painting, and odor (technically fumes) from painting and/or fiberglass work. These potential impacts can be avoided or mitigated through the use of industry-accepted standard operating procedures, the implementation of site-specific BMPs, and through avoidance strategies by selecting appropriate materials and applicators. For instance, using epoxy for fiberglass repairs avoids the generation of fumes. Using low-VOC paints with high pressure applicators reduces the potential for overspray. Applying bottom paints with rollers, rather than by spray, avoids the potential for overspray and air emissions.

During operations, requirements would be in effect and implemented to avoid or minimize the generation of odor, fumes and air pollution. For example, vessel preparation or maintenance would use vacuum sanders to capture dust as the work was being conducted. Volatile organic compounds (VOCs) are present in many solvents and paints used in the boating industry to help stabilize pigments and for other purposes. Paints and solvents tend to evaporate the most during and just after their application. High VOC evaporate more quickly as the material disperses into the atmosphere, whereas low VOC evaporate more slowly and with less dispersion. Any work on vessels that involves the use of hull de-fouling agents or painting would use low-VOC, rather than high VOC, solvents and paints. This would help minimize potential dispersion at the source and help abate potential detection or recognition of odor. A full list of required BMPs during operations of the site is provided in ~~the description of the preferred alternative at~~ Sections 3.12 and 3.13 ~~3.3.1~~ of this document. All users of the facility would be required to agree to implement and adhere to these BMPs.

Landscaping would be installed around the project site's perimeter and along the grassy swales before operations at the facility would begin as described in earlier sections of this document. The landscaping would be maintained and would create a wind break and help create turbulence to prevailing wind patterns. Turbulence results in quicker and more favorable dispersion of air-borne

particles, dirt, dust, odor and fumes. A windbreak also reduces the potential for dust, odor or debris to become airborne. Thus the landscaping proposed would help abate the generation of airborne materials, odors, fumes or air contaminants and would increase the dispersion and dilution of those materials that become airborne. Landscaping as a wind break is a reliable mechanism to avoid, minimize and mitigate potential effects on air quality at neighboring and downwind properties and users.

Perimeter fencing would be erected that supports mesh fabric screens on the windward sides of the facility to break the wind during boat maintenance activities. The mesh fabric is similar to that used on tennis courts as shown in Figure 4-5. Containment of fugitive dust would be required during grinding of fiberglass, sanding, fiberglass repair, and spraying paint of any kind. Scaffolding should be erected around the vessel and shrink wrap applied around the vessel and scaffolding to contain dust. If the mast of the boat is left up, a collar would be created and sealed with heat shrink tape.

The maintenance and inspection area would be used by commercial operators primarily in the spring and fall, when there is less demand for their services. While individual boaters could schedule facility use throughout the year, the summer and winter months may offer the greatest availability and flexibility in scheduling. The facility could also be used for special event parking and/or extra trailer boat parking during the winter and summer months. Nonetheless, individual boaters and commercial vessels would be required to adhere to the same BMPs and standard operating procedures and would have to agree in writing to the facility's terms of use.

Full containment of dust and debris would be required to prevent and/or minimize the release of fugitive dust. Full firm enclosures can be created by heating the industrial wrap material which causes it to shrink around the boat and scaffolding. Accessory's should be added such as zipper doors for access, perimeter "belly" bands to maintain the enclosure's tautness, and water-tube weights placed along the skirt of the wrap material to prevent escape of dust within the enclosure or intrusion by wind. Shrink wrapping a boat creates a pocket or envelope to access the sides, top, interior and bottom of a vessel to conduct maintenance activities such as sanding, fiberglass repair, and painting.

Full containment structures and instructions for their use would be provided to facility users. Manufacturers such as Dr. Shrink (http://dr-shrink.com) or similar brand industrial shrink wrap material for marine vessel applications would be recommended. Figures 4-6 and 4-9 are examples of that allows crew to work (sand, paint, and epoxy) on a vessel from within the enclosure while providing full containment of fugitive dust.

Shrink wrap containment is used industry wide and is an accepted industry standard because it is designed to fit the individual circumstance and offers effective, efficient containment of dust, debris and air-borne particulate matter. Even very large vessels (Figure 4-9) use shrink wrap containment, although the facility proposed would not cater to such large vessels as the one shown in the figure. Given the effectiveness of shrink wrap containment, larger, taller tent-like structures, such as the one shown in Figure 4-10, are not necessary. This kind of structure could create a visual impediment for surrounding users such as the seaward view from Ke'opuolani Park and Kahului Beach Road. Such a structure would be a small imposition on the overall viewshed and they are designed to be removed, such as during the summer or winter, when large vessel inspections would be minimal. However, given the effectiveness of shrink wrap at containing dust and particulate matter, the use of a large, tall wind break similar to that shown in Figure 4-8 does not appear to be needed in this instance.

Based on the above analysis, the ongoing operation of the facility is not anticipated to adversely impact air quality.

Figure 4-6: Erecting a shrink wrap enclosure for a sail boat.

Figure 4-7: Heat wrap material shrinks around the vessel to create a fully contained enclosure.

Figure 4-8: An enclosure provides suitable work space while preventing airborne release of dust.

Figure 4-9: Shrink wrap enclosures are used industry wide – even for very large vessels as shown.

Figure 4-10: A large, high wind break structure is not proposed or deemed necessary.

4.10 NOISE CONTROL & ABATEMENT

4.10.1 Existing Conditions

Noise can be detected from short-term, acute actions of disturbance and longer-term increases in background nuisance noise levels. Ambient noise levels are derived primarily from passing traffic, and to a lesser extent, port and harbor operations and activities. The site is in an urbanized area and most noise in the vicinity is from vehicle traffic along Kahului Beach Road. The project is located across from the commercial harbor and is not adjacent to residential uses. Typical activities at Kahului Commercial Harbor generate high ambient noise levels 24 hours a day, seven days a week, but most harbor operations occur during the day. Sources of noise include large truck movements, heavy equipment operations, ship loading and unloading using cranes, lifts, and other mechanical equipment, and ship and tugboat engines. Noise levels in the harbor and its urban environment average 60 to 65 decibels (dBA; A-weighting is applied to instrument-measured sound levels in an effort to account for the relative loudness perceived by the human ear) and are predominately attributable to vehicular traffic. Heavy trucks, for example, can generate noise ranging up to 90 dBA (HDOT, 2007).

The West Breakwater is subject to strong, turbulent trade winds throughout most of the year. Windy conditions help to dissipate noise. Buffers such as landscaping and physical impediments, such as parked trailered vessels, can abate noise impacts both by increasing air turbulence which dissipates noise and serves as a baffle which muffles noise.

The closest receptor is the Hale Kiawe clubhouse located to the east of the project site. This receptor audience is located within an enclosed building that would tend to block or mute any noise ingress.

Users of the small boat harbor would also be a receptor audience, but they are likely to be staging their vessels and thus creating noise associated with harbor use, such as the sound of trucks reversing / backing-up and the associated warning sound alarms that are on some models.

The HDOH regulates noise levels based on land use and zoning districts as noted in Table 4-2. Class A lands zoned residential, conservation, preservation, public space, open space, or similar type. Class B lands are zoned for multi-family dwellings, apartment, business, commercial, hotel, resort, or similar. Class C includes lands zoned for agriculture, industrial, or similar types.

Table 4-2. Maximum permissible sound levels in decibels

Zoning District	Daytime (7a.m. to 10 p.m.)	Nighttime (10p.m. to 7a.m.)
Class A	55	45
Class B	60	50
Class C	70	70

The HDOH authorizes noise generating activities by regulating through the issuance of the following types of permits:

1. Community Noise Control Permit for Construction (HRS 342F and HAR 11-46)
   a. Power equipment operations that occur other than 9:30 am – 5:00 pm, Monday through Friday.
2. Community Noise Permit for Stationary Source
   a. Operations that exceed 55 decibels from 7 am to 10 pm at the property line (daytime).
   b. Operations that exceed 45 decibels from 10 pm to 7 am at the property line (nighttime).
3. Community Noise Control Variance
   a. Construction or operations that occur other than 9:30 am – 5:00 pm, Monday through Friday.
   b. Weekend or evening work or operations.
   c. Construction or operations that exceed noise limits.

Noise levels cannot exceed the thresholds identified above in Table 4-2 by more than 10 percent of the time within any twenty-minute period, except by permit or variance. Impulsive noise is limited to ten decibels above the maximum permissible sound levels. Impulsive noise includes items such as hammering, pile driving, and explosions according to HDOH regulations. From a regulatory perspective, the region of influence for noise impacts is the property line of parcels adjacent to the project site, and includes any sensitive noise receptors such as schools, day care centers, residential areas or hospitals. The West Breakwater harbor area is approximately a half-mile from existing residential areas.

4.10.2 Potential Impacts and Mitigation Measures

During construction, minor, short-term noise impacts may be generated from trucks and grading equipment. However, these effects would be temporary and cease upon completion of the facility's construction. Furthermore, given the site's flat topography, grading and site preparation work is anticipated to be minimal. It is not anticipated that construction noise would exceed HDOH standards, although a community noise permit would be obtained, where applicable.

During operations, minor, short-term related noise impacts such as the sound sanders and repair equipment operating at the site would create intermittent, short-term impacts. However, these impacts would be transient, intermittent and temporary in nature and would cease with the completion of the activity. Additionally, the size and arrangement of the concrete maintenance pads would limit the number of vessels that could be repaired simultaneously, thereby inhibiting the amount of ongoing equipment noise that could be generated. No heavy industrial activity that produces acute long-term noise, such as ship building or large crane operations, are proposed at the site.

Landscape plantings and vessels parked on trailers at the project site would help baffle and muffle the noise generated from vessel inspections or repairs and would contribute to increasing air turbulence which disperses noise by creating surface roughness. To minimize disruptions to the public and neighbors, vessel repairs would be limited to normal ~~business~~ daylight hours. Vessel repairs during the evening, Sundays and holidays would be avoided to the extent practicable. The combined use of operation BMPs, vessels parked on site, and landscaping buffers would reduce the likelihood that noise would exceeds HDOH standards, although a community noise permit would be obtained, where applicable.

CHAPTER 5
COASTAL HAZARDS

5.1 NATURAL HAZARDS

5.1.1 Existing Conditions

Maui's shores are subject to a wide variety of coastal hazards including storm surge, high surf, flood inundation with wave action, stream and subsurface rise in floodwaters, and chronic and episodic erosion of shorelines. Severe events such as hurricanes and tsunamis generated both locally from volcanic activity and those generated from overseas can alter the shoreline dramatically and cause considerable damage to buildings and loss of life(Pogue and Collum, 2006). Maui's shoreline is dynamic and can change rapidly in response to these natural forces, necessitating an analysis of the projects exposure to these hazards and prudent measures to avoid, mitigate and minimize their potential impact.

The area between the west Maui Mountains and central Maui with its rise to Haleakala, forms a large, natural embayment between Kahului and Waiehu / Wihee. Centered in the midst of the embayment is the Kahului Harbor which is bordered by the Western Breakwater (where the project is proposed) and the Eastern Breakwater where the bulk of Maui's inter-island sea transport and industrial activities are located. The massive breakwaters that form the harbor's outer edge were constructed by the USACE to provide a protected embayment. The breakwaters are made up of revetments with large armor stone rock and highly durable concrete tetra pod 'jacks' along the outer edge of the western break water. The USACE retains a 1.5 acre portion of the tip of the Western Breakwater for ongoing maintenance activities and material staging.

This portion of Maui's north shore coastline is exposed to several hazards as illustrated in Figure 5-1. This section of the north shore is dominated by strong prevailing trade winds and high waves. Annual wave heights can reach 20 feet during the winter and the coastline is exposed to hurricanes approaching from the east, resulting in a moderately high hazard ranking in the Atlas. Sea-level rise is ranked a moderately high hazard with a predicted rise of approximately 2.4 mm (0.09 inches) per year.

Coastal and beach erosion is a serious threat to the low-lying and mostly unconsolidated shorelines along the north shore due to its exposure to persistent high wave energy throughout the year. Erosion is ranked high along the entire Wailuku coastline according to the natural hazards Atlas (Fletcher et al., 2002). However, the project site itself is bounded by man-made revetments and breakwaters which inhibit erosion and fix the shoreline's position. Accordingly, erosion is not a threat at the project site.

An additional, ubiquitous hazard in Hawaii is earthquakes. These typically result from magmatic migration underground and are common on the Big Island of Hawaii along the east rift zone. On Maui, Haleakala is a dormant volcano that is believed to have erupted last in the 1700s. Haleakala is considered dormant, rather than extinct, and thus represents a potential hazard to Maui residents. The entire island of Maui is designated as seismic hazard zone 2, on a scale of 0 to 4.

5.1.2 Potential Impacts and Mitigation Measures

The project site is located well inland of coastal erosion zones but is subject to high winds. The West Breakwater is surrounded by rock revetments to protect the project site and surrounding area from high waves. Within the West Breakwater, the project site is relatively protected from the non-ubiquitous hazards described above and as such no specific mitigation is proposed.

5.2 FLOODING

5.2.1 Existing Conditions

The U.S. FEMA Flood Insurance Rate Map (FIRM) Community Panels #150003 0384E and 0392E are applicable to the subject parcel. The FIRM panels include imagery from May 2005 and parcel data from July 2013. The FIRM was effective September 25, 2009 and indexed September 19, 2012. The FIRM designates the subject parcel and project area as being within the VE flood hazard zone (Figure 5-2). Table 5-1indicates the site elevation is 8 feet asl. and the base flood elevation is 18 feet asl. The site is in the VE zone, an area subject to coastal flooding with wave action and velocity hazard.

5.2.2 Potential Impacts and Mitigation Measures

State lands within the Conservation District are not subject to County zoning pursuant to HRS 205-5. Thus, the requirements of MCC 19.62 are not applicable to the subject parcel or proposed action. However, the Applicant has purposely avoided proposing buildings or walls for the project given respect for the intent of the County's flood hazard regulations. In addition, the site survey completed by a licensed surveyor indicates that the project site is nearly flat with an elevation of 8 feet above sea level across the project site. Should a structure be proposed in the future, an elevation certificate would be obtained and compliance with flood hazard guidelines would be sought, such as being designed to withstand hydrostatic forces or inundation and have appropriate anchoring to resist floatation.

As a precautionary measure, metal tie downs would be installed in the main concrete pad to help anchor vessels stored at the site. This would prevent displacement or uncontrolled floatation from flood waters should they inundate the site. In consideration of the aforementioned, no adverse impacts or negative effects are anticipated.

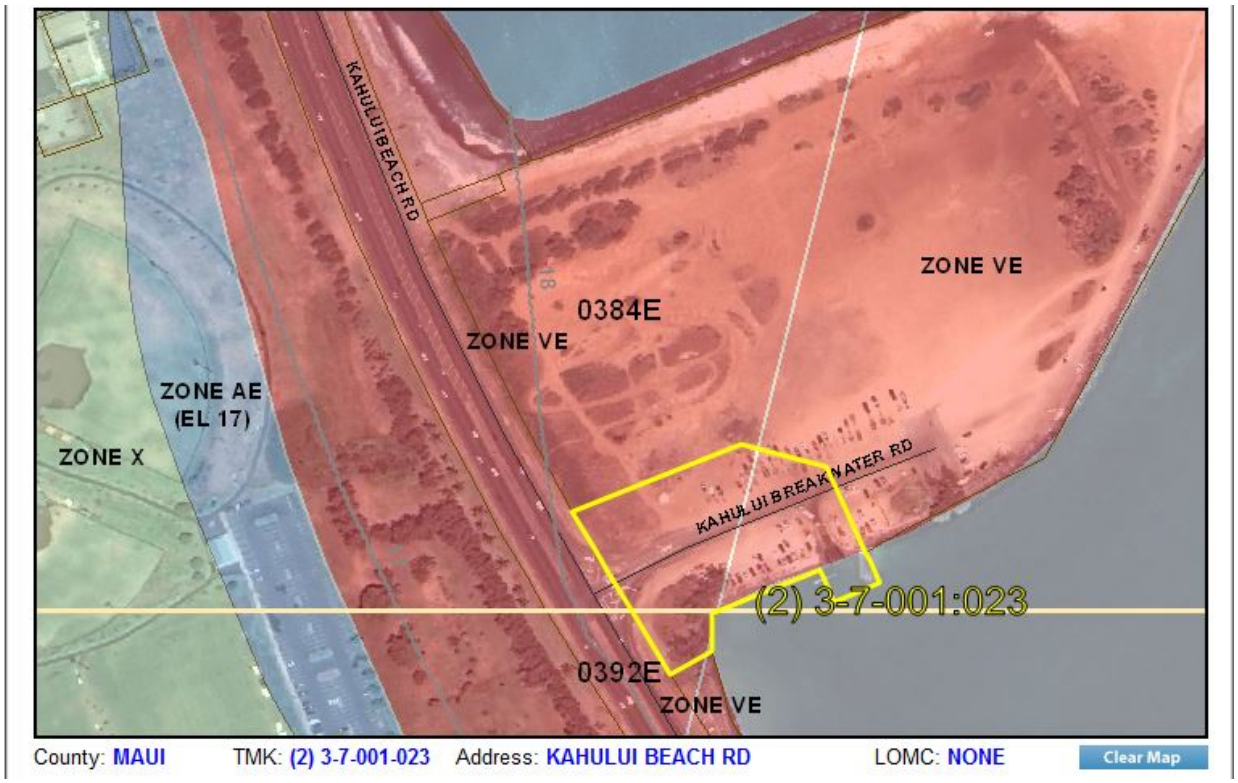


Figure 5-2: Flood hazard zones on the subject property.

Source: http://gis.hawaiinfip.org/FHAT/report/FHAT_Report.pdf

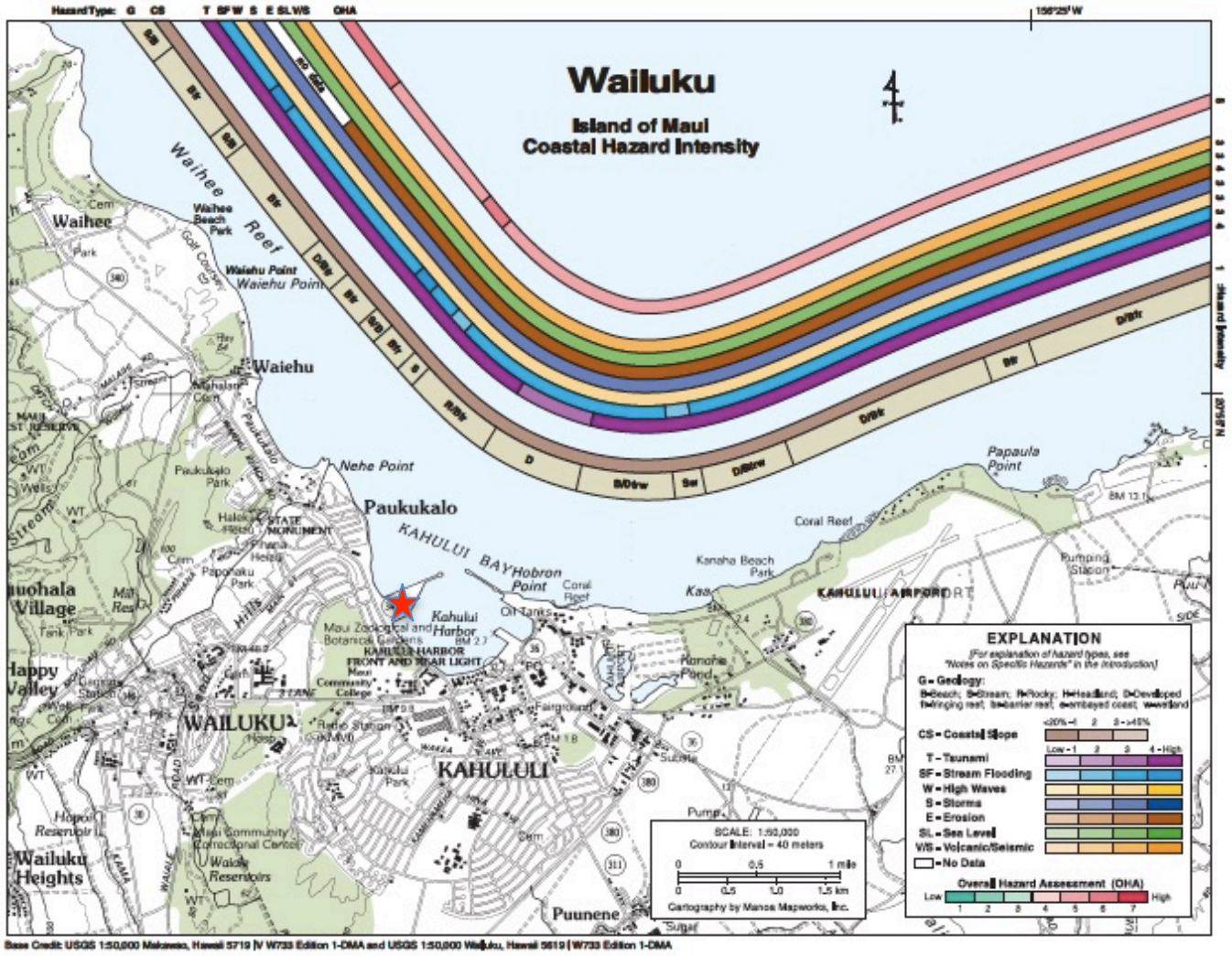


Figure 5-1: Coastal hazard risks in the vicinity of the subject property.

Source: Wailuku Map, Atlas of Natural Hazards in the Hawaii Coastal Zone (Fletcher et al., 2002)

5.3 HURRICANES

5.3.1 Existing Conditions

Huricane Hiki in 1950 was the first hurricane officially recorded in the State of Hawaii. Since then, a number of hurricanes have travelled through Hawaii's waters (Figure 5-3). Hurricane's lwa (1982) and lniki (1992) have destroyed numerous buildings in Kauai. More recently, Hurricanes Flossie (2013) and Iselle (2014) caused considerable damage to homes and buildings, primarily on the Big Island in the Pahoa region. Nonetheless, coastal geologists and scientists anticipate an increase in the frequency and power of coastal storms and hurricanes that enter Hawaiian waters due to various factors including climate change, sea level rise, and warming oceans. Hurricanes also bring high winds that can displace loose materials or debris, which in turn can become flying hazards that damage buildings and stationary objects.

The project site is protected by man-made breakwaters that are designed to protect the harbor from coastal hazards. At its closest point, the site is over 350 feet inland harbor's waters. Overall, the project site is less vulnerable to hurricane induced storm surge or flooding than the tip or western edge of the Western Breakwater.

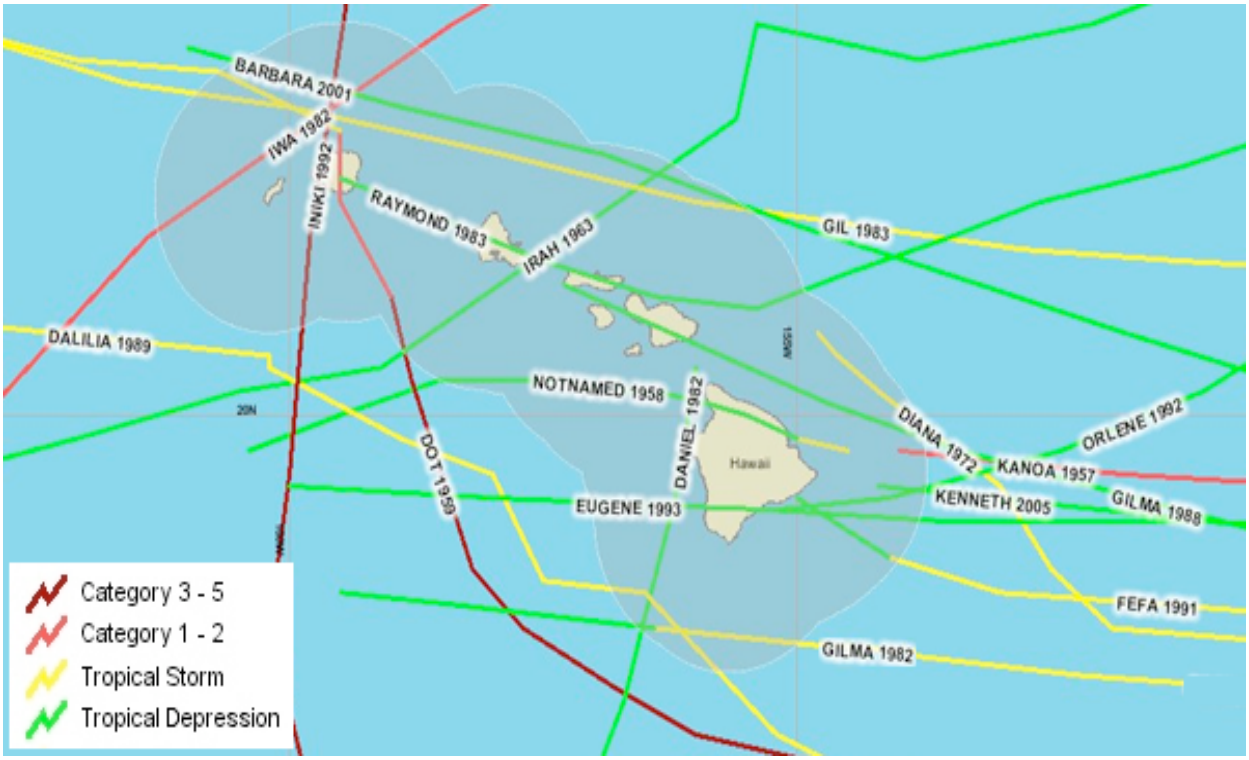


Figure 5-3: History of hurricane tracks in Hawaiian waters.

5.3.2 Potential Impacts and Mitigation Measures

As a precautionary measure, metal tie downs would be installed in the main concrete pad to help anchor vessels stored at the site. This would prevent displacement or uncontrolled floatation or submergence of vessels from hurricane induced storm surge. The provision of anchors in the concrete pad would also help reduce the potential for vessels to overturn or be displaced or damaged during strong wind events.

5.4 TSUNAMI

5.4.1 Existing Conditions

Tsunamis can result due to geologic events that occur distant from the area. A tsunami (Japanese for "harbor waves") is a series of ocean waves produced by a sudden rise or fall in the earth's crust, most commonly caused by an earthquake or underwater landslide. In the open ocean tsunami waves cannot be seen or felt by ships or airplanes because the un-breaking waves are actually hundreds of miles wide with a height of only a few feet. But as the waves approach the coast their height increases dramatically and can be very destructive when they reach the shore (Coastal Services Center, 2010).

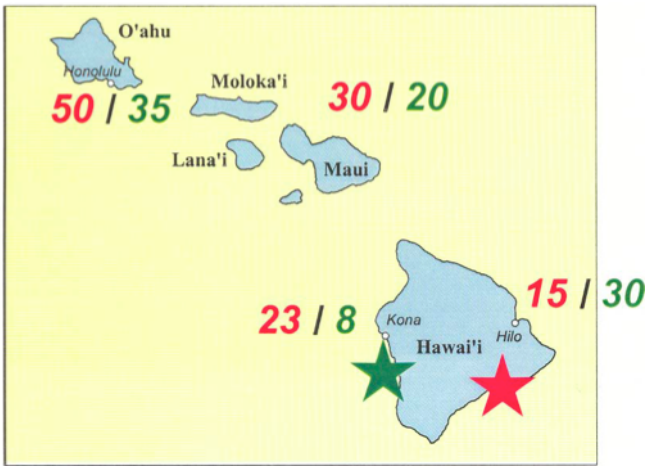
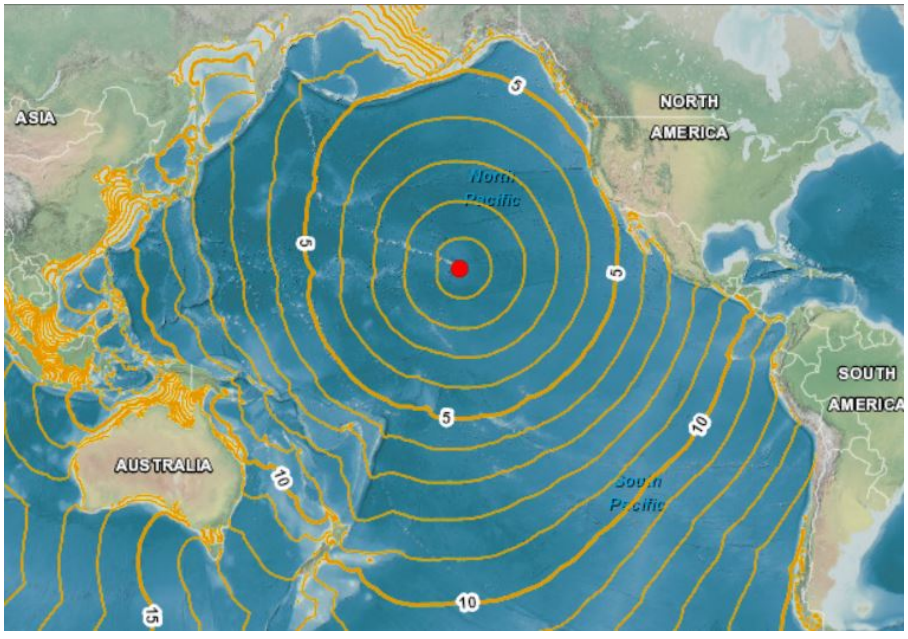


Figure 5-4: Tsunami travel times in minutes.

The Hawaiian Islands are vulnerable to localized and Pacific-wide tsunamis. Localized tsunamis can result from landslides or subterranean activity of the Kilauea volcano on the Island of Hawaii. Distant earthquakes, volcanism or landslides in places like Chile, Alaska, and Japan can also generate a tsunami. The first wave of a locally-generated tsunami would reach Maui shores in less than 30 minutes, whereas Pacific Rim perturbations take several hours to reach Hawaii's shores providing some time for notification and evacuation (Figures 5-4 and 5-5).



On March 11, 2011 a 9.0 magnitude earthquake off the Japanese coast of Tohoku resulted in a tsunami that killed more than 15 thousand people in Japan and triggered evacuations in Hawaii and Maui. Fortunately, damage was minimal and there was no loss of life in Hawaii. In 1960, an earthquake in Chile produced a tsunami that killed 61 and injured 282 people, primarily in Hilo. On April 1, 1946, a Pacific-wide tsunami was caused by a magnitude 7.3 earthquake near Unimak Island, Alaska.

Figure 5-5: Tsunami travel times in hours.

The first waves from the 1946 earthquake arrived in Hawaii in less than 5 hours and caused extensive damage. Wave heights across the Islands reached an estimated maximum of 55 feet, 36 feet and 33 feet on Hawai'i, Oahu, and Maui, respectively. Waves also reached a half a mile inland in some locations.

A total of 159 people were killed as a result of the tsunami in Hawai'i, of which 96 were in Hilo where the city`s entire waterfront was destroyed. As a result of these dangers, the Hawaii State Emergency Alert System was established and is used to notify the public of a possible approaching tsunami, including a system of sirens in vulnerable coastal areas.

For this portion of Maui's north shore, the tsunami hazard is ranked high for low areas along the coastline (Fletcher et al., 2002). Tsunami hazard at the Kahului Harbor is reduce and ranked moderately high due to the mitigating effects of a significantly wide fringing reef directly offshore and the man-made breakwaters that protect the harbor and reduce wave energy and inundation

The subject parcel, project site, and Kahului Beach Road are within the tsunami inundation zone (Figure 5-6). While there were no significant impacts to the site from the March 11, 2011 tsunami event, observers of the event indicted that the harbor filled with water like a commode and drained nearly to its bottom several times in a row. In contrast, the Maalaea Harbor experienced damage to vessels and some mooring within the harbor from the March 2011 event (Figure 5-7).

5.4.2 Potential Impacts and Mitigation Measures

Tsunami inundation heights are difficult to predict with accuracy. In the event that a tsunami breached the breakwater, its waters would likely carry floatables inland and across Kahului Beach Road. There is a wide (25 feet plus) grassy swale on the inland (mauka) side of the roadway. The swale is bordered by a 6 to 10 feet high berm that rises to Ke'opuolani Park and its playing fields, parking lots and recreational areas. Given this landform, most debris and materials would probably be lodged against this berm and within the grassy swale, as opposed to within the roadway, depending on the height and force of the tsunami. As a precautionary measure, metal tie downs would be installed in the main concrete pad to help anchor vessels stored at the site. This would prevent their displacement in the event the West Breakwater is inundated by a tsunami.

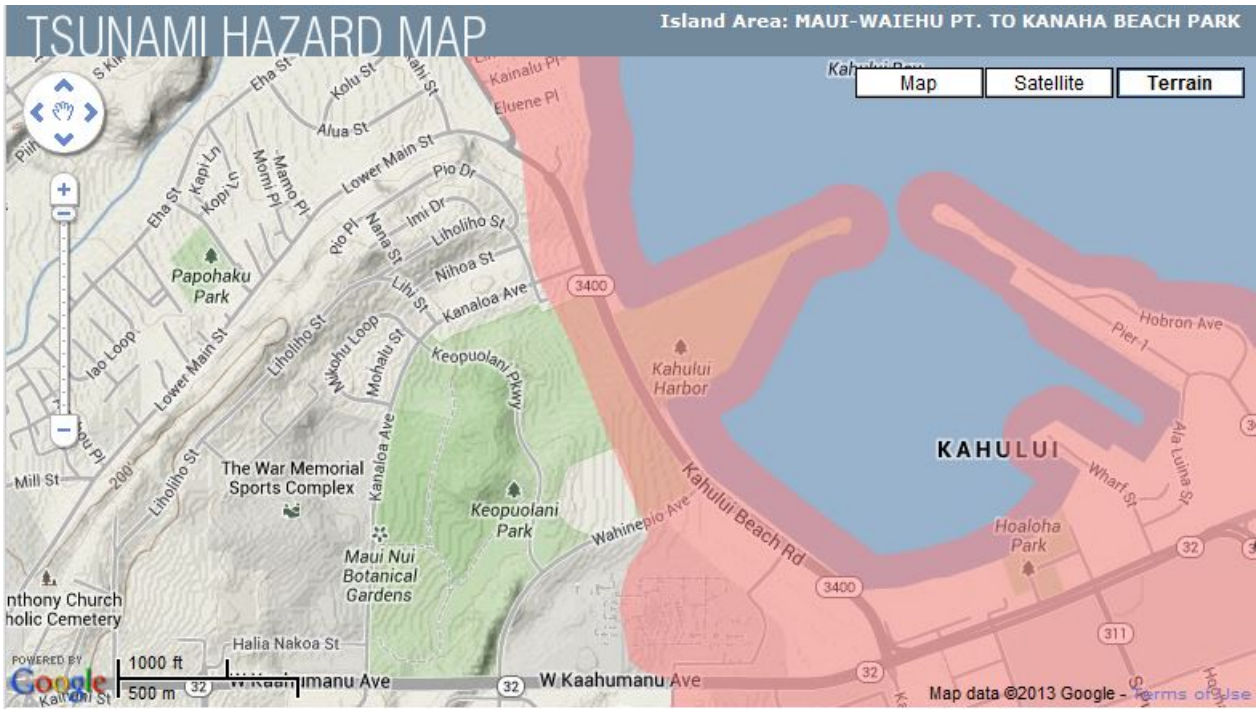


Figure 5-6: Tsunami inundation area shaded in red.

Source: Coastal Services Center, http://tsunami.csc.noaa.gov

Figure 5-7: Maalaea Harbor during the March 11, 2011 tsunami event.

Source: Sanford Hill / Pacific Disaster Center

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CHAPTER 6
SHORELINE SETBACKS

6.1 STATE CERTIFIED SHORELINE

The seaward property boundary follows along the rock revetment that forms the eastern edge of the Western Breakwater. According to State law, when the shoreline is fixed by a man-made structure that has received government approvals, a new shoreline certification is not required. The state-certified shoreline is normally valid for 12 consecutive months with several exceptions. Where the shoreline is established by artificial structures, such as the revetment along a parcel's seaward edge, a new shoreline certification is not required.

HRS 205A-42(b) of the Coastal Zone Management Act states:

> "… provided that no determination of a shoreline shall be valid for a period longer than twelve months, except where the shoreline is fixed by artificial structures that have been approved by appropriate government agencies and for which engineering drawings exist to locate the interface between the shoreline and the structure."

Several surveys exist from the various Executive Orders that precisely locate the interface between land and water. In addition, the site survey accurately locates the proximity of the project site to the top of the revetment, property line, and shoreline. As a consequence, a new shoreline certification is not required and the shoreline setback area can be calculated in a straightforward fashion.

6.2 SHORELINE SETBACKS

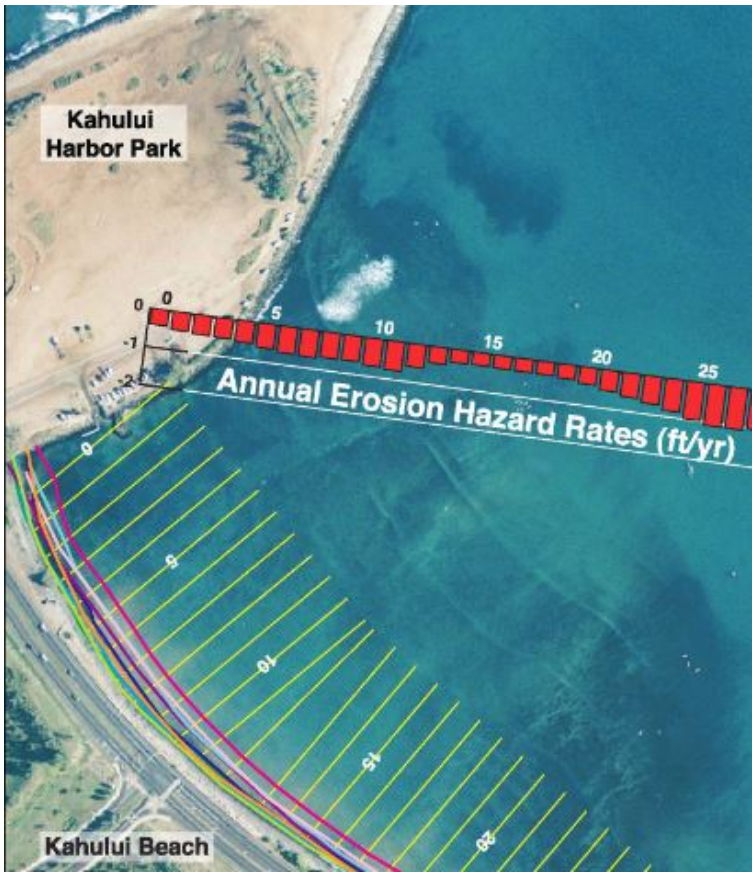
The subject property is bounded by legally conforming stone revetments. The western revetment was constructed prior to 1960 and the eastern revetment prior to 1987 (Figure 6-1). During the interim, material dredged from the harbor was used as fill for the west harbor spit, which has now formed approximately 23 acres. Of the 23 acres, 3 acres at the tip of the spit are dedicated to the USACE and State Department of Transportation as a staging, storage and maintenance area. A 20-acre section was given to Maui County and later reallocated to DLNR.

Figure 6-1: Hardened shoreline of the West Breakwater, 1987.

The remaining 6.1 acres of the Western Breakwater is adjacent to Kahului Beach Road. The makai side of the harbor was dedicated by Executive Order to DOBOR for public purposes, specifically to create a boat ramp and parking for trailered vessels. The Executive Orders (4882 & 4883) contain surveys that provide evidence that the revetments legally permitted and the shoreline has a fixed location.

HRS 171-6, Powers of the DLNR, was amended in July 2011. The amendment exempts DOBOR from requirements to obtain an SMA permit approved by Maui County. However, an analysis of the project location in relation to the shoreline setback area is prudent.

A shoreline approval can be issued for projects valued at less than $125,000 that do not interfere with beach processes, public access or public views, and that do not fix the shoreline's location or alter its grade. However, a Shoreline Variance would be required for other uses in the shoreline setback area. HRS 205A-43.5 (a)(4) allows for the requisite public hearing to be waived for minor additions and alterations of legal boating, maritime, or watersports recretation facilities that have minimal interference or effect on natural shoreline processes. In the event that construction of buildings or major grading or paving is proposed within the shoreline setback area, a shoreline approval or variance could be required.



Maui County has two setback calculations for oceanfront building construction:
- an erosion rate-based setback, and
- an average lot based setback.

The first method of calculating the setback is based on site-specific erosion rates calculated at 66 feet intervals along natural shorelines. The rate of erosion is based on previous shoreline positions.

As shown in Figure 6-2, Kahului Beach has experienced consistent erosion in the past as illustrated by the red bar graph histogram (Fletcher etal, 2003).

However, there are no transects and no established annual erosion hazard rate (AEHR) for the boat ramp and harbor park area. This is due to the presence of a lawfully constructed revetments that hardens the shoreline and fixes its position.

Accordingly, the erosion rate is zero as defined in 12-203 of Maui's shoreline rules.

Figure 6-2: Maui Shoreline Atlas excerpt for Kahului Bay.

6.2.1 Erosion rate setback

The County setback calculation is 50 years X AEHR (0.0) + 25 feet buffer= 25 feet shoreline setback.The County shoreline setback area extends 25 feet inland from the revetment based on the AEHR method.

DLNR OCCL also has an erosion rate-based setback calcultion that applies to construction on Conservation-designated lands. The setback is calculated in the same manner as the County's AEHR method but with more conservative setback criteria. The setback is calculated as 70 years X AEHR (0.0) + 40 feet buffer= 40 feet shoreline setback.The shoreline setback area extends 40 feet inland from the revetment based on the State AEHR method.State Law HRS 205A-48 states that in the event state or county shoreline setback requirements conflict, the more restrictive requirements shall apply

6.2.2 Lot depth setback

The County also has a lot-depth based setback. The second method of calculating the setback in Maui County is based on the parcel configuration and size. Lot depth is calculated adding the left and right property boundaries to a center line distance to the shoreline.

The project site is 453 feet long (mauka to makai) and 140 feet wide but the overall parcel on which the project occurs is much larger. For lots with an average depth of 100 to 160 feet (i.e., 140 feet for the project site), the shoreline setback is 40 feet pursuant to 12-203-6 (a)(ii)(b) of the Shoreline Rules for the Maui Planning Commission. For lots greater than 160 feet in depth, the setback is 25% of the lot's depth up to a maximum of 150 feet (12-203-6(a)(ii)(c)).

Figure 6-3 indicates that for the overall parcel, the right property line is 393.30 feet deep and the left property line is 415.11 feet deep (313.28 + 75.37 + 29.46 feet). This results in an average lot depth for the DOBOR parcel of approximately 409 feet. Pursuant to 12-203-6, the corresponding setback calcuation is 25% of the lots average depth (409 feet x 0.25) or approximately 102 feet.The County setback calculation could be 40 feet for the project site and 150 feet for the parcel. In either case, the maximum County shoreline setback would be 150 feet inland of the revetment.

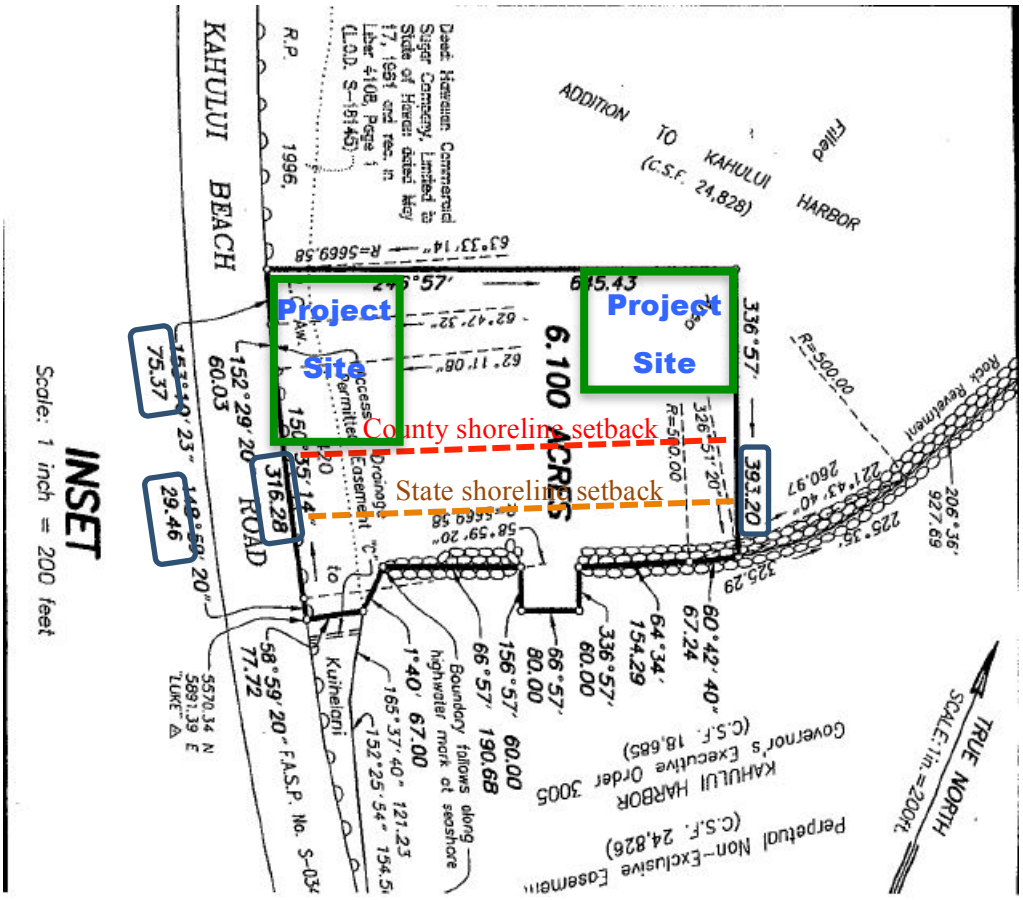


Figure 6-3: Lot Dimensions and approximate State and County shoreline setback lines.

6.2.3 Potential Impacts and Mitigation Measures

The project site's northwestern corner is 393.20 feet inland of the revetment(Figure 1-6). The project site is 140 feet wide and its most makai or seaward extent is 253.20 feet inland of the revetment. The

maximum shoreline setback is 150 feet by County standards and 40 feet by the State standards. Therefore, the project is located more than 100 feet inland of the maximum shoreline setback area. Accordingly, a shoreline setback variance or approval is not required since the proposed action is outside both the State and County shoreline setback areas.

6.3 SHORELINE ACCESS

6.3.1 Existing Conditions

Lateral access, or access along the shoreline, is a guaranteed public right for the public in Hawaii. When access is blocked, the government can require that the impediment be removed, whether it is man-made or man-induced. Fishing from the near shore revetment is common, although no customary or traditional practices are known to occur on the Western Breakwater. Shoreline access is provided by DOBOR to the public, recreational boaters using the boat ramp and floating pier, and to the Seniors Club along the far eastern edge of the breakwater. There are no impediments to the site, such as fencing or walls that would obstruct access to the shoreline. The very nature of the site is meant to create safe access for a variety of water craft (kayaks, paddle boards, surfboards, outrigger canoes, outboard motor boats, and trailered vessels) with access to the sea.

On the project's eastern side, a paved roadway and turning area is present between the project site and the revetment that borders the waters of the harbor. The roadway facilitates ease of access to the harbor, shoreline and its amenities and the proposed use would not impose or hinder this access.

On the project's western side, a wide undeveloped vacant open area rises above the project site on minimally vegetated fill. The area is bounded to the west by a rock revetment that forms the edge of the breakwater. This western portion of the breakwater is accessible by four-wheel drive vehicles and on foot. The area is frequently used by fishers and their family's since the revetment provides a platform for casting into the ocean. The project would not inhibit, deter or intrude on the continued use of this fishing area as the project site is located substantially inland and below the earthen fill mound that exists between the project site and western rock revetment of the breakwater.

On the project's northern eastern side, a metal gate and unimproved access road extends to the tip of the breakwater. Access to this area is regulated by the DLNR and is for use of the State Department of Transportation and USACE. The project and proposed use of the site would not inhibit, deter or obstruct access to the tip of the breakwater. The access gate and unimproved roadway are not located and do not abut the proposed project site location. This access point is located to the northeast of the project site.

A Shoreline Access Report was prepared by OceanIT for Maui County (OceanIT,2005). The report inventoried shoreline access points and made specific recommendations for improving beach and shoreline access. The Kahului Boat Ramp and Harbor Park is identified as access point #19 &#20 and is designated for swimming, water access and boat access.

6.3.2 Potential Impacts and Mitigation Measures

The project site is located 253 feet inland of the rock revetment and boat ramp. The location would not inhibit, deter, diminish or hinder lateral access along the shoreline. Access to the shoreline would not be hindered or inhibited by the proposed use of the site. No further mitigation is proposed and no adverse impacts are anticipated.

CHAPTER 7
PUBLIC SERVICES &INFRASTRUCTURE

7.1 EDUCATION, MEDICAL, FIRE AND POLICE SERVICES

7.1.1 Existing Conditions

The State Department of Education public school system serves the Wailuku-Kahului region. Public facilities in Kahului include Lihikai, Kahului, and Pomaikai Elementary Schools, Maui Waena Intermediate School, and Maui High School. Other existing facilities in the area include Waiheʻe Elementary School, ʻĪao Intermediate School, and Baldwin High School. University of Hawaii-Maui College serves the community and is located in Kahului. There are also a variety of private schools that serve the region.

Emergency and regular medical services are provided by Maui Memorial Medical Center located approximately 1.5 miles southeast. The facility is the closest major medical facility to the proposed project site and the only major hospital on the Island. However, other medical facilities in close proximity to the subject property include Kaiser Permanente and the Maui Medical Group in Wailuku.

Fire department services are provided by the Maui Fire Department's Kahului Station located in Wailuku town approximately 1.7 miles southwest from the proposed project site.

Police protection for the Wailuku-Kahului region is provided by the Maui Police Department headquartered at the Wailuku Station approximately 1 mile southwest from the proposed project site.

7.1.2 Potential Impacts and Mitigation Measures

Given existing capacity, there would be no adverse impact to educational, medical, fire or police services. No specific mitigation measures are proposed and no adverse impacts are anticipated.

7.2 SOLID & CONSTRUCTION WASTE

7.2.1 Existing Conditions

Garbage and solid waste collection serves are provided by Maui County's Department of Environmental Management, Solid Waste Division. The County maintains an island-wide system of solid waste collection and disposal. Private solid waste collections and disposal services are also available in the area for commercial and institutional needs. There are two landfills, one public and one private, within several miles of the facility. The County operates the Central Maui Landfill and its Refuse & Recycling Center at Puʻunēnē. The privately operated Maui Demolition & Construction Landfill is located at North Kihei Road at Honoapiilani Highway in Maalaea. The facility is open Monday through Friday from 7:00 am to 4:00 pm and Saturday from 7:00 am to 11:30 pm. The facility is closed on Sundays. The private facility accepts construction waste and waste from demolition activities.

Presently, Aloha Waste Systems Inc. provides one dumpster at the end of the access drive in the small boat harbor for general use. The dumpster is located between the gated DLNR access road to the end of the breakwater and the Senior Center's Hale Kiawe. The dumpster is serviced on a regular, routine basis.

Generators of solid waste are required to ensure that their wastes are properly delivered to a permitted solid waste management facility.

7.2.2 Potential Impacts and Mitigation Measures

Given the amount and type of waste streams generated by the facility, a commercial solid waste hauler would be retained for disposing of any construction waste, although this is anticipated to be minimal since no building construction is proposed. For facility operations, a commercial waste service would be retained, using dumpsters or other collection means, to properly dispose of any solid waste generated. A

recycling and reuse program would be implemented and source separation of waste materials would be provided onsite to help minimize waste generation or mixing to the extent feasible and at the direction of the commercial waste hauler. The amount and type of waste generated from the project's construction and facility operations would not exceed or adversely affect landfill or solid waste handling capacity. No adverse impacts are anticipated.

7.3 POTABLE WATER

7.3.1 Existing Conditions

The Maui County's Department of Water Supply provides potable water service to the area via 12 inch or larger lines along, or adjacent to, Kahului Beach Road. Water is supplied to the boat wash down areas at the end of the DOBOR facility's access drive and next to the eastern revetment. There is sufficient supplies of water and capacity of the water line to support expanded services or irrigation needs at the site.

7.3.2 Potential Impacts and Mitigation Measures

Extending water services to the project site would necessitate trenching to support water use primarily for irrigation needs. Water use at the site is not anticipated to exceed present capacity or require upgrades to the existing water line provided to the small boat harbor. Water to the site would be sub-metered and is anticipated to connect with the existing water line access box adjacent to the boat ramp and fishermen's check-in station. Trenching would involve minimal ground disturbance, however BMPs would be implemented during any ground alteration in compliance with County and State standards and requirements. No additional mitigation measures are proposed and no adverse impacts are anticipated.

7.4 WASTEWATER TREATMENT

7.4.1 Existing Conditions

The County's Kahului wastewater treatment plant is located less than two miles away and along the shoreline to the northeast of the site and beyond the commercial harbor. The County has centralized sewer service provided via a force main that runs along the makai side of Kahului Beach Road. Wastewater collected in the Kahului area is conveyed to the Kahului Wastewater Pump Station, which is located one mile from the proposed project site. Wastewater collected from the pump station is transported to the Wailuku-Kahului Wastewater Reclamation Facility. The wastewater treatment plant has sufficient capacity to accommodate existing and planned uses on the West Breakwater including DOBOR's planned public comfort stations.

Presently there are no publicly available comfort facilities in the near vicinity. The nearest restrooms are at Hale Kiawe, which has limited capacity to treat wastewater and is privately owned, the Maui Arts and Cultural Center which is for patrons and not the public, and Ke'opuolani Regional Park. The latter two have centralized wastewater treatment and public restrooms but are located a considerable distance from the DOBOR Small Boat Harbor and across a busy highway. Several food vendors use the narrow A&B property makai of Kahului Beach Road next to the harbor entrance. These food trucks offer a tasty lunch that has been promoted by social media and in travel guides. As a temporary culinary establishment, they are not obligated to provide restrooms for customers. In contrast, providing picnic tables, some shade, and restrooms would be a benefit to both visitors and harbor users. For example, good quality portable restrooms (inset) cost about $20,000 in the continental USA.

Portable, trailered restrooms have several advantages over conventional fixed structures. First, they can be quickly moved in the event of an approaching hurricane or tsunami. Second, they can be repositioned to where needed most, for example a community adversely affected by a coastal storm. Third, they are significantly less expensive than conventional fixed restrooms that require a considerable number of government approvals for construction and the allocation of capital improvement funds for construction costs. During informational meetings, virtually all stakeholders and harbor users concurred that adequate sanitation facilities are needed at the DOBOR small boat harbor facility. Currently, a porta-pottie is installed and maintained at the site during vessel maintenance activities by~~for~~ large commercial vessel operators~~s and~~ on an as-needed basis when they are working on boats by ad hoc permit. The portable comfort facilities are paid for by users of the site who have been granted permission for vessel maintenance by~~-~~ DOBOR ~~the Kahului Harbor Master.~~

7.4.2 Potential Impacts and Mitigation Measures

There are no underground sewer lines at the proposed project site. No extension of centralized sewer lines are proposed, nor is an individual subsurface wastewater system. Installation of new sewer lines and/or a lateral would require considerable excavation, trenching, and substantial expense. Actual use of the facility is not anticipated to generate substantial amounts of wastewater. As a requirement of the facility's use, privately paid portable comfort facilities would be used, installed and serviced when vessel maintenance activities occur in the spring and fall when commercial crews would be maintaining and inspecting vessels on the large concrete pad. The porta-potties would be for staff, crew and workers at the vessel maintenance and inspection facility and not the public. The commercial vessel using the facility would be required to install, service and remove the porta-potties upon haul out and return of the vessel to marine services. These uses would be temporary, intermittent and short-term in nature and do not impose on County wastewater services. As such, no adverse impacts on public wastewater infrastructure are anticipated.

The applicant is NOT proposing to install trailered sanitation facilities. However, the applicant would be paying lease fees to DOBOR that ***could be*** used by the agency for harbor improvements state-wide, and could be directed to the needs at the Kahului Small Boat Harbor, such as portable comfort facilities. Monies generated from leases do not go to the State general fund, but rather to DOBOR.

7.5 STORMWATER AND SITE DRAINAGE

7.5.1 Existing Conditions

The Iao Valley, one of the wettest places in Hawaii, empties from the heavily channelized Iao Stream into coastal waters to the far west of the harbor. Heavy rains in the valley can bring mud, sediment, debris and large boulders and rocks into nearshore waters, especially near Waihee. River flooding occasionally occurs in nearby Wailuku and Kahului Streams that drain into the ocean to the west of the breakwater and project site. Historically, several seeps were located along the eastern edge of the Western Breakwater. These seeps bring freshwater to mix with seawater creating favorable conditions for certain species of fish and marine life. Nearby drainage consists mainly of surface runoff from the Kahului Beach roadway, which flows into the ocean or nearby vegetation.

In regards to the project site, a Preliminary Drainage Report was prepared by Otomo Engineering, Inc in March 2014 (Appendix A). According to the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii* (NRCS, 1972), the soils within the subject parcel are classified as Makena loam, stony complex. Makena loam is characterized as having moderately rapid permeability, slow to medium runoff, and a slight to moderate erosion hazard. Runoff from the project site currently ponds in low-lying areas or flows into the ocean. It is estimated that the existing runoff from a 50-year, 1-hour storm is 3.34 cfs., corresponding to a runoff volume of 1,001 cubic feet for the project site on the West Breakwater ~~site~~.

7.5.2 Potential Impacts and Mitigation Measures

The majority of the project site will remain pervious and given its flat topography, no change in the present drainage pattern is anticipated. However, two concrete pads would be constructed to serve as inspection and maintenance areas for trailered vessels. The amount of impervious surface area created by the two adjacent concrete pads would be 1,470 sf and 12,032 sf., totaling 13,502 sf of impervious surface area. Post-development, the site would consist of 0.97 acres of undeveloped area, 0.32 acres of impervious area, and 0.16 acres of landscaped area. Rainfall from a 1-hour, 50-year storm would produce 2.5 inches of stormwater or 3.89 cfs. of runoff from the site. This is 0.55 cfs. more than the site's current 3.34 cfs. from a 50 year, 1-hour storm. The ~~corresponding increase in~~ total runoff volume would be 1,168 cubic feet, ~~–~~ consisting of 1,001 cubic feet presently, plus an additional~~=~~ 167 cubic feet as a result of the concrete pads according to the drainage report (See ~~a~~Appendices A).

Runoff from the concrete pad, whether it be from rainstorms or the use of potable water, would be intercepted by grated catch basins to filter contaminants out of the water using absorbents and other best practices. Catch basin filter inserts will be installed on all grated inlet catch basins to reduce the total suspended solids loading. The filtered water would then gravity flow to an onsite subsurface drainage system, which will be located under the main concrete pad. The subsurface drainage system will consist of a perforated drain line embedded in crushed rock, which will be wrapped with a layer of filter fabric. ~~After flowing through the grate / filter, surface runoff entering the perforated pipe will be allowed to infiltrate into the ground.~~

Figures 7-1 and 7-2 provide examples of stormwater filtration and subsurface discharge systems. Figure 7-3 provides a conceptual diagram of how stormwater flows from an impervious surface or grassy swale to a filter inlet and into a perforated pipe through gravity. First, stormwater flows over a large grate that capture floatable trash such as paper, plastic cups and bottles, tin cans, rocks and coarse debris. Next, stormwater flows over absorbent socks located below and inside the grate along its perimeter. The absorbents capture and hold oil, grease, gasoline, coolant fluids and other petroleum based products that are suspended by the rain. Stormwater then flows by gravity through the basket or insert bag which captures fine particles. The size of the holes in the mesh that make ups the basket or insert bag are sized according to the type of materials to be caught in the stormwater. Remaining stormwater enters a concrete vault that is connected to a series of perforated pipes. The pipes have holes in them that face downward to allow water to escape by gravity. The pipes are placed within a bed of washed gravel to allow fine sediment to enter into the voids or gaps between the gravel pebbles. The gravel bed is surrounded by a long lasting (~50 years) geo-textile filter fabric. The fabric is designed to allow water to seep out but not sediment, dirt or particles contained in the water. The fabric also prevents water from the surrounding ground from seeping into the perforated pipe and gravel media surrounding the pipe.

The relative efficiency and effectiveness of a stormwater system depends on the type of filtration devices, their manufacturer, flow rates, and the type of sediment or potential pollutants to be contained. However, the system would be designed by a local professional engineer and would meet all County and State requirements.

The right side of Figure 7-1 shows a portion of a Flexstorm Inlet Filter bag. Flexstorm products are sold in Hawaii. Based on large scale testing at 90 gpm, a 3rd party independent company reported an 82% filtration efficiency with the FX bag and removal efficiencies of 97% of total parts of hydrocarbons using a PC bag (like the one shown in Figure 7-1).

Test results can be reviewed at http://www.inletfilters.com/engineering-resources. The tests were performed by TRI/Environmental Inc., in general accordance with the ASTM D 7351, *Standard Test Method For Determination Of Sediment Retention Device Effectiveness In Sheet Flow Application*. Testing simulated sediment-laden runoff from a 100-ft long, 3:1 slope, exposed to a 4-inch storm event during the peak 30 minutes of rainfall. According to the report, the data appears to be consistent with commonly reported values. According to the manufacturer:

> "these efficiencies can be achieved when absorbents are incorporated using a PC filter bag. The PC filter bags consist of the FX bag lined with a layer of Adsorb-it Filter Fabric, which removes oil/grease/fuel and polycyclic aromatic hydrocarbons. The layered fabric allows for high flow rates despite its very small opening sizes - as small as 140 Sieve. The PC bags will require more frequent inspections, however, they will instantly filter 97% of oil laden runoff at 90 gpm flow rates when properly maintained."

Stormwater systems generally require maintenance to remain efficient and effective. Therefore, as a facility BMP, users of the maintenance inspection pad would be required to inspect the inlet filters and take appropriate action per the manufacturers guidelines prior to initiating work and upon completion of work. This will help ensure the stormwater capture and treatment system is regularly maintained.

The total onsite retention system will have a total storage volume of approximately 357 cubic feet, which will accommodate more than double the increase in surface runoff, estimated to be 167 cubic feet, generated from a 50-year, 1-hour storm event on the maintenance and inspection concrete pad. The proposed drainage plan meets and exceeds the requirements of the "Rules for the Design of Storm Drainage Facilities in the County of Maui. The stormwater drainage system is intentionally over built to provide a precautionary measure for climate change and other potential influences on stormwater generation.

In addition, a small and a large vegetated retention area would be installed between the concrete pads and the pad and unpaved parking area. Landscape plantings along the perimeter of the project site and on the edge of the retention areas would increase capture and treatment of any excess stormwater from the project site. The use of vegetation would improve water quality and enhance treatment at the site in comparison to the present absence of any stormwater capture and treatment mechanisms. Both vegetated retention areas would be connected to the subsurface drainage capture and treatment system.

With the implementation of the aforementioned mitigation measures, no adverse impacts on water quality, drainage patterns, or stormwater generation are anticipated.

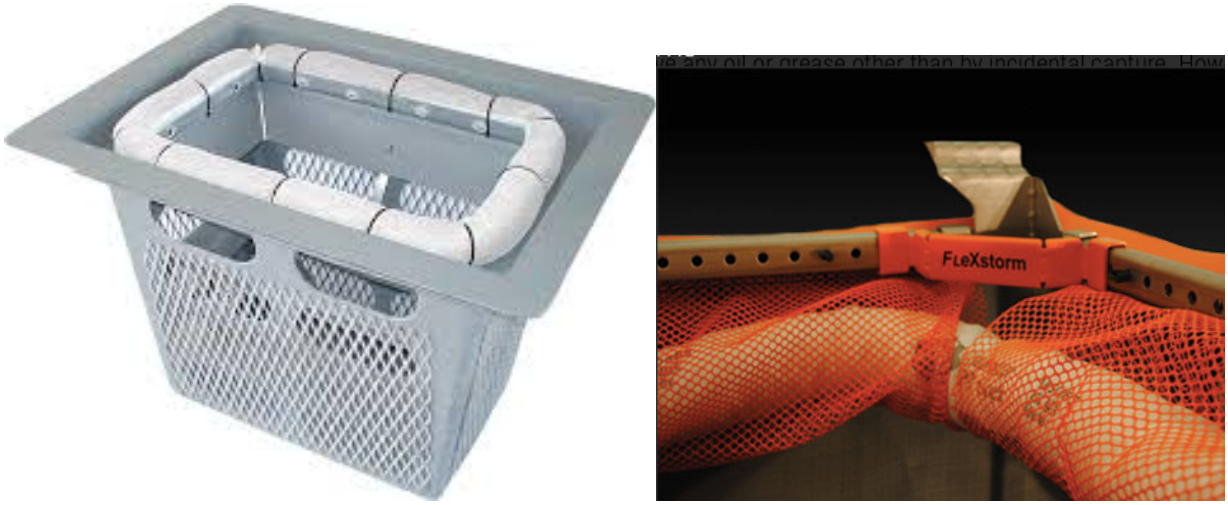


Figure 7-1: Examples of inlet filters to capture fine particles with absorbents to capture petroleum.

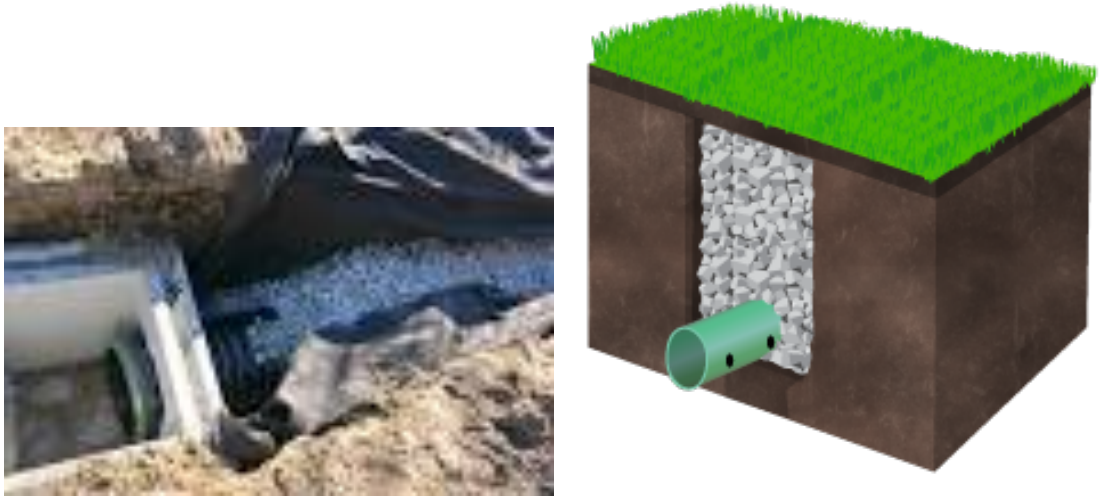


Figure 7-2: Examples of a perforated pipe surrounded by washed gravel and filter fabric barrier.

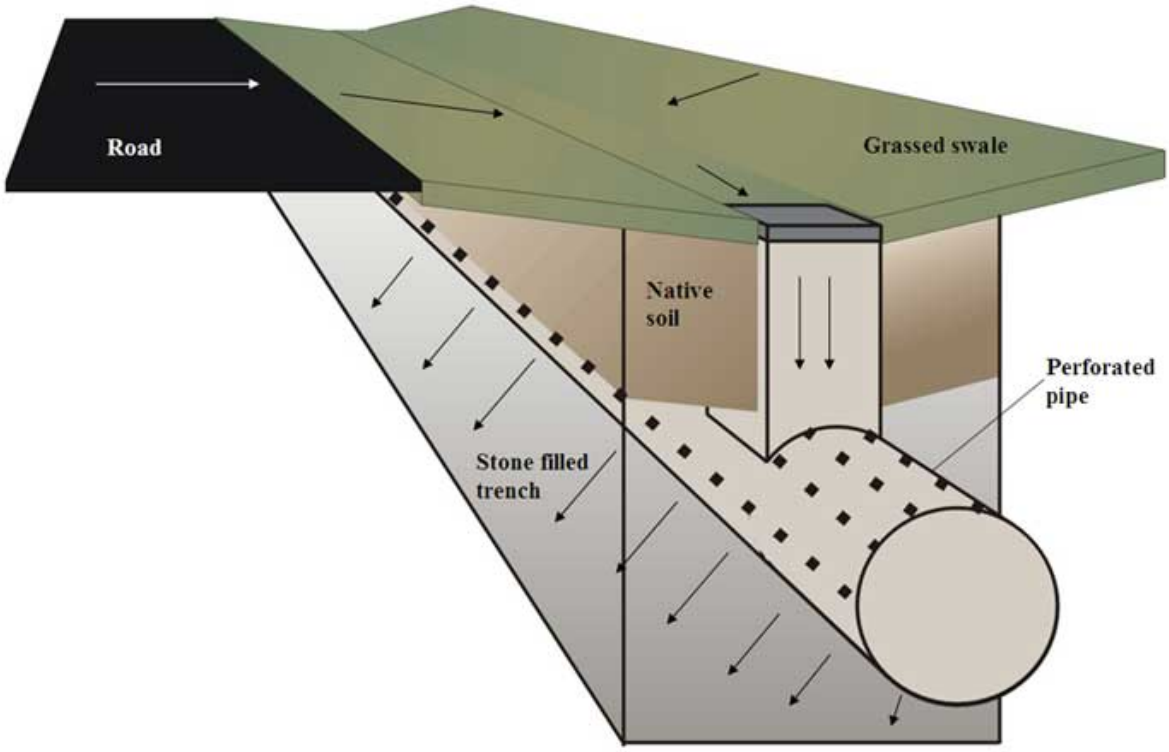


Figure 7-3: Conceptual diagram of how stormwater flows (arrows) through a treatment train.

7.6 ELECTRICAL AND TELECOMMUNICATIONS

7.6.1 Existing Conditions

Cable, telephone, and electrical services are provided to the area by overhead lines along Kahului Beach Road. The Maui Electric Company (MECO) is responsible for providing electricity to the West Breakwater. From the roadway, electricity is transmitted underground given the potential for vessel masts to become entangled in overhead electrical lines. Electrical service terminates at the vessel wash down bays. An electrical service access box is located past the boat ramp and fishermen's check station adjacent to the paved harbor access road. A second, larger electrical service junction is located above ground between the boat ramp and ice vendor.

7.6.2 Potential Impacts and Mitigation Measures

No cable, internet, television or telecommunications equipment or services are proposed at the project site so there would be no impact to these services.

Electrical services would be necessary for key card gate security operations and to run the irrigation pump for landscaping. Maui Electric Company services would be sub-metered and extended underground to the project site and secure parking area at the Applicant's expense. Trenching of the site to connect with electrical services and install underground transmission lines would require minimal site disturbance and ground alterations, however BMPs would be implemented during all ground alteration. The present transmission lines have sufficient capacity to accommodate the proposed facility's needs and there would be no adverse impacts to electrical supplies or generation.

No mitigation measures are proposed beyond those mentioned above and no adverse impacts are anticipated.

7.7 LIGHTING

7.7.1 Existing Conditions

The commercial harbor has regular night-lighting to facilitate operations. Opposite the commercial harbor, the West Breakwater is mostly absent of lights. Presently, there are unshielded lights on steel poles at the boat ramp and trailer parking area fronting the Hale Kiawe at the end of the property. There are also four large down-shielded lights on two separate high poles located on either side of the boat ramp to facilitate evening or early morning vessel / trailer operations at the small boat harbor facility. Kahului Beach Road is also illuminated with street lights on both sides of the roadway.

HRS 205A-71 discourages the use of artificial lights that illuminate the shoreline or ocean waters, except for public safety reasons or purposes. The use of bright lighting can cause a visual nuisance, particularly late at night or during pre-dawn hours. Inappropriate lighting can adversely impact birds and marine life, especially certain avifauna such as Shearwaters that are susceptible to confusion or disorientation by bright, unshielded lights. For this reason, lighting should be down-shielded and designed to minimize glare. Lighting should also meet police guidelines for crime prevention through environmental design.

7.7.2 Potential Impacts and Mitigation Measures

The proposed action does not include any permanently mounted lighting. From time to time, portable lights could be used during specific operations at the facility, but these would be low-standing, down-shielded lights run and only used intermittently. Accordingly, this use would be temporary, short-term in duration and used on an as-needed basis. No lighting would be used to illuminate the shoreline and ocean waters in compliance with HRS 205A-71. All exterior lighting would be shielded and downward directed to minimize light trespass. No artificial light from floodlights, up-lights, or spotlights would be used during construction activities as all construction is anticipated to occur during daylight hours. Protected avian species that could be adversely affected by bright lights are not known to inhabit the West

Breakwater and the project site exhibits no preferred habitat for these species. Consequently, no adverse impacts are anticipated.

7.8 SITE SECURITY

7.8.1 Existing Conditions

Large boulders that have been placed along the western perimeter of the property to delineate the DOBOR parcel. The boulders mark the western extent of the project site. DLNR placed the boulders to prevent unconstrained vehicle access up and over the mounds of dredge spoil between the small boat harbor and the western revetment of the overall breakwater. The physical barrier reduces erosion of the soils and creation of airborne dust from vehicles and helps maintain security of the West Breakwater. Two unimproved gated roads or trails offer access to different parts of the breakwater. The first is located to the southwest of the project site and offers controlled access from Kahului Beach Road to the western revetment of the breakwater. The second controlled access is located seaward of the project site and near the end of the boat harbor access drive. DLNR controls entry to both unpaved access roads through use of a bright yellow, steel, locked swinging gate.

7.8.2 Potential Impacts and Mitigation Measures

Chain link fencing would be used around the perimeter of the project site to secure the area and break the wind. The vinyl-coated chain link fencing would have a longer lifespan given the saltwater environment and would not corrode as quickly as regular steel or aluminum fencing. The fencing would also help create air turbulence to dissipate and diminish air pollution and dust, as well as capture debris and prevent it from becoming airborne. The fence is anticipated to be ~~less than 7~~ 12 feet in height and support mesh screening on the windward sides of the facility to break the wind.

In addition, landscape plantings would be established along the exterior perimeter fences. ~~A~~Hedge rows of Naupaka, Green Carpet Natal Plum, and/or Hau ~~hedge~~ would be used to form an attractive security barrier along the outer edge fence. ~~Both~~ These species are drought tolerant and climate-adapted and require minimal maintenance once established with drip irrigation. Together, the ~~Hau and Naupaka~~ shrubs would serve as an attractive windbreak, provide visual screening, and serve as an extra level of security for the ~~parking and~~ vessel inspection and maintenance facility. With the implementation of the landscape planting plan, no adverse impacts are anticipated and security is anticipated to be enhanced.

A key card or key code access gate is proposed to afford convenient access to the vessel parking area at a time and choosing of the vessel owner. Key cards and the associated trailer parking stall would be available for ~~purchase~~ rental by the boating public at a nominal fee ~~estimated to range from $100 to $130 per month,~~ however no rates or length of rental period have been determined as of yet. The fees collected are intended to defray the cost of constructing the facility and would be determined in consultation with DOBOR. The costs and dangers avoided by the Applicant having to transit their vessels and crew to neighboring islands for required US Coast Guard Inspections is the primary incentive for the proposed project. Purchasers of key cards would be required to agree to use best management practices to protect water and air resources and to avoid and minimize nuisance and enhance safety when using the facility. A contingency plan would also be developed prior to facility operations in the unlikely event the key card reader failed, for example during a major power interruption.

7.9 TRAFFIC AND TRANSPORTATION

7.9.1 Existing Conditions

Kahului Beach Road runs parallel to Kahului bay between Ka‘ahumanu Avenue and Waiehu Beach Road. Kanaloa Avenue and Wahinepio Avenue intersect Kahului Beach Road. The roadway connects Kahului with lower Wailuku and Waiehu. Kahului Beach Road provides access to the Western Breakwater by way of dedicated turning lanes into the small boat harbor facility. A 2-lane wide asphalt drive leads from Kahului Beach Road to various amenities at the small boat harbor, terminating at the property line. On its

seaward side, the access drive passes an ice vendor, picnic tables, boat ramp, fishermen's check station, and ends at a paved turning area and three paved vessel wash down stalls. A concrete pad located in the middle of the drive next to the boat ramp accommodates heavy vehicles and sufficient access and turning radius for boats, trucks and trailers.

A large, open, unsecured, vacant area to the landward side and adjacent to the access drive is flat and undeveloped consisting of crushed coral fill, clay and dirt. Consequently, dust can readily become airborne particulates when cars and trucks cross the site, due to the lack of suitable surfaces (crushed gravel or pavement) designed to accommodate the weight of large vehicles, trailers and boats. Mud can also be tracked onto Kahului Beach Road during periods of heavy rain and stormy weather.

Maui County has developed a bikeway and greenway plan that incorporates access to the Western Breakwater. The plan would encourage multi-modal transit by constructing bicycle lanes and pedestrian walkways that connect Kahului Beach Road, Hana Highway, and other roadways and public spaces including the small boat harbor. The existing facility drive is wide and the site open so as to provide adequate pedestrian walking, biking, and circulation.

An unimproved dirt road leads from the subject parcel boundary near the eastern corner of the proposed project site to the end of the breakwater. The access road accommodates maintenance of the breakwater and access is controlled by DLNR through the use of a large, metal gate. The project site does not extend in front of the access road and thus would not inhibit or hinder its continued use. A second unimproved dirt road leads from Kahului Beach Road out and seaward to the western side of the breakwater. The area is frequently accessed by 4-wheel drive trucks with high clearance. Several concrete barriers have been laid along the berm of the roadway to prevent access at the far southwestern end of the breakwater.

7.9.2 Potential Impacts and Mitigation Measures

The proposed action would have no*minal* affect on existing access to other undeveloped portions of the West Breakwater, Access to and from the boat ramp and the ability to turn trailered vessels would also not be affected by the proposed action as the project site is located 253 feet inland of the rock revetment and boat ramp *and in unused areas of the harbor facility*. The location would not inhibit, deter, diminish or hinder vehicle turning movements, the ability to back down the boat ramp with a trailer to retrieve a vessel, or turn a trailer vessel around. The existing ingress and egress routes to West Breakwater, parking areas and boat dock facilities would not be adversely affected or changed as a result of the proposal given its location. As stated earlier in this document, users of the facility would have to comply with certain rules and standards of operation. These best practices would limit regular maintenance activities of large catamarans and vessels using the large concrete pad during fishing tournaments and canoe regatta events to reduce potential traffic congestion or impacts on parking availability. Additionally, the two gate configuration *for trailered vessel parking* would ~~afford pass through and~~ easier ingress, egress and turning by vehicles pulling trailered boats at the DOBOR harbor, especially during busy periods such as race events. ~~For this reason, w~~*W*ork on large vessels would be scheduled to avoid these events and both gates to the main parking area c~~w~~ould remain open to facilitate ease in turning movements during high traffic events to the extent practicable.

The proposed action would provide a secure parking site for trailered vessels reducing the need to transit Kahului Beach Road with boats on trailers. This would have a favorable impact on traffic both within the harbor and on the public roadway. At least ~~20~~ *some* boaters could safely store trailered boats at the site and use the small boat harbor without bringing their vessel by trailer to the harbor, thereby diminishing the number of trailered vessels using local roadways and eliminating their effect on roadways and traffic in the vicinity. Within the secure parking area, the current porous ground portions of the site and gate access area c~~w~~ould be improved with crushed compacted gravel. This would reduce dust and airborne pollution, and prevent mud and debris from being tracked onto roadways or the boat ramp when vessels are transited to and from the water. With the improvements proposed and the reduced number of trips

boaters would have to take with their trailered vessels on Kahului Beach Road, no adverse impacts are anticipated.

7.10 PARKING, ACCESS & MANEUVERABILITY

7.10.1 Existing Conditions

While parking is random, most trailers and trucks park near the boat ramp along what would be the makai side of the proposed project site (Figure 7-4). Although some individual vehicles ~~can be seen~~ park~~ing~~ against the boulders that line the mauka perimeter of the site, there is amble parking at other locations within the harbor facility ~~for these displaced vehicles~~. Based on routine observations over the past year and antidotal evidence, the number of trucks, trailers and vehicles shown in the figure is representative of non-holiday weekend use of the overall parking area. Use of the parking facilities at the Small Boat Harbor varies, particularly between weekdays and weekends, and use increases considerably during holidays and during special events such as canoe races or fishing tournaments. The DOBOR facility can become quite busy during these high use periods.

Presently, there is no secure parking at the site available to the public and some boaters may have to leave their truck and trailer unattended, putting their valuables at risk of damage or theft. For those that use the harbor at night or early in the morning, such as fishermen who motor to offshore fish aggregating devices near Hana, the extra concern for the safety of their truck, trailer and equipment may be burdensome or discourage night use of the harbor facility.

There are no signs to direct parking or to separate truck & trailer from automobile parking in the vacant undeveloped portion of the DOBOR parcel. Signs along the shoreline restrict or regulate parking adjacent to the boat ramp, wash down facilities, and other shoreward facilities.

A 50 feet wide by 53.5 deep concrete pad directly inland of the boat ramp and mauka of the harbor access road is a trailer maneuver area. The area is intended to remain clear to allow tow vehicles with trailers to pull head in, adjust their position, and back down the boat ramp. The concrete terminates in an open, vacant dirt area that is absent of signs. It is commonplace for tow vehicles and trailers to park just mauka of the end of the concrete maneuver area, however this area should remain free and open to allow for unrestricted traffic flow through the facility.

Just to the north of the concrete maneuver pad a 21 feet wide concrete trailered vessel parking stall extends 69 feet inland from the harbor access road for ADA use and is signed as such.

Normally, most users of the boat ramp park their trucks and trailers just inland of the edge of the access road pavement adjacent to the concrete maneuvering area. In contrast, surfers, stand up paddlers, and water sports recreationalists park along the edge of the rocks extending inland from Hale Kiawe and outlining the corner of the DOBOR parcel. When surf is good in the harbor, fishing boats tend to avoid launching due to incoming swell and large waves that may have to be traversed when exiting the harbor. Such conditions also make it more challenging to return from sea. Reflected waves, currents and swell converge just past the end of the boat ramp's protective groin during big surf that can make navigating the 90 degree right hand turn into the boat ramp more challenging.

There are times when the DOBOR parking lot – as presently configured and designed - becomes busy, crowded and congested. In the past, albeit infrequently, conflicts have arisen when automobiles for watersports have inadvertently parked in a manner that blocked or curtailed the movement of trucks pulling trailers. The situation is worsened because there are no signs directing users of the harbor where to park, what direction to park, or that separates individual automobile and towed trailer boat movements. Phone calls to DOCARE or the Police Department in the past have had limited results because there are few signed restrictions for Officers to enforce.

Conflicts and confusion arise, in large part, due to a lack of organized parking, lack of signs, lack of separation, unclear travel lanes or flow direction, and unused space within the DOBOR parcel.

Figure 7-4 illustrates inefficient parking patterns that are common at the facility. Eighteen trailers are parallel parked, with one trailer perpendicular to the others. To the lower right of the figure, five trucks are parked in a row between the wide concrete boat ramp maneuver pad and the longer, narrower ADA trailer pad. Their location could inhibit the trailers parked makai from backing up if needed. If a car parked makai of these trailers, they could be blocked in with little room to maneuver the tow truck and trailer.

To the right of the ADA pad is a collection of individual cars parked along the asphalt fringe of the trailer turning basin. Some of these vehicles are parked head-in, others are not. The addition of one car in this row could block access from the vacant expanse to the vessel wash down area and access road. Along the rocks outlining the DOBOR parcel, individual cars and trucks have parked at an angle in some cases, and perpendicular to the rocks in other cases. Two cars are parked in front of a gate that provides access to the end of the breakwater in case of an emergency.

HDOT Harbors Division manages the part of the West Breakwater just beyond the rocks that outline the DOBOR parcel. The above referenced gate is just inland and to the northwest of Hale Kiawe. The gate led to an area that was used for automobile parking on HDOT managed land. This area is close to the revetment and in close proximity to surf breaks, offering convenient access when there was good surf in the harbor (Figure 7-4). This area was prepared by members of the Hale and the gate locked/unlocked by its members as a benefit to the surfing and self-propelled watersports community. The area can accommodate a large number of vehicles (estimated to be 45 or more) and is closer to the surf break than most other locations within the DOBOR parking lot. The site reduces the distance that a person has to carry their board, which can be made more difficult in gusty winds. However, the access gate was shut by HDOT due to liability, security and public safety concerns. The area can be used for car or spectator parking during events, such as fishing tournaments or canoe regattas, by requesting a permit from HDOT.

On the left of Figure 7-4 is a relatively flat, vegetated area adjacent to Kahului Beach Road is vacant, overgrown with vegetation, and inaccessible. Access to this ~240 feet deep by ~130 feet wide area is constrained by a series of concrete pylons laid along its perimeter. The site is about 2/3 of an acre. Not using the area diminishes its potential benefit for adding to the harbor's amenities, such as being used for long-term trailer boat storage or spectator event car parking. Furthermore, this vacant area has been used by some to defecate and dispose of personal heath care products, medical waste, and litter.

In its present condition, parking configurations and maneuverability are spatially inefficient and not effectively used. There is also a considerable amount of unused and under utilized space within the DOBOR facility. However, installing signs, establishing traffic flow patterns, separating individual automobile parking from tow vehicles and trailers, and creating turning areas with suitably sized inner and outer turning radius to accommodate towed trailered boats could improve the efficient use of space at the DOBOR Kahului Small Boat Harbor.

Figure 7-4: Existing random parking patterns and turning movements at the small boat harbor.

7.10.2 Conceptual Planning for Improved Parking and Maneuverability

Boat launch ramps must have an adjacent boat trailer and single vehicle parking area that is safe, convenient, and properly sized. Although boat ramps are designed primarily to be used by towed trailers, some people arrive at boating facilities in single cars to participate in boating and recreational activities. Therefore, parking areas should accommodate both trailer and tow vehicles, as well as individual cars. Ease of maneuverability and clear, unquestionable direction of flow are of primary importance in the design of parking areas (ODNR, 2003). This relieves congestion, gridlock, and irregular parking. A one-way system improves traffic flow, eliminates indecision on the part of drivers, and reduces accidents and near-misses (Oregon State Marine Board, 2011).

Properly sized turning radius facilitates trailer and tow vehicle turning without curb-cutting, particularly on the inside of a curve. For example, a 25 feet inside, 30 feet centerline, and 40 feet outside curve radius safely accommodates a 90 degree turn for a 45 feet long tow vehicle and trailer (Oregon State Marine Board, 2011). Excessively wide curves offer no practical advantage and may result in a tow vehicle and trailer moving out of its respective travel lane. Curbing and islands are an effective means to define the flow of traffic and parking configurations. Additionally, Intersections should be avoided and trailer and car parking should be separated to the extent feasible. Rows of parallel parking stalls should either be arranged for head in/tail in parking with one access road, or as pass through stalls with two access roads.

Parking stalls for individual cars should be 18 feet long and 8.5 feet wide according to Maui County standards (MCC 19.36A.040). Aisle width standards are 12 feet for parallel parking, 13 feet for diagonal parking, and 24 feet for perpendicular (head-in) parking. The County does not have specific standards for trailer and tow vehicle parking, except that they are not normally allowed to park on public streets or in individual vehicle stalls.

Trailer parking generally consists of either curbed head-in/tail-in stalls or pass through stalls. Each of the two types of parking can be oriented at different angles to maximize configuration and ease of use.

For example, head-in parking that is perpendicular to an access road (i.e., 90 degrees) is the most space efficient form of trailer parking (Figure 7-5). But it can be difficult to use because it requires the driver to back the trailer out of the parking stall. This is particularly true if staging at night or at dawn as many fishermen do. The access road width must be proportional to the length of the parking stall, or the parking stall has to be wide enough to accommodate a trailer's more limited turning radius.

Angled stalls reduce the amount a trailer has to be turned, making it easier to maneuver from an access road (Figure 7-6). Diagonal parking, such as a 45 degree angle parking stall, is easier to use but not the most space efficient. A 60 degree angle stall has been used as a good compromise between diagonal and perpendicular parking. However, this results in 'dead' spaces at either end of a row of parking stalls. These 'dead' spots can be used for single car stalls, such as ADA access, which improves overall spatial efficiency.

Pass through stalls maximize ease of use but require additional space because they require both an ingress and egress access road (i.e., two access roads instead of one). A 35 feet wide row of diagonal parking stalls set at a 45 degree angle can accommodate a 50 feet long trailer but requires two 12 feet wide access roads (one on either side). Figure 7-6 illustrates diagonal pass through stalls set at a 45 degree angle at the Kihei boat ramp (upper inset) and 60 degree pass through stalls at the Haleiwa boat ramp (lower inset).

Figure 7-5: Conceptual diagram of potential turning movements from parallel trailer parking stalls.

Figure 7-6: Angled parking stalls at 45 and 60 degrees, upper and lower pictures respectively.

Conceptual diagrams of alternative parking configurations suggest parking could be more efficient at the harbor. If used in conjunction with appropriate signage, curbing and islands, more effective parking configurations and traffic flow could be achieved. For example, erecting "head-in" parking signs and placing concrete pylons to serve as curb stops could effectively organize parking, identify parking areas, and separate trailer and car movements. Paving and striping the parking area is unnecessary since reflective, flexible bollards are currently used effectively to mark parking and transit areas (Figure 7-7).

Two figures are provided as conceptual drawings *for informational purposes only*. Excluding the originally proposed project site, Figure 7-7 accommodates 50 automobile and 50 trailered vessel parking stalls when parallel perpendicular parking is used. During special events such as fishing tournaments, Figure 7-8 illustrates that 75 trailers and 50 automobiles could potentially be parked at the site.

The conceptual drawings highlight that the current situation is indicative of an opportunity cost whereby considerable improvements in parking and traffic flow could be realized both within the existing parking area and by using vacant land within the Kahului Small Boat Harbor. By focusing on spatial reorganization, improved signage, and directed traffic flow, the current parking limitations experienced during high-demand events or occassions could be addressed and remedied. This 'expansion of the pie' of opportunities at the harbor could be achieved with minimal cost and effort.

Figure 7-7: Flexible bollards currently help demark no parking and transit areas.

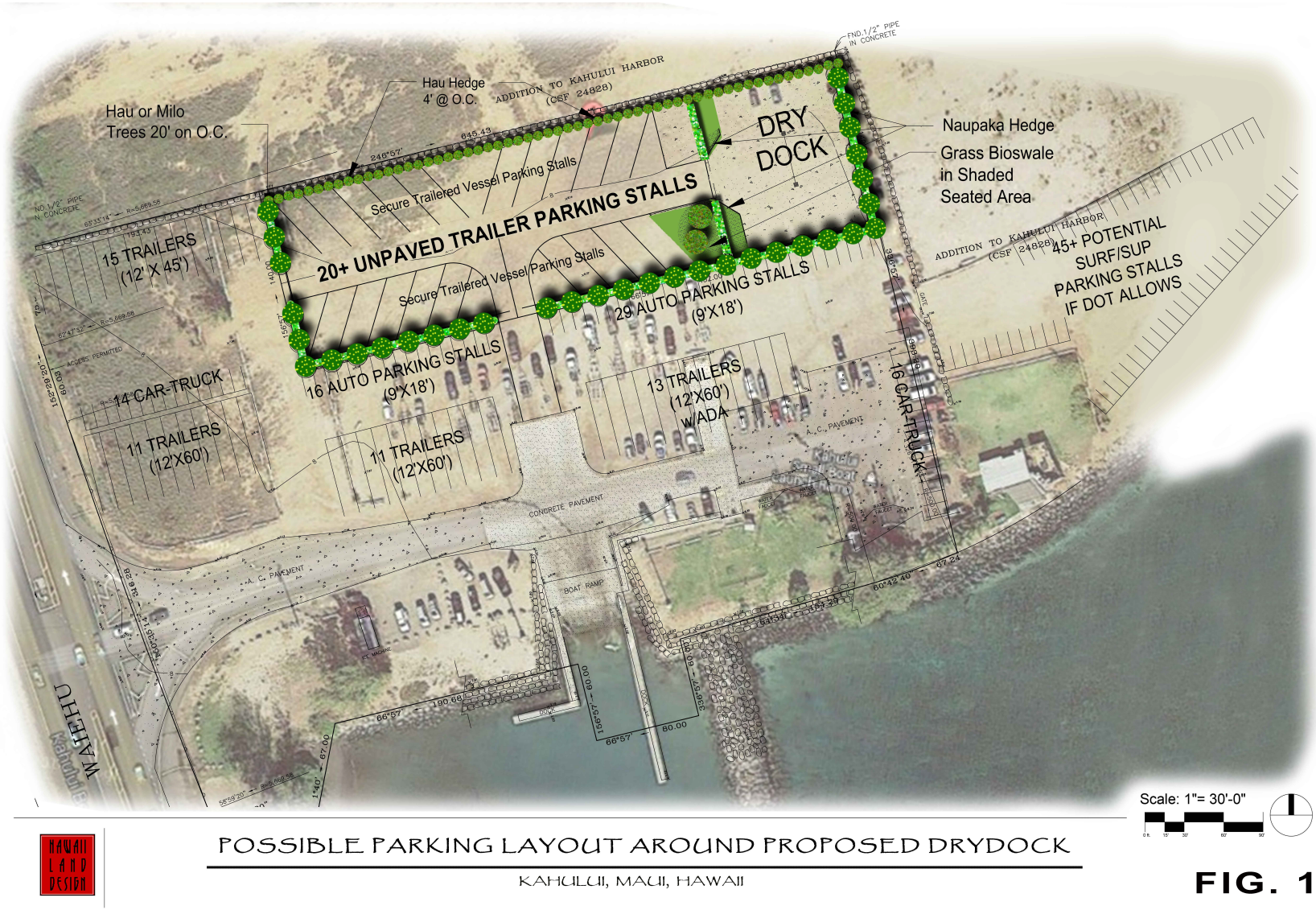


Figure 7-8: Conceptual parking configuration for 50 trailers and 50 cars on original proposal.

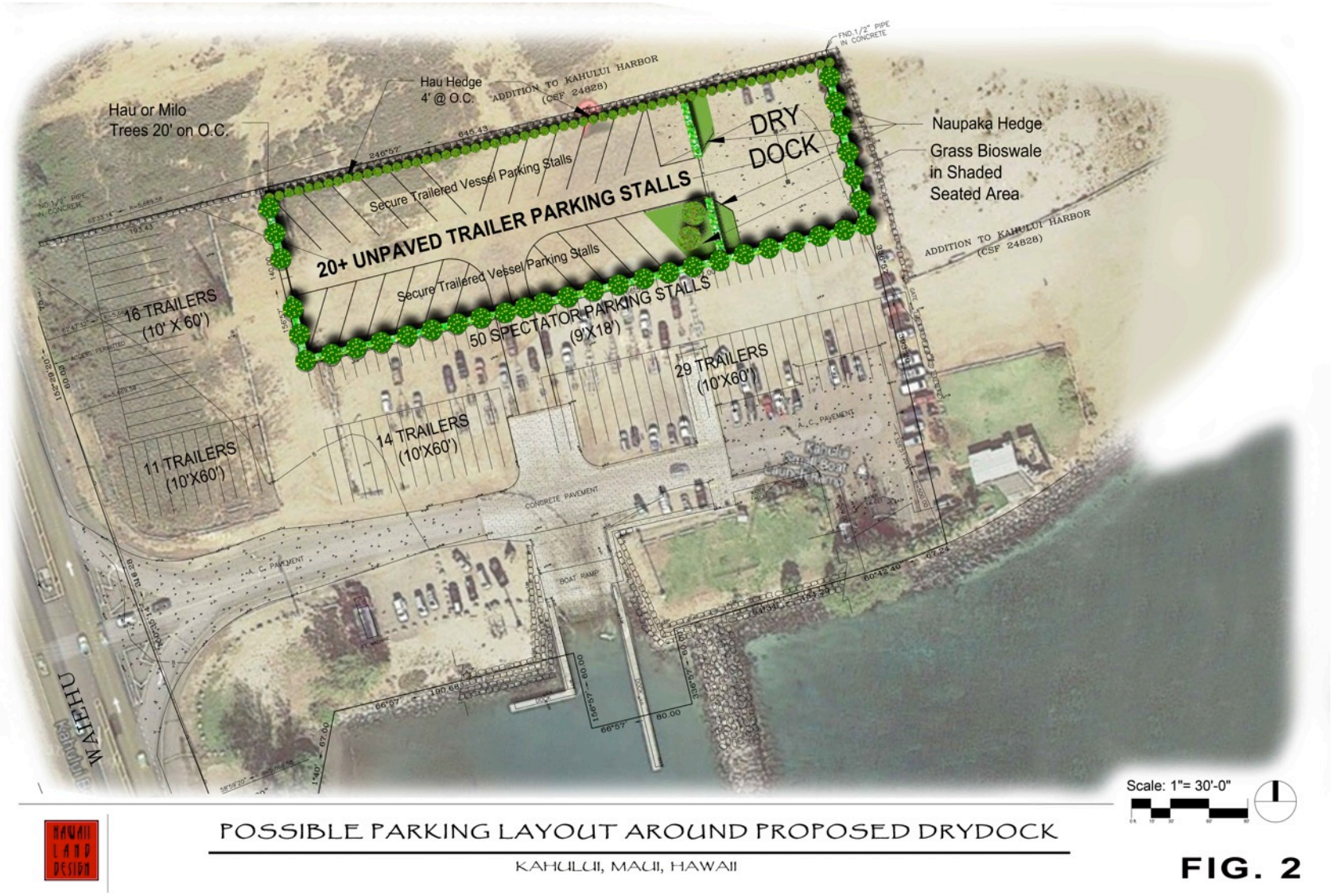


Figure 7-9: Conceptual parking configuration for 75 trailers and 50 cars on the original proposal.

7.10.3 Potential Impacts and Mitigation Measures

Figure 7-9~~1~~ illustrates the reconfigured project footprint superimposed on the property's existing conditions. Approximately 18 vessel trailer trucks parking are shown in the figure. The project may alter parking habits and orientation; however the project would not remove or encroach on areas ~~presently~~ actively used for parking tow vehicles and trailers. Although some parking may be displaced, the project would tend to create a more organized, rather than random, parking configuration outside and adjacent to the project site. A considerable benefit would be an increase in the number of secure trailered parking stalls available to the public. Whereas there is no secure parking at the site presently, this project would create a convenient option for users of the Small Boat Harbor who wants to minimize potential damage or theft of their parked trailers and vehicles.

Maintenance & Inspection Area

Head-in car parking could occur along the perimeter of the maintenance and inspection area. This would be similar to what currently occurs, where cars park next to the large boulders that outline the inland extent of the DOBOR parcel. Signs indicating appropriate parking areas for cars would be erected along the perimeter of the maintenance and inspection area. While the entry would remain unobstructed, the configuration offers sufficient space for parking approximately 18 vehicles along the sites perimeter based on Maui County Code parking standards.

For reference, the facility is located more than 70 feet inland of the ADA-accessible concrete trailer parking stall and to its right (north side). The amount of space between the facility and the actively used trailer parking area provides sufficient turning radius for towing and turning trailered vessels. The amount of open space for towed trailer movements is more than adequate based on recommended standards for recreational boat ramp facilities (Oregon State Marine Board, 2011).

The vessel maintenance and inspection pad would primarily be used in the spring and fall. During the winter, commercial boats are operating whale watching tours and prefer not to haul out unless it is an emergency or an urgent vessel repair. The winter season is also the time of year that Maui's north shore experiences large surf and swell, which makes the boat ramp more challenging to navigate, and when surfing in the harbor can be good. During the summer, commercial boats cater to summer vacationers and would prefer not to haul out. This is also the time of year that many canoe regattas occur and when the MTBC holds its July fishing tournament. As stated in the facility operation rules (Chapter 3.3), regular maintenance activities of large catamarans and vessels using the ~~large~~ concrete pad would be prohibited during fishing tournaments and canoe regatta events to reduce potential traffic congestion or impacts on parking availability. Non-commercial operators and private boaters would be welcome to schedule use of the maintenance and inspection facility use at any time throughout the year. However, the winter and summer months may be more convenient and the impermeable area could be used by for additional event or trailer boat parking, thereby expanding parking options for the boating community.

Secure Trailered Boat Parking Area

Figure 7-9 illustrates the reconfigured project footprint superimposed on the property's existing conditions. The currently inaccessible, unused, vacant area adjacent to Kahului Beach Road would be improved to accommodate free public parking for about 16 to 24 cars and would be accessible from the egress lane of the harbor access road. The vacant area would also accommodate secure parking for about a dozen or more trailers or trailered boats. Access to the secure, fenced trailer parking area would be via separate entry and exit gates. The gates would be operated by key cards or a key code to facilitate 24/7 access at the convenience of boaters. Landscaping would be planted along the perimeter of the secure trailer boat parking area to improve the visual environment, capture dust and break the wind.

The two gate configuration would afford pass through and easier ingress, egress and turning by vehicles pulling trailered boats, especially during busy periods such as race events. For this reason, work on large

vessels would be scheduled to avoid these events and both gates to the ~~main~~ secure trailer boat parking area would remain open to facilitate ease in turning movements during high traffic events to the extent practicable. However, since the secure trailer boat parking area would be separated from current parking and turning areas, it should have negligible effect on turning movements or maneuverability of towed trailers or access to the boat ramp.

Additionally, the project would afford users an option to leave their trailered vessels onsite rather than hauling their vessels to an offsite location which would increase the amount of time an owner could spend boating rather than staging and preparing for boat-based ocean recreation. The project is anticipated to have considerable favorable effect on parking and transportation of vessels and vehicles, by facilitating a more efficient design and configuration of the overall parking area that could be used by the public. The project would expand the recreational opportunities afforded to users of the Small Boat Harbor. The project is not anticipated to diminish the capacity to accommodate public parking needs or the ability to provide sufficient free space for unpaid parking. As such, no adverse impacts on parking, access or maneuverability are anticipated.

Figure 7-10: The reconfigured proposal separates car and secure trailer parking from existing uses.

7.11 ACCESS TO THE BOAT RAMP

7.11.1 Existing Conditions

In August 2009, the boat ramp was expanded to 55 feet wide to accommodate larger vessels. Minus floating docks and bollards, the boat ramp is 47 feet wide with a 45 feet wide grooved pavement area for launching a vessel. Floating docks extend approximately 97 feet on the makai side of the ramp and 52 feet on the mauka side of the ramp, which forms an 50 feet long "L". Both sides of the ramp have a 25 feet concrete walkway that extends to the two floating docks.

Ensuring sufficient space and time for emergency responders is an important consideration in any harbor improvement. Maritime safety is handled by the Maui Police and Fire, Ocean Safety (Lifeguards), NOAA, and the Coast Guard Auxiliary stationed at Maalaea Bay. The Maui County Fire and Rescue Operations have 3 rescue boats to assist in maritime safety and emergency response, one is located on Molokai, one is located in Lahaina, and one is located in Kahului at the Diary Road fire station. The latter is launched by trailer and is 26 feet wide and 8 feet long.

7.11.2 Potential Impacts and Mitigation Measures

Large vessels would prefer to haul out during the first high tide of day, at dawn, or ideally when both are occurring about the same time. Since 2011, there have been about 20 haul outs of large vessels at the Kahului Small Boat Harbor using the widened boat ramp. About half of these used traditional tow trailers which could take 2 to 4 hours to pull a large vessel out of the water. However, the Applicant has invested in a specialty trailer to facilitate expeditious vessel haul outs at the Small Boat Harbor. The trailer is capable of hauling boats up to 65 feet long and 36 feet wide. The trailer has been customized with pneumatic lifts that allow for quick, efficient and effective adjustment of the vessel load, weight distribution, and the level at which the vessel is being towed. The trailer can readily accommodate catamarans, which are more difficult to remove from marine waters using standard belt harnesses. A typical harnesses common in large dry dock facilities can be harsh on the hull of catamarans, because the weight of the vessel is not evenly distributed on the dual hull.

Since the specialty trailer's first use in August 2013, the time involved in vessel haul out has been considerably streamlined, primarily by making minor adjustments to the trailer learned through trial and error. Currently, the time required to haul out a vessel using the specialty trailer has ranges from 30 minutes to 1.5 hours and is typically takes about 40 minutes. During that time other boats may use the floating docks and the boat ramp to launch or haul out. On at least one occasion in the past, another boat was launched without incident while a catamaran was being hauled out using the new trailer.

The Applicant (i.e. hui) collectively own, operate and maintain a dozen boats, primarily catamarans. Vessel widths and lengths range as stated in Table 7-1. Around the State, most small boat harbor trailer parking stalls are 10 to 12 feet wide and range from 45 to 55 feet in length. As itemized in Table 7-1 and with only a few exceptions, the boat ramp is wide enough to accommodate simultaneous haul outs of both large catamarans using the specialty trailer and the launching of individual recreational boats using a standard trailer. Of course, some boats are wider than the trailer they rest up. However, on average, the haul out of large boats using the specialty trailer is substantially quicker than by conventional means. This would be beneficial to other large boat owners that currently have to rely on conventional haul out systems, such as those at Maalaea Bay. Providing an alternative means of haul out that is quicker than conventional harness systems could result in less congestion at boat ramps in other locations, thereby freeing those boat ramps for greater use by recreational boater. Furthermore, with the use of the specialty trailer to conduct haul outs at the Kahului boat ramp, impositions on other boat launches are minimized with respect to time and space.

Table 7-1. Distribution of Applicant's vessel sizes and lengths.

Number of Boats	Length	Width	Simultaneous Ramp Space Available
1	65	36	11
3	65	35	12
1	65	33	14
1	64	33	14
1	65	32	15
1	64	32	15
1	55	30	17
1	54	30	17
1	50	28	19
1	54	27	20

Given that each of the Applicant's dozen boats would have to be inspected one every two years, it can be anticipated that 5 to 6 of the Applicant's boats would be hauled out per year, or 2 to 3 boats each spring and fall. The increased number of haul outs, and the time incurred using the boat ramp, is negligible when compared to the total number of individual boat launches that occur over a full year at the Kahului Small Boat Harbor. Additionally, the boat ramp was designed to accommodate the haul out of large vessels and to facilitate multiple boat launches simultaneously. For this reason, the use of the boat ramp for the haul out of large vessels using the specialty trailer is not anticipated to have a significant adverse impact on boat ramp use, access or availability.

7.12 TIMING OF THE FACILITY'S USE

The concrete inspection and maintenance pad could accommodate two boats at a time. All commercial vessels are required to be inspected every two years by the U.S. Coast Guard. Normally, maintenance and inspection takes about one week to complete and commercial operators usually conduct these activities between May and June (8 weeks), or between September and the 2nd week of December (15 weeks). Consequently, if all 84 commercial vessels on Maui used the facility for their U.S. Coast Guard inspection, the facility could serve 42 boats per year, two boats at a time, equating to 21 weeks of use annually. The facility is envisioned to be used primarily during the fall and spring when weather and business conditions favor removing commercial boats from active service. During canoe regattas, races, and fishing tournaments high use of the DOBOR boat ramp is common and while vessels may be parked on the large pad, maintenance work on the vessels would be scheduled to avoid these high use periods. The concrete inspection and maintenance area could serve for overflow event parking or additional trailer parking during the winter and summer when its use would likely be more minimal. As such, the existence of the facility should not obstruct or intrude on ongoing use of the boat ramp or regular harbor activities.

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CHAPTER 8
SOCIAL & ECONOMIC CONSIDERATIONS

8.1 POPULATION, EMPLOYMENT AND SOCIO-ECONOMIC IMPLICATIONS

8.1.1 Existing Conditions

Maui County has experienced substantial population growth over the past two decades, including growth in the Hana region. Island-wide, the population grew 28% from ~100,000 to ~128,000 between 1990 and 2000 and to 156,764 by 2011 according to census data (Maui County Data Book, 2012). A U.S. Census report put Maui County's estimated population at 160,195 for 2013, up 3 percent from 2010 (HDOT, 2014). Wailuku had a population of 20,729 people and Kahului had a population of 26,328 according to the 2010 census data.

Median household income adjusted for inflation was $65,558, up about 6 percent from 2011 and 2012; and 44 percent of property owners and 38 percent of renters put 35 percent or more of their family incomes to mortgages and rent respectively (US Department of Commerce, 2013). However, 5.4 percent of Maui County families were below the poverty line. Average family size in 2013 was 3.53 individuals, and more people were divorced that married in Maui.

Among those who identified themselves as one race, whites were the highest portion of the population at 34 percent with 53,262 people and Asian with 44,592 people. The third largest ethnic group were persons of mixed race at 36,385, followed by Native Hawaiian and Pacific Islanders with 16,102 people based on 2010 census data. The median age of residents was 40.3 years and there were slightly more men (50.9 percent) than women (49.1 percent) according to the aforementioned study (American Community Survey, 2013).

Economically, three quarters of the 82,975-member workforce 16 years and older were employed in the private sector and 17 percent of the workforce or 11,928 jobs were in government and 9 percent were self-employed in 2013 (Maui County Data Book, 2012 and HDOT 2014). There was a slight increase in the percentage of government workers and a slight decline in the percentage of private sector workers compared to 2012. The largest sectors of employment were in arts, entertainment and recreation, and accommodation and food services at 21.4 percent (18,069 jobs); educational services and health care and social assistance at 17.8 percent (12,616 jobs); and followed by retail trade, 11.8 percent and agriculture. There were 1,156 farms located in Maui County in 2007 covering approximately 225,568 acres, of which 54,557 were crops including 34,500 acres of sugarcane. The average farm size was 195 acres and the median farm size is 5 acres.

The average monthly cost for a homeowner with a mortgage was $2,261, whereas the average monthly rent was $1,292. The median value of housing in the county in 2010 was $614,600 and is increasing. In addition, nearly 10% of the resident population reported having a disability (9.5%)(HDOT 2014).

8.1.2 Potential Impacts and Mitigation Measures

The proposed action would have no impact on population growth. In the short-term, the proposed construction activities would have positive economic effects such as supporting workers and local purchases of materials.

In the long-term, the project would encourage small boater safety by providing a convenient and economical means to conduct vessel repairs and safety inspections. Providing a location for these services on Maui, as opposed to the neighboring islands of Oahu and the Island of Hawaii, would help keep expenditures for these services in the local community, which is beneficial. No adverse impacts to the economy of Maui or Lahaina are anticipated.

8.2 ARCHAEOLOGICAL AND CULTURAL RESOURCES

8.2.1 Existing Conditions

Prior to 1960, the subject parcel did not exist and was under water. The eastern side of the breakwater consisted of a long, man-made, rock revetment that was constructed to create the harbor and minimize wave exposure to its users. According to the County's 1961 Land Zoning Map No. 3, the project site was entirely submerged. The West Breakwater was created from the materials dredged from the harbor between 1960 and 1987. The site is comprised of reclaimed filled land made up of coral fragments, bottom sediments and dredge spoils. These materials have been heavily disturbed during the harbor dredging process.

In 2010, Scientific Consultant Services, Inc. conducted an archaeological survey along 1700 feet of the harbor's inner shoreline adjacent to Kahului Beach Road (HDOT, 2014). They also conducted a cultural impact assessment of the area. The State Historic Preservation Division (SHPD) concluded that further testing of the bay's inner shoreline was not necessary for HDOT's proposed protection of the Kahului Beach Road. An inventory survey conducted for that project identified eight archaeological studies around the perimeter of Kahului Bay and earlier research indicates nearly two dozen archaeological studies have been completed around the vicinity of the harbor (HDOT 2007, 2014). The studies of these sites identified cultural deposits of remnants of the old Kahului Railroad Bed, historic refuse, as well as early pre-contact artifacts, midden, and scattered human remains. However, none of these sites were on the subject parcel or within close proximity to the project site, namely because it was underwater in the past. As such, the likelihood of encountering historic artifacts or burials is very low at the project site.

Historically, several seeps were located along the western corner of the bay. These seeps bring freshwater to mix with seawater creating favorable conditions for certain species of fish. The existing floating boat dock, rock revetment and shoreline next to Kahului Beach Road is used by fishermen to catch ʻopae (shrimp), ʻamaʻama (mullet, *Mugil cephalus*) and ulua (Carangidae spp.). The shoreline area between the West Breakwater to the Maui Beach Hotel is used intermittently throughout the year to fish for papio (Carangidae spp.) and to gather limu (HDOT, 2014). Diving and spear-fishing for octopus (tako or heʻe) takes place within the harbor when conditions offer clear water and good visibility (McGerty and Spear 2001 in HDOT, 2014). The Hanapaʻa Fishing Tournament is held in West Maui during the summer (July) and boater's use the West Breakwater small boat harbor ramp to launch and transit to West Maui.

During the winter season, surfing, standup paddling and jet-skiing occur regularly on the western side of the bay inside the harbor. Canoe club paddling for practice and competition are common within the harbor. Hawaiian Canoe Club has a canoe hale and storage facility along the sandy shoreline on the eastern side of the bay near the commercial harbor. Canoe and paddle races, such as the Maliko Gulch run use the West Breakwater small boat harbor ramp to stage chase boats and launch motorized vessel support for these races.

8.2.2 Potential Impacts and Mitigation Measures

The project site is on filled land that was submerged prior to the 1960s. The ground is made up of dredge spoil and fills material from past dredging operations in the Kahului Harbor. Given that the area was historically submerged, there would be minimal traditional and customary native Hawaiian practices that occur on or within the proposed project area. Presently, there are many cultural and recreational activities that occur in and around the Kahului Harbor. However, the proposed project would not adversely affect cultural resources or hinder customary or traditional shoreline access, gathering rights, or the exercise of native Hawaiian rights, or any ethnic group, related to gathering, access or other customary activities. The availability of safe secure parking for boats, trailers, and trucks would help contribute to the various activities at the harbor. Should cultural artifacts or remnants be encountered during ground altering activities, all work would cease and the SHPD contacted immediately. No adverse impacts are anticipated.

8.3 VISUAL RESOURCES

8.3.1 Existing Conditions

Kahului Beach fronts the harbor and ocean offering views of the island, ocean, and mountains. At high points on the road, there are distinctive views of Kahului Harbor and ocean. The Scenic and Historical Resources section of the Maui County General Plan 2030 and the Technical Supplement No. 8: *Identifying and Managing the Scenic Resources in Hawaii's Coastal Zone*, did not identify the roadway's visual resources as critical for protection (Figure 8-1). However, the study recommends that a landscape plan be developed for the harbor that beautifies the area and is sensitive to the seaward view potential. The MIP also discourages development on Conservation designated lands that disrupts scenic landscapes.

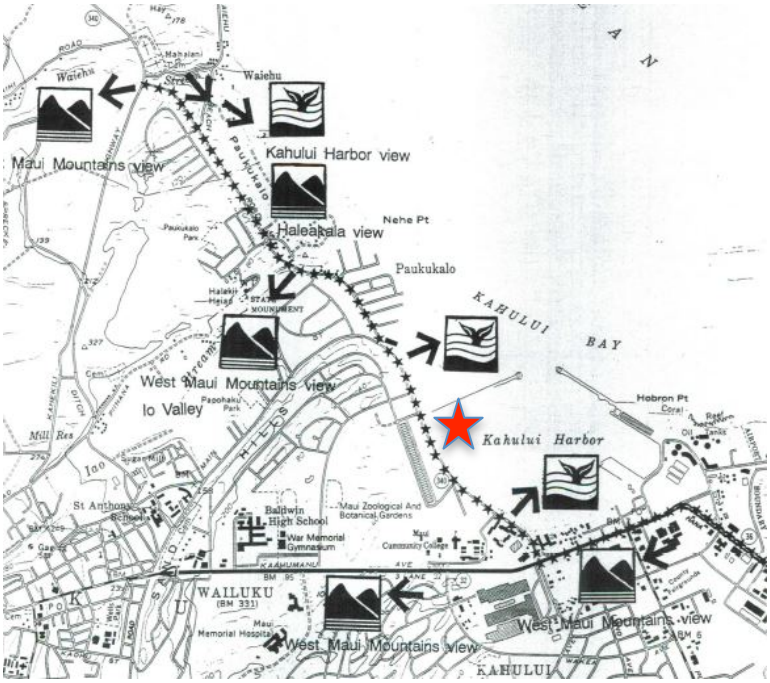


Figure 8-1: Scenic views identified from Kahului Beach Road.

Views from inside the harbor to the project site are hindered by the rise in topography, the boat ramp, and the rock revetment along the water's edge. Views across the harbor from the roadway or the shoreline near the commercial harbor are expansive and the project's visual footprint is minimal in its context. Large trailered vessels located at the project site would only be partially visible from across bay.

Views of the harbor, mountains, and ocean can also be experienced from several upland locations such as Ke'opuolani Regional Park. The Park is located across and uphill from Kahului Beach Road and has several soccer and playing fields along its hillside. However, views of the project site and trailered vessels are mostly obstructed by a line of ironwood trees along Kahului Beach Road and topography. For example, a large trailered vessel parked at the project site is not readily apparent in Figures 8-2 to 8-8 that were taken from the surrounding neighborhood, Ke'opuolani park playing fields and playground, and Kahului Beach Road. As shown in Figure 8-9, a large trailered vessel at the proposed project site has minimal imprint within the landscape of the small boat harbor and its surrounding scenery.

8.3.2 Potential Impacts and Mitigation Measures

Landscaping with Hau, Green Carpet Natal Plum and Naupaka shrubs would provide an attractive visual screening of the project site and would improve the scenery in an otherwise devoid, barren, vacant spot on the West Breakwater. A large trailered vessel is unlikely to be acutely visible in the background of the overall harbor, either from within the harbor due to topography, or from sandy shorelines opposite the West Breakwater given the wide expanse and small view print of any vessel parked at the site. Furthermore, vessels parked at the site are commonplace given the parcels use as a small boat harbor and thus any trailered vessels would not be out of character for this environment. Identified scenic views would not be obstructed or substantially altered due to the presence of trailered vessels and use of the project site. Given its small footprint, large trailered vessels at the project site do not appear to disrupt the views or scenery from surrounding and upland uses and locations. No adverse impacts to visual resources are anticipated.

Figure 8-2: View from the residential neighborhood along Liholiho Street above the harbor.

Figure 8-3: View from the soccer field bleachers at Ke'opuolani Regional Park.

Figure 8-4: View from the Ke'opuolani Regional Park lower parking area.

Figure 8-5: Makai view from the Ke'opuolani Regional Park play ground.

Figure 8-6: Tree line and berm along the makai edge of the Ke'opuolani Regional Park playground.

Figure 8-7: View from Kahului Beach Road.

Figure 8-8: View of the shoreline along Kahului Beach Road

Figure 8-9: View from the small boat harbor access drive.

8.4 RECREATIONAL RESOURCES

8.4.1 Existing Conditions

One hundred years ago, the shore of the harbor was a sandy beach used as a canoe landing site and the shallow reef in the harbor was popular for surfing. Since that time two breakwaters were constructed to protect the harbor with a 600-foot wide entrance channel between them and only a small portion of the original sandy beach remains, primarily on the east side of the harbor. There are many recreation activities that occur within the harbor and its immediate surroundings. Common recreational activities include outrigger canoe paddling, kayak and one-person outrigger canoe paddling, surfing, body boarding, stand up paddling, surf skis, jet-skiing, boating, pole fishing, spear fishing, seaweed limu gathering, and swimming, among others.

Outrigger canoeing and racing is a major year-round activity with many events taking place in the harbor. Two canoe clubs practice in the harbor's waters, the Hawaiian Canoe Club and Na Kai Ewalu. Laeula o Kai, a canoe club based in Kanahā Beach Park north of the harbor, also practices in the harbor on occasion. Organized practice for children and adults begin March and the summer regatta season begins in June. Practices and races continue with the long-distance paddling season beginning in August and finished with the October Molokaʻi-to-Oʻahu races. High school paddling begins in November after the Molokaʻi races and ends in February. The Maui County Hawaiian Canoe Association schedules regatta events and the sport attracts a wide age range of participants. Canoe hales, storage and support buildings are located along the sandy shore of the eastern side of the harbor adjacent to Hoaloha Beach Park. Canoe practices and races occur throughout the year and practices benefit from the more quiescent waters and protection from large ocean swell afforded by the harbor and its breakwaters.

Swimming occurs primarily at Hoaloha Beach on the east side of the Harbor. Due to the murky and sometimes polluted water conditions, the beach is not considered a favored swimming area by many, but is easily accessible from Hoaloha Park and the adjacent canoe club has outdoor showers making it an attractive location. Some swimming, primarily by children from the neighborhoods near the harbor or with family outings also occurs off the floating dock at the small boat harbor launch ramp on the West Breakwater.

Surfing in and around the harbor is a recreational pastime spanning a hundred years or more. The surf sites within the harbor are best during large north swells with no wind or a light kona wind that blows offshore in the harbor. Surfers and the spectators that watch them typically park on the West Breakwater near the small boat harbor launch ramp. There a few smaller surfing and body boarding sites located off the beach fronting Hoaloha Beach

The type of surfing depending on the size of the waves, but may include body boarding, long board, short board surfing, stand-up board using paddles, surf ski, single outrigger canoe surfing, kayak surfing, and wave-ski surfing. Kite surfing and wind surfing are popular north of the harbor at Kanaha Beach Park but does not occur in the harbor or along the outside of the breakwaters.

The primary surfing sites in the harbor are defined by the edge of the turning basin and include, from west to east:

Jetties - on the edge of the reef between the West Breakwater and the channel from the boat-launch ramp to the turning basin used primarily for body boarding during large surf conditions.

Old Mans - located on the edge of the reef on the east side of the channel from the boat-launch ramp to the turning basin. The take-off spot is just inside a buoy that marks the edge of the turning basin for ships and the site is good for long boards.

Buoys, Middle Lefts or Harbor Lights – is located on the edge of the reef offshore from the Harbor Lights condominium complex.

Charthouse - located off shore of Hoaloha Beach near Pier 2.

Ledges - located outside of the harbor on the west side of the West Breakwater. The site is best during the winter months with overhead-sized waves.

Fishing is both a subsistence, cultural, inter-generational and recreational activity common at the harbor. Shoreline fishing areas along the beach within the harbor and from the rock revetments along the edge the West Breakwater is commonplace. However, in the past, there have been user conflicts between akule fishers, pole fishers, and other fishers in the harbor. For safety reasons, net fishing is prohibited within the turning basin and no fishing is allowed within the security zone around the commercial portion of the harbor (Piers 1 and 2).

Schooling fish such asakule (big-eyed scad, *Selar crumenophthalmus*) often come into the harbor. In addition, halalū (juvenile akule), pāpiʻoor juvenileulua (giant trevalley, *Caranx ignobilis*), mullet (ʻamaʻama, *Mugil cephalus*), and nehu (anchovy, *Encrasicholina purpurea*) can be found in the harbor's waters. Nehu can be netted as bait fish for aku fishing (skipjack tuna, *Katsuwonus pelamis*) and Pāpiʻo are found around the schools, where they feed on the nehu. With Harbor Master permission, commercial fishers may use surround nets in the harbor basin to catch large schools of akule when they come into the harbor. When halalū come in the harbor, usually on the east side around Piers 1 and 2, they can be caught only with a hook and line and no lay nets can be used.

When water clarity is good, spear diving for octopus (tako or heʻe, *Octopus cyanea*) and reef fish occurs on the shallow reef in the harbor. However, the corner of the reef near the intersection of Kaʻahumanu Avenue and Kahului Beach Road accumulates floatable debris and is often avoided due to impaired water quality. Night diving occurs on the reef in the harbor and along the interlocking tetra pods that form the outer end of the West Breakwater.

Throw-net fishing for various schooling fish occurs mainly off Hoaloha Beach and the pocket beaches fronting the Maui Beach Hotel. Some fishing for ʻoama (juvenile goatfish, *Mulloides flavolineatus*) occurs in the harbor, primarily by the DLNR small boat harbor launch ramp, where they congregate on a small sandbar.

The DLNR regulates fishing and gathering in the harbor. The entire harbor is treated as a Fisheries Management Area and managed, regulated and enforced accordingly. A fishing check-in station next to the small boat harbor ramp has maps and posts a DLNR published pamphlet describing limits and catch reporting responsibilities. ~~in three areas of the harbor.~~

~~*Area 1* - located from the shore between Piers 1 and 2 to a line from the base of Pier 2 to the southernmost corner of the building on Pier 1.~~

~~*Area 2* - located from the shore between Pier 2 and the extension of Puʻunēnē Avenue to a line from the northwestern corner of Pier 2 to the intersection of the shore and the Puʻunēnē Avenue extension.~~

~~*Area 3* - located at the small boat harbor launch ramp on the West Breakwater. The area is located west of a line that follows the inner edge of the west breakwater to the shore at Kahului Beach Road. Fresh water springs are found in this corner of the harbor, and mullet congregate there to feed on seaweed. Signs are posted on the shore.~~

Gathering seaweed, or limu, for sustenance and recreation has occurred for many years along the shoreline and on the shallow reef near Kahului Beach Road inside the harbor. The fresh water seeps that mix with salt water create favorable habitat for limu. At one time, there was abundance of limu, but given anthropogenic influences and other factors the abundance and presence of limu has declined. A more recent phenomena is aquarium collecting. Some salt water aquarium owners gather sand for their aquariums from the ocean bottom on the east side of the harbor believing the sand has an abundance of nutrients and that it is good for the marine life in their aquariums.

The Maui Ocean Center has a scientific collection permit to gather fish, coral, and other marine life. The harbor is a nursery for hammerhead sharks (manokihikihi; *Sphyrna lewini*) and pups are collected using a hook and line, primarily from shore at Hoaloha Beach. Collection of fish, such as to‘ao, or black tail snappers (*Lutjanus fulvus*) occurs where the reef drops off into the turning basin near the red buoys. The Center also has permission to collect feather-duster worms and sponges by hand on the reef. Recent efforts to ban or regulate the aquarium trade bring to light the complexity of the activity as it is recreation for some, a commercial enterprise for others, and serves educational purposes for certain sectors.

The County of Maui under the administration of Mayor Alan Arakawa gave the Senior Boaters Club, permission to build a clubhouse and landscape a small area along the West Breakwater. The Hale Kiawe is located at the end of the access drive for the DOBOR small boat harbor launching ramp and just beyond the trailered vessel wash down areas. The Club moved into the present site on June 30, 2006. Previously, they had been on state land closer to the boat-launch ramp for approximately 25 years. The club is comprised of about 70 retirees most of whom are over age 60. Hale Kiawe club members fish in the harbor for species such as pāpi‘o and ulua. Fishing is primarily from the boulder revetment, adjacent to their club house.

8.4.2 Potential Impacts and Mitigation Measures

The proposed action would not deter or diminish the range of recreational activities that occur within the harbor or along its shores. The project site is located well-inland of the harbor’s shores and would not adversely affect recreational activities that use the harbor or the West Breakwater. The proposed secure parking area would be beneficial to boat owners in terms of gaining quick and convenient access to their vessel for ocean recreation activities. Chase and support boats for outrigger canoe races would also benefit by having a secure location to park their boats, trailers and trucks, as well as an impervious surface area to inspect and repair their boats, if needed. Both the U.S. Coast Guard and rescue operations would benefit by having a dedicated, secure location on the north shore of Maui for staging, inspection, haul-out, and maintenance purposes. The ~~larger of the~~ grassy swale areas would accommodate a vegetated area fringed by Naupaka~~, and would be allocated to a future, traditional, open air, pole hale pavilion in the event that the boating community wanted to create a shaded gathering area.~~

The proposed action is intended to help support the diversity of small boat ocean recreation activities and their needs to operate safely, efficiently and stage quickly. The proposed action is not anticipated to diminish recreational resources or adversely affect recreation in the harbor or on the West Breakwater. No additional mitigation is proposed.

CHAPTER 9
RELATIONSHIP TO LAND USE PLANS & POLICIES

9.1 OVERVIEW

The following subsections review the property's present land use entitlements and directives for land use provided by the state, county, and community. Consistency determinations in each subsection are equivalent to an "Evaluation of Impacts and Mitigation".

9.2 HAWAII STATE PLAN

The Hawaii State Plan is codified as HRS Chapter 226 and sets out broad goals and objectives for land use, development and conservation strategies in Hawaii. For example, Section 226-11(b) states that to achieve land-based, shoreline and marine resources objectives, it is the policy of this State to:

> (3) Take into account the physical attributes of areas when planning and designing activities and facilities.
>
> (9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.

Additionally, Section 226-19 provides direction in the context of the socio-cultural advancements in leisure activities as follows:

> (a) To achieve the housing objectives, it shall be the policy of this State to:
>
> (2) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.

Relative to transportation, Section 226-17 states:

> (b) To achieve the transportation objectives, it shall be the policy of this State to:
>
> (2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives.
>
> (4) Provide for improved accessibility to shipping, docking, and storage facilities.
>
> (6) Encourage transportation systems that serve to accommodate present and future development needs of communities.
>
> (8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs.

9.2.1 Consistency

The design of the parking, maintenance and vessel storage facility would enhance ocean access for small boat users. The facility would enable small boaters to park their vessel onsite rather than have to haul the vessel to a private location further away. The improvements would offer far greater convenience for boaters to maintain their vessels and increase the capacity of the DOBOR harbor facility to support recreational boating needs in close proximity to the DOBOR boat ramp. The proposed action would provide improved accessibility for docking and storage, as well as improving access for the present and future members of the boating community. For these reasons, as well as others described in this document, the proposed action is consistent with the objectives of the broad goals, objectives and policies of HRS Chapter 226, the Hawaii State Plan.

9.3 HAWAII STATE FUNCTIONAL PLANS

Part II of the Hawaii State Plan (HRS 226) establishes a statewide planning system to coordinate and guide all major state and county activities and to implement the overall theme, goals, objectives, policies, and priority guidelines. The system implements the state plan through the development of functional plans and county general plans. Functional plans set forth the policies, statewide guidelines, and priorities within a specific field of activity, when such activity or program is proposed, administered, or funded by any agency of the state. Functional plans are approved by the governor and serve as guidelines for funding and implementation by state and county agencies (HRS § 226-57).Part III of the law establishes priority guidelines in seven key topical areas including; economic growth, population growth, crime and criminal justice, affordable housing, education, sustainability, and climate change adaptation. Although primarily intended to guide government actions, relevant excerpts from two of the topical areas are described below.

> HRS §226-108: Sustainability. Priority guidelines and principles to promote sustainability shall include:
>
> > (2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;
> >
> > Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawaii.
>
> HRS §226-109: Climate change adaptation priority guidelines. Priority guidelines to prepare the State to address the impacts of climate change,
>
> > (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;
> >
> > (10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.

9.3.1 Consistency

According to various documents and presentations from the University of Hawaii, School of Ocean and Earth Science over the past few years, sea level has risen 9 inches over the past century in Maui, Hawaii (Fletcher et al., 2002, 2003). The rate of sea level is predicted to grow exponentially over the next hundred years. As a result, storm water drainages will have less head pressure and may not drain properly if they are too close to the water table elevation. In addition, rain events are predicted to become more severe overall and volumes of rainfall are expected to increase. To be sensitive to these potential changes, the proposed subsurface drainage system for the project has been designed to accommodate extra volumes of rainfall and storm runoff from the concrete pads and to discharge these into a subsurface catchment and retention system that is well above the water table.

In addition, the plants selected for landscaping the exterior of the parking areas perimeter fence and grassy swales would be climate-adapted, drought tolerant species. This will enable the plants to survive with minimal irrigation support.

By incorporating resiliency to climate change in the project's design, such as landscape plantings and drainage systems, the facility is less likely to be adversely effected by climate change and/or sea level rise. Accordingly, the proposed action conforms to the broad guidelines and intent of the State's functional plan.

9.4 STATE LAND USE

State Land Use designations are set forth in HRS Chapter 205. Hawaii's lands are categorized into four land use districts: Urban, Agriculture, Rural, and Conservation. The project is located entirely within the Conservation District (Figures 9-1 and 9-2). Pursuant to HRS 20505, County zoning and community plan designations don't apply to Conservation lands, however County-approved ministerial approvals such as electrical permits are usually a requirement of Conservation District Use Permits.

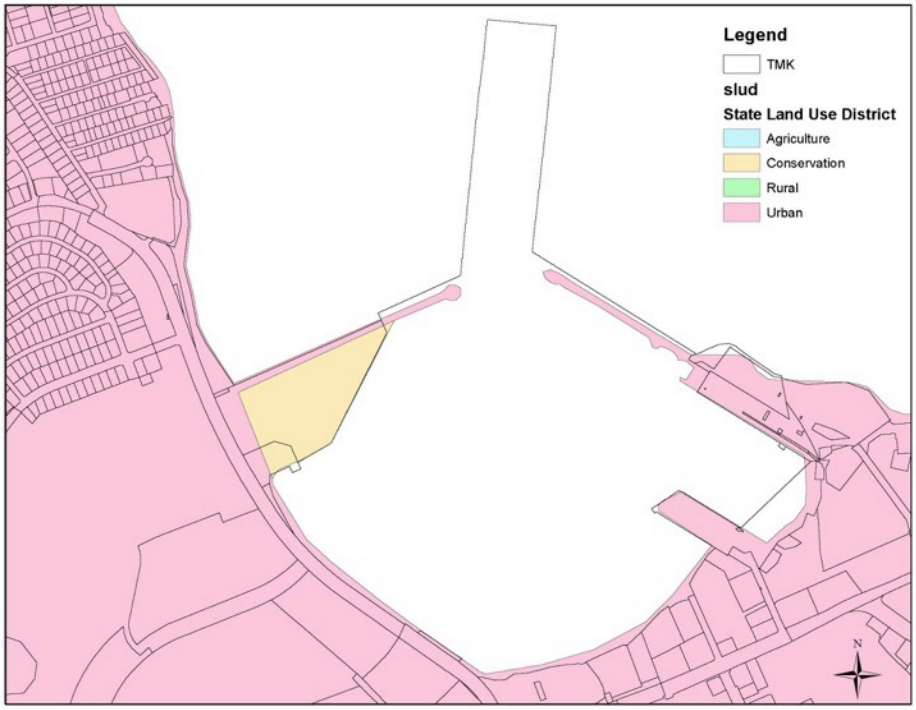


Figure 9-1: The State Land Use map designates the parcel as Conservation.

9.5 CONSERVATION DISTRICT SUBZONES

Within the Conservation District, HRS Chapter 183C empowers the Board of Land and Natural Resources (BLNR) to establish categories of uses or activities on conservation lands, and restrictions, requirements, and conditions consistent with the standards for use of conservation lands. Accordingly, conservation lands are categorized into five (5) subzones and regulated pursuant to HAR Section 13-5 of the DLNR.

These subzones range from permissive to very restrictive, depending on the ecological and public trust resources being conserved. Subzone categories include Protective, Limited, Resource, General and Special. HAR 13-5-22 through 25 identifies allowable uses within each subzone. Uses that are permissible in a more restrictive subzone are allowed in each of the subsequent less restrictive subzones. Thus, identified uses in the Protective subzone are allowable uses in the Limited, Resource and General subzones. Additionally, each subzone has four different types of approvals, each with its own specific process. These range from public decision making to simple site plan approvals. Types of approvals include: a Board approval which is held during a public hearing, Board approved management plan, Department (administrative) permit, administrative approval of a site plan, and no administrative or Board approval requirements.

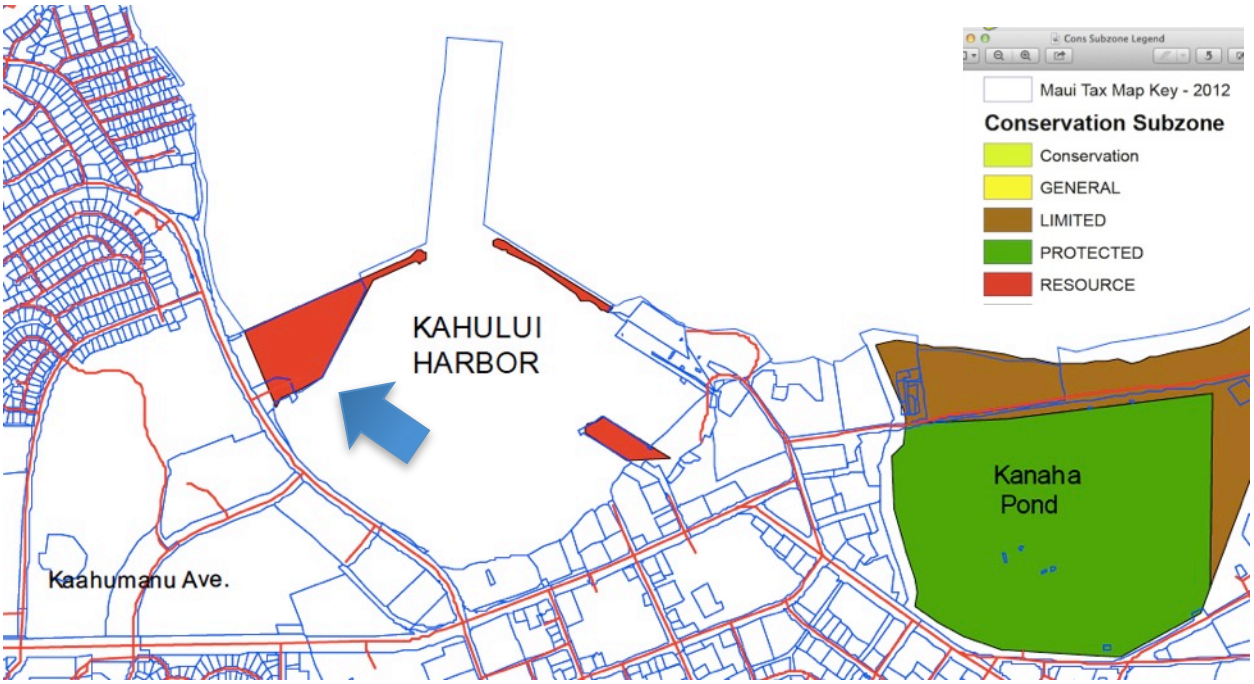


Figure 9-2: Conservation Subzones at the subject property.

9.5.1 Resource Subzone

The subject area is located entirely within the Conservation District Resource subzone (Figure 9-2). The purpose of the Resource subzone (HAR 13-5-13) is to protect and manage lands that are:

- potential future parkland and lands presently used for parks,
- suitable for timber operations,
- suitable for outdoor recreational uses such as hunting, fishing, hiking, camping and picnicking,
- offshore islands, except for those in more restrictive subzones, or
- marine waters.

9.5.2 Identified Uses

Activities allowed in the Resource subzone include those listed in the Protected and Limited subzones. HAR Section 13-5-22 identifies Public Purpose Uses (P-6)(D-1) approved by the Board as a permissible use within the Protected and Resource subzones.

P-6 PUBLIC PURPOSE USES

(D-1) Land uses undertaken in support of a public service by an agency of the county, state, or federal government, or by an independent non-government entity. Examples of public purpose uses include but are not limited to public roads, marinas, harbors, airports, trails, public water works and other utilities, energy generation from renewable sources, communication systems, watershed and conservation projects, flood or erosion control projects, recreational facilities, and community centers intended to benefit the public in accordance with public policy and the purpose of the conservation district.

Additionally, there are several other identified uses in HAR Section 13-5-22 that would permit the proposed action. For example, (P-8)(D-1 and C-1) Existing Structures and Land Uses and (P-13)(C-1 and B-2) Land and Resource Management. Section 13-5-23 (L-2) identifies Landscaping as a permissible use in the Limited and Resource subzones. Uses identified with a D-1 require Board approval, C-1 uses require a Department approval, and B-1 requires a site plan approval

9.5.3 Consistency

The proposed action is consistent with the uses identified within the Protected, Limited and Resource subzones described above. More specifically, the proposed action is being undertaken by an independent non-government entity in support of DOBORs efforts to promote ocean and recreational boating and would benefit the public in accordance with the public policy that established the site and the purpose of the small boat harbor. As such, the proposed action is consistent with a public purpose use as described HAR 13-5-22 (P-6)(D-1).

The parcel is dedicated to DOBOR as a small boat harbor facility and is an existing boat ramp recreation site with various supporting amenities. The proposed improvements would occur on a ~~1.453~~0.88 acre portion of the 6.1 acre DOBOR facility, or approximately ~~2~~1 4% of the property. Within the ~~1.453 acre (63,293 square feet)~~ project site, the installation of ~~two~~ one concrete pad~~s~~ for vessel maintenance and inspections would alter approximately 14,000 square feet, or ~~2~~3 2% of the area. As a result, the proposed improvements would be considered "moderate", as defined in HAR 13-5-2, because they alter more than 10%, but less than 50%, of the DOBOR facility and/or project site.

Landscaping would be installed within a four (4) to six (6) foot buffer along the outside of the ~~45~~120 foot long, 140 foot wide, perimeter chain link fence. This would equate to an area of ~~7,104~~2,080 to 3,120 square feet in landscape plantings and is consistent with identified uses in the limited subzone, as L-2 (C-1), and less restrictive resource subzone. Additionally, rows of Naupaka would be planted between the concrete pads and grassy swales, and the swales and unpaved parking area, adding approximately 600 square feet, for a total ~~of approximately 7,700~~ 3,720 square feet.

The proposed action is a permissible and consistent with uses identified for the Conservation District Resource subzone. A Conservation District Use Permit would also be obtained and no further mitigation measures are proposed.

9.6 COUNTYWIDE POLICY PLAN AND GENERAL PLAN

The Countywide Policy Plan (CPP)for Maui acts as an over-arching values statement and provides a policy framework for the Maui Island Plan and individual Community Plans. The CPP was adopted by ordinance 3732 on March 24, 2010 and sets forth guidance for the County's growth to year 2030.. The CPP provides broad goals, objectives, policies, and implementing actions that portray the desired direction of the County's future over a twenty-year period. The CPP is the outgrowth of, and includes the elements of the earlier General Plans of 1980 and 1990.

The CPP includes:

1. A vision statement and core values for the County to the year 2030,
2. An explanation of the plan-making process,
3. A description and background information regarding Maui County today,
4. Identification of guiding principles, and
5. A list of countywide goals, objectives, policies, and implementing actions related to core themes.

There are two sections of the CPP that are particularly relevant to the proposed action. First, Section IV of the CPP, pages 64, provides several county-wide goals, objectives, policies, and actions including:
G. Improve Parks and Public Facilities

Goal: A full range of island-appropriate public facilities and recreational opportunities will be provided to improve the quality of life for residents and visitors.

Objective:
1. Expand access to recreational opportunities and community facilities to meet the present and future needs of residents of all ages and physical abilities.

Policies:
Implementing Actions:

a) Protect, enhance, and expand access to public shoreline and mountain resources.
h) Expand affordable access to recreational opportunities that support the local lifestyle.

Second, Section IV of the CPP, pages 66-69, provides several county-wide goals, objectives, policies, and actions. Among these are:

H. Diversify Transportation Options

Goal: Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.

Objective:
4. Improve opportunities for affordable, efficient, safe, and reliable ocean transportation.

Policies:

a) Support programs and regulations that reduce the disposal of maritime waste and prevent spills into the ocean.
b) Encourage the upgrading of harbors to resist damage from natural hazards and disasters.
c) Encourage the State to study the use of existing harbors and set priorities for future use.
d) Explore all options to protect the traditional recreational uses of harbors, and mitigate harbor-upgrade impacts to recreational uses where feasible.
e) Encourage the upgrading of harbors and the separation of cargo and bulk materials from passenger and recreational uses.
f) Encourage the State to provide for improved capacity at shipping, docking, and storage facilities.
g) Encourage the State to provide adequate parking facilities and transit connections within and around harbor areas.
h) Encourage the redevelopment and revitalization of harbors while preserving historic and cultural assets in harbor districts.
i) Encourage the State to provide adequate facilities for small-boat operations, including small-boat launch ramps, according to community needs.
j) Support the maintenance and cleanliness of harbor facilities.
k) Support the redevelopment of harbors as pedestrian-oriented gathering places.

9.6.1 Consistency

The proposed action includes publicly available impervious surface areas with attendant treatment systems to help capture and treat potential pollution, spills and runoff that could otherwise enter the ocean during vessel repair and maintenance activities. The proposed action enhances access to the ocean and the island's coastal and shoreline resources by providing a convenient means for boaters to quickly prepare and launch their vessel. While out to sea, boaters would have the ability to park their towing vehicle in a secure location. This would reduce and alleviate concern over theft, break-ins and vandalism while the vehicle was left unattended during boating recreational activities. The added security would tend to reduce the vessel owner's worry and could improve their boating experience. The proposed action would add to the range of amenities and services offered at the small boat harbor and would help expand the ease of access, both in terms of location and timing, to boating recreational activities for the community. Overall, the project contributes to the revitalization of the West Breakwater. The proposed action agglomerates similar harbor uses by redeveloping existing vacant space rather than constructing new facilities elsewhere along an undeveloped portion of Maui's coastline. Enhancing exiting facilities is more

effective and convenient for the boating public than having such services located in disparate and uncoordinated locations. Based on the above, the proposed action is consistent with the CPP.

9.7 MAUI ISLAND PLAN

The Maui Island Plan (MIP; Maui County, 2012) was adopted on 12/28/2012 and provides direction for future growth, the economy, and social and environmental decisions on the island through 2030. The MIP establishes a vision, founded on core values that break down into goals, objectives, policies, and actions. The MIP looks comprehensively at many factors that influence the physical, social, and economic development of the island. The MIP establishes a Directed Growth Strategy, which identifies areas appropriate for future urbanization and revitalization. The MIP also identifies and addresses key environmental, housing, and economic development issues relevant to Maui's current and future generations.

Key highlights of the Plan include:

- Adoption of a Directed Growth Plan. Growth areas are established where future growth is desired. This will make development more predictable, including County service and infrastructure providers and will help reduce development costs, provide more affordable housing, and lower taxes to the public.
- Protection of Maui's Small Towns and Rural Character. Outside of growth areas development will be limited to preserve our agricultural lands and open space. This will "keep the country - country".
- Affordable Housing. Maui will have safe, decent, appropriate, and affordable housing for all residents developed in a way that contributes to strong neighborhoods and a thriving island community.
- Protection of Watersheds and Coastal Resources. Watershed and coastal zone management will be integrated to protect those areas of the island that contain critical marine resources, including coral reefs.
- Economic diversification. Promote emerging industries such as high technology, renewable energy, niche tourism, local agriculture, health care, entertainment, and education.
- Integration of Land Use and Infrastructure Planning. Implement a framework to ensure that infrastructure and land use planning functions are integrated, so that infrastructure can be provided more effectively and efficiently.

There are three principal aspects of the MIP that are appropriate to consider in context of the proposed action. These relate to directing growth, parks and ocean transport. First, the project is located within the urban growth boundary of the MIP and is therefore consistent with reducing sprawl and agglomerating similar coastal dependent facilities together. Second, although the Western Breakwater is State land, it has previously been considered for Park development. Third, the subject parcel is an integral component to Maui's harbor infrastructure.

9.7.1 Urban Growth Boundaries

Focusing growth in areas that already have or are planned to have infrastructure will provide for less costly services, reduced commuting, protect community character, and preserve agriculture, open space, and cultural and natural resources. The MIP includes goals, policies, programs and actions, which are based on an assessment of current and future needs and available resources. The MIP is intended to be the principal tool for decision makers to evaluate public and private projects and their impacts on land use, the economy, environment, infrastructure, and cultural resources. The project site is within the urban growth boundary (Figure 9-3).

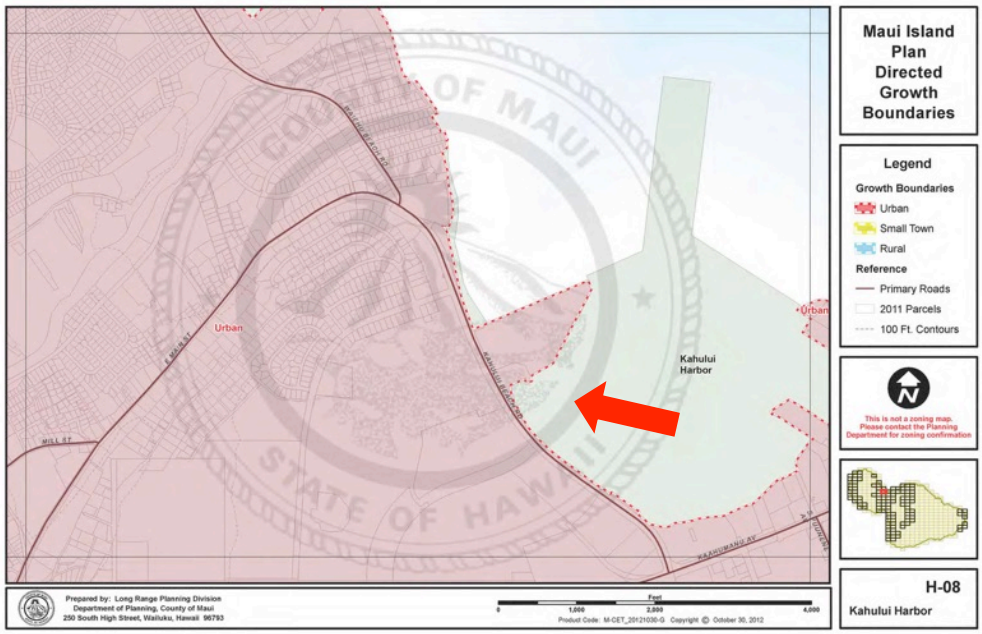


Figure 9-3: The MIP designates the area to be within the urban growth boundary.

9.7.2 Parks

Within the MIP, the Wailuku-Kahului region contains more parks per capita than any other community plan area on the island of Maui. Since many of the community's parks provide region-wide facilities, they are used by residents of other communities. The community plan area has approximately 186 acres of sub-regional park land and 377 acres of regional parks. Based on current de facto population, the area is deficient in sub- regional park lands by approximately 477 acres. Future projections to 2030 indicate that this deficit will increase to 541 acres.

Mayor Arakawa also has plans to expand Keopuolani Regional Park considerably, which is located across Kahului Beach Road from the DOBOR small boat harbor. The Park is the largest park in Maui with 110 acres that include seven playing fields, a pool, a gym, skate park, and amphitheater. According to the MIP, the scarcity and cost of suitable parkland necessitate that appropriate park sites be identified early in the planning process to allow sufficient time to acquire sites with favorable topography, access to infrastructure, and locations that could serve the dual purpose of meeting a community's recreational needs while serving as visual relief and open space between and within communities.

The West Breakwater was given to the County in years past, however the County returned the area to DLNR due to constraints and challenges in developing the area for public purpose uses.

Implementing Actions

6.6.1 Action 2. Identify community partners for the maintenance and ownership of community park facilities.

6.6.2.j Support public-private partnerships to implement the acquisition and development of parks when consistent with the General Plan.

6.6.2.k Support a coordinated program to improve, operate, and maintain joint-use facilities and grounds.

6.6.3-Action 1 Amend development regulations to ensure the construction of adequate parking with pathways near shoreline access points

9.7.3 Consistency

The project is not in a park and community plan designations do not apply to Conservation District lands owned and regulated by the State. Nonetheless, the project site, DOBOR parcel, and surrounding area are used by the public for outdoor and recreational activities. Keopuolani Regional Park is located across the four-lane Kahului Beach Road and access between the two areas is predominantly by car. Foot traffic between the two is constrained by the high volume and speed of motorists using the roadway.

The project reflects the benefits of a public-private partnership in that it implements several aspects of the DOBOR Master Plan for the area with no cost to the State. Furthermore, the proposed action would improve the operations of the DOBOR facility by providing secure parking for boaters. Boating safety would be enhanced by having an area dedicated to boat maintenance and inspections with attendant impervious surface work pad and drainage capture and treatment systems. Moreover, the proposed action actualizes the MIPs recommendations to construct adequate parking near shoreline access points, such as the harbor boat ramp. As such, the project is consistent with the MIP.

9.7.4 Harbors

Harbor areas can provide a great atmosphere for outdoor recreation and entertainment activities. Creating gathering areas for recreation and entertainment near harbor districts has proven to be a successful economic development tool for many port cities such as San Francisco and Seattle. The MIP recommends that the County should develop a master plan analyzing the potential for harbor front revitalization incorporating the potential for increased recreation and entertainment as one component of the plan.

Policies

6.11.1.b Work with public and private entities to provide adequate pier slips, utilities, repair facilities, and waste-disposal capabilities

Implementing Action

6.11.1-Action 1 Update/amend the Wailuku-Kahului Community Plan to accommodate planned harbor improvements and any compatible land uses considering seal level rise.

Goal

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

Objective

6.11.2 Establish more economically thriving and environmentally sensitive small boat harbors accommodating resident and business activity, including fishing, recreation, and tour boats.

Policies

6.11.2.a Provide for needed shore-side facilities and capabilities to support small boat harbor users (e.g. repair facilities, parking, cold storage, and mass-transit connections).

Implementing Actions

6.11.2-Action 1 Provide boat owners with adequate pier slips, utilities, repair facilities, waste-disposal capabilities, and yacht berthing/launch/recovery services.

6.11.2-Action 2 Develop plans and funding mechanisms to stimulate shore-side improvements to small boat harbors.

6.11.2-Action 3 Broaden cooperation with State, County, and private entities to regularly report progress on projects and implementing initiatives

9.7.5 Consistency

The project would provide publicly available parking stalls for trailered vessels. The project would substantially enhance the ability to repair and inspect boats used for recreational purposes. The proposed

action would create two concrete pads and install a storm water catchment and treatment system. This would prevent dust, debris, and spills of fluids from boat repair activities from entering nearshore waters, as opposed to the current situation where individuals may repair their boats on the highly pervious coral fill which can quickly migrate to harbor waters. The addition of landscape plantings will enhance visual relief at the harbor, will create a needed wind break for users of the facility, and will help stabilize any runoff from the site. The proposed action would implement the actions called for in the MIP by improving shoreline services for small craft boat operators and offers benefits to the public without cost as a result of the public-private partnership. The proposed action is clearly consistent with the implementing actions of the MIP and actualizes those preferred actions.

9.8 KAHULUI- WAILUKU COMMUNITY PLAN

There are nine Community Plan (CP) regions within Maui County and seven on the Island of Maui (Figure 9-4). Each CP establishes desired land use patterns, goals, objectives, policies, and implementing actions for the CP region. The CP guides functional areas, infrastructure development, public and quasi-public development patterns, and permissible uses within specific land use designations. Although CP designations are not applicable to State Conservation lands, they provide guidance in the context of community interests and an evaluation of the CP and its recommendations are appropriate.

The subject property is located within the Kahului-Wailuku CP (KWCP) region on lands designated as Park in the 2002 version of the KWCP (Figure 9-5). Parks are for lands developed for recreational use and include all public and private, active, and passive parks.

Parks differ from Open Space in that Open Space is intended to limit development based on physical, environmental or scenic constraints. The definition of Park in the CP is non-specific however zoning has four categories of parks ranging from small neighborhood to large regional parks, as well as golf courses.

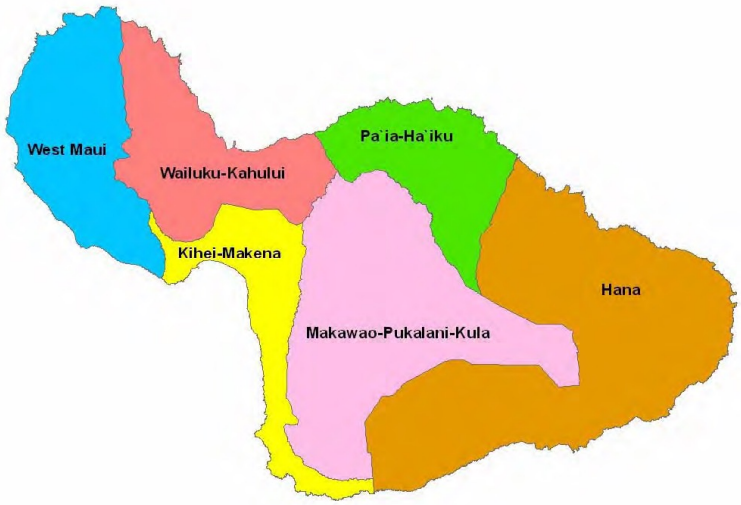


Figure 9-4: Community Plan regions on Maui.

The KWCP identifies the need for a recreational harbor in terms of additional slips or a new marina (see KWCP, B.1.a., page 5). Regarding economic activity, the KWCP encourages industrial growth through the expansion of existing industrial centers associated with the harbor (see C. Objective #3, page 12). In relation to recreation, the KWCP places a high priority on implementation of Keopuolani Park (mauka of the site) and enhancement of the Kahului Harbor shoreline (Objective #7, page 21) while maintaining existing recreational uses of the harbor for the canoe club. When development occurs, the KWCP recommends that alternative sites be provided for canoe club activities (Objective #12). The KWCP also notes the need to have a bikeway system that connects various urban and park areas, including a bike path along Kahului Beach Road that would provide access to the DOBOR property.

Under the Transportation section (page 35), objective #8 lists a variety of actions for the DOT harbor, but these are not directly related to the subject property.

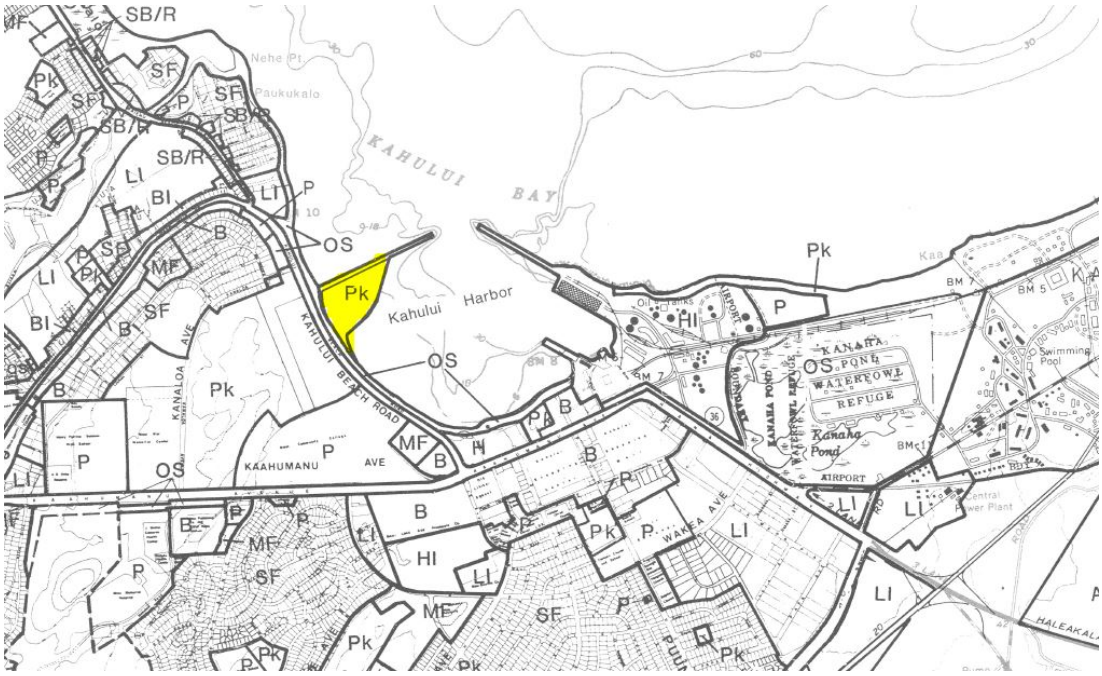


Figure 9-5: The Kahului-Wailuku Community Plan designation.

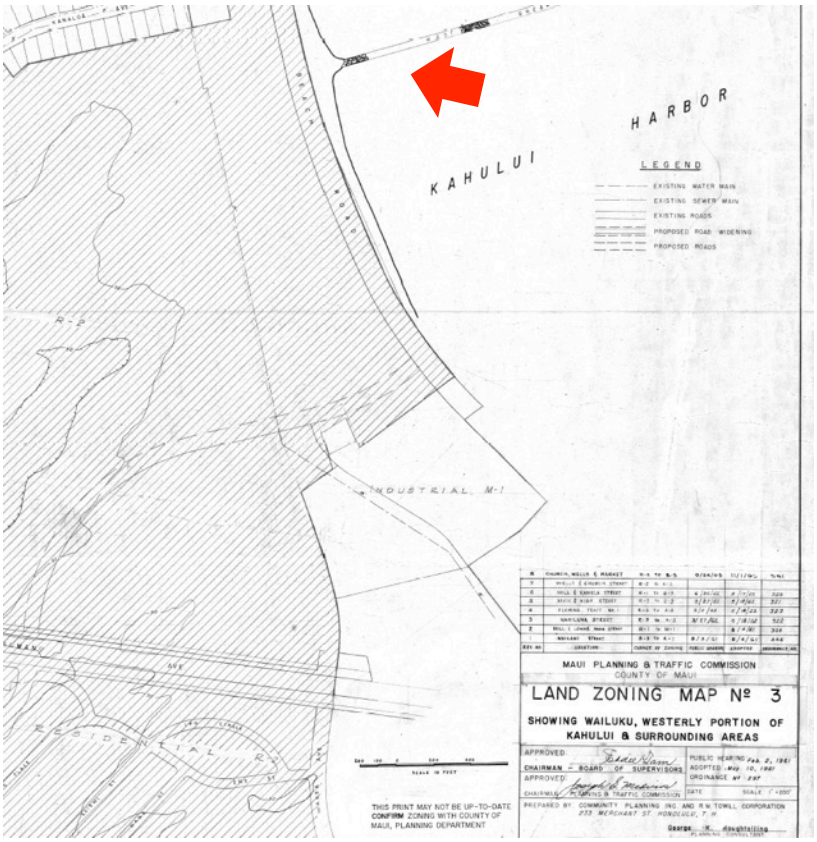
9.8.1 Consistency

The proposed use of the vacant harbor facility area to support secure trailer and truck parking is consistent with the KWCP guidance and recommendations. Providing a safe, secure parking area would encourage and not inhibit canoe paddling events and their support vessels. Paddling events often require the support of a chase boat for safety reasons and to provide immediate response when needed. Having a secure parking facility for tow trucks used for these chase boats would be advantageous to both the vessel owner and the event.

Encouraging growth of harbor-related activities, such as a dedicated location to conduct vessel maintenance and inspections, would also be in keeping with the economic goals of the KWCP. The project site's location inland of the existing boat ramp allows for other diverse uses, such as bicycle access and water sports activities that use the piers and amenities at the DOBOR facility. Based on the above, the proposed use is consistent with the KWCP. Furthermore, Executive Order #4282 expanded the site for DOBOR's use and Executive Order #4283 retracted the County's use of Kahului Harbor Park.

9.9 COUNTY ZONING

MCC Chapter 19.12 establishes zoning designations for real property under the County's jurisdiction. The overall purpose of zoning is to ensure that land uses are compatible and that the public's health, safety and welfare are protected. In 1958, Maui County designated all lands that did not have specific zoning designations as "Interim" zoned lands. Prior to 1960, the Kahului spit did not exist and the subject area was under water. According to the 1961 Land Zoning Map No. 3, the subject area was within the Kahului Harbor and not subject to County zoning (Figure 10-6). Furthermore, County zoning does not apply to State-designated Conservation Lands.



As illustrated in earlier portions of this document, the Kahului spit was created from the materials dredged from the harbor between 1960 and 1987. The site is comprised almost entirely of reclaimed fill land.

Filled or accreted land along the shoreline becomes property of the State as a public trust resource. Accordingly, County records indicate that TMK (2) 3-7-001:023 & 021 are "not zoned".

Unfortunately, the County's database system incorrectly lists the site as having split zoning of Interim and Residential (R-1). The errant listing is being revised by the County Planning Department and they have provided written confirmation that zoning does not apply to the project site or subject parcel.

Figure 9-6: Maui County Land Zoning Map, 1961.

The project site is located on the seaward side of the four lane Kahului Beach Road. The site is more than 500 feet away from the most makai extent of the Maui central park. The park's elevation (~20 feet asl) is also higher than the project site beginning behind an earthen berm and up a long hillside that hosts various sports fields. The Maui central park district is intended to provide for the planning and development of educational, recreational and cultural facilities in a setting of a regional park, with primary emphasis on providing facilities for use by the general public. There are no direct foot paths, bike ways or pedestrian crossings that connect the park to the project site and access between the two relies on vehicular access routes.

Although county zoning is not applicable to the site, more intensive boat activities are permitted in smaller sized and configured lots. For example, small boat building is a permitted use in the Light Industrial (M-1) zoning district. In contrast, ship works are only permitted in the Heavy Industrial (M-2) district (MCC 19.26.020 (24)) given the uses may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or vibration. For comparison, light industrial areas must be enclosed on at least three sides by a wall or fence at least six feet high (MCC 19.24.020A (25) and B) or contained within a roofed structure. Site development requires a minimum lot area of 7,500 square feet, minimum lot width of 65 feet, and front, side and rear yard setbacks of up to 10 feet each. In M-1, light manufacturing and processing allows for minor emissions of odors, fumes, noise, vibrations, or glare such as small craft assembly plants.

9.9.1 Consistency

Maui County confirms that zoning restrictions do not apply to the subject property. The proposed action includes a 7 feet high fence around the project site with landscape plantings along its perimeter. Although no assembly of water craft is proposed, the site's dimensions, setbacks and configuration are in

compliance and exceed those that would be required of a light industrial site. As such, the proposed action conforms to County public health and safety standards and thus is not inconsistent with County zoning and site development standards.

9.10 OCEAN RESOURCE MANAGEMENT PLAN

The first Ocean Resource Management Plan (ORMP) for Hawaii was completed in April 1985. Since that time the ORMP has been updated in 1991, 2006 and most recently in 2013 pursuant to HRS 205A-62. That ORMP set forth policies to guide the direction and coordination of state agencies responsible for the conservation of marine resources. Topics of concern include nearshore recreation, marine conservation and preservation, ocean waste disposal and accidental spills, beach erosion, fisheries, harbor development, coastal energy facilities, mariculture, and ocean energy resources.

DBEDT statistics show that visitor expenditures were $11.2 billion in 2010, which was approximately 17% of the state's Gross Domestic Product. In 2010, the State had nearly 7 million visitors of which 70% were from the U.S. mainland and 30% from overseas. (HDOT, 2014).Because the islands are surrounded by the Pacific Ocean, many of the recreational jobs are centered on ocean uses. These uses are diverse and include a variety of recreational uses such as kayak and stand up paddle rentals, fishing tours and whale watching. With visitor arrivals projected to rise, jobs in the recreation sector are important and have increased by nearly 2% year over year (DBEDT, 2013).All of these uses of ocean and coastal resources need to co-exist.

According to the ORMP, there is an opportunity to protect the public health, promote public recreation, respect traditional practices, advance food security, enhance tourist activity, and grow Hawaii's economy as a whole by investing now in effective ocean management and focusing on priority issues. Excerpts from the ORMP's priorities are listed below.

Management Priority #4: Marine Resources

Fisheries – Both commercial and non-commercial fishing contribute to Hawaii's food security.

- Hawaii has the highest per capita non- commercial fisheries catch in the nation at 1.4 million fishing trips for a total near 2.7 million fish in 2011.
- Commercial fishing contributes directly to food security as well as to jobs in ways such as through fish auction, fish dealers, and grocers. Commercial fishers include bottom fish and pelagic fisheries, deepwater coral and coral reef fisheries, and crustacean fishing. Charter fishers are included in this category.
- Recreational fishing is motivated by sport or pleasure. Fishermen often sell their catch through informal networks. Sport fishermen participate in several dozen fishing tournaments across the State of Hawai'i annually. A 2006 UH SOEST report estimates the economic impact of direct fishing tournament spending at $6.2 million annually, with non-tournament expenses such as airfare and hotel accounting for an additional $5.1 million annually (HDOT, 2014). Others fish for reasons beyond sport or pleasure, such as for subsistence, sustenance, and tradition.

Example Actions to Accomplish the Ocean Economy Goals

- Provide ongoing funding for the Ballast Water and Hull Fouling Prevention Program in DLNR Division of Boating and Ocean Recreation (DLNR-DOBOR).

Management Priority #6: Ocean Economy

Background

- Hawaii's economy is dependent on the health of the ocean. The marine-related industries of fishing, aquaculture, tourism, recreation, and shipping provide approximately 15% of Hawaii's civilian jobs. According to the National Ocean Economics Program, in 2010 Hawaii's ocean economy accounted for 100,215 jobs and over $3.1 billion in wages.

- According to UH College of Tropical Agriculture and Human Resources (UH CTAHR), Hawai'i residents eat more seafood per capita than the rest of the United States. In 2010, Hawai'i residents spent $330.68 per capita or 11.4% of their total food consumption at home and in restaurants (Loke, M et al., 2012).. This is over twice as much as the U.S. per capita of $143.68. Hawaii's aquaculture value of shellfish and finfish is $2,000,000 annually, and expected to increase.

Example Actions to Accomplish the Ocean Economy Goals (page 36, 7th dot point) states:

- Investment in small boat harbors, for example, a dry dock facility on Maui.

9.10.1 Consistency

The project is an investment in small boat harbor facilities that can be completed now as opposed to later. The project provides the benefits of a public-private partnership by using private funds to improve the overall small boat harbor facility and its amenities, as opposed to waiting for public funds to be allocated and expended on clearly needed infrastructure; namely, secure vessel parking. Providing secure parking for tow vehicles and vessels will benefit both fishing and recreational interests, such as canoe clubs during races. Having the ability to maintain and inspect vessels onsite in a controlled, environmentally sensitive manner would enhance the ongoing safe use of boats for ocean recreation, fishing, and tourism. The facility would contribute to preventative maintenance, such as hull fouling, and would actualize the priorities of the ORMP. Accordingly, the proposed action is consistent with the ORMP.

9.11 BEACH MANAGEMENT PLAN

The Beach Management Plan for the Island of Maui was incorporated by reference into the MIP (Maui County, 2012). By doing so, an analysis of the proposed actions consistency with the Beach Management Plan is appropriate for any land development proposal. The first edition of the Plan was in 1997 and had a number of prudent recommendations for conservation and preservation of Maui's beaches many of which have since been enacted. The second edition of the Plan was completed in 2008 and identifies thirteen (13) areas to improve effective management of Maui's beaches and shoreline resources. Unlike the first edition which mainly provided recommendations, the second edition offers specific strategies to avoid degradation of Maui's beach, sand, and shoreline resources (Norcross-Nu'u, Fletcher and Abbott, 2008).

Chief among these strategies is locating inland away from coastal hazards and specifically locating away from erosion prone areas. The plan also encourages placing similar coastal dependent uses together in the same location so as to allow undeveloped, natural shorelines to remain intact and undisturbed.

9.11.1 Consistency

The project site exhibits no sandy shoreline or beaches. Access to the shoreline is not constrained by the project's footprint or the activities proposed at the project site. The proposed action is located well-inland of the rock revetment that forms the perimeter of the Western Breakwater. The project site is not adjacent to, abutting, or influencing any sandy beaches or hindering shoreline access. Furthermore, the proposed action adheres to shoreline setbacks to minimize the potential for adverse impacts on coastal resources and shoreline access. As such, the proposed action is consistent with the 2008 Beach Management Plan.

9.12 KAHULUI COMMERCIAL HARBOR MASTER PLAN

The 2030 Master Plan and Draft EIS (HDOT, 2007) built off of other master plans in 2010 and 2025 to address deficiency, needs and projected growth and uses of the Kahului Commercial Harbor. The Draft EIS offered three alternatives:

Alternative A was to develop cruise and inter-island ferry facilities at the West Breakwater, expand Piers 1 and 2 for cargo operations and build new fuel facilities at Pier 3 and 4.

Alternative B was intended to develop cruise and inter-island facilities at Pier 1; expand cargo facilities at Piers 1 and 3, and at the West Breakwater.

No Action

The Draft EIS states that the DLNR operates a recreational boat-launch on the West Breakwater which is not included in the proposed 2030 plan (page 9). Section 1.2, Location of the Proposed Action, Physical Setting, denotes that the land area dedicated to DOBOR is for expansion of the existing recreational boat ramp and/or a future haul out facility (HDOT, 2007, page 49, lines 15-17). As such, the DLNR boating recreational facility was outside the scope of consideration for the 2030 Master Plan.

9.12.1 Consistency

The proposed improvements are consistent with the planned use of the site, land use designations, and the Executive Orders that established the sites intended use as a boating and ocean recreation facility. The use of the site for maritime-related services of a vessel haul out, boat and trailer storage, and vessel maintenance and inspections are in concert with DOBORs master plans for the site and property development. The use of the presently vacant, under-utilized site for secure vessel and trailer parking would enhance the DOBOR facility in terms of added security and convenience for boaters and the public. The project is in the same configuration, the same size, and in the same location as the DOBOR master plan for the small boat harbor and furthers the agency's goals, objectives and policies.

The proposed action does not conflict or interfere with the alternatives proposed in the Kahului Commercial Harbor 2030 Master Plan. The Master Plan separates the DOBOR parcel from its analysis and acknowledges the property's intended use as a recreational boating facility. The Master Plan also acknowledges the potential use of the site for vessel parking, maintenance and inspections (i.e., haul out). Accordingly, the proposed action is not inconsistent with the 2030 Master Plan for the Kahului Harbor.

9.13 COASTAL ZONE MANAGEMENT

The Hawaii Coastal Zone Management Act (CZMA), HRS 205A, was enacted to protect public trust resources and to encourage the construction of buildings out of harm's way. The CZMA regulates ten categories of coastal resources and provides objectives and policies to be considered when evaluating a proposed action. Among these are criteria for implementing shoreline setbacks, protecting view planes, and conserving marine resources. The SMA extends inland from the shoreline at least 300 feet or to the nearest state roadway. The entire West Breakwater and the project site are within the County SMA (Figure 9-7**)**.

Within the SMA, discretionary decision making is granted to each Island's Planning Commission by the State Office of Planning. However, there are several exceptions, such as harbors, given their importance to the State in general and the need to consolidate and agglomerate such coastal-dependent uses together. The Commission makes determinations on SMA Major Use Permits and Shoreline Setback Variances. For smaller actions, the Commission delegates decision making for minor developments and those actions that are unlikely to have adverse impacts on coastal resources to the Director of the Planning Department (Figure 9-8).The Director may conduct an assessment of a proposed action to determine if the action is "Development" and thus requires a permit, or is "Not Development" and is therefore exempt. An applicant may waive the assessment and apply directly for an SMA Use Permit. The Director may approve actions within the SMA that are not-development and therefore exempt regardless of their cost.

For "developments" that cost $500,000 or more within the SMA, the authority to grant approval is vested with the Commission through a public hearing and notification process. For actions less than $500,000, authority to issue an SMA Minor Permit is delegated to the Director. In Maui County, SMA permits may have reasonable conditions placed on the approval to ensure that adverse impacts to coastal resources are avoided, minimized or mitigated. In contrast, an SMA exemption cannot have conditions placed on the approval because the action is, in essence, not subject to the law and is exempt. The CZMA provides specific definitions and criteria to determine what is, and is not, "development" (HRS § 205A-22).

The entire West Breakwater and the project site are within the County SMA.

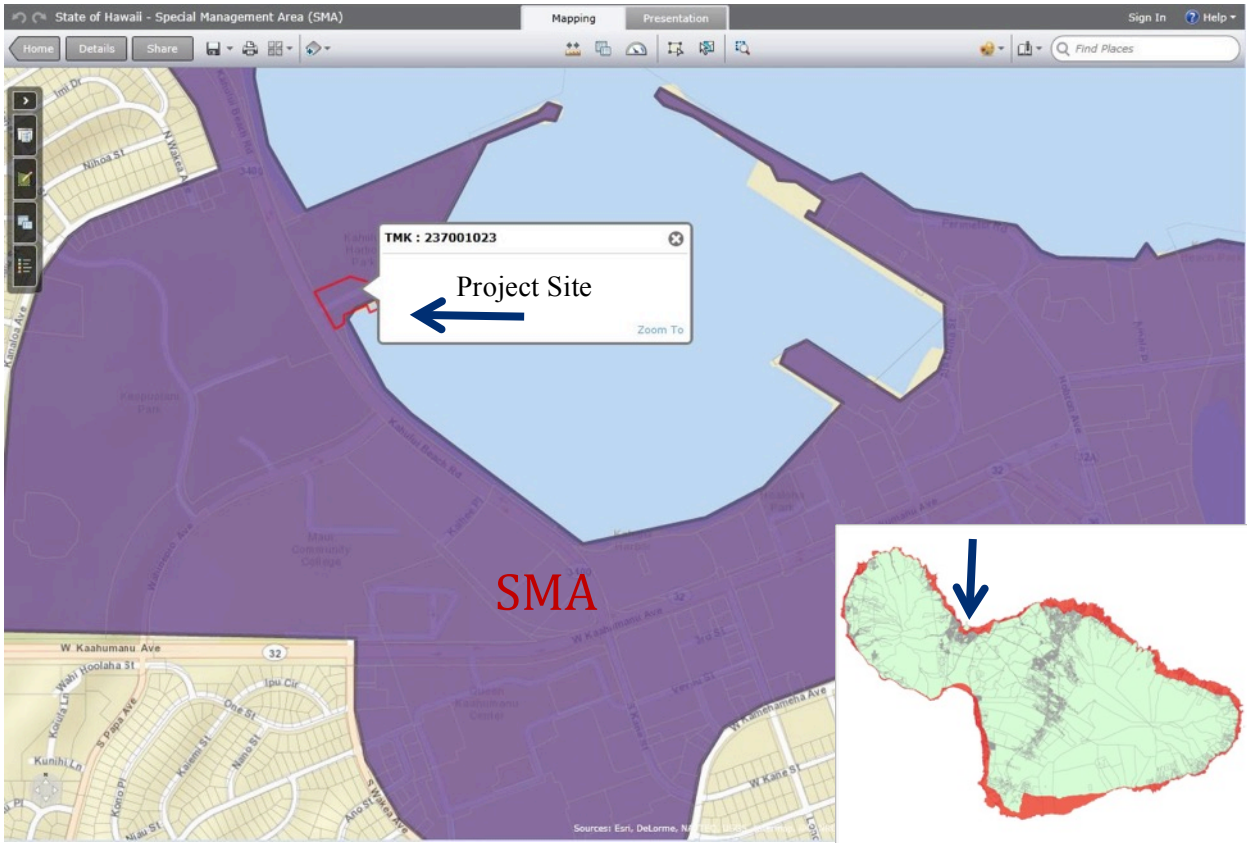


Figure 9-7: The Special Management Area of the Island of Maui.

The site is within the Special Management Area established by Maui County. However, pursuant to HRS 171-6(19) as amended on July 1, 2011, improvements to DOBOR facilities are not required to obtain a County SMA approval regardless of whether the action is initiated by a private entity or public agency.

> HRS §171-6 (19) Notwithstanding part II of chapter 205A to the contrary, plan, design, construct, operate, and maintain any lands or facilities under the jurisdiction of the division of boating and ocean recreation of the department without the need to obtain a special management area minor permit or special management area use permit;

In their October 2012 annual report to the federal Office of Coastal Resource Management, the State Office of Planning concurred that the amendment to exempt DOBOR facilities from SMA permitting is consistent with the Coastal Zone Management Program and thus consistent with Hawaii's state law. As stated in HRS 205A-2 (c) policies for (5) Economic Development, coastal dependent facilities such as harbors should be intentionally aggregated and concentrated together to afford greater protection of undeveloped natural areas. This helps to focus infrastructure development and facility improvements to areas already developed for harbor purposes, such as the Kahului harbor and the West Breakwater.

The Office of Planning notes in their federal report that DOBOR had this exemption while the division was with the Hawaii Department of Transportation pursuant to HRS Chapter 266-2, but lost the exemption when DOBOR was transferred to the DLNR. With the laws amendment in 2011, planning, designing, constructing, operating, and maintaining any lands or facilities under DOBOR's jurisdiction reinstitutes the agency's previously approved exemption from SMA permit requirements.

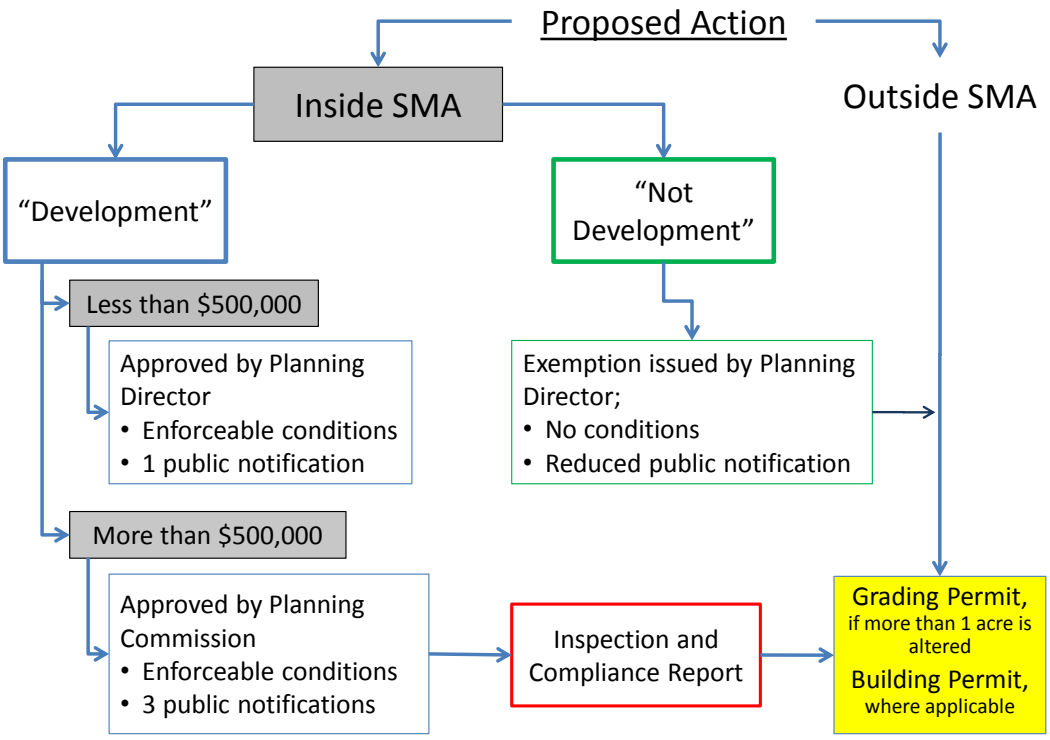


Figure 9-8: Special Management Area approval process.

Section 48 of state law references the exempt nature of harbors in the coastal zone management act, as follows:

> HRS §205A-48: Conflict of other laws. Nothing contained in this part shall be construed to diminish the jurisdiction of the state department of transportation over wharves, airports, docks, piers, or other commercial harbors, and any other maritime facilities constructed by the State; provided that such plans are submitted for the review and information of the officer of the respective agency charged with the administration of the county zoning laws, and found not to conflict with any county ordinances, zoning laws, and building codes.

Additionally, pursuant to HRS 205-2(c), the project furthers several key objectives and policies of the Hawaii Coastal Zone Management Act relative to recreation that are described below.

Recreational Resources

Objective: Provide coastal recreational opportunities accessible to the public.

Policies:

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

(iv) Ensuring public recreational use 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, and

(v) Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters.

9.13.1 Consistency

The proposed action would enhance existing coastal recreational resources by providing a secure location to park trailers, vessels, and tow vehicles. In addition, providing an impervious surface designed for vessel inspection and maintenance with a stormwater catchment system would help ensure that potential dust, debris or contaminants that are generated are captured, treated and stabilized rather than free to percolate into the ground or runoff into nearshore waters. Nearshore water quality would be improved by having appropriately designed facilities for vessel maintenance activities. Additionally, the proposed action would not negate, minimize or constrict access to the shoreline.

Furthermore and in compliance with HRS 205A-41, the project site is located approximately 253 feet inland of the shoreline, which is outside of the coastal erosion zone and landward of the maximum shoreline setback area established by Maui County (i.e., 150 feet) and the DLNR OCCL. The County shoreline setback area extends a maximum of 150 feet inland from the shoreline based on the parcel's average depth. The State shoreline setback area is smaller than the County's setback area when the calculation is based on average lot depth. Both the County and State have erosion based setbacks, in addition to lot-depth setbacks. However there is no erosion at the parcel due to the existence of a rock revetment along the makai edge's of the parcel. As such, the shoreline is fixed by a legally permitted rock revetment as shown on surveys attached to the Executive Orders that established the site. The revetment fixes the shoreline's position and a new state certified shoreline survey is not required pursuant to HRS 205A-42(a). Furthermore, for setback calculation purposes, the erosion rate at the parcel is zero, as provided in both State and County shoreline rules. In either event, the project site is located well inland and outside of both the State and County shoreline setback restriction and thus conforms to the intent of these rules.

For actions having a federal nexus (i.e., federal funds, lands or permits), a CZM Consistency Determination is required. However, this project does not involve any public funds and therefore does not trigger the need for a CZM Consistency Determination.

The proposed action is consistent with the objectives and policies of the Hawaii CZMA (HRS 205A), Special Management Area Rules for the Maui Planning Commission (12-202), and the Maui Planning Commission Shoreline Setback Rules (12-203) as described in earlier chapters. The long-term use of the West Breakwater for harbor dependent facilities is consistent with federal, state and county laws and rules for prudent uses of the coastal zone and special management area.

CHAPTER 10
FINDINGS & CONCLUSIONS

10.1 OVERVIEW

The proposed action triggers compliance with HRS Chapter 343 regarding Environmental Review because it is a use of the state lands and occurs within a conservation district. The environmental law and its associated rules for implementation provide succinct significance criteria upon which to evaluate a proposed action. These significance criteria are described in Section 12 of the Administrative Rules, Title 11, Chapter 200, "Environmental Impact Statement Rules". The outcome of the evaluation is that the potential impact of the proposed action is anticipated to be "not significant", "less than significant", "mitigated to less than significant", or "significant". An analysis of the proposed action in relation to each of the criteria is provided below.

10.2 SIGNIFICANCE CRITERIA

1. No Irrevocable Commitment to Loss or Destruction of any Natural or Cultural Resource Would Occur as a Result of the Proposed Action

The proposed action does not involve an irrevocable commitment to loss or destruction of any natural or cultural resource. Mechanical ground altering at the site would involve the implementation of precautionary archaeological monitoring, an erosion control plan and the implementation of best management practices. Should artifacts or historic remnants be encountered, all work would stop and the SHPD contacted. The granting of the proposed action would not result in the loss or destruction of cultural or natural resources with the implementation of the aforementioned mitigation measures and BMPs. As such, adverse impacts from the proposed action are not significant.

2. The Proposed Action Would Not Curtail the Range of Beneficial Uses of the Environment

The proposed action does not curtail the beneficial uses of the environment. The outcome of the proposed action would allow continued ocean and boating recreation activity to occur on the property, while enhancing and supporting safe vessel operations and the functions associated with small boat harbor operations.

The proposed action would have a favorable effect on the marine environment by preventing the release of sediment and debris into ocean waters by capturing these potential contaminants on an impervious surface area and directing them to an appropriately sized and designed stormwater filtration and treatment system. The addition of vegetative plantings would benefit the current barren site by providing visual relief in the landscape. As such, adverse impacts from the proposed action are not significant.

3. The Proposed Action Does Not Conflict with the State's Long-term Environmental Policies or Goals or Guidelines as Expressed in Chapter 344, Hawai`i Revised Statutes

Opportunities for public input and discussion are being provided through the EA/CDUP process, in keeping with the State's environmental policies and guidelines. Furthermore, the proposed action does not conflict with the State's long-term goals, policies or guideline and does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii.

Land use designations for the project site and parcel are State Land Use Conservation, Resource subzone The proposed action is a permissible identified use within the resource subzone pursuant to the DLNR OCCL land use regulations (HAR 13-5) for the conservation district. Additionally, the proposed use is in concert with other master plans and guidance documents for the property developed by the State. The proposed action conforms to its land use entitlement and does not conflict with the county or state's long term environmental policies or goals. As such, adverse impacts from the proposed action are not significant.

4. The Economic or Social Welfare of the Community or State Would Not be Substantially Affected

The economic or social welfare of the community or State would not be substantially affected. In the near-term, the outcome of the proposed action would provide employment in construction. In the long-term, the proposed action would allow for safer boating and ocean recreation activities by providing a location along Maui's northern coastline to obtain vessel inspections and to conduct maintenance to small water craft. The proposed action would benefit the economic welfare of the boating community by providing long-term trailered vessel parking thereby reducing the costs, in terms of time and fuel, to transit vessels to the harbor's boat ramp. The allocation of a site for trailered vessel parking would be beneficial to the general public by reducing the number of times vessels are towed on Maui's roadways and highways, thereby reducing potential roadway congestion and accidents with towed vehicles. Having ready access to a secure parking area adjacent to the boat harbor ramp would benefit the social welfare of the vessel owner by providing a convenient means of accessing and staging water craft for ocean use. As such, adverse impacts from the proposed action are not significant.

5. The Proposed Action Does Not Affect Public Health

Public health would not be adversely affected if the proposed action were approved. The implementation of BMPs during construction would minimize potential adverse effects on water quality and public health. The implementation and active use of BMPs operational requirements during facility construction and operations would minimize and reduce potential adverse effects to air quality and ambient noise levels. Landscape plantings and fencing along the sites perimeter and adjacent two grassy swales would serve as a wind break to help capture dust and debris and increase air turbulence to diffuse and disperse air borne particles which decreases their concentration in the air column and their potential effect on air quality and public health. Further, by implementing operational requirements during use of the site for vessel maintenance activities, the potential adverse impacts to public health would be minimized, mitigated and abated. For example, users of the large maintenance pad would be required to provide portable comfort facilities to avoid negative impacts. As such, adverse impacts from the proposed action are not significant.

6. No Substantial Secondary Impacts, Such as Population Changes or Effects on Public Facilities are Anticipated

The proposed action would not increase the potential for increased population or adverse effects on public facilities. Adverse substantial secondary impacts are not anticipated from the proposed action.

Population. The proposed action would not increase the number of people that can reside on the island or in the community. No substantive increase in population is expected. Schools, medical facilities, police, fire and emergency response in the area have sufficient capacity to accommodate the proposed use and the action would have no affect on these public services.

Water & Wastewater. The proposed action would not generate substantial quantities of wastewater or create a need for the installation of public wastewater collection lines or services. The action would have negligible effect on the nearby Kahului wastewater treatment facility's capacity. Portable comfort facilities would be provided during large vessel maintenance and inspection activities. Potable water is supplied to the property and these services would be extended via trenching and sub-metering primarily to accommodate irrigation of landscape plantings. Water use at the site is anticipated to be minimal and well within the capacity of the existing water meter and supplies afforded to the parcel.

Streets, Sidewalks, and Curbs. No sidewalks, curbs or gutters are proposed as these would create obstacles to the safe and free movement of vessels, trailers and tow vehicles. Furthermore, the proposed action would not trigger the need for sidewalks or curbs.

Drainage. Two impervious surface areas would be created by the proposed action. Water from rain and storms would be directed to a multiple inlet, sub-surface stormwater treatment and filtration system. The

site currently has no drainage system and its addition would help protect near-shore marine waters by capturing and stabilizing potential pollutants such as sediment, debris, and litter, and stormwater runoff. Landscape plantings along the project site's perimeter and vegetated swales would enhance the natural capture and attenuation of drainage from adjacent parking areas. There are no gulches, ditches, streams or gullies on the property that would be effected by the proposed action. The proposed action would not adversely affect the conveyance or natural attenuation of stormwater for the overall property, nor would it increase flooding.

Public Facilities. The proposed action could increase the use of the small boat harbor ramp by making it more convenient for boaters to launch their vessels and access the ocean. This is viewed as a favorable effect since the public facility was designed and intended to serve ocean and boating recreational interests. The project would increase security and long-term parking of trailered vessels, and their tow vehicles when boats are in use, but this would be considered favorable in light of the public facility's purpose. Operational requirements would be implemented during vessel maintenance and inspection activities to avoid, mitigate and minimize potential adverse impacts on nearby users of recreational and public park facilities. The proposed action is not anticipated to adversely affect public facilities, but rather is anticipated to enhance the use of the small boat harbor and to afford boaters greater security and safety by creating dedicated parking, maintenance and vessel inspection areas for the boating public.

Overall, the proposed action would not involve any negative secondary or adverse indirect impacts to public infrastructure, facilities, or services. As such, adverse impacts from the proposed action are not significant.

7. No Substantial Degradation of Environmental Quality is Anticipated

Although ground alteration is anticipated to be minimal, implementation of an erosion control plan and BMPs would ensure that nearshore water quality is protected during construction. The proposed action would prevent erosion and minimize the potential for environmental degradation, by actively capturing, treating and stabilizing water borne contaminants, such as sediment, debris and litter.

Air quality would be protected through the use of operational BMPs and full containment during vessel maintenance and inspection activities. The installation of a wind break, using vegetation, mesh fabric and fencing, would reduce air flow and create air turbulence from the persistent trade winds at the site thereby reducing the concentrations of potential airborne contaminants through dispersion and diffusion in the air column to less than detectable levels.

As a result of the facilities design, location and orientation, combined with prevailing wind direction, speed and wind breaks, drainage system, and operational requirements, significant degradation of environmental quality would be avoided, minimized and mitigated. As such, adverse impacts from the proposed action are not significant.

8. The Proposed Action Does Not Involve a Commitment to Larger Actions, Nor Would Cumulative Impacts Result in Considerable Effects on the Environment

The proposed action applies to a small portion of a single parcel dedicated to serving the boating public. Should the action be approved, it would result in the dedication of ~~the~~ presently vacant areas to accommodate secure parking for trailered vessels and tow vehicles available to the public for a nominal fee. Construction of ~~two~~ an impervious areas (concrete pad~~s~~) and an attendant sub-surface drainage system would dedicate a portion of the project site to vessel maintenance, inspection, and support of boating recreation activities. Minimal infrastructure improvements are required and sufficient infrastructure exists at the property to support and accommodate the proposed use.

Accordingly, the proposed action does not involve a commitment to larger actions or result in cumulative effects beyond those intended for the subject parcel, namely to serve as a small boat harbor. The action

would help ensure that the presently vacant, unimproved portion of the parcel is used for productive purposes related to safe boating operations for commercial and individual ocean recreation vessel owners.

The proposed action does not involve a commitment to larger actions, require additional public infrastructure improvements, or have adverse cumulative effects on the environment, and enables this portion of the property to physically support its intended purpose as a small boat harbor facility. As such, adverse impacts from the proposed action are not significant.

9. No Rare, Threatened or Endangered Species or Their Habitats Would be Adversely Affected by the Proposed Action

There are no rare, threatened or endangered flora and fauna on the subject parcel. There is minimal flora on the project site as it is relatively barren and comprised of dredged soils and coral fill. Rare and protected species such as whales and turtles can occasionally be observed transiting off shore, however no known haul-out, breeding or nesting areas are within the vicinity and no preferred habitat for these species exists at the project site or in proximity to the proposed action. Furthermore, there are no wetlands, intermittent or perennial streams, or critical habitat found on the property. The proposed action would have no affect on protected species or their habitat and its impact would be not significant.

10. Air Quality, Water Quality or Ambient Noise Levels Would Not be Detrimentally Affected by the Proposed Project

Air, ambient noise levels, and water quality is not anticipated to be adversely affected by the proposed action. A suite of BMPs and operational requirements would be fully implemented to ensure protection of water and air quality. Among them is the installation of physical barriers such as landscape plantings and fencing. The project site is configured so that potential sources of air-borne contaminants are located downwind of potential receptors at the harbor and the prevailing wind direction is towards Kahului Beach Road. The active work site within the project area is oriented to the prevailing winds to naturally diminish, diffuse and dilute the potential accumulation of contaminants or odors that could adverse affect air quality. Full containment would be required when sanding, grinding fiberglass or painting vessels to capture and reduce potential fugitive dust (see Section 4.9).

Similarly, elevated noise levels from use of the facility would be minimized through the implementation of standard BMPs and operational requirements, such as restricting the timing and intensity of equipment used. Where applicable, ministerial permits would be obtained and requisite mitigation measures implemented to reduce sound levels and minimize potential adverse effects to air and water quality.

In the long-term, the proposed action would have a favorable impact on water quality by preventing sediment, debris, litter, and particulates from entering nearshore waters by directing these potential pollutants to multiple filtered inlets of a sub-surface stormwater treatment system.

Although not anticipated given the project's size and characteristics, a Community Noise Permit and NPDES permit would be obtained during the ministerial permit process, where required. An erosion control plan would be implemented during ground alteration to construct the facility. Although the site is comprised of dredged fill, should archeological or cultural artifacts be encountered, all work would cease and the SHPD contacted immediately.

With the implementation of the aforementioned mitigation measures, the proposed action is not anticipated to adversely affect air or water quality or ambient noise levels. As such, adverse impacts from the proposed action are not significant.

11. The Proposed Project Would Not Affect Environmentally Sensitive Areas, Such as Flood Plains, Tsunami Zones, Erosion-prone Areas, Geologically Hazardous Lands, Estuaries, Fresh Waters or Coastal Waters

The proposed action, if authorized, would result in the construction of a ~~two~~ concrete pad~~s~~, sub-surface drainage treatment system, erection of fencing, creation of two grassy swales and propagation of landscape plantings along the perimeter. None of these activities would effect sensitive areas or increase risk of damage from flooding or tsunami inundation. The project site is located well inland of State and County shoreline setbacks and avoids coastal hazards by locating inland and outside of the shoreline setback area. The proposed action would have no adverse effect on estuaries, fresh or marine coastal waters, and if approved, would help improve protection of nearshore water quality by treating stormwater at the site. The proposed action is not anticipated to adversely effect environmentally sensitive areas or be effected by natural hazards. As such, adverse impacts from the proposed action are not significant.

12. The Proposed Action Would Not Substantially Affect Scenic Vistas and Viewplanes Identified in County or State Plans or Studies

Views from Kahului Beach Road fronting the property are typical of the harbor environment and ocean and would not change in character. The proposed action would not hinder, negate or intervene upon the existing sporadic views of the ocean or mountains from the public roadway.

Views of the project site from the lower playground in Ke'opuolani Regional Park, situated across Kahului Beach Road, are screened by a row of Ironwood trees atop an earthen berm that sets the park at a slightly higher elevation than the project site. Views from upland sites within Ke'opuolani Regional Park, such as the ball fields, would not be degraded because the project site is small and only partially visible within the wider view of the commercial harbor and its more industrial-type activities. Views from residential and apartment areas in the surrounding area would not be negatively impacted from the proposed action because the project site is either not within line-of-sight due to topography or is only visible within the wider view of the commercial harbor and ocean environment.

The project, if approved, would result in trailered vessels being parked at the site which is characteristic of the present, existing use of the small boat harbor. While the addition of more boats at the harbor facility could change the view, the massing of these vessels including commercial catamarans, is minimal in the wider landscape of views to and along the shoreline, ocean, and harbor. In consideration of the aforementioned, the proposed action would not substantially affect or detract from scenic vistas or public view planes. As such, adverse impacts from the proposed action are not significant.

13. The Proposed Action Would Not Require Substantial Energy Consumption

The property is currently serviced by centralized electric provided by Maui Electric Company. Electrical services would be extended to the project site from nearby junction boxes and would not involve overhead utility lines. Sub-metered and trenched electrical lines would power the irrigation system and key card gate access. However, these uses would not require substantial energy consumption. Sufficient capacity exists at the property to support the uses proposed and would not result in a substantial increase in energy consumption. As such, adverse impacts from the proposed action are not significant.

10.3 SUMMARY

Based on the foregoing findings, it is anticipated that the proposed action would not result in significant or substantial adverse impact on the environment, natural, coastal, or cultural resources, nor public infrastructure, recreation, or customary or traditional uses of the property. In light of the evaluation contained herein, the accepting authority for the proposed action may consider issuance of a Finding of No Significant Impact (FONSI) pursuant to HAR 11-200.

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CHAPTER 11
PERMITS, APPROVALS &CONSULTATIONS

11.1 REQUISITE DISCRETIONARY APPROVALS

A. A Finding of No Significant Impact by the Board of Land and Natural Resources

B. Approval of a Conservation District Use Permit by the Board of Land and Natural Resources

11.2 REQUISITE MINISTERIAL APPROVALS

Maui County Department of Public Works

- Grading permit
- Building permit, if applicable
- Electrical permit
- Plumbing permit

Maui County Planning Department

- Zoning and Flood Zone Confirmation.

  A Special Flood Hazard Area Development permit is not anticipated.

State Department of Land & Natural Resources

- Right of Entry Permit, if applicable
- Approval of a lease of State Land to the Applicant

11.3 CONSULTED PARTIES

11.3.1 Landowners

The Kahului West Breakwater is surrounded by water on three sides, one of which comprises the west side of the Kahului Harbor owned by the HDOT Harbors Division. The inland extent of the site is bordered by Kahului Beach Road which is owned by the HDOT Highways Division. The agency added separate turning lanes on Kahului Beach Road for improved ingress and egress by trailered vessels to DOBORs facility several years ago.

Areas immediately mauka of the highway are owned by Maui County. There are no private landowners immediately adjacent to the subject portion.

11.3.2 Government Agencies

State Department of Lands and Natural Resources, Division of Aquatic Resources (DAR).

State Department of Lands and Natural, Resources, Division of Boating and Ocean Recreation (DOBOR).

State Department of Lands and Natural, Resources, Office of Conservation and Coastal Lands (OCCL).

Maui County Department of Parks and Recreation.

Maui County, Department of Planning, Zoning and Enforcement Division.

Maui County, Department of Planning, Long Range Division.

Maui County, Department of Planning, Coastal Zone Management Program.

Maui County, Office of the Mayor.

Maui County University of Hawaii Sea Grant Extension Agent.

11.3.3 Private Entities

Community Marine Management Areas, Jay Carpio.

Gemini Charters.

Ka'anapali Sails, Inc.

Kai Kanani Sailing Charters.

Maui Nui Marine Resource Council, Robin Newbold.

Sierra Club, Lucienne DeNaie.

Hawaii Canoe Club Board of Directors

Members of the Maui Trailer Boat Club

Maui Nui Marine Resource Council Clean Water Committee

Members of Hale Kiawe

Members of the Aha Moku Council

Pacific Whale Foundation

CHAPTER 12
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APPENDIX A.
PRELIMINARY DRAINAGE REPORT

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APPENDIX B.
AGENCY COMMENTS AND APPLICANT'S RESPONSE

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APPENDIX C.
COMMUNITY CONSULTATION

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APPENDIX D.
INDIVIDUAL COMMENTS AND APPLICANT'S RESPONSE

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APPENDIX A.
PRELIMINARY DRAINAGE REPORT

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PRELIMINARY DRAINAGE REPORT

FOR

MAUI DRY DOCK FACILITIES

AT KAHULUI HARBOR WEST BREAKWATER

Kahului, Maui, Hawaii

T.M.K.: (2) 3-7-001: 021 (por.) and 023 (por.)

Prepared for:

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March 2014

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AT THE KAHULUI HARBOR WEST BREAKWATER
T.M.K.: (2) 3-7-001: 021 (por.) and 023 (por.)

I. INTRODUCTION

The purpose of this report is to examine both the existing drainage conditions and the proposed drainage system for the project.

II. SITE LOCATION AND PROJECT DESCRIPTION

The subject parcels are identified as T.M.K.: (2) 3-7-001: 021 and 023, which encompasses an area of approximately 20.98 acres and 2.45 acres, respectively. The study area will be limited to the proposed project site, which encompasses an area of approximately 1.45 acres. The project site is bordered by Kahului Beach Road to the west and the ocean to the north, east, and south.

The proposed improvements include a concrete slab for boat maintenance. Associated improvements include grading, landscaping, and drainage.

III. EXISTING TOPOGRAPHY AND SOIL CONDITIONS

The project site is generally flat, at an elevation of approximately 8 feet above mean sea level.

According to the "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii (August, 1972)," prepared by the United States Department of Agriculture Soil Conservation Service, the soils within the subject parcel are classified as Makena laom, stony complex (MXC). Makena loam is characterized as having moderately rapid permeability, slow to medium runoff, and a slight to moderate erosion hazard.

IV. EXISTING DRAINAGE CONDITIONS

Runoff from the project site currently ponds in low-lying areas or flows into the ocean. It is estimated that the existing runoff from a 50-year, 1-hour storm is 3.34 cfs, corresponding to a runoff volume of 1,001 cubic feet.

V. FLOOD AND TSUNAMI ZONE

According to Panel Numbers 150003 0384E and 0392E of the Flood Insurance Rate Map, revised September 25, 2009, prepared by the United States Federal Emergency Management Agency, the project site is situated in Flood Zone VE. Flood Zone VE represents coastal flood zone areas with velocity hazard (wave action). The base flood elevation (BFE) is 18 feet.

VI. PROPOSED DRAINAGE PLAN

The proposed drainage plan is to maintain the existing drainage pattern of the existing runoff. Runoff currently ponds in low-lying areas or flows towards the ocean.

After the development of the proposed project, it is estimated that the 50-year, 1-hour storm runoff will be 3.89 cfs and 1,168 cubic feet of runoff volume, a net increase of 0.55 cfs and 167 cubic feet of runoff volume. Runoff from the concrete slab will be intercepted by grated catch basins and conveyed to an onsite subsurface drainage system, which will be located under the concrete slab. Catch basin filter inserts will be installed on all grated inlet catch basins to reduce the total suspended solids loading. The subsurface drainage system will consist of a perforated drainline embedded in crushed rock, which will be wrapped with a layer of filter fabric. Surface runoff entering the perforated pipe will be allowed to infiltrate into the ground. The total onsite retention system will have a total storage volume of approximately 357 cubic feet, which will accommodate the increase in surface runoff generated from a 50-year, 1-hour storm due to the development.

The drainage design criteria will be to minimize any alterations to the natural

pattern of the existing onsite surface runoff. The proposed drainage plan meets the requirements of Chapter 4, “Rules for the Design of Storm Drainage Facilities in the County of Maui.”

VII. HYDROLOGIC CALCULATIONS

The hydrologic calculations are based on the "Drainage Master Plan for the County of Maui,” and the "Rainfall Frequency Atlas of the Hawaiian Islands," Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau.

Rational Formula Used: $Q = CIA$

Where Q = rate of flow (cfs)

C = rainfall coefficient

I = rainfall intensity for a duration equal to the time of concentration (inches/hour)

A = drainage area (Acres)

See Appendix A for Hydrologic Calculations

VIII. CONCLUSION

The proposed development will generate an additional runoff from the 50-year, 1-hour storm of 0.55 cfs. The drainage plan will provide an onsite retention system with a capacity of approximately 357 cubic feet, which is greater than the 168 cubic feet of runoff volume generated after the development of the property.

In view of the foregoing, it is our professional opinion that the proposed development will not have an adverse effect on the adjoining or downstream properties.

IX. REFERENCES

A. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, August, 1972.

B. Erosion and Sediment Control Guide for Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, March, 1981.

C. Rainfall-Frequency Atlas of the Hawaiian Islands, Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau, 1962.

D. Flood Insurance Rate Maps of the County of Maui, September, 2009.

E. Chapter 4, Rules for the Design of Storm Drainage Facilities in the County of Maui, prepared by the Department of Public Works and Waste Management, County of Maui, 1995.

F. Chapter 111, Rules for the Design of Storm Water Treatment Best Management Practices, prepared by the Department of Public Works, County of Maui, 2012.

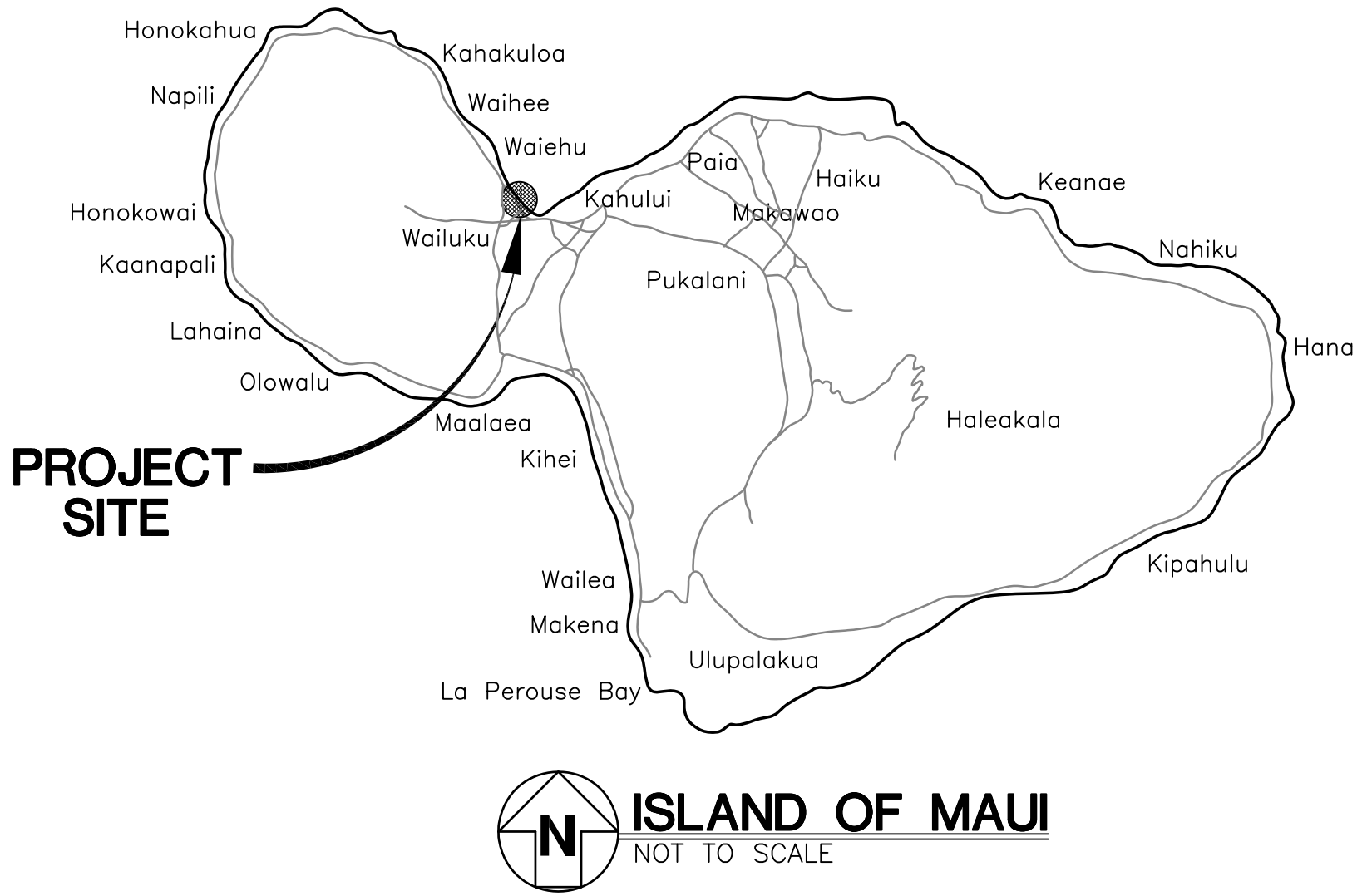
EXHIBITS

1 Location Map

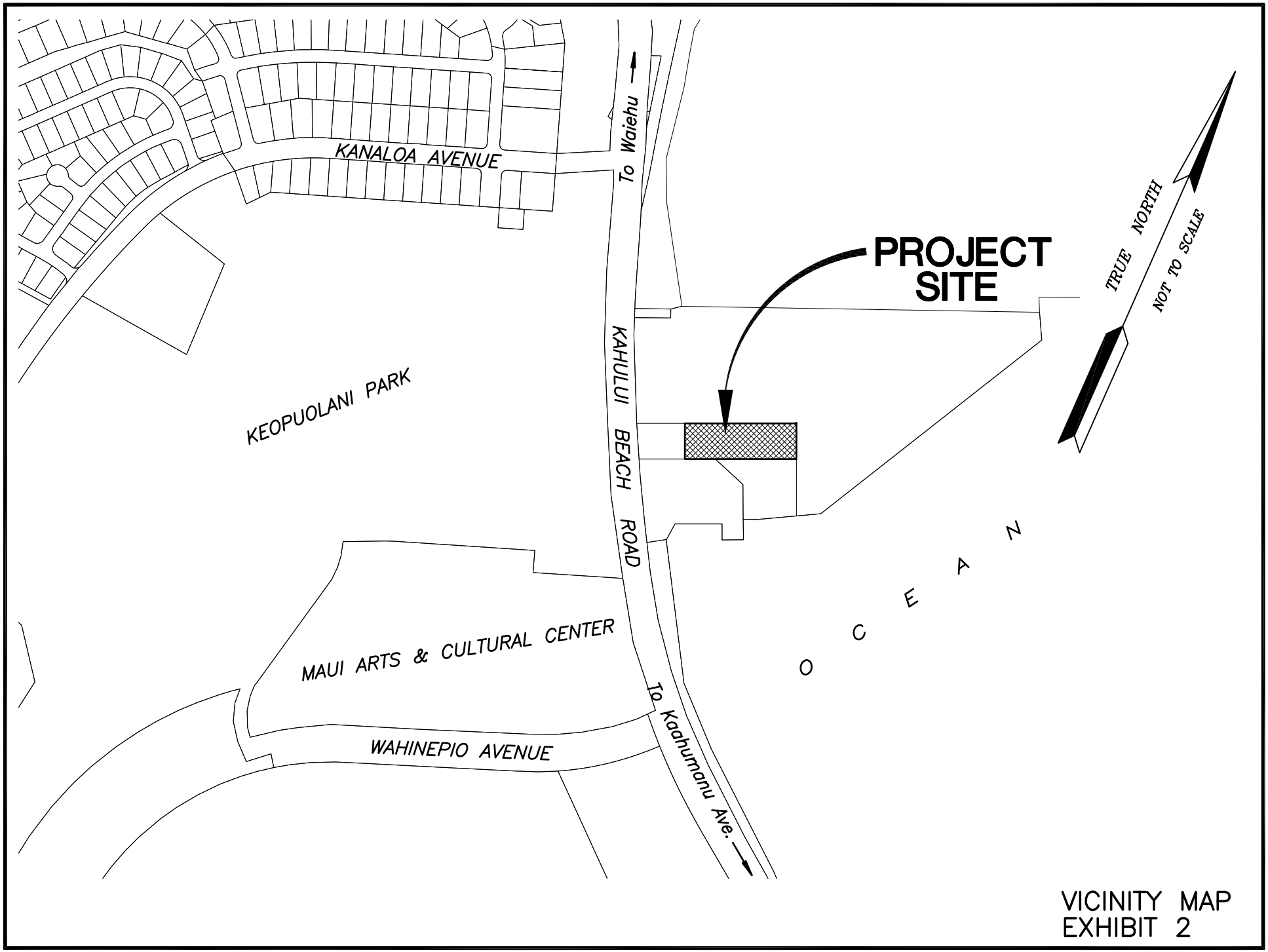
2 Vicinity Map

3 Soil Survey Map

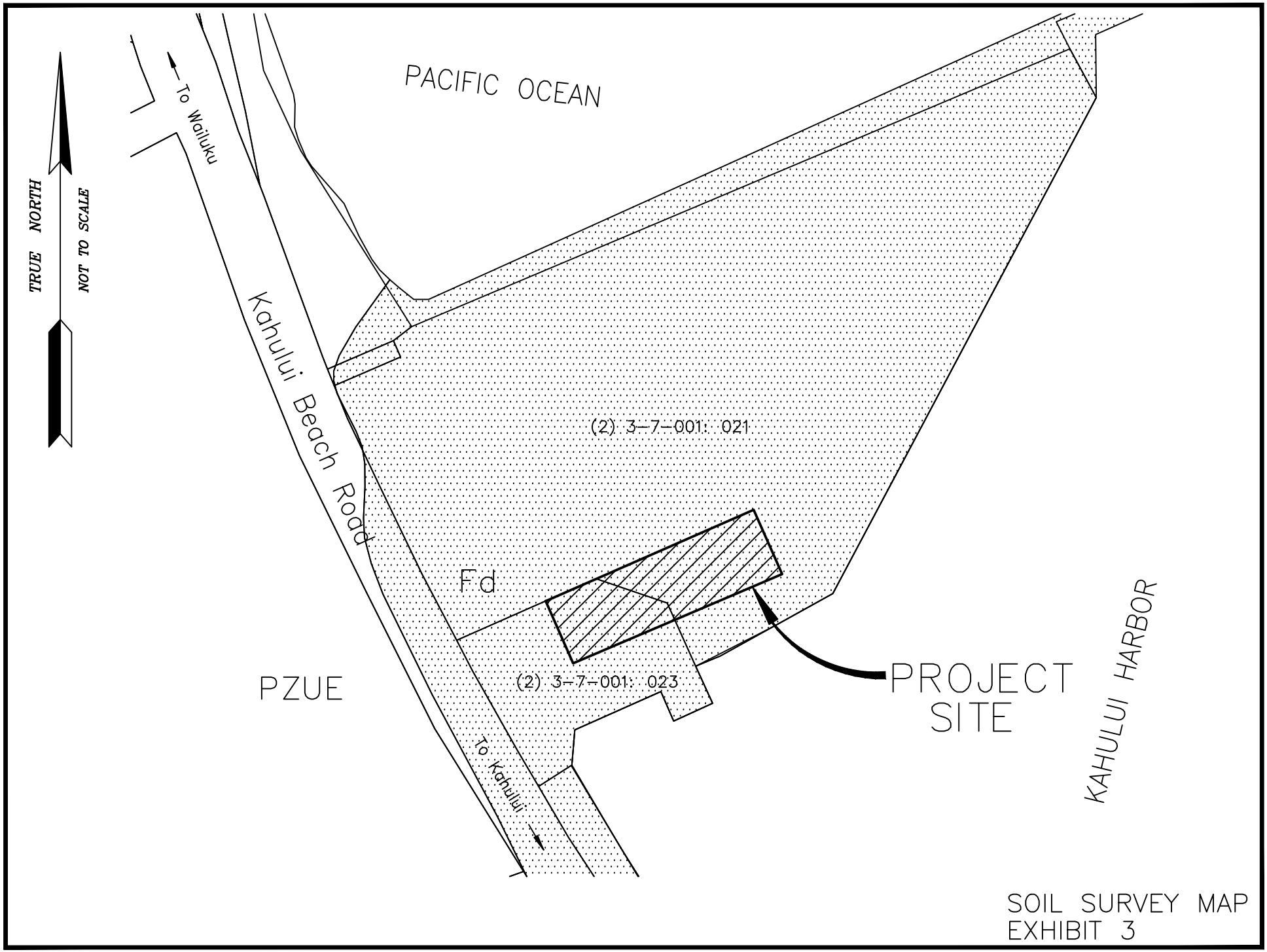
4 Flood Insurance Rate Map



LOCATION MAP
EXHIBIT 1



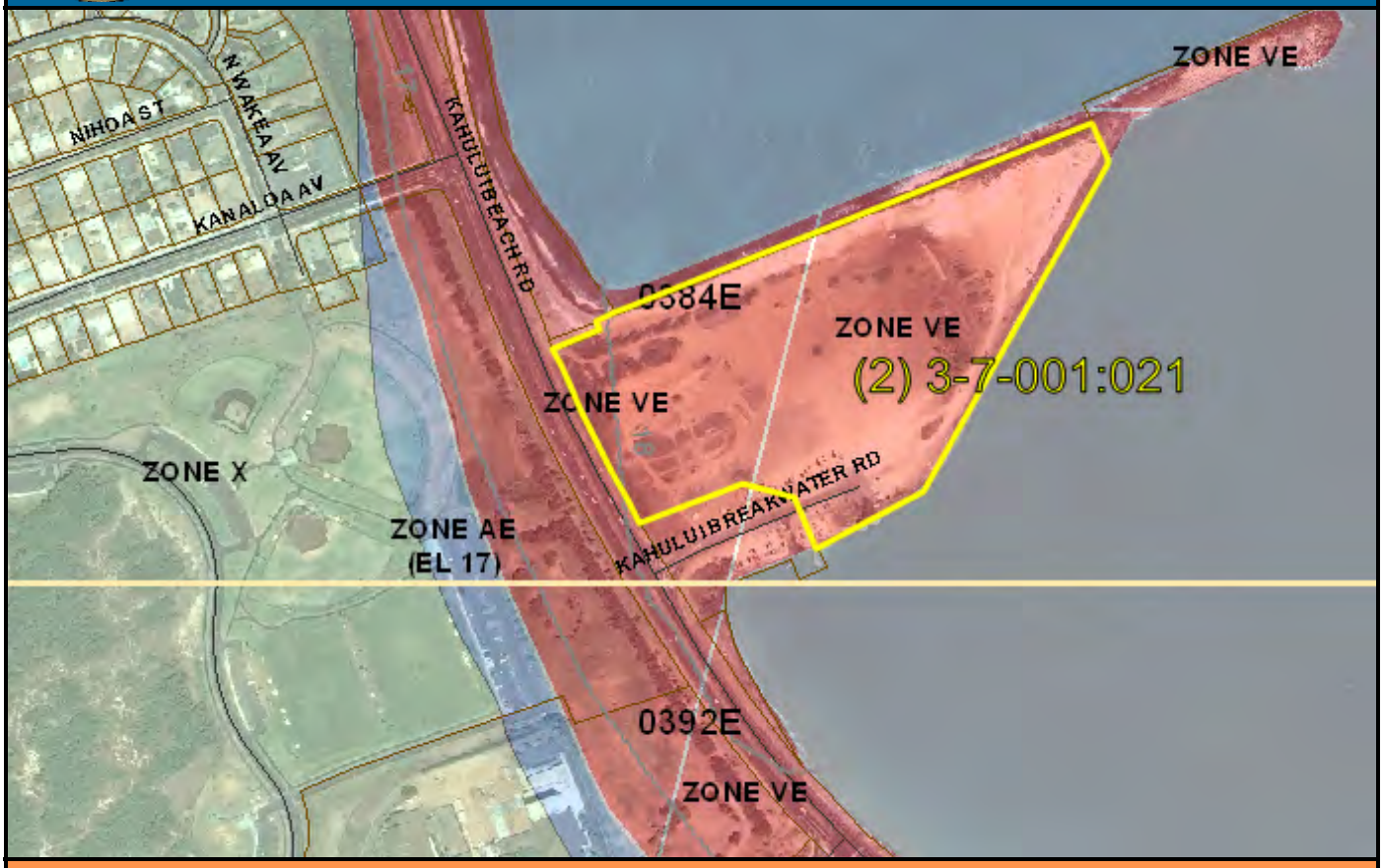
VICINITY MAP
EXHIBIT 2



SOIL SURVEY MAP
EXHIBIT 3

State of Hawaii

FLOOD HAZARD ASSESSMENT REPORT



NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

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

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

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

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

OTHER FLOOD AREAS

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

PROPERTY INFORMATION

COUNTY:	MAUI
TMK NO:	(2) 3-7-001-021
PARCEL ADDRESS:	KAHULUI BEACH RD KAHULUI, HI 96732
FIRM INDEX DATE:	SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S):	NONE
FEMA FIRM PANEL(S):	1500030384E
PANEL EFFECTIVE DATE:	SEPTEMBER 25, 2009

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

IMPORTANT PHONE NUMBERS

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

State of Hawaii

FLOOD HAZARD ASSESSMENT REPORT

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD ZONE DEFINITIONS

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

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

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

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

OTHER FLOOD AREAS

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

PROPERTY INFORMATION

COUNTY:	MAUI
TMK NO:	(2) 3-7-001-023
PARCEL ADDRESS:	KAHULUI BEACH RD KAHULUI, HI 96732
FIRM INDEX DATE:	SEPTEMBER 19, 2012
LETTER OF MAP CHANGE(S):	NONE
FEMA FIRM PANEL(S):	1500030392E-SEPTEMBER 25, 2009 1500030384E-SEPTEMBER 25, 2009
PARCEL DATA FROM:	JULY 2013
IMAGERY DATA FROM:	MAY 2005

IMPORTANT PHONE NUMBERS

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

APPENDIX A

HYDROLOGIC CALCULATIONS

Hydrologic Calculations

Purpose: Determine the increase in onsite surface runoff due to the development of the project site based on a 50-year, 1-hour storm for the eastern portion of the parcel sheet flowing towards Old Makena Road.

A. Determine the Runoff Coefficient (C):

EXISTING/UNDEVELOPED AREA:

Infiltration (Slow)	=	0.14
Relief (Flat)	=	0.00
Vegetal Cover (None)	=	0.07
Development Type (Open)	=	0.15
C	=	0.36

PAVEMENT AREAS:

Infiltration (Negligible)	=	0.20
Relief (Flat)	=	0.00
Vegetal Cover (None)	=	0.07
Development Type (Pavement)	=	0.55
C	=	0.82

LANDSCAPE AREAS:

Infiltration (Medium)	=	0.07
Relief (Flat)	=	0.00
Vegetal Cover (High)	=	0.00
Development Type (Landscape)	=	0.15
C	=	0.22

DEVELOPED CONDITION:

Undeveloped Area = 0.97 Acres

Paved Area = 0.32 Acres

Landscaped Area = 0.16 Acres

WEIGHTED C = 0.42

B. Determine the 50-year 1-hour rainfall:

i_{50} = 2.5 inches

Adjust for time of concentration to compute Rainfall Intensity (I):

Existing Condition:

T_c = 5 minutes

I = 6.39 inches/hour

Developed Condition:

T_c = 5 minutes

I = 6.39 inches/hour

C. Drainage Area (A) = 1.45 Acres

D. Compute the 50-year storm runoff volume (Q):

Q = CIA

Existing Conditions:

Q = (0.36)(6.39)(1.45)

= 3.34 cfs

Developed Conditions:

Q = (0.42)(6.39)(1.45)

= 3.89 cfs

The increase in runoff from a 50-year, 1-hour storm is expected to be 3.89 cfs - 3.34 cfs = 0.55 cfs. The corresponding increase in runoff volume is 1,168 cubic feet – 1,001 cubic feet = 167 cubic feet.

E. Calculate the available storage volume in the 24-inch perforated pipes:

Volume in 24” perforated drainline per foot = (3.14)(1.00)(1.00) = 3.14 cubic feet

Volume in rock bed per foot = ((5.0)(6.0)) – 3.14 = 26.86 cubic feet

Allow for 43% voids in rock bed, therefore void storage = (0.43)(26.86) = 11.55 cubic feet

Allow 50% of void space to be used for storage = (0.50)(11.55) = 5.78 cubic feet

Storage volume per foot of 24-inch perforated pipe = 3.14+5.78 = 8.92 cubic feet

40 l.f. of 24-inch perforated drainline = (70)(8.92) = 357 cubic feet

The project’s onsite perforated drainage system has a total length of 40 feet with a storage capacity of 357 cubic feet, which is greater than the 167 cubic feet required.

Hydrograph Plot

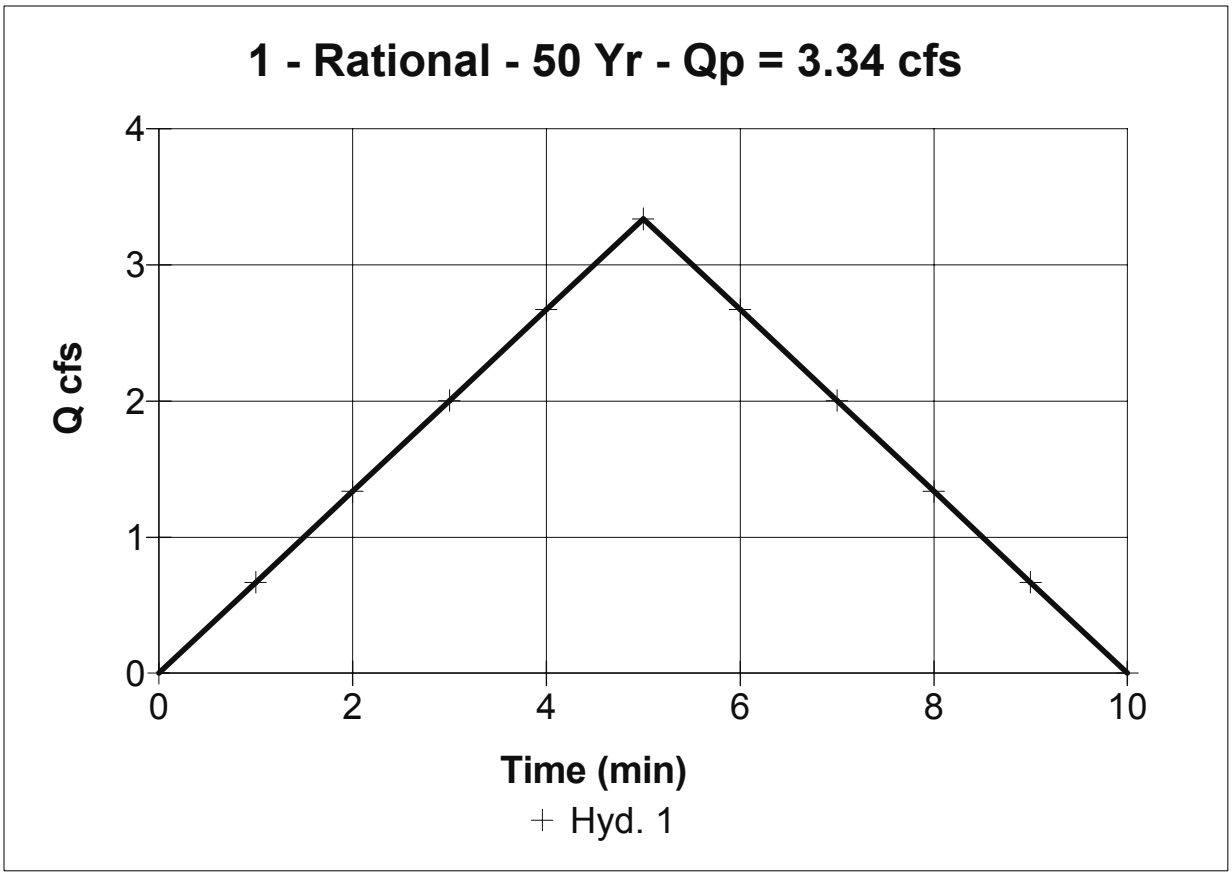
English

Hyd. No. 1

Existing Conditions

Hydrograph type	= Rational	Peak discharge	= 3.34 cfs
Storm frequency	= 50 yrs	Time interval	= 1 min
Drainage area	= 1.5 ac	Runoff coeff.	= 0.36
Intensity	= 6.39 in	Time of conc. (Tc)	= 5 min
I-D-F Curve	= 2-5.IDF	Reced. limb factor	= 1

Total Volume = 1,001 cuft



Hydrograph Plot

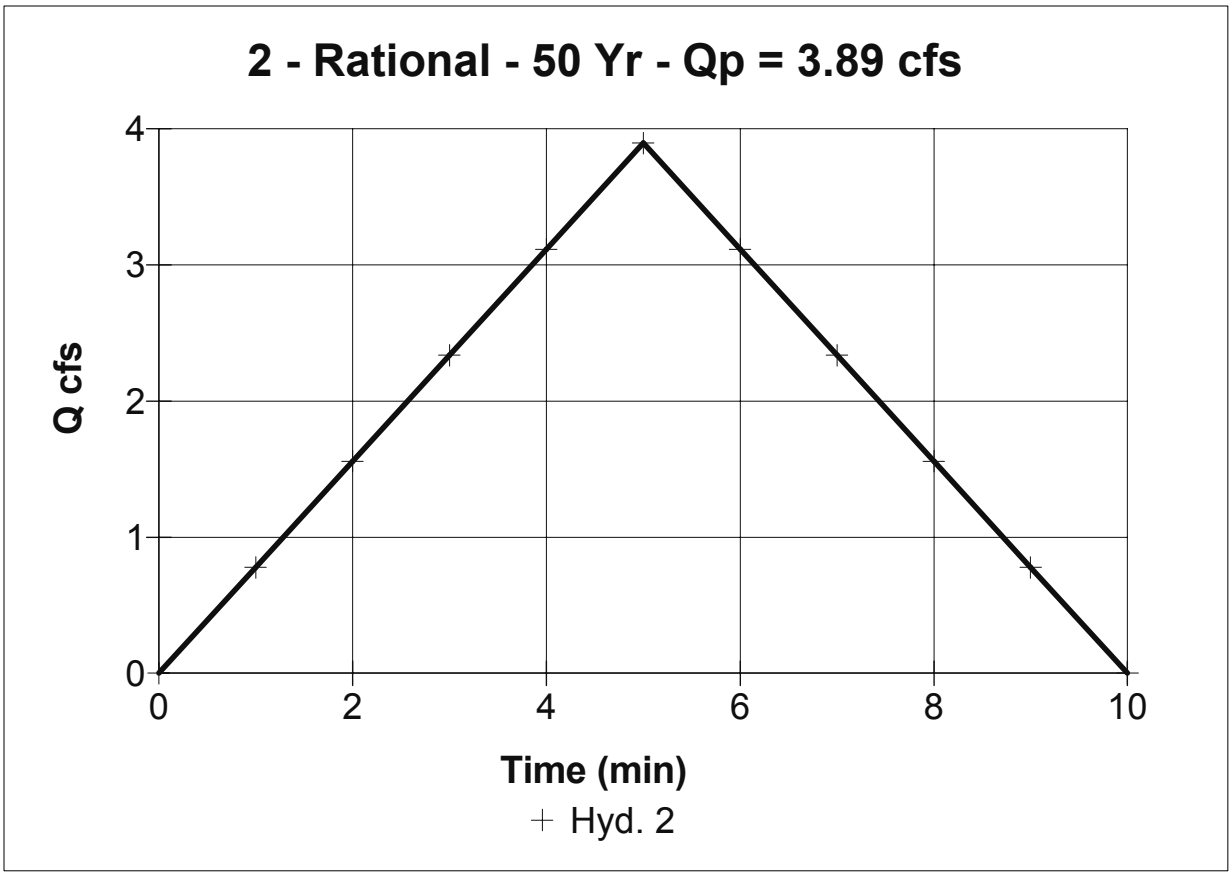
English

Hyd. No. 2

Developed Conditions

Hydrograph type	= Rational	Peak discharge	= 3.89 cfs
Storm frequency	= 50 yrs	Time interval	= 1 min
Drainage area	= 1.5 ac	Runoff coeff.	= 0.42
Intensity	= 6.39 in	Time of conc. (Tc)	= 5 min
I-D-F Curve	= 2-5.IDF	Reced. limb factor	= 1

Total Volume = 1,168 cuft



APPENDIX B.
AGENCY COMMENTS AND APPLICANT'S RESPONSE

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STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

OFFICE OF CONSERVATION AND COASTAL LANDS
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

REF:OCCL:MC

180-Day Expiration Date: August 24, 2015
File No.: MA-3738

APR 13 2015

Thorne Abbot
Coastal Planners LLC
3993 Ma`alaea Bay Place
Wailuku, HI 96793

Dear Mr. Abbot,

SUBJECT: PUBLIC HEARING AND SITE VISIT FOLLOW-UP
Conservation District Use Application (CDUA) MA-3738
Trailered Vessel Facility
Kahului Harbor West Breakwater, Wailuku District, Maui
TMK (2) 3-7-001:023 and 021

The Office of Conservation and Coastal Lands (OCCL) has received additional comments regarding the Conservation District Use Application (CDUA) for the proposed trailered vessel facility at the Kahului Harbor West Breakwater. We have attached copies of the comments received at our office, and will be forwarding you the emails we received regarding the proposal.

Based upon the comments received and the testimony at the public hearing and site visit of April 7, OCCL would like to see the applicant address the following issues:

- A discussion on the impact of the proposal on other users of the area, particularly in terms of traffic flow, maneuverability of larger trailers outside the project area, and access to the existing public boat ramp;
- An analysis of possible alternate locations within the DOBOR-managed area;
- A discussion on how best management practices will be enforced;
- A more detailed description of the landscaping plans and the drainage management plans; and
- A more detailed explanation of what activities at the dry dock will trigger which best management practices (e.g., when will a canvas tarp be required for work? When will users be required to provide portable sanitation facilities? etc.).

As noted in our previous correspondence, OCCL also requests that you submit a new project summary if the plans are amended from the original submittal. Early response will expedite the review process.

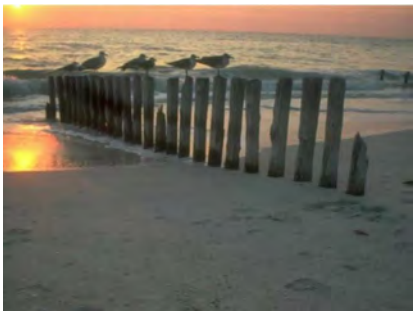
Should you have any questions, please contact Michael Cain at 587-0048.

Sincerely,

SAMUEL J. LEMMO, Administrator
Office of Conservation and Coastal Lands

c: Chair, DOBOR, Maui BLNR member

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Michael Cain, Staff Planner
State of Hawaii
Department of Land and Natural Resources
Office of Conservation and Coastal Lands (OCCL)
PO Box 621
Honolulu, Hawaii 96809

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Mr. Cain:

Thank you for your personal professional efforts in facilitating the review of the subject informational document and the proposed action referenced above. We appreciated your efforts and those of Board member Goimes to visit the site and facilitate the April 7th, 2015 public hearing that gathered useful information and public input. We wish to acknowledge your subsequent April 13th, 2015 letter requesting additional pertinent information, as described below:

A. A discussion on the impact of the proposal on other users of the area, particularly in terms of traffic flow, maneuverability of larger trailers outside the project area, and access to the existing public boat ramp;

B. An analysis of possible alternate locations within the DOBOR-managed area;

C. A discussion on how best management practices will be enforced;

D. A more detailed description of the landscaping plans and the drainage management plans; and

E. A more detailed explanation of what activities at the dry dock will trigger which best management practices (e.g., when will a canvas tarp be required for work? When will users be required to provide portable sanitation facilities? etc.).

The applicant will address the above items and revise the Draft Environmental Assessment that was published in The Environmental Notice on March 8, 2015. The applicant would also revise the Conservation District Use Application, as appropriate, should the proposed action or its scope change as a result of the above activities. Thank you for your time and consideration. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

DEPARTMENT OF THE ARMY
HONOLULU DISTRICT, U.S. ARMY CORPS OF ENGINEERS
FORT SHAFTER, HAWAII 96858-5440

March 16, 2015

SUBJECT: Approved Jurisdictional Determination and No Permit Required Letter for the Kahului Small Boat Harbor Maui Trailered Vessel Facility Project, DA File No. POH-2015-00037

Mr. Jeff Strahn
Maui Dry Dock & Storage LLC
P.O. Box 1119
207 Kupuohi Street
Lahaina, Hawaii 96761

Dear Mr. Strahn:

The Honolulu District, U.S. Army Corps of Engineers (Corps) is in receipt of your request for the construction of the Kahului Small Boat Harbor Maui Trailered Vessel Facility, located on the Kahului Harbor West Breakwater at the Kahului Small Boat Harbor, Kahului, Island of Maui, Hawaii. The project involves the construction of a trailered vessel parking, maintenance, storage and inspection facility on a vacant 1.45-acre portion of a 6.1-acre upland parcel. Your project has been assigned Department of the Army (DA) file number POH-2015-00037. Please reference this number in all future correspondence concerning this determination.

We have completed review of your submittal pursuant to Section 404 of the Clean Water Act (Section 404) and Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 404 requires authorization prior to the discharge and/or placement of dredged or fill material into waters of the U.S., including adjacent wetlands. Section 10 requires authorization prior to installing structures or conducting work in, over, under, and affecting navigable waters.

Based on our review of your submittal, we have determined that there are no waters of the United States, including wetlands, under the regulatory jurisdiction of the Corps within the project site as described above and depicted on the attached project plans (Enclosure 1). Assuming your project is conducted only as set forth in the information provided, this office has determined the proposed activity does not affect the course, capacity, condition, or location of a Navigable Water of the U.S. as defined by Section 10 and would not result in the discharge of dredged or fill material into waters of the U.S. as defined by Section 404. Therefore, a Department of the Army permit will not be required.

This letter contains an approved JD that identifies the basis for not asserting jurisdiction (Enclosure 2). The approved JD is valid for a period of five (5) years unless new information warrants revision of the determination before the expiration date. If you object to this determination, you may request an Administrative Appeal under 33 CFR

331. We have enclosed a Notification of Administrative Appeal Options and Process Request for Appeal (NOA) form (Enclosure 3). If you request to appeal this determination you must submit a completed NOA form, according to instructions in the NOA, to the Corps' Pacific Ocean Division office at the following address:

Cindy Barger, Appeals Review Officer
U.S. Army Corps of Engineers
Pacific Ocean Division, ATTN: CEPOD-PDC
Building 525
Fort Shafter, Hawaii 96858-5440

In order for an NOA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. part 331.5, and that it has been received by the Division Office within 60 days of the date of this NOA. Should you decide to submit an NOA form, it must be received at the above address by May 16, 2015. It is not necessary to submit an NOA form to the Division office if you do not object to the determination in this letter.

This approved JD and statement of no permit required does not relieve Maui Dry Dock & Storage, LLC of any need to obtain other federal, state, or local authorizations required by law and/or regulation.

Thank you for your cooperation with the Honolulu District Regulatory Program. Should you have any questions related to this determination, please contact Katy Damico via telephone at (808) 835-4160 or via e-mail at Katy.R.Damico@usace.army.mil . You are encouraged to provide comments on your experience with the Honolulu District Regulatory Office by accessing our web-based customer survey form at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0 .

Sincerely,

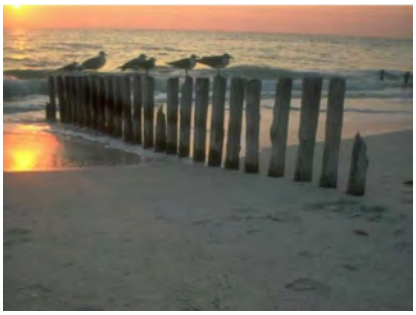
Katy R. Damico

Katy R. Damico
Project Manager
Regulatory Office

Enclosure(s)

Cc: Mr. Thorne Abbott, Coastal Planners LLC, Agent
Mr. John Nakagawa, State of Hawaii DBEDT Office of Planning
Mr. Darryl Lum, State of Hawaii DOH-CWB
Mr. Edward Underwood, State of Hawaii DLNR-DBOR

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Katy R. Damico
Project Manager, Regulatory Office
Department of the Army
Honolulu District
U.S. Army Corps of Engineers
Fort Shafter, Hawaii 96858-5440

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738)(POH-2015-00037).

Dear Ms. Damico:

The you for your comments dated 03/16/2015 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

We appreciated your expeditious handling of our request for comments and acknowledge receipt of the agency's Jurisdictional Determination and that the project does not require a Department of the Army permit (POH-2015-00037). The applicant will obtain other federal, state and local authorizations, as needed and where applicable.

Your comment letter and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015.

Again, thank you for your quick reply to our request. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

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

In reply, please refer to:
EMD/CWB

03033PJF.15

April 1, 2015

Mr. Samuel J. Lemmo
Administrator
Office of Conservation and Coastal Lands
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Lemmo:

SUBJECT: Request for Comments - Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI) for a Trailered Vessel Facility
Wailuku, Island of Maui

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated February 25, 2015, 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://health.hawaii.gov/epo/files/2013/05/Clean-Water-Branch-Std-Comments.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 National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55).

For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee ($1,000 for an individual NPDES permit or $500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermit/. 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 appropriate form. Follow the instructions to complete and submit the form.

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) 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 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.

5. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:

   a. Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects

natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.

b. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g., minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.

c. Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.

d. Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.

e. Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

If you have any questions, please visit our website at: http://health.hawaii.gov/cwb/, or contact the Engineering Section, CWB, at (808) 586-4309.

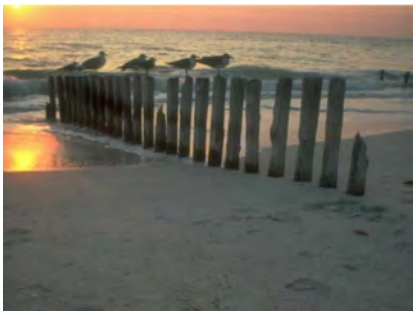
Sincerely,

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

JF:ay

c: DOH-EPO [via e-mail only]

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Alec Wong
Chief, Clean Water Branch
Engineering Section
State of Hawaii Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801-3378

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Mr. Wong:

Thank you for your comments dated 04/01/2015 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

We appreciated your expeditious handling of our request for comments and acknowledge receipt of the agency's comments. The applicant will comply with the agency's anti-degradation policy, designated uses, and water quality criteria pursuant to HAR, Section 11-54-1.1, 3, and 4 through 8. A jurisdictional determination by U.S. Army Corp of Engineers indicates that a Department of the Army permit is not required and no fill or discharges into nearshore waters are anticipated. An NPDES permit will be obtained, where applicable. The applicant acknowledges that other federal, state and local approvals may be required and will obtain these on an as needed basis where applicable.

We appreciate and support the State's position to reduce, reuse, and recycle storm water and restore natural ecosystems and uses. The proposed action incorporates a storm water capture, retention and treatment system that uses vegetated swales, cleanable inlet filters with absorbents, and a recharge system consisting of sub-surface perforated pipes wrapped in geotextile fabric surrounded by washed gravel that exceeds County and State requirements for storm water treatment. In addition, landscape plantings would use native, drought-tolerant, climate adapted species to minimize the use of potable water supplies for irrigation and reduce or avoid the need for fertilization.

Your comment letter and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

OFFICE OF CONSERVATION AND COASTAL LANDS
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

ref:OCCL:MC

CDUA MA-3738
180 Day Deadline: August 24, 2015

FEB 2 6 2015

MEMORANDUM:

TO: DLNR

- ✓ Division of Boating and Ocean Recreation
- ___ Division of Aquatic Resources
- ___ Land Division
- ___ Division of Conservation and Resource Enforcement
- ___ Office of Hawaiian Affairs
- ___ Maui County Planning Department
- ___ Maui County Department of Parks and Recreation
- ___ Department of Transportation, Harbors Division
- ___ US Army Corps of Engineers
- ___ US Coast Guard
- ___ Maui BLNR Member

RECEIVED
OFFICE OF CONSERVATION
AND COASTAL LANDS
2015 MAR -2 A 11:42
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

FROM: Samuel J. Lemmo, Administrator
Office of Conservation and Coastal Lands

SUBJECT: REQUEST FOR COMMENTS – CONSERVATION DISTRICT USE APPLICATION MA-3738
Trailered Vessel Facility

LOCATION: Kahului Harbor West Breakwater, Wailuki District, Maui

TMK: (2) 3-7-001:023 and 021

Please find Conservation District Use Application (CDUA) MA-3738 for the proposed Trailered Vessel Facility on the above subject parcel. We would appreciate any comments your agency or office has on the application. The application, draft Environmental Assessment, and acceptance letter can also be found on our website at dlnr.hawaii.gov/occl/current-applications.

A public hearing on the application will be on Maui on a date to be determined. The time and location will be posted on OCCL's website.

If no response is received by the suspense date of April 7, 2015, we will assume there are no comments.

Please contact Michael Cain at 587-0048, should you have any questions on this matter.

( ) Comments Attached

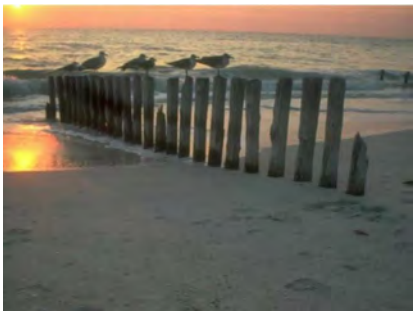
(✓) No Comments

Signature

Attachments: *CDUA; Acceptance Letter*

FEB27'15PM 2:47BOR ADM

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Ed Underwood, Administrator
State of Hawaii
Department of Land and Natural Resources
Division of Boating and Ocean Recreation (DOBOR)
333 Queen Street, Suite 300
Honolulu, Hawaii 96813

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Mr. Underwood:

Thank you for your agency's communication dated 02/26/2015 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

We acknowledge that the agency has no comments on the Draft EA at this time. We look forward to working collaboratively with DOBOR and the diversity of stakeholders to improve the small boat harbor facility and create benefits for its users.

Your communication indicating the agency has no comments and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015.

Thank you for your time and consideration. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
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 96793-3378

April 8, 2015

Mr. Michael Cain
Office of Conservation and Coastal Lands
Department of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Cain:

Subject: Trailered Vessel Facility
Wailuku, Hawai`i
TMK: (2) 3-7-001:023 and 021

Thank you for the opportunity to review this project. We have the following comments to offer:

National Pollutant Discharge Elimination System (NPDES) permit coverage may be required for this project. The Clean Water Branch should be contacted at 808 586-4309.

It is strongly recommended that the Standard Comments found at the Department's website: http://health.hawaii.gov/epo/home/landuse-planning-review-program/ be reviewed and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please contact me at 808 984-8230.

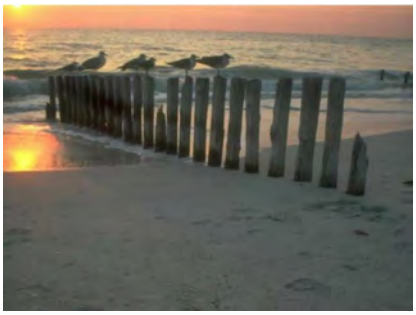
Sincerely,

Patti Kitkowski

Patti Kitkowski
District Environmental Health Program Chief

c EPO
OEQC

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Patti Kitkowski
District Environmental Health Program Chief
State of Hawaii
Department of Health
Maui District Health Office
54 High Street
Wailuku, Hawaii 96793

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Ms. Kitkowski:

Thank you for your communication dated 04/08/2015 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

The applicant would obtain a National Pollutant Discharge Elimination System permit, if applicable.

Thank you for directing us to the standard comments, best management practices and standard operating procedures to prevent pollution that can be found at the Department's website. These will be reviewed and incorporated, as appropriate, into the project's design and facility use. To this end, we have incorporated the Department's recommendations for control of fugitive dust, storm water management, and community noise control within the project proposal.

The agency's comments and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015.

Thank you for your time and consideration. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

DAR #5081

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
OFFICE OF CONSERVATION AND COASTAL LANDS
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

ref:OCCL:MC

CDUA MA-3738
180 Day Deadline: August 24, 2015

FEB 26 2015

MEMORANDUM:

TO: DLNR

- ___ Division of Boating and Ocean Recreation
- _✓_ Division of Aquatic Resources
- ___ Land Division
- ___ Division of Conservation and Resource Enforcement
- ___ Office of Hawaiian Affairs
- ___ Maui County Planning Department
- ___ Maui County Department of Parks and Recreation
- ___ Department of Transportation, Harbors Division
- ___ US Army Corps of Engineers
- ___ US Coast Guard
- ___ Maui BLNR Member

FROM: Samuel J. Lemmo, Administrator
Office of Conservation and Coastal Lands

JKV
RS

SUBJECT: REQUEST FOR COMMENTS – CONSERVATION DISTRICT USE APPLICATION MA-3738
Trailered Vessel Facility

LOCATION: Kahului Harbor West Breakwater, Wailuki District, Maui

TMK: (2) 3-7-001:023 and 021

Please find Conservation District Use Application (CDUA) MA-3738 for the proposed Trailered Vessel Facility on the above subject parcel. We would appreciate any comments your agency or office has on the application. The application, draft Environmental Assessment, and acceptance letter can also be found on our website at dlnr.hawaii.gov/occl/current-applications.

A public hearing on the application will be on Maui on a date to be determined. The time and location will be posted on OCCL's website.

If no response is received by the suspense date of April 7, 2015, we will assume there are no comments.

Please contact Michael Cain at 587-0048, should you have any questions on this matter.

(✓) Comments Attached

( ) No Comments

Signature

Attachments: *CDUA; Acceptance Letter*

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

Date: 3/17/2015
DAR # 5081

MEMORANDUM

TO: Carty S. Chang, Interim DLNR Chairperson

DATE: March 17, 2015

FROM: Russell Sparks, Aquatic Biologist

SUBJECT: CDUA and draft EA for Trailered Vessel Facility and Boat Dry Dock and Storage facility, Kahului Harbor

Comment	Date Request (2/25/2015)	Receipt (2/26/2015)	Referral (3/3/2015)	Due Date (4/7/2015)

Requested by: Samuel J. Lemmo, Administrator OCCL

Summary of Proposed Project

Title: Proposed improvements on 1.453 acres of Kahului Harbor West Breakwater, Island of Maui, Hawaii.

Project by: Thorne Abbott, Coastal Planners, LLC

Location: Kahului Harbor, Maui, Hawaii

Brief Description: Proposed improvements to 1.453 acres of land near the DOBOR small boat launch ramp on the West Breakwall of Kahului Harbor. Improvements would consist of chain link fencing, secure electronic gate, perimeter landscaping, two concrete pads for vessel maintenance and inspections, subsurface drainage and filter systems, electrical and water lines and some minor grading and trenching as needed for utility line installation.

Comments: The Division of Aquatic Resources, Maui Office has reviewed this project in the past and been content with the degree that potential environmental impacts were being mitigated. However, in recent months, the DLNR on Maui has received several complaints regarding dry dock maintenance activities at this proposed site and it does not appear the concerns being expressed by the public are being adequately addressed in the CDUA or the draft EA. Regular complaints from Park users, swap meet users, students and staff at the University of Hawaii, Maui College, and other recreational users of the general area and of the harbor facility include:

1. Complaints over fugitive dust from sanding and grinding activities on fiberglass vessels.
2. Complaints over excessive odors from paints and/or other solvents used during vessel painting and/or fiberglass work.
3. Complaints of paint overspray during vessel painting even with efforts to surround the work area with tarps.

The draft EA references requirements that all users of the vessel maintenance facility must follow. To mitigate fugitive dust the use of a shop vacuum attached to all sanding and/or grinding equipment must be used. It is unlikely, however, that these measures will prevent all dust or even the majority of dust from being liberated into the air and blown into public areas near the harbor ramp. Of more concern, however are the concerns with paint overspray and solvent fumes. The EA outlines conditions that all vessel painting by spray must have the area surrounded by a barrier. With the consistent high winds in the area, it is highly unlikely that a temporarily set-up barrier will adequately prevent fumes and possibly even overspray from leaving the vessel maintenance area. Certainly complaints regarding fumes have been received when vessels were being worked on with tarps surrounding the area. It is unlikely that these issues could ever be completely mitigated, but perhaps some type of removable support poles could be built into the concrete pads to allow for the erection of sturdy barrier structures during vessel maintenance work. With the high winds, the supports for the tarps and canopies must be strong enough to keep these barriers upright and functioning. The DAR is further concerned that if these pollutants are not adequately contained, that they will enter the marine environment and potentially impact the coastal ecosystems of the surrounding area.

Also, it is noted that in the draft EA, on page 2-6 on the last paragraph and then again on page 8-9 the rules regulating fishing in the Kahului Harbor FMA are discussed. The rules as referenced in the draft EA are incorrect. Throw nets are no longer allowed within the harbor. In addition, there are no zones relating to specific regulated activities, but rather the harbor is regulated as one large Fisheries Management Area with one set of rules applying to the entire harbor.

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plans, DAR requests the opportunity to review and comment on those changes.

Date: 6/10/2014
DAR # 4972

MEMORANDUM

TO: Frazer McGilvray, Administrator

DATE: June 10, 2014

FROM: Russell Sparks, Aquatic Biologist

SUBJECT: Boat Dry Dock and Storage facility, Kahului Harbor

Comment	Date Request (5/21/2014)	Receipt (5/21/2014)	Referral (5/27/2014)	Due Date (6/20/2014)

Requested by: Thorne Abbott, Coastal Planners, LLC

Summary of Proposed Project

Title: Proposed improvements on 1.453 acres of Kahului Harbor West Breakwater, Island of Maui, Hawaii.

Project by: Thorne Abbott, Coastal Planners, LLC

Location: Kahului Harbor, Maui, Hawaii

Brief Description: Proposed improvements to 1.453 acres of land near the DOBOR small boat launch ramp on the West Breakwall of Kahului Harbor. Improvements would consist of chain link fencing, secure electronic gate, perimeter landscaping, two concrete pads for vessel maintenance and inspections, subsurface drainage and filter systems, electrical and water lines and some minor grading and trenching as needed for utility line installation.

Comments: This project appears to adequately indentify and mitigate possible impacts of the proposed vessel maintenance activities on the coastal marine environment. The current dry dock facility in Ma'alaea small boat harbor is very small and does not have any of the water runoff capture and filtering capabilities that this facility would. With that in mind, this proposed project would provide the appropriate facility to allow for on Island dry dock activity while mitigating the potential impacts to the environment.

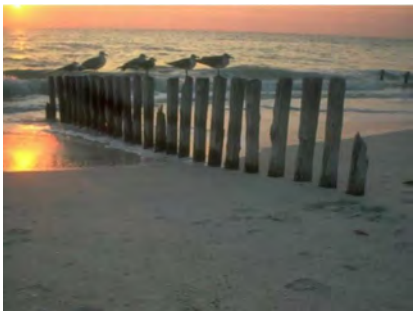
One potential concern with this project could be the amount of space it would take up in an area that is heavily used by recreational users. It would remain critical that parking and coastal access for fishing and other recreational harbor activities remain available at

all times. The drawings of the proposed boat storage and dry dock facility appear to allow for normal harbor access and use, as well as for public pedestrian access around the entire west breakwater both on the western edge and eastern edge of the proposed project. As long as that access is maintained, I don't have any major concerns with this project.

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plans, DAR requests the opportunity to review and comment on those changes.

06-2014

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Russell Sparks
Aquatic Biologist
State of Hawaii
Department of Land and Natural Resources
Division of Aquatic Resources, Maui Office
130 Mahalani Street
Wailuku, Hawaii 96793

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Russell:

Thank you for your communication received on 03/31/2015 and dated 03/17/2015, as well as pre-consultation letter of 06/10/2014 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

The applicant recognizes the sensitive nature of the project site, the surrounding uses, and the diverse set of users in the vicinity. The applicant appreciates the agency's comments relative to environmental protection and strives to be a good steward of the environment. The applicant will take all reasonable measures during construction and operation of the facility to contain and capture fugitive dust, as well as avoid, minimize and mitigate the generation of airborne pollutants, fumes or odors through the implementation of best management practices, precautionary monitoring and facility design. For example, commercial vessel maintenance is anticipated to occur seasonally during the spring and fall and not during the summer or winter months. Sanding and painting activities may be limited to weekdays and normal business hours (i.e., 7:00 am to 4:00 pm), when individuals that may be sensitive to these types of activities are less likely to be in the vicinity. Limiting the types of activities that would occur at the facility on extremely windy days, or conversely on very quiescent days, could also be an effective operational protocol.

The project would conform with applicable State of Hawaii, Department of Health, Clean Air Branch regulations. In particular, users of the facility would be required to use vacuum sanders, as opposed to merely shop vacuums, to contain fugitive emissions at the site. Low VOC paints and high pressure, low volume paint applicators would be used and bottom paints for vessels would be applied with rollers, rather than paint sprayers, to reduce the potential for paint overspray. The means of monitoring users of the facility and ensuring their compliance with best management practices and standards for facility operation will be described in the Final EA. In addition, any containment systems that are proposed will be further described and detailed in the Final EA.

A stormwater capture, stabilization, treatment and retention system is proposed and would include bio-remedial grassy swales, connected to filter inlets with absorbent socks to capture and treat petroleum, oils and lubricants. These would be connected to sub-surface perforated pipes wrapped in geotextile fabric set within washed gravel to improve stormwater treatment at the site. The stormwater treatment system is anticipated to exceed County and State requirements and is intended to provide an effective filtration system to protect nearshore ocean waters. In addition, the project is located 253 feet inland of the shoreline, which is 103 feet further inland than the maximum setback required by the County and greater than the State setback requirements.

The general project area has been used by a variety of boaters in an ongoing, ad-hoc basis for vessel repairs and maintenance since 2011. In the past four years, two complaints were received by the Hawaii Department of Health Clean Air Branch, those being on September 8, 2014 and October 9, 2014. An investigation by the State agency found that there was no violation of their rules or regulations and the complainant was advised to contact DLNR.

In contrast to the ad-hoc use of the site, the applicant is proposing to create a more controlled situation, where use of the site has built-in environmental protections, such as impervious surface areas, storm water filtration and treatment systems, bio-swales, vegetative screening, wind breaks, containment systems and appropriate facility use requirements to avoid, minimize and reduce potential impacts to the environment, be it water, air or coastal. The Final EA will describe the measures proposed to avoid, minimize and mitigate adverse impacts to air and water quality. The Final EA will also address the agency's comments relative to fugitive dust from sanding, odors from paints and/or solvents, and methods to capture and/or reduce the potential for paint overspray.

The EA will also be updated to reflect that the harbor is treated as one Fisheries Management Area with a unified set of rules, rather than specific regulated zones.

The agency's comments and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015.

Please feel free to contact me by phone or email if you have any questions or would like to discuss the matter further. We appreciate the agency's input and comments and thank you for your time and consideration.

Mahalo!

Thorne Abbott

ALAN M. ARAKAWA
Mayor

KA'ALA BUENCONSEJO
Director

BRIANNE L. SAVAGE
Deputy Director

(808) 270-7230
FAX (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

April 1, 2015

Mr. Samuel Lemmo, Administrator
DLNR Office of Conservation and Coastal Lands
PO Box 621
Honolulu, Hawaii 96809

Dear Mr. Lemmo:

SUBJECT: REQUEST FOR COMMENTS – CONSERVATION DISTRICT USE APPLICATION MA-3738 TRAILERED VESSEL FACILITY KAHULUI HARBOR WEST BREAKWATER, WAILUKU, MAUI TMK: (2) 3-7-001:023 & 021

In the attached September 18, 2014 response letter from the Department of Parks and Recreation to Mr. Thorne Abbott, we expressed our concern with the impact of the subject project on the users and existing plant life at the nearby Keopuolani Park.

The Draft Environmental Assessment for the subject project includes Section 3.3.2 Requirements for Facility Use which include 12 requirements which "all boat owners and facility users must agree in writing to adhere to..." The Department is satisfied with the requirements, however we would like more clarification on how the requirements will be monitored.

Thank you for the opportunity to review and comment on the subject project. Should you have any questions or concerns, please feel free to contact me or Robert Halvorson, Chief of Planning and Development, at (808) 270-7931.

Sincerely,

KA'ALA BUENCONSEJO
Director of Parks & Recreation

Enclosure
c: Thorne Abbott, Coastal Planners LLC
Robert Halvorson, Chief of Planning and Development
Kaeo Ah Sau, Chief of Recreation (TA)
Daneford Wright, Central District Supervisor

KB:RH:csa

ALAN M. ARAKAWA
Mayor

BRIANNE L. SAVAGE
Interim Director

(808) 270-7230
Fax (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nakoa Street Unit 2, Wailuku, Hawaii 96793

September 18, 2014

Mr. Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, HI 96793

Dear Mr. Abbott:

SUBJECT: PRE-CONSULTATION FOR PROPOSED IMPROVEMENTS OF A 1.453 ACRE PORTION OF THE KAHULUI HARBOR WEST BREAKWATER, ADJACENT TO KAHULUI BEACH ROAD, ISLAND OF MAUI, HAWAII.
TMK: (2) 3-7-001:023 & 021 (POR.)

Thank you for the opportunity to review and comment on the subject project. As the Keopuolani Park is located down wind from the proposed project site, our Department is concerned with the impact on the park users and existing plant life. The project's proposed action should address how these concerns will be mitigated. We look forward to reviewing the Draft Environmental Assessment when it is available.

Should you have any questions or concerns, please feel free to contact me or Robert Halvorson, Chief of Planning and Development, at 270-7931.

Sincerely,

Brianne Savage

BRIANNE L. SAVAGE
Interim Director of Parks & Recreation

c: Robert Halvorson, Chief of Planning and Development
Jason Lopez, Chief of Recreation and Support Services
Daneford Wright, Central District Supervisor

BLS:KP:csa

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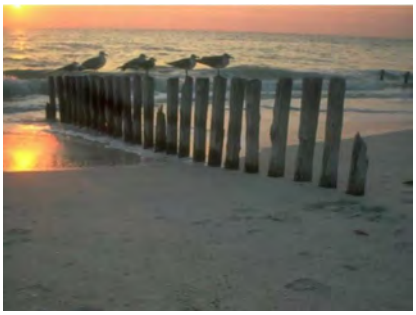
FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: Ka'ala Buenconsejo
Director of Parks & Recreation
700 Hali'a Nakoa Street, Unit 2
Wailuku, Hawaii 96793

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738)(POH-2015-00037).

Dear Director Buenconsejo:

Thank you for your comments dated 04/01/2015 and 09/18/2014 regarding the subject informational document and the proposed action referenced above. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

We appreciated your expeditious handling of our request for comments and acknowledge receipt of the agency's comments. The applicant will revise the EA to address how the requirements for the facility's use and compliance with the implementation of best management practices will be enforced and monitored. Please note that the applicant acknowledges that other federal, state and local authorizations may be required and will obtain these, as needed and where applicable.

Your comment letter and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015.

Again, thank you for your reply to our request. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

DAVID Y. IGE
GOVERNOR OF HAWAII

CARTY S. CHANG
INTERIM CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DANIEL S. QUINN
FIRST DEPUTY

W. ROY HARDY
ACTING 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

RECEIVED
2015 MAR -5 P 1:01
COUNTY OF MAUI
DEPT. OF PLANNING
ADMINISTRATION

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
OFFICE OF CONSERVATION AND COASTAL LANDS
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

ref:OCCL:MC

CDUA MA-3738
180 Day Deadline: August 24, 2015

FEB 2 6 2015

MEMORANDUM:

TO: DLNR

___ Division of Boating and Ocean Recreation
___ Division of Aquatic Resources
___ Land Division
___ Division of Conservation and Resource Enforcement
___ Office of Hawaiian Affairs
_✓_ Maui County Planning Department
___ Maui County Department of Parks and Recreation
___ Department of Transportation, Harbors Division
___ US Army Corps of Engineers
___ US Coast Guard
___ Maui BLNR Member

FROM: Samuel J. Lemmo, Administrator
Office of Conservation and Coastal Lands

SUBJECT: REQUEST FOR COMMENTS – CONSERVATION DISTRICT USE APPLICATION MA-3738
Trailered Vessel Facility

LOCATION: Kahului Harbor West Breakwater, Wailuki District, Maui

TMK: (2) 3-7-001:023 and 021

Please find Conservation District Use Application (CDUA) MA-3738 for the proposed Trailered Vessel Facility on the above subject parcel. We would appreciate any comments your agency or office has on the application. The application, draft Environmental Assessment, and acceptance letter can also be found on our website at dlnr.hawaii.gov/occl/current-applications.

A public hearing on the application will be on Maui on a date to be determined. The time and location will be posted on OCCL's website.

If no response is received by the suspense date of April 7, 2015, we will assume there are no comments.

Please contact Michael Cain at 587-0048, should you have any questions on this matter.

( ) Comments Attached

(✓) No Comments Comment previously provided.

Jay O. Ruther 4/7/15
Signature

Attachments: *CDUA; Acceptance Letter*

See attached

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director

COUNTY OF MAUI
DEPARTMENT OF PLANNING

January 5, 2014

Mr. Thorne Abbott
Coastal Planners, LLC
3303 Maalaea Bay Place
Wailuku, Hawaii 96793

Dear Mr. Abbott:

SUBJECT: REQUEST FOR COMMENTS FOR PROPOSED IMPROVEMENTS ON 1.453 ACRES OF THE KAHULUI HARBOR WEST BREAKWATER, ISLAND OF MAUI, HAWAII; TMK: (2) 3-7-001:023 AND POR. 021 (RFC 2014/0047)

In response to your Request for Comments letter dated May 20, 2014, the Department of Planning (Department) has reviewed the available information about the proposed project, based on the two (2) page project description and eight (8) figures you provided to the Department. The Department is familiar with the site and understands that the harbor area is also a breeding ground for native fish populations. The Department has the following comments:

1. As per your analysis, even though the project falls within the Special Management Area (SMA) boundaries for the island of Maui, the proposed project does not require a SMA permit under amendments to Hawaii Revised Statutes (HRS) 171-6, Powers of Department of Land and Natural Resources (DLNR), as amended in July 2011. However, as this project has potential significant impacts to the environment, the Department encourages the Applicant to review the project for inclusion of mitigation best practices according to the assessment criteria presented in the *Special Management Area Rules for the Maui Planning Commission,* Section 12-202-12 (e) and the *Coastal Zone Management Act*, HRS 205A, Section 2, Coastal Zone Management Program Objectives and Policies, for compliance with HRS 205A-4, Implementation of Objectives, Policies, and Guidelines.

2. The Department appreciates your efforts to comply with the County of Maui grading ordinance and erosion control. Please take all reasonable measures during the operations of the completed Boat Repair Facility to manage the capture of fugitive dust in order to protect the persons and visitors in downwind neighborhoods, keiki playgrounds, and playing fields at Keopualani Park. The Department notes that the project area is subjected to strong seasonal trade winds blowing dust towards these populated areas. Dust capture can be improved through education and outreach as well as setting standards for boat repairs that all participants must follow.

3. Please consider the capture of potential petroleum runoff through available effective filtration systems as to protect the harbor waters and sea life.

4. Please advertise this project as much as possible by holding a public meeting about the project or conducting the necessary public briefings in order to gain additional public input and comments to improve the project.

Thank you for your cooperation. Should you need further clarification, please contact James Buika Coastal Resources Planner via email at james.buika@mauicounty.gov or by phone at (808) 270-6271.

Sincerely,

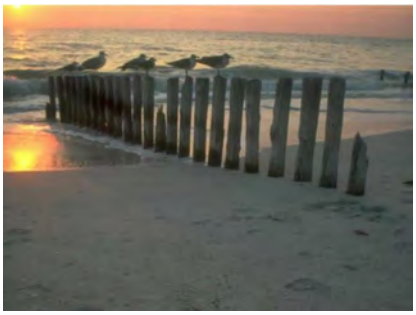
CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

xc: John S. Rapacz, Planning Program Administrator (PDF)
James A. Buika, Coastal Resources Planner (PDF)
Tara Owens, University of Hawaii Sea Grant Extension Program (PDF)
Department of Land and Natural Resources-Land Division, Maui (PDF)
Department of Land and Natural Resources-Office of Conservation and Coastal Lands Division (PDF)
Department of Public Works-Development Services Administration
Project File
General File

WRS:CIY:JAB:njm
K:\WP_DOCS\PLANNING\RFC\2014\0047_KahuluiHarbor\CommentsRFCKahuluiHarborWestBreakwater.doc

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



TO: James Buika
Coastal Resources and Shoreline Planner
Maui County Planning Department
Current Division, Suite 619 One Main Plaza
2200 Main Street, Wailuku, Hawaii 96793

April 25, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. (CDUA MA-3738).

Dear Mr. Buika:

Thank you for your communication received 02/26/2015 and dated 01/05/2014 regarding the subject informational document and the proposed action referenced above, as well as pre-consultation activities. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015. The applicant acknowledges that the Maui County special management area and shoreline setback rules are not applicable to the project site pursuant to Hawaii Revised Status 171-6. However, the project is located 253 feet inland of the shoreline, which is 103 feet further inland than the maximum setback required by the County.

The applicant will take all reasonable measures during construction to comply with the County's grading ordinance. A minor grading permit and erosion control plan are anticipated to be submitted to the Maui County Department of Public Works for review and approval. Operations at the site will seek to contain and capture fugitive dust, as well as avoid, minimize and mitigate the generation of air borne pollutants through the implementation of best management practices and would conform with applicable State of Hawaii, Department of Health, Clean Air Branch regulations.

A stormwater capture, stabilization, treatment and retention system is proposed and would include bio-remedial grassy swales, connected to filter inlets with absorbent socks to capture and treat petroleum, oils and lubricants. The stormwater treatment system is anticipated to exceed County and State requirements and is intended to provide an effective filtration system to protect nearshore ocean waters.

A well-attended public hearing was held at the Pacific Whale Center in Maalaea on April 7, 2015 at 6 PM. The public hearing was advertised in the newspaper, on social media (craigslist), and a March 15th, 2015 Maui Newspaper article describing the proposed action and hearing date, location and time.

The agency's comments and this response will be included in the appendices of the Final EA. The Final EA and Finding of No Significant Impact (FEA-FONSI) are anticipated to be published in June 2015. Thank you for your time and consideration. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

APPENDIX C.
COMMUNITY CONSULTATION

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Department of Land and Natural Resources

Notice of Public Hearing on Proposed Land Use Within the Conservation District

Date: Tuesday, April 7, 2015
Time: 6:00 P.M.
Place: Pacific Whale Foundation, 300 Ma'alaea Road, Suite 211, The Harbor Shops at Ma'alaea, Wailuku, HI 96793

The Department of Land and Natural Resources (DLNR), State of Hawai'i, pursuant to Chapter 183C, Hawai'i Revised Statutes, will hold a public hearing in Maui County to receive testimony on the following:

Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater, Wailuku District, Maui, TMK (2) 3-7-001:023 & 021.

Copies of the application are available for inspection at:

- The Office of Conservation and Coastal Lands (OCCL), Kalanimoku Building Room 131, 1151 Punchbowl Street, Honolulu, HI 96809
- Wailuku Public Library, 215 S. High Street, Wailuku, HI 96793
- OCCL website, dlnr.hawaii.gov/occl/current-applications

Any person may testify or present information on the application. Disabled individuals planning to attend the hearing are asked to contact the DLNR at the above address or phone Michael Cain at 587-0048 at least three days in advance of the public hearing to indicate if they have special needs which require accommodation.

Board of Land and Natural Resources

(Sgd.) Carty S. Chang
Carty S. Chang., Chairperson

Company seeks permit to build harbor parking area for vessels

The Maui News

Maui Dry Dock and Storage is seeking a conservation district use permit to build parking for trailered vessels at the Kahului Harbor west breakwater.

The facility would provide a place to conduct vessel maintenance and inspections, including biannual U.S. Coast Guard inspections of commercial and privately owned boats.

The project plans are detailed in a draft environmental assessment published in the March 8 issue of "The Environmental Notice," a publication of the Department of Health's Office of Environmental Quality Control.

It would cost approximately $425,000 and take four to six months to install two concrete pads, put in two grassy swales and build an underground drainage system, the project's description says. There are no above-ground buildings.

Plans call for the 1.45-acre site to be secured by a vinyl-coated chain-link fence with key-card access for those using the facility for parking boats, trailers and tow vehicles. Landscape plantings would surround the perimeter fencing and be placed along the swale edges. Plantings of hau and naupaka would screen the facility from the roadway, mitigate storm runoff and serve as a windbreak.

"Two key card-operated electric gates would afford boaters 24-hour access and convenient trailer turning, ingress and egress from the facility," the project description says.

No price or rental period has yet been determined for the facility. Prices would be set in consultation with the Department of Land and Natural Resources' Division of Boating and Ocean Recreation, although key cards are expected to cost about $100 to $130 a month. The project is on state-owned land managed by state boating officials.

The deadline for public comments is April 7. Comments may be submitted in writing to Maui Dry Dock and Storage LLC, P.O. Box 1119, Lahaina 96761. The contact is Jeff Strahn at 270-9813.

Copies should be sent to the Office of Conservation and Coastal Lands, P.O. Box 621, Honolulu 96809; and Coastal Planners LLC, 3993 Maalaea Bay Place, Wailuku 96793.

Maui boatyard

Larry Stevens to: michael.cain

Cc: thorneabbott, Amy

Please respond to Larry Stevens

04/07/2015 10:46 AM

Aloha Michael

My name is Larry Stevens. I am the chair of the Clean Water Committee for the Maui Nui Marine Resource Council (www.mnmrc.org).

Thorne Abbott presented this project to our committee at a recent meeting. While it is not our practice to endorse projects and we are not doing so in this case, we had no objections to the project as it was presented to us.

Speaking personally, I thought the project could be of substantial benefit to the boating community as a safer and more economical approach than the long ocean journies now required.

Larry

MNMRC Clean Water Committee
Wednesday, March 18th, 2015
HIHWNMS, Kihei
11:00am – 1:00pm
Draft Agenda

Call To Order: Larry, CWC Chair
Pule:
Roll Call: Members and Guests - Please sign in
Vision: The waters of Maui Nui are clean, coral reefs are healthy, native fish are abundant.
Guiding Principles: Aloha, Kōkua, Mālama, Hoʻomanawanui, ʻIke
Approval: February CWC minutes

Hana Bay Leach Field - *Discussion with Keith Scott from the Maui County Department of Planning*
Review and discuss the SMA process with the proposed leach field at Kapueokahi Bay (Hana Bay) as one example

- Purpose, timeline and cost, permitting and planning, community support and concerns

Mahana Estates - Brown Water Events
Discussion: From suggestions made at last month's CWC, and insight gained from Lesli Otani's presentation at our March 4th MNMRC meeting, we will review the possible options and decide on our best course of action.

QAPP Update - Dana

Kahului Harbor Trailor Parking Facility
Discussion: Submission of comments to DLNR?

- Security, BMPs, waste facilities, restrooms

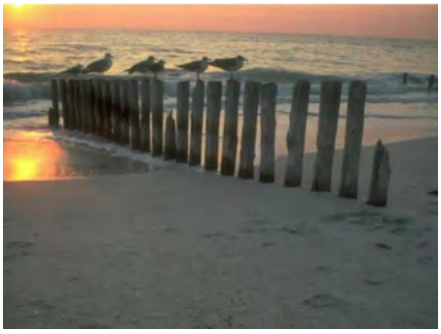
Upcoming Events:
Malama Maui Nui - Lower Waiehu Beach Cleanup - Saturday, Mar 21st 9am-12pm
Hawaii Wildlife Fund - Ka'ehu Beach Cleanup – Sunday, Mar 22nd 9am-1pm, Waiehu
West Maui Kumuwai - "Save Water, Drink Beer" - Sunday, Mar 22nd 1-10pm, Maui Brew Co. Kihei
Kaho'olawe Island Reserve Commission - Kako'o Day- Saturday, Mar 28th 8am-12pm, Kihei

Next Meeting Dates:
MNMRC meeting – Wednesday, April 1st, 2015 at PWF
Polanui Hiu CMMA – Saturday, April 4th, 2015 at Polanui
CWC meeting – Wednesday, April 15th, 2015, 11 am– 1 pm at PWF

Mahalo to HI Humpback Whale National Marine Sanctuary for providing a gathering place

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, HI 96793

TO: Larry Stevens, Chair
Clean Water Committee
Maui Nui Marine Resource Council
http://www.mnmrc.com
Email: hodges@mnmrc.org and lfstevens@earthlink.net



March 16, 2015

RE: Maui Trailered Vessel Parking Facility, Kahului West Breakwater, Maui

Aloha Larry:

Thank you for the opportunity to meet with the Maui Nui Marine Resource Council (MNMRC) Clean Water Committee (CWC) on February 18th, 2015 at its regularly monthly meeting. As the project consultant, I appreciated the opportunity to present the project and discuss various aspects of the proposal with the several MNMRC members in attendance. As I understand it, the CWC is a group of volunteers that are concerned with water quality. The CWC's vision is that the waters of Maui Nui are clean, coral reefs are healthy, and native fish are abundant. It's guiding principles are based on aloha, kokua, malama, hoomanawanui, and ike.

I respect that the CWC may not have a position on whether the proposed facility is warranted because it is not directly within the kuleana of the organization. As I understand it, members appeared to feel it was prudent to have impervious surface areas with appropriate drainage and treatment systems upon which to conduct vessel maintenance and inspections. The project would provide a dedicated location with concrete pads for both small and large vessels that is served by a storm water treatment system to help protect water quality. I also appreciated the group's recommendation to explore adding security cameras to better ensure that boater's use the concrete pads to conduct vessel maintenance, rather than the unimproved parking area. The cameras could also improve security of the site.

I understand the group supports efforts to capture and treat stormwater, reduce discharge of pollutants, and minimize urban runoff. To that end, the applicant believes the proposal represents an improvement over the existing situation at the Kahului Small Boat Harbor facility. When purchasing a key card to access the site, user's would be required to sign an agreement to implement specific best management practices when using the facility to help avoid and minimize potential pollution.

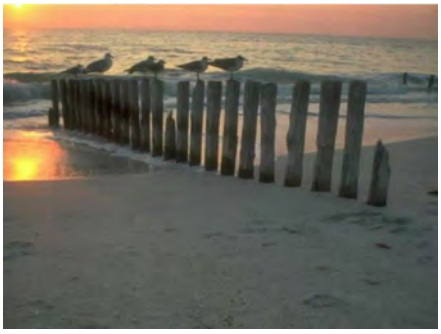
I very much appreciated the opportunity to discuss the project with the CWC and would welcome any comments or clarifications of this brief meeting synopsis. Please feel free to contact me at 808 344 1595 or by email at Thorneabbott@yahoo.com if I can be of additional assistance.

Mahalo!

Thorne Abbott

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, HI 96793

TO: Arianna K. Gerry
Hawaiian Canoe Club
Kahului, Maui, HI
ariannagerry@gmail.com
(808)359-8641



March 31, 2015

RE: Maui Trailered Vessel Parking Facility, Kahului West Breakwater, Maui

Aloha Arianna:

Thank you for the opportunity to meet with the Hawaiian Canoe Club's Board of Directors (HCC) on March 18th, 2015. We very much appreciate the time and insight shared by HCC and thought the dialogue very useful. I would like to take this opportunity to respond to some of the attendee's concerns and ideas expressed at the meeting and I appreciate our emails confirming the topics. I apologize for any delay, but there were several items that necessitated research to confirm.

Stephen Smith

- **Why not use vacant area to the west – what are the future plans for the western portion**

The Kahului West Breakwater is approximately 27 acres of filled lands dredged from the harbor.
~ 6.1 acres or 25% of the breakwater is assigned to Department of Land and Natural Resources (DLNR). Division of Boating Ocean Recreation (DOBOR) for vessel launch, haul out, etc.
~ 17.3 acres or about 60% is assigned to the Department of Transportation (DOT)
~ 3.7 acres (15%) is assigned to the U.S. Army Corps of Engineers (USACE) to work and store materials to maintain the breakwater.
~ 1.45 acres (6%) is the project area proposed for trailer boat parking, which is ~24% of DOBORs assigned land.

DOBORs kuleana is boating, whereas the DOTs is commerce, transport and interisland shipping. Moving the proposed boat parking area to DOT lands could conflict with the intended long-term use of DOTs property for shipping. A container storage yard has been discussed as a potential future use on these DOT lands. Formally reallocating parts of DOT land to DOBOR would require a Governor Executive Order or action by the Senate/Legislature. Thus, we have confined the project to DOBOR lands since the proposal fits within their kuleana.

Stephen Smith

- **How would the parking slips by marked -**

The trailer boat parking area would be unpaved. No decision has been made on how parking stalls would be marked however the use of flexible reflective bollards, such as those presently used in the roadway construction zone on Diary Road could be suitable for the circumstance.

Barbara Querry

- **Growth pole issues – attracting more use that could conflict with paddlers going around the harbors even by the boat ramp. Check number of commercial operators that are too big for Maalaea Boat Ramp.**

As stated in the presentation, there are approximately 120 commercial boats in Maui, with half based in Lahaina and half in Maalaea. About a dozen of these boats are too large or have too much draft to be able to pull out at the aforementioned harbors. Only the Kahului Boat ramp can accommodate them. Presently, they are being serviced on an ad hoc basis in the corner of the lot, where the proposed concrete pad would be.

The concrete pad could accommodate two of these boats at a time and they need to be inspected once every two years. Inspections are normally during the spring or fall over a period of a 2-3 weeks. Based on the number of larger vessels and the inspection schedule, about six boats would be inspected a year, three in the fall and three in the spring. As such, it is not anticipated that large vessels would be parked in the facility or use the larger of the concrete pads year round.

Smaller boats currently use Maalaea for repairs and inspections and there would be no apparent reason for this to stop. A second smaller concrete pad would be available throughout the year for smaller vessel maintenance adjacent to the parking slips, but this is anticipated to be for incidental maintenance that day or shortly after returning from a boat trip. It is not intended to accommodate long-term use be a singular boat and would not be consistent with the facility use agreement for those parking their boat and trailer.

Barbara Querry / Mary Akiona

- **Times of use / when would larger catamarans use the boat ramp**

The time involved to haul out is about one hour on the boat ramp and normally occurs at daybreak. The boat ramp has accommodated other boats putting in at the same time as larger vessels being towed out of the water. Given the schedule (6 boats per year) and the time of day (6 or 7 am) that haul outs usually occur, conflicts with canoe paddling should be minimal.

- **Starting with a new north shore commercial operation. Would the facility cause new business to start from north shore? What about fishermen – increased use.**

As to creating a growth pole that would attract more business, the facility would encourage sales of boat repair materials and support specialized personnel that make boat repairs here on Maui, rather than having these sales and services on Oahu or the Big Island as is presently the case. The facility is not expected to create more commercial boating on the north shore since what presently exists already uses the boat ramp and harbor. Instead, it is more likely that existing boaters would park their boat and trailer at the facility, instead of transiting the trailered boat by truck on Maui's roads and highways.

The same should be applicable to fishing, the project would make fishing more convenient because trailer and boat would not have to be transported to private homes or other locations, such as upcountry Kula. However, most of these individual boat owners already use the harbor and the small boat harbor parking area. Certainly, fishermen are more likely to go out if it is more

convenient for them to do so, and this could equate to more use of the boat ramp. But many fishermen leave before dawn particularly if they are travelling to use the Fish Aggregating Devices offshore of Maui's north shore or in Hana.

Mary Akiona

- **Homelessness and security. Providing shade attracts them.**

There have been significant homeless problems on the West Breakwater in the past. Leaving the overall area vacant and unused probably does little to deter homelessness. Having more people using the harbor, for the variety of ocean recreation uses, could help reduce the attraction of the area to homeless use, particularly for camping or squatting in the area. The facility itself is not proposing bright lights however adding video cameras has been suggested and would be considered on its merits. The staggered height of the vegetation (tall hao, low naupaka) proposed for the perimeter outside the fence was specifically selected to provide a deterrent while offering visibility inside the facility and creating some visual relief in the otherwise barren area. The staggered approach would also reduce the amount of shaded flat area which could be used for laying down or congregating.

Clearly, vigilance and awareness is needed to ensure that boats and their trailers are safe. Presently, there are few security measures at the small boat harbor parking area, aside from the tall lights adjacent to the boat ramp. The proposed fence and vegetation may not solve the situation entirely, but would seem to be an improvement of the existing security measures at the parking area. We appreciate you bringing up this concern and the challenges and remedies HCC has used in the past.

Arianna Gerry

- **Displacement of current parking / trailer users (might relocate to facility)**

Normally, most users of the boat ramp park their trucks and trailers just inland of the edge of the pavement (Figure 1) and seaward of where the proposed fenced parking area and access gate would be located. The facility is located 250 feet inland of the revetment and boat ramp, and approximately 70 feet inland of the mauka extend of the wide concrete driveway extending inland from the top of the boat ramp on the mauka side of the harbor access road (Figure 1).

The facility would not displace this type of use but rather offer an alternative location. Albeit an unpaved access driveway would extend the middle half of the concrete driveway inland to the facility's sliding gate. The access drive is anticipated to be marked by reflective bollards or signs and would remain open but would not be as wide as the existing concrete pad. This could displace 1 or 2 trailer parking spots in the current, self-organized, parking configurations that occur now (Figure 1). Some of the trailers parking outside the facility's footprint are very likely to park within the facility thereby freeing the space they previously occupied for other users and vehicles.

- **Parking during Jaws – (same as above, some will relocate to facility) also potential other locations for Jaws parking such as mauka area or DLNR access road.**

Normally, most users of the boat ramp park their trucks and trailers just inland of the edge of the pavement and surfers, stand up paddlers, etc. park along the edge of the rocks extending from

Hale Kiawe (Figure 1). As a surfer myself, I prefer not to carry my board a long way just to get to the edge of the water and put in. Similarly, because it's a long board, I prefer not to carry it too far in a gusty and strong wind. For this discussion, I will assume others have similar interests.

Previously, a gated area just past Hale Kiawe was used for parking next to the revetment during good surf days (Figure 1). This area was prepared by members of the Hale and the gate locked/unlocked by its members as a benefit to the surfing and self-propelled watersports community. The area can accommodate a large number of vehicles and is closer to the surf break than most other locations within the DOBOR parking lot. However, access has been prevented by the Department of Transportation due to liability concerns.

There are times when the DOBOR parking lot – as presently configured and designed - becomes busy and congested. This is due in part to a lack of organized parking, signs, and unused vacant space on the West Breakwater not being utilized efficiently. Establishment of parking configurations would be DOBORs direction, however the applicant is amenable to installing and paying for signs to create more efficient parking patterns.

In the past, albeit infrequently over the year, conflicts have arisen when cars for watersports have inadvertently parked in a way that blocked or curtailed movement by trucks pulling trailers. The situation is worsened because there are no signs directing users of the harbor where to park. As a result, on those occasions when the harbor is busy, congestion and conflict can ensue.

The proposed trailer parking area could help alleviate this situation to some degree. Nine trucks and trailers are shown parking in usual fashion in Figure 1. Overall, it can be expected that some trailered boat users would relocate to inside the facility, thereby parking further mauka than shown in the figure. This would free this area to other users, most probably other trucks and trailers as this is close to the boat ramp, which they need to access.

The applicant is amenable to grubbing and grading at their expense an entirely unused area that is suitable for parking. The area is surrounded by concrete pylons laying on the ground but is relatively flat and covered in weeds and grasses. Pylons also frame a de facto mauka to makai roadway (Figure 1) next to this area which could provide convenient, safe access to this potential parking area as shown by the arrow. Approval from DOBOR would be required, but the applicant is entirely supportive of expanding the range of parking options at the harbor.

While I sympathize with the sentiment that no parking should be lost, I feel this can be corrected by expanding the pie. The range of parking options presently available is limited by organization, not available space, so there needs to be an expansion of the types of parking available – the pie – as there are large unused and/or underutilized areas at this time. I believe that there are significantly larger, more convenient locations within the breakwater to provide and cater to the diverse range of harbor users and their parking needs. Overall, there is no shortage of space on this approximately 27 acre site, but rather an inappropriate allocation of parking resources and a lack of properly organized and configure parking options designed for specific user groups such as surfers, stand up paddlers, canoes and outriggers, trailered jet skis, trailered vessels, fishing folks, spectators, and chase boats during, especially during special events.

I very much appreciated the opportunity to discuss the project with the HCC and would welcome any comments or clarifications of this brief meeting synopsis. Virtually everyone wants the site to improve, but with any change there are bound to be concerns that arise. The applicants – Trilogy, Maui Dive Shop and several others are good stewards of the environment and want to be good neighbors and members of the community. I firmly believe that by working in collaboration, we can achieve much greater results and improve the current boat harbor and its facilities for the variety of users and their interests.

A case in point is the lack of restroom facilities at the harbor. An infusion of funds from a lease to the applicant could help generate funds that can be directed back to the harbor's improvement, such as a comfort station. Many State lease arrangements are directed to special funds for particular purposes. For example, virtually all shoreline encroachment leases go to the State's Beach Nourishment Fund and support personnel for beach protection. The applicant's would encourage DOBOR and DLNR to direct funds to the critical need for restrooms at the harbor, just as they successfully lobbied DOBOR for sewage pump outs for the commercial boating operators on the South Mole breakwater of the Maalaea Harbor when it was recently renovated.

I would be grateful if you could distribute this to the Board members and thank them for their time and input, particularly those who's questions are noted above. Please feel free to have them or yourself contact me at 808 344 1595 or by email at Thorneabbott@yahoo.com if I can be of additional assistance.

Mahalo nui loa!

Thorne Abbott

Figure 1 – Overlay of approximate locations of existing and proposed uses on the Kahului West Breakwater.

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APPENDIX D.
INDIVIDUAL COMMENTS AND APPLICANT'S RESPONSE

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Re: testimony on current application CDUA MA-3738 trailered vessel facility
thorne abbott
to:
Hawaiian Supaman, michael.cain@hawaii.gov
04/09/2015 12:01 PM
Hide Details
From: thorne abbott <thorneabbott@yahoo.com>
To: Hawaiian Supaman <hawaiiansupaman@live.com>, "michael.cain@hawaii.gov" <michael.cain@hawaii.gov>,
Please respond to thorne abbott <thorneabbott@yahoo.com>

Mahalo Paul for attending and your written comments.
Thorne Abbott
Coastal Planners, LLC

For additional information visit http://www.CoastalZone.com

On Tuesday, April 7, 2015 9:55 PM, Hawaiian Supaman <hawaiiansupaman@live.com> wrote:

From: hawaiiansupaman@live.com
To: michael.cain@hawaii.gov
CC: thorneabbot@yahoo.com; dlnr.occl@hawaii.gov; dlnr@hawaii.gov
Subject: testimony on current application CDUA MA-3738 trailered vessel facility
Date: Tue, 7 Apr 2015 21:54:15 -1000

Aloha,

Thank you for holding the public testimony regarding CDUA MA-3738.

I have some questions and concerns.

Safety and environment should always take precedence.

The North Shore of Maui has strong prevailing trade winds and the proposed facility is upwind from the Keopuolani Park more specifically the playground and soccer fields. Any airborne release of hazardous materials such as fiberglass, paint and chemicals will blow directly into the park. Tarps do nothing to prevent releases. All work should be done in a building designed to capture 100% of what ever is released. Do not allow any effluent to percolate into the ground. Dissolved chemicals no matter how "safe" or "environmentally friendly" will eventually contaminate the ground water and surrounding ecosystem including the nearby ocean and reef.

Provide a system to constantly monitor air and water quality. Mandate strict record keeping

and enforcement to ensure any waste is NOT released into the environment.

Ensure emergency use of the launching ramp. It is not a good idea to block access to any emergency vehicle especially when launching and docking.

Reducing the size of the current parking area will create resistance. Keep the current size to anticipate an increase in trailer boaters over time. There is a lot of unused space. Perhaps the project should use this space instead.

The average size boat launching out of Kahului is longer and bigger than elsewhere because of the rough seas. Projected size of parking stalls are too short and too few. There needs to be at least two or three parking stalls for each trailer stall. There are many people that use the area for various reasons such as SUP and surfing, canoeing, shoreline fishing, eating lunch and etc. They should also be considered.

Since this is public land shouldn't everyone have the same opportunity to use the land at the same price? Why wasn't everyone given the same opportunity to acquire the lease? How much will the lease cost? How long will the lease be good for?

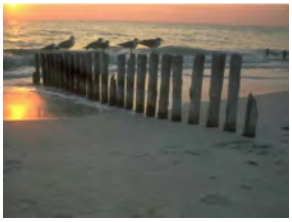
There will probably be more concerns and comments with time. I am looking forward to your response.

Thank you.

Paul Hanada
W 808-877-5894
CP 808-344-5882

Paul Hanada
Kahului
Maui, HI

Email: hawaiiansupaman@live.com



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Paul:

Thank you for taking the time to attend the public meeting held on April 7, 2015 and for submitting comments on the above referenced informational document by email dated April 7, 2015. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015. We appreciated you sharing your knowledge of the area and respect the concerns expressed, particularly in regard to air quality, stormwater and runoff, monitoring and enforcement, emergency access, and parking. Please accept this letter in response to your comments and inquiry.

Based on public input and discussion, we have added additional information to the Final EA document in order to better evaluate the proposed action. Several additional alternatives actions have been considered, including:

- An analysis of possible alternate locations within the parcel of land managed by the Division of Boating and Ocean Recreation (DOBOR); and
- An analysis of alternative configurations for the proposed action within the DOBOR-managed area.

As a result, the preferred alternative has been revised and reflects a reconfiguration within the DOBOR managed area. First, a new parking area for the public (i.e., cars and trucks) has been added. Second, the secure trailer boat parking area has been relocated and holds fewer trailers than originally proposed.

The two parking areas are proposed to be located near Kahului Beach Road on unused, vacant land that is currently inaccessible and covered in weeds and low vegetation. The improvements add more parking space to the harbor than the boat inspection and maintenance area would occupy. The parking is configured so that the movement of cars is separated from towed trailer boat movements to improve public safety. The preferred alternative maintains the present, wide, unoccupied turning area for trailered boats that presently exists at the harbor.

Regarding air quality, the maintenance and inspection area would have perimeter fencing with screening and landscaping surrounding the perimeter to help break the wind and provide visual relief. The facility would require full containment of dust and debris to prevent and/or minimize the release of fugitive dust. Shrink wrap containment is used industry wide and is an accepted industry standard

because it is designed to fit the individual circumstance and offers effective, efficient containment of dust, debris and air-borne particulate matter. Additionally, users of the facility would be required to implement specific practices to minimize potential impacts on other users of the harbor and neighboring properties. At least 20 of the facility rules and procedures are detailed in the Final EA.

All boat owners and facility users must agree in writing to adhere to the best practices and standards of safe operation and would forgo a deposit if they are in violation of these rules. The rules for facility use are consistent with, or more stringent than, other boat yards, marinas and/or dry dock facilities within the State of Hawaii and would exceed government regulatory requirements. Monitoring and enforcement are described in further detail in the Final EA.

The relative efficiency and effectiveness of a stormwater drainage system depends on the type of filtration devices, their manufacturer, flow rates, the type of sediment or potential pollutants to be contained, and maintenance of the system. The drainage system would be designed by a local professional engineer and would meet all County and State requirements. It is anticipated that the drainage system would use Flexstorm or similar products sold in Hawaii. The Flexstorm Inlet Filter bags were tested by a 3rd party independent company. The tests reported an 82% filtration efficiency with the FX bag and removal efficiencies of 97% of total parts of hydrocarbons using a PC bag. Test results can be reviewed at http://www.inletfilters.com/engineering-resources. The tests were performed by TRI/Environmental Inc., in general accordance with the ASTM D 7351, *Standard Test Method For Determination Of Sediment Retention Device Effectiveness In Sheet Flow Application*.

The vessel inspection and maintenance area includes the use of grassy swale and bioremediation, connected to the drainage capture, treatment, and stabilization system, which prevents effluent and contaminates from polluting nearshore waters. Proper monitoring and maintenance of the drainage system and its filtration system would be a requirement of all facility users and the Applicant as described in the Final EA.

All individuals and company's have the opportunity to lease land from the State, provided they invest the time and energy in obtaining permits, conduct necessary studies, and follow the procedures required by the State of Hawaii. In this instance, a formal lease agreement has not been made since the Applicant must first consider the size and footprint of the proposed action, which in turn would effect any lease arrangement.

Over the past decade and a half, about a dozen plans or policies have called for a vessel inspection and maintenance area on Maui, with the Kahului West Breakwater identified. The Executive Order that expanded the small boat harbor from 2.1 to 6.1 acres and the DOBOR master plan, called for commercial activities and the boat inspection and maintenance area is located in this vicinity. Such a facility was recommended as recently as 2013, in the Hawaii's Ocean Resource Management Plan (ORMP). The ORMP is a statewide plan that sets forth the State's ocean and coastal resource management priorities. The ORMP supports effective management, beneficial use, protection, and development of the state's coastal zone. The ORMP was updated in July of 2013, and continues a place-based approach to management of ocean resources in the islands, based on recognition of the ecological connections between the land and sea, the link between human activities and its impacts

on the environment, and the need for improved collaboration and stewardship in natural resources governance. The 2013 update of the ORMP was based on a number of public meetings, including those held on Maui, and input from 14 ORMP member agencies and community partners.

We appreciated you taking the time and making the effort to share you knowledge and information with us. The Final EA consists of a tracked document with deleted text being strikethrough in red and new text underscored and in blue to better ascertain revisions to the document. The Final EA and Finding of No Significant Impact (FONSI), if applicable, are anticipated to be published in June 2015. Notice of the availability of the Final EA-FONSI will be provided in the Office of Environmental Quality Control's Environmental Notice. Hard copies of the document will be made available at the State and local library.

Should a FONSI be determined, the applicant's Conservation District Use Application (CDUA) would be forwarded to the Board of Land and Natural Resources (BLNR) for its consideration.

No hearing date has been set and the subject application would not be scheduled for review by the BLNR until the environmental assessment process is completed. Testimony from the public on the permit application would be heard and accepted at that time. The agenda for each BLNR meeting is published at: http://dlnr.hawaii.gov/meetings/blnr-meetings-2015/

Thank you for your comments and sharing information and insight regarding the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

This correspondence was transmitted by email.

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April 9, 2015

To: The Department of Land and Natural Resources

From: John Crenshaw
25 Neke Pl
Haiku, HI 96708

To whom it may concern,

Aloha, my name is John Crenshaw. I am a north shore resident and boater, both recreationally and commercially. I attended the public forum meeting on April seventh at Maalaea regarding proposed dry dock and storage facilities at Kahului small boat harbor. I am writing this letter to express my concerns about these proposals.

I intend to voice three concerns I have regarding these proposals starting with the proposed dry dock and storage location and its encroachment on the already small maneuvering area and wash-down. Secondly , I will explain my concerns involving the environmental effects of the dry dock area, thirdly I will bring in to question the ethical integrity of the "HUI" that is funding these proposals.

The area of the harbor that is currently usable by the general public and boaters is already too small to accommodate the load placed upon it. During events such as tournament days the trailer parking is difficult and tight. The traffic created by surfers, paddle boarders, jet ski enthusiasts and fishermen along with the recreational and commercial boaters has made this area tight for maneuvering truck and trailer combinations already. This area should not be reduced in size. In addition, common sense says a storage facility in such a windblown, salt-air environment is a poor idea, which would only benefit the boats awaiting dry dock space or, derelict boats that don't see the water anyway. Furthermore, who in their right mind would store their boat in these conditions? The proposed parking plan does not allow for the turning radius of a 60 foot long truck and trailer combination. It is one thing to have a parking slot, but is another thing to provide the adequate approach to these spaces. It is for these reasons that I am against the proposed storage area at Kahului Small Boat Harbor.

As an example of this, I can testify from personal experience that there have been times at Kihei Boat Ramp where there is an available trailer parking space between two other truck/trailer combinations but it was impossible to maneuver my truck and trailer into such a space because there

was not a large enough area to line-up straight enough to get into the space. I do not want to see this happen to the boat ramp in Kahului.

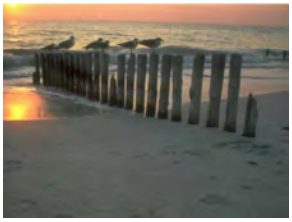
Next, I would like to express my concerns for the environment: Once again common sense needs to be addressed. At the public forum, a power point presentation was made by the "Hui" supporting this proposal and it was stated that vacuum sanders would be used. I have used these types of sanders and agree that they reduce the amount of dust created but do not eliminate it. Even this precaution will not prevent some contaminates from sanded fiberglass, paint etc... from getting airborne, especially in such a particularly windy area. How much contaminates are acceptable? I say NONE! Unless the dry dock facility is in an indoor HVAC controlled environment, pollution WILL occur!

My final concern involves the integrity of the "Hui" proposing this project. After the public eeting concluded, a few of us what were against the proposal were gathered outside the meeting place. We were approached by a young man who had testified at the meeting in support of the proposal. This young man explained that he was an employee of one of the "Hui" businesses. He proceeded to apologize for his public support for the project and he explained to us that he was strongly urged (coerced) by his employer to testify in favor. Is this an example of the "Hui's" ethical integrity? If so, all of the public, boaters or otherwise should be greatly concerned. I felt as though the meeting was "seeded" with supporters? Also, if an EIS is being done but not yet completed, than why is dry dock being done on site already? Remember the Super Ferry!!!

In closing, I would like to say that there are many things that I heard at the meeting that I do agree with: First, we need to provide the ocean using public with a safe, crime-free and functional small boat launching facility. Public comfort stations or restrooms should be a right not a luxury! Not just at Kahului but at all island launch facilities. A Maui dry docking facility is absolutely a good idea, but not outdoor in an area that sustains high winds most of the time (common sense).

A storage area would certainly help some of the public but not at the cost of taking away precious space from all of the public. This would do greater harm than good!

John Crenshaw
25 Neke Place
Haiku, Maui, HI 96708



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Mr. Crenshaw:

Thank you for taking the time to attend the public meeting held on April 7, 2015 and for submitting comments to the Department of Land and Natural Resources (DLNR) on the above referenced informational document. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015. We appreciated you sharing your knowledge of the area and respect the concerns expressed, particularly in regard to parking, maneuverability and air quality. Please accept this letter in response to your comments and inquiry.

Based on public input and discussion, we have added additional information to the Final EA document in order to better evaluate the proposed action. Several additional alternatives actions have been considered, including:

- An analysis of possible alternate locations within the parcel of land managed by the Division of Boating and Ocean Recreation (DOBOR); and
- An analysis of alternative configurations for the proposed action within the DOBOR-managed area.

As a result, the preferred alternative has been revised and reflects a reconfiguration within the DOBOR managed area. First, a new parking area for the public (i.e., cars and trucks) has been added. Second, the secure trailer boat parking area has been relocated and holds fewer trailers than originally proposed.

The two parking areas are proposed to be located near Kahului Beach Road on unused, vacant land that is currently inaccessible and covered in weeds and low vegetation. The improvements add more parking space to the harbor than the boat inspection and maintenance area would occupy. The parking is configured so that the movement of cars is separated from towed trailer boat movements to improve public safety. The preferred alternative maintains the present, wide, unoccupied turning area for trailered boats that presently exists at the harbor.

The present reconfigured proposal accommodate tow trucks and trailers up to 60 feet in length. For comparison, the trailer parking at the Kihei Boat Ramp is at a 45 degree angle in 35 feet wide rows that accommodate 50 feet long trailer stalls. The 1997 DLNR DOBOR master plan for Kahului called for shorter, angled parking stalls like Kihei but that is not, and never was, part of this proposal.

We concur with your perspective that there are times when the parking lot – as presently configured and designed - becomes busy, crowded and congested. In the past, albeit infrequently, conflicts have arisen when automobiles for watersports have inadvertently parked in a manner that blocked or curtailed the movement of trucks pulling trailers. The situation is worsened because there are no signs directing users of the harbor where to park, what direction to park, or that separates individual automobile and towed trailer boat movements. Phone calls to DOCARE or the Police Department in the past have had limited results because there are few signed restrictions for Officers to enforce.

Conflicts and confusion arise, in large part, due to a lack of organized parking, lack of signs, lack of separation between cars and trailers, unclear travel lanes or flow direction, and unused space within the parcel. The problems are not the result of a lack of space, but rather the inefficient and ineffective use of the 6.1 acre site. The currently reconfigured proposal helps eliminate these conflicts by providing separate locations for car and trailer parking. The parking areas are proposed to be located on grounds which currently are inaccessible to public use, thereby expanding the range of amenities and opportunities at the harbor. Furthermore, there are 45 parking stalls available to the public on Hawaii State Department of Transportation (HDOT) managed lands makai of Hale Kiawe. This area is accessible from a gate at the edge of the parcel. Permission to use this area can be granted by HDOT for special events such as spectator parking for fishing tournaments upon request for a permit.

Regarding air quality, the maintenance and inspection area would have perimeter fencing with screening and landscaping surrounding the perimeter to serve as a wind break and visual relief within the fairly barren environment. Revisions to the EA include data regarding wind speed and direction during the spring and fall when the facility would be primarily in use, illustrates those properties downwind, and details measures to avoid, minimize and mitigate adverse impacts.

For example, the maintenance and inspection area would require full containment of dust and debris to prevent and/or minimize the release of fugitive dust. Shrink wrap containment is used industry wide and is an accepted industry standard because it is designed to fit the individual circumstance and offers effective, efficient containment of dust, debris and air-borne particulate matter. Additionally, users of the facility would be required to implement specific practices to minimize potential impacts on other users of the harbor and neighboring properties. At least 20 of the facility rules and procedures are detailed in the Final EA. All boat owners and facility users must agree in writing to adhere to the best practices and standards of safe operation and would forgo a deposit if they are in violation of these rules. The rules for facility use are consistent with, or more stringent than, other boat yards, marinas and/or dry dock facilities within the State of Hawaii and would exceed government regulatory requirements. Monitoring and enforcement are described in further detail in the Final EA. The Hawaii Department of Health, Clean Air Branch on Maui and in Honolulu were both consulted during revisions of the Final EA.

We appreciated you taking the time and making the effort to share you knowledge and information with us. We encourage you to review the Final EA, which exceeds 150 pages and contains over 70 figures. Unfortunately, some members of the public have inadvertently relied only on the much more abbreviated conservation district use application to evaluate the project. In contrast, the EA provides the detailed background necessary to make an informed decision.

The Final EA consists of a tracked document with deleted text being strikethrough in red and new text underscored and in blue to better ascertain revisions to the document. The Final EA and Finding of No Significant Impact (FONSI), if applicable, are anticipated to be published in June 2015. Notice of the availability of the Final EA-FONSI will be provided in the Office of Environmental Quality Control's Environmental Notice. Hard copies of the Final EA document will be available at the State and local library or can be viewed online when published at: http://oeqc.doh.hawaii.gov/Shared%20Documents/Environmental_Notice/current_issue.pdf.

Should a FONSI be determined, the applicant's Conservation District Use Application (CDUA) would be forwarded to the Board of Land and Natural Resources (BLNR) for its consideration.

No hearing date has been set and the subject application would not be scheduled for review by the BLNR until the environmental assessment process is completed. Testimony from the public on the permit application would be heard and accepted at that time. The agenda for each BLNR meeting is published at: http://dlnr.hawaii.gov/meetings/blnr-meetings-2015/

Thank you for your comments and sharing information and insight regarding the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

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Fw: Dry Dock in Kahului Maui

DLNR.CO.PublicDLNR to: Sam J Lemmo

04/08/2015 02:37 PM

Sent by: Deborah L Ward

Cc: Michael Cain

I think this is for OCCL regarding the CDUP application.

Department of Land and Natural Resources
Public Information Office
Honolulu, HI 96813
Phone: (808) 587-0320
Fax: (808) 587-0390

----- Forwarded by Deborah L Ward/DLNR/StateHiUS on 04/08/2015 02:37 PM -----

From: Kaniloa Kamaunu <bkofmor@gmail.com>
To: dlnr@hawaii.gov,
Date: 04/05/2015 09:14 AM
Subject: Dry Dock in Kahului Maui

To whom it concerns;

My name is Kaniloa Kamaunu a participant of the Wailuku Moku and kuleana of Waihee Valley and one who frequent this area of the Kahului Harbor.

I am opposed to the proposal to have a Dry Dock operating in this area, I know this activity will have a negative effect to this area and the surrounding area.

The noise from the equipment to work on the boats will kill the quiet found in that area when your having something to eat and just enjoying the surfers, fishermen, the turtles even with the highway traffic it is still tranquil area. What about the parking how will this effect the public to access area. Most of all is the air quality we that live here know how strong the winds become in this area and its like clock work everyday and all the chemicals along with the dust will be flying around intruding on the safety of the public, especially those in the area of Keopulani Park, Harbor Lights, University of Hawaii the Maui Campos, Hotels of Maui Beach and Maui Seaside as well as the whole business areas such as the Kaahumanu and Maui shopping center, these areas are used by the public and visitors to our islands.

Once again I am opposed to this action.

Kaniloa Kamaunu
Aha Moku O'Wailuku
Kuleana of Waihee Valley

Kaniloa Kamaunu
Aha Moku O'Wailuku
Kuleana of Waihee Valley

Email: bkofmor@gmail.com

May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Kaniloa Kamaunu:

Thank you for taking the time to comment on the above referenced informational document by email dated April 5, 2015. The Draft Environmental Assessment (EA) was published in The Environmental Notice on March 8, 2015.

We appreciated you sharing your knowledge of the area and respect the concerns expressed, particularly in regard to noise, parking and air quality. As a result, we have added additional information to the document in order to better evaluate the proposed action. The EA has been revised to include additional discussion on several topics that are itemized below. The anticipated section of the Final EA document that would address these topics is also listed and includes:

- A discussion on the impact of the proposal on other users of the area, particularly in terms of traffic flow, maneuverability of larger trailers outside the project area, and access to the existing public boat ramp (Sections 7.10 and 7.11);
- A discussion on how best management practices will be enforced (Section 3.3.3);
- A more detailed description of the landscaping plans (Section 4.8)
- A more detailed description of the stormwater drainage management plan (Section 7.5); and
- A more detailed explanation of the specific best management practices that would be implemented for specific uses of the maintenance and inspection pads (Section 3.3.4).

In addition, several additional alternatives actions have been considered, including:

- An analysis of possible alternate locations within the parcel of land managed by the Division of Boating and Ocean Recreation (DOBOR) (Section 3.9); and
- An analysis of alternative configurations for the proposed action within the DOBOR-managed area (Section 3.10).

As a result, the preferred alternative has been revised and reflects a reconfiguration within the parcel of land that is managed by DOBOR.

Furthermore, a more detailed discussion is provided in the EA relative to:

- Fisheries Management Area (Section 2.6).
- Air quality and containment (Section 4.9).
- Site security (Section 7.8).

- Parking, access and maneuverability (Section 7.10).
- Access to the boat ramp in terms of space and time (Section 7.11).
- Timing of the facility's use (Section 7.12).

The Final EA consists of a tracked document with deleted text being strikethrough in red and new text underscored and in blue. Where practical, minor typographical errors were corrected without tracking for readability. New figures that were added, and those deleted, have also not be tracked for readability.

The Final EA and Finding of No Significant Impact (FONSI), if applicable, are anticipated to be published in June 2015. Notice of the availability of the Final EA-FONSI will be provided in the Office of Environmental Quality Control's Environmental Notice. Hard copies of the document will be made available at the State and local library. The Environmental Notice may be viewed online at: http://oeqc.doh.hawaii.gov/Shared%20Documents/Environmental_Notice/current_issue.pdf

Should a FONSI be determined, the applicant's Conservation District Use Application (CDUA) would be forwarded to the Board of Land and Natural Resources (BLNR) for its consideration. The seven member BLNR convenes twice monthly to review and take action on department submittals, including Conservation District Use Applications and other matters. Testimony from the public on permit applications and all other BLNR actions are accepted and heard at this time. BLNR meetings are normally held the second and fourth Friday of the month except for furlough days and holidays.

No hearing date has been set and the subject application would not be scheduled for review by the BLNR until the environmental assessment process is completed. The agenda for each BLNR meeting is published at: http://dlnr.hawaii.gov/meetings/blnr-meetings-2015/

Thank you for your comments and sharing information and insight regarding the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

This correspondence was transmitted by email.

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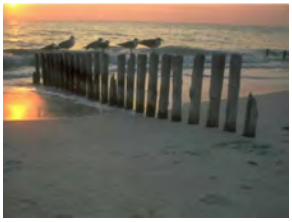
----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Marc Turtletaub <marc@bigbeach.com>
To: Michael.Cain@hawaii.gov,
Cc: jstrahn@mauidiveshop.com
Date: 04/05/2015 08:02 PM
Subject: Dear Mr Cain:

I am writing to support the proposed improvements to the Kahului Boat Harbor. As a long time boat owner on Maui, it is clear to me that the boat harbor here is sorely in need of improvement - for boats on trailers to be brought to the harbor and for inspection and maintenance areas. The maintenance and inspection need is most pressing. Thank you. Marc Turtletaub

Marc Turtletaub
Big Beach, LLC
Makena, HI 96793

Email: marc@bigbeach.com



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Mr. Turtletaub:

Thank you for your comments regarding the informational document referenced above. We appreciate the written support and input you provided.

The Draft Environmental Assessment (DEA) was published in The Environmental Notice on March 8, 2015. Your comments in support of the proposed action are appreciated and have been considered in revising the environmental document. Revisions to the document will be compiled into a Final Environmental Assessment (FEA) and published for distribution and review. This letter is being provided in response to your comment, given that there were a number of similar comments in terms of informational content and form that supported the proposed action. This response has been emailed, where feasible, and your comment tabulated. Comments and this response letter will be included in the appendices of the FEA.

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Thank you for your comments in support of the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

Correspondence transmitted by email

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April 6, 2015

Michael Cain
Office of Conservation and Coastal Lands
P.O. Box 621
Honolulu, HI 96809

Dear Mr. Cain,

It is very encouraging to hear about the possibility of a new haul out, maintenance and boat storage facility at Kahului Harbor. Maui has a robust ocean recreation industry as well as an avid community of pleasure boaters and fishermen. Large vessels kept in the water require haul outs to clean up their bottoms and perform other scheduled maintenance and repair. Currently, this means navigating the vessels to either Kona or Honolulu because no suitable facility exists on Maui. This adds hugely to the expense of such haul outs because crew has to be flown in and housed, fed and other expenses incurred because of being forced to do the work off island. This keeps workers away from home and raises safety concerns because of the channel crossings.

Keeping this work on Maui will save the large charter boat companies expenses, money that can invested back into their business. These savings can mean accelerating equipment purchases, larger marketing budgets, business expansion, and more jobs. All of which keeps this money on Maui, at home where the income was produced to begin with.

Thanks to the five companies that formed Maui Dry Dock and Storage, LLC who have the capacity to make the necessary investment in equipment and facility, other commercial and non-commercial boat owners will also benefit from having a Maui haul out capability.

The enclosed boat storage facility also being proposed as part of this project will aid trailer boaters who regularly use Kahului Harbor launch ramp and do not want to trailer their boat or may not have suitable storage alternatives. This will cut down on fuel emissions and wear and tear on vehicles and roads.

The Kahului Boat Launch ramp was many years in the making but as soon as the redesigned and improved facility was completed, the refurbished ramp, like the new Kihei Boat Launch ramp before it, welcomed many enthusiastic and appreciative boaters who use it on a daily basis. Other users besides boaters also use this north shore ocean access point year round. Examples include canoe clubs, stand up paddlers, surfers, kayakers, canoe paddlers, ocean rescue agencies and more. It is important that the new haul out and storage facility be situated on the peninsula far enough back from the launch ramp so as not to interfere with existing activities

at or adjacent the ramp. These activities include launching boats, storing trailers and vehicles while at sea, parking cars, fishing tournaments and other events.

I think the DLNR is to be commended for working with Maui Dry Dock and Storage to put this project into play. The ocean recreation industry enhances our primary visitor industry in a profound and important way; now this facility can add value to Maui's special ocean recreation industry. The economic value of this industry as well as its user fees help generate resources for the construction, renewal and maintenance of boating related assets such as harbors and launch ramps which benefit, in the final analysis, all boaters who ever use these same facilities. The ocean recreation industry gives a lot to Maui and Hawaii. Here now is an opportunity for Maui and the State of Hawaii to show its support for this critical industry and boaters in general. Like the Kihei Boat Launch ramp opened in 1983, once this north shore dry dock facility is open, we are going to wonder how we ever did without it.

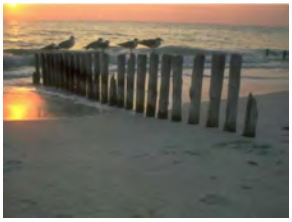
Please contact me by email or phone (808-214-2808) if you wish to question or comment on my viewpoint.

Sincerely,

Mark Tracy

Mark Tracy
President

Mark Tracy
President
Valley Isle Marine Center
1976 Wells Street
Wailuku, HI 96793



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Mr. Tracy:

Thank you for your comments regarding the informational document referenced above. We appreciate the written support and input you provided. We have updated the document to reflect your comments. This includes added discussion of tow vehicles and trailer parking and turning radius requirements, separation of car and trailer parking and traffic flow, and the timing and spatial access to the Kahului small boat harbor boat ramp during haul outs of large vessels.

The Draft Environmental Assessment (DEA) was published in The Environmental Notice on March 8, 2015. Your comments in support of the proposed action are appreciated and have been considered in revising the environmental document. Revisions to the document will be compiled into a Final Environmental Assessment (FEA) and published for distribution and review. This letter is being provided in response to your comment, given that there were a number of similar comments in terms of informational content and form that supported the proposed action. This response has been emailed, where feasible, and your comment tabulated. Comments and this response letter will be included in the appendices of the FEA.

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No hearing date has been set and the subject application would not be scheduled for review by the BLNR until the environmental assessment process is completed. The agenda for each BLNR meeting is published at: http://dlnr.hawaii.gov/meetings/blnr-meetings-2015/

Thank you for your comments in support of the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

4.7.2015 MDD Public comments on Draft EA transmitted to Thorne Abbott by email.
From Michael Cain @ DLNR OCCL

Michael Cain, Planner
Office of Conservation and Coastal Lands
Kalanimoku Building, Room 131
1151 Punchbowl Honolulu HI 96809
tel 808.587.0048 fax 808.587.0322

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: custom metalcreations <custom.metal1@gmail.com>
To: michael.cain@hawaii.gov,
Date: 03/11/2015 11:16 AM
Subject: kahului harbor trailer boat storage

Hello Michael,

Hope this letter helps getting this much needed project moving ahead.
Please let us know if we can be of further assistance.

--
Eryn Cook
Custom Metal Creations Corp.
808 244 1468

Custom Metal Creations

831 Eha Street Ste. 102
Wailuku, Hawaii 96793
808 244 1468 phone & fax

March 17, 2015

To: Maui Dry Dock & Storage LLC
PO Box 1119
Lahaina, Hawaii 96761

Dear: Jeff Strahn and to whom it may concern,

It was welcome and wonderful surprises to hear of the plans to build a secured trailered vessel parking area at Kahului harbor.

The addition of a secured area for the boating community would be such an asset to the harbor area. As all boats need repairs, inspections and maintenance. Currently Maalaea is the only facility on the island to dry dock a boat. It's too small of an area for some of the larger vessels and there are too many boats on this island for it too accommodate.

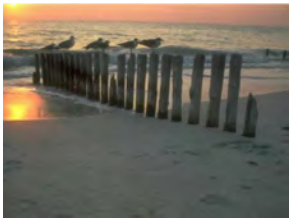
As business owners in the Wailuku industrial park this project would greatly benefit many businesses in the Wailuku and Kahului areas. Our business has financially benefited from the few boats that have already used the Kahului harbor as a dry dock facility.

Awesome project please move forward on this one!

Sincerely,

Jerry & Eryn Cook
Custom Metal Creations Corp.
PO Box 1975
Wailuku, Hawaii 96793

Jerry and Eryn Cook
Custom Metal Creations Corp.
PO Box 1975
Wailuku, HI 96793



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Mr. and Mrs. Cook:

Thank you for your comments regarding the informational document referenced above. We appreciate the written support and input you provided.

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Thank you for your comments in support of the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

Maui Dive Shop

Hawaii's Largest Dive Center

Since 1978

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/31/2015

Subject: Support for Kahului Boat Storage and Dry Dock

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

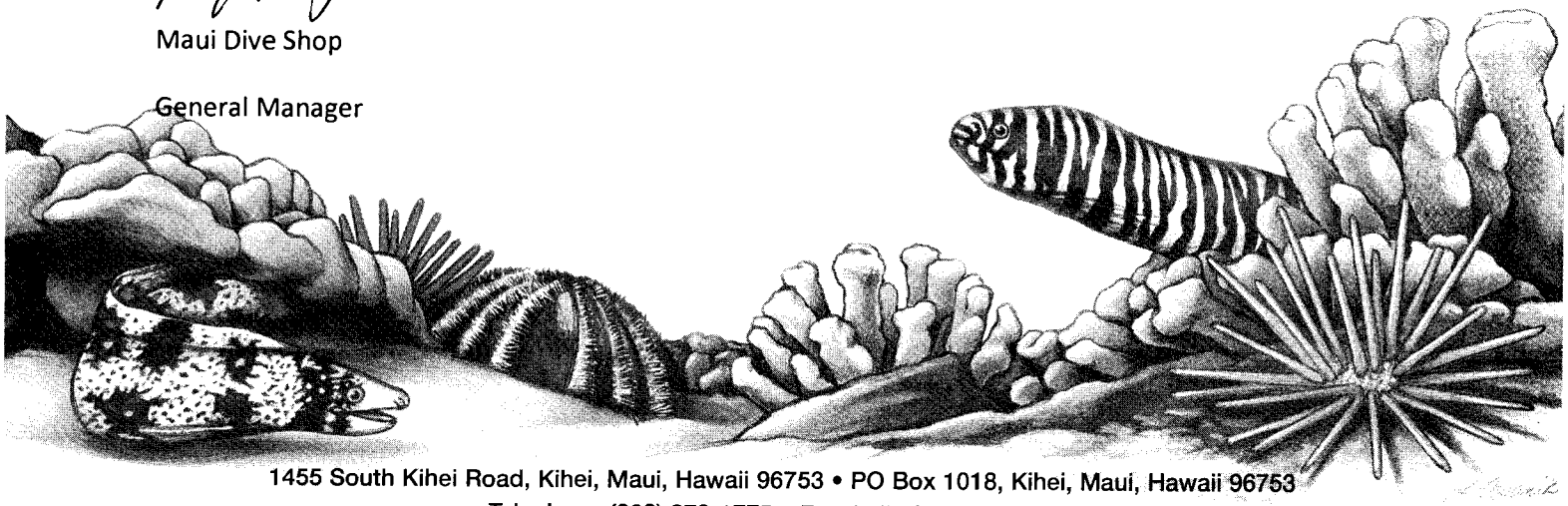
There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Jeffrey S Strahn

Maui Dive Shop

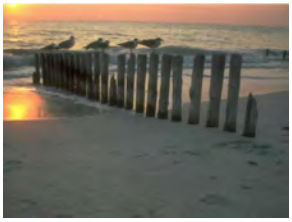
General Manager



1455 South Kihei Road, Kihei, Maui, Hawaii 96753 • PO Box 1018, Kihei, Maui, Hawaii 96753
Telephone (808) 879-1775 • Facsimile (808) 879-1644
www.mauidiveshop.com • www.mauidivelodge.com

Jeff Strahn
General Manager
Maui Dive Shop
1455 South Kihei Road
Kihei, HI 96753

Email: JStrahn@mauidiveshop.com



May 18, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

Dear Jeff:

Thank you for your comments regarding the informational document referenced above. We appreciate the written support and input you provided.

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Thank you for your comments in support of the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com

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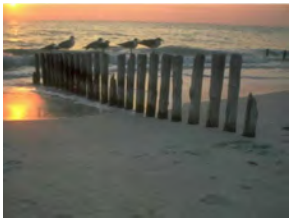
Table D-1: Individuals with similar comments in support of the proposed action

The individuals listed below provided similar information in similar form in support of the proposed action.

17 Same Letter Response Sent By Email on 4/23/2015		
Ryan Jackson	tropicalblendmgmt@gmail.com	
Captain Jason Cantor	Jasoncantor11@gmail.com	
Captain Keoni Laepaa	klaepaa@gmail.com	Pro Diver 2
Captain Kevin D. Keepers	CaptKevin1@hawaii.rr.com	
Martin Kirk	martinbkirk@gmail.com	PO Box 790794 Paia, HI 96779
Ginger Lucy	ginger.lucy@sailtrilogy.com	Trilogy Excursions, Assistant Vice President
David Weiss	dweiss@bamhawaii.com	Bam Hawaii Executive Vice President
David Foellinger	dbf@hawaii.rr.com	
Ryan Holtom	ryan.holtom@sailtrilogy.com	Trilogy, Digital Marketing Social Media Coordinator
Matt Payne	posolution@aol.com	
Captain Gabe Lucy	gabe.lucy@sailtrilogy.com	Trilogy Excursions
Jenna Szerlag	jennaszerlag@aol.com	
Matthew Wheeler	nalukaiwatersports.hawaii@gmail.com	Nalakai Watersports
Heidi Beaudry	laide.bea@gmail.com	Sailing Maui Inc.
Esther Nixon	Esther.nixon@sailtrilogy.com	Trilogy Excursions
Linda Koerner	linda.koerner@sailtrilogy.com	Trilogy Excursions Accounting
Carrie Kinkade	carrie.kinkade@sailtrilogy.com	Trilogy Excursions, Director of Administration and Human Resources
18 Individuals With No Address – NO Response Letter Sent		
Michael Snow		
Alexis Felicilda		
Barry Spanier		
Kendra Miceli		
Jordan Bartkus		
Joseph Koffel		
Thomas Bullin		
Scott Fretwell		
Petra Kovacs		
Peter Kovaccs		
Donna Nabavi		
Paris Nabavi		
Luxzana Lehman		
Cameron Lehman		
Tera Kelly		
Kianna Kelly		
Oeinda Kelly		
Mike Kelly		

FROM: Thorne Abbott
Coastal Planners, LLC
3993 Maalaea Bay Place
Wailuku, Maui, Hawaii 96793
Phone: 808-344-1595
Email: Thorneabbott@yahoo.com



April 23, 2015

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for a Trailered Vessel Facility at the Kahului Harbor West Breakwater, Island of Maui, Hawaii; TMK (2) 3-7-001:023 and 021. CDUA MA-3738

To Whom It May Concern:

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Thank you for your comments in support of the proposed action. Please feel free to contact me by phone or email if you have any questions.

Mahalo!

Thorne Abbott

Subject: Support for Kahului Boat Storage and Dry Dock
tropicalblendmgmt
to:
Michael.Cain
03/31/2015 05:09 PM
Cc:
riley coon
Hide Details
From: tropicalblendmgmt <tropicalblendmgmt@gmail.com>
To: Michael.Cain@hawaii.gov,
Cc: riley coon <riley_coon@hotmail.com>

Date: 3/30/2015
From: Ryan Jackson

To Whomever it may concern, via Michael Cain,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Mahalo,
Ryan Jackson
8088706094

Sent from my Verizon 4G LTE Smartphone

FW: In support of Dry Dock facility on Maui
Riley Coon
to:
Michael.Cain@hawaii.gov
04/07/2015 08:21 AM
Hide Details
From: Riley Coon <riley.coon@sailtrilogy.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,

Office of Conservation and Coastal Lands
P.O. Box 621,
Honolulu, HI 96809.
ATTN: Michael Cain

From: Jason Cantor [mailto:jasoncantor11@gmail.com]
Sent: Tuesday, April 07, 2015 7:49 AM
To: Riley Coon
Subject: In support of Dry Dock facility on Maui

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Captain Jason Cantor
(808) 208-0522
jasoncantor11@gmail.com

Sent from my iPhone

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: keone laepaa <klaepaa@gmail.com>
To: Michael.Cain@hawaii.gov,
Date: 03/31/2015 07:41 PM
Subject: MA-3738 Kahului drydock support letter

Michael,
attached you will find our support for (CDUA) MA-3738 for the Kahului drydocks from Maui Dry Dock and Storage. We truly believe that it is in the communities best interest to put this facility in place, as it will have a positive impact on our boating community.

Sincerely,

Capt. Keone Laepa'a
Owner- Pro Diver Maui, Inc.
----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

Date: 3/30/2015

Subject: Support for Kahului Boat Storage and Dry Dock

From: Capt. Keone Laepa'a

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Capt. Keone Laepa'a

Owner-Pro Diver 2

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Captain Kevin D. Keepers

To whom it may concern,

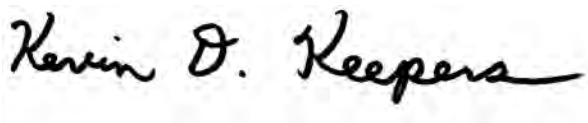
I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats. There are currently no adequate facilities in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona requires crossing very rough and dangerous channels between the islands. This is neither safe nor efficient. It also creates undue burden for crewmembers having to be away from their homes and families, often for 2 or more weeks.

There is also a strong need to create a secure area to store trailered boats so that fewer boats will be trailered on country roads and parked on the street. Currently there are inadequate boat storage facilities on Maui.

Sincerely,

Captain Kevin D. Keepers



Martin Kirk
PO Box 790794
Paia, HI 96779
T 808-280-2815

martinbkirk@gmail.com

March 30, 2015

Office of Conservation and Coastal Lands
P.O. Box 621,
Honolulu, HI 96809

Re: Kahului Boat Storage and Dry Dock

To Whom it may concern,

Writing in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

Having lived on Maui for 25 years and worked in the boating industry since 1990, I see a strong need to create a dry dock area on Maui for larger Maui boats. Currently there is no adequate facility in Maui County to haul out and repair these boats. And, as you are aware, US Coast Guard requires all commercial vessels to haul out of the water every 2 years forcing boat owners to cross the very rough and dangerous channels to Oahu or Big Island. This travel also creates undue burden on crew members' families as well as takes revenue off of the island of Maui.

Furthermore, as there is currently inadequate boat storage facilities on Maui there is also a strong need to create a secure area to store trailer boats so fewer boats will be trailered on country roads and parked on public streets.

Sincerely,

Captain Martin Kirk

TRILOGY

Date: 3/30/2015

Subject: Support for Kahului Boat Storage and Dry Dock

Attn: Michael Cain
Office of Conservation and Coastal Lands
P.O. Box 621
Honolulu, HI 96809

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is an strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The United States Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

As Assistant Vice President of a local boating business on Maui, I don't want to have our employees and Ohana risk their lives crossing the dangerous channels, and be required to leave their families for weeks or months at a time.

There is also a need to create a secure area to store trailer boats so that less boats will be trailered on county roads and parked on the street as there is currently inadequate boat storage facilities. Being a long-term resident of Maui I have seen many changes over the years and I notice that many boats are trailered in neighborhoods,which ends up creating less street space and results in congestion because it essentially creates one-way roads.

Sincerely,

Ginger Lucy

BUSINESS OFFICE: 207 KUPUOHI STREET LAHAINA MAILING: P.O. BOX 1119 LAHAINA, HAWAII 96767
PHONE (808) TRILOGY (888) MAUI-800 FAX (808) 667-7766
EMAIL: INFO@SAILTRILOGY.COM WWW.SAILTRILOGY.COM
Ocean Adventures – Island Hospitality

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: "David Weiss" <dweiss@bamhawaii.com>
To: <michael.cain@hawaii.gov>,
Date: 03/31/2015 04:44 PM
Subject: Kahului Dry Dock Support letters attached

Dave Weiss
Executive Vice President
991 Limahana Pl, Lahaina, HI 96761
Office: 808.661.5500 x5011 Mobile: 808-205-0266
dweiss@bamhawaii.com
www.bamhawaii.com

- Teralani Sailing Catamarans: 2011, 2012, 2013 Best Water Activity
- The Spa at Black Rock: 2011, 2012, 2013 "Best Spa"-West Maui
- The Grand Luau at Honua'ula: 2011, 2012 , 2013"Best Luau" - South Maui

TRIP ADVISOR - Award of Excellence

- Teralani Sailing Catamarans: 2011, 2012, 2013, 2014
Read Reviews
- The Grand Luau at Honua'ula: 2013
Read Reviews
- The Spa at Black Rock: 2013
Read Reviews

CONDE NAST- Top 20 Resort Spas

- The Spa at Black Rock: 2013 "Top of Class"

Follow us on: Facebook - yelp Yelp Reviews

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: "David B. Foellinger" <dbf@hawaii.rr.com>
To: Michael.Cain@hawaii.gov,
Date: 03/30/2015 05:30 PM
Subject: I Support the Kahului Boat Storage and Dry dock

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ---David B. Foellinger

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,
David B. Foellinger

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Ryan Holtom <ryan.holtom@sailtrilogy.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,
Cc: Riley Coon <riley.coon@sailtrilogy.com>
Date: 03/31/2015 11:15 AM
Subject: Support for Kahului Boat Storage and Dry Dock

To Whom it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Ryan Holtom
Digital Marketing/
Social Media Coordinator

Trilogy Excursions
www.sailtrilogy.com
Cell: (760) 274-4085
Email: ryan.holtom@sailtrilogy.com
Facebook Twitter Google+

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Matt Payne <posolution@aol.com>
To: Michael.Cain@hawaii.gov,
Date: 03/31/2015 11:41 AM
Subject: kahului dry dock

Date: 3/31/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ----------Matthew Payne

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely, Matthew Payne

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Gabe Lucy <gabe.lucy@sailtrilogy.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,
Date: 03/31/2015 11:41 AM
Subject: Maui Dry Dock & Storage

Office of Conservation and Coastal Lands
P.O. Box 621,
Honolulu, HI 96809.
ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Gabe Lucy

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair large vessels. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities. This facility will also benefit many local businesses in the Wailuku and Kahului area.

Sincerely,

Capt. Gabe Lucy
Trilogy Excursions
c| 808 344 9536
sailtrilogy.com
Like us on facebook

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Jenna Szerlag <jennaszerlag@aol.com>
To: Michael.Cain@hawaii.gov,
Date: 03/31/2015 04:49 PM
Subject: Support for Kahului Boat Storage and Dry Dock

Office of Conservation and Coastal Lands
P.O. Box 621,
Honolulu, HI 96809.
ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ----------Jenna Szerlag
To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,
Jenna Szerlag

From: Matthew Wheeler <nalukaiwatersports.hawaii@gmail.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,
Date: 03/31/2015 08:41 PM
Subject: Support for Kahului Boat Storage and Dry Dock

Date: 3/31/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Matthew Alan Wheeler

To Whomever it may concern,

I work for Trilogy Excursions and have done a dry dock at Kahului Harbor. I am newly married and would like to keep close to my family. Since Maui has a high percentage of all the water activity in Hawaii I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Thank you so much!

Sincerely,
Matthew Alan Wheeler
8083479103

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Heidi Beaudry <laide.bea@gmail.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,
Date: 04/01/2015 07:20 AM
Subject: Support for Kahului boat storage and dry dock

Date: 4/1/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ----------Heidi Beaudry crew/captain for Sailing Maui Inc.

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,
Heidi E. Beaudry

Sent from my iPad

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Esther Nixon <esther.nixon@sailtrilogy.com>
To: "Michael.Cain@hawaii.gov" <Michael.Cain@hawaii.gov>,
Date: 04/02/2015 01:38 PM
Subject: Support for Kahului Boat Storage and Dry Dock

Date: 4/2/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ----------Esther Nixon

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Esther Nixon

-

----- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Linda Koerner <linda.koerner@sailtrilogy.com>
To: "michael.cain@hawaii.gov" <michael.cain@hawaii.gov>,
Date: 03/31/2015 11:48 AM
Subject: Maui Dry Dock & Storage

Linda Koerner
Accounts Payable / Accounts Receivable

Trilogy Excursions
www.sailtrilogy.com
207 Kupuohi St. Lahaina, HI 96761
Mail: PO Box 1119, Lahaina, HI 96767
Office: (808) 661-4743 x7006
Fax: (808) 667-7766
Email: linda.koerner@sailtrilogy.com
Facebook Twitter Google+

-----Original Message-----
From: xerox@sailtrilogy.com [mailto:xerox@sailtrilogy.com]
Sent: Tuesday, March 31, 2015 11:23 AM
To: Linda Koerner
Subject: Scanned from a Xerox Multifunction Device

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Device.

Attachment File Type: pdf, Multi-Page

Multifunction Device Location:
Device Name: XRX9C934E50DDD2

For more information on Xerox products and solutions, please visit http://www.xerox.com

---- Forwarded by Michael Cain/DLNR/StateHiUS on 04/06/2015 05:54 PM -----

From: Carrie Kinkade <carrie.kinkade@sailtrilogy.com>
To: "michael.cain@hawaii.gov" <michael.cain@hawaii.gov>,
Date: 04/03/2015 04:20 PM
Subject: Letters in Support of the Kahului Boat Storage and Dry Dock

Aloha Mr. Cain,

Attached please find 98 support letters we've compiled from businesses and individuals on Maui supporting Kahului Boat Storage and Dry Dock. Please note that we will also mail the originals to your attention.

Malama pono,

Carrie Kinkade
Director of Administration and Human Resources

Trilogy Excursions
www.sailtrilogy.com
207 Kupuohi St. Lahaina, HI 96761
Cell: (808) 870-4525
Office: (808) 661-4743 x7009
Email: carrie.kinkade@sailtrilogy.com
Facebook Twitter Google+ **Video**!

-

ISLAND ACTIVITIES • HAWAIIAN HOSPITALITY

Date: 3/30/2015

Subject: Support for Kahului Boat Storage and Dry Dock

Attn: Michael Cain
Office of Conservation and Coastal Lands
P.O. Box 621
Honolulu, HI 96809

To Whomever it may concern,

I am in strong support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a substantial need to devise and build an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The United States Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

Because I work closely with various local boating businesses on Maui, I wouldn't wish to have my friends or employees and their Ohana risk their lives crossing the dangerous channels, and be required to leave their families for weeks or months at a time.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on county roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Michael A Snow

Michael Snow

808-661-7789
808-662-3500
WWW.TRILOGYCONCIERGE.COM
2525 KA'ANAPALI PARKWAY, LAHAINA, HI 96761
P.O. BOX 1119, LAHAINA, HI 96767-1119

ISLAND ACTIVITIES • HAWAIIAN HOSPITALITY

Date: 3/30/2015

Subject: Support for Kahului Boat Storage and Dry Dock

Attn: Michael Cain
Office of Conservation and Coastal Lands
P.O. Box 621
Honolulu, HI 96809

To Whomever it may concern,

I am in strong support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a substantial need to devise and build an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The United States Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

Because I work closely with various local boating businesses on Maui, I wouldn't wish to have my friends or employees and their Ohana risk their lives crossing the dangerous channels, and be required to leave their families for weeks or months at a time.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on county roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Alexis Felicilda

808-661-7789
808-662-3500
WWW.TRILOGYCONCIERGE.COM
2525 KA'ANAPALI PARKWAY, LAHAINA, HI 96761
P.O. BOX 1119, LAHAINA, HI 96767-1119

LETTER IN SUPPORT OF THE KAHULUI BOAT STORAGE AND DRY DOCK

Date: 4/02/2015
Subject: Support for Kahului Boat Storage and Dry Dock

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

I do not wish to risk my life by having to cross the inter-island channels. I also do not want to have to be away from my family and friends for an extended amount of time.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

NAME: Barry Spanier

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Kendra Micceli

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Kendra Micceli

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: ~~JORDAN~~ BARTKUS

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Jordan Bartkus

TAX PAYER 3/31/15

&

VOTER

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: JOSEPH Koffel

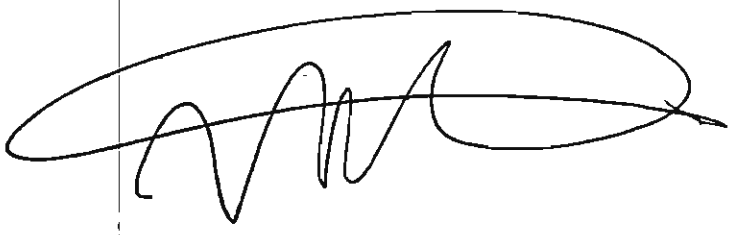
To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,



3/31/15

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621.

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Thomas Bullen

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely, Thomas B 3/31/15

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HJ 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: SCOTT FREEMAN

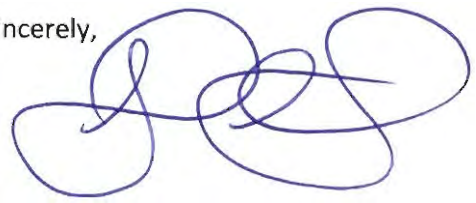
To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,



Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Petra Kovacs

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Petra Kovacs

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Peter Kovacs

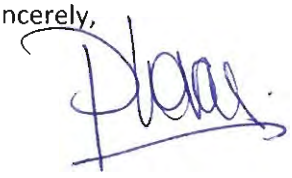
To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,



Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: DONNA NABAVI

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Donna Nabavi

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: PARIS NAGAVI

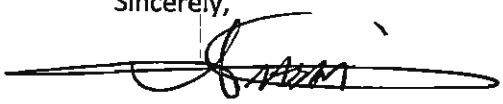
To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,



Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Roxzana Lehman

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Roxzana Lehman

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Cameron B Lehman

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

Cameron B. Lehman

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: TERA KELLEY

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

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Tera Kelley

Sincerely,

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: Kianna Kelley

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

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Sincerely,

Kianna Kelley

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: LINDA A KELLEY

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

There is also a strong need to create a secure area to store trailer boats so that less boats will be trailered on country roads and parked on the street as there is currently inadequate boat storage facilities.

Sincerely,

LA Kelley

Michael.Cain@hawaii.gov

Office of Conservation and Coastal Lands

P.O. Box 621,

Honolulu, HI 96809.

ATTN: Michael Cain

Date: 3/30/2015
Subject: Support for Kahului Boat Storage and Dry Dock
From: MIKE Kelley

To Whomever it may concern,

I am in support of the Conservation District Use Application (CDUA) MA-3738 by Maui Dry Dock & Storage for a trailered vessel facility at the Kahului Harbor West Water Breakwater.

There is a strong need to create an area to dry dock the larger Maui boats as there is currently no adequate facility in Maui County where it is possible to haul out and repair these boats. The Coast Guard requires all commercial vessels haul out every 2 years. Hauling out on Oahu or Kona require crossing very rough and dangerous channels between the islands that is unsafe and create undue burden.

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