DAVID Y. IGE
GOVERNOR

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OCT 08 2016

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IN REPLY REFER TO:
HAR-EP
8063.17

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

August 28, 2016

TO: THE HONORABLE SCOTT GLENN, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: FORD N. FUCHIGAMI, DIRECTOR
DEPARTMENT OF TRANSPORTATION

SUBJECT: HĀNA PIER REMOVAL ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE, HĀNA HARBOR, MAUI - JOB H.C. 30108

Under the provisions of Act 172, Session Laws of Hawai'i 2012, the Department of Transportation, Harbors Division has determined that an environmental impact statement (EIS) is required for the removal of Hāna Pier deck located north of TMK: (2) 1-4-004:036. Please note that the pier is adjacent to the referenced TMK. There is no applicable TMK.

Please publish a notice of availability of the attached Act 172-12 EIS Preparation Notice for the proposed project in the next issue of *The Environmental Notice*. We have enclosed a completed OEQC Publication Form, a hard copy of the EIS Preparation Notice, and electronic copies of both documents. Simultaneous with this memo, we have emailed a text file of the summary of action to the OEQC.

If there are any questions, please have your staff contact Ms. Sandra Rossetter of our Harbors Engineering Planning Section at 587-1886.

Enc.

c: DEP-H, HAR, HAR-M, -E, ESP, STP (without enclosure)

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QUALITY CONTROL

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AGENCY PUBLICATION FORM

Project Name:	Hāna Pier Deck Removal
Project Short Name:	Hāna Pier Deck Removal
HRS §343-5 Trigger(s):	Use of State lands and funds
Island(s):	Maui
Judicial District(s):	Wainanalua Ahupua'a, Hāna District
TMK(s):	N/A North of TMK (2) 1-4-004:036
Permit(s)/Approval(s):	Federal Department of the Army *(Note: Specific permits to be identified by the U.S. Army Corps of Engineers)* • Section 10, Rivers and Harbors Act - *work in navigable waters of the U.S.* State Department of Health • National Pollutant Discharge Elimination System (NPDES) Permit– *potentially required for construction laydown/staging area if total area is greater than one acre* • Construction Noise Permit Department of Business, Economic Development and Tourism • Coastal Zone Management Consistency Certification
Proposing/Determining Agency:	State of Hawai'i Department of Transportation Harbors Division (DOT-H) 79 South Nimitz Highway Honolulu, HI 96813
Contact Name, Email, Telephone, Address	Ms. Sandra Rossetter, Project Manager Sandra.c.rossetter@hawaii.gov (808) 587-1886 Attn: Planning Section 79 South Nimitz Highway Honolulu, HI 96813
Accepting Authority:	Governor, State of Hawai'i
Contact Name, Email, Telephone, Address	The Honorable David Y. Ige http://governor.hawaii.gov/contact-us/contact-the-governor/ Telephone: (808) 586-0034 Governor, State of Hawai'i Executive Chambers State Capitol 415 South Beretania Street Honolulu, Hawai'i 96813
Consultant:	HHF Planners
Contact Name, Email, Telephone, Address	Gail Renard grenard@hhf.com (808) 457-3167 733 Bishop Street, Suite 2590 Honolulu, HI 96813

Status (select one)	Submittal Requirements
____ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
X Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
____ Supplemental EIS Determination	The accepting authority simultaneously transmits its notice to both the proposing agency 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 or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____ Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____ Other	Contact the OEQC if your action is not one of the above items.

Project Summary

The proposed action is to remove the superstructure of Hāna Pier and access trestle at Hāna Harbor, Maui, Hawai'i. The concrete pier and its access trestle are currently condemned due to the deteriorated condition of its superstructure (i.e., deck, beams, pile caps, and trestle guardrails). The existing piles would remain in place to avoid adversely impacting corals that have colonized on the piles.

The purpose of the action is to remove the public safety hazard presented by the deteriorated pier. A second purpose of the action is to respect the community's opposition to commercial use that would be required under DOT-H's mission if the pier were to be repaired instead of demolished.

The action is needed because individuals continue to access the deteriorated pier and place themselves at risk, despite barrier fencing and warning signage that are repeatedly installed, repaired, and replaced by DOT-H. In its current condition, the pier serves as an attractive nuisance—a facility that attracts use by community members despite its condemned status, the hazards posed by its unsafe condition, and the physical barriers and warning signs installed by DOT-H. Continued unauthorized use of the pier places community members at risk of injury and presents DOT with ongoing exposure to liability.

HĀNA PIER DECK REMOVAL

Environmental Impact Statement Preparation Notice

September 2016

State of Hawai'i
Department of Transportation
Harbors Division

HĀNA PIER DECK REMOVAL

Environmental Impact Statement Preparation Notice

September 2016

State of Hawai'i
Department of Transportation
Harbors Division

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Prepared by HHF Planners
733 Bishop Street, Suite 2590
Honolulu, HI 96813

1.0 INTRODUCTION

This Environmental Impact Statement Preparation Notice (EISPN) was prepared in accordance with the requirements of Hawaiʻi Revised Statutes (HRS) §343 and Chapter 200 of Title 11, Hawaiʻi Administrative Rules (HAR) in support of the proposal by the State of Hawaiʻi Department of Transportation, Harbors Division (DOT-H) to undertake the removal of the deck of Hāna Pier, Hāna, Island of Maui, State of Hawaiʻi.

Act 172, Session Laws of Hawaiʻi (SLH) signed by the Governor on June 27, 2012, allows an agency to determine from the outset that an Environmental Impact Statement (EIS) is likely to be required, and to choose not to prepare an environmental assessment and instead proceed directly to prepare an EIS. Under the provisions of Act 172 (12), DOT has determined, through its judgment and experience, that an EIS is required for the proposed action. This EISPN informs the public of DOT's determination that the proposed action may have a significant effect on the environment and that an EIS will be prepared. It presents pertinent information on the project and affected environmental resource areas that will be assessed in the Draft EIS (DEIS). Publication of the project's EISPN in the Office of Environmental Quality Control's (OEQC) periodic bulletin will initiate a 30-day public consultation period for parties to comment on the action and its potential impacts, and to request to become consulted parties in the preparation of the DEIS.

1.1 PROJECT SUMMARY

Project Name:	Hāna Pier Deck Removal
Project Location:	Wainanalua Ahupuaʻa, Hāna District, Island of Maui, Hawaiʻi (See Figure 1.)
Proposing Agency:	State of Hawaiʻi Department of Transportation (DOT) Harbors Division (DOT-H) 79 South Nimitz Highway Honolulu, HI 96813
Owner:	State of Hawaiʻi DOT
Accepting Authority:	The Honorable David Y. Ige Governor, State of Hawaiʻi Executive Chambers State Capitol Honolulu, Hawaiʻi 96813
Tax Map Key/Coordinates:	N/A (adjacent to the north of TMK (2) 1-4-004:036). See Figure 4. Coordinates: 20° 45' 23.3" N, 155° 58' 55.5" W
Existing Use:	Commercial Harbor Pier; currently condemned and public access prohibited due to deteriorated condition of deck. No uses are currently allowed. (See Figure 5.)
Proposed Use:	Not applicable
Proposed Action:	Demolish and remove the deteriorated concrete pier deck and access trestle

	superstructure and pile caps. (See Figures 6 and 7.)
Land Use Designations:	*State Land Use District:* Conservation (Note: Act 86 of the 2013 Hawai'i Legislative Session exempted all work involving submerged lands used for state commercial harbor purposes from State Conservation District permitting requirements.) (See Figure 8.) *Maui Island Plan:* None designated, but adjacent to Small Town Growth Boundary *Hāna Community Plan:* Park *Special Management Area (SMA):* Not in SMA. (See Figure 9.) *County Zoning*: None designated, but adjacent to PK2 (Community Park)
Flood Insurance Rate Map Zone:	Zone VE Special Flood Hazard Area Subject to Inundation by the 1% Annual Chance Flood, Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
Determination:	Under the provisions of Act 172 (12), DOT has determined at the outset that the proposed action requires the preparation of an EIS, based on the significance criteria set forth in Chapter 200, Title 11, State of Hawai'i Department of Health. The relevant significance criteria are potential direct and secondary impacts that involve an irrevocable commitment to loss or destruction of a cultural resource and may substantially affect the social welfare and cultural practices of the community (HAR §11-200-12 [b][1] and [4]). See Section 6.0.
Permits Required:	Federal Department of the Army *(Note: Specific permits to be identified by the U.S. Army Corps of Engineers*) • Section 10, Rivers and Harbors Act - *work in navigable waters of the U.S.* State Department of Health • National Pollutant Discharge Elimination System (NPDES) Permit– *potentially required for construction laydown/staging area if total area is greater than one acre* • Construction Noise Permit Department of Business, Economic Development and Tourism • Coastal Zone Management Consistency Certification

1.2 DESCRIPTION OF THE PROPOSED ACTION

The proposed action is to remove the superstructure of Hāna Pier and access trestle at Hāna Harbor, Maui, Hawai'i. The concrete pier and its access trestle are currently condemned due to the deteriorated condition of its superstructure (i.e., deck, beams, pile caps, and trestle guardrails).

1.3 DETERMINATION AND SUPPORTING RATIONALE

Based on its review of the significance criteria established under HAR §11-200-12, DOT has determined that preparation of an EIS is likely to be required for the proposed action. Preliminary evaluation of the pier indicates that Hāna Pier is eligible for listing as a historic property on the National Register of Historic Places. In addition, Hāna residents expressed concern that changes to the current status and usage of the pier would result in direct and secondary impacts that would substantially affect the social welfare and cultural practices of the community. These potential impacts are listed as significance criteria under HAR §11-200-12 [b][1] and [4], respectively (see Section 6.0 for full list of significance criteria). Therefore, DOT has chosen to proceed directly to preparing an EIS that begins with the preparation of this EISPN in accordance with HRS 343 and HAR 11-200.

1.4 NAME, ADDRESS, PHONE NUMBER OF CONTACT PERSON FOR FURTHER INFORMATION

For Proposing Agency:
Sandra Rossetter
DOT Harbors Division, Planning Office
79 S. Nimitz Highway
Honolulu, HI 96813
(808) 587-1886

Consultant:
Scott Ezer, Vice President
HHF Planners
733 Bishop Street, Suite 2590
Honolulu, HI 96813
(808) 457-3158

1.5 PROJECT LOCATION

Hāna Pier is located on the southeastern section of Hāna Bay (also referred to as "Hāna Harbor" in this document), which is in the District of Hāna on the eastern coast of the Island of Maui (see Figure 1). It is located in the town of Hāna, a small, remote community approximately 55 miles from the County seat in Wailuku via State Highway 360 ("Hāna Highway"). The pier is located at the end of Keawa Place, which provides access to the neighboring Hāna Beach Park (County) (see Figure 2). A small boat ramp, two loading docks, an Americans with Disabilities Act (ADA) accessible parking stall, and boat trailer turnaround area are located at the shoreward end of the Hāna Pier access trestle (see Figure 3 for boat ramp photo). The small boat ramp is under the jurisdiction of the State Department of Land and Natural Resources (DLNR) Division of Boating and Ocean Recreation (DOBOR). An access ramp connects the south loading dock to the ADA parking area.

The surrounding land use is primarily recreation, with commercial activities limited to ocean-related equipment rental and guided excursions, and a food service concession at the County of Maui's community center (Helene Hall), located across Keawa Place from Hāna Beach Park.

1.6 BACKGROUND

Historical Use. Originally constructed in 1921 by the Territory of Hawai'i and owned by the Board of Harbor Commissioners, Hāna Pier is a concrete pier supported by driven concrete piles, with an angled T-shaped footprint. The main pier section is approximately 339' long by 43' 9" wide, running approximately parallel to shore (see Figure 5). It is connected to shore by a pile-supported, 24' wide by 137' 6" long access "trestle." During the 1920s, the pier was primarily used to haul sugar from an upland mill to transport ships in the harbor, although vessels carrying passengers and cargo (e.g., foodstuffs, building materials, fuel, etc.) also called at the pier. After Hāna Highway was opened in 1926, which allowed travelers and small cargo to be more easily transported overland from Kahului, Hāna Pier was increasingly used for bulk goods shipment only. After the end of sugar production in the Hāna area in the mid-1940s, the pier's use for bulk shipments decreased over time, with livestock and general merchandise comprising most of the cargo (Mason Architects, Inc., in progress).

In the late 1950s, the pier was primarily used for importing fuel products; no goods were exported over Hāna Pier during that time (Mason Architects, Inc., in progress). Because of its location in Hāna Harbor and accessibility to the public, over the years the pier has become an important social, subsistence, recreational, and cultural asset to the community. Activities include fishing off the deck, canoe club training, walking on the pier, and cultural protocols to honor Queen Kaʻahumanu (whose birthplace is said to be within visual line-of-sight of the east end of the pier), among others. With the decline in its commercial use, the pier subsequently fell into disrepair and was eventually formally condemned and prohibited from public use in 2010. However, the clear hazard warning signs and physical barriers installed to prevent access and protect public safety are regularly ignored, damaged, and breached by individuals who desire access to the pier, thereby exposing individuals to risk of serious injury. (See Figure 3 for photos of barrier fence and pier deck condition.)

Transfer to DLNR DOBOR. Act 272, SLH 1991 transferred the administrative jurisdiction for recreational boating and related vessel activities from DOT-H to DLNR DOBOR, effective July 1, 1992. As a result, DLNR DOBOR acquired the administrative jurisdiction of Hāna Pier from DOT-H at that time.

Transfer to DOT-H. Act 200, SLH 2008 addressed aging infrastructure in the State's commercial harbors system by appropriating $842 million for statewide expansion, improvements, and upgrades to the overall harbor system—i.e., implementation of the *Harbors Modernization Plan*. Because Hāna Harbor was then under the jurisdiction of the State of Hawaiʻi DLNR, it would not have been eligible for improvements funded by the measure. However, Act 200 also amended HRS §266 to transfer jurisdiction and administrative authority of Hāna Harbor (including Hāna Pier) to DOT-H and provided for $20 million in revenue bond funding specifically for Hāna Harbor improvements. Under Act 200, the Hāna Harbor small boat ramp facility (adjacent to Hāna Pier) remained under the jurisdiction and administrative authority of DLNR DOBOR. (See Figure 10 for the area under DLNR DOBOR jurisdiction.)

Hāna Harbor Development Plan. After jurisdiction was transferred to DOT-H, a planning effort was conducted in 2010-2011 to determine whether there was consensus to improve access to Hāna via Hāna Harbor, and, if so, what physical improvements should be made to harbor infrastructure (i.e., Hāna Pier) to achieve this. Along with meetings with Federal, State and County agencies and the business community, the planning process included small group and general community meetings to learn how the community envisioned the pier as part of its future. The community emphasized the importance of maintaining the rural character of Hāna and identified the following primary concerns regarding any pier improvements: safety (correct physical deficiencies); no commercialization (protect existing community character, lifestyle and resources); provide for local community needs (social, cultural, subsistence uses of pier); accessibility to the pier; and limitations of existing roadway infrastructure (roadway conditions constrain transportation of goods over land). The outcome of the process is detailed in the *Hāna Harbor Final Development Plan* (November 2011), which identifies alternative conceptual plans and the preferred development alternative for improvements to the pier. The recommended improvements were to provide Hāna with safe, modern harbor infrastructure for the ocean-transport of cargo and commercial uses.

It was evident during and after completion of the Development Plan that there was a disparity between the desires of the Hāna community and DOT-H's mission. While the Hāna community wanted the pier repaired and available for use in emergencies, they objected to commercial use of the pier. However, the

pier would be subject to DOT-H's requirements and mission under HRS.[1] As stated in HRS §266-1, under commercial harbor jurisdiction, the use of the pier would primarily be for the movement of commercial cargo, passenger and fishing vessels entering, leaving, or traveling within the State, and facilities and supporting services for loading, off-loading, and handling of cargo, passengers, and vessels.

Hāna Pier Improvements Project. Subsequent to the completion of the Development Plan, DOT-H initiated a project to undertake improvements to Hāna Pier and access trestle to allow its safe use for berthing vessels transporting cargo and people to and from Hāna. Two public informational meetings were held in Hāna on June 10, 2013 and October 28, 2014, respectively, to present the pier improvements project and gather public comments. Due to concerns continually expressed by the local community against the commercialization of Hāna Pier, DOT-H distributed a survey in December 2015 to obtain a broader understanding of the community's sentiments. The survey was mailed to each household within the Hāna zip code. In addition, DOT-H hosted a public meeting December 17, 2015 to discuss alternatives for the pier and answer questions about the survey. The results of the survey showed a majority of the community was opposed to any commercial use of the pier. Without commercial use of the pier, DOT-H has no mandate or justification to maintain or improve the deteriorating structure and subsequently recommended removal of the pier. DOT-H's current proposal to remove the pier deck is the outcome of this process.

2.0 PURPOSE AND NEED FOR ACTION

The purpose of the action is to remove the public safety hazard presented by the deteriorated pier. A second purpose of the action is to respect the community's opposition to commercial use that would be required under DOT-H's mission if the pier were to be repaired instead of demolished.

The action is needed because individuals continue to access the deteriorated pier and place themselves at risk, despite barrier fencing and warning signage that are repeatedly installed, repaired, and replaced by DOT-H. In its current condition, the pier serves as an attractive nuisance—a facility that attracts use by community members despite its condemned status, the hazards posed by its unsafe condition, and the physical barriers and warning signs installed by DOT-H. Continued unauthorized use of the pier places community members at risk of injury and presents DOT with ongoing exposure to liability.

The action is intended to meet the following project objectives:

- Protect public safety by removing the risks posed by the poor condition of the existing pier
- Minimize impacts to the marine environment, including corals present on the pier piles
- Minimize in-water work needed to remove risks to general public
- Minimize costs in order to facilitate timely implementation and removal of the public hazard
- Avoid commercial use of the pier in respect of the community's concerns that such use would result in unwanted development and changes to Hāna's social and cultural character.
- Avoid public investment in harbor improvements that are not consistent with DOT-H's mission

3.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

3.1 PROPOSED ACTION

The proposed action involves the removal of existing deteriorated pier superstructure and pile caps. The superstructure consists of the trestle guardrails, deck, and beams. The severely deteriorated

[1] The mission of DOT-H is to "…effectively manage and operate a statewide commercial harbors system that facilitates the efficient movement of commercial cargo, passenger and fishing vessels entering, leaving, or travelling within the State, and facilities and supporting services for loading, off-loading, and handling of cargo, passengers, and vessels" (HRS §266-1).

superstructure would be demolished, thereby removing the risks to the general public posed by the existing pier. The existing piles would remain in place to reduce adverse impacts to coral that have adapted to the habitat provided by the piles.

Piles would be removed to an elevation of +4.00 feet Mean Lower Low Water (MLLW), except Pile Row P (the most seaward row of piles), which will be removed to elevation +1.00 feet MLLW (approximately 12 inches below the bottom of the pile caps). The difference in final elevation is due to the configuration of the pile cap at the seaward edge of the pier—i.e., the pile cap at the seaward end of the pier extends lower than the other pile caps (see Pier Section A in Figure 7). With the exception of Pile Row P, the tops of the remaining piles will remain above water at Mean Higher High Water (MHHW). After the pile caps are removed, Pile Row P would be approximately 1.5 feet below MHHW. The abutment (headwall) at the shore end of the pier will remain.

The work will generally consist of mobilizing the contractor to the site; deploying best management practices (BMPs); dismantling the pier superstructure; and contractor demobilization. Once the contractor mobilizes to the site, the project duration is estimated at approximately four to six months. A small construction staging area (approximately 1,500 square feet, or 0.03 acres) would be established in the general vicinity to accommodate an office trailer, enclosed storage, and open area for equipment maintenance and supporting work. A potential staging area site is shown in Figure 4, at the south end of the pier trestle. DOT-H will coordinate with owners of the potential staging area site for its use.

Due to the poor condition of the pier superstructure, the major work equipment and demolition debris storage would be accommodated from the waterside via work vessels such as crane, service and storage barges, as well as a tugboat to maneuver the barges. Barges would be anchored or spudded in place. In areas of sensitive benthic communities, such as coral, anchors will be placed outside the limits of any sensitive areas.

The general work process is summarized as follows (subject to contractor's means and methods):

- Deploy BMP devices (e.g., floating turbidity barriers and catchment platforms under active work areas to prevent materials from entering the water)
- Removal of small deck-mounted features (e.g., fenders, mooring hardware, ladders, etc.)
- Saw cut concrete members; remove and place on storage barge for transport to disposal location (material may also be recycled)

During the demolition period, industry-standard BMPs will be employed to avoid or minimize adverse effects on marine resources. The contractor will be required to develop a site specific best management practices plan in consultation with Federal and State regulatory agencies to address specific conditions of the work proposed at the project site. Typical BMPs for this type of work include making use of construction debris control devices such as catchments, underdeck platforms, floating turbidity barriers, tarpaulins, floats, or other devices as necessary to prevent demolition debris from entering the water and airborne materials from leaving the immediate vicinity of the work area, as well as established protocols to prevent toxic materials including fuel, waste water, etc., from spilling on land or entering into the water.

An acceptable water quality monitoring program for the basin and channel will be developed during permit phases with the regulatory agencies, and, at a minimum, the demolition activities will be conducted in a manner that conforms to the applicable permit conditions. The proposed action does not include any dredging or blasting.

The contractor will be responsible for clean-up of any materials deposited outside the work area or in the water, and restoration of the upland staging area to pre-construction condition. The contractor will be required to abide by all applicable local environmental protection standards, laws and regulations. Other BMPs may include:

- Install and maintain appropriate storm runoff protection measures around upland storage areas to minimize the release of surface pollutants into the ocean.
- Provide qualified observers for the presence of Endangered Species Act-listed marine protected species (e.g., Green sea turtles, Hawaiian monk seals) as required by Federal resource agencies during in-water demolition activities.
- If required, reduce construction-related vessel speeds within the harbor to 10 knots or less when piloting vessels in the proximity of sea turtles. If practicable, reduce construction related vessel speed to 5 knots or less when piloting vessels in areas of known or suspected sea turtle and marine mammal activity.
- Implement a contingency plan to control and contain hazardous material spills, including petroleum products.
- All construction project-related materials and equipment placed in the water will be free of pollutants.
- Fueling of construction project-related vehicles and equipment will take place at least 50 feet away from the water, preferably over an impervious surface. With respect to construction equipment (e.g., barges) that cannot be fueled out of the water, spill containment berms will be set up on the barges to contain any potential spills and prevent the release of fuel into the marine environment. Any fuel spilled on the barge decks will be cleaned up immediately.

The timeframe for project implementation is subject to funding availability.

3.2 ALTERNATIVES CONSIDERED

In addition to the proposed action, two alternatives were considered and evaluated for their feasibility and their ability to meet action objectives:

- Remove deck superstructure and all piles completely by extracting or cutting at mudline
- No Action (i.e., status quo)

Complete Deck and Pile Removal

In this alternative, both the deck superstructure and all supporting piles and other structural components would be removed, as possible. The pile removal would involve extracting the piles (approximately 146 total). If removal is not feasible (i.e., cannot be dislodged from the seafloor), the piles would be broken or cut at the mudline. This alternative would require substantial in-water work to pull and/or cut the piles. The in-water work would generate greater in-water noise and sediment impacts than the proposed action, which would likely have greater impacts on protected marine species and subsistence fisheries. In addition, it would result in the removal of piles on which corals are present, and remove substrate that could support additional coral recruitment and colonization after the pier deck is removed. This alternative is also likely to involve much higher costs than the proposed action due to the additional labor and equipment required. Although it would meet the project's purpose and need, it would not meet all the project objectives (listed in Section 2.0) and will not be carried through the EIS analysis.

No Action

The No Action Alternative assumes no capital expenditures would be made to remove the aging and deteriorated pier deck. The pier would remain in place and continue to deteriorate over time, exacerbating the hazard it poses to public safety as well as the liability it presents to DOT-H. Therefore, the No Action Alternative would not meet any part of the action's purpose, need or objectives and is not considered a "reasonable" alternative. However, the No Action Alternative will be carried through the environmental analysis to provide a baseline for measuring the environmental consequences of the proposed action.

4.0 RESOURCE AREAS TO BE EVALUATED IN THE EIS

The EIS will address the probable impacts of the proposed action on relevant environmental resource areas, including primary/direct, indirect/secondary, and cumulative impacts.[2] The sections below briefly describe the resource areas to be evaluated in greater detail in the DEIS. Technical studies under preparation in support of the DEIS are described in the applicable sections.

4.1 NATURAL AND PHYSICAL ENVIRONMENT

Climate and Air Quality

Located at the margin of the tropics within a belt of persistent trade winds, Hawaiʻi's climate is characterized by low day-to-day and month-to-month variability in temperature. Two seasons are generally recognized in Hawaiʻi: a warm season with the sun almost directly overhead and winds typically from the northeast; and a cooler season with the sun lower overhead, more variable winds and greater rainfall (University of Hawaiʻi 1998). Average temperatures at Hāna Airport range from 67.4° Fahrenheit to 80.8° F. Rainfall in Hāna averages just under 81 inches annually (County of Maui March 2012).

Ambient air quality pertains to the purity of the general outdoor atmosphere, external to buildings, to which the general public has access. The U.S. Environmental Protection Agency has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide (SO_2), lead, ozone, and particulate matter (PM_{10} and $PM_{2.5}$). The State of Hawaiʻi has also established a State ambient air standard for hydrogen sulfide and conducts statewide monitoring to measure ambient air concentrations of these pollutants to ensure compliance with Federal and State air quality standards. There are three air quality monitoring stations on the island of Maui, mainly to measure air quality impacts from agricultural activities. The station closest to Hāna is located in Pāʻia, approximately 27 miles to the northwest. Air quality in the State can be generally characterized as relatively clean and low in pollution. Excluding regular exceedances of the NAAQS for SO_2 and occasional exceedances of the NAAQS for $PM_{2.5}$ at the monitoring stations in communities near the active volcano on Hawaiʻi Island, the State of Hawaiʻi was in attainment of all NAAQS (State of Hawaiʻi DOH 2014). The DEIS will discuss the project's potential impacts on air quality.

Marine Water Quality

According to HAR 11-54 DOH Water Quality Standards (November 15, 2014), Hāna Harbor is classified as Class AA, Open Coastal Waters. The stated objective of Class AA waters is to "…remain in their natural pristine state as nearly as possible with an absolute minimum of pollution or alteration of water quality

[2] **Primary/Direct Impacts** = Those caused by the action and occurring at the same time and place; **Indirect/Secondary Impacts** = Effects caused by the action and are later in time or farther removed in distance, including growth inducing effects; **Cumulative impacts** = The impact on the environment which results 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. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

from any human-caused source or actions." A marine water quality survey of three locations near the proposed action location was conducted to compare existing project area water quality with State water quality criteria. The DEIS will describe the results of the sampling analyses.

Coastal Analysis

The DEIS will include a discussion of the impact of pier demolition on the general wave and current processes in the area of the pier and on neighboring infrastructure. Information on wind, wave, and water levels will be included in the DEIS. The DEIS will also address impacts of projected sea level rise on the remaining components of the pier.

Terrestrial Biological Resources

A survey of terrestrial plants and terrestrial mammals and birds at Hāna Pier and an adjacent location that may be used for a laydown and staging area is in preparation to identify existing terrestrial biological resources that may be affected by the proposed action. The survey area includes the uplands from the Hāna Beach Park sea wall (fronting Helene Hall) in the west to the base of Hāna Pier in the east (to the boat trailer turn around area). The results of the survey will be included in the DEIS.

Marine Biological Resources

A baseline marine biological survey was completed in 2006 for areas around Hāna Pier in advance of DLNR DOBOR's boat ramp improvement project (AECOS, Inc. 2007). Survey areas included the nearshore seafloor on either side of the pier, inshore pilings, and boat ramp area. In 2010, a baseline coral study was conducted of the general vicinity of the pier (Marine Research Consultants 2010). An updated survey is being prepared to establish existing conditions in the current project area and vicinity, and to assess project impacts. Results of the 2006 and 2010 surveys are summarized below. Results of the updated survey and impact analysis will be included in the DEIS.

2006 Survey. On the west side of Hāna Pier nearest the loading dock, there were damaged coral colonies, which were encroached on by algae. Reef areas farther from the dock and in deeper water contained more live coral cover, dominated by rice coral (*Montipora capitata*), Duerden's coral (*Pavona duerdeni*), and finger coral (*Porites compressa*). Several other coral species and invertebrates such as blue-black urchin (*Echinothrix diadema*), rock boring urchin (*Echinometra mathaei*), and sea cucumber were also present. In 2006, a total of 26 fish species were recorded in this area, with the most well-represented families being surgeonfish (*Acanthuridae*), butterflyfish (*Chaetodontidae*), and wrasse (*Labridae*).

On the east side of Hāna Pier, the benthic environment is made up of several very large boulders amid a field of smaller boulders. Cauliflower and rice coral colonies of varying sizes occurred on the large boulders. Macro-invertebrates in this area include sea cucumbers, blue-black urchin, rock-boring urchin, and oblong urchin (*Echinometra oblonga*). The bottom to the east side had the greatest diversity of fishes of the survey areas, with 41 species observed. The most abundant fishes were the whitebar surgeonfish (*Acanthurus leucopareius*) accompanied by *manini* (*Acanthurus triostegus*), lavender tang (*Acanthurus nigrofuscus*), orangeband surgeonfish (*Acanthurus olivaceus*), orangespine unicornfish (*Naso lituratus*), and goldring surgeonfish or *kole* (*Ctenochaetus strigosus*).

Between the east reef and trestle pilings, encrusting colonies of rice coral, blue rice coral, lobe coral, and occelated coral were sparsely situated on a slightly undulating bottom amid silt covered turf algae. Bottom depth increases as it approaches the wharf and there were associated lobe coral colony mounds lining the face of the sea bottom drop off at the end of the wharf. The upper parts of the concrete wharf

pilings were encrusted with rice coral colonies, whereas the deeper portions were rimmed by plate-like growths of the same.

Of the 53 marine fish species recorded, 15% were endemic, meaning they are found only in the Hawaiian Islands and no other geographic region. The areas of greatest fish diversity occur in the coral reef environments on either side of the wharf, each with at least 40 fish species observed. No endangered or threatened species were encountered during the 2006 marine survey.

2010 Survey. The survey found that coral cover varied greatly in abundance depending on location. Fronting the outer, northern side of the pier, the reef consisted of a narrow limestone ledge that extended to the sand channel. The ledge is colonized with numerous flat circular plates of a single genus of coral (*Montipora*). There was an abundance of remnant dead and eroding plates of Montipora on the reef floor adjacent to the pier. On the inner side of the piers, large coral mounds were interspersed with sand channels and patches. Much of the vertical surfaces of the support pilings on the outer edge of the pier were colonized with extensive overlapping plates of *Montipora capitata*, while pilings on the interior pier footprint were essentially barren of coral colonization, likely due to the lack of exposure to light.

In addition to the forthcoming marine biological survey and impact assessment, a subsistence fisheries study is in progress for the proposed action and its findings will be described in the DEIS. The subsistence fisheries study will describe existing subsistence fisheries in Hāna Bay (particularly akule or big eye scad [*Selar crumenopthalmus*]) and assess potential project impacts to the resources. The study methodology included interviews of Hāna subsistence fishers.

Soils and Marine Sediments

Soils in the fastlands adjacent to Hāna Pier are comprised of Hāna silty clay loam, moderately deep variant, 3 to 15 percent slopes (NRCS 2014).

An analysis of existing sediment quality of seafloor areas near the pier is being conducted to aid in the assessment of potential impacts of sediment resuspension during project activities. Analytes include heavy metals, tributyltin, pesticides and polychlorinated biyphenyls, and herbicides. The DEIS will include the results of the marine sediment analysis.

Natural Hazards

Due to its coastal location, Hāna Bay (and subsequently Hāna Pier) is susceptible to a variety of natural hazards. The *Atlas of Natural Hazards in the Hawaiian Coastal Zone* (Fletcher, et al 2002) reports on a program of research that assigns a relative ranking scale to the following natural coastal hazards: tsunami, stream flooding, high waves, storms, erosion, sea level, and volcanic/seismic activity. The ranking is based on historical trends and natural factors influencing site vulnerability and hazard intensity. The following hazard intensity ranks were identified for Hāna Bay:

- High: tsunami, stream flooding, storms, and erosion
- Moderately High: high waves, sea level, volcanic/seismic activity

According to Federal Emergency Management Agency Flood Insurance Rate Map No. 1500030670E, the project area is located within a Special Flood Hazard Area subject to inundation by the 1% annual chance flood. Hāna Pier and access trestle are within Zone VE (coastal flood zone with velocity hazard [wave action]; Base Flood Elevations of 21 ft determined). In addition, County of Maui Civil Defense Agency tsunami evacuation maps indicate that the project area is located within a tsunami evacuation zone (County of Maui 2015).

The DEIS will evaluate natural hazard impacts of the proposed action.

4.2 HUMAN ENVIRONMENT

Archaeological, Cultural and Historic Resources

Archaeological Resources. The project area comprises a structure built in 1921. No archaeological resources are anticipated to be encountered during project activities.

Cultural Resources. Article XII, Section 7 of the Hawaiʻi State Constitution (as amended) addresses traditional and customary rights, and states: "The State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by ahupuaʻa tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of the State to regulate such rights." HRS Chapter 343 requires disclosure of the effects of a proposed action on the cultural practices of the community and State. A cultural impact assessment (CIA) to address the effects that the proposed action may have on cultural resources, practices, and traditions is being prepared and will be included in the DEIS.

Historic Resources. A Reconnaissance Level Survey was undertaken to evaluate the historic significance[3] of Hāna Pier. A property must meet at least one of four National Register of Historic Places (NRHP) criteria to qualify as eligible for the NRHP. The four NRHP criteria for historic properties are those:

(a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
(b) that are associated with the lives of persons significant in our past; or
(c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
(d) that have yielded, or may be likely to yield, information important in prehistory or history.

A property must also retain its historic integrity and generally be at least 50 years old in order to be eligible for the NRHP. Integrity ensures that the property conveys its significance through its physical features. The NRHP's seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Findings from the survey indicate that Hāna Pier is eligible under Criterion A for its association with the economic growth of Hāna. The DEIS will discuss the proposed action's impacts on historic properties. DOT will consult with DLNR State Historic Preservation Division to appropriately mitigate any adverse impacts to historic properties.

Harbor Navigation

Hāna Harbor (also known as Hāna Bay) is under the jurisdiction of DOT-H, with the exception of the small boat ramp adjacent to Hāna Pier, which is under the jurisdiction and administrative authority of DLNR DOBOR. The bay is open to the east and is marked by Kauʻiki Head on the south and Nānuʻalele Point on the north. This eastward orientation exposes the bay to ocean swells from the north, which can make launching small boats challenging. A navigational light ("Kauʻiki Head Light") is located on Puʻukiʻi Island, approximately 250 yards northeast of Hāna Pier. According to NOAA Navigation Chart 19341 (U.S. Department of Commerce 2005), the Hāna Harbor entrance channel is unmarked and located

[3] In this analysis, a property would be deemed to have historic significance if it were considered "eligible" for listing on the National Register of Historic Places.

approximately 200 yards northwest of Kauʻiki Head Light between geographical features called "Twin Rocks" (see Figure 1) and an unmarked shoal about 350 yards north of the light. The turning basin in the harbor is about 20 to 30 feet deep and 600 ft by 800 ft in area (U.S. Department of Commerce 2016). Small boats are launched from the DOBOR boat ramp adjacent to the pier and from the two sandy beaches (e.g., kayaks and canoes). The DEIS will discuss potential impacts of the proposed action on navigation in Hāna Harbor.

Recreation

Hāna Bay, in which Hāna Pier is located, is an important recreational resource for local residents and visitors. Maui County Department of Parks and Recreation owns and maintains Hāna Beach Park, a 0.5-acre park located on the shores of Hāna Bay. It encompasses the grassy and black sand shoreline between Keawa Place and the waters of the bay, and includes amenities such as picnic tables, barbeque grills, pavilions, restrooms, shower and dressing facilities, marked and unmarked parking, and ADA accessibility. As a sheltered embayment, Hāna Bay is a popular location for swimming, fishing, surfing, diving, kayaking, and outrigger canoe paddling. Located across Keawa Place, the County's Helene Hall is a community center available for public use with meeting rooms, an indoor stage, concession snack bar, parking, and ADA accessibility.

DLNR DOBOR's small boat ramp is heavily used for launching boats for recreational and subsistence fishing. In spite of its condemned and barricaded condition, Hāna Pier continues to be accessed by local residents for fishing, swimming (jumping off into the water), and other recreational activities. The DEIS will assess impacts of the proposed action on public recreation.

Noise

An environmental noise assessment is being prepared, in which the project's impacts on existing noise sensitive areas will be estimated, including active demolition period and post-demolition period impacts. The study includes measuring ambient noise levels at noise sensitive locations in the vicinity of the project. The results of the noise assessment will be included in the DEIS. The project's underwater noise impacts will also be addressed qualitatively in the DEIS.

Social and Economic Factors

After a two percent decline between 1990 and 2000 (from 1,895 to 1,855 persons), the population of the Hāna District increased by 23.5 percent to 2,291 between 2000 and 2010 (U.S. Census Bureau in County of Maui March 2012). This compares with population increases for Maui County during the same two time periods of 27.6 (1990 to 2000) and 20.8 percent (2000 to 2010).

The following table compares population and housing data for the Hāna Census Designated Place (CDP) (the densely settled area of the Hāna District) with Maui County, as estimated by the U.S. Census Bureau for the period 2008-2012.

Table 1: Population and Housing Characteristics of Hāna CDP and Maui County

Topic	Hāna CDP	Maui County
Average Household Size (no. of people)	3.4	2.9
Households w/ one or more people under age 18	47%	34%
Households w/ one or more people ≥65 years	32%	26%
Age		
Median	32.1 years	39.5 years
under 18 years	30.7%	23.0%
18 to 24 years	9.2%	7.6%
25 to 44 years	28.6%	27.0%
45 to 64 years	20.1%	29.5%
65 years and over	11.4%	12.9%
Race		
White	53%	48%
Black/African American	<0.5%	1%
American Indian/Alaska Native	<0.5%	<0.5%
Asian	8%	36%
Native Hawaiian/Other Pacific Islander	39%	14%
Other	<0.5%	1%
2 or more races reported	47%	28%
Education (people 25 years and over)		
At least high school education	93%	90%
Bachelor's degree or higher	15%	25%
Did not complete high school	7%	10%
Employment Status (people 16 years and over)		
Employed	59%	64%
Not currently in labor force	34%	30%
Industries with highest percentages of employed civilian population (people 16 years and over)	• Arts/entertainment/ recreation/accommodation/ food service - 26.3% • Construction - 13.5% • Educational services/ health care/ social assistance - 12.8%	• Arts/entertainment/ recreation/accommodation/ food service – 22.8% • Educational services/health care/social assistance - 17.3% • Retail Trade - 12.2%
Income		
Household Median	$58,023	$64,058
Households with income less than $15,000/year	8%	9%
Households with income over $150,000/year	5%	12%
Housing Characteristics		
Total Housing Units	535	70,200
Vacant	34%	26%
Single-Unit Structures	85%	62%
Multi-Unit Structures	15%	38%
Built after 1990	34%	33%

Source: Population and Housing Narrative Profile 2008-2012 American Community Survey 5-Year Estimates for Hāna Hawai'i and Maui County, Hawai'i, U.S. Census Bureau.

The DEIS will include an assessment of proposed action's impacts on social and economic factors.

Roadways and Traffic

Hāna Highway (State Highways 360 and 330) connects Central and East Maui and serves as the main roadway providing access to Hāna from Kahului. It is a four lane major arterial in its Kahului segment, with posted speeds of 45 to 55 miles per hour (mph). It transitions to two lanes, with correspondingly lower posted speeds, eventually becoming 10 to 35 mph in the rural, mountainous segments east of Haiku. According to DOT data for 2003, Hāna Highway carried about 1,740 vehicles per day in the segment east

of Kailua Bridge, which is located approximately 16 miles northwest of Hāna Pier. Keawa Place is a two-lane State roadway facility that provides access from Hāna Highway to Hāna Beach Park and Hāna Pier. The DEIS will include a qualitative assessment of project's potential impacts to roadways and traffic.

Infrastructure, Utilities, and Public Services

Electrical power throughout Maui is produced and delivered by Maui Electric Company, Ltd. (MECO) through a network of generators, transformers, switches, and power lines. MECO owns and operates two generating stations and a distributed generation site on Maui. The transmission grid serving Hāna originates from the Kahului power plant, around the base of Haleakalā, then through Pāʻia to Hāna (DOT-H 2011). The Hāna Substation No. 41 has two diesel units totaling 1.94 megawatts of capacity, which serve the community primarily during transmission maintenance and system disturbance (MECO 2014).

Potable water is provided to Hāna by the Maui County Department of Water Supply, Hāna Water Resources, and Hāna Water Company, with deep wells drawing from basal groundwater serving as the drinking water sources (DOT-H 2011).

There is no municipal wastewater collection system currently serving Hāna; individual cesspools and septic tanks are used for wastewater management (County of Maui December 2012).

The Maui County Police Department administers police services and operates one of three police stations in Hāna. According to the Maui Island Plan, the Hāna Police Station is projected to have adequate capacity to 2030 (County of Maui December 2012).

Fire protection and rescue operations in Hāna are administered by the Maui County Department of Fire and Public Safety, which also provides emergency and non-emergency services. The Hāna Fire Station is one of ten fire stations on Maui, and located approximately one mile northwest of the project area.

The DEIS will include a discussion of project's potential impacts to infrastructure, utilities, and public services.

Visual/Scenic Resources

The visual environment in the vicinity of Hāna Pier is dominated by natural features such as the waters and shoreline of Hāna Bay with the Pacific Ocean beyond to the north and east, and Puʻukiʻi Island and Kaʻuiki Hill to the east and south. To the west, upland agricultural areas can be viewed against the backdrop of the upper slopes of Haleakalā. The immediate vicinity of Hāna Pier is characterized by the open space of the County of Maui's Hāna Beach Park and associated low-density structures (e.g., County of Maui community meeting space and carry-out snack concession at Helene Hall). Scenic upland, shoreline, and ocean views are accessible from numerous locations within the greater Hāna area and contribute to residents' quality of life and cultural fabric, as well as to the area's appeal to visitors. Beyond Hāna Town, Hāna Highway provides a wealth of scenic resources along its East Maui segment (e.g., ocean, forest, waterfall, valley, cliffs). The DEIS will include a discussion of project's potential impacts on visual and scenic resources.

5.0 CONSISTENCY WITH LAND USE PLANS, POLICIES, AND CONTROLS

The DEIS will assess the relationship of the proposed action to relevant land use plans, policies, and controls for the affected area, including the following:

- State Land Use District

- Chapter 344, HRS, State Environmental Policy
- Hawai‘i State Plan
- State Functional Plans
- HRS 266
- DOT-H Administrative Rules
- County General Plan
- Maui Island Plan
- Hāna Community Plan
- County Zoning

6.0 SIGNIFICANCE CRITERIA

In their determination of whether an action may have a significant impact on the environment, agencies are tasked to consider the sum of effects on the quality of the environment, and evaluate the overall and cumulative effects of the action. In most instances, an action shall be determined to have a significant effect on the environment if it meets any of the following criteria (from Section 11-200-12, HAR):

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

2. Curtails the range of beneficial uses of the environment;

3. Conflicts with the state’s long-term environmental policies or goals and guidelines as expressed in [Chapter] 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;

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

5. Substantially affects public health;

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

7. Involves a substantial degradation of environmental quality;

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

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

10. Detrimentally affects air or water quality or ambient noise levels;

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

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

13. Requires substantial energy consumption.

Based on information and input collected and assessed to date, DOT-H has determined that the project would meet significance criteria defined in HAR 11-200 by involving an irrevocable commitment to loss or

destruction of a cultural resource, and may substantially affect the social welfare of the Hāna community. Therefore, DOT-H has determined that the project would require the preparation of an EIS, has elected to publish an EISPN, and move forward with the preparation of an EIS (versus Environmental Assessment).

7.0 EARLY CONSULTATION

7.1 GOVERNMENT AGENCIES

DOT-H conducted early consultation with several Federal, State and County government agencies prior to the preparation of this EISPN:

- U.S. Army Corps of Engineers
- U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Environmental Protection Agency
- Hawaiʻi Department of Land and Natural Resources (DLNR), Division of Boating and Ocean Recreation
- DLNR Division of Aquatic Resources
- Maui County Department of Planning

7.2 HĀNA COMMUNITY

DOT-H held a public informational meeting on July 10, 2013 at Helene Hall in Hāna, Maui where details about its previously proposed pier improvements project were presented, and the meeting attendees were invited to provide comments on the scope of the HRS 343 document (then assumed to be an environmental assessment [EA]). The comments on the scope of the HRS 343 document for the pier improvements project included these general categories:

- Impacts on recreational use of pier and harbor (e.g., canoe paddling, swimming)
- Secondary impacts on current Hāna lifestyle
- Construction period and operational period water quality
- Impacts on akule fishery and fishing
- Desire to limit pier use by vessels to emergency transport only
- Invasive algae
- Vessel groundings due to high surf or hurricanes
- Geotechnical stability of Kaʻuiki Hill

DOT held a joint public informational meeting at Helene Hall in Hāna, Maui on October 28, 2014 to present projects from its three modal divisions (i.e., Harbors, Highways, and Airports) that affect the Hāna community, including the formerly proposed Hāna Pier improvements project. At this meeting, DOT clarified for the Hāna community that, according to its mission, commercial use would be allowed at the repaired pier. Community comments expressed at the meeting on the scope of the forthcoming HRS 343 document focused primarily on secondary impacts to the following resources/conditions that could result from commercial use of the repaired pier:

- Hāna lifestyle, community character, sense of place
- Fishing and gathering practices
- Native cultural practices
- Increased development and higher taxes

As described in Section 1.6, due to concerns that expressed by the local community against the commercialization of Hāna Pier, combined with its need to protect the public from hazards of the progressively deteriorating pier, DOT-H subsequently revised its proposal from the improvements project for the pier to removal of the pier.

7.3 EISPN EARLY CONSULTATION

Along with earlier agency meetings and Hana community outreach and input, this EISPN serves as DEIS early consultation for the current proposed action (i.e., pier deck removal). Notification of the availability of the EISPN will be made to the following parties and substantive comments received during the public comment period will be addressed in the DEIS.

Federal

- Army Corps of Engineers
- Department of Agriculture, Natural Resources Conservation Service
- Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- Department of Homeland Security, U.S. Coast Guard
- Department of the Interior, Fish and Wildlife Service
- Department of the Interior, National Park Service
- Department of the Interior, Geological Survey, Pacific Islands Water Science Center
- Department of Transportation, Federal Aviation Administration
- Department of Transportation, Federal Transit Administration
- Environmental Protection Agency

State

- Department of Agriculture
- Department of Accounting and General Services
- Department of Business, Economic Development and Tourism
  - Office of Planning
  - Strategic Industries Division
- Department of Defense
- Department of Hawaiian Home Lands
- Department of Health
- DLNR
- DLNR State Historic Preservation Division
- Department of Transportation
- University of Hawaiʻi, Water Resources Research Center
- Office of Hawaiian Affairs

County

- Department of Fire and Public Safety
- Department of Environmental Management
- Department of Housing and Human Concerns
- Department of Parks and Recreation
- Department of Planning
- Police Department
- Department of Public Works
- Department of Transportation

- Department of Water Supply

Elected Officials

- U.S. Senator
- U.S. Representative
- State Senator
- State Representative
- Mayor's Office
- Maui County Council Members

Utilities/Other

- Maui Electric
- Hāna Community Association
- Hāna Cultural Center
- Hāna Ranch
- Public community meeting attendees who indicated they wanted project updates

Libraries

- University of Hawaiʻi Maui College Library
- Hawaiʻi State Library, Hawaiʻi Documents Center
- Kahului Regional Library
- Hāna Public and School Library

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Regional Map **Figure 1**

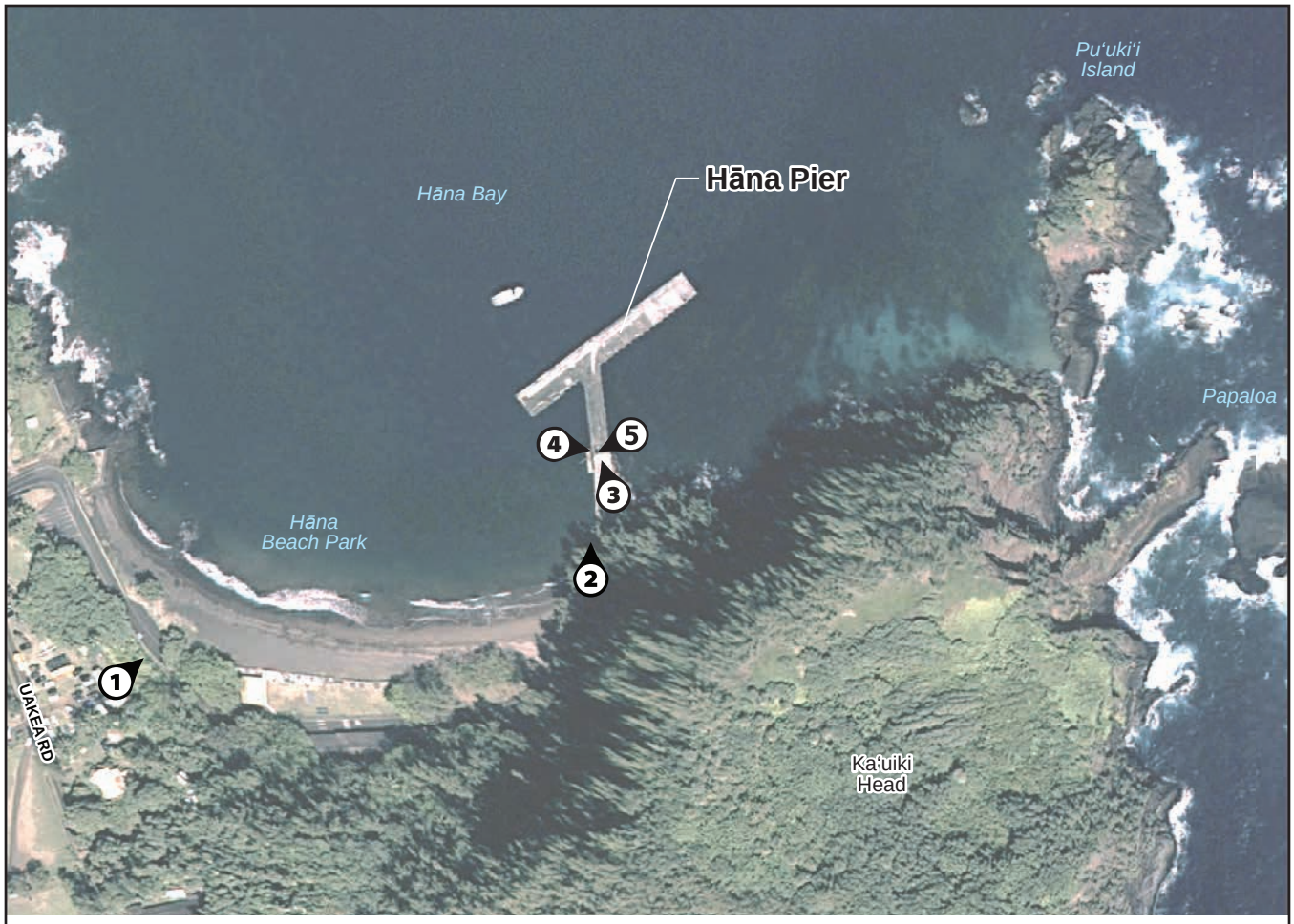
Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i

Project Vicinity Map **Figure 2**

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i



1. Hāna Pier from southwest.

2. Hāna Boat Ramp with pier in background.

3. Warning signage and barrier

4. Hole in pier deck at shoreward end of trestle.

5. Topside view of pier deck hole in Photo 4.

Photo Source:
1, 3: HHF Planners, October 2014
2: Moffatt & Nichol, February 2013
4: Moffatt & Nichol, March 2013
5: DOT-H, 2013

0 300 Feet
0 75 Meters

Site Photos

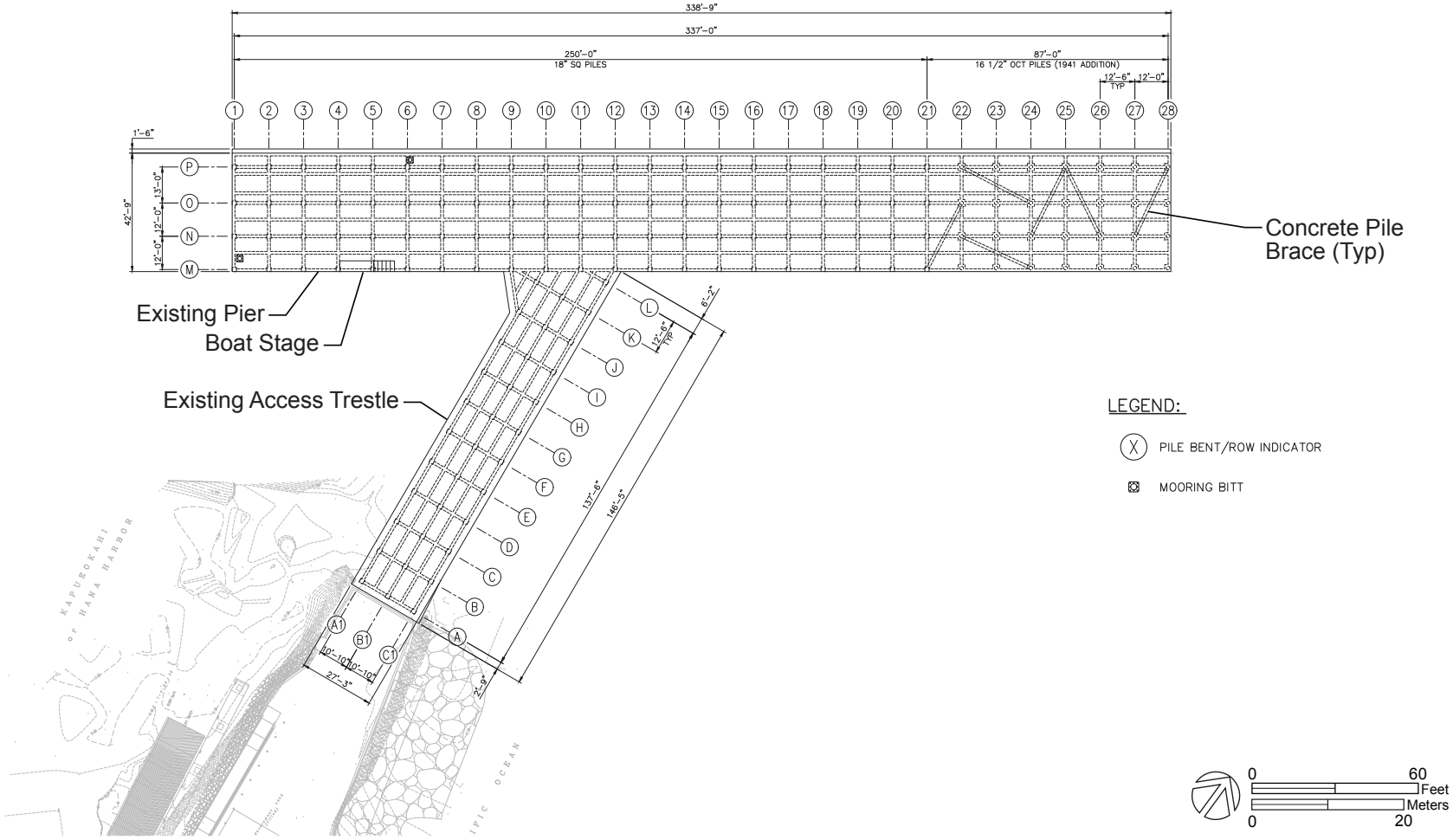
Figure 3

Hāna Pier Deck Removal EIS Preparation Notice
Hāna, Maui, Hawai'i

Tax Map **Figure 4**

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i



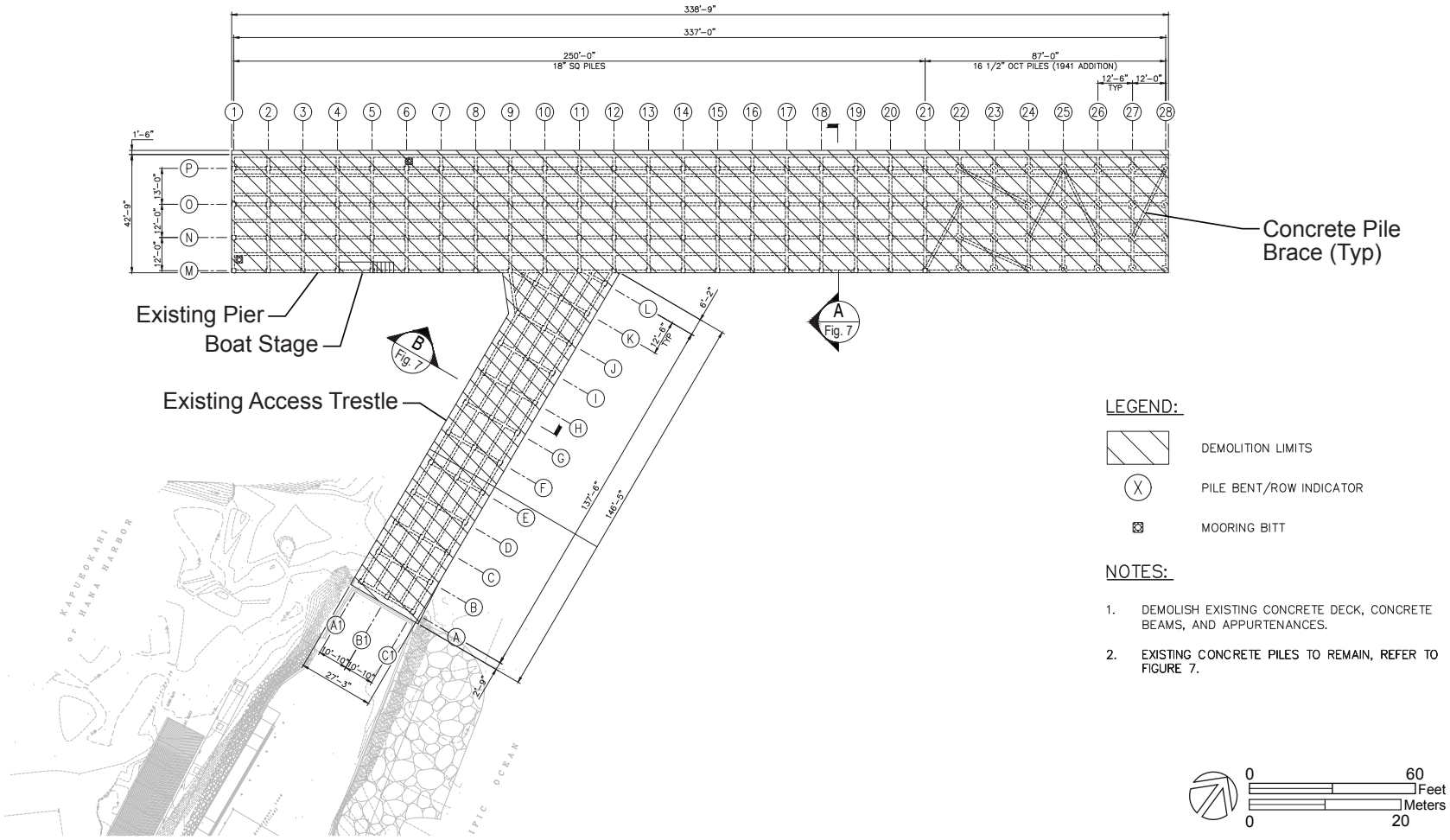
Source: Moffatt & Nichol, August 2016

Existing Pier Plan

Figure 5

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai‘i

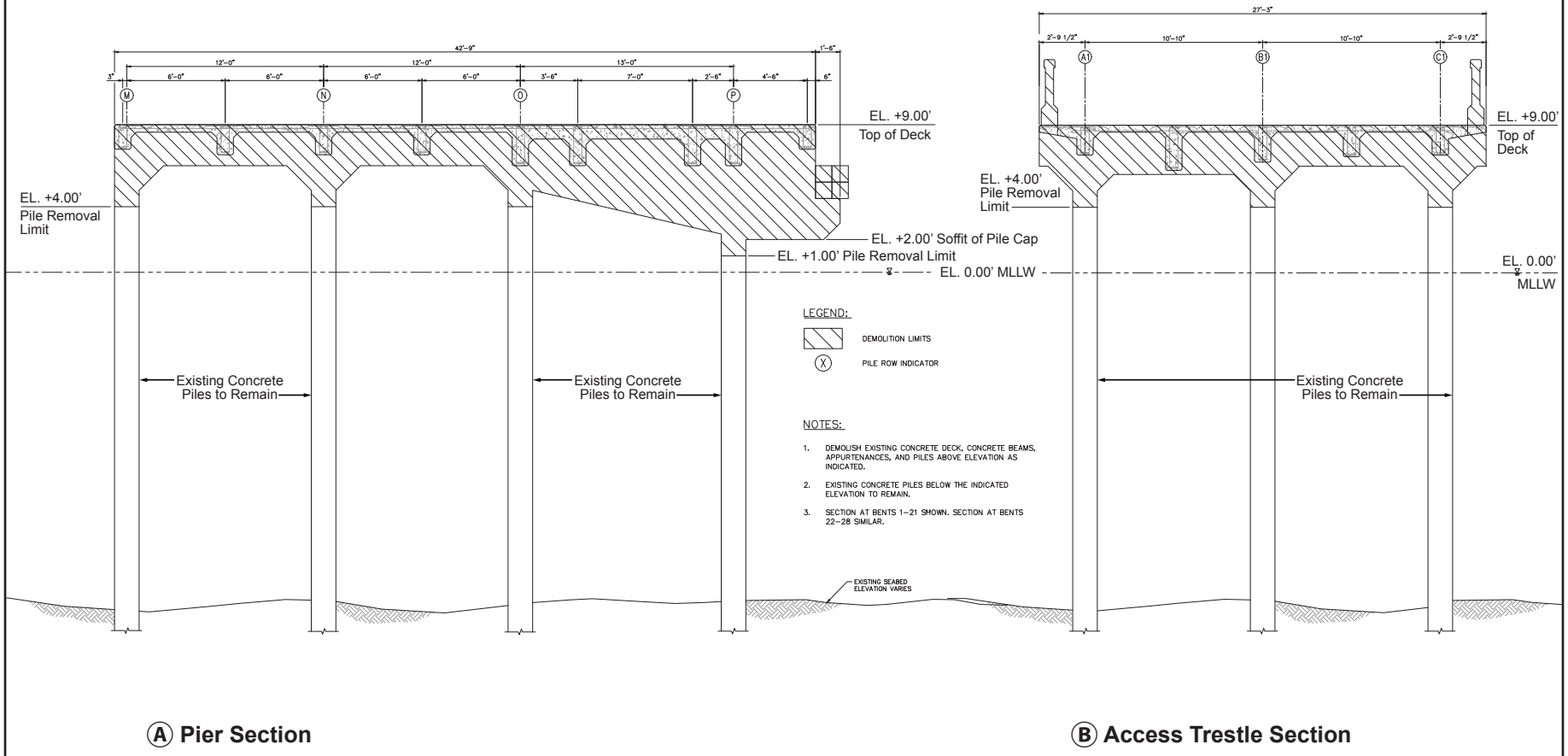


Source: Moffatt & Nichol, August 2016

Proposed Demolition Plan **Figure 6**

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i



Ⓐ **Pier Section**

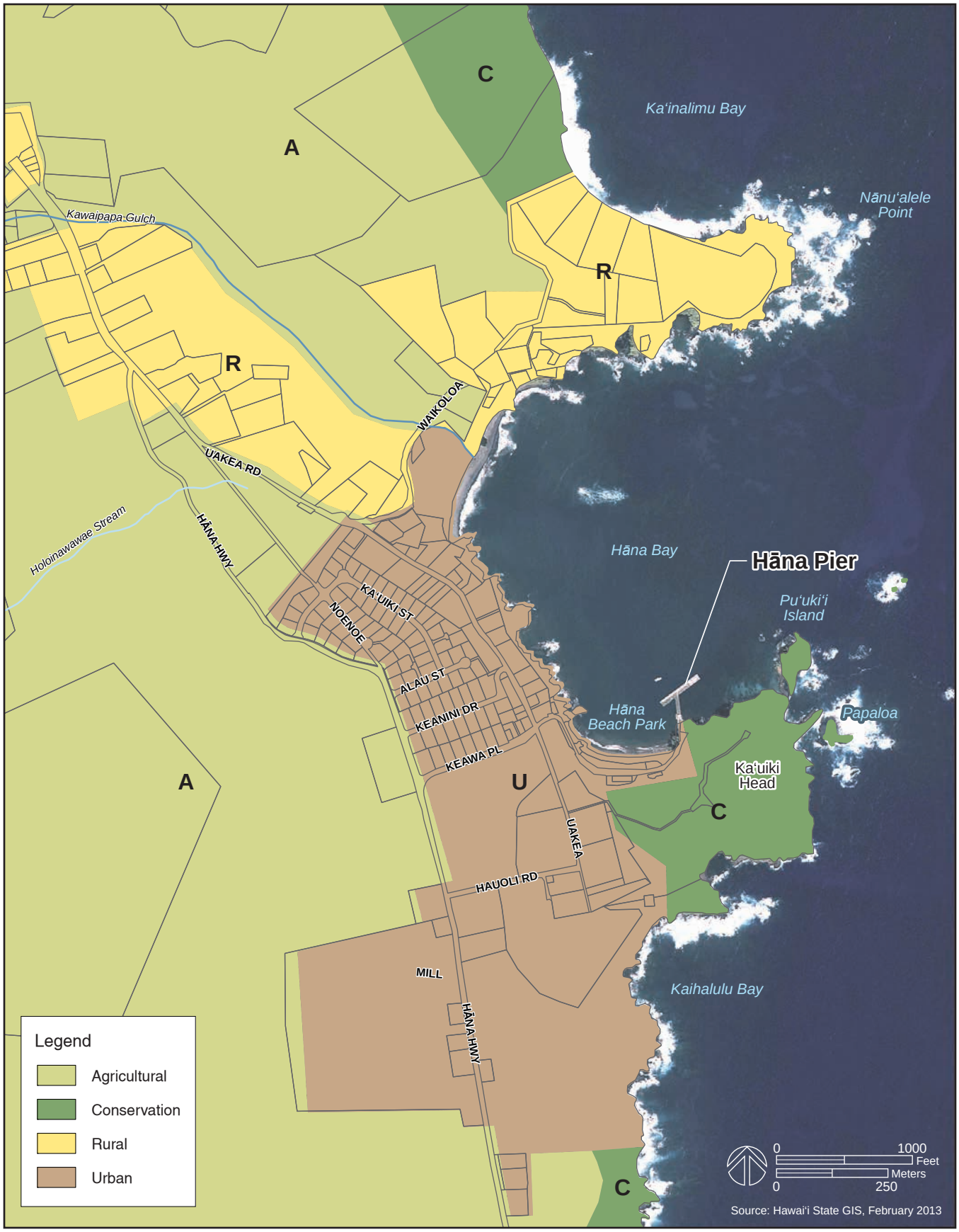
Ⓑ **Access Trestle Section**

Source: Moffatt & Nichol, August 2016

Typical Demolition Sections **Figure 7**

Hāna Pier Deck Removal EIS Preparation Notice

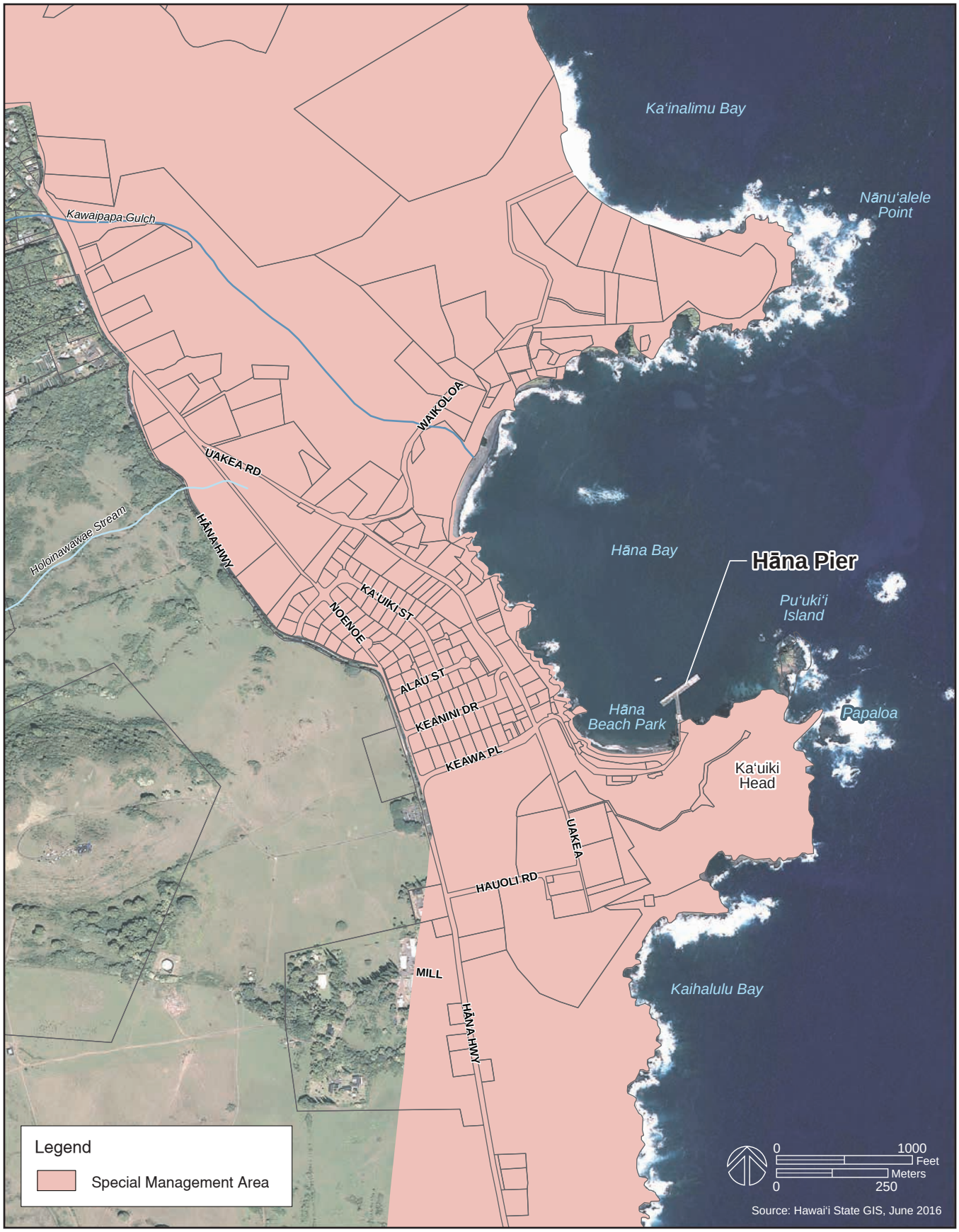
Hāna, Maui, Hawai‘i



State Land Use Districts **Figure 8**

Hāna Pier Deck Removal EIS Preparation Notice

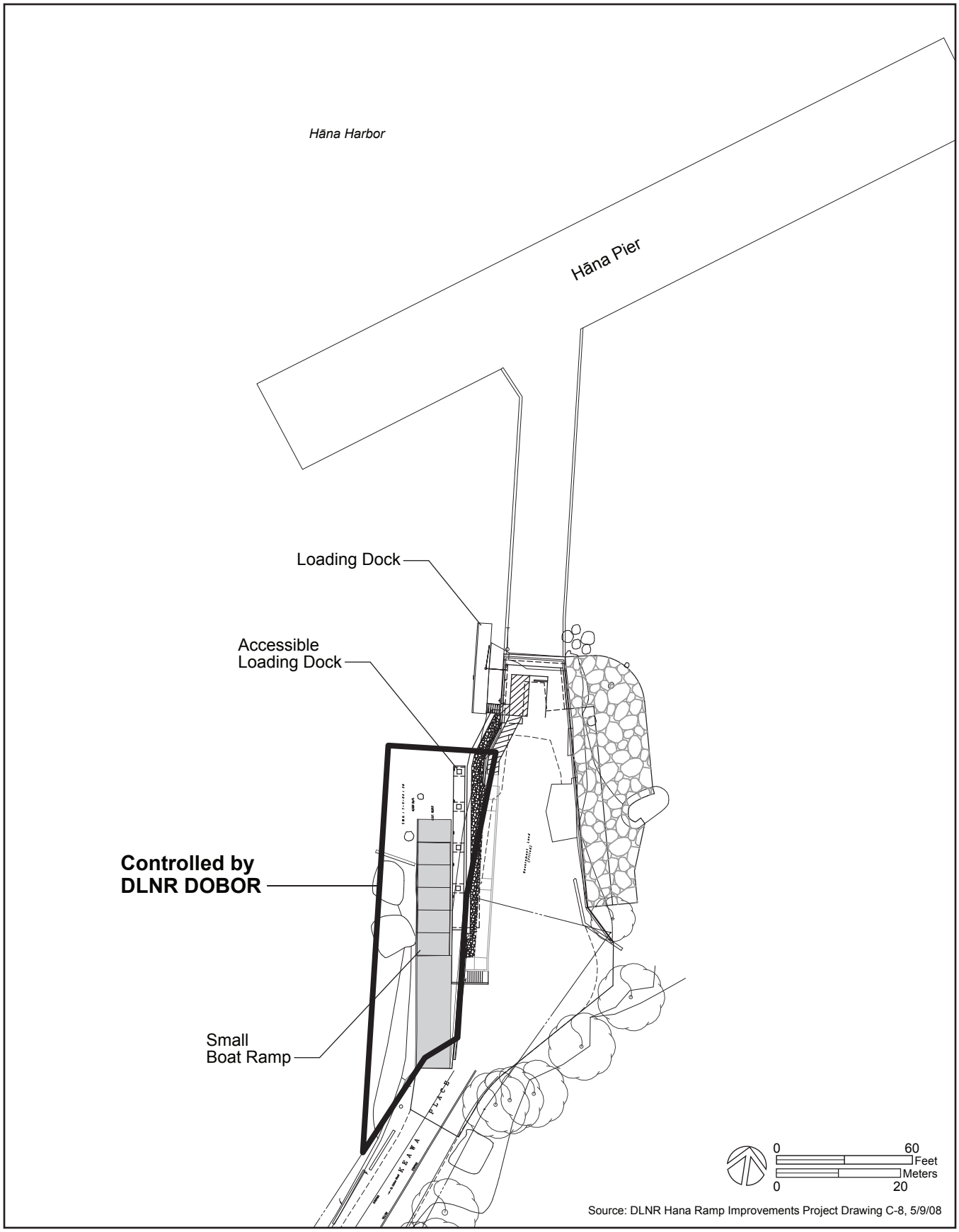
Hāna, Maui, Hawai'i



Special Management Area Map **Figure 9**

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i



Area Under DLNR DOBOR Jurisdiction **Figure 10**

Hāna Pier Deck Removal EIS Preparation Notice

Hāna, Maui, Hawai'i