STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

ENGINEERING DIVISION
POST OFFICE BOX 373
HONOLULU, HAWAII 96809

DEC 29 2010

MAR 08 2011

TO: Mr. Herman Tuiologsega
Acting Administrator
Office of Environmental Quality Control
Department Of Health

FROM: William J. Aila, Jr., Interim Chairperson

SUBJECT: **Final Environmental Assessment For Kaunakakai Harbor Ferry System Improvements, TMK: 5-3-001:por. 011, Kaunakakai, Molokai, Hawaii**

We have reviewed the Final Environmental Assessment and comments received on the Draft Environmental Assessment during the 30-day public comment period which ended on July 8, 2010. We have determined that this project will not have significant environmental impacts and have issued a Finding of No Significant Impact. Please publish this notice in the next available OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form, a hard copy of the Final EA and a disc that contains the Final EA and project summary. Please call Ms. Valerie Suzuki of the Engineering Division at 587-0275 or Mr. John Sakaguchi at Wilson Okamoto Corporation at 946-2277 if you have any questions.

Enclosure

c: DOT-Harbors
DBOR

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FINAL ENVIRONMENTAL ASSESSMENT

Kaunakakai Harbor Ferry System Improvements

Job No. B61XM82A

Kaunakakai, Molokai, Hawaii
TMK: 5-3-001:011

Prepared for:

State of Hawaii
Department of Land and Natural Resources
Engineering Division

Prepared by:

Wilson Okamoto Corporation

March 2011

FINAL
ENVIRONMENTAL ASSESSMENT

Kaunakakai Harbor Ferry System Improvements

(Job No. B61XM82A)

Kaunakakai, Molokai, Hawaii

TMK: 5-3-001:011

Prepared for:

State of Hawaii
Department of Land and Natural Resources
Engineering Division
1151 Punchbowl Street
Honolulu, Hawaii 96813

Prepared by:

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
WOC: 7553-01

March 2011

SUMMARY

Proposing Agency:	State of Hawaii Department of Land and Natural Resources 1151 Punchbowl Street Honolulu, Hawaii 96813
Accepting Agency:	State of Hawaii Department of Land and Natural Resources 1151 Punchbowl Street Honolulu, Hawaii 96813
EA Preparer:	Wilson Okamoto Corporation 1907 South Beretania Street, Suite 400 Honolulu, Hawaii 96826 Contact: John L. Sakaguchi, AICP, Senior Planner Tel: 808.946.2277; Fax: 808.946.2253
Project Location:	Kaunakakai, Molokai, Hawaii
Recorded Fee Owner:	State of Hawaii, Department of Transportation
Tax Map Key:	5-3-001: 011
Area:	1.94 acres approximately Total Tax Map Key parcel 113.265 acres
State Land Use Classification:	Urban
County Zoning:	Interim
Proposed Action:	Converting the existing 672-square foot ferry shelter into a restroom facility, constructing a 625-square foot ferry shelter on the west side of the converted building, constructing a below grade sewer lift station to pump wastewater; constructing an approximately 2,400-foot long 6-inch sewer force main (buried) from the lift station to a new transition manhole for connection to the existing County wastewater collection line in Kaunakakai Place; constructing an approximately 3,640-foot long 8-inch and 12-inch water line for fire protection with connection to an existing County water system near the intersection of Kaunakakai Place and Maunaloa Highway; constructing three new fire hydrants; rehabilitating an approximately 1,550-square foot section of the pile supported pier by removing and replacing the existing reinforced concrete deck with precast planks and removing or

cutting 10 piles and placing 12 new piles. In addition, the fence between the ferry landing area and Young Brothers yard will be relocated to the south to widen the access to the ferry landing area and the parking rules within the ferry landing area will be revised.

Impacts:

No significant impacts are anticipated from the construction and operation of the Ferry System Site Improvements at the Kaunakakai Commercial Harbor.

Parties Consulted During Draft EA:

Federal
US Army Corps of Engineers
US Fish and Wildlife Service
US Dept of Commerce National Marine Fisheries
US Coast Guard

State of Hawaii
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Strategic Industries Division
Department of Land and Natural Resources (DLNR)
DLNR, Historic Preservation Division
DLNR, Office of Coastal and Conservation Lands
DLNR, Commission on Water Resource Management
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Environmental Management
DOH, Environmental Planning
Office of Hawaiian Affairs
University of Hawaii Water Resources Research Center
University of Hawaii Environmental Center

County of Maui
Department of Fire and Public Safety
Department of Environmental Management
Department of Parks and Recreation
Department of Planning
Molokai Planning Commission
Police Department
Department of Public Works
Department of Transportation
Department of Water Supply

Officials
State Senator J. Kalani English
State Representative Mele Carroll
Councilmember Danny A. Mateo

Other
Maui Electric Co.
Hawaiian Telcom
Maui Economic Opportunity
Young Brothers
Lahaina Cruise Company/Sea Link of Hawaii Inc.
Molokai Outdoor Activities
Island Petroleum

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PREFACE

Chapter 343, Hawaii Revised Statues (HRS), as amended, Environmental Impact Statements, requires that a government agency or a private developer proposing to undertake a project consider the potential environmental impacts of the proposed project by preparing an assessment. Use of public funds by a government agency for a project is among the criteria set forth in Chapter 343, HRS which requires preparation of an environmental assessment.

The Kaunakakai Harbor Ferry System Improvements will use funds provided by the US Department of Transportation Federal Transit Administration (FTA) and by the State of Hawaii Department of Transportation (DOT) and the Department Land and Natural Resources (DLNR) for design and construction of the Kaunakakai Harbor Ferry System Improvements. No other public agency is participating in funding the design or construction.

This Final Environmental Assessment (EA) has been prepared to meet the requirements of Chapter 343, HRS, as amended, and Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules. A Finding of No Significant Impact (FONSI) has been determined by the DLNR, and preparation of an environmental impact statement (EIS) is not required pursuant to Chapter 343, HRS, and Chapter 200.

The FTA has issued a Categorical Exclusion (CE) for the Kaunakakai Harbor Ferry System Improvements to meet the requirements of National Environmental Policy Act (NEPA) as amended, (Pub. L. 91-190, 42 U.S.C. 4321-4347, January 1, 1970, as amended by Pub. L. 94-52, July 3, 1975) which incorporates the Council on Environmental Quality (CEQ) regulations for implementing NEPA. The FTA CE action falls under 49 Code of Federal Regulations (CFR) §771.117(d)(10) "construction of bus transfer facilities (an open area consisting of passenger shelter, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic." On August 26, 2010, DLNR submitted updated information to the FTA to confirm the Categorical Exclusion.

In February 1990, the DOT issued an Environmental Assessment/Negative Declaration for the Strengthen Wharf Deck at Kaunakakai Harbor, Molokai, Job H. C. 3182.

In February 1992, the DOT issued an Environmental Assessment/Negative Declaration for The Ferry Passenger Shelter at Kaunakakai Harbor, Molokai, Job H. C. 3216.

In June 1992, the DOT issued an Environmental Assessment/Negative Declaration for the Kaunakakai Harbor Causeway Lighting Kaunakakai, Molokai, Job H. C. 3217.

As part of the Pre Assessment for the Draft EA, on November 4, 2009, the State of Hawaii Department of Land and Natural Resource Office of Coastal and Conservation Lands (OOCL), stated the Commercial Harbor and causeway are considered a non-conforming use. The OCCL also stated the proposed improvements are considered routine repair and maintenance for a use of which no Conservation District Use Application (CDUA) permit is required.

1. INTRODUCTION

1.1 Project Background

Kaunakakai Harbor consists of the pier island and causeway, and is both a commercial and recreational harbor. The western portion of the Kaunakakai pier island contains the Commercial Harbor controlled by the State of Hawaii Department of Transportation, Harbors Division (DOT-HAR) and the eastern portion of the Small Boat Harbor area is controlled by the State of Hawaii Department of Land and Natural Resources, Division of Boating and Outdoor Recreation (DOBOR)

The Kaunakakai Commercial Harbor is part of ten (10) harbors in Hawaii operated by DOT-HAR. The Kaunakakai Commercial Harbor is part of the Maui District, which also includes Kahului Harbor on Maui, and Kaumalapau Harbor on Lanai. Originally constructed in 1927 by the Territory of Hawaii, the Kaunakakai Commercial Harbor is owned and operated by the DOT. Facilities at the Harbor accommodate interisland cargo and fuel barges and commuter ferry service for daily passenger and visitor travel between the Lahaina Small Boat Harbor on Maui and Kaunakakai Harbor.

Construction of Kaunakakai pier island began in 1899 with the installation of a revetted mole which extended approximately 1,300 feet out from shore. A small landing on the seaward end of the mole could accommodate two boats. In 1921, this mole was extended another 700 feet from shore. A narrow gauge railroad track for cargo movement and a small storage shed were also installed in the same year. In 1927, the E. J. Lord Construction Company built a concrete wharf area with 3,945 square feet of open storage and 1,155 square feet of protected storage. In 1951, John F. Nichols Company lengthened the apron shoreward and placed a paved rock fill between the old pile support approach and the existing concrete extension. During this period, the Shell Oil Company also installed several oil storage tanks on the north end of the pier island. In 1956, a steel sheet pile bulkhead with a concrete cap was added on the makai pier section to reduce erosion of the rip-rap fill under the wharf. In 1969, the entire concrete decking of the pier island was replaced by the Kincaid Construction Company. In addition, a new freight shed and Harbor Master office with public restroom facilities were added.

The Kaunakakai pier island is on the southern end of the approximately 1,950-foot long by 40-foot wide causeway, which becomes Kaunakakai Place at the northern end of

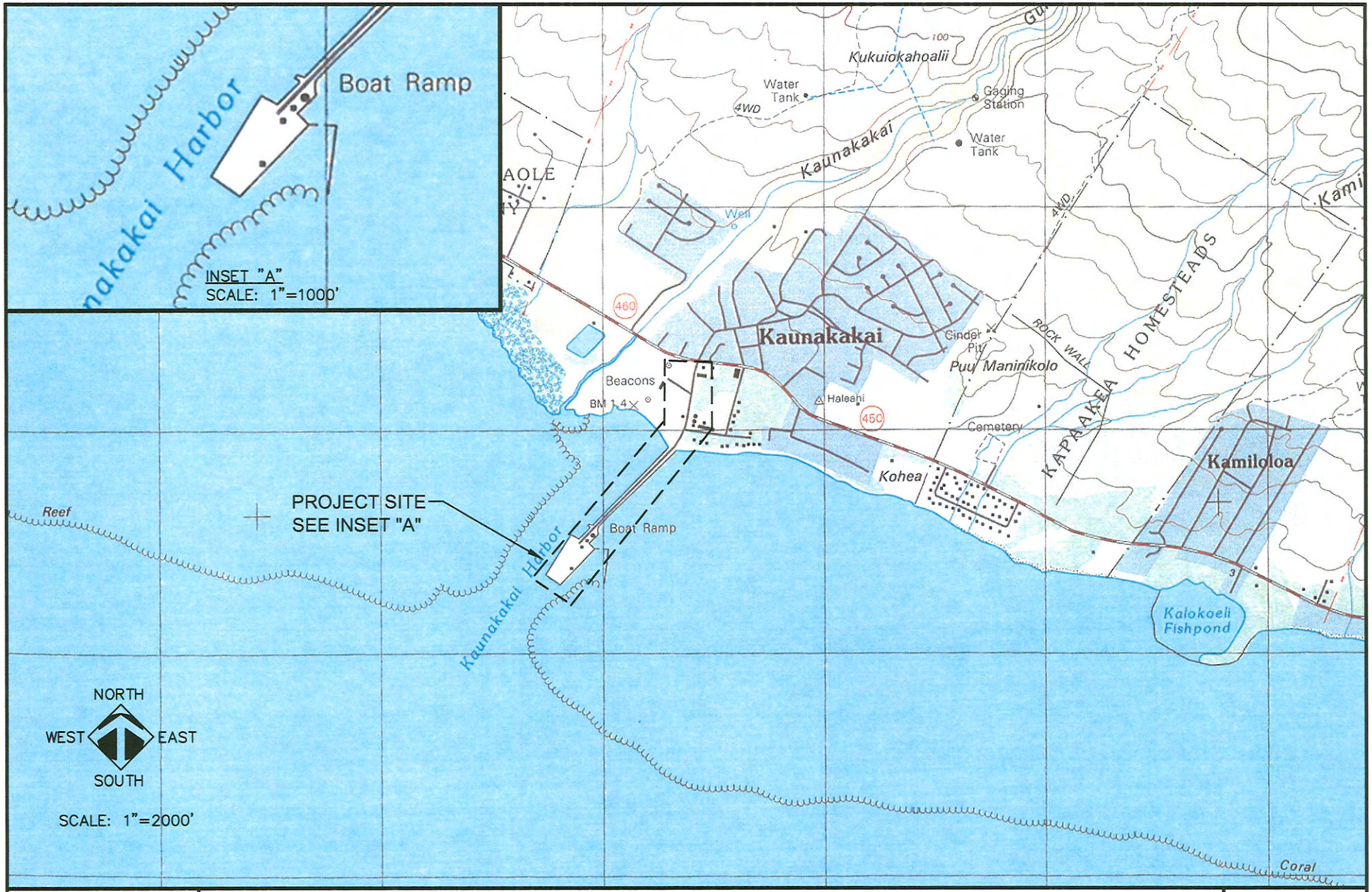
causeway as it connects to the main island. The causeway and Kaunakakai Place are undivided roadways with two 12-foot wide travel lanes, one lane in each direction. The causeway, which is considered part of Kaunakakai Harbor, includes a 12-foot wide shoulder on the right side of the southbound lane and 4-foot shoulder on the right side of the northbound lane. State Route 460, Maunaloa Highway, which begins at the end of the causeway, and Kaunakakai Place are under the control of the State of Hawaii Department of Transportation Highways Division.

The causeway is entirely constructed on fill land. The original design drawings included two culverts along the causeway which would have allowed water to pass from one side to the other. However, there is no indication these culverts were constructed.

The approximately 5.56-acre pier island is divided into the Commercial Harbor on the west side, about 3.91 acres, and the small boat harbor area on the east side, approximately 1.75 acres. The pier island and surrounding submerged lands encompasses approximately 113.265 acres (Tax Map Key: 5-2-003: 011). A portion of the pier island is constructed on piles and the remainder on fill land. The portion constructed on piles occupies about 0.898 acres and the fill land occupies about 4.662 acres of the total 5.56 acres. The pile supported portion is on the west side of the pier island and serves as the commercial harbor berthing area used to dock barges and other vessels while loading and unloading cargo.

The Kaunakakai Small Boat Harbor occupies 1.75 acres on the eastern side of the pier island. This area includes the approximately 680 square-foot harbor master office/ restroom building, the Molokai Ice House, vehicle and boat trailer parking stalls, and storage facilities for the Clean Islands Council. A total of about 16 boats are docked at the small boat harbor. A single lane 12-foot wide small boat launch ramp and loading dock are located on the west side of the causeway about 250 feet north of the pier island.

The approximately 687-foot Commercial Harbor pier has a berthing area, which was originally dredged in the 1930's and has been currently dredged to a depth of (-) 24 feet Mean Lower Low Water. The turning basin is 600 feet wide by 1,500 feet long. Kaunakakai Harbor is considered a medium draft harbor. Figure 1.1 shows the Kaunakakai Harbor location map. Figure 1.2 shows the Harbor site map. Figure 1.3 shows the Harbor boundary map.

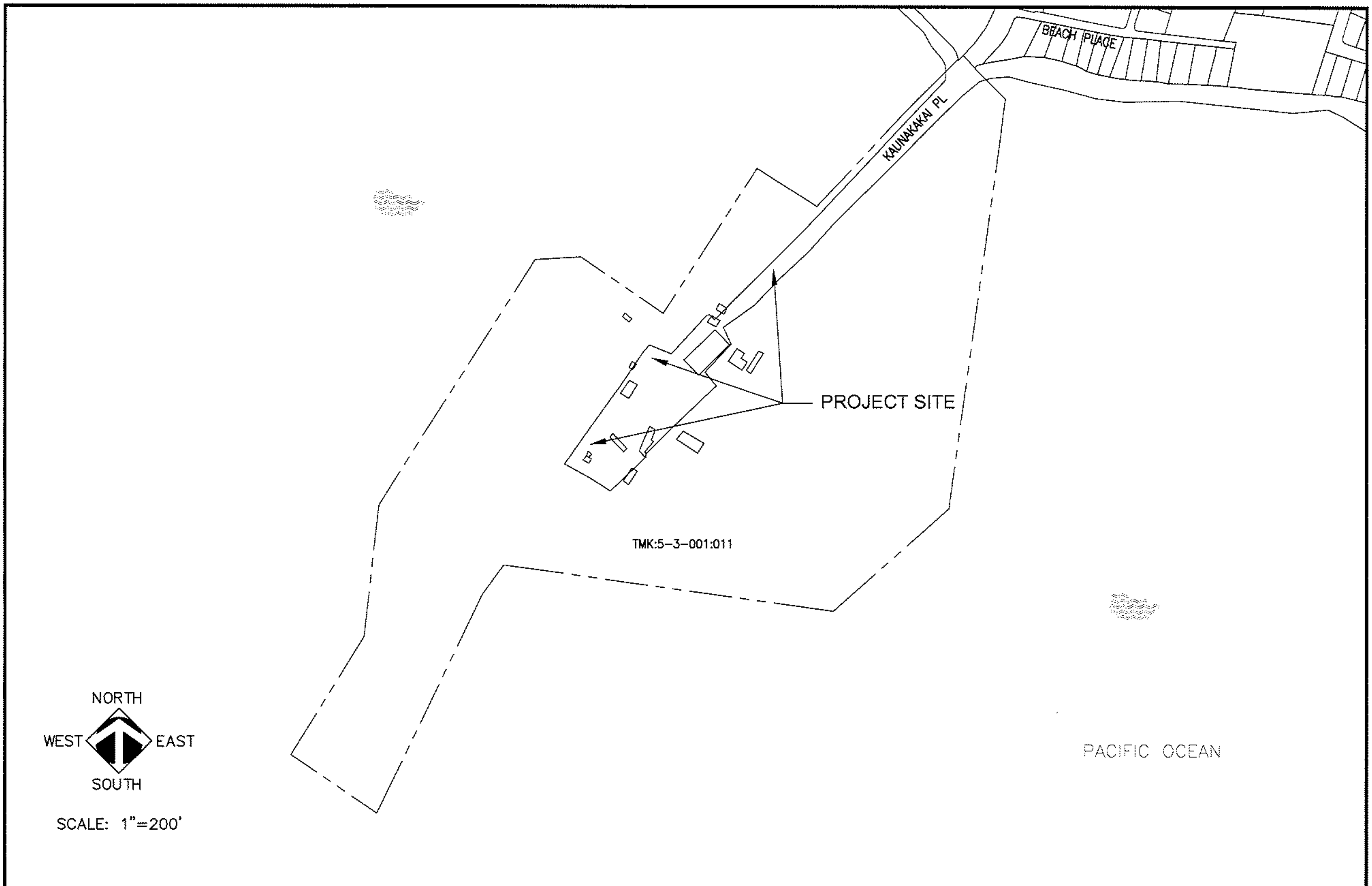


WILSON OKAMOTO CORPORATION
ENGINEERS • PLANNERS

KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS, JOB NO. B61XM82A

PROJECT LOCATION MAP

FIGURE 1.1



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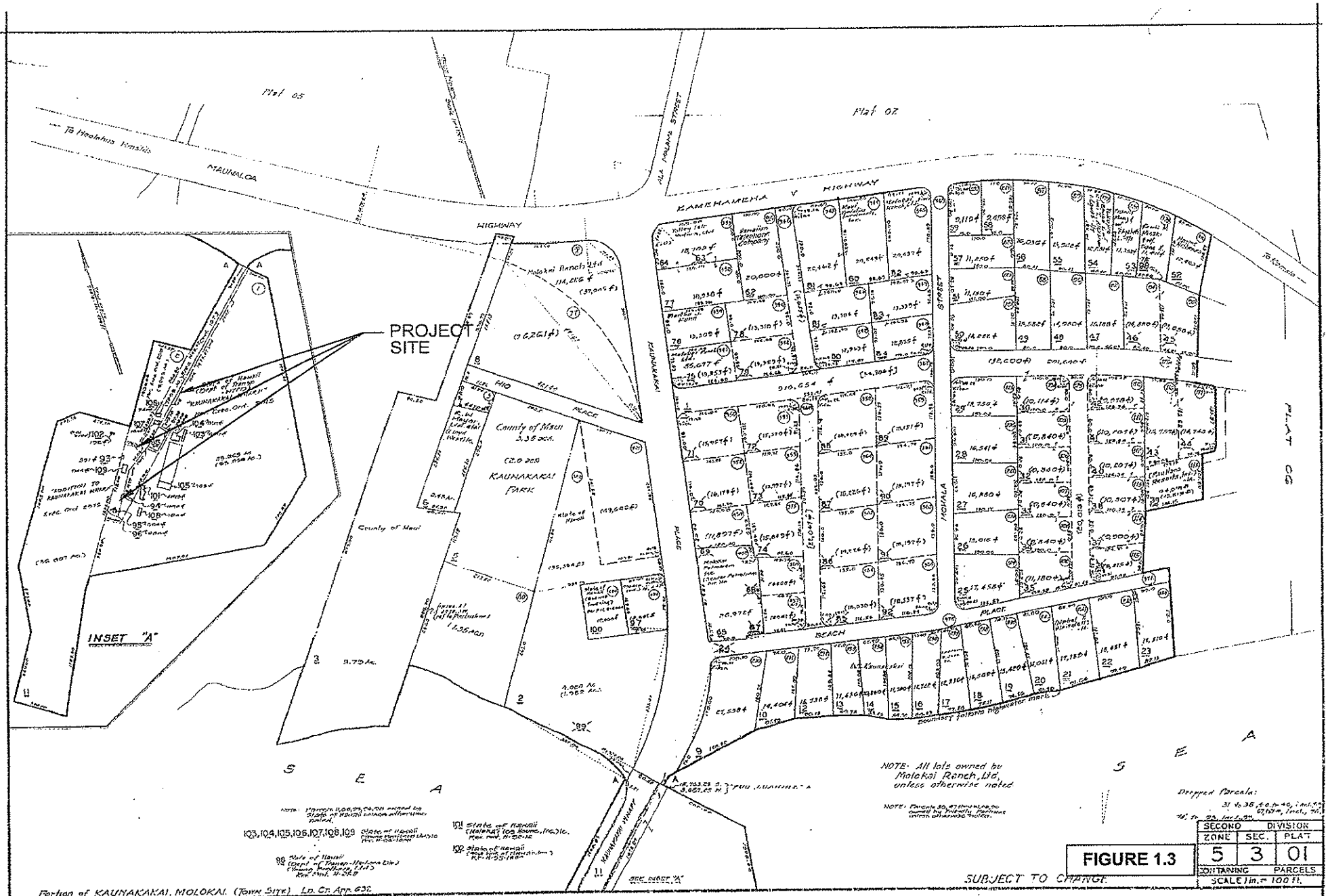
KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS, JOB NO. B61XM82A

PROJECT SITE MAP

FIGURE 1.2


PROJECT SITE
INSET "A"
KAMEHAMEHA V HIGHWAY
MAUNALOA HIGHWAY
KAUNAKAKAI PLACE
MOHALA STREET
KAUNAKAKAI PARK
County of Maui
3.35 acs.
Molokai Ranch, Ltd.
SEA
BEACH PLACE
Plat 05
Plat 07
Plat 06
NOTE: All lots owned by Molokai Ranch, Ltd, unless otherwise noted
Portion of KAUNAKAKAI, MOLOKAI (TOWN SITE) Lo. Cr. Apr. 632
SUBJECT TO CHANGE
FIGURE 1.3
SECOND DIVISION
ZONE 5 SEC. 3 PLAT 01
CONTAINING PARCELS
SCALE 1 in. = 100 ft.
PRINTED
NOT TO SCALE

Cargo operations (containers, loose, palletized, and vehicles) are provided by Young Brothers and fuel barge operations by Sause Brothers at the Commercial Harbor. The Young Brothers barges operate from about 560 feet at the southern end of the berthing area. The Young Brothers cargo operations area occupies about 3.75 acres of the 3.91-acre Commercial Harbor space.

Young Brothers barge service is provided to Kaunakakai Harbor twice a week, Monday and Wednesday. On Monday, the barge arrives in the early morning hours and on Wednesday around 8:00pm. The Young Brothers yard is open four days per week according to the following:

Monday: 7:30 am to 2:30 pm	Wednesday: 1:00 pm to 4:30 pm
Tuesday: 7:30 am to 11:30 am	Thursday: 11:00 am to 2:30 pm

The Young Brothers yard area is a high security facility with access controlled at all times by the Facility Security Plan which has been approved by the US Coast Guard. Under this plan, access to the cargo is limited to those with a Transportation Workers Identify Card (TWIC).

Sea Link Hawaii operates one passenger ferry (Molokai Princess) vessel twice daily between the Kaunakakai Commercial Harbor and the Lahaina Small Boat Harbor. The 100-foot long Molokai Princess has a capacity of 149 passengers and provides service for commuters who typically have jobs on Maui and for those with other needs on Maui. In addition to the commuter service, the Molokai Princess is also used for service to residents and tourists who visit Molokai. The travel time is approximately 90 minutes between the two harbors. Typically, the ferry is open for boarding about 30 minutes before departure. The Molokai Princess currently operates according to the following:

Departs Kaunakakai: 5:15 am	Arrives Lahaina: 6:45am
Departs Lahaina: 7:15am	Arrives Kaunakakai: 9:00am
Departs Kaunakakai: 4:00pm	Arrives Lahaina: 5:30pm
Departs Lahaina: 6:00pm	Arrives Kaunakakai: 7:30pm

Ferry service is integral to the community and economic base of Molokai. Over the years, the daily ferry service has averaged about 40 commuters and 50 tourists. Currently, the ferry carries an average of about 20-25 commuters and about 25 tourists.

The State Land Use Commission designates the Kaunakakai wharf in the Conservation District, Resource subzone.

The Kaunakakai Harbor is part of the County of Maui Molokai Community Plan dated 2001.

The Kaunakakai pier island and causeway are not located within the County of Maui Special Management Area (SMA). The lands leading up to the causeway are within the SMA.

Chapter 205A, Hawaii Revised Statutes, sets forth definitions related to the shoreline area, shoreline setback, and the conditions for granting a variance for a structure or activity otherwise prohibited. "Shoreline area" shall include all of the land area between the shoreline and the shoreline setback line and may include the area between mean sea level and the shoreline; provided that if the highest annual wash of the waves is fixed or significantly affected by a structure that has not received all permits and approvals required by law or if any part of any structure in violation of this part extends seaward of the shoreline, then the term "shoreline area" shall include the entire structure.

"Shoreline setback line" means that line established in this part or by the county running inland from the shoreline at a horizontal plane. "Structure" includes, but is not limited to, any portion of any building, pavement, road, pipe, flume, utility line, fence, groin, wall, or revetment.

§205A-46 Variances, states, (a) A variance may be granted for a structure or activity otherwise prohibited in this part if the authority finds in writing, based on the record presented, that the proposed structure or activity is necessary for or ancillary to: (6) Facilities or improvements by public agencies. The sewer force main and fire protection line would be facilities or improvements constructed by a public agency.

Hawaii Administrative Rules Title 11 Department of Health Chapter 54 Water Quality Standards, Section 11-54-03, Classification of Water Uses, shows the waters surrounding the Commercial Harbor are classified as: (c) Marine waters (2) Class A. Chapter 54 states, it is the objective of Class A waters that their use for recreational purposes and aesthetic enjoyment be protected. Any other use shall be permitted as

long as it is compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation in and on these waters. These waters shall not act as receiving waters for any discharge which has not received the best degree of treatment or control compatible with the criteria established for this class.

The location of the Kaunakakai Commercial Harbor places it within the geographic jurisdiction of the Rivers and Harbors Act of 1899 which encompasses all navigable waters of the United States defined in 33 Code of Federal Regulations (CFR) Part 329 as, "those waters that are subject to the ebb and flow of the tide shoreward to the mean high water mark and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce." This jurisdiction extends seaward to include all ocean waters within a zone three nautical miles from the coast line (the "territorial seas").

Section 10 of the Rivers and Harbors Act (33 U.S.C. 401 *et seg)* requires authorization from the US Army Corps of Engineers for the construction of any structure in or over any navigable water of the United States, the excavation/dredging or deposition of material in these water or any obstruction or alteration in a "navigable water". Consultation with the Army Corps of Engineers under Section 10 and a Department of Army permit will be required prior to the commencement of the project.

As part of the Draft EA review, the US Army Corps of Engineers noted, authorization under Section 404 of the Clean Water Act would not be required for the project. See Appendix E.

1.2 Purpose and Need

The State of Hawaii has long recognized the importance of ferry commuter service between Molokai and Maui. As such, in April 2004, the State of Hawaii Department of Land and Natural Resources (DLNR), recognizing that the existing commuter ferry operations from Molokai to Maui are vital to the economic base and social well being of the County of Maui, as well to the State, applied for a grant to the US Department of Transportation Federal Transit Administration (FTA) to design and construct ferry site improvements at the Kaunakakai Commercial Harbor. The initial FTA Grant No. HI-03-0034 executed on August 12, 2004 did not reflect certain market conditions, recent labor and building material price escalations and/or utility hook up fee. As a result, in June

2005 and again in August 2010, DLNR submitted a grant request for additional design/construction funding to the FTA.

Although direct air services is available between Molokai and Kahului, Maui, ferry operations provide affordable direct inter-island transportation for access to employment, government, health services, education, and shopping for the residents of Molokai. Over the years, commuter ferry ridership has been subject to the overall economic conditions on Molokai and employment opportunities on Maui. The closure of agriculture operations, once a primary economic industry on Molokai, has affected ferry ridership as Molokai residents have sought employment on Maui.

Given the existing ferry service is of such vital economic and social importance to the residents of Molokai and Maui, DLNR is proposing to undertake site improvements to the existing ferry shelter; to rehabilitate a portion of the pier; and to upgrade and improve the sewer, water, and fire protection systems at the Kaunakakai Commercial Harbor. The purpose of the improvements is to improve the facilities available to ferry users and to improve the supporting infrastructure.

A section of the pier over the pile supported section was previously rehabilitated to allow Young Brothers to load and unload heavy containers and other cargo from the barges. Subsequent to the work, Young Brothers has put into service larger barges in order to satisfy the cargo service demand on Molokai. However, to position the loading and unloading point on the larger barges on the rehabilitated portion of the existing pier forces the barge to dock too close to the ferry, and endanger the operation of the ferry.

Based on this, the improvements will also include rehabilitation of a section of the existing pile supported pier to provide greater separation between the cargo barge and the docked ferry by the addition of a new barge heavy loading/unloading position toward the southern end of the pier. The separation is needed to provide a safe distance between the two vessels while both are docked at the commercial pier.

1.3 Project Site and Conditions

1.3.1 Project Site

The project site occupies areas at the northern end and near the southern end of the 687-foot long commercial pier. The project site at the northern end encompasses the

9,615-square foot ferry landing area which includes the existing 625-square foot ferry shelter, about 7 vehicle parking stalls, a small landscape area adjacent to the shelter, and landscape planters. This area includes about 127 feet of pier space assigned to Molokai Princess at the northern end of the commercial pier. A chain link security fence separates the ferry landing area from the Young Brothers cargo area. Although separated by the chain link fence, the ferry landing area and the existing ferry shelter are considered part of the Commercial Harbor. The ferry landing area Figure 1.4 shows the ferry area project site plan. Figure 1.5 shows project site photographs.

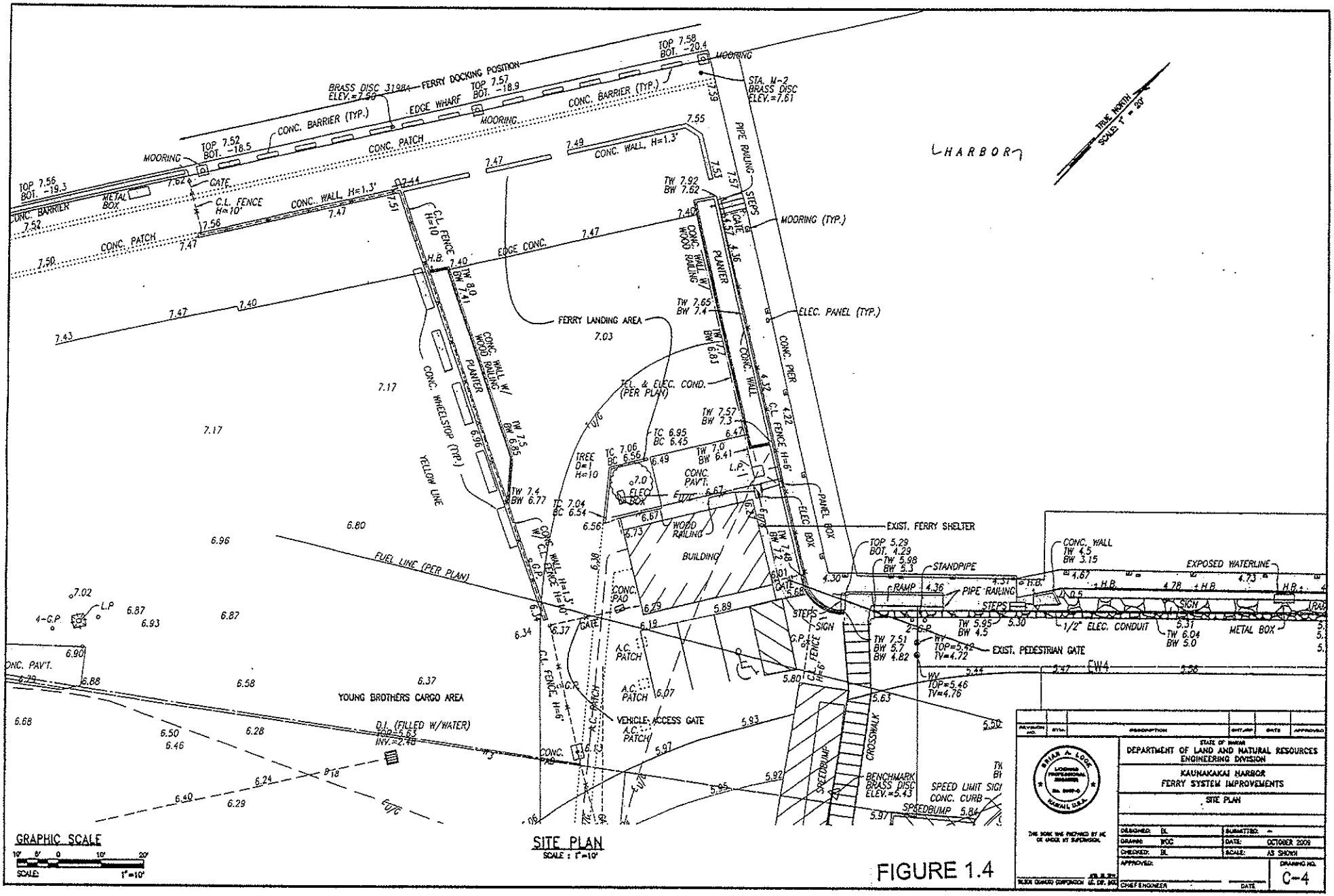
Vehicle access to the ferry landing area is controlled by a 17-foot wide opening with a single swing vehicle gate on the south side of the ferry shelter. A pedestrian gate on the north side of the shelter provides access to the ferry landing area when the vehicle gate is locked. Mini-tour buses, vans, and passenger vehicles use the area fronting the ferry to park while picking up and dropping off passengers.

The ferry landing area is available for other uses through an ocean use permit issued by the DOT Harbors Division Maui District. The ocean use permit allows use of the ferry landing area by community groups, including canoe paddling groups which use the ocean area on the west side of causeway for canoe practice and events. The canoe paddling groups especially use the ferry landing area and ocean during June and July each year.

The project site at the southern end of the commercial pier is located between 154 to 187 feet from the end of the pier. As discussed below, rehabilitation of the pile supported pier will occur in this portion of the commercial pier.

1.3.2 Existing Project Site Conditions

As previously discussed, the Kaunakakai pier island consists of fill land and a pile supported portion. The pile supported portion is on the west side of the Commercial Harbor and provides the area used to dock the barges while loading and unloading cargo and to dock the Molokai Princess. The portion of the Commercial Harbor occupied by the existing ferry shelter is on entirely fill land. The entire Commercial Harbor has been improved and overlaid with asphalt concrete (AC) paving or concrete. Landscaped planters, one tree, and a small grass area near the existing ferry shelter are the only vegetation within the Commercial Harbor.



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS

SITE PLAN

DESIGNED:	BL	SUBMITTED:	
DRAWN:	WOC	DATE:	OCTOBER 2009
CHECKED:	BL	SCALE:	AS SHOWN
APPROVED:		DRAWING NO.	C-4

BRIAN A. LOCK — LICENSED PROFESSIONAL ENGINEER — No. 9999-S — HAWAII, U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

CHIEF ENGINEER — DATE

FIGURE 1.4

Molokai Princess docking position and ferry landing area

Existing ferry shelter

Young Brothers cargo barge and Molokai Princess docking positions

Causeway shoulder and concrete rubble masonry wall

FIGURE 1.5 Project Site Photographs

Young Brothers uses 560 feet of the pile supported pier for barge operations. Typically, the barge is docked with the stern facing north. In 1990, DOT strengthened an approximately 26-foot wide by 76-foot long section of the pile supported portion of the pier to allow loading and unloading of heavy loads onto the barge. In February 1990, the DOT issued an Environmental Assessment/Negative Declaration for the Strengthen Wharf Deck at Kaunakakai Harbor, Molokai - Job H. C. 3182.

The fuel hatches used to off load the fuel from the fuel barges are located about 140 feet from the north end of the commercial pier. One of the fuel lines from the hatches connects to the existing 3,000-barrel (126,000 gallons) above ground gasoline storage tank located on the east side of the causeway about 215 feet from the existing ferry shelter. A fuel truck loading rack facility is used to pump fuel into delivery trucks which use the facility almost daily.

Two fuel lines, placed on concrete pedestals outside of the east side of the concrete rubble masonry wall of the causeway, connect to the Island Petroleum facility located north of the intersection of Kaunakakai Place and Beach Place, south of Kamehameha V Highway. The above ground fuel storage tank on the causeway and the fuel lines are owned by Island Petroleum.

In addition to office and storage areas, the existing Harbor Master building contains restroom facilities, which include toilets and showers connected to a septic tank for treatment of the wastewater and a leachfield for disposal of the effluent. The wastewater treatment and disposal system, located west of the Harbor Master office building, was constructed in the early 1970s. Currently, the leachfield no longer functions properly and, as such, requires frequent maintenance.

The existing restroom facilities and the ferry landing are separated by the only access roadway to the Young Brothers yard. Ferry users must cross this access roadway, which carries truck traffic to the yard, to reach the restrooms in the Harbor Master building. Also, the existing restrooms have one stall in the men's and women's facilities. At times, a long line develops after the ferry docks. Although restrooms are provided on the ferry, they are small and the passengers prefer using the larger restrooms on land.

Potable water for domestic consumption for the pier island is provided from the County of Maui Department of Water Supply system. The existing 4-inch water main, located

on the shoulder of the southbound lane of the causeway, will remain in use to service water demands without any changes. Water service is provided to: the Harbor Master building, a hose bibb adjacent to the existing ferry shelter, Young Brothers warehouse, hose bibbs along each light post group, and to hose bibbs for the boat slips located on west side of causeway.

The electrical power system is provided by Maui Electric Company (MECO) from utility poles and overhead lines located along the causeway.

Telephone service is provided by the Hawaiian Telecom through overhead lines along the causeway.

The 1,950-foot long by 40-foot wide causeway provides the sole vehicle access to the Kaunakakai Commercial Harbor from Kaunakakai Place. The causeway includes two 12-foot travel lanes, one in each direction, a 12-foot shoulder on the west side and 4-foot shoulder on the east side. The concrete rubble masonry walls on each side form the outer edge of the causeway. The roadway elevation of the causeway varies from about +6.0 to +7.5 feet mean sea level (msl). The posted speed limit on the causeway is 15 miles per hour.

Kaunakakai Place mauka of the causeway is part of Maunaloa Highway (State Route 460) controlled by the State of Hawaii Department of Transportation.

1.4 Project Description

1.4.1 Project Improvements

The Kaunakakai Harbor Ferry System Improvements include: converting the existing ferry shelter into restrooms, constructing a ferry shelter, constructing a sewer lift station and force main, constructing a fire protection line and fire hydrants, and rehabilitating a section of the commercial pier to provide compatibility between ferry operations and Young Brother barge operations. The specific improvements will include:

1. Converting the existing 672-square foot ferry shelter into restroom facilities, a storeroom and janitor room;
2. Constructing a 625-square foot ferry shelter on the west side of the converted building, including replacing the roof over the converted shelter to provide a compatible roof over both areas;

3. Relocating the fence between the ferry landing area and the Young Brothers yard and relocating the gate into the Young Brothers yard;
4. Constructing a below grade sewer lift station to pump wastewater from existing restrooms in the Harbor Master building and the converted ferry shelter restrooms;
5. Constructing related conduits for the lift station and other electrical service;
6. Constructing an approximately 2,400-foot long 6-inch sewer force main from the lift station to a transition manhole and constructing a gravity line connection to the existing County wastewater line in Kaunakakai Place;
7. Cleaning and abandoning in-place the existing septic tank and leachfield system;
8. Constructing an approximately 3,640-foot long 8-inch (320 feet) and 12-inch (3,320 feet) fire protection water line connecting to the existing County water line at the Kaunakakai Place and Maunaloa Highway intersection;
9. Constructing three new fire hydrants; and
10. Rehabilitating an approximately 1,550-square foot portion of the pile supported pier by removing and replacing the existing reinforced concrete deck with precast planks and removing 8 piles, cutting 2 piles, and placing 12 new piles to provide the necessary strength.

Figure 1.6 shows the project site plan. Figure 1.7 shows the ferry landing site plan. Figure 1.8 shows the shelter floor plan. Figure 1.9 shows the ferry shelter elevations.

Construction of the ferry shelter will require a temporary access walkway through the Young Brothers yard area. Once construction has been completed, the temporary access will be removed.

The converted ferry shelter will contain 4 toilets and 1 wash basin for women, 2 toilets, 2 urinals, and 1 wash basin for men, a janitor's closet, and a storage room. The restrooms would be designed to meet the requirements related to access as set forth by the American with Disabilities Act (ADA). The existing restrooms in the Harbor Master building will remain with no changes.

The new ferry shelter would include a wall on the north side to provide protection from rain and wind conditions. The shelter would also include benches, similar to those in the existing shelter. Interior and exterior lighting would be provided for the shelter. Since the Molokai Princess departs before sunrise (5:15 am) and arrives after sunset (7:30 pm), exterior lighting of the ferry passenger loading area is needed for safety purposes. The exterior lighting would include downshielded fixtures to avoid attracting seabirds which might be in the area.

In addition to the ferry shelter improvements, to control vehicle congestion in the ferry landing area, the Draft EA included a series of operational measures as means to mitigate concerns related to vehicle access to the ferry landing area.

As part of the Draft EA review, the Molokai Planning Commission raised concerns that the operational measures were not sufficient to alleviate the congestion concerns at the ferry landing area. As a result, DLNR and DOT discussed the issue with Young Brothers, since any additional space used for the ferry landing area would decrease Young Brothers' available yard area. Based on several meetings and discussions, a revised pavement marking and parking plan was developed which shows:

1. A shift of the security fence between the ferry landing area and the Young Brothers yard;
2. Relocation of the Young Brothers main gate;
3. Striping the entry into the ferry landing area to allow two, 12-foot wide access lanes which would allow 2-way traffic movements; and,
4. Designating the ferry landing area as an active loading and unloading.

Figure 1.10 shows the pavement marking and parking plan.

In addition, signs will restrict buses from entering and markings will be added to designate active loading and unloading only within the ferry landing area.

Persons meeting passengers or dropping off passengers may park in the loading zone stalls in the ferry landing area. Parking is also available in the ADA stall outside of gate, or in the general DLNR parking lot.

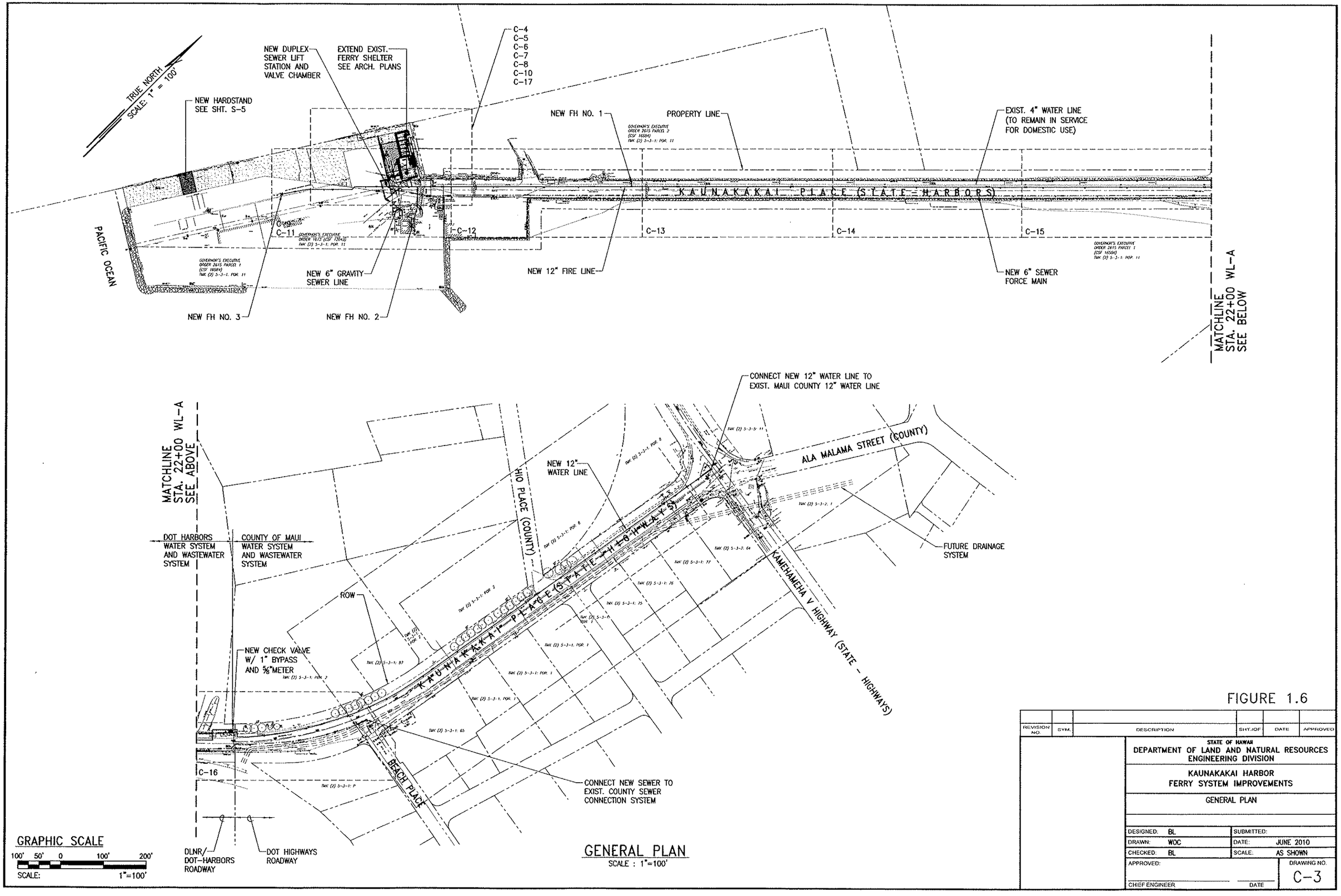


FIGURE 1.6

REVISION NO.	SYM.	DESCRIPTION	SHT./OF	DATE	APPROVED

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS

GENERAL PLAN

DESIGNED:	BL	SUBMITTED:	
DRAWN:	WOC	DATE:	JUNE 2010
CHECKED:	BL	SCALE:	AS SHOWN
APPROVED:			DRAWING NO. C-3
CHIEF ENGINEER		DATE	

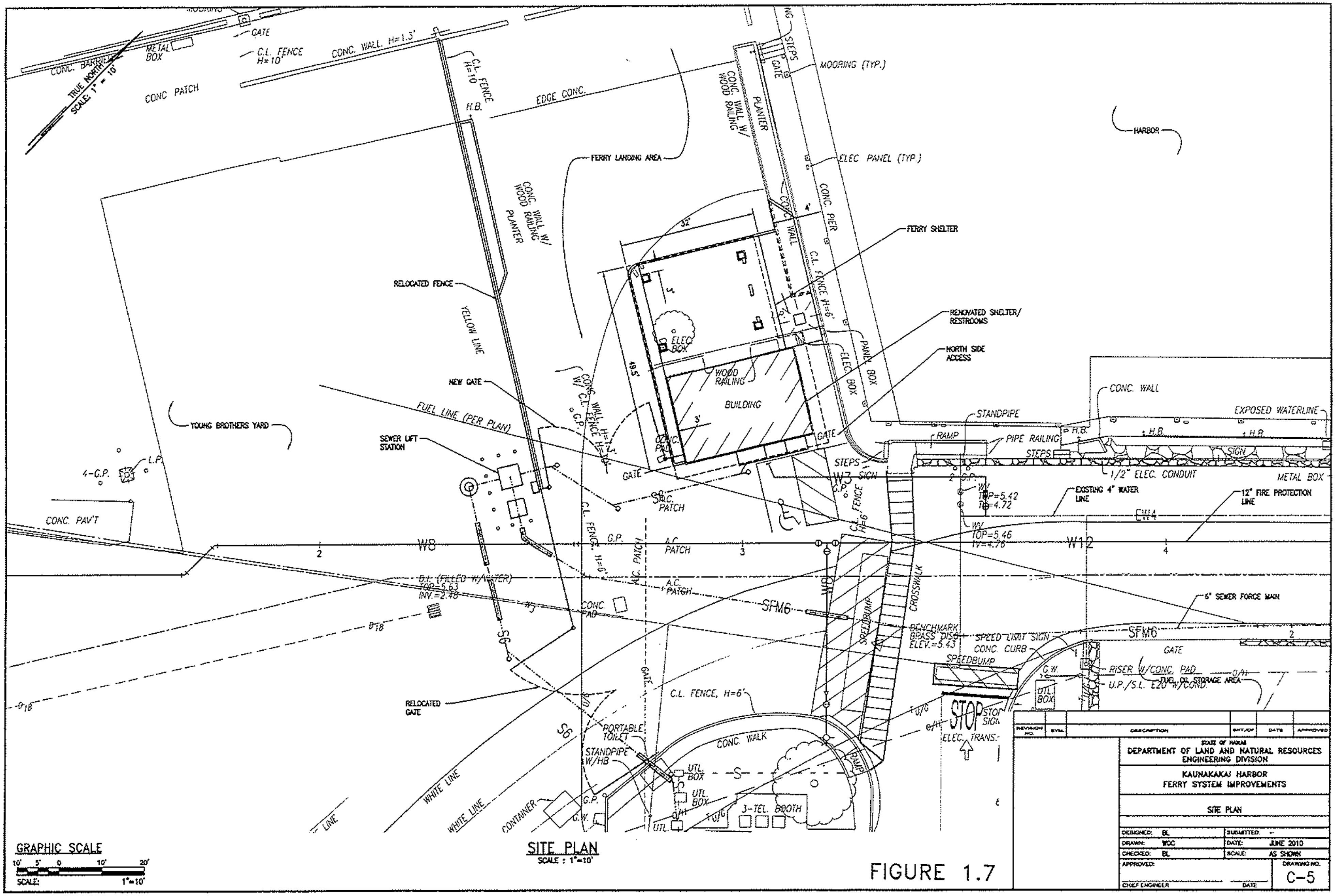

HARBOR
FERRY LANDING AREA
FERRY SHELTER
RENOVATED SHELTER/ RESTROOMS
NORTH SIDE ACCESS
RELOCATED FENCE
NEW GATE
SEWER LIFT STATION
YOUNG BROTHERS YARD
RELOCATED GATE
FUEL LINE (PER PLAN)
EXISTING 4" WATER LINE
12" FIRE PROTECTION LINE
6" SEWER FORCE MAIN
BUILDING
CROSSWALK
SPEEDBUMP
CONC. PIER
CONC. WALL
EXPOSED WATERLINE
1/2" ELEC. CONDUIT
METAL BOX
CONC. PATCH
CONC. PAV'T
C.L. FENCE, H=6'
CONC. WALK
PORTABLE TOILET
3-TEL. BOOTH
CONTAINER
WHITE LINE
YELLOW LINE
BENCHMARK BRASS DISC ELEV.=5.43
SPEED LIMIT SIGN
STOP
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION
KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS
SITE PLAN
DESIGNED: BL
DRAWN: WOC
CHECKED: BL
DATE: JUNE 2010
SCALE: AS SHOWN
DRAWING NO. C-5
SITE PLAN
SCALE : 1"=10'
GRAPHIC SCALE

FIGURE 1.7

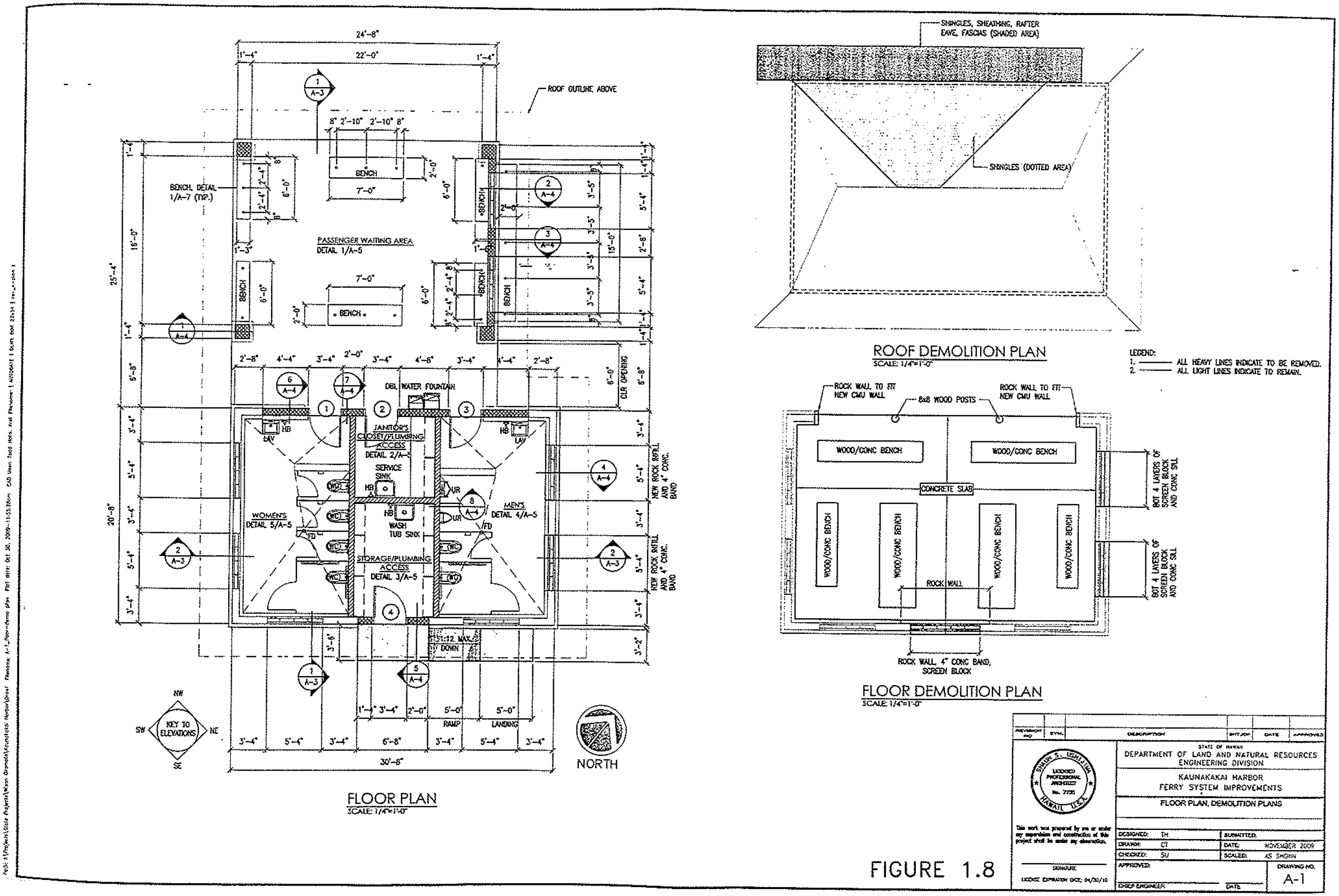

FLOOR PLAN
SCALE: 1/4"=1'-0"
PASSENGER WAITING AREA
DETAIL 1/A-5
ROOF OUTLINE ABOVE
BENCH, DETAIL 1/A-7 (TYP.)
BENCH
DBL WATER FOUNTAIN
JANITOR'S CLOSET/PLUMBING ACCESS
DETAIL 2/A-5
SERVICE SINK
WASH TUB SINK
STORAGE/PLUMBING ACCESS
DETAIL 3/A-5
WOMEN'S
DETAIL 5/A-5
MEN'S
DETAIL 4/A-5
CLR OPENING
NEW ROCK RFILL AND 4" CONC. BAND
RAMP
LANDING
1:12 MAX.
DOWN
KEY TO ELEVATIONS
NORTH
ROOF DEMOLITION PLAN
SCALE: 1/4"=1'-0"
SHINGLES, SHEATHING, RAFTER EAVE, FASCIAS (SHADED AREA)
SHINGLES (DOTTED AREA)
LEGEND:
1. ALL HEAVY LINES INDICATE TO BE REMOVED.
2. ALL LIGHT LINES INDICATE TO REMAIN.
FLOOR DEMOLITION PLAN
SCALE: 1/4"=1'-0"
ROCK WALL TO FIT NEW CMU WALL
8x8 WOOD POSTS
WOOD/CONC BENCH
CONCRETE SLAB
ROCK WALL
BOT 4 LAYERS OF SCREEN BLOCK AND CONC SILL
ROCK WALL, 4" CONC BAND, SCREEN BLOCK
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION
KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS
FLOOR PLAN, DEMOLITION PLANS
DESIGNED: TH
DRAWN: CT
CHECKED: SU
DATE: NOVEMBER 2009
SCALED: AS SHOWN
DRAWING NO. A-1

FIGURE 1.8

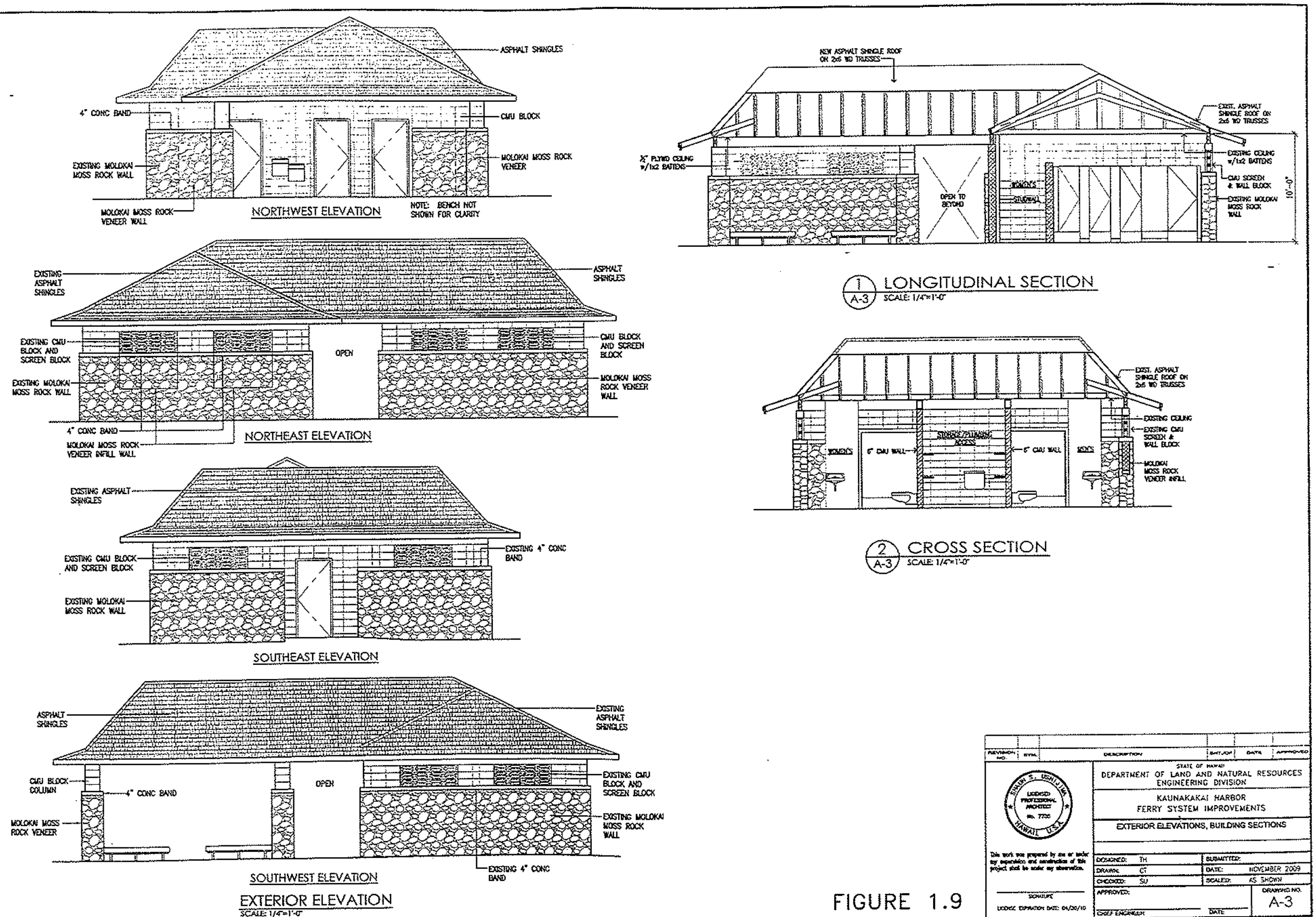
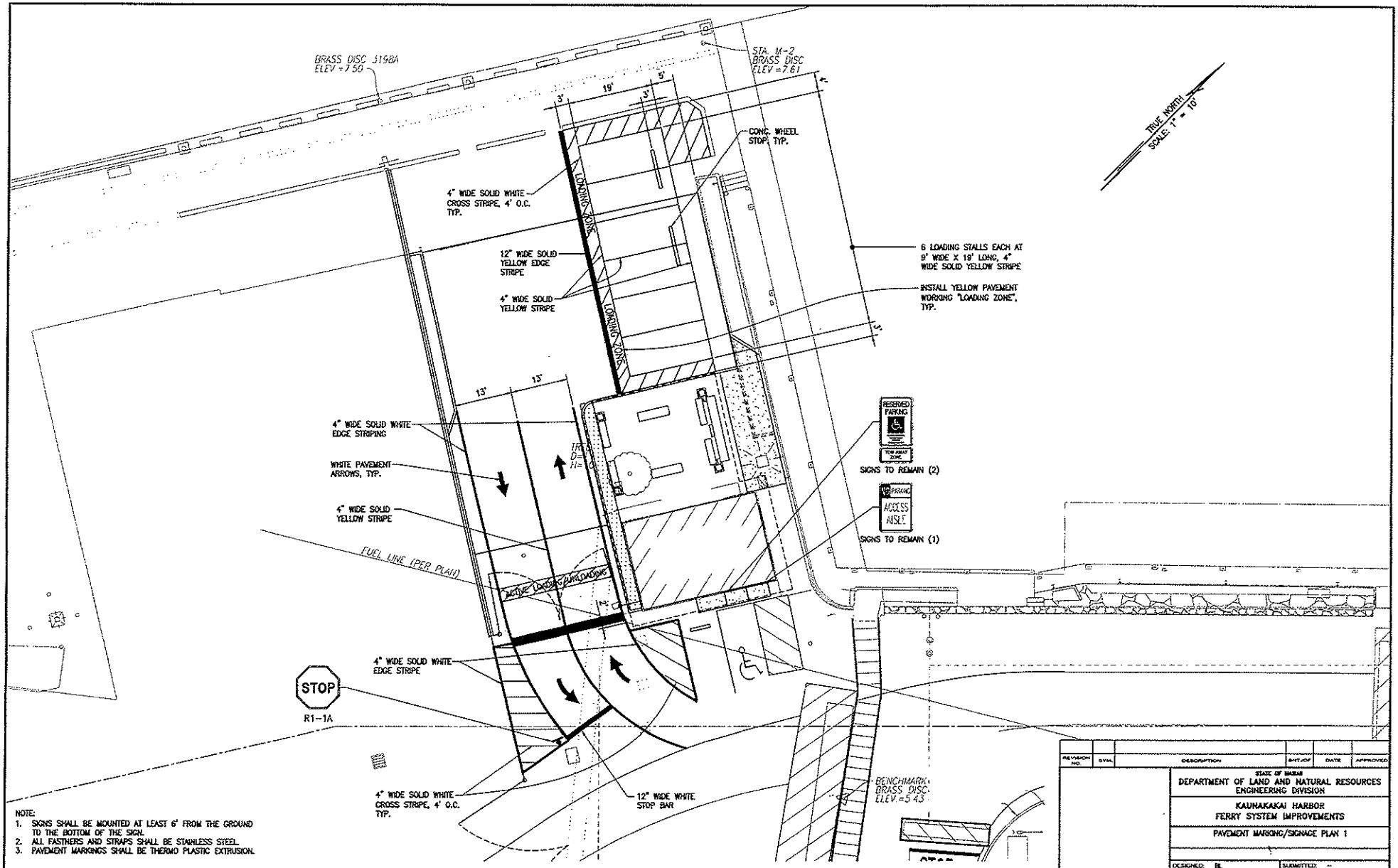

ASPHALT SHINGLES
4" CONC BAND
CMU BLOCK
EXISTING MOLOKAI MOSS ROCK WALL
MOLOKAI MOSS ROCK VENEER
MOLOKAI MOSS ROCK VENEER WALL
NORTHWEST ELEVATION
NOTE: BENCH NOT SHOWN FOR CLARITY
EXISTING ASPHALT SHINGLES
ASPHALT SHINGLES
EXISTING CMU BLOCK AND SCREEN BLOCK
CMU BLOCK AND SCREEN BLOCK
OPEN
EXISTING MOLOKAI MOSS ROCK WALL
MOLOKAI MOSS ROCK VENEER WALL
4" CONC BAND
MOLOKAI MOSS ROCK VENEER INFILL WALL
NORTHEAST ELEVATION
EXISTING ASPHALT SHINGLES
EXISTING CMU BLOCK AND SCREEN BLOCK
EXISTING 4" CONC BAND
EXISTING MOLOKAI MOSS ROCK WALL
SOUTHEAST ELEVATION
ASPHALT SHINGLES
EXISTING ASPHALT SHINGLES
CMU BLOCK COLUMN
4" CONC BAND
OPEN
EXISTING CMU BLOCK AND SCREEN BLOCK
MOLOKAI MOSS ROCK VENEER
EXISTING MOLOKAI MOSS ROCK WALL
EXISTING 4" CONC BAND
SOUTHWEST ELEVATION
EXTERIOR ELEVATION
SCALE: 1/4"=1'-0"
NEW ASPHALT SHINGLE ROOF ON 2x6 WD TRUSSES
EXIST. ASPHALT SHINGLE ROOF ON 2x6 WD TRUSSES
½" PLYWD CEILING w/1x2 BATTENS
EXISTING CEILING w/1x2 BATTENS
CMU SCREEN & WALL BLOCK
EXISTING MOLOKAI MOSS ROCK WALL
OPEN TO BEYOND
WOMEN'S
10'-0"
1 A-3 LONGITUDINAL SECTION
SCALE: 1/4"=1'-0"
EXIST. ASPHALT SHINGLE ROOF ON 2x6 WD TRUSSES
EXISTING CEILING
EXISTING CMU SCREEN & WALL BLOCK
MOLOKAI MOSS ROCK VENEER INFILL
WOMEN'S
6" CMU WALL
6" CMU WALL
MEN'S
2 A-3 CROSS SECTION
SCALE: 1/4"=1'-0"
REVISION NO.
SYM.
DESCRIPTION
DATE
APPROVED
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION
KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS
EXTERIOR ELEVATIONS, BUILDING SECTIONS
LICENSED PROFESSIONAL ARCHITECT No. 7735
HAWAII U.S.A.
This work was prepared by me or under my supervision and construction of this project shall be under my observation.
SIGNATURE
LICENSE EXPIRATION DATE 04/30/10
DESIGNED: TH
DRAWN: CT
CHECKED: SU
APPROVED:
CHIEF ENGINEER
SUBMITTED:
DATE: NOVEMBER 2009
SCALED: AS SHOWN
DATE
DRAWING NO.
A-3

FIGURE 1.9



NOTE:
1. SIGNS SHALL BE MOUNTED AT LEAST 6' FROM THE GROUND TO THE BOTTOM OF THE SIGN.
2. ALL FASTNERS AND STRAPS SHALL BE STAINLESS STEEL.
3. PAVEMENT MARKINGS SHALL BE THERMO PLASTIC EXTRUSION.

GRAPHIC SCALE
10' 5' 0 10' 20'
SCALE: 1"=10'

PAVEMENT MARKING/SIGNAGE PLAN 1
SCALE : 1"=10'

FIGURE 1.10

REVISION NO.	BY/AI	DESCRIPTION	APP./ACP	DATE	APPROVED

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS

PAVEMENT MARKING/SIGNAGE PLAN 1

DESIGNED:	BL	SUBMITTED:	--
DRAWN:	WDC	DATE:	JUNE 2010
CHECKED:	BL	SCALE:	AS SHOWN

APPROVED:
CHIEF ENGINEER DATE

DRAWING NO. C-8

If violations of the parking rules occur, the harbor agent may place written warning tags on the vehicles or request issuance of citations from officers of the County of Maui Police Department (MPD).

Since the ferry landing area is considered part of the Commercial Harbor controlled by the DOT, the use of vehicles on the commercial harbor is controlled by Hawaii Administrative Rules (HAR) Title 19 Department of Transportation Chapter 43 Motor Vehicles. HAR §19-43-2, Jurisdiction of harbor master over vehicles, states any vehicle operating on any state pier or within any state commercial harbor facility shall be subject to the jurisdiction and control of the harbor master.

HAR §19-43-5 Traffic Controls, state all persons operating a motor vehicle on a state pier or within a state commercial harbor facility must comply with any lawful order, notice, signal or direction of any county police officer, state security guard, state law enforcement officer, or special police officer.

Note, overnight parking of passenger's vehicles for up to 72 hours is allowed anywhere in the DLNR open parking lot located across from the ferry shelter. No fees are charged. Overnight parking is not allowed in the three, 30 minute stalls reserved for harbor office customer parking in front of Harbor Master office.

During renovation of the existing ferry shelter and construction of the new ferry shelter, the contractor will secure the construction area to ensure the safety of the ferry users. The fence between the ferry landing area and the Young Brothers yard will be relocated and the sewer lift station will be constructed first (see Phase 1 in Figure 1.11). To provide access to the Molokai Princess, after Phase 1 is completed, a 6-foot wide temporary pedestrian access will be established using a portion of the Young Brothers cargo area adjacent to the ferry landing area. The temporary access will include two 3-foot wide pedestrian gates, one at each end of the temporary access, and an 8-foot high chain link security fence to separate the pedestrians and the cargo yard. The existing 6-foot wide walkway located on the north side of the ferry landing area will be closed during construction. In addition, an approximately 30-foot wide area fronting the Molokai Princess docking position will be designated as a temporary ferry landing area for loading and unloading ferry passengers. See Figure 1.11.

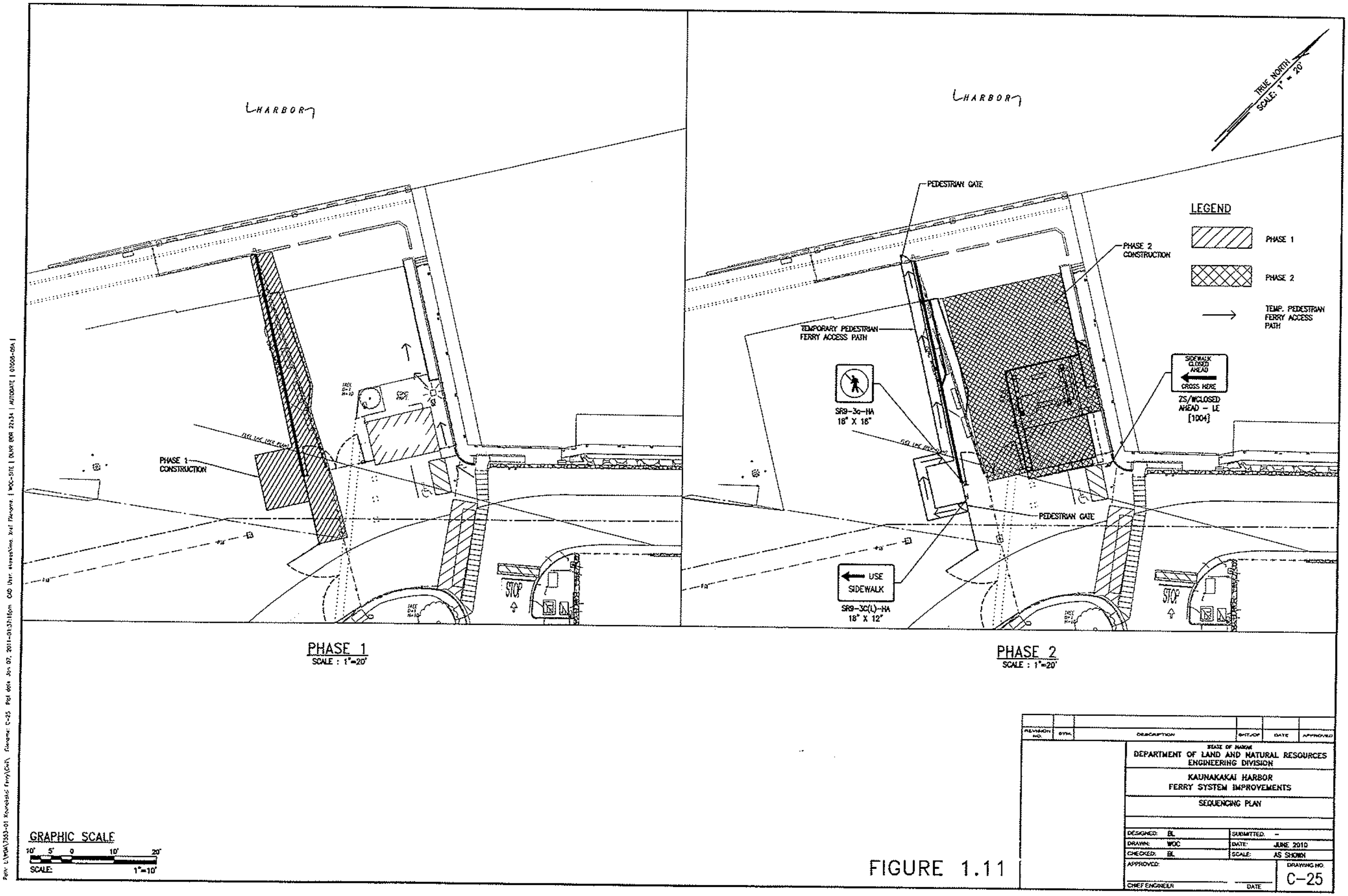

HARBOR
PHASE 1 CONSTRUCTION
PHASE 1
SCALE : 1"=20'
HARBOR
TRUE NORTH
SCALE: 1" = 20'
PEDESTRIAN GATE
PHASE 2 CONSTRUCTION
LEGEND
PHASE 1
PHASE 2
TEMP. PEDESTRIAN FERRY ACCESS PATH
TEMPORARY PEDESTRIAN FERRY ACCESS PATH
SR9-3a-HA
18" X 18"
SIDEWALK CLOSED AHEAD
CROSS HERE
ZS/WCLOSED AHEAD - LE
[1004]
PEDESTRIAN GATE
USE SIDEWALK
SR9-3C(L)-HA
18" X 12"
STOP
PHASE 2
SCALE : 1"=20'
GRAPHIC SCALE
10' 5' 0 10' 20'
SCALE: 1"=10'
REVISION NO.
SYM.
DESCRIPTION
SHT/OF
DATE
APPROVED
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION
KAUNAKAKAI HARBOR
FERRY SYSTEM IMPROVEMENTS
SEQUENCING PLAN
DESIGNED: BL
DRAWN: WOC
CHECKED: BL
APPROVED:
CHIEF ENGINEER
DATE
SUBMITTED: -
DATE: JUNE 2010
SCALE: AS SHOWN
DRAWING NO.
C-25

FIGURE 1.11

Converting the existing ferry shelter to restrooms and janitor closet would require excavation to connect the water and sewer lines to existing or new service laterals and construct conduits for electrical services to the lift station and other uses. The new sewer lift station and force main will be used to pump the wastewater flows to a transition manhole which will be connected to the existing County wastewater system by a gravity line. The underground lift station will be located in the Young Brothers yard near the relocated security fence. Below grade lines will connect the existing restrooms in the Harbor master office and the new restrooms to the lift station. The new 6-inch force main will be located on the east side of the causeway. An approximately 5-foot deep trench with a minimum of 4 feet of cover will be used for the force main trench.

To meet the requirements of Chapter 11-62 Hawaii Administrative Rules Wastewater Systems, standby power for the lift station pumps will be provided by an on-site portable generator which can be used to power the pumps in the event of a power outage from the commercial system. In addition, the lift station automated controls will be capable of auto-dialing directly to a State representative designated for 24-hour on-call duty. The State representative will notify the representative for the Harbor that the lift station requires immediate attention.

Once the lift station and force main are completed, the existing septic tank will be pumped out, cleaned, the connecting lines plugged, and the tank backfilled. The leachfield will also be cleaned and abandoned in-place. Removal of the abandoned tank is not required by the Department of Health rules regulating individual wastewater systems.

A new 8-inch and 12-inch fire protection water line will be installed to provide fire protection for the Commercial Harbor, including the ferry shelter, the ferry and ferry landing area, and the above ground gasoline fuel tank located on the east side of the causeway. Since separate fire and domestic water mains are needed to comply with County of Maui requirements for protecting the potable water system from possible contamination due to suction backflow from the fire water main, the existing domestic water line will remain with no changes. The fire protection line will have its own meter and have a separate backflow prevention device.

The fire protection line and sewer force main would be placed in separate trenches which would be designed to be about 5 feet deep and 2 feet wide. The trenches would

be designed to County of Maui standards which include an 8-inch base course and a minimum of 3 feet of cover. The fire protection line will be located within the 12-foot wide southbound travel lane of the causeway and along shoulder of Kaunakakai Place. The sewer force main would be located in the 4-foot shoulder of the northbound travel lane of the causeway. Construction of the trenches and placement of the force main and fire protection line will include traffic control plans to allow travel on the causeway. In addition, although there may be temporary re-routing of access or detours, during construction of the force main and fire protection line, access will remain open to the boats docked in the small boat harbor west of the causeway.

Three new fire hydrants will be constructed to provide fire protection for the ferry shelter, the ferry and ferry landing area and other facilities at Kaunakakai Harbor. One fire hydrant will be located along the west side of causeway north of the fuel tank. This hydrant will provide fire protection to the fuel tank and fuel truck loading facilities. The second hydrant will provide fire protection for the ferry shelter, the ferry and ferry landing area, and the Harbor Master office. The third hydrant will provide fire protection of portions of the cargo area and for the ferry when it docks near the southern end of the commercial pier during fuel barge operations at the fuel hatches.

Typically, construction of the 8-inch and 12-inch fire protection line will be done in segments so the new line can be hydrotested, which includes cleaning the line of debris, adding chlorine to disinfect the line, and testing to ensure the proper pressure can be maintained. This process may be repeated to ensure the line meets the County of Maui Department of Water Supply standards. Since the work can be done in segments, the effluent water from the testing can be disposed in using several methods: 1) the effluent can be placed in the next segment of trench; 2) the effluent can be used for dust control at an off-site location; 3) the effluent can be treated to neutralize the chlorine and disposed into nearby waters. These methods of disposal will ensure the effluent water does not affect nearby areas. Should the hydrotest water be disposed into nearby State waters, a National Pollutant Discharge Elimination System (NPDES) permit for hydrotest waters disposal will be required. At this time, a hydrotest permit from the State of Hawaii Department of Health is not anticipated.

Seawater was considered as a water source for the fire protection system. Although seawater is readily available at the Commercial Harbor and causeway and would not use potable water, such a system has one major drawback. The fixed infrastructure of a

seawater fire protection system requires frequent maintenance due to direct exposure of the piping to salt water. Depending on the specific design, the system requires below grade maintenance which is difficult to accomplish. Without this frequent maintenance, a seawater fire protection system will corrode until inoperable. An existing seawater fire protection system located on Kaunakakai Harbor has corroded beyond repair.

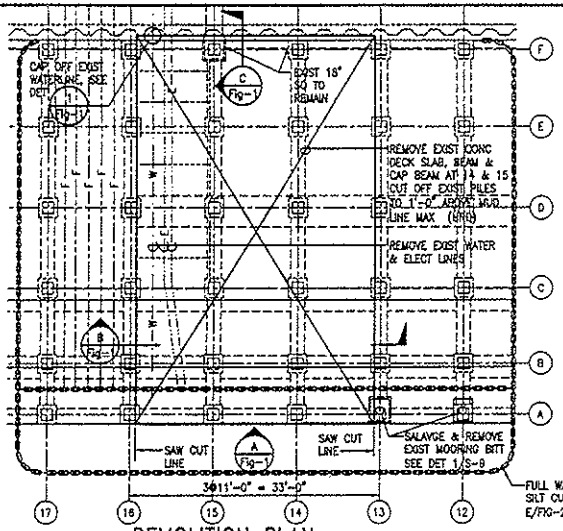
Although the County of Maui Fire Department indicated an ability to hook up their equipment and use a seawater system, the maintenance requirements of the fixed system to sustain an operable system outweighs its benefits. Moreover, should the seawater system fall into disrepair, the County Fire Department would lose its ability to effectively and efficiently fight fires on the harbor.

The pier rehabilitation improvements would include:

1. Removal of an about 1,550-square foot area (31 feet x 50 feet) of the existing pier deck;
2. Driving 12 new 20-inch octagonal precast piles with pile caps to support the replacement deck. (The precast reinforced replacement piles will be predrilled then driven into place with a pile driving machine. The piles will be hammered to the specified depth below the surface);
3. Removal of 8 of the existing piles by cutting them at the mud line,
4. Removal of 2 of the existing outer piles (Piles 14 A and 15A) by cutting them at the water line to avoid damage to coral growing on them. (Cutting Piles 14A and 15A is necessary to provide sufficient space to construct the replacement piles and to construct the pier face); and
5. Replacement of the 1,550-square foot area of the deck with 7-1/2-inch thick precast concrete planks with 4-1/2-inch thick composite concrete topping.

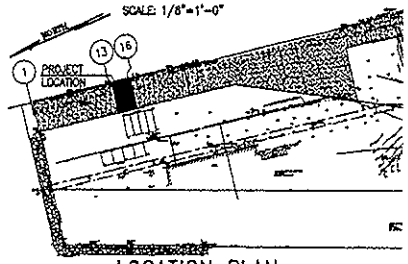
The pier rehabilitation including removing and replacing the deck and removing and replacing the piles would be done with equipment placed on the existing deck. During the pier rehabilitation, the Young Brothers barge will continue to use the pier for barge operations. Figure 1.12 shows the pier demolition plan. Figure 1.13 shows the replacement deck plan.

Retaining the two outer existing piles (Piles 14A and 15A) was considered. However, since the strength and remaining life of these existing piles could not be determined



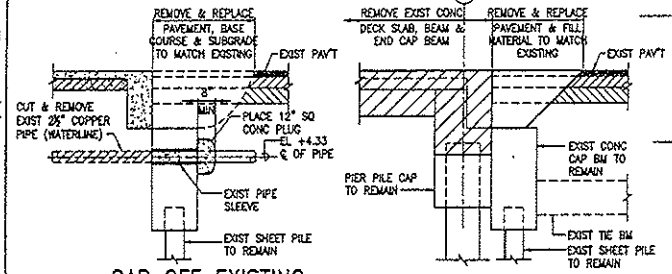
DEMOLITION PLAN

SCALE: 1/8"=1'-0"



LOCATION PLAN

SCALE: 1"=100'-0"

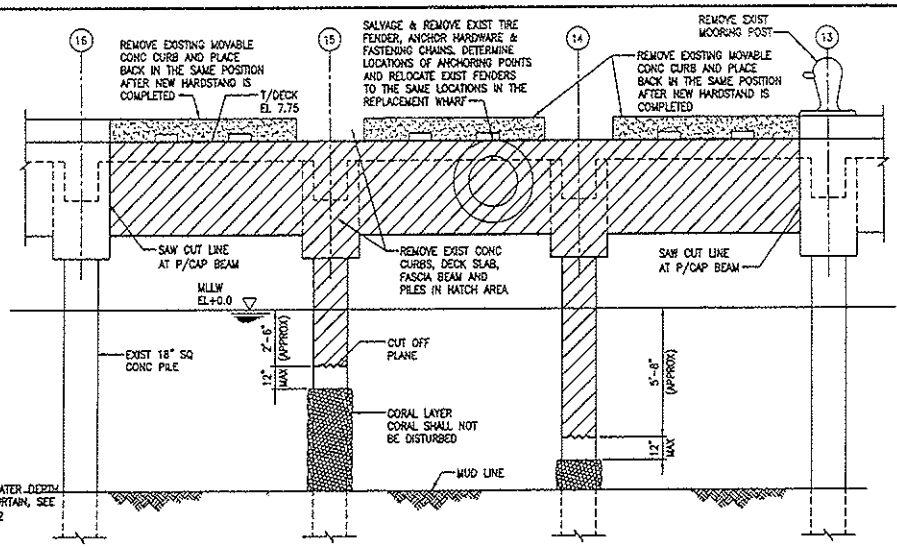


1 Fig-1 CAP OFF EXISTING WATERLINE DETAIL

SCALE: 3/8"=1'-0"

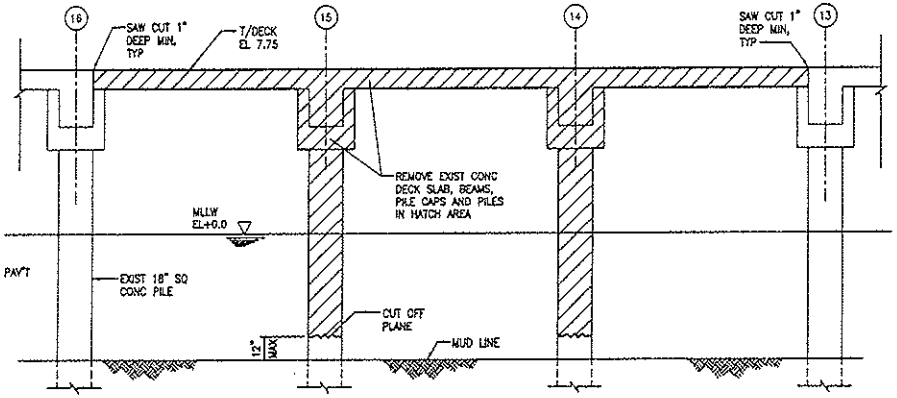
C Fig-1 SECTION

SCALE: 3/8"=1'-0"



A Fig-1 ELEVATION

SCALE: 3/8"=1'-0"



B Fig-1 SECTION

SCALE: 3/8"=1'-0"

GENERAL NOTES:

1. THIS PROJECT REQUIRES THE IMPLEMENTATION OF A BEST MANAGEMENT PRACTICES (BMP) PLAN DURING ALL DEMOLITION AND CONSTRUCTION WORK TO PREVENT AND/OR MINIMIZE ENVIRONMENTAL IMPACTS DURING THE CONSTRUCTION ACTIVITY. IF FOREIGN OBJECTS AND/OR MATERIALS ACCIDENTALLY FALL INTO THE HARBORS, THEY SHALL BE RETRIEVED AND DISPOSED OF AT NO COST TO THE GOVERNMENT. THE BMP PLAN SHALL ADDRESS THE USE OF DUST AND DEBRIS CONTAINMENT AND CATCHMENT DEVICES TO PREVENT ANY FOREIGN MATTER (E.G., CONSTRUCTION MATERIALS, DEBRIS, DUST, ETC.) FROM FALLING INTO THE HARBOR FROM THE WHARVES TO MINIMIZE FUGITIVE DUST.
2. THE CONTRACTOR IS RESPONSIBLE FOR SCAFFOLDING, BARRICADES, WORK PLATFORMS, AND SAFETY AT THE JOB SITE. TEMPORARY BRACING AND SHORING OF ELEMENTS AS REQUIRED FOR STRUCTURAL STABILITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DO NOT DRILL HOLES INTO CONCRETE TO SUPPORT SCAFFOLDING. ALL DAMAGES SHALL BE REPAIRED.
3. CONTRACTOR SHALL PROTECT EXISTING SURFACES AND OBJECTS TO REMAIN FROM DAMAGE. ANY ITEM TO REMAIN THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED OR REPAIRED TO MATCH EXISTING ADJACENT SURFACES AT NO ADDITIONAL COST.
4. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MEASURES TO PROTECT THE NEW WORK AND EXITING STRUCTURES DURING THE CONSTRUCTION.
5. OMISSIONS AND/OR CONFLICTS WITH THE DRAWINGS AND SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK TO ENSURE THAT THE CONSTRUCTION ACTIVITIES DO NOT INTERFERE WITH OPERATIONS OR SECURITY.
7. THE CONTRACTOR SHALL REMOVE ALL SILT AND DEBRIS RESULTING FROM HIS WORK DEPOSITED IN DRAINAGE FACILITIES, ROADWAYS AND OTHER AREAS. THE COSTS FOR ANY NECESSARY REMEDIAL ACTION BY THE GOVERNMENT SHALL BE PAID BY THE CONTRACTOR. CONTRACTOR SHALL PROTECT ALL STORM DRAINS AND DECK OPENINGS TO PREVENT THE DISCHARGE OF FOREIGN MATERIALS TO THE HARBOR.
8. FIRE DEPARTMENT FIRE LANES, ACCESS TO ALL LAYDOWN AREAS AND CONSTRUCTION AREAS SHALL BE MAINTAINED AT ALL TIMES. EMERGENCY VEHICLES SHALL HAVE ACCESS AT ALL TIMES. DO NOT BLOCK EGRESS.
9. THE CONTRACTOR SHALL USE FULL WATER DEPTH SILT CURTAINS TO ENCLOSE THE WORK AREA TO CONTROL TURBIDITY DURING ALL IN-WATER AND OVER-WATER WORK. IF A PLUME IS OBSERVED OUTSIDE OF THE SILT CURTAINS THAT IS CAUSED BY THE CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL STOP THE ACTIVITY AND TAKE CORRECTIVE ACTION IMMEDIATELY. WORK SHALL RESUME AFTER CORRECTION HAS BEEN MADE.
10. NO DEBRIS SHALL BE ALLOWED TO ENTER THE WATER FROM ABOVE OR BELOW THE WATERLINE. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PLATFORM OR OTHER SUITABLE POSITIVE MEANS OF CAPTURING DEBRIS FROM CONSTRUCTION AND DEMOLITION OPERATIONS. THESE FACILITIES SHALL BE IN PLACE PRIOR TO STARTING DEMOLITION WORK.
11. WASTEWATER FROM DEMOLITION WORK SHALL NOT BE DISCHARGED INTO THE SANITARY SEWER SYSTEM OR THE HARBOR. THE CONTACTOR SHALL CAPTURE ALL POLLUTANTS AND DISPOSE OF THEM OFF SITE.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY GOVERNMENT UTILITY SYSTEM RESULTING FROM CONSTRUCTION OPERATIONS: ANY DAMAGE SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER. ANY SEWER REPAIR PERFORMED BY THE CONTRACTOR SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING.
13. THE CONTRACTOR WILL BE RESPONSIBLE FOR REGULARTORY FINES OR PENALITIES THAT MAY BE IMPOSED BY ENVIRONMENTAL REGULATORY AGENCIES (EPA AND/OR STATE DOH) IN THE EVENT OF SEWAGE OVERFLOW OR SPILL RESULTING FROM CONSTRUCTION OPERATIONS.
14. THE CONTRACTOR SHALL REIMBURSE THE GOVERNMENT FOR ANY EMERGENCY RESPONSE EFFORT THAT MAY BE REQUIRED BY GOVERNMENT FORCES TO MITIGATE THE ADVERSE EFFECTS OF ANY SEWAGE OVERFLOW OR SPILL RESULTING FROM THE CONTRACTOR'S OPERATIONS.
15. ADJACENT BERTHS MUST REMAIN ACCESSIBLE AND OPERATIONAL.
16. ALL EXISTING UTILITIES, INCLUDING, BUT NOT LIMITED TO, COMMUNICATIONS AND ELECTRICAL LINES, CONDUITS, AND CABLES, UNLESS OTHERWISE INDICATED TO BE REMOVED/ABANDONED, SHALL BE PROTECTED FROM DAMAGES DURING CONSTRUCTION. ANY DAMAGES BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE GOVERNMENT.

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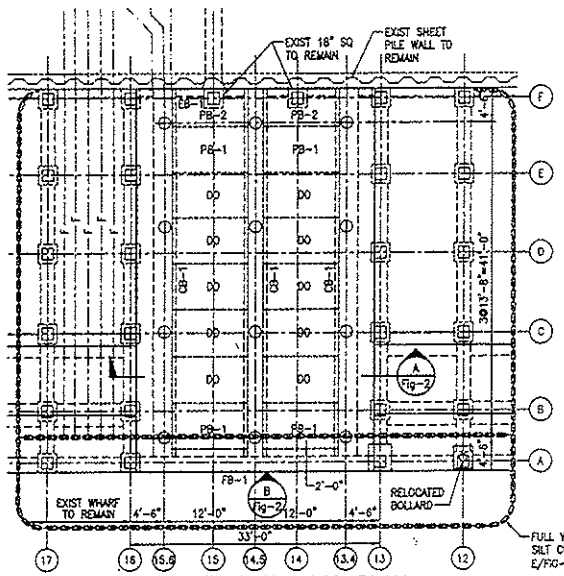
KAUNAKAKAI HARBOR, FERRY SYSTEM IMPROVEMENTS

NEW CONCRETE HARDSTAND – DEMOLITION PLAN, SECTIONS AND DETAIL

Date: March 15, 2010

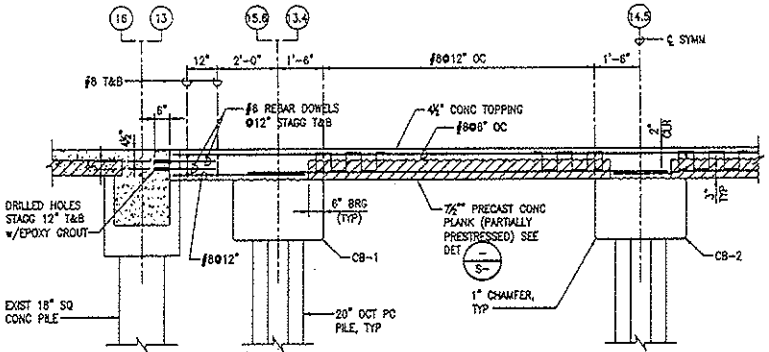
Figure 1.12

Sht. No.



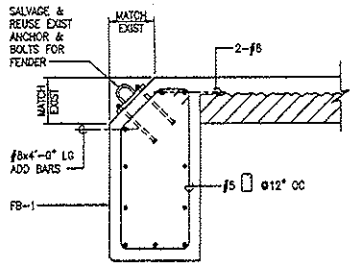
NEW DECK FRAMING PLAN

SCALE: 1/8"=1'-0"



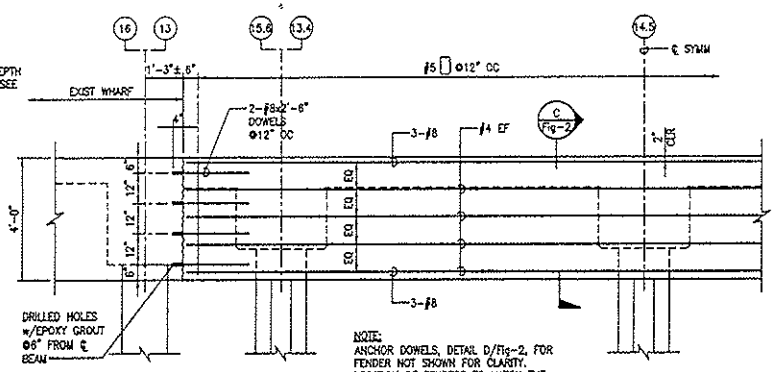
A Fig-2 TYPICAL DECK SLAB SECTION

SCALE: 1/2"=1'-0"



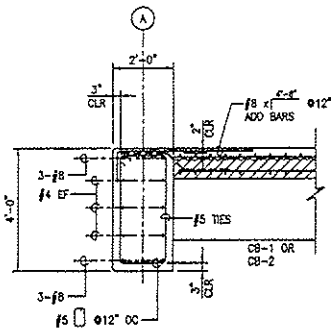
D Fig-2 FENDER ANCHOR DETAIL

SCALE: 3/4"=1'-0"



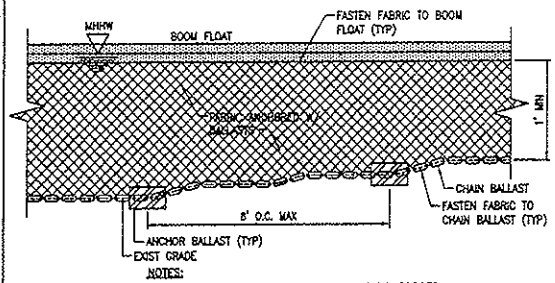
B Fig-2 FASCIA BEAM (FB-1) ELEVATION

SCALE: 1/2"=1'-0"



C Fig-2 SECTION

SCALE: 1/2"=1'-0"



NOTES:

1. FABRIC SHALL BE HIGH STRENGTH NYLON REINFORCED VINYL HIGH VISIBILITY YELLOW, 22 OZ/YD WEIGHT.
2. CHAIN BALLAST SHALL BE 5/16" GALVANIZED CHAIN (MIN. 1.1 LBS/FT).
3. ANCHOR BALLAST SHALL BE MINIMUM 50 LBS AT 8' O.C.
4. SILT CURTAIN SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION IN WATER WHICH MIGHT RESULT IN DISCHARGES TO STATE WATERS.

E Fig-2 SILT CURTAIN DETAIL

SCALE: NONE

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KAUNAKAKAI HARBOR, FERRY SYSTEM IMPROVEMENTS

NEW CONCRETE HARDSTAND – NEW DECK FRAMING PLAN AND SECTIONS

Date: March 15, 2010

Figure 1.13

Sht. No.

from the available information, retention of the existing piles would not achieve the necessary strengthening. In addition, retention of the piles would interfere with the placement and construction of the replacement piles.

The pier strengthening is needed to handle the higher weights of the cargo containers and the cargo handling equipment used to move the containers. In addition, since the ferry and the cargo barge need to be separated when both vessels are docked, the pier needed to be strengthened at the cargo unloading position.

Best management practices (BMP) mitigation measures will be included in the construction drawings and specifications to protect marine resources, including the two piles with coral, during construction of the improvements. First, the documents will include full water depth floating silt curtains which are to be used to enclose the work area to control turbidity during all in-water and over-water work. If a plume is observed outside of the silt curtain that is caused by the construction activity, the contractor is to stop the activity and take corrective action immediately. Work shall resume after correction has been made. A small boat may be used to place the floating silt curtain. Figure 1.13 shows the floating silt curtain.

Second, the design drawing notes and contract specifications will state that no debris shall be allowed to enter the water from above or below the waterline. The contractor shall provide a temporary platform or other suitable positive means of capturing debris from construction and demolition operations. These facilities are to be in place prior to starting demolition work.

On March 12, 2007, the Department of the Army Corps of Engineers reissued all existing nationwide permits (NWPs), general conditions, and definitions with some modifications. As stated in the Federal Register, the effective date of the reissued NWPs was March 19, 2007. The pier rehabilitation improvements fall under NWP 3 Maintenance which includes (a) repair, rehabilitation, or replacement of any previously authorized, currently serviceable, structure, or fill authorized by 33 Code of Federal Regulations (CFR) 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification.

Regulations (CFR) 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification.

Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized.

On June 15, 2010, as part of the Draft EA review, the Corps of Engineers replied (POH-2010-00149) that authorization under Section 404 of the Clean Water Act would not be required for the project. The Corps of Engineers also confirmed that a Department of Army permit under 33 USC 401 (Section 10 of the Rivers and Harbors Act) will be required prior to commencement of construction of the project.

1.5 Preliminary Cost Estimate

In 2004 and in 2010, Federal Transit Administration (FTA) funds were approved for improvements associated the Kaunakakai Harbor Ferry System Improvements. The total cost of the Ferry System Improvement is shared between FTA (80%) and the State (20%). The funding allotted is FTA: $4,333,312 and State: $1,082,448.

The FTA grant funding the building reconstruction does not allow revenue generating entities to occupy any portions of the building.

1.6 Project Schedule

Construction is expected to start in August 2011, pending approval of applicable permits, and should require about 9 months to complete. The exact start date will depend on the bid documents and contract terms.

1.7 Public Involvement

As part of the planning for the Ferry System Improvements, on April 14, 2009, a meeting was conducted with harbor users and the community to discuss the project and solicit comments from the attendees. The scope of the improvements and specific details of the improvements were discussed. Members of the Molokai Fire Department identified specific concerns related to fire protection along the causeway and in the Commercial

Harbor, including in the area of the ferry shelter, the ferry landing area, and while the ferry is docked at the south end of the commercial pier during times when the fuel barge was docked. Appendix F contains information regarding the meeting.

As part of the Draft EA review, on December 8, 2010, a presentation was made to the Molokai Planning Commission during their daytime meeting to provide responses to the Commission's comments on the Draft EA. Responses to the comments regarding the following were discussed:

- Need for fire protection line,
- Coordination of fire protection line construction with other County projects;
- Salt water fire protection system,
- Above ground placement of the fire protection line,
- Water tank on a tower
- Circulation, access, and congestion to the ferry landing area;
- Need for additional restroom facilities;
- Maintenance of the restroom facilities;
- Archaeological monitoring during construction on Kaunakakai Place;
- Use of the alternate site on the east side of the pier island;
- Culvert under the causeway;
- Concern regarding invasive species.

In addition, also on December 8, 2010, a public meeting was held in the evening to discuss the Ferry System Improvements project and to respond to questions from the public. A total of 17 community members attended the meeting. As a comment, the Maui County Councilmember who had attended the Planning Commission meeting stated the presentation and responses at the Commission meeting had satisfied the members and that the Ferry System Improvements would benefit the community and the ferry users, and the facilities would act as a gateway to the Harbor and to Molokai.

Specific questions from the public included:

- Affect of the improvements of ferry ticket prices;
- Control of vehicles entering and exiting the ferry landing area;
- Affect of the improvements on the size of the barge servicing Molokai.

Appendix F contains documents related to the meetings.

2. DESCRIPTION of EXISTING ENVIRONMENT, IMPACTS and MITIGATION MEASURES

2.1 Geology and Soils

The Island of Molokai was formed during the early to middle Pleistocene Epoch (Ice Age) by basaltic and andesitic lava flows from two shield volcanoes: East Molokai Mountain and West Molokai Mountain. Prior to weathering and erosion, the West Molokai Mountain was a typical elongated basaltic shield-shaped dome. It was built over the northwest and east trending rifts, with a steep slope on the north side, where the lava flows plunged into deep water, and a gentle slope on the east side, where the lava flows banked against the East Molokai dome and formed the Hoolehua Plain.

The rising and receding of the ocean has caused a narrow fringing reef to form along part of the south shore of East Molokai. Inland of the fringing reef, a nearly continuous apron of alluvium lies along this south shore. In part, this alluvium represents an encroachment of terrestrial sediment due to accelerated erosion of the southern slopes. Most of Kaunakakai is located on these alluvium deposits.

As previously discussed, the causeway and area of the ferry shelter are constructed on fill lands.

The Soil Survey of Islands of Kauai, Oahu, Maui, Lanai, and Molokai prepared by the US Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service) shows soils in the area of Kaunakakai Place to be Kealia silt loam. This soil is poorly drained and has a high content of salt. Ponding occurs in low areas after a heavy rain. When the soil dries, salt crystals accumulate on the surface. The soil has a brackish water table that fluctuates with the tides; the water table is nearer the surface along the shoreline. Permeability is moderately rapid. Runoff is slow to very slow. The hazard of water erosion is no more than slight, but the hazard of wind erosion is severe when the soil is dry and the surface layer becomes loose and fluffy.

Impacts and Mitigation Measures

The project site is located on the southern central portion of Molokai. The County of Maui/Molokai is assigned seismic Zone 2B in the 1997 Uniform Building Code (UBC). As a comparison, seismic Zone 4, the zone with the most stringent building structural requirements, is assigned to the Big Island and the coastal areas of California.

Originally enacted in 1927, the UBC was developed by the International Code of Building Officials to guide construction of buildings, structures, and facilities throughout the US. The State of Hawaii and the counties in state, including the County of Maui, have adopted the UBC as the applicable code for constructing buildings, structures, and facilities. County of Maui uses the 1997 UBC.

The purpose of the seismic provisions in the UBC is primarily to safeguard against major structural failures and loss of life, not to limit damage or maintain functions. Structures are to be designed and constructed as a minimum to resist the effects of ground motions from seismic events. The site seismic hazard characteristics in the UBC are based on the seismic zone and proximity of a site to active seismic sources.

The ferry shelter will be designed and constructed to meet the requirements of latest version of the UBC. This will ensure that the ferry shelter can meet the seismic loadings established for Zone 2B and that the geological conditions at the project site do not adversely affect the building and facilities.

Construction of the ferry shelter and utility lines will require subsurface excavation for placement of the foundations and footings for the shelter and trenches for the utility lines. This will disturb surface and subsurface soils and displace the soils with on-grade slab foundation and footings which will be used for the shelter. However, this disturbance will typically be to depths of 3 to 3½ feet or less for the foundation and up to 4 to 5½ feet for the utility lines. This subsurface disturbance will not adversely affect the soils and geology of the area.

2.2 Water Resources and Flood Hazard

Surface Waters: The Kaunakakai Commercial Harbor is located off the southern coast of the central portion of Molokai. The Commercial Harbor elevation along the berthing pier is about +7.5 feet mean sea level (msl). The berthing area has been dredged to a depth of (-) 24 feet Mean Lower Low Water.

As previously discussed, the Kaunakakai Commercial Harbor location places it within the geographic jurisdiction of the Rivers and Harbors Act of 1899 which encompasses all navigable waters of the United States as defined in 33 CFR Part 329 as, "those waters that are subject to the ebb and flow of the tide shoreward to the mean high water mark and/or are presently used, or have been used in the past, or may be susceptible to

use to transport interstate or foreign commerce." This jurisdiction extends seaward to include all ocean waters within a zone three nautical miles from the coast line (the "territorial seas").

Section 10 of the Rivers and Harbors Act (33 U.S.C. 401 *et seg)* requires authorization from the U.S. Army Corps of Engineers (Army Corps) for the construction of any structure in or over any navigable water of the United States, the excavation/dredging or deposition of material in these water or any obstruction or alteration in a "navigable water".

In addition, "Hawaii Administrative Rules Title 11 Department of Health Chapter 54 Water Quality Standards, Section 11-54-03, classification of water uses, shows the waters surrounding the Commercial Harbor are classified as (c) Marine waters. (2) Class A. It is the objective of Class A waters that their use for recreational purposes and aesthetic enjoyment be protected. Any other use shall be permitted as long as it is compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation in and on these waters. These waters shall not act as receiving waters for any discharge which has not received the best degree of treatment or control compatible with the criteria established for this class.

Flood Hazard: According to the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM), Community Panel Number 150003 0080 C, revised September 6, 1989, the Kaunakakai Commercial Harbor and the causeway are located in Zone A4, defined as "areas subject to hurricane and coastal flooding by the 100-year /1% annual chance flood where base flood elevations have been determined." The base flood elevation is shown as 3 feet above mean sea level (msl) datum. The topographic survey shows the area of ferry shelter is at elevation approximately + 7.5 feet msl and the causeway elevation varies from approximately +6.0 to +7.5 feet msl. The project must comply with rules and regulations of the National Flood Insurance Program.

FIRM Community Panel Number 150003 0085 C, revised September 6, 1989, shows a short segment of Kaunakakai Place between the end of the causeway and Beach Place is also located in Zone A4 with a base flood elevation of 3 feet above mean sea level (msl) datum. The topographic survey shows elevations along Kaunakakai Place vary from approximately + 7.0 to +8.5 feet msl.

Groundwater: The Commercial Harbor and causeway have been constructed on fill makai of the shoreline, an area which would not contain potable groundwater resources. As part of the Draft EA Pre-Assessment consultation for the Ferry System Improvements, in November 2009, the County of Maui Department of Water Supply indicated the lands mauka of the shoreline in the area of the causeway overlies the Kaunakakai aquifer which has a sustainable yield of 3 million gallons per day.

Impacts and Mitigation Measures

Surface Waters: The pier rehabilitation improvements would include: removal of an about 1,550-square foot area (31 feet x 50 feet) of the existing pier deck; driving 12 new 20-inch octagonal precast piles with pile caps to support the replacement deck; removal of 8 of the existing piles by cutting them at the mud line, removal of 2 of the existing piles by cutting them above the coral growing on them, and replacement of the of the deck with 7-1/2-inch thick precast concrete planks with 4-1/2-inch thick composite concrete topping. The pier rehabilitation including the removing and replacing the deck and replacing and removing the piles would be done with equipment placed on the existing deck. Figure 1.12 shows the pier demolition plan. Figure 1.13 shows the replacement deck plan.

During construction of the pier improvements, best management practices (BMP) mitigation measures will be used to protect marine resources. First, a floating boom and silt curtain weighted at the bottom would be used as a BMP mitigation measure to collect silt and debris during placement and removal of the piles. A small boat maybe used to place the floating silt curtain. Second, the design drawing notes and contract specifications will include that the contractor shall not allow debris from the work area to enter the waters below the deck. These BMP mitigation measures would be put in-place prior to undertaking the rehabilitation. Figure 1.13 shows the floating silt curtain.

On March 19, 2007, as part of its regulatory role, the US Army Engineer District, Honolulu published a Public Notice For Federal Register Notice Announcing New Nationwide Permits (POH-2006-351) announced the reissuance of all existing nationwide permits (NWPs), general conditions, and definitions with some modifications. In addition, the Honolulu Engineer District has developed Regional Conditions (RCs) in order to provide additional protection for the aquatic environment by ensuring that the NWPs authorize only those activities with minimal adverse effects on the aquatic

environment. A Department of Army permit under 33 USC 401 (Section 10 of the Rivers and Harbors Act) will be required prior to commencement of construction of the project.

Use of a floating boom and silt curtain in the area of the pier rehabilitation will meet the requirements of the Honolulu Engineer District Regional Condition 13, which states measures shall be incorporated into projects to minimize the degradation of water quality and impacts to fish and wildlife resources, includes the following applicable specific conditions:

> *1) Turbidity and siltation from project-related work shall be minimized and contained to the immediate vicinity of the project through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.*
>
> *5) All project-related materials and equipment (dredges, barges, backhoes etc) to be placed in the water shall be cleaned of pollutants prior to use.*
>
> *9) Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases.*
>
> *10) Any under-layer fills used in the project shall be protected from erosion with suitable material (such as precast concrete amor or mat units) as soon after placement as practicable.*
>
> *11) Any soil exposed near the water as part of the project shall be protected from erosion (with suitable material such as plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with vegetation matting, hydroseeding etc.).*

In addition to the pier rehabilitation, the ferry shelter improvements would use temporary erosion control measures during construction to prevent runoff to nearby areas. These mitigation measures will include placement of a silt fence around the perimeter of the construction area to prevent surface runoff into adjacent areas. These measures will contain surface flows within the project site during the construction period. In addition, the contract specifications state that the contractor needs to implement best management practices during the construction to minimize runoff from the project site.

The water line and sewer system improvements would also use temporary erosion control measures such as a silt fence around the area of construction to prevent runoff to nearby areas. Use of a silt fence will prevent adverse impacts to surrounding area, including to surface waters.

Dewatering is not anticipated for the project. Should dewatering be required, a dewatering NPDES Notice of Intent will be submitted.

Hydrotesting will be required for the fire protection and water lines. No hydrotesting water will be discharged to State Waters. Should discharges of hydrostesting water be required, a NPDES permit for hydrotesting will be submitted.

The Ferry System Improvements project will comply with HAR, Chapters 11-54 and 11-55, as applicable and discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification 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.

The Ferry System Improvements project will include BMPs such that potential impacts to State waters will be consistent with 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).

Flood Hazard: The ferry shelter improvements will be constructed in the area where the elevation is about +7.5 feet msl, or above the base flood elevation of +3.0 feet msl. The sewer force main and fire protection line will be placed in trenches in the causeway, which is protected on both sides by hardened revetments and large boulders placed there to protect the two travel lanes, shoulders, and various existing above and

underground utility lines. The causeway elevation varies from approximately +6.0 to +7.5 feet msl, or above the base flood elevation of +3.0 feet msl.

The topographic survey shows elevations along Kaunakakai Place vary from approximately + 7.0 to +8.5 feet msl, which is also above the base flood elevation +3.0 feet msl.

Based on these considerations, the Ferry System improvements will not affect the flood elevation along this area of Molokai.

Groundwater: The Commercial Harbor and causeway have been constructed on fill makai of the shoreline, an area which would not contain potable groundwater resources. Construction of the Ferry System Improvement on the fill lands will not create adverse impacts to groundwater resources.

The County of Maui Department of Water Supply has indicated the lands mauka of the shoreline in the area of the causeway overlies the Kaunakakai aquifer which has a sustainable yield of 3 million gallons per day. The Ferry Systems Improvements mauka of the shoreline include construction of separate trenches for the sewer force main and fire protection line on Kaunakakai Place between the end of the causeway and Maunaloa Highway. The trenches will be about 2 feet wide and 5 feet deep and include about 2 feet of cover over the line.

Trenches with a depth of about 5 feet will not have an adverse impact to groundwater resources in the area. In addition, during construction of the trenches, silt fences will be placed around the excavation, including the excavated material, to ensure surface runoff does not flow to surrounding areas and create adverse affects to groundwater resources.

2.3 Agricultural Lands

The Kaunakakai Commercial Harbor and causeway are constructed on fill land. No agricultural production has occurred on these lands.

Impacts and Mitigation Measures

Since the Kaunakakai Harbor Ferry System Improvements would not use lands classified as "prime" agricultural lands, use of the lands for the Ferry System Improvements will not create an adverse impact to the agricultural activity on Molokai.

2.4 Hazardous Waste

The Kaunakakai Commercial Harbor and causeway have been used for harbor operations and access since 1920s. The areas of the Ferry System Improvements show no records of hazardous waste disposal or releases.

The State of Hawaii Department of Health (DOH) Hazard Evaluation and Emergency Response (HEER) records show Kaunakakai Place and the surrounding areas to contain subsurface hazardous waste, most likely a petroleum fuel product. The source of the subsurface fuel is not clearly established, although the area near Kamehameha Highway included industrial uses and a former electrical power plant. Also, in the past, diesel fuel was used a dust suppressant on dirt roads prior to asphalt paving of the roads.

Impacts and Mitigation Measures

During construction of the Ferry System Improvements, the contract documents will require the contractor to construct a temporary silt fence or berm around the area when runoff could occur. Also, vehicle and equipment fueling is to be done in a designated area.

The Ferry System Improvements will not include construction of facilities which contain or use materials which could be considered hazardous. Based on these considerations, the Ferry System Improvements will not create adverse impacts from hazardous materials.

Trenching for the fire protection line and sewer force main would extend along Kaunakakai Place between the end of the causeway and the Maunaloa Highway–Kaunakakai Place intersection. Based on the information from the HEER records, the excavated material from the trenching on Kaunakakai Place could contain petroleum contaminated soil.

Section 9 from the DOH Technical Guidance manual appendix discusses management of petroleum-contaminated soil, including stockpiling the soil and then returning the material into the excavations.

According to the DOH guidance, petroleum contaminated soil is to be excavated and segregated from clean soils. Once excavated, the contaminated soil must be placed under a liner and covered to prevent runoff to surrounding areas. The contaminated soil must be treated or disposed of in accordance with all applicable local, State, and Federal requirements.

As alternative to removal and disposal, DOH allows redeposition of the excavated contaminated material into the trench. The excavated soils should be stored under cover before re-deposition into the excavation. Excavated soil that is contaminated should not be placed into an excavation that is clean. Excavated soil with petroleum contamination that is re-deposited into the excavation should be provided with a cover of clean soil or a cap of asphalt or concrete once the work has been completed. The DOH guidance notes, if redeposition is chosen, be advised that this does not absolve any party from liability should the actions taken exacerbate potential health and environmental impacts.

Soil testing along the alignment for the trenching is included in the construction contract. The construction documents also include the contractor will provide mitigation measures as necessary.

The sewer force main and fire protection line will be located within the travelway of Kaunakakai Place and the trench covered with asphalt. Use of the DOH guidance procedures and the asphalt paving should result in no adverse impacts from contaminated soils during trenching for the fire protection line and sewer force main.

2.5 Biological Resources

Flora: The pile supported pier has been used for cargo operations since it was constructed. The entire Commercial Harbor, which includes the pile supported and fill land, has been improved and overlaid with asphalt concrete (AC) paving or concrete. Landscaped planters, a small grass area, and one tree are the only vegetation within the Commercial Harbor.

The causeway was constructed on fill land. No vegetation occurs on the causeway.

Kaunakakai Place is a public roadway and contains no vegetation.

The Commercial Harbor and causeway contain no listed or candidate threatened or endangered botanical species as set forth by the US Department of the Interior Fish and Wildlife Service (USFWS).

Fauna: The Ferry System Improvements are located in previously improved areas that no longer contain vegetation which could be considered habitat to species of avifauna. Although the area of the improvements would not provide habitat, as part of the Draft EA Pre-Assessment consultation for the Ferry System Improvements, in November 2009, the USFWS stated, based on the pertinent information in their files, Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project. Threatened seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, the USFWS recommended all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition night-time construction involving unshielded outdoor lighting should be avoided.

Marine Resources: A biological reconnaissance survey was conducted to determine the presence of marine resources in the area of the pier rehabilitation. The survey was conducted by snorkeling in the marine waters to assess the relative abundance of species present in the project area. Appendix A contains the Biological Reconnaissance and Water Quality Study.

The marine resources survey identified species of fishes, coral, and other macro-invertebrates. Specimens encountered were identified in the field and verified with various published texts. The survey area includes the area below the pier rehabilitation site identified as the direct impact area and indirect impact area. The direct impact area includes 12 individual deck piles located from the seaward, western side of the project

area, extending east to the sheet pile under the deck (Piles 14/15 A-F, respectively). The direct impact area also includes the bottom substrate extending from the eastern edge adjacent to the sheet pile under the pier deck out 18 m (59 ft) to the west. The indirect area includes the near (2-3 m; 6.6-9.8 ft) surrounding waters north and south of the project area, including the large partially submerged tire fenders framing the west side of the deck. See Figure 1.12 and Figure 1.13.

Species of macroalgae and marine animals observed in each of the three areas were recorded. Due to greater growth on the seaward deck piles, 14A and 15A, the line intercept transect survey method was used to estimate relative abundance of coral and other encrusting marine organisms.

In general, the proposed project area has good water visibility (up to 7 m; 23 ft), few fishes, and most coral and macroalgae growth is limited to the outer 2 piles (14A and 15A) and the remnant of 2 cut-off piles (as described below). Corals on these piles are mostly limited to the seaward face of the piles, and the corals observed are common in Hawaiian waters. There is nearly no growth on the bottom between piles. The area of the anticipated direct impact does not appear to be more ecologically valuable than the near surrounding pier area.

In the direct impact area, the abundance of coral and macroalgal growth on the deck piles decreases from the seaward set of piles towards the east. The first, seaward, set of deck piles (Piles 14A and 15A) are heavily encrusted with corals, coralline algae, sponges, and other marine organisms while the 6th set of deck piles, to the east (14F and 15F), are nearly void of all growth. The seaward face of deck Piles 14A and 15A are dominated by plate-like rice coral colonies (Montipora capitata and M. patula), various sponges, and encrusting plate-like red coralline algae. Small colonies of lace coral (Pocillopora damicornis) and corrugated coral (Pavona varians) are also found. Deck Piles 14B and 15B host scattered small colonies of rice coral and encrusting plate-like red coralline algae, far less abundant than on Piles 14A and 15A.

A variety of littoral organisms are found adhered to the piles above the low tide line, including barnacles, limpets (opihi), and oysters. A few juvenile fishes are seen finding shelter among the encrusting algae including the three spot damselfish (Dascyllus trimaculatus) and the saddleback hogfish (Bodianus bilunulatus). The bottom substrate in the direct impact area is composed of mixed rubble, large concrete slabs and

boulders. This area is void of coral and macroalgae growth, and is covered in a fine layer of silt. Debris, including metal scraps and concrete materials, litter the bottom.

Descending out to the west from under the deck area, the sea floor gradually slopes and drops off sharply at 12 m (39 ft) distant from the sheet pile wall. At this point, the substrate is coarse sand, with no coral or algal growth, and few fish.

Noteworthy in the direct impact area is the presence of two cut-off piles, located between the first two sets of piles (Piles 14A and 15A). These cut-off piles are remnants of previously existing full-length piles which have been cut below sea surface level and host colonies of plate-like rice coral, coralline algae, and macroalgae.

Located in the indirect impact area, the submerged portions of the tire fenders lining the western side of the deck are coated with a variety of sponges, green algae (Caulerpa taxifola, Halimedia sp.), brown algae (Padina sanctae-crucis, Ralfsia sp.), and red algae (Amansia glomerata). The invasive soft coral, Carijoa riisei is also found on the bottom side of several tire fenders, but is not pervasive.

Although no threatened or endangered species were encountered during the 2009 marine survey of Kaunakakai Harbor, there are three species known to occur in the general area, and one species is proposed for listing. The threatened green sea turtle (Chelonia mydas) and endangered Hawaiian monk seal (Monachus schauinslandit) are known to occur in the waters of Kaunakakai Harbor. Additionally, the endangered hawksbill turtles (Eretmochelys imbricata) may be present, but do not commonly occur in the vicinity.

The waters in and around Kaunakakai Harbor are within the Hawaiian Islands Humpback Whale National Marine Sanctuary, and the endangered humpback whale (Megaptera novaeangliae) may be found offshore during their seasonal residency in Hawai'i during the months of October through May. The Ferry System Improvements project will not directly affect humpback whales, but the sound generated from pile-driving may cause an acoustic disturbance to protected species in surrounding waters. The sound emanation from the project site needs to be below the temporary threshold shift (TTS) for marine mammals.

Eight species of corals were observed in the area of the piles below the area to be hardened. Coral species present are protected under Hawaii state law, Hawaii Administrative Rules. Title 13 Department of Land And Natural Resources Subtitle 4 Fisheries Part V Protected Marine Fisheries Resources Chapter 95 prohibits the breaking or damaging, with any implement, any stony coral from the waters of Hawai'i, including any reef or mushroom coral. Further, it is unlawful to take, break or damage, any implement, any rock or coral to which marine life of any type is visibly attached.

As of February 10, 2010, two coral species found during the survey, *Montipora patula* and *Leptoseris incrustans*, both encrusting species, are included as petitioned species to be listed as threatened or endangered under the Endangered Species Act. The petition states that the species is classified as endangered by the World Conservation Union (IUCN). The US Department of the Interior National Oceanic and Atmosphpheric Administration, National Marine Fisheries Service (NOAA/NMFS) has initiated a status review of the species to determine if listing is warranted. At this time, the final status review report is still pending.

Impacts and Mitigation Measures

Flora: As previously discussed, the area of the Ferry System Improvements has previously been developed and contains landscaped planters, a small grass area, and one tree.

The causeway was constructed on fill land. No vegetation occurs on the causeway.

Based on these considerations, construction of the Ferry System Improvements will not create an adverse impact to the flora of this area of Molokai.

The Commercial Harbor and causeway contain no listed or candidate threatened or endangered botanical species as set forth by the USFWS. Thus, construction of the Ferry System Improvements will not have an adverse impact to threatened or endangered botanical species.

Fauna: The Ferry System Improvements are located in previously improved areas that no longer contain vegetation which could be considered habitat to species of avifauna. Threatened seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during

each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality.

To minimize potential project impacts to seabirds, the USFWS recommended all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition night-time construction involving unshielded outdoor lighting should be avoided.

As previously discussed, interior and exterior lighting of the ferry shelter would be provided as part of the Ferry System Improvements. The Molokai Princess departs from the Commercial Harbor before sunrise (5:15am) and arrives after sunset (7:30pm), as a result, exterior lighting of the ferry passenger loading area is needed for passenger safety purposes. The design plans and construction documents will include the use of down shielded lighting to avoid adverse impacts to seabirds.

The Draft EA was sent to the USFWS for review and comment. As part of the Draft EA review, telephone discussions and electronic messages were sent to the USFWS related to the Ferry Systems Improvement project and the endangered seabirds and USFWS Recommended Standard Best Management Practices. On August 12, 2010, the USFWS replied that the information provided in the Pre-Assessment and Draft EA would allow them to conclude the Fish and Wildlife Coordination Act and Section 7 Endangered Species Act (ESA) coordination with USFWS. The USFWS noted that ESA coordination with NOAA is a separate compliance. Lastly, that there is not a need for further coordinate with USFWS on this project other than to notify the USFWS of any permits or records of decision. See Appendix E.

Marine Resources: As previously discussed, the pier rehabilitation improvements would include: removal of an about 1,550-square foot area (31 feet x 50 feet) of the existing pier deck; driving 12 new 20-inch octagonal replacement piles with pile caps to support the replacement deck; removal of 8 of the existing piles by cutting them at the mud line, removal of 2 of the existing piles by cutting them at the water line, and replacement of the of the removed deck with 7-1/2-inch thick precast concrete planks with 4-1/2-inch thick composite concrete topping. The pier rehabilitation, including the removing and replacing the deck and replacing and removing the piles, would be done with equipment placed on the existing deck. See Figure 1.12 and Figure 1.13.

During construction of the pier improvements, best management practices (BMP) mitigation measures will be included in the construction drawings and specifications to protect marine resources. First, the design documents will include full water depth silt curtains are to be used to enclose the work area to control turbidity during all in-water and over-water work. If a plume is observed outside of the silt curtain that is caused by the construction activity, the contractor is to stop the activity and take corrective action immediately. Work shall resume after correction has been made. A small boat may be used to place the floating silt curtain. The silt curtain will separate the two piles with coral (Piles A14 and A15) from the others to minimize the impact of debris on the coral. See Figure 1.13.

Second, the design drawing notes and contract specifications will include that the no debris shall be allowed to enter the water from above or below the waterline. The contractor shall provide a temporary platform or other suitable positive means of capturing debris from construction and demolition operations. These facilities shall be in place prior to starting demolition work.

Use of a floating boom and silt curtain in the area of the pier rehabilitation will meet the requirements of the Honolulu Engineer District Regional Condition 13, which states measures shall be incorporated into projects to minimize the degradation of water quality and impacts to fish and wildlife resources, includes the following:

> *1) Turbidity and siltation from project-related work shall be minimized and contained to the immediate vicinity of the project through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.*

The temporary platform below the deck of the pier rehabilitation area will contain debris and other material from entering the marine waters below the deck. The platform will need to be erected prior to removal of the deck, removed during pile placement and removal, and re-erected during deck replacement. This process will prevent debris and materials from entering the marine waters in the area of the pier replacement.

The biological survey showed the 6 of 8 (eight) piles to be removed do not have coral growing on them. The two outermost piles (Piles 14A and 14B) will be cut above the water line so there will be no disturbance to the coral found the piles. The next 2 inboard piles (Piles 14B and 15B) contain small colonies of corals and other attached biota. As a mitigation measure, these colonies will be transplanted before removal of

the piles. Thus, there will be no adverse effect to corals from the pile removal. See Appendix A.

Use of the floating boom and silt curtain will contain silt and debris within the area of the pile work. The platform below deck will contain debris from entering the marine waters. These mitigation measures will be used such that there will be no adverse effects to marine resources during the pier rehabilitation work.

No listed or candidate threatened or endangered species as set forth by the US Department of the Interior Fish and Wildlife Service (USFWS) or the State of Hawaii Department of Land and Natural Resources (DLNR) were found during the marine resources biological survey.

Two coral species found during the survey, *Montipora patula* and *Leptoseris incrustans*, both encrusted species, are included as petitioned species to be listed as threatened or endangered under the Endangered Species Act. As previously discussed, as a mitigation measure, coral found on the 2 piles to be removed (Piles 14B and 15B) will transplanted prior to removal of the piles.

The tire fenders are replaced periodically as they are damaged from ship/barge traffic at the pier. To preserve the essential fish habitat related to the tires, the State will reuse tire fenders. A suitable place will be determined to relocate the tire fenders temporarily while work on the deck is being undertaken. A biologist will look at the four affected tire fenders to confirm that those to be re-used do not have Carijoa riisei coral growth. Additionally, the tires to be re-used would need to be kept in water so the sponges, algae, and other biota survive. Based on these measures, there will be no adverse impact to fish habitat in the area of the Ferry System Improvements project.

In addition, to mitigate adverse impacts during pile cutting, branching Pocillopora damicornis and Pinctada margaritifera located on Piles 14A and 15A which might be disturbed, will be transplanted or adhered back onto the pile by the State.

In addition, as previously stated, to mitigate adverse impacts from removal of Piles 14B and 15B, coral found on these piles will be transplanted prior to removal of the piles. One possible mitigation would be transplantation from Piles 14B and 15B to existing

nearby piles (Piles 14A or 15A, or the existing cut off plies located between Piles 14A and 14B), or other nearby suitable locations. Another potential receiving location for the transplanted corals maybe the new construction seaward plies.

Prior to the transplantation, a survey will be undertaken to provide colony class size of corals growing on the piles. A transplant plan will also be submitted to NOAA for review and approval. The transplanting or replanting will be undertaken to avoid the peak spawning period. Based on these measures, there will be no adverse impact to coral species found on the plies.

As part of the Draft EA review, the Department of Land and Natural Resources Division of Aquatic Resources noted the proposed improvements will have minimal impact on aquatic resources and that corals such as Montipora on existing pilings will eventually settle and grow on the new pilings over time. See Appendix E.

To avoid noise effects on the humpback whale population In the vicinity of the project area, prior to construction DLNR will work with NOAA to determine the appropriate temporary threshold shift (TTS) ranges of the protected species anticipated to be in the area. When the pile efforts driving effort commence, these efforts will be postponed or halted when the protected species are within the TTS range. Additionally, soft starts for the pile driving will be utilized. With this procedure, the pile installation begins with low-impact, low-energy velocities, and gradually builds up to full energy. The soft-start will allow marine species to leave the area before the full impact of the activity is attained.

2.6 Traffic

The 1,950-foot long by 40-foot wide causeway provides the sole vehicle access to the Kaunakakai Commercial Harbor from Kaunakakai Place. The causeway and Kaunakakai Place are undivided roadways with two 12-foot wide travel lanes, one lane in each direction. The causeway, which is considered part of Kaunakakai Harbor, includes a 12-foot wide shoulder on the right side of the on the southbound lane and 4-foot shoulder on the right side of the northbound lane. The concrete rubble masonry walls on each side form the outer edge the causeway. The roadway elevation of the causeway is about +7 feet mean sea level. The posted speed limit is 15 miles per hour.

State Route 460, Maunaloa Highway, which begins at the end of the causeway, and Kaunakakai Place are under the control of the State of Hawaii Department of Transportation Highways Division.

Vehicles and trucks use the causeway to access Commercial Harbor and surrounding uses. Trucks and commercial vehicles enter the Young Brothers cargo area through a vehicle gate located near the ferry shelter and must obtain clearance from the security guard in the adjacent guard shack. A designated pedestrian crosswalk located east of the ferry shelter provides a path for pedestrians to access the ferry landing area.

A total of 91 designated parking stalls are located in the general DLNR parking area in the small boat harbor area east of the Harbor Master building. The stalls are used by ferry passengers, boaters, and other visitors to the Commercial and small boat harbors.

The ferrying landing area is currently used for vehicle parking while waiting for passengers to arrive and depart. Since vehicles enter and exit through the single access point, this creates conflicts as entering vehicles must wait for exiting vehicles to leave before parking and loading or unloading passengers. This condition is compounded as vehicles can park in the ferrying landing area without restriction. Also, there is a mix of vehicle types using the ferry landing area which makes vehicle movements difficult in the available space.

Impacts and Mitigation Measures

Traffic impacts related to construction activities will occur while equipment and materials are moved to the Ferry System Improvements project site. However, this traffic will be short-term occurring during the 9 month construction period. Traffic impacts related to the construction period should not create an adverse affect to traffic on the causeway and Kaunakakai Place.

As previously discussed, as part of the Draft EA review, the Molokai Planning Commission raised concerns related to congestion near the ferry landing area, including the access into the area. As a result, DLNR and DOT discussed the issue with Young Brothers, since any additional space used for the ferry landing area would decrease Young Brothers available yard area.

Based on these meetings, the fence between the ferry landing area and Young Brothers yard has been shifted south into the Young Brothers area to widen the entrance to the ferry landing area. The fence will be realigned to allow space for two-way traffic access to the ferry landing area. The widened area also provides more vehicle maneuvering space within the ferry landing area. In addition, signs will restrict buses from entering and markings will be added to designate active loading and unloading only. These measures will ensure the Ferry System Improvements will not create adverse impacts related to traffic in the ferry landing area. See Figure 1.10.

Parking will still be available in the general DLNR parking lot for persons meeting passengers or dropping off passengers. One ADA stall will be available outside of the double swing gate adjacent to the renovated restroom facility.

Since the ferry landing area is considered part of the Commercial Harbor controlled by the DOT, the use of vehicles on the commercial harbor is controlled by Hawaii Administrative Rules (HAR) Title 19 Department of Transportation Chapter 43 Motor Vehicles. HAR §19-43-2, Jurisdiction of harbor master over vehicles, states any vehicle operating on any state pier or within any state commercial harbor facility shall be subject to the jurisdiction and control of the harbor master.

HAR §19-43-5 Traffic Controls, state all persons operating a motor vehicle on a state pier or within a state commercial harbor facility must comply with any lawful order, notice, signal or direction of any county police officer, state security guard, state law enforcement officer, or special police officer.

In the long-term, the improvements will not change the number of ferry operations or greatly increase passenger counts over current conditions and increased traffic is not anticipated.

On June 21, 2010, as apart of the Draft EA review, the Maui Police Department stated the Department's previous concerns have been addressed in the Draft EA and the Department has no additional comments to offer. See Appendix E.

2.7 Air Quality

The project site is located in the Kaunakakai District, an area characterized by residential and commercial development and almost no industrial facilities. This

development generally indicates an absence of stationary and mobile sources of emissions which could affect ambient air quality.

Impacts and Mitigation Measures

Potential short-term adverse air-quality impacts during the construction phase include: 1) generation of fugitive dust from vehicle movements and soil excavation; and 2) exhaust emissions from on-site construction equipment and from construction workers' vehicles traveling to and from the project site. These adverse impacts will be short-term during the period of construction.

Construction activities for the Ferry System Improvements need to comply with the provisions set forth in the Contract Specification Section 01560 - Environmental Controls which will govern the construction work. Section 01560 references the State of Hawaii, Department of Health, Administrative Rules, Chapter 59,Ambient Air Quality; Chapter 60, Air Pollution Control. The Contract Specifications include, for the duration of the contract, shall maintain all work areas within or without the project areas free from dust which would cause a hazard to the work, or operations of other Contractors, or to persons or property. Industry-accepted methods of stabilization suitable for the area involved, such as sprinkling or similar methods, will be permitted. Chemical or oil treating shall not be used. In addition, the area of the Ferry System Site Improvements is approximately 1.94 acres which will mean a relatively small area of disturbance.

Once construction has been completed, operation of the Ferry System site Improvements will not generate sufficient additional traffic to adversely affect air quality in the area.

2.8 Noise

The Ferry System Improvements are located within the lands controlled by the DOT. The primary noise source would be from vehicle traffic traveling along Kaunakakai Place, the causeway, and within the Commercial Harbor. However, the relatively low volume of vehicle traffic and the low speed limit on the causeway would not result in high noise levels in the area.

Impacts and Mitigation Measures

Construction activities such as grading, excavating for footings and foundations, and erecting the ferry shelter will create noise. The equipment used for these activities

typically include pick up trucks, excavators, graders, rollers, backhoes, concrete delivery trucks, water tank trucks, hydraulic cranes, and forklifts. Noise generated by this equipment will be short-term during the period of construction. Once construction has been completed, the noise impact will no longer occur.

In addition, the pier rehabilitation will require removal of a portion of the existing pier deck, driving 12 new 20-inch octagonal piles with pile caps to support the replacement deck; removal of 8 of the existing piles by cutting them at the mud line, removal of 2 of the existing piles by cutting them at the water line, and replacement of the of the removed deck.

It is anticipated that construction activities will be conducted during normal working hours per State of Hawaii and County of Maui standards. The pier rehabilitation and ferry shelter are located in an industrial area. The pier rehabilitation work will be over 3,600 feet (about 0.7 miles) from Maunaloa Highway. Once construction is complete, there should be no additional noise to this area of Kaunakakai.

2.9 Archaeological and Cultural Resources

As previously discussed, most of the Kaunakakai Commercial Harbor, including the area of the ferry shelter improvements and the causeway, was constructed on fill land where there are no known historic sites. As such, on April 12, 2004, (LOG NO: 2004.1107; DOC NO: 0404SC09) the State of Hawaii Department of Land and Natural Resources State Historic Preservation Division (SHPD) determined that "no historic properties will be affected" by the improvements on these fill lands. Appendix B contains the SHPD letter.

As part of the April 12, 2004 letter, the SHPD stated, previous archaeological Inventory surveys conducted at nearby County of Maui Malama Park, which lies west of Kaunakakai Place, located several significant historic sites, including Site 50-60-03-630. SHPD stated, Site-630 is a large, subsurface deposit that underlies the County park and State of Hawaii parcels (TMKs 5-3-001:002 & 005), and probably extends under Kaunakakai Place and Hio Place. See Appendix B.

Impacts and Mitigation Measures

As previously discussed, on April 12, 2004, the SHPD stated that it had made a finding that "no historic properties will be affected" for the Ferry System Site Improvements

constructed on fill lands, which would include the ferry shelter, the sewer force main, and fire protection lines located on the causeway. See Appendix B.

The SHPD determined that trenching on Kaunakakai Place for the sewer line (about 330 feet between the end of the causeway and sewer manhole locate near Beach Place) and for the fire protection line (about 1,328 feet between the end of the causeway and Maunaloa Highway) may have an ·"adverse effect" on Site -630. However, SHPD stated that such an "adverse effect" can be mitigated with the condition of on-site archaeological monitoring during construction of the sewer force main and fire protection line on Kaunakakai Place.

Based on this finding by the SHPD, an archeological monitoring plan was submitted for review and then approved by SHPD on February 7, 2011. See Appendix B. The construction documents will include that the contractor bid price include on-site archeological monitoring during excavation of the trenches for the sewer force main and fire protection line on Kaunakakai Place.

2.10 Cultural Impact Assessment

On April 26, 2000, the Governor approved House Bill No. 2895 H.D.1 as Act 50 which amended Chapter 343 Hawaii Revised Statutes (HRS) to require a cultural impact assessment be included in the preparation of an Environmental Assessment.

A Cultural Impact Assessment/Study (CIA) was undertaken to gather information about traditional cultural practices, ethnic cultural practices, and pre-historic and historic cultural remains that might be affected by the proposed ferry improvements. Appendix C contains a summary of the Cultural Impact Assessment. The complete CIA report will be filed with the Department of Land and Natural Resources State Historic Preservation Division, the Office of Environmental Quality Control (OEQC), the Department of Land and Natural Resources.

Impacts and Mitigation Measures

A total of 19 community members (government agency or community organization representatives, or individuals such as residents, cultural and lineal descendants, and cultural practitioners) were contacted for the purposes of this CIA. Twelve people responded and five *kupuna* (elders) and/or *kamaaina* (native-born) were interviewed for more in-depth contributions to the CIA. During the consultations, community members

voiced concern that the proposed Project may affect not only the character of Molokai but also the environmental integrity of the surrounding ecosystems on which people depend on for their livelihood. Community consultation yielded the following results:
All participants stated the Project area, its immediate vicinity, and Kaunakakai Ahupua'a are culturally and historically significant places to Native Hawaiians.

Four out of five participants reported the land area adjacent to and west of the causeway along Kaunakakai Place was the property and location of Kamehameha V's home residence known as Malama. Princess Ruth Ke'elikolani was referenced as having frequented the home site. One participant stated ruins of Mahinahina Heiau still exists in the location of the Malama residence site.

Four participants indicated the area now known as Kaunakakai Wharf and its immediate vicinity, including the Project area, was an important landing site for canoes in the past, particularly as a resting place between Maui to Oahu. Kamehameha I and his warriors were known to have visited Molokai often for this reason. One participant stated that fishing contests associated with the Makahiki games used to take place in the ocean area surrounding Kaunakakai Wharf.

Two participants reported that stones from two nearby *heiau* were used to build the existing Kaunakakai Wharf. One participant stated that Mahinahina Heiau was desecrated and the stones were used to build the old pier, and subsequently, the existing wharf.

Participants indicated the Kaunakakai Wharf and Project area, the shoreline, and ocean area in the wharfs immediate vicinity, are important places utilized extensively by residents of Molokai for the following cultural uses and practices.

All participants stated the Project area is part of an important resource-gathering area used daily by residents for fishing and limu (seaweed) collecting; and that coastal residents depend on these fishing grounds for their livelihood and subsistence. A variety of traditional fishing methods used within the waters in and around the Project area was described by participants. These included trolling, spear-fishing, throw net, *moemoe* or lay net, *auana* (night fishing), squidding using coconut spit, squidding with net, crabbing with net, and *kai'imu* (surrounding rocks with net and sticking a pole through to shake).

All participants described the lagoon and beach area surrounding Kaunakakai Wharf as the center for canoe paddling on the island of Molokai. The beach area adjacent to and west of Kaunakakai Place is the home site of three of the four canoe clubs on Molokai. The annual canoe paddling regatta for the Molokai Canoe Paddling Association takes place here in June and July.

Kaunakakai Wharf and the Project area were described by two respondents' as a dock site for Hokule'a, Hawaii's traditional voyaging canoe. During visits to Molokai, Hokule'a crew and the Molokai community use the existing ferry shelter and adjacent wharf areas for cultural and educational purposes.

Kaunakakai Wharf is used extensively by the community members for other recreational activities such as swimming, exercise and sport fishing. Most participants reported Kaunakakai Wharf and the Project area are also used as a venue to meet friends and for social and community gatherings, such as birthdays. Two participants stated Kaunakakai Wharf and the Project area is "Our Gathering Place."

Kaunakakai Wharf and the Project area were described by one participant as the beach of Kaunakakai Ahupua'a, an important element for the mental health and well-being of residents. The participant explained that the wharf is an important space for people to connect with the ocean and the environment. The wharfs close proximity to Kaunakakai Town caters to people who cannot drive, such as the elderly and the handicapped.

One participant was opposed to any dredging associated with the proposed Project because of his belief that it would primarily benefit non-locals who own nearly all vessels (e.g., yachts) that would use the deeper water.

Results from the community/cultural consultation findings for this CIA indicate that the study participants have concerns related to the Ferry System Improvements project. However, since trenching for the sewer and fire protection lines would occur on the causeway and since mitigation measures will have been specified to control runoff during construction, there should be no adverse impact to the existing revetment protection along the causeway.

In addition, the sewer and fire protection line work on Kaunakakai Place is confined to the travel lanes and shoulders and does not extend into Malama Park or the area used

by canoe clubs. There should be no adverse impacts to cultural practices which occur in these areas.

The participants also indicated concerns related to use of the ferry landing area during the canoe season (June and July) when club members and spectators use the area to watch the canoe paddlers. It should be noted, the designated construction site on the ferry landing area will need to be established to ensure the safety of the public during the construction period when equipment and materials will be exposed while work proceeds. The designated construction site is also to ensure sufficient space for the selected contractor to successfully complete the work in efficient manner with minimal effect on the work schedule.

It should also be noted an approximately 30-foot area adjacent to the ferry will remain open for access at all times of during the construction period. Lastly, renovation of the existing ferry shelter and construction of the ferry shelter addition could occur at times other than the canoe season. This would avoid the potential conflict between the uses. Moreover, once construction is completed, use of the ferrying landing area can occur with no changes.

2.11 Infrastructure

2.11.1 Water

The Kaunakakai Commercial Harbor is served by the County of Maui Department of Water Supply (DWS) water system. The DWS provides potable water service from an existing 4-inch line located within Kaunakakai Place and the causeway.

Impacts and Mitigation Measures

The existing 4-inch water line will remain with no changes and will continue to supply potable water to the existing service connections. In addition, potable water service from this line will be connected to the restrooms in the renovated ferry shelter.

Water demand for the restrooms in the renovated ferry shelter station is expected to be an average of about 800 gallons/day. This demand calculation was based on applicable Department of Water Supply (DWS) standards. This level of water usage will not have an adverse affect to the DWS water system

On July 1, 2010, as part of the Draft EA review, the Commission on Water Resources stated that this area of Molokai is a designated water management area, with service to this project provided by Maui Department of Water Supply, holders of a water use permit. The project water requirements are a minimal 800 gpd. However, the source for the water is currently overpumped and the County is on notice they must find a relief source to augment its service requirements. See Appendix E.

The 8-inch and 12-inch fire protection line will also use potable water. Since the need for fire protection is on an emergency basis, the expected water usage cannot be established.

To reduce the demand on potable water resources, water efficient fixtures will be installed in the restroom facilities and water efficient practices implemented, if appropriate.

On July 1, 2010, as part of the Draft EA review, the Commission on Water Resources Management recommended the use of alternative water sources, wherever practicable. However, based on available design plans, alternative water sources are not available in this area of Molokai.

DLNR will coordinate with the County to incorporate the project into the County's Water Use and Development Plan and State's Water Projects Plan.

2.11.2 Wastewater

The Kaunakakai Commercial Harbor is not serviced by a County of Maui wastewater collection, treatment, and disposal system.

Wastewater generated at the Commercial Harbor consists of the existing restrooms in the Harbor Master office building. Flows from these restrooms are routed to a septic tank for treatment and then a leach field for disposal of the effluent. As previously discussed, the leach field is not functioning properly and another method of treatment and disposal is needed.

The existing restrooms in the Young Brothers yard have their own wastewater treatment and disposal system which will remain with no changes.

As previously discussed, to meet the requirements of Chapter 11-62 Hawaii Administrative Rules Wastewater Systems, standby power for the pump station will be provided by an on-site portable generator which can be used to power the pump station in the event of a power outage from the commercial system. In addition, the lift station automated controls will be capable of auto-dialing directly to a State representative designated for 24-hour on-call duty. The State representative will notify the representative for the Harbor that the lift station requires immediate attention. These measures will ensure wastewater effluent spills will not create adverse impacts to water quality in the area of the lift station.

Impacts and Mitigation Measures

The Ferry System Improvements includes construction of the low pressure below grade sewer lift station and construction of a 6-inch approximately 2,400 foot long sewer force main which will be located within the 4-foot shoulder on the east side of the causeway. The force main will terminate in a transition sewer manhole which will be connected by a gravity line to the existing County of Maui manhole at the intersection of Beach Place and Kaunakakai Place.

A force main connects the County of Maui manhole to the force main and pump station located on Maunaloa Highway west of the Kaunakakai Place. The pump station is used to pump flows to the Kaunakakai Wastewater Reclamation Facility (WWRF) owned and operated the County located near Maunaloa Highway and Kaunakakai Stream. The WWRF treats flows using contactors and clarifies and disposes of the effluent in 2 on-site underground injection wells and one off-site underground injection well.

The existing Kaunakakai WWRF has a capacity of 0.30 million gallons per day (300,000 gallons). Current flows are about 0.25 million gallons per day (250,000 gallons). The Ferry System Improvements is expected to generate about an average of about 800 gallons per day of wastewater flows from the restrooms in the renovated ferry shelter. Based on these findings, the Ferry System Improvements will not create an adverse effect to the Kaunakakai WWRF.

Once the lift station and force main is completed, the existing septic tank will be pumped out, cleaned, the connecting lines plugged, and backfilled and the tank abandoned in-place. The manhole above the tank will be removed prior to backfilling. Removal of the

tank is not required by the Department of Health rules regulating individual wastewater systems. The leachfield will also be cleaned and abandoned in-place.

2.11.3 Solid Waste

Solid waste from the existing ferry shelter is collected and taken to a dumpster. A private commercial disposal company picks up the solid waste from the dumpster for disposal at the landfill

Impacts and Mitigation Measures

Solid waste disposal for the ferry shelter will continue to follow current disposal practices and procedures.

The construction documents include a requirement that the contractor provide a plan for construction waste reuse, recycling, and disposal.

2.11.4 Electrical and Communication

Electrical power service to the Kaunakakai Commercial Harbor is provided by Maui Electric Company (MECO) via overhead and underground lines. There is an existing MECO transformer located east of the causeway across from the Harbor Master building. Underground lines connect the transformer to service panels at the rear of the Harbor Master office.

Telephone service is provided by the Hawaiian Telephone Company through overhead lines along the causeway to the Harbor Master office and other facilities in the Commercial Harbor.

Impacts and Mitigation Measures

Electrical service to the Ferry System Improvements will be provided by an underground line to the below grade sewer lift station and to the restrooms and ferry shelter. The design of these facilities will be coordinated with MECO to meet the requirements related to electrical service.

3. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

3.1 Hawaii State Plan

The Hawaii State Plan, adopted in 1978 and revised in 1988, establishes the overall theme, goals, objectives, and priority guidelines to guide the future long-range development of the State. The Ferry System Improvements project supports and is consistent with the following State Plan objectives and policies:

Section 226-6 Objectives and policies for the economy - in general.

> *(b) (6) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.*

The Ferry System Improvements will involve rehabilitation, renovation, and expansion facilities at an existing site. The Ferry System Improvements will increase the level of construction activity on Molokai during the period of construction which will enhance the state's growth objectives.

> *(b) (11) Maintain acceptable working conditions and standards for Hawaii's workers.*

The Ferry System Improvements will provide ferry users with a facility designed to current requirements which will enhance the existing facility. The Ferry System Improvements will also provide flexibility to barge operations and ensure a facility which will serve this important function for the residents of Molokai.

Section 226-14 Objectives and policies for facility systems – general.

> *(b) (3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.*

The Ferry System Improvements have been planned to provide enhance facilities available to commuter and tourists using the ferry. In addition, the Ferry System Improvements will support the cargo operations at the Commercial Harbor.

Section 226-17 Objectives and policies for facility systems--transportation.

(b) (2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives.

The Ferry System Improvements have been planned and coordinated with the US Department of Transportation Federal Transit Administration (FTA). The DLNR has coordinated the Ferry System Improvements design with the FTA to ensure compliance with the FTA grant.

Chapter 226-18 (4) Promote all cost-effective conservation of power and fuel supplies

(C) Adoption of energy-efficient practices and technologies.

The Ferry System Improvements will use natural light in the ferry shelter during daylight hours and ventilation of the restrooms. Thus, the Ferry System Improvements will be consistent with Chapter 226-18 (4). In addition to energy-efficient practices, water savings fixtures will be installed.

Chapter 344.4, Hawaii Revised Statutes

The Ferry System Improvements design includes use of natural light and ventilation for the ferry shelter and restrooms.

Based on these design considerations, the proposed project will be consistent with Chapter 344.4, Hawaii Revised Statutes, Guidelines to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines (7) Energy. (A) Encourage the efficient use of energy resources.

3.2 2010 Master Plan for Kaunakakai Harbor

The 2010 Master Plan for Kaunakakai Harbor Molokai was prepared by the State of Hawaii Department of Transportation Harbors Division, Molokai Chamber of Commerce, Molokai Task Force, and Molokai Farm Bureau in February 1988. This is the most recent plan for Kaunakakai Harbor and states Kaunakakai Harbor could serve as a possible site for a passenger ferry system. The ferry system would augment the air

passenger service to Molokai. The Plan noted it is prudent to maintain the separation of pedestrian and cargo operations.

3.3 Land Use Plans and Policies

3.3.1 State Land Use District

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, Land Use Commission, classifies all land in the State into four land use districts: Urban, Agriculture, Conservation, and Rural. The State Land Use Commission designation for the Kaunakakai Commercial Harbor is Conservation District, Resource subzone.

As part of the Pre assessment for this Draft EA, on November 4, 2009, the State of Hawaii Department of Land and Natural Resource Office of Coastal and Conservation Lands (OOCL), stated the Commercial Harbor and causeway are considered a non-conforming use. The OCCL also stated the proposed improvements are considered routine repair and maintenance for a use of which no Conservation District Use Application (CDUA) permit is required. Additionally, the project is minor in scope and within the scope of Kaunakakai Commercial Harbor operations and maintenance. See Appendix D.

3.3.2 Molokai Community Plan

The Molokai Community Plan was prepared in 1984 and amended in December 2001 by the adoption of Ordinance 3022, Bill No. 106 (2001). The purpose of the Molokai Community Plan is to advance planning goals, objectives, policies, and implementation considerations to guide decision making to 2010. The Community Plan is also a policy document for the long-range comprehensive development of the island of Molokai.

The County of Maui Molokai Community Plan dated 2001 provides goals, objectives and polices, and implementing actions for Infrastructure. The goal for Infrastructure is: culturally and environmentally sensitive infrastructure systems, developed and maintained in a timely fashion, which protect and preserve the safety and health of Molokai's residents and visitors.

The Community Plan under objective and policies states: encourage the expansion of Kaunakakai Harbor and under implementing actions: implement plans for the expansion of Kaunakakai Harbor. Thus, the Ferry System Improvements will be consistent with the

Infrastructure goal, objectives and policies, and implementing actions of the Molokai Community Plan.

3.3.3 County of Maui Zoning

The County of Maui zoning designation is Interim for Molokai. The Interim zoning designation is used until a formal designation can be adopted by the County of Maui. The permitted uses are limited in the Interim zone. However, publicly-owned buildings are a permitted use in the Interim zone. Also, since the Harbor was established beginning in 1899, the existing uses at the Harbor would be considered non-conforming. However, since the uses within in the Harbor are publicly owned, the Harbor would be consistent with the County of Maui zoning.

3.3.4 County of Maui Special Management Area

The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created Special Management Areas (SMA). Any "development" within the Special Management Area boundary requires a SMA Use permit (SMP) which is administered by the County of Maui.

The Commercial Harbor and causeway are not located within the County's SMA. The Ferry System Improvements at the Commercial Harbor and along the causeway will not require an SMP.

The portion of the sewer force main and fire protection line on Kaunakakai Place between the end of the causeway and Maunaloa Highway lie within the SMA. Chapter 205A-22 Hawaii Revised Statures, Definitions, sets forth that "development" does not include (13) installation of underground utility lines and appurtenant aboveground fixtures less than four feet in height along existing corridors.

The County of Maui Department of Planning SMA assessment application similarly sets for that "development" does not include (13) installation of underground utility lines and appurtenant aboveground fixtures less than four feet in height along existing corridors.

Based on the above definitions, construction of the sewer force main and fire protection line will be exempt from a SMP. However, based on Chapter 302 of the Special

Management Rules of the Molokai Planning Commission, an SMA Assessment will be submitted to the County of Maui Planning Department.

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4. ALTERNATIVES TO THE PROPOSED ACTION

4.1 No Action Alternative

The No Action alternative would retain the existing ferry shelter, commercial pier barge loading/unloading area located within close proximity to the ferry docking area, and supporting infrastructure with no changes or improvements. Ferry users would need to continue crossing the access road to the Young Brothers cargo area to access the existing restroom facilities in the Harbor Master office building, including during periods when trucks are entering and leaving the cargo area.

The No Action alternative would also mean that the cargo barge would not have adequate separation from the docked ferry to ensure no damage occurs to either vessel while docked. Adjustments to the location of barge loading/unloading operations to provide sufficient separation distance between the docked ferry and cargo barge would require relocation of the loading/unloading zone into an area of the existing commercial pier which does not have sufficient strength to accommodate the heavy loads imposed by the loading/unloading ramp and loading vehicles. Since the commercial pier is the sole means of landing cargo containers on Molokai, loss of the use of the commercial pier would adversely affect the general welfare of Molokai. Based on these considerations, the No Action alternative is not considered a feasible alternative.

4.2 Alternative Ferry Shelter Site

Use of an alternative site for the ferry shelter and docking position for the ferry can be considered. This would require a re-assignment of a docking position for the ferry with sufficient depth and docking space to accommodate the vessel. In addition, a passenger access route with adequate horizontal clearance and vertical grade for handicap access would be necessary. In addition, sufficient space would be needed to site a ferry shelter facility with restrooms. Also, the ferry shelter site would need supporting infrastructure including water, sewer, and electrical connections.

At this time, docking space on the commercial pier is needed to accommodate the cargo and fuel barge operations. Thus, another docking position for the ferry is not possible along the existing commercial pier.

Docking the ferry within the small boat harbor on the east side of the pier island can be considered. However, since the east side is dredged to (-) 10 feet for small boats, a

new entrance channel and docking area would have to be dredged to a depth to accommodate the ferry. In addition, use of the east side would require construction of another access route and securing the site to meet US Department of Homeland Security requirements related to safety, access, and fencing. Considering the need to dredge the area, including the possible presence of various marine species and corals, space limitations for docking the ferry, an alternative site for the ferry shelter was not considered a feasible alternative.

The north end of the pier island is also assigned to the Small Boat Harbor for docking small boats. Since these areas are occupied by small boats, and since the areas would not be dredged to the depths needed for operation of the ferry, re-assignment of these areas to the ferry is not feasible.

Further, at this time, given lack of funds and the various permitting and related issues to constructing a new ferry docking space, construction of an alternate site for docking the ferry would not be a feasible alternative.

4.3 Fire Protection Line Alternatives

As part of the Draft EA review, the Molokai Planning Commission raised concerns over the fire protection line and alternative methods to provide fire protection, including use of sea water and slat water pumps, above ground placement of the fire protection line, and use of a water tank.

With a salt water pump fire suppression system, a pump must be installed at each hydrant location and requires frequent maintenance. The State would require long-term commitment to provide both the staffing and funds necessary to perform maintenance activities weekly at each of the pumps to ensure reliability. The Molokai location means that, scheduling labor and parts for the maintenance and repair of such a system would take time and may affect the reliability of the system. In addition, research has shown that the historical on-site failure of the sea water pump systems is significant. The 12-inch fire protection line will provide the best long-term solution for adequate fire protection at Kaunakakai Harbor.

The fire protection system designed for Kaunakakai Harbor is primarily related to land-based fires or while the ferry is docked. The State Department of Transportation

Harbors Division has one fire boat at Honolulu Harbor. This is the only fire boat within the State's commercial harbor system for fighting fires aboard vessels. The State's commercial harbors all contain land based fire protection systems, using fire hydrants and connecting pipes. Since the land based system fire protection systems are available at all times, a fire boat providing such a level of protection would require a crew be available at all times. Moreover, regardless of the presence of a fire boat, piping and fire hydrants would still be required which makes use of a fire boat economically not feasible.

To minimize the impact on traffic during construction, the State will keep two lanes open on Kaunakakai Place and a single lane will be open, where the direction of traffic will be alternated as required during construction hours. In the long run, this short-term inconvenience to the public during the anticipated 4-6 month construction period will be mitigated when a reliable fire protection system is available on the causeway and the Commercial Harbor.

Use of a fire boat was also discussed as an alternative to the fire protection line. The fire protection system designed for Kaunakakai Harbor is primarily related to land-based fires or while the ferry is docked. The State Department of Transportation Harbors Division has one fire boat at Honolulu Harbor. This is the only fire boat within the State's commercial harbor system for fighting fires aboard vessels. The commercial harbors all contain land based fire protection systems, using fire hydrants and connecting pipes. Since the land based system fire protection systems are available at all times, a fire boat providing such a level of protection would require a crew be available at all times. Moreover, regardless of the presence of a fire boat, piping and fire hydrants would still be required which makes use of a fire boat economically not feasible.

Above ground placement of the fire protection line was also considered. Placing the fire protection line on cradles adjacent to the causeway similar to the fuel lines was considered. However, constructing the cradles would require new pedestals and foundations anchored into the revetment to support the weight of the larger pipe. The revetment would also likely need to be reconstructed to support the load. Above ground pipe along the west side of the causeway would block access to the existing boat ramp, recreational swimming area, public shower and small boat docking area. An above ground pipe would require higher annual maintenance, such as painting, to prevent rust and corrosion. In the vicinity of the fuel tanks, an above ground pipe is susceptible to

damage from a fire or explosion at the fuel tank that could render the fire fighting system inoperable.

Lastly, use of a water tower was considered. The County's requirements for fire flow are 2,000 gallons per minute for a duration of 2 hours, or about 240,000 gallons. An above ground tank would need to be about 50 feet in diameter and 50 feet above ground level to provide the water pressure specified by the County. The 50-foot high tower and supports would have to be designed for hurricane wind speeds and for seismic loading. Such a tower and its base would likely take a 70-foot diameter area from usable space on the harbor. The tank also requires pumps, piping and a connection to the DWS System to fill the reservoir. Further, the tank would affect views of the Harbor.

5. DETERMINATION OF FINDING OF NO SIGNIFICANT IMPACT

Short-term construction impacts include disruption to the Ferry System Improvements project site and surrounding areas during construction, decline in air quality from construction activities, and increase in noise levels. Once construction has been completed, the short-term adverse impacts will no longer occur.

This Final EA was prepared in accordance with consultation process of Chapter 343, HRS. Based on the significance criteria set forth below and in Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules, it is determined that the proposed project will have not have a major effect on the environment, and a Finding of No Significant Impact (FONSI) will be filed with the State Office of Environmental Quality Control (OEQC).

1) *Involve an irrevocable commitment to loss or destruction of any natural or cultural resources*;

The Kaunakakai Ferry System Improvements project site does not provide habitat for Federal or State of Hawaii listed or candidate threatened or endangered species of flora or fauna. The project site has been used for a harbor beginning in 1899. Thus, the Kaunakakai Ferry System Improvements project will not result in the loss or destruction of natural resources.

On April 12, 2004, the SHPD stated that it had made a finding that "no historic properties will be affected" for the Ferry System Site Improvements constructed on fill lands, which would include the ferry shelter, the sewer force main, and fire protection lines located on the causeway. See Appendix B.

The SHPD determined that trenching on Kaunakakai Place for the sewer line (about 330 feet between the end of the causeway and sewer manhole located near Beach Place and for the fire protection line (about 1,328- feet between the end of the causeway and Maunaloa Highway) may have an ·"adverse effect" on Site -630. However, SHPD stated that such an "adverse effect" can be mitigated with the condition of on-site archaeological monitoring during construction of the sewer force main and fire protection line on Kaunakakai Place.

Based on these findings, the Kaunakakai Ferry System Improvements is not expected to have loss or destruction of any natural or cultural resources.

2) *Curtail the range of beneficial uses of the environment*;

The Kaunakakai Ferry System Improvements will use lands which have been used for a harbor since 1899. The ferry shelter will be the only above structure included in the improvements. The ferry shelter will occupy an area of 625 square feet adjacent to the existing ferry shelter which will be renovated to restrooms. Thus, the ferry shelter will not curtail the beneficial uses of the environment.

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

The Kaunakakai Ferry System Improvements project will not involve actions or activities which would adversely affect natural resources of the area. The Kaunakakai Ferry System Improvements will be consistent with the guidelines of Chapter 344, HRS, as it will provide a public facility to support the critical public service functions assigned to the DOT at Kaunakakai Harbor. As such, the Kaunakakai Ferry System Improvements will not conflict with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS.

4) *Substantially affect the economic or social welfare of the community or state*;

The Kaunakakai Ferry System Improvements will be a public facility to be used by ferry users and the Molokai community. The Kaunakakai Ferry System Improvements are an integral part of the infrastructure on Molokai used to support the community. The Kaunakakai Ferry System Improvements will not have an adverse effect to the economic or social welfare of the community.

5) *Substantially affect public health*;

The Kaunakakai Ferry System Improvements will serve ferry users and will also enhance cargo operations at the Commercial Harbor. The Kaunakakai Ferry System Improvements will support the ability of the DOT to conduct its mandated public function

of proving infrastructure to service the transportation needs of residents and tourists on Molokai. Thus, the Kaunakakai Ferry System Improvements project will not have an adverse effect on public health.

6) *Involve substantial secondary impacts, such as population changes or effects on public facilities*;

The Kaunakakai Ferry System Improvements project will be a public facility used by the DOT to support its mission related to water transportation to and from Molokai. No additional personnel are expected to be required from Molokai or other parts of the state. Thus, construction of the Kaunakakai Ferry System Improvements will not create secondary impacts, such as population changes or effects on public facilities.

7) *Involve a substantial degradation of environmental quality*;

The Kaunakakai Ferry System Improvements are anticipated to result in short-term impacts to noise, air quality, and traffic during the period of construction. The Kaunakakai Ferry System Improvements project site does not contain Federal or State listed or candidate threatened or endangered flora, fauna or marine species.

Two coral species found during the survey, *Montipora patula* and *Leptoseris incrustans*, are included as petitioned species to be listed as threatened or endangered under the Endangered Species Act (ESA). At this time, the final status review report is still pending.

On April 12, 2004, the SHPD stated that it had made a finding that "no historic properties will be affected" for the Ferry System Site Improvements constructed on fill lands, which would include the ferry shelter, the sewer force main, and fire protection lines located on the causeway. See Appendix B.

The SHPD determined that trenching on Kaunakakai Place for the sewer line (about 330 feet between the end of the causeway and sewer manhole located near Beach Place and for the fire protection line (about 1,328 feet between the end of the causeway and Maunaloa Highway) may have an "adverse effect" on Site -630. However, SHPD stated that such an "adverse effect" can be mitigated with the condition of on-site archaeological monitoring during construction of the sewer force main and fire

protection line on Kaunakakai Place. The SHPD has approved the archaeological monitoring plan.

Results from the community/cultural consultation findings for the Cultural Impact Assessment indicate that the study participants have concerns related to the Ferry System Improvements. However, since trenching for the sewer and fire protection lines would occur on the causeway and since mitigation measures will have been specified to control runoff during construction, there should be no adverse impact to the existing revetment protection along the causeway.

The participants was also indicated concerns related to use of the ferry landing area during the canoe season (June and July) when club members and spectators use the area to watch the canoe paddlers. It should also be noted an approximately 30-foot area adjacent to the ferry will remain open for access at all times of during the construction period. Lastly, renovation of the existing ferry shelter and construction of the ferry shelter addition could occur at times other than the canoe season. Moreover, once construction is completed, use of the ferrying landing area can occur with no changes from current conditions.

8) *Have a cumulative effect upon the environment or involves a commitment for larger actions*;

The Kaunakakai Ferry System Improvements do not involve a commitment to further actions to other DLNR projects on Molokai or in Hawaii. As a result, the Kaunakakai Ferry System Improvements will not have a cumulative effect upon the environment or involve a commitment by the State to larger actions on Molokai.

9) Affect a rare, threatened or endangered species;

The Kaunakakai Ferry System Improvements project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. However, the USFWS stated the Newell's shearwater, a species listed as threatened, and the Hawaiian petrel, a species listed as endangered, may traverse the Kaunakakai Ferry System Improvements project site at night during the breeding season (February 1 through December 15). Further, the USFWS included discussion related to the effect of

outdoor lighting on the peak fledging period (September 15 to December 15) when the seabirds could become disoriented by the exterior lights resulting in fallout injury and mortality.

The Kaunakakai Ferry System Improvements will include exterior lighting for operational and security purposes. The need to provide shielded fixtures for these exterior lights will be included in the project building and site design to mitigate potential impacts to any seabirds.

To preserve the essential fish habitat related to the tires, the State will reuse tire fenders. The tires to be re-used would need to be kept in water so the sponges, algae, and other biota survive. Based on these measures, there will be no adverse impact to fish habitat in the area of the Ferry System Improvements project.

In addition, to mitigate adverse impacts to the branching Pocillopora damicornis coral species and the pearl oysters (Pinctada margaritifera) located on piles 14A and 15A, transplanting or replanting these species will be undertaken by the State. The transplantation will be undertaken to avoid the peak spawning period. Based on these measures, there will be no adverse impact to these species of branching coral.

As of February 10, 2010, two coral species found during the survey, *Montipora patula* and *Leptoseris incrustans*, are included as petitioned species to be listed as threatened or endangered under the Endangered Species Act. At this time, the final status review report is still pending.

10) *Detrimentally affect air or water quality or ambient noise levels*;

Operation of construction equipment would increase noise and exhaust emission levels in the immediate vicinity of the Kaunakakai Ferry System Improvements project site during the construction period. Once operational, the Kaunakakai Ferry System Improvements will contribute no additional noise or air emissions to Kaunakakai Harbor or the local area.

11) *Affects or likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, beach, erosion-prone area, geographically hazardous land, estuary, fresh water or coastal water*;

According to the Flood Insurance Rate Map, Community-Panel Number 150003 0080 C, revised September 6, 1989, the Kaunakakai Commercial Harbor is located in Zone A4, defined as "areas of 100-year flood; base flood elevations and flood hazard factors determined." The base flood elevation is shown as +3 feet msl. The topographic survey shows the area of ferry shelter is at approximately + 7.5 feet msl, the causeway at +6.0 to 7.5 feet msl, and Kaunakakai Place at +7.0 to 8.5 feet msl. Thus, the improvements will not affect flood hazard conditions.

12) *Substantially affect scenic vistas and viewplanes identified in county or state plans or studies*;

The Kaunakakai Ferry System Improvements ferry shelter is sited adjacent to the existing shelter which will be renovated to restrooms. The ferry shelter will add another above grade structure adjacent to the renovated restrooms. There will be an approximately 6-foot separation between the ferry shelter and the renovated restroom. Although use of the causeway is not restricted, the Kaunakakai Ferry System Improvements will not affect scenic vistas and viewplanes from public roads. Further, the project site is not a scenic vista identified in the county of state plans or studies.

13) *Require substantial energy consumption.*

The Kaunakakai Ferry System Improvements is a public facility to be used by the public. It is planned and designed to use natural light and ventilation and minimize use of electrical power.

Based on these findings and the assessment of potential impacts from the Kaunakakai Ferry System Improvements, a Finding of No Significant Impact (FONSI) is determined. Further, based on Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules, Subchapter 6, Section 11-200-9 (4), construction of the Kaunakakai Ferry System Improvements does not warrant the preparation of an environmental impact statement.

6. LIST OF PERMITS

Federal

- Section 10 Department of the Army Permit

State

- National Pollutant Discharge Elimination System Storm Water Associated with Construction Activities
- Permit to Work Within the State Right-of-Way

County

- Shoreline Setback assessment
- Special Management Area assessment for work between the end of causeway and Maunaloa Highway
- Building permits

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7. CONSULTED PARTIES

7.1 Pre-Assessment Consultation

The following agencies were consulted during the pre-assessment phase of the Draft Environmental Assessment. Each agency was sent a copy of a project summary and a request for their written comments on the project. Of those who formally replied, some had no comments, while others provided substantive comments as indicated by the ✓ and ✓✓ respectively. All written comments and responses are reproduced in Appendix D.

Federal
US Army Corps of Engineers
US Fish and Wildlife Service ✓✓

State of Hawaii
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Strategic Industries Division
Department of Land and Natural Resources (DLNR)
DLNR, Historic Preservation Division
DLNR, Office of Coastal and Conservation Lands ✓✓
DLNR, Commission on Water Resource Management
Department of Hawaiian Home Lands ✓
Department of Health (DOH)
DOH, Environmental Management
DOH, Environmental Planning
Office of Hawaiian Affairs ✓

County of Maui
Department of Fire and Public Safety
Department of Environmental Management ✓
Department of Parks and Recreation ✓
Department of Planning
Molokai Planning Commission ✓✓
Police Department ✓✓
Department of Public Works ✓✓
Department of Transportation ✓

Department of Water Supply ✓✓

Officials
State Senator J. Kalani English
State Representative Mele Carroll
Councilmember Danny A. Mateo

Other
Maui Electric Co. ✓✓
Maui Economic Opportunity
Young Brothers ✓
Lahaina Cruise Company / Sea Link of Hawaii Inc. Maui Molokai Ferry ✓✓
Molokai Outdoors
Island Petroleum

7.2 Agencies and Organizations to be Consulted on the Draft EA

The Draft EA was filed with the Office of Environmental Quality Control on May 26, 2010, and notice of its availability for public review and comment was published in the *Environmental Notice* on June 8, 2010. The following agencies and organizations were consulted with and comments solicited. Of those who formally replied, some had no comments, while others provided substantive comments as indicated by the ✓ and ✓✓ respectively. All written comments and responses are reproduced in Appendix E.

Federal
US Army Corps of Engineers
    Regulatory Branch ✓✓
    Civil Works Technical Branch ✓✓
US Fish and Wildlife Service ✓✓
UD Dept of Commerce, National Marine Fisheries Service ✓✓
US Coast Guard

State Agencies
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Strategic Industries Division
Department of Land and Natural Resources (DLNR)
    DLNR, Division of Aquatic Resources ✓✓

DLNR, Office of Coastal and Conservation Lands ✓✓
DLNR, Commission on Water Resource Management ✓✓
DLNR, Division of Boating and Outdoor Recreation
DLNR, Engineering Division ✓✓
DLNR, Historic Preservation Division
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Environmental Management
Clean Water Branch ✓✓
Wastewater Branch ✓✓
DOH, Environmental Planning
Office of Hawaiian Affairs
University of Hawaii Water Resources Research Center
University of Hawaii Environmental Center

County of Maui Agencies
Department of Fire and Public Safety
Department of Environmental Management ✓✓
Department of Parks and Recreation ✓
Department of Planning
Molokai Planning Commission ✓✓
Police Department ✓✓
Department of Public Works ✓
Department of Transportation
Department of Water Supply ✓

Officials
Senator J. Kalani English, 6th District
Representative Mele Carroll, 13th District
Councilmember Danny A. Mateo

Other
Maui Electric Company ✓
Hawaiian Telcom
Young Brothers
Maui Economic Opportunity, Inc.
Lahaina Cruise Company / Sea Link of Hawaii Inc.

Molokai Outdoor Activities
Island Petroleum, Inc.
Molokai Public Library

8. REFERENCES

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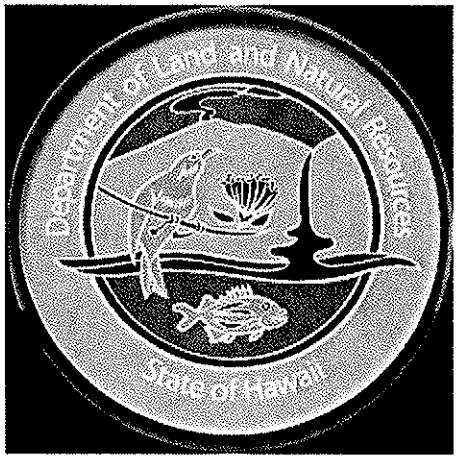
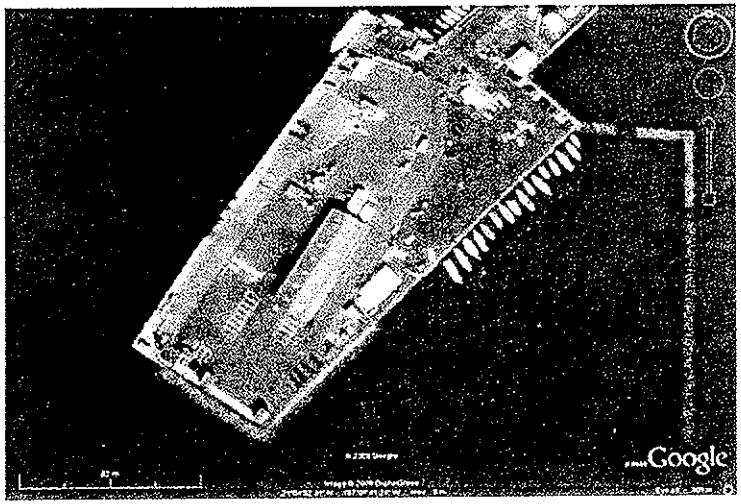


APPENDIX A

Biological Reconnaissance and Water Quality Survey for Kaunakakai Harbor Ferry Improvements, AECOS, Inc.

March 29, 2010

Biological reconnaissance and water quality survey for Kaunakakai Harbor Ferry System Improvements, Kaunakakai, Moloka'i, Hawai'i



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Biological reconnaissance and water quality survey for Kaunakakai Harbor Ferry System Improvements, Kaunakakai, Moloka'i, Hawai'i[1]

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Introduction

In November 2009, *AECOS*, Inc. biologists conducted water quality and aquatic biota surveys along the western side of Kaunakakai Pier in Moloka'i, Hawai'i (Fig. 1). The Kaunakakai Harbor Ferry Systems Improvements project is proposed for Kaunakakai Pier on Moloka'i by the State of Hawai'i, Department of Land and Natural Resources (DLNR). The pier rehabilitation project ("Project") includes removal and re-installation of pier decking and 12 piles at the southwest portion of the pier (an area of 1,500 ft² or 138 m²). *AECOS*, Inc. was contracted to assess aquatic resources and water quality in the Project area. The purpose of this survey and the present report is to identify any sensitive biological resources in and around the pier that may be impacted by the improvements. This report includes results from a marine biological survey and water quality sampling in the Project area.

Project Area Description

Kaunakakai Harbor is located on the south central coast of the Island of Moloka'i, Hawai'i. A 580-m (1,900-ft) causeway extends seaward (Fig. 2) in a southwest direction, connecting the 6.44-ac (2.61-ha) pier to the town of Kaunakakai. The harbor consists of a deep draft port (7.3 m or 24 ft deep) on

[1] Report prepared for Wilson Okamoto Corp., for use in project permitting. This document will become part of the public record for the project.

Figure 1. Project location at Kaunakakai Harbor on the island of Moloka'i.

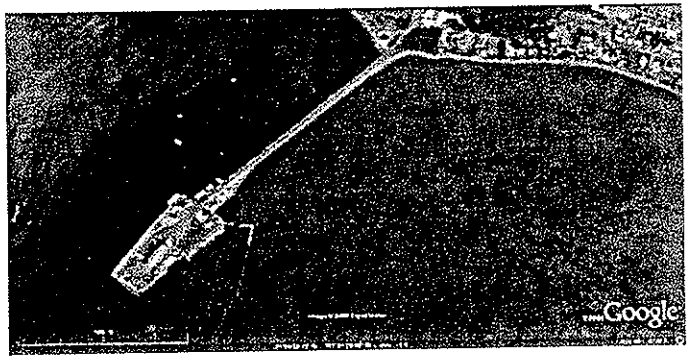

Figure 2. Satellite image of Kaunakakai causeway, pier, and harbor. Arrow denotes pier deck replacement area.

the west side of the pier and a small boat harbor (3 m or 10 ft deep) off to the southeast side of the pier. The small boat harbor is protected by a boulder breakwater. The pier supports facilities for interisland barge cargo operations and a passenger ferry terminal (Fig. 3). The commercial harbor facility is managed by the Department of Transportation, Harbors Division, and the small boat harbor is managed by the Department of Land and Natural Resources, Division of Boating and Ocean Recreation (DOBOR).

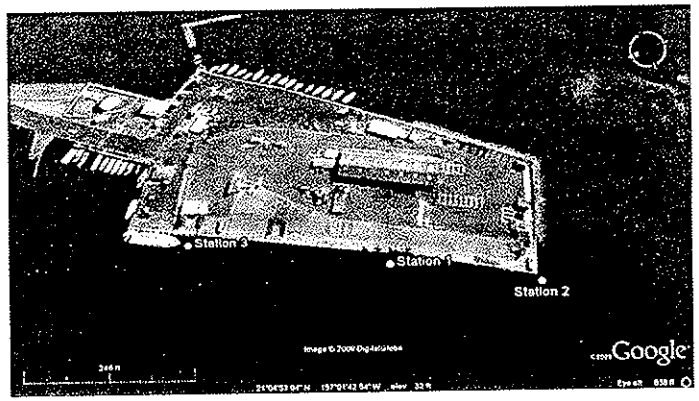

Figure 3. Location of November 12, 2009 water quality sample stations.

Methods

Water Quality

On November 12, 2009, *AECOS* biologists measured field parameters and collected water samples at three water quality stations bracketing the proposed work area (Fig. 3, above). **Station 1** was located adjacent to dock piles number 13 and 14, directly in front of the proposed pier rehabilitation. **Station 2** was located on the seaward corner of the pier, at dock pile number 1. **Station 3** was located adjacent to the pier at dock pile number 38. Samples collected for laboratory analyses were collected in appropriate containers, placed on ice, and taken to the *AECOS*, Inc. laboratory. The following parameters were measured

in the laboratory: turbidity, total suspended solids, ammonia, nitrate-nitrite, total nitrogen, total phosphorus, and chlorophyll α. Dissolved oxygen (DO), pH, salinity, and temperature were measured with instruments in the field at the time of sample collection. Table 1 lists the instrumentation and analytical methods used for field and laboratory water analyses.

Table 1. Analytical methods used in water quality sampling for the Kaunakakai Harbor Ferry System Improvements.

Analysis	Method	Reference	Instrument
Ammonia	EPA 350M	Grasshoff et al. (1986)	Technicon AutoAnalyzer II
Dissolved Oxygen	SM 4500-O G	Standard Methods 20th Edition (1998)	YSI Model 550A DO meter
Nitrate + Nitrite	EPA 353.2 Rev 2.0	EPA (1993)	Technicon AutoAnalyzer II
pH	SM 4500 H+	Standard Methods 20th Edition (1998)	Hannah pocket pH meter
Salinity	Method 2520 B	Standard Methods 20th Edition (1998)	Age Model 2100 bench salinometer
Temperature	thermister calibrated to NBS cert. thermometer SM 2550 B	Standard Methods 20th Edition (1998)	YSI Model 550A DO meter
Total Nitrogen	persulfate digestion/EPA 353.2	Grasshoff et al (1986)/ EPA (1993)	Technicon AutoAnalyzer II
Total Phosphorus	persulfate digestion/EPA 365.1 Rev 2.0	Grasshoff et al. (1986)/EPA (1993)	Technicon AutoAnalyzer II
Total Suspended Solids	Method 2540D	Standard Methods 20th Edition (1998)	Mettler H31 balance
Turbidity	EPA 180.1 Rev 2.0	EPA (1993)	Hach 2100N Turbidimeter

D'Elia, C.F., P.A. Stendler, & N. Corwin. 1977. *Limnol. Oceanogr.* 22(4): 760-764.
EPA. 1979. Methods for Chemical Analysis of Water and Wastes. U.S. Environmental Protection Agency, EPA 600/4-79-020.
EPA. 1993. Methods for the Determination of Inorganic Substances in Environmental Samples. EPA 600/R-93/100. U.S.
EPA. 1983. Test Methods for the Chemical Analysis of Water and Wastes
Grasshoff, K., M. Ehrhardt, & K. Kremling (eds). 1986. Methods of Seawater Analysis (2nd ed). Verlag Chemie, GmbH, Weinheim.
Standard Methods. 1998. Standard Methods for the Examination of Water and Wastewater. 20th Edition. 1998. (Greenberg, Clesceri, and Eaton, eds.). APHA, AWWA, & WEF. 1220 pp.

Marine Biological Survey

AECOS biologists conducted a biological reconnaissance survey of marine resources at the proposed project site by snorkeling the marine waters in the

project area and assessing the relative abundance of species present in the area. The survey included the potential direct impact area and adjacent indirect impact areas. Marine plants, fishes, corals, and other macroinvertebrates were identified in the field and verified with various published texts. A listing of species of macroalgae (*limu*) and marine animals observed is presented as Appendix A.

Results

Water Quality

Results of standard water quality analyses are presented in Table 2. The sampling stations had very similar water temperature, dissolved oxygen (DO), chlorophyll α, and salinity. Water temperatures were nearly or exactly the same at all stations (26.6 to 26.8°C). DO ranged from 6.07 to 6.21 mg/l, representing saturation levels of 93 to 96%. Chlorophyll α levels in the water column give an indication of the amount of phytoplankton biomass present and were low at all three stations, ranging from 0.36 to 0.41 µg/L. Salinities were all close to 35 PSU (typical of seawater). However, total suspended solids (TSS), nutrients (ammonia nitrogen, nitrate-nitrite, total nitrogen, and total phosphorus), and turbidity were all slightly elevated at Station 2, at the end of the pier.

Table 2. Water quality characteristics at Kaunakakai Harbor, November 12, 2009.

STATION	Time Sampled	Temp. (°C)	Salinity (PSU)	pH --	DO (mg/l)	DO Sat. (%)	TSS (mg/L)
Station 1	1545	26.6	34.83	8.16	6.07	93	4.8
Station 2	1605	26.8	35.17	8.03	6.08	94	7.6
Station 3	1620	26.6	35.14	7.98	6.21	96	4.5

STATION	Turbidity (NTU)	Ammonia (µg N/L)	Nitrate-Nitrite (µg N/L)	Total N (µg N/L)	Total P (µg P/L)	Chl α (µg /L)
Station 1	1.06	<4	4	111	<4	0.41
Station 2	3.28	10	10	127	15	0.36
Station 3	0.94	<4	3	123	9	0.39

Biology, Direct Impact Area

The direct impact area includes 12 individual deck support pilings (piles 14A through F and 15A through F, Fig. 4) located between the western end of the wharf to a sheet pile wall under the pier deck to the east (Fig. 3, above). The direct impact area also includes the marine bottom under the pier in this same area.

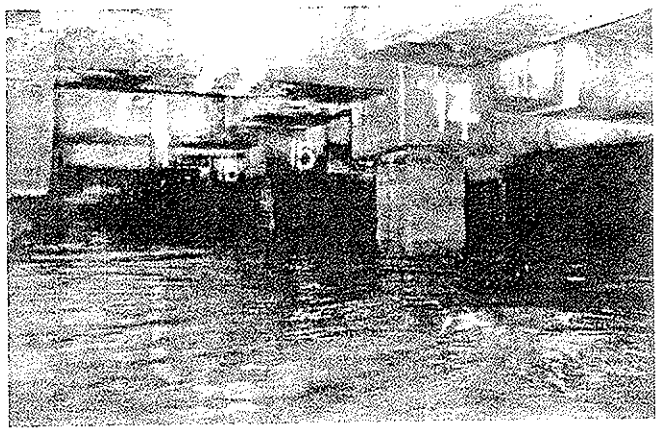

Figure 4. View of the Project area under pier with pile 14B in foreground.

The seaward faces of deck piles 14A and 15A have high coral cover dominated by plate-forming and encrusting rice coral colonies (*Montipora capitata* and *M. patula*; Figs. 5 and 6). Various sponges, encrusting coralline algae (*Mesophyllum mesomorphum*), and small colonies of lace coral (*Pocillopora damicornis*), swelling coral (*Leptoseris incrustans*), and corrugated coral (*Pavona varians*) are also present. Of the nine stony coral taxa recorded by the survey, one resembles *Pocillopora molokensis*, although this species cannot be positively identified in the field by morphological observation alone (K. Stender, pers. comm.). Corals have a high degree of plasticity in growth form, most commonly resulting from variations in light intensity and wave movement. *P. molokensis* generally occurs in waters greater than 80 ft, while *Pocillopora meandrina* is a similar species common to shallow waters (Fenner, 2005). Therefore, our identification of the suspected *Poc. molokensis* is uncertain.

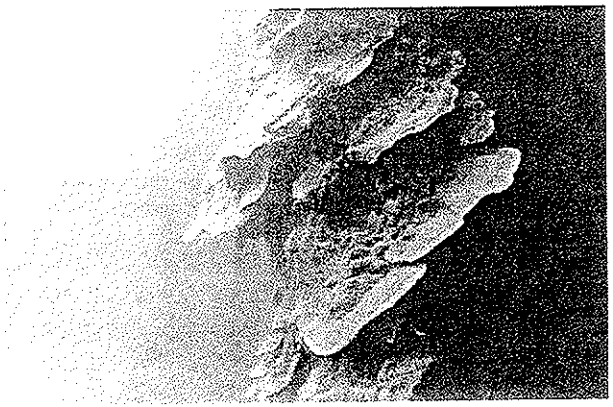

Figure 5. Coral and coralline red algae on seaward face of pile 14A.

Figure 6. The seaward face of deck pile 15A, dominated by *Montipora capitata*, *M. patula*, and red coralline algae.

To quantify coral growth observed on the seaward-most piles, 14A and 15A, the line intercept transect survey method was used to estimate percent coral cover (Fig. 7). On pile 14A, live coral growth was observed at 14 of 27 point-intercepts, yielding 52% coral cover; and live coral growth was observed at 17 of 27 point-intercepts for pile 15A, yielding 63% coral cover (Table 3).

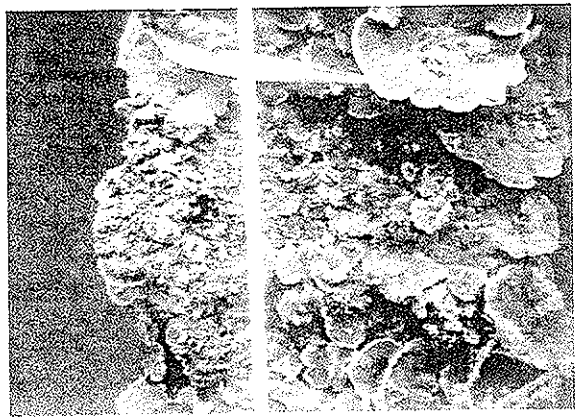

Figure 7. Line intercept transect (vertical white tape) on pile 14A with *Montipora capitata* and *Pavona varians* corals.

Table 3. Percent coral cover estimates for piles 14A and 15A using the line intercept transect method.

Pile No.	Percent coral cover
14A	52%
15A	63%

A few reef fishes find shelter among the encrusting algae and branching corals of the seaward most deck piles, including juvenile Hawaiian domino damselfish (*Dascyllus albisella*), whitemouth moray (*Gymnothorax meleagris*), two-spot

hawkfish (*Amblycirrhitus bimacula*), raccoon butterflyfish (*Chaetodon lunula*), tear drop butterflyfish (*Chaetodon unimaculatus*), and Hawaiian hogfish (*Bodianus bilunulatus*).

A variety of littoral organisms occur adhering to the piles above the low tide line, including barnacles, periwinkle (*Littoraria pintado*), black nerite (*Nerita picea*), limpets ('*opihi*), and oysters (*Pinctada margaritifera, Dendostrea sandvicensis*).

Piles located under the deck exist in cave-like conditions of very little light. All deck piles other than the two seaward piles and two nearby cut-off piles have very limited biotic growth which progressively declines with distance under the pier. Bushy bryozoans, sponges, and barnacles have sparse cover on these piles. In the area by the sheet pile wall, small solitary tunicates and small colonies of orange cup coral (*Tubastraea coccinea*) are present on boulders and piles. Macro-invertebrates associated with the boulders are the regal slipper lobster (*Arctides regalis*) and the banded hinge-beak shrimp (*Cinetorhynchus fasciatus*). Two species of cardinalfishes (*Apogon kallopterus* and *Apogon* sp.) also occur here.

The bottom in the Project area is composed of mixed rubble and large concrete slabs and boulders. The bottom is coated in a layer of silt; coral and macroalgal growth are nearly absent. An abundance of debris—including metal scraps, electrical wire, and concrete pieces—litters the bottom. The bottom slopes away gradually from the sheet pile wall then drops off more sharply at 12 m (39 ft) distant from the sheet pile wall, at about the location of the B piles. At this point, the substratum is coarse sand, with no coral or algal growth evident on the bottom.

Noteworthy in the direct impact area is the presence of two vertical, cut-off piles located between the first two sets of piles (14 & 15A and 14 & 15B; Fig. 8). The tops of these piles are approximately 4 to 5 ft (1.2 to 1.5 m) below the water surface. These piles host rice coral colonies, coralline algae, and macroalgae, with abundances less than that on piles 14A and 15A.

Biology, Indirect Impact Area

The indirect impact area includes the marine environment to the north and south of the project area, including large, partially submerged tire fenders framing the west side of the deck (Fig. 9). The submerged portions of the tire fenders are covered with a variety of sponges, green algae (*Caulerpa taxifola, Halimedia discoidea*), brown alga (*Padina australis*), and red algae (*Amansia glomerata, Neosiphonia* sp., *Wrangelia* sp., *Amphiroa rigida, Dichotomaria marginata, Mesophyllum mesomorphum, Dasya iridescens*). The invasive,

snowflake coral (*Carijoa riisei*) is also found on the bottom side of several tire fenders, but is not pervasive in this area.

Figure 8. Cut off piles in the Project area located between piles 14A &14C and 15A & 15C. Full piles shown are piles 15A and 15B.

Discussion

Water Quality

State of Hawai'i, Water Quality Standards classify Kaunakakai Harbor as a Class A, marine embayment (HDOH, 2004). The objective of Class A waters is that their use for recreational purposes and aesthetic enjoyment be protected. Other uses are permitted, as long as these uses are compatible with the protection and

propagation of fish, shellfish, and wildlife, and with recreation in and on these waters.

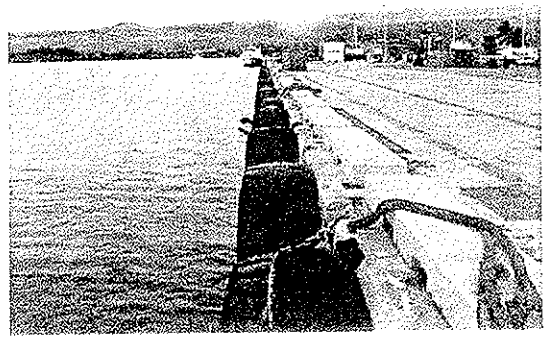

Figure 9. Indirect impact area: surrounding waters and tire fenders.

The primary purpose of the water quality measurements was to characterize the existing aquatic environment, not to set baseline values or determine compliance with state water quality standards. The state criteria for all nutrient measurements, turbidity, and chlorophyll α are based on geometric mean values and a minimum of three separate samples per sampling station would be needed to compute a geometric mean. Thus, data as presented here from a single event cannot be compared with state water quality criteria to establish compliance with the regulations. Nonetheless, our results may be generally evaluated against the water quality criteria for embayment waters (Table 4) as long as limitations regarding a lack of representativeness are realized.

Water quality at the proposed project site as measured on November 12, 2009 showed temperatures, DO, pH, and salinity values as within normal ranges. Salinities of 35 PSU are evidence of an absence of fresh or brackish water inputs at that time. Turbidity and concentrations of ammonia and nitrate-nitrate were clearly elevated, with respect to the criteria, at Sta. 2, located off the seaward corner of the pier and exposed to more current and wave action than the other water quality stations. The wave action at Sta. 2 may have contributed to elevated turbidity and nutrients by resuspending bottom sediments. While TN

and TP values were low, they also were elevated at Sta. 2 relative to the stations further into the harbor. Note that none of these stations was located close to the shore (Fig. 2).

Table 4. State of Hawai'i water quality criteria for Class A embayments (HAR §11-54-6 (a)(3)).

Parameter units	Turbidity (NTU)	Total Nitrogen (µg N/l)	Nitrate + Nitrite (µg N/l)	Ammonia (µg N/l)	Total Phosphorus (µg P/l)	Chl. α (µg/l)
Geometric mean not to exceed given value	1.5*	200.00*	8.00*	6.00*	25.00*	1.50*
	0.40**	150.00**	5.00**	3.50**	20.00**	0.50**
Value not to be exceeded more than 10% of the time	3.00*	350.00*	20.00*	13.00*	50.00*	4.50*
	1.00**	250.00**	14.00**	8.50**	40.00**	1.50**
Value not to be exceeded more than 2% of the time	5.00*	500.00*	35.00*	20.00*	75.00*	8.50*
	1.50**	350.00**	25.00**	15.00**	60.00**	3.00**

* Wet criteria apply when the average fresh water inflow from the land equals or exceeds one percent of the embayment volume per day.

** Dry criteria apply when the average fresh water inflow from the land is less than one percent of the embayment volume per day.

The following additional criteria are applicable to both "wet" and "dry" conditions.

- pH shall not deviate more than 0.5 units from 8.1, except at coastal locations where and when freshwater may depress the pH to a minimum of 7.0.
- Dissolved oxygen shall not be less than 75% saturation.
- Temperature shall not vary more than 1 °C from ambient.
- Salinity shall not vary more than 10 percent from natural or seasonal changes.

Direct Impacts

Proposed rehabilitation to the existing Kaunakakai Pier facility includes pile removal and deck replacement. Piles 14A and 15A host dense algal and coral growth, with the greatest coral growth on the seaward facing sides of these piles. The proposed removal of the piles will directly impact coral colonies and other associated biota of these piles. The functional loss of coral on artificial substrates will require compensatory mitigation. The National Oceanic and Atmospheric Administration (NOAA) will require a comprehensive assessment on the biotic composition of the piles (i.e., abundance and size of corals that will be affected)

and will require mitigation for functions lost through impact. A Department of the Army Permit for the proposed project may be conditional, requiring that affected corals be transplanted back onto the new pilings. The interim loss of services to the biological community while they are removed also must be taken into account. To accomplish this will involve modeling survival success of transplanted corals (that is, project 25% versus 50% versus 75% survival outcomes) to determine further mitigation needs (D. Jayewardene, NOAA, pers. comm.). Considering the mandatory mitigation measures that would be imposed if the piles are removed, we recommend that existing piles supporting live coral growth be left in place if at all possible.

If impact avoidance by not removing piles is followed, care must be taken to minimize damage to coral during removal of the deck supporting portion of the piles above the waterline. The vertical extent of coral growth should be field verified and the piles marked by a biologist prior to construction to ensure that piles are cut well above the coral growth. The marking should include a safety margin above the coral growth based on requirements specific to the method of removal used.

A few pearl oysters (less than five) occur on piles 14A and 15A. The pearl oyster is protected throughout the State of Hawai'i and it is prohibited to "catch, take, kill, possess, remove, sell or offer for sale" a state protected species (HAR 13-83-1).

Indirect Impacts

Marine life occurring in the indirect impact area (tire fenders and surrounding waters) is limited to algal growth, sponges, cryptic invertebrates, and few fishes. Removal of the tires will result in loss of the existing tire fender community. However, if the proposed replacement piles include the addition of new tire fenders, algae will recolonize the new surfaces and fish will return quickly upon re-establishment of the biological assemblage.

During pier rehabilitation, indirect impacts to the surrounding waters could include construction runoff and suspension of fine sediments into the water column. Construction best management practices (BMPs) must be implemented to avoid runoff and inputs of chemicals and sediments into the harbor. Additionally, BMPs should be in place that prevent disturbance of the bottom sediments and, by deployment of silt curtains, limit the spread of disturbed fine sediment where disturbance cannot be avoided.

No endangered or threatened species (USFWS, 2009) were encountered during the marine survey. However, the waters in and around Kaunakakai Harbor are

within the Hawaiian Islands Humpback Whale National Marine Sanctuary. The Project within Kaunakakai Harbor will not directly affect humpback whales, but the sound generated from pile-driving may be substantial enough to cause an acoustic disturbance to protected species in offshore waters. Project plans should ensure that sound emanation from the project site is below the temporary threshold shift (TTS) of 180 to 190 dB re 1 microPascal/m (rms) for marine mammals (see Federal Register, 2005).

BMPs to protect marine mammals may include: 1) "soft-starts" with pile-driving starting at very low impact velocities and slowly building up to full energy in order to drive animals away from the area before full acoustic levels are reached; 2) halting pile-driving when protected species are within respective TTS ranges; 3) keeping vessels at least 100 yards from whales and at least 50 yards from other marine mammals and sea turtles; and 4) reducing vessel speeds to 10 knots or less when in the proximity of marine mammals and 5 knots or less when in areas of known or suspected turtle activity (*AECOS*, 2009).

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Appendix A.
Inventory of aquatic biota observed in waters of the Project area of Kaunakakai Pier, Kaunakakai, Moloka'i on November 12, 2009.

Appendix A. Inventory of aquatic biota observed in waters of the Project area of Kaunakakai Pier, Kaunakakai, Moloka'i on November 12, 2009.

PHYLUM, CLASS, ORDER, FAMILY *Genus species*	Common name
CHLOROPHYTA	GREEN ALGAE
Caulerpa taxifolia	
Halimeda discoidea	
PHAEOPHYTA	BROWN ALGAE
Padina australis	
RHODOPHYTA	RED ALGAE
Amansia glomerata	
Neosiphonia sp.	
Wrangelia sp.	
Amphiroa rigida	
Dichotomaria marginata	
Mesophyllum mesomorphum	
Dasya iridescens	
PORIFERA, CALCAREA, CLATHRINIDA	SPONGES
LEUCETTIDAE	
Leucetta solida	white leucetta
CHONDRILLIDAE	
Chondrosia chucalla	meandering sponge
MYCALIDAE	
Stylions sp.	orange stylions
CNIDARIA, ANTHOZOA	STONY CORALS
ACROPORIDAE	
Montipora capitata	rice coral
Montipora patula	sandpaper rice coral
AGARICIIDAE	
Leptoseris incrustans	swelling coral
Pavona varians	corrugated coral
FAVIIDAE	
Leptastrea pruinosa	spotted coral
POCILLOPORIDAE	
Pocillopora damicornis	lace coral
PORITIDAE	
Porites lobata	lobe coral

PHYLUM, CLASS, ORDER, FAMILY *Genus species*	Common name
DENDROPHYLLIIDAE	
Tubastraea coccinea	orange cup coral
CNIDARIA, ANTHOZOA, OCTOCORALLIA	SOFT CORALS & GORGONIANS
TELESTIDAE	
Carijoa riisei	snowflake coral
CNIDARIA, HYDROZOA, ANTHOATHECATA	
PENNARIIDAE	
Pennaria disticha	Christmas tree hydroid
PORIFERA, CALCAREA, CLATHRINIDA	SPONGES
LEUCETTIDAE	
Leucetta solida	white leucetta
CHONDRILLIDAE	
Chondrosia chucalla	meandering sponge
MYCALIDAE	
Stylions sp.	orange stylions
ANNELIDA, POLYCHAETA	BRISTLE WORMS
AMPHINOMIDAE	
Pherecardia striata	lined fireworm
SABELLIDAE	
Sabellastarte spectabilis	featherduster worm
MOLLUSCA, GASTROPODA	MOLLUSKS
NERITIDAE	
Nerita picea	black nerite, *pipipi*
LITTORINIDAE	
Littoraria pintado	dotted periwinkle
SIPONARIIDAE	
Siphonaria normails	false *'opihi*
VERMETIDAE	WORM SNAILS
Serpulorbis variabilis	variable worm snail
MOLLUSCA, GASTROPODA, CEPHALASPIDEA	
OXYNOIDAE	
Lobiger souverbii	bubble snail
MOLLUSCA, BIVALVIA	
PTERIIDAE	PEARL OYSTERS

PHYLUM, CLASS, ORDER, FAMILY *Genus species*	Common name
Pinctada margaritifera	black-lipped pearl oyster
ISOGNOMONIDAE	purse shells
Isognomon californicum	black purse shell
Isognomon perna	brown purse shell
OSTREIDAE	TRUE OYSTERS
Dendostrea sandvicensis	Hawaiian oyster
ARTHOPODA, CRUSTACEA	
CIRRIPEDIA	unid. barnacle
ARTHOPODA, CRUSTACEA, DECAPODA	
RHYNCHOCINETIDAE	
Cinetorhynchus fasciatus	banded hinge-beak shrimp
SCYLLARIDAE	
Arctides regalis	regal slipper lobster
GRAPSIDAE	
Grapsus tenuicrustatus	thin-shelled rock crab
CHORDATA, UROCHORDATA	TUNICATES
DIDEMNIDAE	
Didemnum sp.	white didemnid
BOTRYLLIDAE	
Botryllus sp.	ladder tunicate
PYURIDAE	solitary tunicate
VERTEBRATA, ACTINOPTERYGII	BONY FISHES
POMOCENTRIDAE	
Dascyllus albisella	Hawaiian domino damselfish
CIRRHITIDAE	
Amblycirrhitus bimacula	twospot hawkfish
CHAETODONTIDAE	
Chaetodon lunula	raccoon butterflyfish
Chaetodon unimaculatus	teardrop butterflyfish
MURAENIDAE	
Gymnothorax meleagris	whitemouth moray
APOGONIDAE	
Apogon kallopterus	iridescent cardinalfish
Apogon sp.	unid. cardinalfish
LABRIDAE	
Thalassoma duperrey	saddleback wrasse
Bodianus bilunulatus	Hawaiian hogfish
CARANIGADAE	
Caranax sp.	unid. jack

PHYLUM, CLASS, ORDER, FAMILY *Genus species*	Common name
MULLIDAE	
Parupeneus insularis	island goatfish or *munu*
TETRAODONTIDAE	
Canthigaster jactator	Hawaiian whitespotted toby

APPENDIX B

Letter for State Historic Preservation Division Office

April 12, 2004

Post-it Fax Note 7671 | Date | # of pages 7

To Eric Yuasa	From Steve Thompson
Co./Dept. DOT Eng.	Co. BCR
Phone #	Phone # 7-1973
Fax # 7-0283	Fax # 7-1977

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING, ROOM 555
601 KAMOKILA BOULEVARD
KAPOLEI, HAWAII 96707

RECEIVED
'04 APR 21 A8
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

April 12, 2004

MEMORANDUM

LOG NO: 2004.1107
DOC NO: 0404SC09

TO: Peter T. Young, Chairperson
Department of Land and Natural Resources

FROM: P. Holly McEldowney, Administrator and
Deputy National Historic Preservation Officer
State Historic Preservation Division

SUBJECT: National Historic Preservation Act Section 106 Review – Information Request Pertaining to the Proposed Improvements to the Kaunakakai Small Boat Harbor
Kaunakakai, Kona, Moloka'i
TMK: (2) 5-3-001:005 & 011

Thank you for the opportunity to provide comments for the Information Request pertaining to the proposed improvements to Kaunakakai Small Boat Harbor, which was received by our staff April 5, 2004. Cathleen Dagher and Sara Collins met with Eric Yuasa of the Engineering Division and the consultant, William Bow, to discuss the proposed undertaking and review preliminary plans. Based on the submitted document, we understand the proposed undertaking includes the construction of a new comfort station/administrative office, sewer pump station and force main, and a water main and fire hydrant.

The existing harbor facilities and pier are modern constructions, built out over the shallow, inshore area where there are no known historic sites. Consequently, we believe that "no historic properties will be affected" by any of the proposed improvements involving these areas. With regard to the proposed sewer and water line installations and connections with County of Maui system, we believe that the proposed actions may have an "adverse effect" on significant historic sites. Previously, an inventory survey conducted at nearby Malama Park located several significant historic sites, including 50-60-03-630. Site -630 is a large, subsurface cultural deposit that underlies the County park and State of Hawaii parcels (at TMKs 5-3-001:002 & 005), and probably extends under Kaunakakai Place and Hio Place. Consequently, trenching for water and sewer lines may have an "adverse effect" on Site -630. We believe that such an "adverse effect" can be mitigated with the condition of on-site archaeological monitoring during construction from the intersection of Kaunakakai and Beach Places to the County tie-ins for the sewer and water

connections. If archaeological monitoring is carried out in accordance with an approved archaeological monitoring plan, then we believe that a finding of "no adverse effect" with the condition of archaeological monitoring may be made for the subject undertaking. Any monitoring plan submitted should be prepared in accordance with Hawaii Administrative Rules 13-279.

Please note that we can only provide recommendations at this time. Any determinations must be made by the responsible Federal agency, in this case the Federal Transit Administration.

Should you have any questions, please contact Sara Collins at 692-8026.

SC:jen

c: Michael Foley, Director, Dept of Planning, 250 South High Street, Wailuku, HI 96793
Cultural Resources Commission, Planning Dept, 250 S. High Street, Wailuku, HI 96793
Raymond Sukys, US Dept of Transportation, Federal Transit Administration,
201 Mission Street, Suite 2210, San Francisco, CA 94105

Sara L
Collins/DLNR/StateHIUS
04/07/2004 03:42 PM

To Eric T Yuasa/DLNR/StateHIUS@StateHIUS
cc Eric T Hirano/DLNR/StateHIUS@StateHIUS, Holly McEldowney/DLNR/StateHIUS@StateHIUS, Melissa A Kirkendall/DLNR/StateHIUS@StateHIUS
bcc
Subject Manele & Kaunakakai Harbor Improvements

State Historic Preservation Division
555 Kakuhihewa Building
601 Kamokila Boulevard
Kapolei, Hawai'i 96707
PHONE: 808-692-8026
FAX: 808-692-8020

Eric -

Cathy Dagher and I have had a chance to look over the materials for the proposed harbor improvements. We plan to make the following recommendations.

(1) For the Kaunakakai work, we will recommend archaeological monitoring of the waterline trenching along Kaunakakai Place, from the intersection of Kaunakakai Place and Beach Place to the terminus at the County tie-ins by the Malama Park parking lot. This is because, as I mentioned, there is a substantial subsurface deposit recorded previously in the area.

(2) For the Manele work, we believe that the makai part of the project area is OK; we will recommend a determination that "no historic properties will be affected." For the mauka portion of the project area, we are requesting a site inspection at this time, because it doesn't seem that much ground alteration has happened in the past. If, after the site inspection, it seems that there is a potential for buried deposits, then we may recommend further archaeological work, such as monitoring.

Melissa Kirkendall of our Maui office would come over for this. While she probably can't go in the next week, I think that she would be available before April 30. Please contact her directly at 243-5169 to work out the timing on a site inspection.

(3) Given these preliminary findings, we can make the following recommendations for these projects. - The Kaunakakai improvements will have an "adverse effect" on historic properties but we believe that any "adverse effect" can be mitigated with the condition of archaeological monitoring in the areas mentioned above. Thus, our recommendation would be a finding of "no adverse effect" with the condition of monitoring.

- For the Manele improvements, we can recommend that "no historic properties will be affected" by activities in the makai part of the project area, but cannot provide an opinion yet on the mauka portion until a field inspection is carried out.

Finally, as we indicated at our meeting the other day, both of the proposed improvements are probably Federal undertakings, as defined in the regulations for Section 106 of the National Historic Preservation Act. Normally, the responsible Federal agency (in this case, the FTA) must carry out compliance with the Section 106 rules, which require notifying consulting parties such as us, OHA & other Native Hawaiian organizations. Consequently, you need to understand that our comments (as indicated in 3, above) are *not* clearances of any kind for NEPA or NHPA or any other applicable law; they can only be recommendations, at best. For information on the Section 106 process, and its requirements, here are some URLs:

A flowchart of the process: http://www.achp.gov/regsflow.html

A link to the Citizen's Guide to Section 106: http://www.achp.gov/citizensguide.html

The FTA's own website information on Section 106:
http://www.fta.dot.gov/transit_data_info/reports_publications/publications/environment/4805_5142_ENG_HTML.htm

If you have questions or concerns, please let me know. Otherwise, we'll finalize these review comments to go out early next week.

Sara
Sara L. Collins, Ph.D.
Branch Chief - Archaeology

(7553-01) 2/9/11

cc: DNLR - PL

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

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

GUY KAULUKUKUI
INTERIM FIRST DEPUTY

WILLIAM M. TAM
INTERIM 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

FILE

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

February 7, 2011

Hallatt H. Hammatt, Ph.D.
Cultural Surveys Hawai'i, Inc.
PO Box 1114
Kailua, Hawaii 96734

LOG NO: 2010.3894
DOC NO: 1101MD37
Archaeology

Dear Dr. Hammatt:

SUBJECT: **Chapter 6E-8 Historic Preservation Review –**
Archaeological Monitoring Plan - Improvements to the Kaunakakai Harbor Ferry
Kaunakakai Ahupua'a, Moloka'i District, Island of Moloka'i
TMK: (2) 5-3-001:005 & 011

This letter summarizes our review of the aforementioned plan (Hammatt, Shideler and Tulchin 2010; *Draft, An Archaeological Monitoring Plan for the Kaunakakai Harbor Ferry System Improvements, Kaunakakai Ahupua'a, Molokai, Hawaii [Job No. B61XM82A], TMK: (2) 5-3-001:005 & 011/CSH Job Code: KAUNAKAKAI 1*), which we received on December 6, 2010. We apologize for the delay in our reply.

This plan will provide guidance for archaeological monitoring during subsurface excavations for waterline improvements which will be part of the improvements made to the existing Kaunakakai Harbor Ferry System. Monitoring was previously recommended by SHPD for a related project at the Harbor (*Log No. 2004.1107, Doc No. 0404SC09*). Above-surface improvements will include: construction of a new comfort station, passenger waiting area, sewer pump station; and pier modifications, all on the existing pier. Subsurface improvements will include: a new four-inch sewer force main and a new water main, along with a new water meter (and possibly one or more fire hydrants) which will extend north of the pier along Kaunakakai Place; and connect with an existing water main at the intersection of Kaunakakai Place, Ala Malama Avenue, Maunaloa Highway, and Kamehameha V Highway. The new sewer force main will connect to an existing sewer line with a new transition sewer manhole in the same general vicinity.

This plan is accepted as final pursuant to HAR §13-279. Please notify the Maui and Oahu offices via fax at the start and completion of archaeological monitoring. Upon receipt of this letter please submit one paper copy of your report marked "Final" to our Kapolei office along with a CD containing a searchable pdf version of the final report and a copy of this approval letter, marked to the attention of the "Kapolei Library." If you have questions about this letter please contact Morgan Davis at (808) 243-5169 or via email to: morgan.e.davis@hawaii.gov.

Aloha,

Theresa K. Donham
Acting Archaeology Branch Chief
State Historic Preservation Division

APPENDIX C

Cultural Impact Assessment for the Kaunakakai Ferry System Improvements Project (Summary), Cultural Surveys Hawaii

Cultural Impact Assessment for the Kaunakakai Ferry Systems Improvements Project, Kaunakakai Wharf, Kaunakakai Ahupua'a, Moloka'i District, Moloka'i Island TMK: [2] 5–3–001:011 (por.)

Prepared for

Wilson Okamoto Corporation

The complete Cultural Impact Assessment report will be filed with the Department of Land and Natural Resources State Historic Preservation Division, the Office of Environmental Quality Control (OEQC), and the Department of Land and Natural Resources.

Prepared by

Angela Fa'anunu, M.S.P.H.

Mindy Simonson, M.A.

and

Hallett H. Hammatt, Ph.D.

Cultural Surveys Hawai'i, Inc.

Kailua, Hawai'i

(Job Code: KAUNAKAKAI 2)

January 2011

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Management Summary

Reference	Cultural Impact Assessment for the Kaunakakai Ferry Systems Improvements Project, Kaunakakai Wharf, Kaunakakai Ahupua'a, Moloka'i District, Moloka'i Island (TMK): [2] 5–3–001:011 (por.) (Fa'anunu et al. 2010)
Date	January 2011
Project Number	Cultural Surveys Hawai'i (CSH) Job Code: KAUNAKAKAI 2
Project Location	The proposed Project is located on portions of TMK: [2] 5–3–001:011, along Kaunakakai Place, from Kamehameha Highway and extending seaward to include the Kaunakakai Commercial/Small Boat Harbor. The Project area is depicted in Figure 1 and Figure 2.
Land Jurisdiction	State of Hawai'i Department of Transportation (DOT) and Department of Land and Natural Resources (DLNR).
Agencies	State of Hawai'i Department of Health/Office of Environmental Quality Control (DOH/OEQC)
Project Description	The proposed Project will involve improvements to the existing Maui to Moloka'i ferry facilities and infrastructure at the Kaunakakai Commercial/Small Boat Harbor, also known as the Kaunakakai Wharf. Improvements will consist of the following activities: conversion of the existing ferry shelter into restroom facilities and extending the roofline to cover approximately 645-square-foot (sq. ft.) passenger waiting area; rehabilitation of approximately 1,720 sq. ft. of the commercial pier; the construction of a below grade sewer lift station near the shelter; and the installation of three fire hydrants. In addition, a 2,300-ft-long underground sewer force main and a 3,300 -ft.-long water line for fire protection will be installed within the causeway and along Kaunakakai Place towards the Maunaloa Highway intersection.
Project Acreage	0.329-acres
Area of Potential Effect (APE)	For the purposes of this study, the APE is defined as the entire approximately 0.329-acre Project area. While this investigation focuses on the Project APE, the study area includes the entire *ahupua'a* (traditional land division) of Kaunakakai.
Document Purpose	This Cultural Impact Assessment (CIA) was prepared to comply with the State of Hawai'i's environmental review process under Hawai'i Revised Statutes (HRS) Chapter 343, which requires consideration of the proposed Project's potential effect on cultural beliefs, practices, and resources. Through document research and cultural consultation efforts, this report provides information, compiled to date, pertinent to the assessment of the proposed Project's potential impacts to cultural beliefs, practices, and resources (per the *Office of Environmental Quality Control's Guidelines for Assessing Cultural Impacts*) which may include Traditional Cultural Properties (TCPs) of ongoing cultural significance that may be eligible for inclusion on the State Register of

	Historic Places. The document is intended to support the Project's environmental review and may also serve to support the Project's historic preservation review under HRS Chapter 6E-8 and Hawai'i Administrative Rules Chapter 13-275.
Community Consultation	Hawaiian organizations, agencies, and community members were contacted in order to identify individuals with cultural expertise and/or knowledge of the Project area and its vicinity. The organizations consulted included the State Historic Preservation Division (SHPD), the Office of Hawaiian Affairs (OHA), and the Moloka'i Island Burial Council (MIBC). Moloka'i community and cultural organizations consulted included the Ho'olehua Hawaiian Civic Club, 'Aha Kiole, and the Moloka'i Canoe Racing Association (MCRA). This effort was made by letter, e-mail, telephone, and in person. Initial contact letters with maps of the Project area were mailed to most informants.
Results of Background Research	Background research conducted for this Project yielded the following results: 1. The Project area is located on the central southern coast of Moloka'i within the *ahupua'a* Kaunakakai. Hawaiian texts tell of the old name of Kaunakakai, Kaunakahakai, which has been translated as "beach landing" (Pukui et al. 1974:95) or "resting-(on)-the beach" (Pukui, cited in Summers 1971:87). The place name has been interpreted variously by others as "current of the sea" (Ne 1982:74) and "to go along in company of four" (Kaunakahaka'i) (Cooke 1949:83). 2. *Mo'olelo* (legends, oral histories) concerning Kaunakakai generally refer to the area as a favored canoe landing and a victualling and resting place when traveling between islands. In both the Hawaiian literary texts of "Pele and Hi'iaka" (Emerson 1993:86) and "Lā'ieikawai" (Hale'ole 1997:410), Kaunakakai is mentioned as a landing and resting place. 3. Traditional accounts also document Kaunakakai as a significant locus on the central leeward coast, serving as a location for holding councils and for ruling *ali'i* (chief, ruler) to stay (Tuggle 1993:23). The presence of four *heiau* (temple, place of worship) ('Ōpae'ula, Pu'upāpa'i, Kamalae and Māhinahina) in close proximity to Kaunakakai and neighboring Kalama'ula further support the contention that this area was a major social and political locale on Moloka'i. 4. Kaunakakai's favorability was due in part to the environmental factors of wind direction, to the large natural channel through a fringing reef (which also provided for good fishing and a safe and calm anchorage inside the reef), to its central location on Moloka'i, and to offshore fresh water springs (Remy cited in

	Weisler 1989:11-12). The Kaunakakai Harbor pier extends out along the east side of the large natural channel through the reef that made Kaunakakai attractive for settlement. 5. A major aspect of the natural environment in the immediate vicinity of the Project area is the progradation of the coast. An examination of maps dating from 1882 to present indicates major changes in the shoreline configuration. Kanalei Shun's study of a project area 300 meters (m) to the west led him to posit that between 1882 and 1924 shoreline accretion in coastal Kaunakakai was roughly 2.4 m (8 feet) per year, but subsequently, the shoreline had changed little as of 1981 (Shun 1982:5). 6. Previous archaeological research has documented both pre- and post-Contact cultural deposits in the vicinity of the Project area (Komori 1983; Athens 1983; Landrum 1984; Tuggle 1993; Titchenal 1998). The area immediately adjacent to and west of the Project area (west of Kaunakakai Place and south of Hio Place) has been associated with a relatively early cultural layer; Māhinahina Heiau; a home of Kamehameha V known as Malama; and the early twentieth century Kala'iakamanu Church. 7. Of note are the Komori (1983) and Athens (1983) archaeological studies, which document a pre-Contact traditional Hawaiian cultural layer (SIHP #50-60-03-630) in the immediate vicinity of the intersection of Kaunakakai Place and Hio Place. However, it was noted that in the eastern one-third of that Project area (closest to Kaunakakai Place and the area of present concern) archaeological deposits are either absent or highly disturbed (Athens 1983:82).
Results of Community Consultation	CSH attempted to contact 19 community members (government agency or community organization representatives, or individuals such as residents, cultural and lineal descendants, and cultural practitioners) for the purposes of this CIA. Twelve people responded and five *kūpuna* (elders) and/or *kama'āina* (native-born) were interviewed for more in-depth contributions to the CIA. During the consultations, community members voiced concern that the proposed Project may affect not only the character of Moloka'i but also the environmental integrity of the surrounding ecosystems on which people depend on for their livelihood. Community consultation yielded the following results: 1. All participants stated the Project area, its immediate vicinity, and Kaunakakai Ahupua'a are culturally and historically significant places to Native Hawaiians:

	i. Four out of five participants reported the land area adjacent to and west of the causeway along Kaunakakai Place was the property and location of Lot Kamehameha V's home residence known as Malama. Princess Ruth Ke'elikōlani was referenced as having frequented the home site. One participant stated ruins of Māhinahina Heiau still exists in the location of the Malama residence site. ii. Three participants stated that prior to Kamehameha V, the place was Kamehameha I's royal compound. iii. Four participants indicated the area now known as Kaunakakai Wharf and its immediate vicinity, including the Project area, was an important landing site for canoes in the past, particularly as a resting place between Maui to O'ahu. Kamehameha I and his warriors were known to have visited Moloka'i often for this reason. One participant stated that fishing contests associated with the Makahiki games used to take place in the ocean area surrounding Kaunakakai Wharf. iv. Two participants reported that stones from two nearby *heiau* were used to build the existing Kaunakakai Wharf. One participant stated that Māhinahina Heiau was desecrated and the stones were used to build the old pier, and subsequently, the existing wharf. v. Three participants made references to a historic church, called Kala'iakamanu, which was once located in the vicinity of the Malama residence. vi. One participant recalled that Kaunakakai Wharf, particularly the area now known as the Commercial Pier, was used during World War II as a loading area for shipping pineapple to O'ahu. vii. Two participants made references to the historical connection of the Kapu'āiwa Coconut Grove, located near the Project area, with Kamehameha V. 2. Participants indicated the Kaunakakai Wharf and Project area, the shoreline, and ocean area in the wharf's immediate vicinity, are important places utilized extensively by residents of Moloka'i for the following cultural uses and practices: i. All participants stated the Project area is part of an important resource-gathering area used daily by residents for fishing and *limu* (seaweed) collecting; and that coastal residents depend on these fishing grounds for their livelihood and subsistence. A variety of traditional fishing

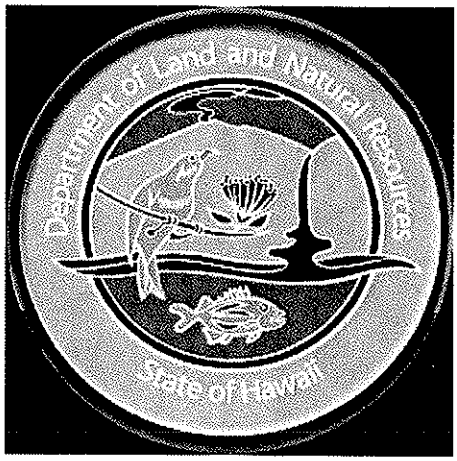
	methods used within the waters in and around the Project area was described by participants. These included trolling, spear-fishing, throw net, *moemoe* or lay net, *'auana* (night fishing), squidding using coconut spit, squidding with net, crabbing with net, and *kai'imu* (surrounding rocks with net and sticking a pole through to shake). ii. All participants described the lagoon and beach area surrounding Kaunakakai Wharf as the center for canoe paddling on the island of Moloka'i. The beach area adjacent to and west of Kaunakakai Place is the home site of three of the four canoe clubs on Moloka'i. The annual canoe paddling regatta for the Moloka'i Canoe Paddling Association, which occurs during the weekends in June and July, utilize the ferry shelter for races. Canoe clubs also utilize the Project area for canoe practice everyday. Due to the geography of Moloka'i Island, there are no alternative sites for this cultural practice. iii. Kaunakakai Wharf and the Project area was described by two respondents as a dock site for Hōkūle'a, Hawai'i's traditional voyaging canoe. During visits to Moloka'i, Hōkūle'a crew and the Moloka'i community use the existing ferry shelter and adjacent wharf areas for cultural and educational purposes. iv. Two participants indicated that two prominent surf breaks, Pahana Inn Break and Wharf Rights, are located directly east and west of the Kaunakakai Wharf. Therefore, the wharf and the Project area is used daily by surfers as an access point to the surf. v. Kaunakakai Wharf is used extensively by the community members for other recreational activities such as swimming, exercise and sport fishing. Most participants reported Kaunakakai Wharf and the Project area is also used as a venue to meet friends and for social and community gatherings, such as birthdays. Two participants stated Kaunakakai Wharf and the Project area is "Our Gathering Place." vi. Kaunakakai Wharf and the Project area was described by one participant as the beach of Kaunakakai Ahupua'a, an important element for the mental health and well-being of residents. The participant explained that the wharf is an important space for people to connect with the ocean and the environment. The wharf's close proximity to Kaunakakai Town caters to people who cannot drive, such as the elderly

	and the handicapped. vii. One participant was opposed to any dredging associated with the proposed Project because of his belief that it would primarily benefit non-locals who own nearly all vessels (e.g., yachts) that would use the deeper water. 3. A variety of native and non-native species of fish, invertebrates, and *limu* were reported by participants to be found in and around the Project area, including mullet (family Mugilidae), menpachi (genus *Myripristis)*, sardine (family Scombridae), squid (possibly *Sepioteuthus arctipinnis*), slipper lobster (family of decapod crustraceans), *moi* (*Polydactylus sexfilis*), Samoan crab (*Scylla serreta*), *akule* (*Trachurops crumenophthalmus*), *kole* (*Ctenochaetus strigosus*), *'aholehole* (family Kuhliidae), *weke* (family Mullidae), *kūhonu* (*Portunus sanguinolentus*), *manini* (*Acanthurus sandvicensis)*, *'ōpae* (infraorder Caridea), *'ala'eke* (*Portunus* species), *'alamihi* (possibly *Metopograpsus thukuhar*), *'ō'io* (possibly *Albula vulpes*), *awa* (*Chanos chanos*), *pāpio* (family Carangidae), *'ele'ele* (*Enteromorpha prolifera*), ogo (*Gracilaria parvispora*), and gorilla ogo (*Gracilaria salicornia*). 4. The coastal area near the Project area was reported to be a habitat for the migratory *kōlea* bird (*Pluvialis dominica*). 5. Participants reported changes to the structure of the shoreline, water quality, and biodiversity in and around Kaunakakai Wharf. These changes were attributed to anthropogenic sources, as well as natural disasters. i. Three participants made references to decreased water quality in the waters surrounding the Project area. Words used to describe the quality of the water were: "silty," "*haona*," and "oily sheen in the water." ii. One participant reported that gorilla ogo, *Gracillaria salicornia*, was abundant near the Project area. iii. One participant reported that Hurricanes 'Iwa and 'Iniki significantly changed the shoreline, the reef structure, and water levels of the Kaunakakai Harbor area. 6. The area surrounding Kaunakakai Place, including the Project area, was reported to be contaminated with petroleum and oil. One participant claimed that the soil adjacent to Kaunakakai Place is contaminated with oil from an old power plant in the 1960s. He reported that many ditches were dug and filled with oil in the land area adjacent to the Project area. One participant

	also reported that the soil in the area near Kaunakakai Place is contaminated with petroleum and mentioned that tanks near the Kaunakakai Place have leaked before. 7. Due to the importance of the Kaunakakai Wharf and Project area to the daily lives of the Moloka'i people, all participants voiced concerns over potential impacts the proposed development may have on the community. The concerns raised are listed as follows: i. Three community members were concerned that the construction for the proposed Project would negatively impact canoe paddling activities. ii. Two participants were concerned that construction for the proposed Project, particularly along Kaunakakai Place, would expose people and the marine environment to petroleum contaminants. One participant voiced concern that fish in and around the Project area should be protected. iii. All community members agreed that more restrooms were needed due to the high volumes of people using the wharf for a variety of cultural practices; however, one participant was concerned about sewage, potentially generated by the bathrooms of the proposed Project, and sewage contamination due to improper sewage disposal management. iv. Four out of five community members did not agree that the existing ferry shelter should be extended since the shelter is rarely used by ferry users. Participants were also worried that extending the shelter would take up parking space and worsen an already-existing congestion problem. v. Three participants did not feel that the fire hydrants were necessary due to lack of fires at the wharf, historically, and to the wharf's proximity to seawater.
Recommendations	The following recommendations are based on a synthesis of all information gathered during preparation of the CIA. While most recommendations address cultural concerns, some recommendations, which reflect community concerns that the proposed development may affect the character of Moloka'i and thus, the cultural identity of the place, are also included. To help mitigate the potential adverse impacts of the proposed Project on Hawaiian cultural beliefs, practices, and resources, recommendations should be faithfully considered. In addition, the development of the appropriate measures to address each concern should be implemented.

	1. Archaeological monitoring, following an archaeological monitoring plan, is recommended for all initial ground disturbing activities, particularly along Kaunakakai Place. i. A qualified archaeologist should monitor all initial ground disturbance associated with the Project's construction. The monitor should also be aware of the potential finding of stones, possibly from Māhinehina Heiau, that were once incorporated into the constructions of the existing wharf. Should stones, believed to be associated with Māhinehina Heiau, be encountered, SHPD should be notified. ii. Personnel involved in development activities in the Project area should be informed of the possibility of inadvertent cultural finds, including human remains. Should cultural or burial sites be identified during ground disturbance, all work should immediately cease, and the appropriate agencies notified pursuant to applicable law. 2. Alternatives to the proposed Project should be considered if significant cultural resources, including human skeletal remains or burial sites, are encountered. 3. In light of the historical significance of the area and concerns of the people interviewed in and around the Project area, the following measures should be considered: i. *Kupuna*, knowledgeable of the culture of the area, if available, should be included to give a cultural perspective during the preconstruction orientation, as required by the archaeological monitoring provisions and will be consulted it cultural findings are uncovered during construction. ii. Personnel involved in development activities in the Project area should be informed of the possibility of inadvertent cultural finds, including human remains. Should cultural or burial sites be identified during ground disturbance, all work should immediately cease, and the appropriate agencies notified pursuant to applicable law. iii. One respondent expressed the need to better understand the history of Māhinehina Heiau and of the Malama Platform, formally located on what is now Malama Park, therefore, the park should be protected until further studies are conducted.

	4. Due to concerns pertaining to petroleum contamination in the Project area, a hazardous wastes study should be conducted prior to construction. 5. The Project plan should ensure proper sewage management in compliance with the standards of the Department of Health. 6. No dredging activities should be associated with the proposed Project. 7. Construction plans, particularly around the ferry shelter, should commence in September after the regatta season (June and July) to allow the Moloka'i Community to proceed with their annual canoe paddling regatta. 8. Due to the value of the Kaunakakai Wharf, the construction of the proposed Project should be conducted in phases to provide the least impact on resident usage of the Kaunakakai Wharf and the surrounding area. 9. Consultation with community participants should continue throughout all phases of the proposed Project, to ensure coordination for access to the ocean and the area during construction.



APPENDIX D

Responses to Pre-Assessment Consultation

7553-01

John Sakaguchi

11/18/09 BL LH

From:	Paula_Levin@fws.gov
Sent:	Tuesday, November 17, 2009 2:51 PM
To:	John Sakaguchi
Cc:	Dawn_Greenlee@fws.gov
Subject:	Kaunakaki Harbor Ferry System Job# B61XM828
Attachments:	BMPs-USFWS (12-24-08).pdf

FILE

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BMPs-USFWS 12-24-08).pdf (10 ..

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment, Pre-Assessment Consultation for Kaunakakai Harbor Ferry System improvements. RE: Job# B61XM828

Based on FWS' review of the documents and our discussion of Nov. 4, and 17th 2009, I understand that no increases in ferry operation are planned to be associated with this project, and that no work, including dredging or filling of aquatic habitat will be performed in the water. The work is only being performed on and under the existing structures, and measures such as floating boom with a silt curtain will be used to prevent debris falling into the aquatic environment from causing any harm to water quality and aquatic species. I am enclosing an additional list of our standard Best Management Practices to help you to ensure protection of the waters from construction activities.

(See attached file: BMPs-USFWS (12-24-08).pdf)

Additional recommendations/Best Management Practices to avoid impacts to Threatened and Endangered Species follow:

Based on the information you provided and pertinent information in our files, Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project threatened. Seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, we recommend all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition night-time construction involving unshielded outdoor lighting should be avoided.

Thank you again for the opportunity to review the project, and for your responsiveness to my inquiries.

Paula Levin
USFWS Pacific Islands
Coastal Conservation
(808)792-9417

U.S. Fish and Wildlife Service
Recommended Standard Best Management Practices

2/2

The Fish and Wildlife Service recommends that the following measures be incorporated into projects to minimize the degradation of water quality and adverse impacts to fish and wildlife resources.

1. Turbidity and siltation from project-related work shall be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.

2. Dredging/filling in the marine environment shall be scheduled to avoid coral spawning and recruitment periods and sea turtle nesting and hatching periods.

3. Dredging and filling in the marine/aquatic environment shall be designed to avoid or minimize the loss of special aquatic site habitat (coral reefs, wetlands etc.) and any ecological functions unavoidably lost as a result of the project shall be replaced.

4. All project-related materials and equipment (dredges, barges, backhoes etc) to be placed in the water shall be cleaned of pollutants prior to use.

5. No project-related materials (fill, revetment rock, pipe etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, wetlands etc.);

6. All debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site.

7. No contamination (trash or debris disposal, non-native species introductions attraction of non-native pests etc.) of adjacent marine/aquatic environments (reef flats, channels, open ocean, stream channels, wetlands, beaches, forests etc.) shall result from project-related activities. This shall be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan (HACCP – see http://www.haccp-nrm.org/Wizard/default.asp) to prevent attraction and introduction of non-native species.

8. Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases.

9. Any under-layer fills used in the project shall be protected from erosion with stones (or core-loc units) as soon after placement as practicable.

10. Any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with native or non-invasive vegetation matting, hydroseeding etc.).

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FAX: 808-946-2253
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7553-01
May 26, 2010

Ms. Paula Levin
Pacific Islands Office
Fish and Wildlife Service
U.S. Department of the Interior
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Ms. Levin:

Thank you for your November 17, 2009 e-mail comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will include, based on the pertinent information in the Fish and Wildlife Service (FWS) files, Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project. Threatened seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, the FWS recommended all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition, night-time construction involving unshielded outdoor lighting should be avoided.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR OF HAWAII

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

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
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

REF:OCCL:DH

Correspondence: MO-10-102

NOV - 4 2009

John Sakaguchi, AICP
Wilson Okamoto
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii 96826

NOV 05 2009

Dear Mr. Sakaguchi,

SUBJECT: Kaunakakai Commercial Harbor Improvements, Kaunakakai, Island of Molokai

The Department of Land and Natural Resources (DLNR), Office of Conservation and Coastal Lands (OCCL) is in receipt of your letter, dated October 27, 2009, regarding the Kaunakakai Harbor Improvements located on the Island of Molokai.

According to your information, proposed improvements are being made to the existing Kaunakakai Commercial Harbor facilities. Most improvements (construction of restroom facilities, construction of 625 square foot shelter, construction a below grade sewer lift station and 2,400 long foot force main, closing the existing seawater septic and leachfield system, constructing a 3,300 long foot potable water line for domestic and fire protection, and rehabilitating an approximately 1,720 square foot area of the commercial pier to provide a hardstand for handling cargo and containers) will take place on fill land, however the piers' piles located in the water will also be replaced.

The OCCL notes work will occur in the State Land Use (SLU) Conservation District, Resource subzone. The site is currently managed by the State Department of Transportation, Harbors Division and is considered a non-conforming use. The OCCL notes the proposed project in the Conservation District is considered routine repair and maintenance for a use of which no Conservation District Use Application (CDUA) permit is required. Additionally, the project is minor in scope and within the scope of Kaunakakai Commercial Harbor operations and maintenance. Should you have any questions, please call Dawn Hegger, 808-587-0380, at the Office of Conservation and Coastal Lands.

Sincerely,

Samuel J. Lemmo, ADMINISTRATOR
Office of Conservation and Coastal Land

c: MDLO
Maui County Planning Department

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7553-01
May 26, 2010

Mr. Sammuel J. Lemmo, Administrator
State of Hawaii
Department of Land and Natural Resources
Office of Conservation and Coastal Lands
1151 Punchbowl Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Lemmo:

Thank you for your November 4, 2009 comment letter (MO-10-102) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will state the Kaunakakai Harbor Ferry System Improvements project will occur in the State Land Use (SLU) Conservation District, Resource subzone. The Commercial Harbor and causeway is currently managed by the State Department of Transportation, Harbors Division and is considered a non-conforming use. The Draft EA will also note the proposed project in the Conservation District is considered routine repair and maintenance for a use of which no Conservation District Use Application (CDUA) permit is required. Additionally, the project is minor in scope and within the scope of Kaunakakai Commercial Harbor operations and maintenance.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR
STATE OF HAWAI'I

STATE OF HAWAI'I
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAI'I 96805

KAULANA H. R. PARK
CHAIRMAN
HAWAIIAN HOMES COMMISSION

ANITA S. WONG
DEPUTY TO THE CHAIRMAN

ROBERT J. HALL
EXECUTIVE ASSISTANT

7553-01
11/24/09
CH
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FILE
JS

November 24, 2009

RECEIVED
NOV 2
WILSON OKAMOTO CORPORATION

Mr. John Sakaguchi, AICP
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Thank you for the opportunity to comment on the Draft Environmental Assessment, Pre-Assessment Consultation, for the Kaunakakai Harbor Ferry System Improvements.

The department notes the importance of the ferry service in providing transportation for residents to jobs in West Maui, as well as an alternative to moving cargo from Molokai. These services are critical to the well-being of our homesteaders and farmers.

We have no other comment to offer.

If you have any questions, please contact our Planning Office at 620-9519.

Aloha and mahalo,

Kaulana H.R. Park, Chairman
Hawaiian Homes Commission

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7553-01
May 26, 2010

Mr. Kaulana H.R. Park, Chairman
State of Hawaii
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, Hawaii 96805

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Park:

Thank you for your November 24, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will state that the Department of Hawaiian Home Lands notes the importance of ferry service in providing transportation for resident s to jobs in West Maui and that these services are critical to the Department' homesteaders and farmers.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

PHONE (808) 594-1888

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813

FAX (808) 594-1865

7553-01 11/23/09 JS LH BL FILE

NOV 23 2009
WILSON OKAMOTO CORPORATION

HRD09/4255C

November 16, 2009

John Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania St., Suite 400
Honolulu, Hawai'i 96826

RE: Request for comments and early consultation, proposed Kaunakakai pier replacement, Moloka'i, TMK: 5-3-01:11.

Aloha e John Sakaguchi,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated October 27, 2009. OHA has reviewed the project and offers the following comments.

OHA sees the necessity of this proposal. The current loading dock is clearly in a state beyond disrepair and bordering on a public nuisance. As such, we are pleased that some attention is being paid to address this situation and remedy the pier. We do express interest regarding best management practices geared towards endangered species and water quality issues.

Thank you for the opportunity to comment. If you have further questions, please contact Grant Arnold by phone at (808) 594-0263 or e-mail him at granta@oha.org.

'O wau iho nō me ka 'oia'i'o,

Clyde W. Nāmu'o
Administrator

C: Moloka'i CRC

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7553-01
May 26, 2010

Mr. Clyde Namuo, Administrator
State of Hawaii
Office of Hawaiian Affairs
711 Kapiolani Blvd. Suite 500
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Namuo:

Thank you for your November 16, 2009 comment letter (HRD09/4255C) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

Please note, the Kaunakakai Harbor Ferry System Improvements project is being proposed by the Department of Land and Natural Resources to improve existing ferry facilities and infrastructure at the Kaunakakai Commercial Harbor by converting the existing ferry shelter into restroom facilities, constructing an approximately 625-square foot shelter adjacent to the restrooms, and constructing related below grade wastewater and fire protection system improvements, and rehabilitating an approximately 1,720-square foot area of the commercial pier. Best management practices will be implemented to protect marine resources.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor
CHERYL K. OKUMA, Esq.
Director
GREGG KRESGE
Deputy Director

TRACY TAKAMINE, P.E.
Solid Waste Division
DAVID TAYLOR, P.E.
Wastewater Reclamation
Division

7553-01
1/30/10
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BL
FILE

COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT
2200 MAIN STREET, SUITE 100
WAILUKU, MAUI, HAWAII 96793

January 25, 2010

Mr. John Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
JAN 27 2010
WILSON OKAMOTO CORPORATION

SUBJECT: **KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS**
DRAFT ENVIRONMENTAL ASSESSMENT AND
PRE-ASSESSMENT CONSULTATION
TMK (2) 5-3-001:011, KAUNAKAKAI, MOLOKAI

We reviewed the subject project as a pre-application consultation and have the following comments:

1. Solid Waste Division comments:

   a. None.

2. Wastewater Reclamation Division (WWRD) comments:

   a. None. There is no County wastewater system in the immediate vicinity of the subject project.

If you have any questions regarding this memorandum, please contact Gregg Kresge at 270-8230.

Sincerely,

Cheryl K. Okuma, Director

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

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7553-01
May 26, 2010

Ms. Cheryl K. Okuma, Director
County of Maui
Department of Environmental Management
2200 Main Street, Suite 100
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Ms. Okuma:

Thank you for your January 25, 2010 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will note the Solid Waste Division and Wastewater Reclamation Division had no comments to offer at this time. The Draft EA will state that there is no County wastewater system in the immediate vicinity of the project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor

DEPARTMENT OF PARKS & RECREATION
700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

TAMARA HORCAJO
Director

ZACHARY Z. HELM
Deputy Director

(808) 270-7230
FAX (808) 270-7934

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NOV 09 2009
WILSON OKAMOTO CORPORATION

November 2, 2009

Mr. John L. Sakaguchi
Wilson Okamoto Corporation
1907 Beretania Street, Suite 400
Honolulu, HI 96826

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
Kaunakakai Harbor Ferry System Improvements
TMK: 5-3-001:011

Dear Mr. Sakaguchi:

Our department has reviewed the reference Draft Environmental Assessment and we have no comment or objection to this project.

Should you have any questions or concerns, please feel free to contact me or Steve Grogan, Project Coordinator, at 270-6158.

Sincerely,

TAMARA HORCAJO
Director of Parks & Recreation

c: Patrick Matsui, Chief of Planning and Development Division

TH:PTM:sg

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7553-01
May 26, 2010

Ms. Tamara Horcajo, Director
County of Maui
Department of Parks & Recreation
700 Halia Nakoa Street, Unit 2
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Ms. Horcajo:

Thank you for your November 2, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will note the County of Maui Department of Parks & Recreation had no comments or objections to this project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor
JEFFREY S. HUNT
Director
KATHLEEN ROSS AOKI
Deputy Director

COUNTY OF MAUI
DEPARTMENT OF PLANNING

December 1, 2009

7553-01 JS
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FYI
DEC 14 2009

Mr. John Sakaguchi, AICP
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

SUBJECT: MOLOKAI PLANNING COMMISSION (COMMISSION) EARLY CONSULTATION COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PLANNED KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS PROJECT, LOCATED AT KAUNAKAKAI, ISLAND OF MOLOKAI, HAWAII; TMK: (2) 5-3-001:011 (RFC 2009/0261)

At its regular meeting on November 23, 2009, the Commission reviewed the above-referenced document. The Commission expressed that the community should be consulted prior to high cost projects being proposed on Molokai. In addition, the Commission provided the following comments and/or questions:

1. Overall, the Commission is against the expansion of the terminal ferry building;
2. A main concern of the Commission is traffic, particularly ingress and egress when the ferry is docked. Unless more parking and turn around area(s) are provided, the Commission is not in support of this project;
3. The Applicant should observe and assess traffic during times when the ferry is docked so that traffic is properly addressed in the Draft EA;
4. Explain the rationale behind installing a new eight inch (8") waterline for fire suppression, rather than installing salt water pumps. The Commission feels that salt water pumps are much more environmentally friendly and cost effective than installing the proposed eight inch (8") waterline;
5. Please clarify why the installation of the eight inch (8") waterline is not being applied for in a separate application;

250 SOUTH HIGH STREET, WAILUKU, MAUI, HAWAII 96793
MAIN LINE (808) 270-7735; FACSIMILE (808) 270-7634
CURRENT DIVISION (808) 270-8205; LONG RANGE DIVISION (808) 270-7214; ZONING DIVISION (808) 270-7253

6. The utility storage area of the ferry shelter would be better used as a concessions area or for a use that can possibly generate income for the State Department of Land and Natural Resources (DLNR). Currently, the use of storage area appears to be minimal. If converting the storage area to a concessions area or use that can possibly generate income for the State DLNR is not possible, please provide the Commission with an explanation;

7. Please clarify the reason for constructing entirely new restrooms rather than renovating the existing restrooms;

8. Please explain the current economic health of the current Molokai Ferry Service System and provide an analysis as to whether the Ferry will remain financially viable in the future; and

9. Please clarify whether the proposed project will result in additional costs or fees services currently being provided at the harbor.

Thank you for the opportunity to comment on the proposed project. Should you require further clarification, please contact Staff Planner Danny Dias at danny.dias@mauicounty.gov or at (808) 270-7557.

Sincerely,

Joseph Kalipi

JOSEPH KALIPI, Chair
Molokai Planning Commission

xc: Clayton I. Yoshida, AICP, Planning Program Administrator
Danny A. Dias, Staff Planner
Molokai Planning Commission
2009/RFC File
General File

JSH:DAD:vb
K:\WP_DOCS\PLANNING\RFC\2009\0261_KaunakakaiHarbor\MoPCCommentsII.doc

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7553-01
May 26, 2010

Mr. Joseph Kalipi, Chair
Molokai Planning Commission
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; Kaunakakai, Molokai, Hawaii
TMK: 5-3-001: 011
Response to Comment

Dear Mr. Kalipi:

Thank you for your December 1, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. Our responses follow:

1. The Draft EA will note Molokai Planning Commission is against the improvements to the ferry shelter which are intended to improve the facilities available to ferry users, improve the infrastructure needed at the Commercial Harbor, and to provide flexibility for cargo and fuel barges using the berthing area.
2. The Draft EA will include discussion of operational measures to control vehicle traffic and congestion in the ferry landing area fronting the ferry docking space.
3. The operational measures are based on discussion with various harbor users.
4. The Draft EA will discuss the need for a fire protection line to provide fire protection to the ferry while docked at its normal position and at its position during fuel barge operations, and the ferry shelter. The Draft EA will include a discussion of the use of sea water for fire protection.
5. The Draft EA will discuss the water line is part of the Ferry System Improvements project.
6. The Draft EA will note that the ferry shelter is being constructed with funds provided by a grant from the US Department of Transportation Federal Transit Administration (FTA). The FTA grant funds cannot be used to create space for commercial activities.

7. The Draft EA will state the existing restrooms in the Harbor Master building will remain without changes. However, ferry users currently need to cross the roadway to the Harbor Master building to use these restrooms, which are single users, accessible men's and women's restrooms. The new restrooms will house sufficient accessible and standard toilet stalls for ferry passengers.
8. The Molokai Princess is operated by Sea Link Hawaii, a private company. The Ferry System Improvements does not include a change to the level of ferry operations. The Draft EA will include information regarding ferry service.
9. The Draft EA will include that the Ferry System Improvements are being funded by a grant from the US Department of Transportation FTA, Department of Transportation Harbors Division and from funds provided by the State of Hawaii Department of Land and Natural Resources (DLNR), which does not include recovery of the construction costs though user fees.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
MAYOR

OUR REFERENCE
YOUR REFERENCE

POLICE DEPARTMENT
COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

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GARY A. YABUTA
CHIEF OF POLICE

CLAYTON N.Y.W. TOM
DEPUTY CHIEF OF POLICE

November 24, 2009

RECEIVED
NOV 27 2009
WILSON OKAMOTO CORPORATION

Mr. John Sakaguchi, AICP
Senior Planner
Wilson Okamoto Corporation
1907 S. Beretania Street, Suite 400
Honolulu, HI 96826

Dear Mr. Sakaguchi:

SUBJECT: DEA Pre-Assessment Consultation; Kaunakakai Harbor Ferry System Improvements – Job No. B61XM82A

Thank you for your letter of October 27, 2009, requesting comments on the above subject.

We have reviewed the report. Please refer to a copy of the communication from Officer Lonnie Ka'ai for our comments and recommendations. Thank you for giving us the opportunity to comment on project.

Very truly yours,

Assistant Chief Danny J. Matsuura
for: GARY A. YABUTA
Chief of Police

c: Jeffrey Hunt, Maui County Planning Department

COPY

TO : GARY YABUTA, CHIEF OF POLICE, MAUI COUNTY

VIA : CHANNELS AC D. McBride 11/23/09

FROM : LONNIE KA'AI, C.P.O., DISTRICT V

SUBJECT : EARLY CONSULTATION ASSESEMENT FOR THE PROPOSED KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS

SYNOPSIS:

On 111009 I was assigned by Captain J. REGO to submit this communication regarding the proposed improvements of the Kaunakakai Harbor Ferry System located at the Kaunakakai Pier on Kaunakakai Place in Kaunakakai Town, Molokai(TMK 5-3-001:011). John L. SAKAGUCHI, AICP Senior Planner, has requested an early assessment regarding the proposed construction of the structure at the above stated location.

PROPERTY:

Managed by: Hawaii Department of Transportation (HDOT)
Location: Kaunakakai Pier on Kaunakakai Place in Kaunakakai Town, Molokai (TMK 5-3-001:011)

ROAD ASSESEMENT:

There may some concerns regarding the roadway as the construction project shares the same driveway as Young Brothers Ltd. If there are construction vehicles, debris, or materials left on the roadway in said area it may cause traffic concerns for vehicles dropping off or picking up cargo from the pier.

There may be a need for some type of traffic control during freight days as there may be heavy traffic in the area of the construction site and Young Brothers Ltd.

NEIGHBORING PROPERTIES:

Checks made with, Albert RANIS, supervisor of Young Brothers Ltd. also located at the Kaunakakai Pier on the south side of the proposed construction area. RANIS related he has no concerns at this time as he had been contacted by state officials and was told that they will work with him to make the construction project run smoothly so it will not interfere with Young Brothers Ltd. operations.

Checks made in the area revealed no vessels used as dwellings. It appears that all vessels used as dwellings are docked on the east side of the pier, away from the construction site. There are, however, fishing vessels docked in the area of the construction site and workers should use caution as to avoid any damages to said vessels.

POLICE ASSISTANCE:

In the event traffic control officers are needed, police personnel may be requested to work off-duty to help with any traffic issues.

PROJECT PLANNER:

John L. SAKAGUCHI, AICP Senior Planner, may be contacted at (808) 946-2277.

FINAL ASSESSMENT:

After speaking with John L. SAKAGUCHI, he related all pier operations such as Young Brothers Ltd., Island Petroleum, and the Molokai Princess will be able to proceed as usual during the construction. Construction personnel will also be taking cautionary measures to protect land and property issues. At this time I don't see any major issues regarding this project as it should be able to proceed as planned.

Officer Lonnie KA'AI E-3263
Community Police Officer
Molokai Patrol Division
11/13/2009 @ 0728 hours

Rego, [illegible] 11/16/09 @ 1610 hrs.

THIS IS A FAIR ASSESSMENT OF TRAFFIC CONCERNS FOR THE MOLOKAI PIER. THE MAIN HARBOR OPERATOR - YOUNG BROTHERS HAS NO CONCERNS, PER: SUPV. ALBERT RANIS. ONCE THE CONSTRUCTION STARTS SUGGEST THAT OFF DUTY OFFICERS BE USED FOR TRAFFIC AS CONGESTION WILL BE A PROBLEM DURING THE INITIAL STAGES. DULY NOTED.
a/Capt Gregg Rego
11/17/09 at 0836hrs.

WILSON OKAMOTO CORPORATION
ENGINEERS · PLANNERS · CONSULTANTS
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
Phone: 808-946-2277
FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
May 26, 2010

Assistant Chief Danny J. Matsuura
Police Department
County of Maui
55 Mahalani Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Assistant Chief Matsuura:

Thank you for your November 24, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

Road Assessment
The Draft EA will state that the Police Department expressed concern regarding construction vehicles, debris or materials left on the roadway and the Young Brothers driveway. Further, traffic control may be needed during days when the Young Brothers cargo barge is being loaded and unloaded.

The Draft EA will include that the construction plans and specifications will include traffic control plans related to construction phasing along the causeway and an assigned contractor construction area.

Neighboring Properties
The Draft EA will note that the construction plans and specifications will require the contractor to work with Young Brothers and the Molokai Princess to ensure that construction activities do not interfere with barge and ferry operations. Barge and ferry operations must continue without interruption or interference by construction of the improvements. The details of the construction activities and working with Young Brothers, the Molokai Princess, and adjacent boat owners will need to be developed and implemented by the contractor selected for construction of the improvements.

WILSON OKAMOTO CORPORATION

Police Assistance
The Draft EA will note, that should traffic control be needed, police personnel may be requested by the contactor to work off-duty to help with any traffic issues.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

\\dc1\Ldrive\WOA\7553-01 Kaunakakai Ferry\planning\ea Folder\pre asst\pre rsp\com pd LT-1.doc; 5/26/10

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955

7553.01
12/22/09

RALPH NAGAMINE, L.S., P.E.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

December 14, 2009

Mr. John L. Sakaguchi, A.I.C.P., Senior Planner
WILSON OKAMOTO CORPORATION
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT, PRE-ASSESSMENT CONSULTATION FOR KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS; TMK (2) 5-3-001:011

We reviewed the subject application and have the following comment:

1. A detailed Traffic Impact Assessment Report (TIAR) must be provided for the project.

Please call Michael Miyamoto at (808) 270-7845 if you have any questions regarding this letter.

Sincerely,

MILTON M. ARAKAWA, A.I.C.P.
Director of Public Works

MMA:MMM:ls
xc: Highways Division
Engineering Division
S:\LUCA\CZM\Kaunakakai_Harbor_Ferry_System_Imp_dea_53001011_ls.wpd

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ENGINEERS | PLANNERS | CONSULTANTS

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7553-01
May 26, 2010

Mr. Milton Arakawa, AICP, Director
County of Maui
Department of Public Works
200 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; Kaunakakai, Molokai, Hawaii
TMK: 5-3-001: 011
Response to Comment

Dear Mr. Arakawa:

Thank you for your December 14, 2009 comment letter (HRD09/4255C) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The purpose of the proposed improvements is to improve the facilities currently available to ferry users and to improve the supporting infrastructure. In the long-term, the improvements will not change the number of ferry operations or greatly increase passenger counts over current conditions and increased traffic is not anticipated. Based on this, a traffic impact assessment is not appropriate.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor

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

DON A. MEDEIROS
Director
WAYNE A. BOTEILHO
Deputy Director
Telephone (808) 270-7511
Facsimile (808) 270-7505

7553-01
11/16

November 9, 2009

NOV 13 2009

Mr. John L. Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Subject: Draft Environmental Assessment, Kaunakakai Harbor Ferry System

Dear Mr. Sakaguchi,

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

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

Sincerely,

Don Medeiros
Director

WILSON OKAMOTO CORPORATION
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
Phone: 808-946-2277
FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
May 26, 2010

Mr. Donald Medeiros, Director
County of Maui
Department of Transportation
200 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Medeiros:

Thank you for your November 9, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will note the County of Maui Department of Transportation had no comments at this time.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor

JEFFREY K. ENG
Director

ERIC H. YAMASHIGE, P.E., L.S.
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

1553-01

11/14/09

LH

BL

File

November 4, 2009

Mr. John L. Sakaguchi, AICP, Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
NOV 16 2009
WILSON OKAMOTO & CORPORATION

Dear Mr. Sakaguchi:

RE: Draft Environmental Assessment, Pre-Assessment Consultation
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A
Kaunakakai, Molokai, Hawaii
TMK: 5-3-001:011

Thank you for the opportunity to comment on this Draft Environmental Assessment.

The project site is served by a 4-inch waterline, fire hydrant #4 and a 2-inch water meter on Kaunakakai Place. Storage is provided by the one million-gallon Kaunakakai tank northeast of the site.

During the building permit process, the applicant will be required to:

1. Submit calculations for fire, domestic and irrigation needs certified and stamped by a Hawaii licensed architect or engineer. Approved fire flow calculation methods currently used by the Department of Water Supply (DWS) are the "Guidance for Determination of Required Fire Flow" as published by the Insurance Services Office in 1974, 2001 and 2006, or "Fire Flow" as published by the Hawaii Insurance Bureau in 1991.
2. Provide service for domestic, irrigation and fire protection uses according to standards, as certified and stamped by a Hawaii licensed architect or engineer.
3. Install an approved back-flow prevention device. The applicant should contact our Engineering Division at 270-7835 or our Backflow and Cross-Connection Control section at 270-6132 to verify approved devices. These devices must be tested and certified annually.

The project site overlies the Kaunakakai aquifer which has a sustainable yield of 3 million gallons per day. The Department of Water Supply's goal is to protect the integrity of surface and groundwater resources. To achieve this, mitigation measures must be implemented to prevent any water pollution related impacts. Best management practices for construction should, therefore, be applied.

The DWS also encourages the applicant to consider the utilization of reclaimed or non-potable water for dust control, irrigation and other non-potable uses.

Should you have any questions, please contact our Water Resources & Planning Division at 244-8550.

Sincerely,

JEFFREY K. ENG, DIRECTOR
ayi
c: DWS Engineering Division

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www.wilsonokamoto.com

7553-01
May 26, 2010

Mr. Jeffrey Eng, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Eng:

Thank you for your November 4, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will state the project site is served by a 4-inch waterline, fire hydrant #4 and a 2-inch water meter located on Kaunakakai Place. Storage is provided by the Department of Water Supply (DWS) 1.0 million-gallon Kaunakakai tank located northeast of the site.

The Draft EA will note, during the building permit process, the applicant will be required to:

1. Submit calculations for fire, domestic and irrigation needs certified and stamped by a Hawaii licensed architect or engineer based on approved fire flow used by the DWS.
2. Provide service for domestic, irrigation and fire protection uses according to standards, as certified and stamped by a Hawaii licensed architect or engineer.
3. Install an approved back-flow prevention device. These devices must be tested and certified annually.

The Draft EA will include that the project site overlies the Kaunakakai aquifer which has a sustainable yield of 3 million gallons per day. The DWS goal is to protect the integrity of surface and groundwater resources. To achieve this, mitigation measures must be implemented to prevent any water pollution related impacts. Best management practices for construction should, therefore, be applied. The DWS also encourages the applicant to consider the utilization of reclaimed or nonpotable water.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

\\dc1\L drive\WOA\7553-01 Kaunakakai Ferry\planning\ea Folder\pre asst\pre rsp\com dws LT-1.doc; 5/26/10

Maui Electric Company, Ltd. • 210 West Kamehameha Avenue • PO Box 398 • Ka'ului, Maui, HI 96733-6898 • (808) 871-8461

7553-01

10/31/09

ZA

BL ✓

October 28, 2009

RECEIVED
OCT 29 2009
WILSON OKAMOTO CORPORATION

FILE

Wilson Okamoto Corporation
Attn: Mr. John L. Sakaguchi, AICP, Senior Planner
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi,

Subject: Draft Environmental Assessment, Pre-Assessment Consultation for
Kaunakakai Harbor Ferry System Improvements
Kaunakakai, Molokai, Hawaii
Tax Map Key: (2) 5-3-001:011

Thank you for allowing us to comment on the project summary documents for the subject project.

In reviewing our records and information received, Maui Electric Company (MECO) has no objections to the proposed project at this time. However, please be advised that MECO has underground and overhead facilities within or near the project area. If the customer plans to pursue a new electric service or service upgrade, we highly encourage the customer's electrical consultant to submit the electrical demand requirements and project time schedule as soon as practical so that any work can be done on a timely basis.

If you have any questions or concerns, please call me at 871-2340.

Sincerely,

Ray Okazaki

Ray Okazaki
Staff Engineer

WILSON OKAMOTO CORPORATION
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
Phone: 808-946-2277
FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
May 26, 2010

Mr. Ray Okazaki, Staff Engineer
Maui Electric Company, Ltd.
210 West Kamehameha Avenue
Kahului, Hawaii 96733

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Okazaki:

Thank you for your October 28, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will note Maui Electric Company (MECO) had no objections to the proposed project. The Draft EA will also state MECO has underground and overhead lines within or near the Commercial Harbor.

The design electrical engineer will be notified regarding contact with MECO for this project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

Nov 30 09 03:56p P.1

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FILE

Sea Link of Hawaii Inc.
Maui-Molokai Ferry

November 30th, 2009

Mr. John Sakayuchi
c/o Wilson Okamoto Corp

Dear Mr. Sakayuchi,

We are in support of the infrastructure improvements to Kaunakakai Harbor. Providing the improved water and sewage capabilities for the Harbor office, the general public and Young Brothers operations will not affect our current operations.

Our long term need for over 20 years continues to be the following.

1) A separate and secure area to berth the ferry without the need to move our vessel for barge traffic and special community events. This would also reduce the risk of collision for our vessel from out of control barges (we have been struck 3 times by barges).
2) An adequate shore power (i.e. 220 volt 3 phase) terminal near our vessel which will eliminate the need to run our ship's generator while at the dock. In the proposed improvements by DL&NR, I have noted that the pump lift station (which is located approximately 100' from the ferry berth) is already slated to have 208/120Y three phase service. It would take very little extra effort to run the conduit and wire the extra 100' for a shore power outlet for the ferry's use. After all, this project is supposed to be for the ferry system improvements.

We do hope in the future to have increased ridership where a larger terminal building and additional restroom facilities would be utilized by the ferry passengers.

Yours Truly,

David H. Jung
President

1036 Limahana Place, Suite 3E | Lahaina, Hawaii 96761 | Office: 808.661.0166 | Fax: 808.661.5792 | molokaiferry.com

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS
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www.wilsonokamoto.com

7553-01
May 26, 2010

Mr. David H. Jung, President
Sea Link of Hawaii Inc.
1036 Limahana Place, Suite 3E
Lahaina, Hawaii 96761

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Jung:

Thank you for your November 30, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will note that Sea Link of Hawaii supports the infrastructure improvements at Kaunakakai Harbor. The Draft EA will note that the improvements to the ferry shelter, pier, and supporting infrastructure will result in some temporary re-routing of access or detours, during construction of the ferry shelter improvements, force main and fire protection line, access will remain open to the ferry landing area.

Your comments regarding the long term needs related to berthing the ferry will be given to the Department of Transportation as part of the planning and design efforts at Kaunakakai Harbor.

At this time, provisions for 220 volt, 3 phase shore power for the ferry will not be included in the design drawings.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

YOUNG BROTHERS
Your Neighbor Island Partner

P.O. Box 3288
Honolulu, HI 96801-3288
Phone: (808) 543-9311
www.youngbrothershawaii.com

7553-01

October 29, 2009

JS

Mr. John L. Sakaguchi, AICP, Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

RECEIVED
NOV 02 2009
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A
Kaunakakai, Molokai, Hawaii; TMK 5-3-001:011

Thank you for your letter of October 27, 2009 soliciting our comments on the proposed Kaunakakai Harbor Ferry System Improvements project.

Young Brothers has no comments to offer at this time. Please feel free to contact me if you desire further information regarding our operations or if we can be of assistance in any other capacity. You may correspond with me at the above address or reach me by phone at (808) 543-9406.

Sincerely,

YOUNG BROTHERS, LIMITED

Jeffrey A. Low
Manager, Planning &Facilities

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

1907 South Beretania Street
Artesian Plaza, Suite 400
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FAX: 808-946-2253
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7553-01
May 26, 2010

Mr. Jeffrey A. Low, Manager Planning & Facilities
Young Brothers, Limited
P.O. Box 3288
Honolulu, Hawaii 96801-3288

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Low:

Thank you for your October 29, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

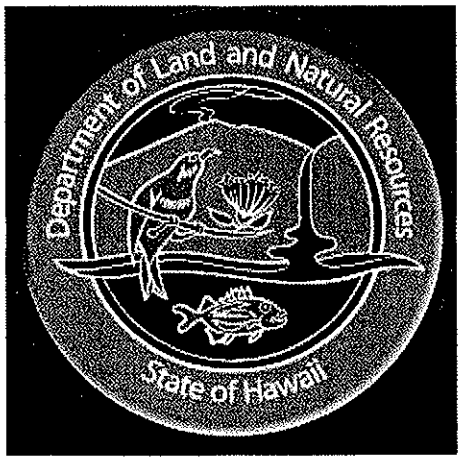
The Draft EA will note Young Brothers had no comments at this time.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT



APPENDIX E

Response to Draft Environmental Assessment

JS

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

REPLY TO
ATTENTION OF: CEPOH-EC-T

June 7, 2010

RECEIVED
JUN 09 2010
WILSON OKAMOTO CORPORATION

Civil Works Technical Branch

Mr. John Sakaguchi, Project Manager
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the Kaunakakai Harbor Ferry System Improvements Project, Kaunakakai, Molokai (TMK 5-3-1: 11).

The flood zone designation provided on page 2-3 of the DEA is incorrect. Please revise paragraph 4 to read as follows: *According to the Flood Insurance Rate Map, Panel Number 1500030080C dated September 6, 1989, the project site is located in Zone A4. These are areas subject to hurricane and coastal flooding by the 100-year/1% annual chance flood where base flood elevations have been determined. The base flood elevation for this area is 3.0 feet above mean sea level datum.*

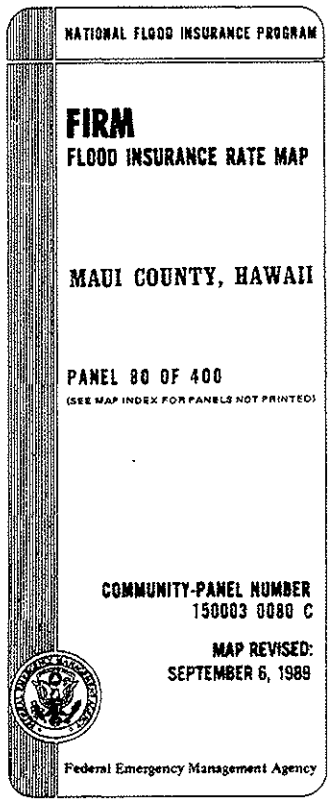
The documents have been forward to Mr. George Young, Chief, Regulatory Branch for review and comments. They will reply to you under separate cover (telephone: 438-9258).

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

Steven H. Yamamoto, P.E.
Chief, Civil Works Technical Branch

Enclosures


NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

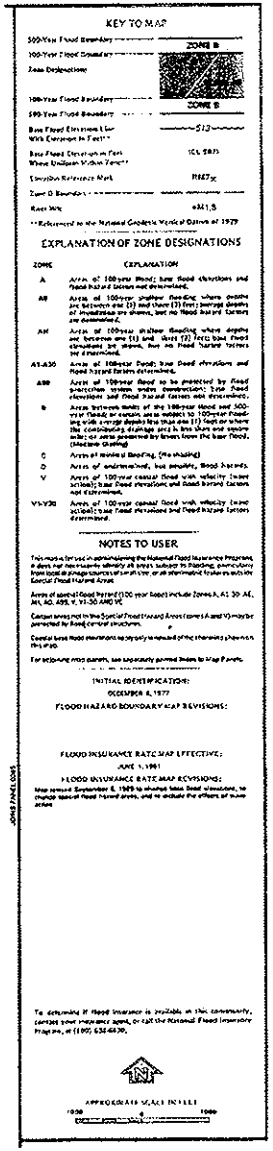
MAUI COUNTY, HAWAII

PANEL 80 OF 400
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
150003 0080 C

MAP REVISED:
SEPTEMBER 6, 1989

Federal Emergency Management Agency



KEY TO MAP

500-Year Flood Boundary ZONE B

100-Year Flood Boundary

Zone Designations

100-Year Flood Boundary

500-Year Flood Boundary ZONE B

Base Flood Elevation Line With Elevation in Feet* 513

Base Flood Elevation in Feet Where Uniform Within Zone* (EL 513)

Elevation Reference Mark RM7

Zone D Boundary

River Mile +M1.5

*Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AE	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium Shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas.

Areas of special flood hazard (100 year flood) include Zones A, A1-30, AE, AH, AO, A99, V, V1-30 AND VE.

Certain areas not in the Special Flood Hazard Areas (zones A and V) may be protected by flood control structures.

Coastal base flood elevations do not apply to areas of the mainland shown on this FIRM.

For explanation of zone panels, see separately printed Index to Map Panels.

INITIAL IDENTIFICATION:

DECEMBER 6, 1977

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:

JUNE 1, 1981

FLOOD INSURANCE RATE MAP REVISIONS:

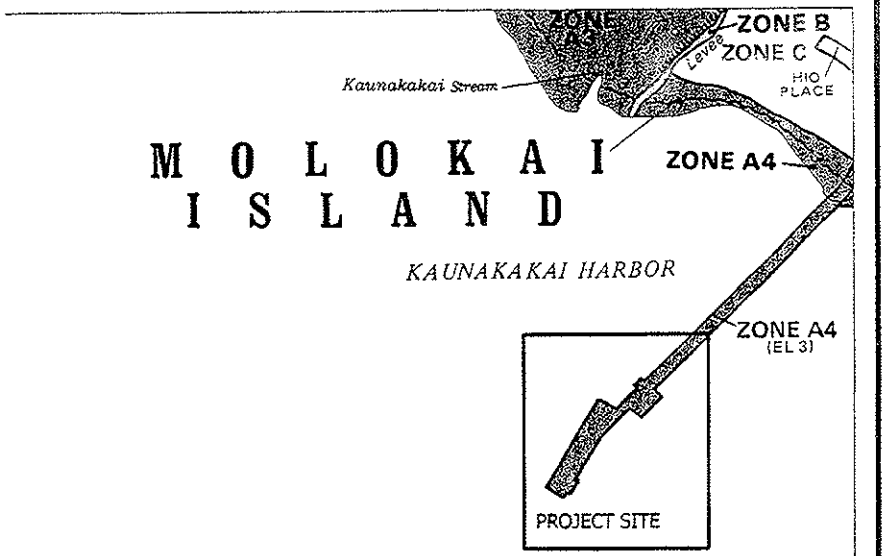
May remove September 6, 1989 to change base flood elevations, to change special flood hazard areas, and to include the effects of levee action

JOINT PANEL COMP.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET

1000 0 1000



MOLOKAI ISLAND

KAUNAKAKAI HARBOR

PACIFIC OCEAN

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
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7553-01
January 6, 2011

Mr. Steven H. Yamamoto, P.E., Chief
U.S. Department of the Army
Engineer District Honolulu
Civil Works Technical Branch
Fort Shafter, Hawaii 96858-5440

Attention: Ms. Jessie Dobinchick

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Yamamoto:

Thank you for your June 7, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The flood hazard section in the Final EA will be revised with the correct flood zone designation.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

7553-01
6/14/10 SB
TF

cc: DLNR

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

REPLY TO ATTENTION OF:

June 15, 2010

Regulatory Branch

File No. POH-2010-00149

Wilson Okamoto Corporation
Attn: Mr. John Sakaguchi
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

RECEIVED
JUN 16 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

We have received your pre-application request regarding the Department of the Army to review and comment on the state-required Draft Environmental Assessment for the proposed Kaunakakai Harbor Ferry System Improvements, at Kaunakakai, Island of Molokai, Hawai'i. We have assigned the project the reference number POH-2010-00149. Please cite the reference number in any correspondence with us concerning this project. I have completed my review of the submitted document and have the following comments:

Section 10 of the Rivers and Harbors Act (Section 10) of 1899 requires that a Department of the Army (DA) permit be obtained from the U.S. Army Corps of Engineers (Corps) prior to undertaking any construction, dredging, and other activities occurring in, over, or under navigable waters of the U.S. Section 404 of the Clean Water Act (Section 404) of 1972 requires that a DA permit be obtained for the discharge (placement) of dredge and/or fill material into waters of the U.S., including wetlands.

Based on the information provided, it does not appear that any discharge of dredge and/or fill material waterward of the Mean Higher High Water mark, as regulated under Section 404, is proposed. Examples of fill material may include, but is not limited to rock, dirt, sand, sandbags, or riprap. Because no fill appears to be proposed, authorization under Section 404 would not be required. If project details are revised to include the discharge of dredge and/or fill material, you will need to apply for and receive authorization from our office prior to the commencement of the activity.

According to the EA, it appears that at least part of the project will require work or structures waterward of the Mean High Water Mark of a navigable waterbody. As such, you will need to apply for and receive authorization from the Corps of Engineers under Section 10 prior to the commencement of the activity. Activities include temporary structures, such as silt curtains and floating booms, and permanent structures such as utility lines, piling and decking replacement, new buildings, and building replacement, as well as any other work or structures.

Please submit an application found at: www.poh.usace.army.mil/EC-R/EC-R.htm under "Apply for a Permit" and ensure project drawings are consistent with our drawing recommendations (attached). Specifically, drawing recommendations must be on 8.5"x11" sheets of paper, show existing and proposed conditions, and show the Mean High Water mark.

Note that detailed construction drawings are not necessary and can often cause delays in evaluation of the application due to the tendency to be overly detailed while lacking required Corps information. Example drawings of a private pier, ramp, and float are attached to provide you with a general idea of the level of complexity suitable for application drawings.

Because the U.S. Department of Transportation Federal Transit Administration is providing federal funding for this project, they are considered the lead federal agency. As such, they are responsible for compliance with Section 7 of the Endangered Species Act, the Magnuson-Stevens Fishery Conservation Act, Section 106 of the National Historic Preservation Act, and the Fish and Wildlife Coordination Act. They will be required to submit documentation demonstrating compliance with these laws during the Corps permit application review process and prior to the issuance of a permit decision. Documentation includes official agency determinations of effect, any requests for consultation with the resource agencies, and any concurrence letters from the resource agencies.

The applicant will also need to apply for and receive a Coastal Zone Management Consistency Determination from the State of Hawai'i prior to the Corps authorizing any work regulated under Section 10. If a discharge of fill is proposed, the application will need to apply for and receive a Section 401 Water Quality Certification from the State of Hawai'i prior to the Corps authorizing any work regulated under Section 404.

Thank you for providing us with the opportunity to comment on the proposed project. Should you have any questions regarding this letter or the Regulatory Program, please contact Ms. Amy Klein at (808) 438-7023 or Amy.S.Klein@usace.army.mil.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

Enclosure

Project Drawing Recommendations
U. S. Army Corps of Engineers, Honolulu District
Section 10 of the Rivers & Harbors Act Permit Applications

Section 10 of the Rivers and Harbors Act of 1899 requires a permit for any structures or work in, over, or under a navigable water of the United States.

The drawings submitted with your application should show general project details in such a manner that evaluators and the general public can obtain a full understanding of the proposed project. You should avoid cluttering the drawing with too much information that causes the drawing to be difficult to read and understand.

Drawings designed for other uses may not be suitable for application purposes. For example, engineering and construction drawings, while showing project details well, often do not include the information the Corps' evaluator needs to assess the project's impacts. The general rule is to keep drawings as simple as possible while still providing the necessary information.

Clean drawings are essential to prompt evaluation of your application. The ultimate objective is a set of drawings that allows someone who is unfamiliar with the project to get a clear and accurate understanding of the project, its location, and the details of how streams, wetlands, shorelines, or waterbodies will be affected. **Failure to provide adequate drawings can result in a delay of your application's review by the Corps.**

Typical drawing sets include a vicinity map (or maps), cross-section (elevation) views and plan (top) views.

All drawings must be submitted on 8 ½ by 11 sheets of paper. Because drawings are copied, scanned, and sent to multiple parties, this size is necessary. If drawings are reduced, please make sure that the text and labels are legible at the smaller size and that the scale is adjusted to the reduction (include a bar scale that indicates correct dimensions). Drawings must be numbered consecutively (i.e. Sheet 1 of 6, Sheet 2 of 6, etc) beginning with the vicinity map and include a title block.

The title block should include the applicant's name, waterway, date, brief (2-4 word) description of the proposed project and the sheet number of total number in the set (e.g., 1 of 5). Below is an example:

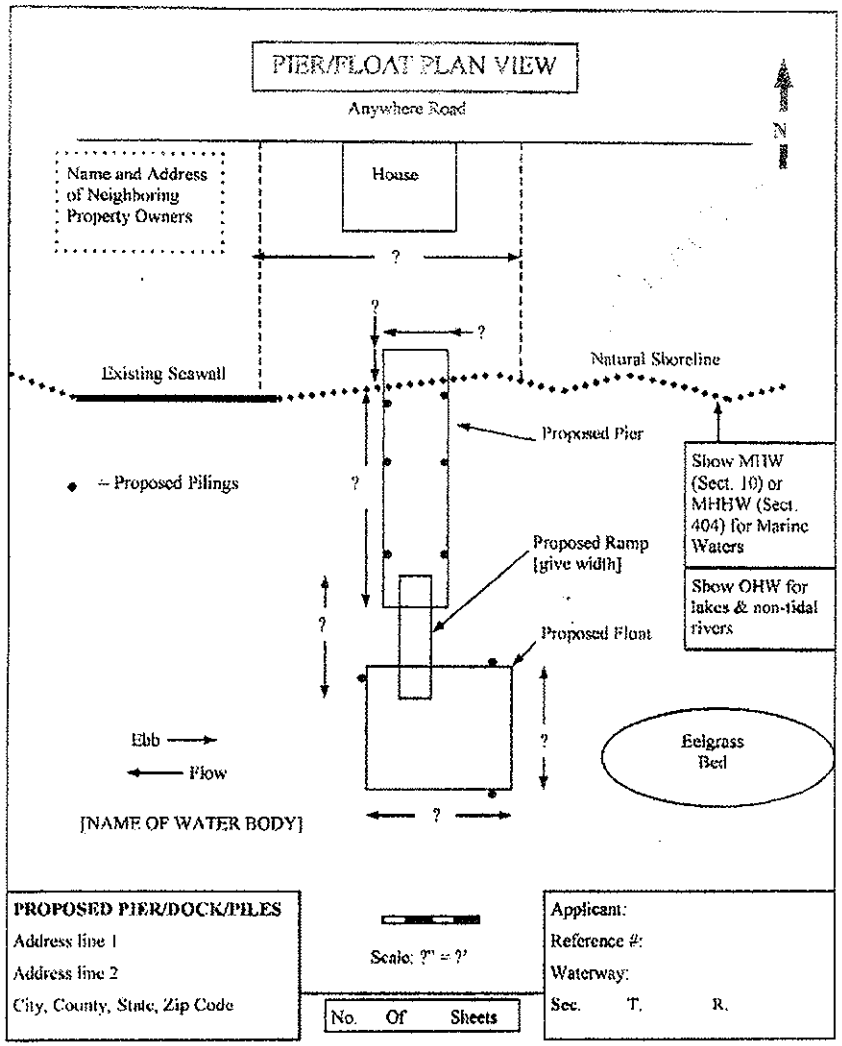
PURPOSE: DATUM: ADJACENT PROPERTY OWNERS: 1. 2.	APPLICANT REFERENCE: POH-200*-**** LOCATION ADDRESS TAX MAP KEY:	PROPOSED: IN: NEAR/AT: COUNTY: STATE: SHEET * OF * DATE:

The vicinity, or location map must show the general and specific areas where the project is located. A topographic (quad) map is useful as is a street map. Include street address (if any) and longitude/latitude. Major roads, identifiable landmarks, existing structures and adjacent property uses need to be identified. The permit evaluator should be able to go directly to the site based on the vicinity maps. In summary, ensure the vicinity map is zoomed out far enough so one who is unfamiliar with the area can easily place him/herself in the landscape.

For plan views, provide the following information:

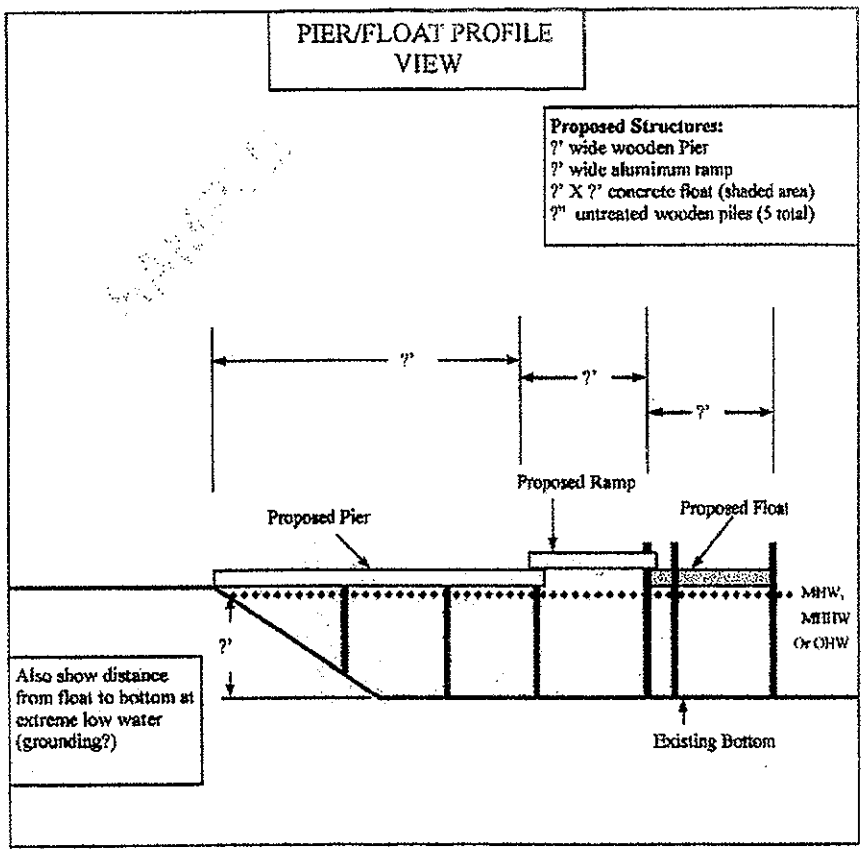
- A north arrow. Use the top of the page as "north".
- The name of the water body and the larger water body it flows into (if applicable).
- The direction of flood (incoming tide) and ebb (outgoing tide).
- The location of the existing shoreline and water elevation (level) –
  - Show the Ordinary High Water (OHW) line for fresh waters (rivers) or Mean High Water (MHW) line for tidal waters when applying for permits under Section 10 of the Rivers and Harbors Act.

  Note: Be sure to indicate the source of your water datum. For example, a common reference elevation for tidal areas is the Mean Lower Low Water (MLLW) line – informally called the 0-foot tide line.
- The dimensions of the activity or structure, the distance from property lines, and the distance it extends into the waterbody beyond the Ordinary High or Mean High Water Line, as appropriate.
- Show existing structures on subject and adjoining properties and indicate adjoining property ownership. This should include existing overwater structures as well as landward structures.
- If fill material is to be placed, identify the type of material, amount of material (cubic yards), and area to be filled (acres).
- If the project involves dredging (or excavating), identify the type of material to be removed, the amount of material (in cubic yards), the area to be dredged, the method of dredging, and the location of disposal site. Dredging in areas shallower than -10 feet needs to be clearly identified on drawings.
- Identify any part of the activity that has been completed.



Provide plan view site-specific drawings for detailed review, including:

- Existing and proposed conditions along the shoreline at your project location
- Existing conditions and/or structures along the shoreline for each adjacent parcel
- Water level (OHW, MHHW or MHW) and date of observation and/or datum
- Distances landward and waterward of proposed structure to existing water line
- Length (ft), width (ft) and type (i.e., concrete, wood, etc.) of structure
- Location and type (material) of pilings



Provide profile view site-specific drawings for detailed review, including:

- Existing and proposed conditions along the shoreline at your project location
- Water level (OHW, MHHW or MHW) and date of observation and/or datum
- Distances of proposed structure to existing water line; distance from water line to bottom
- Length (ft), height (ft) and type (i.e., concrete, wood, etc.) of structure
- Locations and type (material) of pilings
- Elevation of existing bottom and shoreline above/below datum (NGVD, etc.)

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7553-01
January 6, 2011

Mr. George P. Young, P.E., Chief, Regulatory Branch
U.S. Department of the Army
Engineer District Honolulu
Building 230
Fort Shafter, Hawaii 96858-5440

Attention: Ms. Amy Klein

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Young:

Thank you for your June 15, 2010 (POH-2010-00149) comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

Based on your response, the Final EA will include authorization under Section 404 of the Clean Water Act would not be required for the project.

The Draft EA included a Department of Army (DA) permit under 33 USC 401 (Section 10 of the Rivers and Harbors Act) will be required prior to commencement of the project. A DA permit will be submitted to your office for approval.

The US Department of Transportation Federal Transit Administration will be given the information regarding compliance with Section 7 of the Endangered Species Act, the Magnuson-Stevens Fishery Conservation Act, and the Fish and Wildlife Coordination Act. The Draft EA included the completed findings related to Section 106 of the Historic Preservation Act.

The Final EA will include a Coastal Zone Management Consistency Determination from the State of Hawaii is required prior to the Corps authorizing any work under a Section 10 permit.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

John Sakaguchi

From:	Paula_Levin@fws.gov
Sent:	Thursday, August 12, 2010 11:56 AM
To:	John Sakaguchi
Cc:	Dan_Polhemus@fws.gov
Subject:	Re: FW: FW: Kaunakaki Harbor Ferry System Job# B61XM828
Categories:	Filed by Newforma
Attachments:	BMPs-USFWS (12-24-08).pdf; usfws docs-1.pdf

BMPs-USFWS (12-24-08).pdf usfws docs-1.pdf

Hi John: Yes, this concludes Fish and Wildlife Coordination Act and Section
7 ESA coordination with USFWS. I understand you are working toward concluding your ESA coordination with NOAA. Please note that this is a separate compliance concern with NOAA and that there is not a need for you to further coordinate with USFWS on this project other than my request below to notify us of any permits or records of decision.
Thanks again for your attention to these important matters, and for your interest in conserving aquatic resources.

Paula Levin
USFWS Pacific Islands
Coastal Conservation
(808)792-9417

"John Sakaguchi" <jsakaguchi@wilsonokamoto.com>
08/12/2010 11:43 AM

To <Paula_Levin@fws.gov>
cc
Subject FW: FW: Kaunakaki Harbor Ferry System Job# B61XM828

Paula: To confirm, this concludes the informal coordination needed for the Fish and Wildlife Coordination Act and Section 7 of the Endangered Species Act.
Thank you
John Sakaguchi

-----Original Message-----
From: Paula_Levin@fws.gov [mailto:Paula_Levin@fws.gov]
Sent: Wednesday, August 11, 2010 4:03 PM
To: John Sakaguchi
Subject: Re: FW: Kaunakaki Harbor Ferry System Job# B61XM828

Hi John: Thank you for the reminder on the correspondence, which I have also confirmed in our database as our most recent and concluding correspondence to you.

The USFWS concluded this action on Nov. 16, 2009, to which you responded with a letter acknowledging intention to implement the conservation
recommendations and best management practices. No further coordination
is
needed, however we would appreciate your forwarding electronic (if
possible) copies of any permits issued or records of decision for your environmental compliance. Also, when construction is planned to commence, I would appreciate notification so that if I have the time to get into the field I try to follow up with a site visit to observe implementation of BMP's (learning what works in various situations) either at the time of site prep., during construction, or post- construction. Thank you again for your commitment to conservation of fish and wildlife.

PS: I noticed a sentence structure error in my earlier message that does not change anything substantively, but I thought I would clarify: See highlighted/corrected area below.

Paula Levin
USFWS Pacific Islands
Coastal Conservation
(808)792-9417

"John Sakaguchi"
<jsakaguchi@wilso
nokamoto.com>

To <Paula_Levin@fws.gov>

08/11/2010 11:57
AM

cc <Valerie.S.Suzuki@hawaii.gov>

Subject FW: Kaunakaki Harbor Ferry System
Job# B61XM828

Paula: Here are the previous documents (your original e-mail and our letter response) related to the Kaunakakai Harbor Ferry System project.
We would like to conclude the necessary coordination with the US Fish and Wildlife for this project. We appreciate your help.
Thank you
John Sakaguchi
946.2277(t)

-----Original Message-----

From: [mailto:Paula_Levin@fws.gov]
Sent: Tuesday, November 17, 2009 2:51 PM
To: John Sakaguchi
Cc: Dawn_Greenlee@fws.gov
Subject: Kaunakaki Harbor Ferry System Job# B61XM828

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment, Pre-Assessment Consultation for Kaunakakai Harbor Ferry System improvements. RE: Job# B61XM828

Based on FWS' review of the documents and our discussion of Nov. 4, and 17th 2009, I understand that no increases in ferry operation are planned to be associated with this project, and that no work, including dredging or filling of aquatic habitat will be performed in the water. The work is only being performed on and under the existing structures, and measures such as floating boom with a silt curtain will be used to prevent debris falling into the aquatic environment from causing any harm to water quality and aquatic species. I am enclosing an additional list of our standard Best Management Practices to help you to ensure protection of the waters from construction activities.

(See attached file: BMPs-USFWS (12-24-08).pdf)

Additional recommendations/Best Management Practices to avoid impacts to Threatened and Endangered Species follow:

Based on the information you provided and pertinent information in our files, The federally listed(Threatened)Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project. Seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, we recommend all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition night-time construction involving unshielded outdoor lighting should be avoided.

Thank you again for the opportunity to review the project, and for your responsiveness to my inquiries.

Paula Levin
USFWS Pacific Islands
Coastal Conservation
(808)792-9417
(See attached file: BMPs-USFWS (12-24-08).pdf)(See attached file: usfws docs-1.pdf)
(See attached file: BMPs-USFWS (12-24-08).pdf)(See attached file: usfws docs-1.pdf)

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7553-01
May 26, 2010

Ms. Paula Levin
Pacific Islands Office
Fish and Wildlife Service
U.S. Department of the Interior
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Ms. Levin:

Thank you for your November 17, 2009 e-mail comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation on the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Draft EA will include, based on the pertinent information in the Fish and Wildlife Service (FWS) files, Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project. Threatened seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, the FWS recommended all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition, night-time construction involving unshielded outdoor lighting should be avoided.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

[redacted]

7553-01

John Sakaguchi

11/10/09 BL LH

From:	Paula_Levin@fws.gov
Sent:	Tuesday, November 17, 2009 2:51 PM
To:	John Sakaguchi
Cc:	Dawn_Greenlee@fws.gov
Subject:	Kaunakakai Harbor Ferry System Job# B61XM828
Attachments:	BMPs-USFWS (12-24-08).pdf

File

1/2

BMPs-USFWS (12-24-08).pdf (39 ...

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment, Pre-Assessment Consultation for Kaunakakai Harbor Ferry System Improvements. RE: Job# B61XM828

Based on FWS' review of the documents and our discussion of Nov. 4, and 17th 2009, I understand that no increases in ferry operation are planned to be associated with this project, and that no work, including dredging or filling of aquatic habitat will be performed in the water. The work is only being performed on and under the existing structures, and measures such as floating boom with a silt curtain will be used to prevent debris falling into the aquatic environment from causing any harm to water quality and aquatic species. I am enclosing an additional list of our standard Best Management Practices to help you to ensure protection of the waters from construction activities.

(See attached file: BMPs-USFWS (12-24-08).pdf)

Additional recommendations/Best Management Practices to avoid impacts to Threatened and Endangered Species follow:

Based on the information you provided and pertinent information in our files, Newell's shearwater (Puffinus auricularis newelli) and the endangered Hawaiian petrel (Pterodroma phaeopygia sandwichensis) (collectively referred to as seabirds) have been observed in the vicinity of the proposed project threatened. Seabirds may traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting, particularly when used during each year's peak fledging period (September 15 through December 15), could result in seabird disorientation, fallout, injury and/or mortality. To minimize potential project impacts to seabirds, we recommend all outdoor lights associated with the project be shielded so the bulb can be seen only from below. In addition night-time construction involving unshielded outdoor lighting should be avoided.

Thank you again for the opportunity to review the project, and for your responsiveness to my inquiries.

Paula Levin
USFWS Pacific Islands
Coastal Conservation
(808)792-9417

U.S. Fish and Wildlife Service
Recommended Standard Best Management Practices

2/2

The Fish and Wildlife Service recommends that the following measures be incorporated into projects to minimize the degradation of water quality and adverse impacts to fish and wildlife resources.

1. Turbidity and siltation from project-related work shall be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.
2. Dredging/filling in the marine environment shall be scheduled to avoid coral spawning and recruitment periods and sea turtle nesting and hatching periods.
3. Dredging and filling in the marine/aquatic environment shall be designed to avoid or minimize the loss of special aquatic site habitat (coral reefs, wetlands etc.) and any ecological functions unavoidably lost as a result of the project shall be replaced.
4. All project-related materials and equipment (dredges, barges, backhoes etc) to be placed in the water shall be cleaned of pollutants prior to use.
5. No project-related materials (fill, revetment rock, pipe etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, wetlands etc.);
6. All debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site.
7. No contamination (trash or debris disposal, non-native species introductions attraction of non-native pests etc.) of adjacent marine/aquatic environments (reef flats, channels, open ocean, stream channels, wetlands, beaches, forests etc.) shall result from project-related activities. This shall be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan (HACCP – see http://www.haccp-nrm.org/Wizard/default.asp) to prevent attraction and introduction of non-native species.
8. Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases.
9. Any under-layer fills used in the project shall be protected from erosion with stones (or core-loc units) as soon after placement as practicable.
10. Any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with native or non-invasive vegetation matting, hydroseeding etc.).

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Pacific Islands Regional Office
1601 Kapiolani Blvd., Suite 1110
Honolulu, Hawaii 96814-4700
(808) 944-2200 • Fax (808) 973-2941

July 8, 2010

John L. Sakaguchi
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, HI 96826

Dear Mr. Sakaguchi:

NOAA-Fisheries PIRO Habitat Conservation Division (HCD) has reviewed the Draft Environmental Assessment (DEA) Kaunakakai Harbor Ferry System Improvements for impacts to Essential Fish Habitat (EFH) on the south central side of Molokai.

Summary

- The proposed project involves improving the Kaunakakai Ferry Harbor pier by building and converting facilities on the pier; constructing a sewer lift station; constructing a sewer lift main to connect to the county waste water collection line; constructing a water line for fire protection with three new fire hydrants; rehabilitating approximately 1,550-square foot area of the pile supported pier by removing and replacing the existing reinforced concrete deck with precast planks; and removing 10 existing piles and placing 12 new piles.

- Marine resources, including fish, coral, and marco-invertebrates were surveyed in the direct and indirect impact areas within the approximately 1,550-square foot area (31 x 50 feet) of the existing 10 piles. Direct impacts may include disturbing established coral reef ecosystems (including other biota) on and around piles with a possible loss of habitat. Indirect impacts may include increase turbidity and loss of habitat when sponges, green algae, brown algae, and red algae growing on submerged portions of tire fenders are removed. The invasive *Carijoa riisei* which is also found on the tire fenders would be removed during this action.

- According to the Biological Reconnaissance and Water Quality Survey for Kaunakakai document, a line intercept transect survey was conducted to estimate the percentage coral cover. Pile 14A has an estimated 52% coral coverage. Pile 15A has an estimated 63% coral coverage. Additionally, *Pinctada margaritifer*, pearl oysters, which are protected by the state of Hawaii, occur on the piles.

- Project impacts may occur if the 10 existing deck piles are cut at mud line and at water line (14A and 15A) and removed. Twelve new piles will replace the existing piles to provide necessary strength for new improvements.

2.5 Biological Resources

HCD has the following comments regarding the DEA (please note further analysis of marine resources is recommended to quantify impacts and provide further assessment).

- As stated in the DEA, measures that can be implemented to avoid, minimize, or offset effects to EFH impacts include:

Direct Impact Mitigation
- Utilizing full water depth silt curtains to enclose work area and control turbidity during construction to minimize sedimentation.
- Erecting a platform to contain debris and other material from entering marine waters, and avoid disturbing the substratum.
- Placing equipment needed to remove and replace piles on existing deck.

- Additional comments to take into consideration:

- Cutting piles A14 and A15 at water line may not severely impact encrusted coral species such as *Montipora capiatata* and *M. patula,* but more fragile branching coral species such as *Pocillopora damicornis* may not survive the vibration disturbance.
- Pearl oysters may also be impacted.
- Is removing the piles necessary? Is it possible to have a trained biologist transplant pearl oysters, *Pinctada margaritifera*, and branching corals, *P. damicornis,* from piles 14A and 15A to the existing cut off piles, located between piles 14A and 14C, to minimize mortality impacts of vibration and turbidity?
- Transplantation has a questionable success rate, but this option could be explored.
- Peak spawning times for project area biota should be taken into consideration when planning the project start date, end date, and project work hours to avoid the peak spawning time, generally June through September. Many of the coral species only spawn at specific times of the year, giving them a certain window of opportunity for reproduction.
- For example, *Montipora patula*, which is on the Petition to list 83 coral species as endangered under the Endangered Species Act, spawns July to September, from 20:05 to 23:10 on the New moon's 1st quarter and 3rd quart phase (S. Kolinski and E. F. Cox).

- Estimated coral coverage and additional photos of other piles are not included in the reconnaissance document. The document is also lacking spawning times for fish, coral, and other aquatic biota observed in the waters of the project area are deficient in the document.

- There appears to be an inconsistency with the coral cover of existing piles.

- The Biological Reconnaissance and Water Quality Survey for Kaunakakai (Appendix A) page 9 states:

"Piles located under the deck exist in cave-like conditions of very little light. All deck piles other than the two seaward piles and two nearby cut-off piles have very limited biotic growth which progressively declines with distance under the pier. Bushy bryozoans, sponges, and barnacles have sparse cover on these piles. In the area by the sheet pile wall, small solitary tunicates and small colonies of orange cup coral *(Tubastraea coccinea)* are present on boulders and piles. Macro-invertebrates associated with the boulders are the regal slipper lobster (*Arctides regalis*) and the banded hinge-beak shrimp (*Cinetorhynchus fasciatus*). Two species of cardinal fishes (*Apogon kallopterus* and *Apogon* sp.) also occur here."

- Page 2-12 of the Impacts and Mitigation Measures for Marine Resources states, "8 (eight) piles to be removed do not have coral growing on them." Photos of the other piles were not included in the reconnaissance document.

- It would be helpful to see photos of all piles to gain a better understanding of coral growth on existing piles. Could this be included in the final EA?

- A line intercept transect survey generally measures coral percentage. A more in depth analysis, which measures colony size class by species, should be conducted in order to assess potential impacts more accurately. Quantifying the extent of resident fish communities and coral species would help to provide further assessment to determine additional potential impacts to EFH for mitigation recommendations.

Indirect Impact Mitigation

- Indirect impacts may include loss of habitat when sponges, green algae, brown algae, and red algae growing on submerged portions of tire fenders are removed.
- Eradicating the invasive *Carijoa riisei* coral by removing existing tire fenders in order to avoid growth and eliminate competition for space with native species may be beneficial to other species. Invasive species often proliferate in a disturbed environment.
- Is it possible to reuse existing tire fenders that do not have *Carijoa riisei* coral growing? Keeping sponges, green algae, brown algae, and red algae on existing tire fenders may help species reestablish growth on new tire fenders.

4.0 Alternative to the Proposed Action

- The DEA evaluates the "No Action Alternative" in addition to the "Alternative Site". The "Alternative Site" concludes that "Considering the space limitations for docking the ferry, an alternative site for the ferry shelter was not considered a

feasible alternative." It would be useful to evaluate additional alternatives that may be feasible.

5.0 Determination

- The determination concludes that based on analysis of anticipated impacts, a FONSI is anticipated since the proposed action would not significantly impact the quality of the human or natural environment. Implementing additional measures to avoid, minimize, or offset effects to EFH, may help attain a FONSI for the project.

Thank you for providing NOAA-Fisheries PIRO Habitat Conservation Division (HCD) with an opportunity to comment.

The PIRO Protected Resources Division provides the following comments on the DEA for the Kaunakakai Harbor Ferry System Improvements:

Section 2.5 Biological Resources on page 2-7 does not mention any of the marine protected species listed under the Endangered Species Act (ESA) that are known to occur in the waters of Moloka'i. The construction of the project has the potential to affect these species and these impacts should be addressed in the DEA. In particular, it is known that the threatened green sea turtle (*Chelonia mydas*) and endangered Hawaiian monk seal (*Monachus schauinslandi*) are frequently seen in the area of Kaunakakai Harbor. Endangered hawksbill turtles (*Eretmochelys imbricata*) may also be present, but do not commonly occur in the vicinity. Endangered humpback whales (*Megaptera novaengliae*) may also be found offshore during their seasonal residency in Hawaii and could be affected by noise from the project if construction occurs during the months of October through May.

We ask that the following BMPs, designed to minimize any impacts that may occur to these species from the in-water construction, be incorporated into the project:

1. Turbidity and siltation from project-related work should be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.

2. Any construction-related debris that may pose an entanglement hazard to marine protected species must be removed from the project site if not actively being used and/or at the conclusion of the construction work.

3. All project-related materials and equipment placed in the water should be free of pollutants.

4. No project-related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, etc.)

5. No contamination (trash or debris disposal, alien species introductions etc.) of marine (reef flats, lagoons, open ocean, etc.) environments adjacent to the project site should result from project-related activities.

6. Fueling of project-related vehicles and equipment should take place away from the water. A contingency plan to control the accidental spills of petroleum products at the construction site should be developed. Absorbent pads, containment booms and skimmers will be stored on-site to facilitate the cleanup of petroleum spills.

7. Underlayer fills will be protected from erosion with core-loc units (or stones) as soon after placement as practicable.

8. Attempts must be made to prevent discharge of dredged material into the marine environment during the transporting and off-loading of dredged material.

9. Return flow of or run-off from dredged material stored at inland dewatering or storage sites must be prevented.

10. A visual survey of the project area (by either the contractor or State personnel) must be performed just prior to commencement or resumption of construction activity to ensure that no protected species are in the project area. If protected species are detected, construction activities must be postponed until they voluntarily leave the area.

11. If any ESA-listed species enters the area during the conduct of construction activities, all activities must cease until they voluntarily depart the area.

12. All on-site project personnel must be apprised of the status of any ESA-listed species potentially present in the project area and the protections afforded to those species under Federal laws. A brochure explaining the laws and guidelines for listed species in Hawaii, American Samoa, and Guam may be downloaded from http://www.nmfs.noaa.gov/prot_res/MMWatch/hawaii.htm.

13. Any incidental take of marine mammals must be reported immediately to NOAA Fisheries' 24-hour hotline at 1-888-256-9840. Hawaii only: Any injuries to sea turtles must be reported immediately to NOAA Fisheries at 1-808-983-5730. Information reported must include the name and phone number of a point of contact, location of the incident, and nature of the take and/or injury.

We also encourage the DLNR to consult with our ESA staff to ensure that all impacts to marine protected species are minimized to the greatest extent practicable. Please contact Pat Opay, ESA Section 7 Coordinator, at (808) 944-2242 or by email at patrick.opay@noaa.gov.

Sincerely,

Robert E. Schroeder

for Alan Everson
Fishery Biologist

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7553-01
January 10, 2011

Mr. Alan Everson, Fishery Biologist
National Oceanic and Atmosphpheric Administration
National Marine Fisheries Service
Pacific Islands Regional Office
1601 Kapiolani Boulevard, Suite 1110
Honolulu, Hawaii 96814

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Everson:

Thank you for your July 8, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. Detail responses to your comments follow.

2.5 Biological Resources
Additional Comments

1. Is removing the piles necessary? Is it possible to have a trained biologist transplant pearl oysters, Pinctada margaritifera, and branching corals, Pocillopora damicornis, from piles 14A and 15A to the existing cut off piles, located between piles 14A and 14C to minimize mortality impacts of vibration and turbidity?

Response: The Draft EA stated that piles 14A and 15A will be cut near the water line. As stated in the Draft EA and the Biological Reconnaissance report, the piles to be removed do not have branching corals or pearl oysters attached. The Final EA will include that cutting the piles as described is necessary to provide sufficient space to construct the replacement piles and to construct the pier face. The Draft EA stated the precast reinforced piles will be pre-drilled then driven into place with a pile driving machine.

As noted in the comments, branching corals (Pocillopora damicornis) and pearl oysters (Pinctada margaritifera) may be impacted by vibration and turbidity disturbance from pile cutting. Coral and oyster transplants by trained biologist from the cut piles to the remaining portion of the existing cut off piles is an option.

AECOS, the firm that conducted the marine survey, agreed that transplantation has a questionable success rate. However, this option can be explored and supported with lessons learned from previous transplantation cases.

For example, fragments of the lace coral, Pocillopora damicornis, were transplanted to four sites on the south-central coast of Maui, Hawaii, to examine coral growth over a range of expected sediment influence (Piniak and Brown. 2008).

Another field survey will be conducted to quantify the amount of coral and oysters to be transplanted and locate possible transplant areas.

2. Peak spawning times for project area biota should be taken into consideration when planning the project start date, end date, and project work hours to avoid the peak spawning time, generally June through September.

Response: Peak reproduction of corals in Hawaii occurs during summer months, although reproduction continues year round for some brooders. Montipora patula spawns July to September from 20:05 to 23:10 on the new moon's 1st quarter and 3rd quarter phase. M. capitata spawns May to September, from 20:45 to 22:30 on the new moon's 1st quarter. Pavona varians spawns in June, from 19:05 to 20:15 during the full moon's 3rd quarter. Porites lobata spawns June to August, two to three days after the full moon. Poeillopora damieornis spawns year-round, with all phases of the moon. The majority of larvae are released at night, but some are released throughout the day (Kolinski and Cox. 2003).

Spawning of pearl oysters (Pinetada margaritifera) is related to fluctuations in water temperature, with peak spawning times occurring when temperatures are highest, once a year in July/August (Galtsoff. 1933). The spawning season of the Hawaiian oyster (Dendostrea sandvieensis) occurs early in the year, January or February, as water temperatures begin to rise (CTSA, 2009). Slipper lobster (Aretides regalis) peak spawning occurs May through August. Work on the piles will be scheduled to minimize impacts to corals.

3. There appears to be inconsistency with the coral cover of existing piles.

Response: There is no coral growth on the other piles that will be removed. The Final EA will be revised to state only limited biotic growth is found on the piles to be removed. The small colonial coral, orange cup coral, exists in the project area sea bottom and may be impacted by pile removal.

4. It would be helpful to see photos of all piles to gain an understanding of coral growth on existing piles. Could this be included in the final EA?

Response: Photos of all piles are not available. However, photos of the existing piles to be removed will be taken as part of the additional field survey and will be submitted along with the report to NOAA.

5. A more in-depth analysis which measures colony size class by species should be conducted in order to assess potential impacts more accurately.

Response: An additional field survey will be undertaken to determine the colony size class distribution on the piles.

6. Quantifying the extent of resident fish communities and coral species would help to provide further assessment to determine additional potential impacts to EFH for mitigation recommendations.

Response: Another field survey would be required to quantify the extent of resident fish communities in the project area.

7. Eradicating the invasive Carijoa riisei coral by removing existing tire fenders in order to avoid growth and eliminate competition for space with native species may be beneficial to other species. Invasive species often proliferate in a disturbed environment.

Response: Prior to construction, the tire fenders in the project area will be examined for invasive Carijoa riisei coral growth, and individual colonies removed. This action will support native species growth.

8. Indirect impacts may include loss of habitat when sponges, green algae, brown algae, and red algae growing on submerged portions of tire

fenders are removed. Is it possible to re-use of tire fenders that do not have the invasive Carijoa riisei coral growth?

Response: Tire fenders are replaced periodically as they are damaged from ship/barge traffic at the pier. Reusing the tire fenders is an option. A suitable place will be determined to relocate the tire fenders temporarily while work on the deck is being undertaken. A biologist will look at the four affected tire fenders to confirm that those to be re-used do not have Carijoa riisei coral growth. Additionally, the tires to be re-used would need to be kept in water so the sponges, algae, and other biota survive.

The Final EA will include that, to mitigate adverse impacts to the branching *Pocillopora damicornis* coral species and the pearl oysters (*Pinctada margaritifera*) located on piles 14A and 15A, transplanting or replanting of these species will be undertaken by the State. Prior to the transplantation, a field survey will be undertaken to provide colony class size of corals growing on the piles. The transplantation will be undertaken to avoid the peak spawning period.

In addition, the State will reuse the existing tires to mitigate adverse impacts to essential fish habitat (EFH). The invasive *Carijoa riisei* coral will be removed from the existing tires prior to reuse.

4. Alternatives
It would be useful to evaluate additional alternatives that may be feasible.

As discussed in the Draft EA, the ferry shelter is used by ferry riders as a waiting area prior to departure and after arrival of the ferry. The ferry is assigned a 127-foot long docking position at the north end of the commercial pier. The entire remaining portion of the commercial pier is assigned to the cargo barges which provide the goods, materials, and fuel needed by the residents of Molokai. As

discussed in the Draft EA, the ferry shelter is integral to the ferry docking and landing area. Without an alternate docking position for the ferry on the commercial pier, relocating the ferry shelter to another site on the pier island is not feasible.

The Final EA will also note the north side and east end of the pier island are assigned to the Small Boat Harbor for docking small boats. Since these areas are occupied by small boats, and since the areas are not dredged to the depths needed for operation of the ferry, re-assignment of these areas to the ferry is not feasible. Further, at this time, given lack of funds and the various permitting and related issues to constructing a new ferry docking space, construction of an alternate site for docking the ferry would not be a feasible alternative.

In terms of the pier strengthening and the piles, several alternatives were considered. The pier strengthening is needed to handle the higher weights of the cargo containers and the cargo handling equipment used to move the containers. In addition, since the ferry and the cargo barge need to be separated when both vessels are docked, the pier needed to be strengthened at the cargo unloading position.

Retaining the two outer existing piles (14A and 15A) was considered. However, since the strength and remaining life of these existing piles could not be determined from the available information, retention of the existing piles would not achieve the necessary strengthening. In addition, retention of the piles would interfere with the placement and construction of the replacement piles. Thus, retention of the two outer existing piles was not considered feasible.

Removal of the piles at the mud line is the preferred alternative. This would allow placement of the replacement piles at the required locations and provide a clear area under the deck to perform inspection and maintenance of the pier deck from under the deck. However, given the presence of coral on the two outer piles, the preferred alternative to remove the piles at the mud line was not considered a feasible alternative for piles 14A and 15A.

5. Determination

9. Implementing additional measures to avoid, minimize or offset effects to EFH may help attain a FONSI for the project.

Response: See below.

10. The biological resources report does not mention any of the protected species listed under ESA that are known to occur in the waters of Moloka'i.

Response: AECOS will revise the final report to include information on ESA listed species. No ESA-listed species were encountered during the 2009 marine survey of Kaunakakai Harbor (AECOS, 2009), yet three are known to occur in the general area, and one species is proposed for listing. The threatened green sea turtle (Chelonia mydas) and endangered Hawaiian monk seal (Monachus schauinslandit) are known to occur in the waters of Kaunakakai Harbor. Additionally, the endangered hawksbill turtles (Eretmochelys imbricata) may be present, but do not commonly occur in the vicinity.

The waters in and around Kaunakakai Harbor are within the Hawaiian Islands Humpback Whale National Marine Sanctuary, and the endangered humpback whale (Megaptera novaeangliae) may be found offshore during their seasonal residency in Hawai'i during the months of October through May. The Project within Kaunakakai Harbor will not directly affect humpback whales, but the sound generated from pile-driving may be substantial enough to cause an acoustic disturbance to protected species in surrounding waters. Project plans should ensure that sound emanation from the project site is below the temporary threshold shift (TTS) for marine mammals (NOM, 2005). When the pile efforts driving effort commence, these efforts will be postponed or halted when the protected species are within the TTS range. The piles will be pre-drilled prior to placement of the plies. Additionally, soft starts for the pile driving will be utilized. With this procedure, the pile installation begins with low-impact, low-energy velocities, and gradually builds up to full energy. The soft-start will allow marine species to leave the area before the full impact of the activity is attained.

Eight species of corals were observed in the project area (AECOS, 2009). Coral species present are protected under Hawaii state law. State law prohibits the breaking or damaging, with any implement, any stony coral from the waters of Hawai'i, including any reef or mushroom coral (HAR 1395-70). It is unlawful to take, break or damage, any implement, any rock or coral to which marine life of any type is visibly attached (HAR 13-95-71). As of February 10, 2010, two coral species found during the survey, *Montipora patula* and *Leptoseris incrustans*, both encrusted species, are included as petitioned species to be listed as threatened or endangered under the Endangered Species Act (ESA; NOMNMFS, 2010). The petition states that these species are classified as endangered by the World Conservation Union (IUCN). NOAA has initiated a status review of the species to determine if listing under the ESA is warranted (NOAANMFS, 2010). At this time, the final status review report is pending.

11. We ask that the following BMPs, designed to minimize any impacts that may occur to these species from the in-water construction be incorporated into the project:

1. Turbidity and siltation from project-related work should be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.

2. Any construction-related debris that may pose an entanglement hazard to marine protected species must be removed from the project site if not actively being used and/or at the conclusion of the construction work.

3. All project-related materials and equipment placed in the water should be free of pollutants.

4. No project-related materials (fill, revetment, rock, pipe, etc.) should be stockpiled in the water (intertidal zones, reef flats. stream channels, etc.).

5. No contamination (trash or debris disposal. alien species introductions. etc.) of marine (reef flats, lagoons, open ocean. etc.) environments adjacent to the project site should result from project-related activities.

6. Fueling of project-related vehicles and equipment should take place away from the water. A contingency plan to control the accidental spills of petroleum products at the construction site should be developed. Absorbent pads. containment booms. and skimmers will be stored on-site to facilitate the cleanup of petroleum spills.

7. Underlayer fills will be protected from erosion with core-loc units (or stones) as soon after placement as practicable.

8. Attempts must be made to prevent discharge of dredged material into the marine environment during the transporting and off-loading of dredged material.

9. Return flow of or run-off from dredged material stored at inland dewatering or storage sites must be prevented.

10. A visual survey of the project area (by either the contractor or State personnel) must be performed just prior to commencement or resumption of construction activity to ensure that no protected species are in the area. If protected species are detected, construction activities must be postponed until the voluntarily leave the area.

11. If any ESA-listed species enters the area during the conduct of construction activities, all activities must cease until they voluntarily depart the area.

12. All on-site project personnel must be apprised of the status of any ESA listed species potentially present in the project area and the protections afforded to those species under Federal laws.

13. Any incidental take of marine mammals must be reported immediately to NOAA Fisheries' 24-hour hotline at 1-888-256-9840. Any injuries to sea turtles must be reported immediately to NOAA Fisheries at 1-808-9835730. Information must include the name and phone number of a point of contact, location of the incident, and the nature of the take and/or injury.

Response: The Final EA will include various Best Management Practices (BMPs) as mitigation for the project. The appropriate BMPs will also be included in the contactor documents.

As described above, the Ferry System Improvements project will include mitigation related to transplantation of the fragile coral species, re-use of the existing tires to preserve essential fish habitat, and incorporation of the BMPs into the contract documents. The Final EA will include, with the identified mitigation measures, a Finding of No Significant Impact (FONSI) will be determined for the Ferry Improvements project.

> *14. Encourage DLNR to consult with ESA staff, Pat Opay, ESA Section 7 Coordinator to ensure that all impacts to marine protected species are minimized to the greatest extent possible.*

The findings from the additional field work will be submitted to Pat Opay as part of the coordination for this project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

7553-01

7/9/10 TF 9V

LINDA LINGLE
GOVERNOR OF HAWAII

CHIYOME LEINAALA FUKINO, M.D.
DIRECTOR OF HEALTH

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

In reply, please refer to:
EMD / WB

Kaunakakai Harbor Ferry DEA
LUD – 2 5 3 001 011
ID# 425

July 1, 2010

Mr. John L. Sakaguchi, AICP, Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street
Artesian Plaza Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUL 06 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvement, Kaunakakai Harbor, Molokai, Maui, Hawaii TMK (2) 5-3-001: 011

Thank you for the opportunity to review the subject property document. We have no objections to the proposed project but have the following comments to offer you.

The proposed project involves the construction of a new sewer lift station, sewer force main and transition manhole for the connection the restroom facilities to the County wastewater collection system. For compliance with our chapter 11-62, Hawaii Administrative Rules (HAR), standby power is required for all lift stations to prevent unauthorized discharges of wastewater during a primary power outage.

All wastewater plans must conform to applicable provisions of our chapter 11-62, HAR. We do reserve the right to review all detailed wastewater plans for conformance to our rules. Should you have any questions, please contact the Planning & Design Section of the Wastewater Branch at 586-4294.

Sincerely,

SINA PRUDER, P.E., ACTING CHIEF
Wastewater Branch

c: DOH's Environmental Planning Office (EPO 1-3219)
DOH-WWB's Maui Staff – Mr. Roland Tejano

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7553-01
January 6, 2011

Mr. Marshall Lum, PE, Acting Chief
Wastewater Branch
State of Hawaii
Department of Health
Environmental Management Division
919 Ala Moana, Room 300
Honolulu, Hawaii 96814-4920

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Lum:

This replies to the Branch's July 1, 2010 comment letter (Kaunakakai Ferry DEA, LUD-253001011, ID#425) on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project.

The Final EA will note the Wastewater Branch had no objections to project. The Final EA will also include standby power for the lift station pumps will be provided by an on-site portable generator which can be used to power the pumps in the event of a power outage from the commercial system. In addition, the lift station automated controls will be capable of auto-dialing directly to a State representative designated for 24-hour on-call duty. The State representative will notify the representative for the Harbor that the lift station requires immediate attention.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR OF HAWAII

7553-01

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

7/9/10

JF
JS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

July 6, 2010

Wilson Okamoto Corporation
1907 South Beretania Street Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUL 08 2010
WILSON OKAMOTO CORPORATION

Attention: Mr. John Sakaguchi, AICP

Ladies and Gentlemen:

Subject: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvements

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

Other than the comments from Division of Boating & Ocean Recreation, Division of Aquatic Resources, Commission on Water Resource Management, Office of Conservation & Coastal Lands, Engineering Division, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Historic Preservation will be submitting comments through a separate letter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

for Morris M. Atta
Acting Administrator

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
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:DH

Correspondence: MO-10-258

JUN 10 2010

John Sakaguchi, AICP
Wilson Okamoto
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi,

SUBJECT: Kaunakakai Commercial Harbor Improvements, Kaunakakai, Island of Molokai

The Department of Land and Natural Resources (DLNR), Office of Conservation and Coastal Lands (OCCL) is in receipt of your letter, dated June 3, 2010, regarding the Kaunakakai Harbor Improvements located on the Island of Molokai.

The OCCL notes to refer to Correspondence MO-10-102 (dated November 4, 2009) regarding the proposed project.

Should you have any questions, please call Dawn Hegger, 808-587-0380, at the Office of Conservation and Coastal Lands.

Sincerely,

Samuel J. Lemmo, Administrator
Office of Conservation and Coastal Land

c: MDLO
Maui County Planning Department
Land Div. - C. Unoki

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
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
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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:DH

Correspondence: MO-10-102

NOV - 4 2009

John Sakaguchi, AICP
Wilson Okamoto
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi,

SUBJECT: Kaunakakai Commercial Harbor Improvements, Kaunakakai, Island of Molokai

The Department of Land and Natural Resources (DLNR), Office of Conservation and Coastal Lands (OCCL) is in receipt of your letter, dated October 27, 2009, regarding the Kaunakakai Harbor Improvements located on the Island of Molokai.

According to your information, proposed improvements are being made to the existing Kaunakakai Commercial Harbor facilities. Most improvements (construction of restroom facilities, construction of 625 square foot shelter, construction a below grade sewer lift station and 2,400 long foot force main, closing the existing seawater septic and leachfield system, constructing a 3,300 long foot potable water line for domestic and fire protection, and rehabilitating an approximately 1,720 square foot area of the commercial pier to provide a hardstand for handling cargo and containers) will take place on fill land, however the piers' piles located in the water will also be replaced.

The OCCL notes work will occur in the State Land Use (SLU) Conservation District, Resource subzone. The site is currently managed by the State Department of Transportation, Harbors Division and is considered a non-conforming use. The OCCL notes the proposed project in the Conservation District is considered routine repair and maintenance for a use of which no Conservation District Use Application (CDUA) permit is required. Additionally, the project is minor in scope and within the scope of Kaunakakai Commercial Harbor operations and maintenance. Should you have any questions, please call Dawn Hegger, 808-587-0380, at the Office of Conservation and Coastal Lands.

Sincerely,

Samuel J. Lemmo, ADMINISTRATOR
Office of Conservation and Coastal Land

c: MDLO
Maui County Planning Department

EXHIBIT 1

WILSON OKAMOTO CORPORATION
ENGINEERS / PLANNERS / CONSULTANTS
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
Phone: 808-946-2277
FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Russell Tsuji, Administrator
Land Division
State of Hawaii
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street, Room 130
Honolulu, Hawaii 96813

Attention: Mr. Samuel J. Lemmo, Administrator, Office of Coastal and Conservation Lands

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tsuji:

This replies to the Division's July 6, 2010 comment letter and the June 24, 2010 comment letter from the Office of Coastal and Conservation Lands (MO-01-258) on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. Our responses follow:

The Final EA will confirm the information in the Draft EA that the project is considered routine repair and maintenance and a Conservation District Use Application (CDUA) is not required.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 8, 2010

MEMORANDUM

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

RECEIVED
LAND DIVISION
2010 JUL -1 A 11:27
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvements
LOCATION: Island of Molokai
APPLICANT: Wilson Okamoto Corporation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 5, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
( ) We have no comments.
(x) Comments are attached.

Signed:
Date: 6/24/10

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/CharleneUnoki
Ref.: DEAKaunakakaiHarborFerrySystemImpvts
Maui.481

COMMENTS

(X) **We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone AE. The National Flood Insurance Program regulates developments within Zone AE as indicated in bold letters below.**

( ) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is also located in Zone ____.

( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ___.

(X) **Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.**

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

( ) Mr. Robert Sumitomo at (808) 768-8097 or Mr. Mario Siu Li at (808) 768-8098 of the City and County of Honolulu, Department of Planning and Permitting.

( ) Mr. Frank DeMarco at (808) 961-8042 of the County of Hawaii, Department of Public Works.

(X) **Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.**

( ) Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.

( ) The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can s and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

(X) **The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.**

( ) Additional Comments: _____

( ) Other: _____

Should you have any questions, please call Ms. Suzie S. Agraan of the Planning Branch at 587-0258.

Signed: _____
CARTY S. CHANG, ACTING CHIEF ENGINEER

Date: 6/29/10

WILSON OKAMOTO CORPORATION
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7553-01
January 6, 2011

Mr. Russell Tsuji, Administrator
Land Division
State of Hawaii
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street, Room 130
Honolulu, Hawaii 96813

Attention: Mr. Carty Chang, P.E., Branch Chief, Engineering Division

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tsuji:

This replies to the Division's July 6, 2010 comment letter and the June 29, 2010 comment letter from the Engineering Division on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Engineering Division confirms the project site is in Zone AE of the Flood Insurance Rate Map (FIRM) and the project must comply with rules and regulations of the National Flood Insurance Program.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
WILLIAM D. BALFOUR, JR.
SUMNER ERDMAN
NEAL S. FUJIWARA
CHIYOME L. FUKINO, M.D.
DONNA FAY K. KIYOSAKI, P.E.
LAWRENCE H. MIKE, M.D., J.D.

LENORE N. OHYE
ACTING DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

July 1, 2010

RECEIVED
LAND DIVISION
2010 JUL -6 A 9:32
DEPT OF LAND & NATURAL RESOURCES
STATE OF HAWAII

TO: Morris Atta, Administrator
Land Division

FROM: Lenore N. Ohye, Acting Deputy Director
Commission on Water Resource Management

SUBJECT: Kaunakakai Harbor Ferry System Improvements Draft EA

FILE NO.: N/A
TMK NO.: (2) 5-3-001:011

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at http://www.hawaii.gov/dlnr/cwrm.

Our comments related to water resources are checked off below.

☒ 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.

☒ 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.

☐ 3. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.

☒ 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at http://www.usgbc.org/leed. A listing of fixtures certified by the EPA as having high water efficiency can be found at http://www.epa.gov/watersense/pp/index.htm.

☒ 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at http://hawaii.gov/dbedt/czm/initiative/lid.php.

☒ 6. We recommend the use of alternative water sources, wherever practicable.

☐ 7. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM:
Additional information and forms are available at http://hawaii.gov/dlnr/cwrm/resources_permits.htm.

☐ 8. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water.

☐ 9. A Well Construction Permit(s) is (are) required any well construction work begins.

☐ 10. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

☐ 11. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.

☐ 12. Ground water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.

☐ 13. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.

☐ 14. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is (are) constructed or altered.

☐ 15. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.

☐ 16. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.

☒ OTHER:

This is a designated water management area, with service to this project provided by Maui Department of Water Supply, holders of a water use permit. The project water requirements are a minimal 800 gpd. However, the source for the water is currently overpumped, and the County is on notice that it must find a relief source to augment its service requirements.

If there are any questions, please contact Charley Ice at 587-0218.

WILSON OKAMOTO CORPORATION
ENGINEERS · PLANNERS · CONSULTANTS

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www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Russell Tsuji, Administrator
Land Division
State of Hawaii
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street, Room 130
Honolulu, Hawaii 96813

Attention: Ms. Lenore N. Ohye, Acting Administrator, Commission on Water Resource Management

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tsuji:

This replies to the Division's July 6, 2010 comment letter and the July 1, 2010 comment letter from the Commission on Water Resource Management on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the following recommendations from the Commission on Water Resources Management:

1. Coordination with the county to incorporate this project into the county's Water Use and Development Plan.

2. Coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.

3. Water efficient fixtures will be installed in the new restroom facilities. Water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources.

4 Use of best management practices (BMP) for stormwater management to minimize impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events.

5. The Final EA will note the Commission on Water Resources Management recommended the use of alternative water sources, wherever practicable. However, the Final EA will also note alternative water sources are not available in this area of Molokai.

The Final EA will also include that this is a designated water management area, with service to this project provided by Maui Department of Water Supply, holders of a water use permit. The project water requirements are 800 gpd based on fixture counts. However, the source for the water is currently overpumped and the County is on notice they must find a relief source to augment its service requirements.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

DAR 3144

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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

June 8, 2010

MEMORANDUM

TO: ~~DLNR~~ Agencies:
x Div. of Aquatic Resources
x ~~Div. of Boating & Ocean~~ Recreation
x Engineering Division
___Div. of Forestry & Wildlife
__Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Maui District

RECEIVED
JUN 9 2010
AQUATIC RESOURCES

RECEIVED
LAND DIVISION
2010 JUN -4 P 12:43
DEPT. OF LAND & NATURAL RESOURCES STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvements
LOCATION: Island of Molokai
APPLICANT: Wilson Okamoto Corporation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 5, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
( ) We have no comments.
(X) Comments are attached.

Signed: _____
Date: 7-2-10

DIVISION OF AQUATIC RESOURCES - MAUI
DEPARTMENT OF LAND & NATURAL RESOURCES
130 Mahalani Street
Wailuku, Hawai'i 96793
July 1, 2010

To: Alton Miyasaka, Aquatic Biologist

From: Skippy Hau, Aquatic Biologist

Subject: DEA for Kaunakakai Harbor Ferry System Improvements (DAR3144)
(Due July 5, 2010 Charlene Unoki Land)

Most of the proposed improvements will have minimal impact on aquatic resources. The corals such as Montipora on existing pilings will eventually settle and grow on the new pilings over time.

WILSON OKAMOTO CORPORATION
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www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Russell Tsuji, Administrator
Land Division
State of Hawaii
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street, Room 130
Honolulu, Hawaii 96813

Attention: Mr. Francis Oishi, Program Manager, Division of Aquatic Resources

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tsuji:

This replies to the Division's July 6, 2010 comment letter and the July 2, 2010 comment letter from the Division of Aquatic Resources on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Division of Aquatic Resources noted the proposed improvements will have minimal impact on aquatic resources and that corals such as Montipora on existing pilings will eventually settle and grow on the new pilings over time.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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

June 8, 2010

MEMORANDUM

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

RECEIVED
LAND DIVISION
2010 JUN 10 A 11:00
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvements
LOCATION: Island of Molokai
APPLICANT: Wilson Okamoto Corporation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 5, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

(x) We have no objections.
( ) We have no comments.
( ) Comments are attached.

Signed:
Date: 6/9/10

JUN 9'10 am10:50 OCE RIV

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
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FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Russell Tsuji, Administrator
Land Division
State of Hawaii
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street, Room 130
Honolulu, Hawaii 96813

Attention: Mr. Edward R. Underwood, Administrator, Division of Boating & Ocean Recreation

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tsuji:

This replies to the Division's July 6, 2010 comment letter and the June 9, 2010 comment letter from the Division of Boating & Ocean Recreation on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Division of Boating & Ocean Recreation had no objections to the project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

7553-01

LINDA LINGLE
GOVERNOR OF HAWAII

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

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:
DOH/CWB

06072CEC.10

June 24, 2010

Mr. John L. Sakaguchi, AICP
Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUN 25 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

SUBJECT: Draft Environmental Assessment (DEA)
Kaunakakai Harbor Ferry System Improvements
Kaunakakai, Island of Molokai, Hawaii
TMK: (2) 5-3-001:011

Thank you for the opportunity to review and comment on the subject DEA. The Department of Health (DOH), Clean Water Branch (CWB), has reviewed the DEA and is offering the following general comments on the subject project. Please note that our review is based solely on the information provided and its compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. The Department of Land and Natural Resources (DLNR), Engineer Division, may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. Please contact the Army Corps of Engineers at (808) 438-9258 to see if this project requires a Department of the Army (DA) permit. Permits may be required for work performed in, over, and under navigable waters of the United States. Projects requiring a DA permit may also require a Section 401 Water Quality Certification (WQC) from our office.

3. DLNR may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for NPDES general permit coverage by submitting the applicable Notice of Intent (NOI) form for:

   a. Storm water associated with construction activities, including excavation, grading, clearing, demolition, uprooting of vegetation, equipment staging, and storage areas that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the start of the construction activities.

   b. Discharges of construction dewatering effluent.

   c. Discharges of hydrotesting effluent.

   DLNR must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI must be submitted 30 calendar days before the start of construction activities.

   The NOI forms may be picked up at our office or downloaded from our website at http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html.

4. Site-specific construction Best Management Practices shall be designed, implemented, operated, and maintained by DLNR and the Contractor, if any, in a manner to properly isolate and confine the construction activities and to contain and prevent any potential pollutant(s) discharges from adversely impacting the State waters. It is the DLNR's responsibility to ensure that the proposed irrigation water diversion related construction and operation activities will not cause the applicable water quality criteria, as specified in HAR, Sections 11-54-4, 11-54-5, 11-54-6, 11-54-7, and 11-54-8, to be violated in the receiving State waters.

5. 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 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.

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

Sincerely,

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

EC:np

c: EPO #1-3219 [via e-mail only]
   Chief, DEHP, Maui [via fax (808) 984-8237 only]

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS
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Honolulu, Hawaii, 96826 USA
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www.wilsonokamoto.com

7553-01
January 6, 2011

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

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Wong:

Thank you for your June 24, 2010 (DOH/CWB 06072CEC.10) comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. Our responses follow:

The Final EA will state that the proposed project will comply with HAR, Chapters 11-54 and 11-55, as applicable.

1. The Final EA will include 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. The Final EA will include consultation with the Army Corps of Engineers. Under Section 10, a Department of Army permit will be required prior to the commencement of the project.

3. The Draft EA, Chapter 6 included a National Pollutant Discharge Elimination (NPDES) permit as required permit.

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

   a. The Draft EA stated dewatering is not anticipated at this time. Should discharges of dewatering be required, a NPDES dewatering permit will be submitted.

   b. The project includes construction of water and fire protection lines. Should discharges of hydrotesting water be required, a NPDES permit for hydrotesting will be submitted.

4. Site-specific construction Best Management Practices (BMPs) will be designed, implemented, operated and maintained by the Department of Land and Natural Resources and the Contractor.

5. The Final EA will state that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification 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.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor
CHERYL K. OKUMA, Esq.
Director
GREGG KRESGE
Deputy Director

TRACY TAKAMINE, P.E.
Solid Waste Division
DAVID TAYLOR, P.E.
Wastewater Reclamation
Division

7553-01
7/8/10

COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT
2200 MAIN STREET, SUITE 100
WAILUKU, MAUI, HAWAII 96793

July 2, 2010

Mr. John Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUL 07 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

SUBJECT: **KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS**
DRAFT ENVIRONMENTAL ASSESSMENT
TMK (2) 5-3-001:011, KAUNAKAKAI, MOLOKAI

We reviewed the subject application and have the following comments:

1. Solid Waste Division comments:

   a. None.

2. Wastewater Reclamation Division (WWRD) comments:

   a. None. There is no County wastewater system in the immediate vicinity of the subject project.

If you have any questions regarding this memorandum, please contact Gregg Kresge at 270-8230.

Sincerely,

Cheryl K. Okuma

CHERYL K. OKUMA
Director of Environmental Management

WILSON OKAMOTO CORPORATION
ENGINEERS · PLANNERS | CONSULTANTS
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Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
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FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Kyle Ginoza, Director
County of Maui
Department of Environmental Management
2200 Main St.
One Main Plaza Bldg Suite 100
Wailuku, Hawaii 96793-2155

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Ginoza:

This replies to the Department's July 2, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Department of Environmental Management Solid Waste Division has no comments to this project.

The Draft EA stated a County of Maui force main connects a manhole near the Kaunakakai Place-Beach Place intersection to the force main and pump station located on Maunaloa Highway north of Kaunakakai Place. The pump station is used to pump flows to the Kaunakakai Wastewater Reclamation Facility (WWRF) owned and operated the County located near Maunaloa Highway and Kaunakakai Stream. The new 2,400-foot 6-inch force main will use a lift station to pump flows to a transition manhole which will then connect to the existing County manhole.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor

7553-01

TAMARA HORCAJO
Director

ZACHARY Z. HELM
Deputy Director

(808) 270-7230
FAX (808) 270-7934

DEPARTMENT OF PARKS & RECREATION
700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

June 18, 2010

RECEIVED
JUN 23 2010
WILSON OKAMOTO CORPORATION

Mr. John L. Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania Street
Honolulu, Hawaii 96826

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT, KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS, TMK: 5-3-001:011, KAUNAKAKAI, MOLOKAI

Dear Mr. Sakaguchi:

The Department of Parks and Recreation has reviewed the Draft Environmental Assessment for the Kaunakakai Harbor Ferry System Improvements; and has no comments or objections to the proposed project.

Thank you for the opportunity to review and comment. Should you have any questions or concerns, feel free to contact me or Steve Grogan, CIP Coordinator at the Parks Planning and Development Division, 270-6158.

Sincerely,

TAMARA HORCAJO
Director

TH:PTM:do

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7553-01
January 6, 2011

Mr. Glenn Correa, Director
County of Maui
Department of Parks & Recreation
700 Halia Nakoa Street, Unit 2
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Correa:

This replies to the Department's June 18, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Department of Parks & Recreation has no comments or objections to this project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955

7553-01

RALPH NAGAMINE, L.S., P.E.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

July 2, 2010

Mr. John Sakaguchi, A.I.C.P.
WILSON OKAMOTO CORPORATION
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUL 08 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS; TMK: (2) 5-3-001:011; JOB NO. B61XM82A

We reviewed the subject application and have no comments.

Please call Michael Miyamoto at (808) 270-7845 if you have any questions regarding this letter.

Sincerely,

MILTON M. ARAKAWA, A.I.C.P.
Director of Public Works

MMA:MMM:ls
xc: Highways Division
Engineering Division
S:\LUCA\CZM\kaunakakai_harbor_ferry_system_imp_dea_2_53001011_ls.wpd

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7553-01
January 6, 2011

Mr. David Goode, Director
County of Maui
Department of Public Works
200 South High Street
Kalana O Maui Bldg 4th Floor
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Goode:

This replies to the Department's July 2, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will include the Department of Public Works has no comments to this project.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

POLICE DEPARTMENT
COUNTY OF MAUI

CHARMAINE TAVARES
MAYOR

OUR REFERENCE
YOUR REFERENCE

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

GARY A. YABUTA
CHIEF OF POLICE

CLAYTON N.Y.W. TOM
DEPUTY CHIEF OF POLICE

June 21, 2010

RECEIVED
JUN 24 2010
WILSON OKAMOTO CORPORATION

Mr. John Sakaguchi, AICP
Senior Planner
Wilson Okamoto Corporation
1907 S. Beretania Street, Suite 400
Honolulu, HI 96826

Dear Mr. Sakaguchi:

SUBJECT: DEA Kaunakakai Harbor Kaunakakai Harbor Ferry System Improvements – Job No. B61XM82A

Thank you for your letter of June 2, 2010, requesting comments on the above subject.

We have reviewed the report. Please refer to a copy of the communication from Officer Lonnie Ka'ai for our comments and recommendations. Thank you for giving us the opportunity to comment on this project.

Very truly yours,

Assistant Chief Danny J. Matsuura
for: GARY A. YABUTA
Chief of Police

Enclosure

c: Kathleen Ross Aoki, Maui County Planning Department

COPY

TO : GARY YABUTA, CHIEF OF POLICE, MAUI COUNTY

VIA : CHANNELS

FROM : LONNIE KA'AI, C.P.O., DISTRICT V

SUBJECT : ASSESEMENT FOR THE PROPOSED KAUNAKAKAI HARBOR FERRY SYSTEM IMPROVEMENTS

On 061510 I was assigned by Captain D. RICKARD to submit this communication regarding the proposed improvements of the Kaunakakai Harbor Ferry System located at the Kaunakakai Pier on Kaunakakai Place in Kaunakakai Town, Molokai(TMK 5-3-001:011). John L. SAKAGUCHI, AICP Senior Planner, had requested an early assessment in 11/09 regarding the proposed improvements to the structure at the above stated location.

After reviewing the Environmental Assessment (EA) which I received on 061510, it appears that all previous concerns which had been submitted were addressed in this Environmental Assessment (EA). At this time I do not foresee any reason why this project cannot continue as planned.

Officer Lonnie KA'AI E-3263
Community Police Officer
Molokai Patrol Division
11/13/2009 @ 0728 hours

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7553-01
January 6, 2011

Assistant Chief Danny J. Matsuura
Police Department
County of Maui
55 Mahalani Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Assistant Chief Matsuura:

Thank you for your June 21, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will note the Department's previous concerns have been addressed in the Draft EA and you have no additional comments to offer at this time.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

7553-01

CHARMAINE TAVARES
Mayor

JEFFREY K. ENG
Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

June 18, 2010

Mr. John L. Sakaguchi, AICP, Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
JUN 22 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

RE: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A
Kaunakakai, Molokai, Hawaii
TMK: 5-3-001:011

Thank you for the opportunity to comment on this DEA.

The Department of Water Supply (DWS) acknowledges that our concerns, in our comment letter dated November 4, 2009, have been met in the DEA.

The DWS has no further comments at this time.

Should you have any questions, please contact our Water Resources & Planning Division at 244-8550.

Sincerely,

Jeffrey K. Eng, Director
ayi
c: DWS Engineering Division

"By Water All Things Find Life"

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7553-01
July 6, 2011

Mr. Dave Taylor, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Taylor:

This replies to the Department's June 18, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. We acknowledge the Department's previous concerns have been addressed in the Draft EA and you have no additional comments to offer at this time.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT

7553-01
8/25/10
TF
BL
FW
cc: DCWR

CHARMAINE TAVARES
Mayor

STEVE CHAIKIN, Chair
JOHN SPRINZEL, Vice-Chair
NATHANIEL BACON
LORI BUCHANAN

DEBRA KELLY
NAPUA LEONG
MIKIALA PESCAIA
JOSEPH KALIPI
DON WILLIAMS

COUNTY OF MAUI
MOLOKAI PLANNING COMMISSION

August 12, 2010

Mr. John Sakaguchi, AICP, Senior Planner
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
AUG 19 2010
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) COMMENTS FOR THE PROPOSED KAUNAKAKAI HARBOR FERRY IMPROVEMENTS, LOCATED AT KAUNAKAKAI PLACE, MOLOKA'I, HAWAII; TMK: (2) 5-3001:011 (EAC 2010/0011)

At its regular meeting on July 14, 2010, the Molokai Planning Commission (Commission) reviewed the above-referenced, Draft Environmental Assessment (DEA), and offers the following comments:

1. • The construction of the proposed new 12" water line will be quite intrusive to the lives of most Kaunakakai residents. Why couldn't a salt water pump fire suppression system be utilized such as those sold by this company? (http://www.acefirepump.com)
2. • Most harbors have a fire boat which stands ready to fight fires. Was this looked at as a lower cost, less impactful solution?
3. • If the 12" water line must be built, why could it not be placed on top of or along side like the petroleum lines that run down the east side of the wharf?
4. • Was a water tower solution explored? It could fill at a trickle during the evening, and stand ready there forward.
5. • It should be noted that the existing shelter actually receives very little use. Ferry passengers seem to prefer to sit out on the curbs and wait.
6. • Who will maintain these new restrooms? The ferry operator has expressed no interest in doing so.
7. • It seems to be poor planning to place two sets of bathrooms less than 150' apart. It is worth noting that the ferry embarks and disembarks on a different schedule from the Young Brothers. Crossing this access road has not been an issue.
8. • Young Brothers has already reconfigured their operations so that there is minimal conflict with the ferry.

9. • The core problem with the current ferry facility is the lack of space for vehicles to safely maneuver when picking up or dropping off passengers. It should be noted that the addition of another building will further limit the space and make the
• congestion worse. Consideration should be given to moving the fence 10' into Young Brothers yard to better accommodate vehicular circulation.
10. • A kitchen should be included even if it needs to be funded by non federal monies.
11. • Showers for the boaters should be included.
12. • The only available rubbish barrel is located inside Young Brothers fenced yard.
13. • A waste oil disposal site must be provided not only for the ferry, but all the boaters.
14. • The original culverts that go under the wharf must be replaced so that natural shoreline scrubbing can be restored.
15. • The cultural assessment really skims over very important community cultural concerns and needs further review and input.
16. • It is stated in the DEA, that the proposed project is exempt from Special Management Area (SMA) review. The Commission disagrees with this statement as it is eligible to be exempt at the discretion of the Molokai Planning Commission.
17. • Included maps are very small and not clear.
18. • These are marine class "A" waters. It is illegal to wash the ferry in place.
19. • DLNR/DOT are not exempt from the Clean Water Act.
20. • Pages 1-8 states that direct commuter air service from Moloka'i to Maui has been suspended. This is not true.
21. • The closure of agricultural operations has resulted in lower ridership on the ferry, but fares are not commensurately low. In fact, ferry passage costs nearly as much as airfare.
22. • There are concerns with the fuel hatches and hoses along with the fuel storage tank.
23. • The septic tank should be completely removed from the ground, not left in place.
24. • Since the 12" line is proposed to be a long dead end line, how will it be maintained? Will chlorine be used, and if so how will it be controlled.
25. • One of the proposed fire hydrants on the causeway will eliminate a fisherman's parking space.
26. • The biological marine survey was well done.
27. • Since potential "Moloka'i Cauliflower Coral" was noted and is a rare endemic species, this should be addressed.
28. • Pearl oysters were also noted in the report. Since these are an endangered and protective species, this should be addressed.
29. • During the Cultural Assessment, 14 people discussed the area. Several noted past leaking oil in the area. This will naturally create problems.
30. • There was no mention of soils testing done in the area.
31. • The current breakwater is creating a sandbar along with Mangroves on the reef.

• This layout is also causing a sandy beach by the Moloka'i Yacht Club.
32. • There is an alien species of jellyfish and limu down at the wharf.
33. • An assessment of water quality must be done.
34. • The area along Kaunakakai Place has inadequate fire protection infrastructure. Please coordinate fire hydrants and improvements to remedy this.
35. • Please provide a breakdown as to what portion of the funding comes from which source.
36. • Please provide an agreement with whatever entity will maintain the rest rooms.
37. • The state has a track record of improving ferry facilities only to see the ferry fail. Has an economic study been done to evaluate the long term viability of this one?
38. • This study should disclose any subsidies that the ferry receives.
39. • The subsurface hazardous waste is clearly noted in the Department of Health study, but how to deal with them is not addressed in the DEA.

Thank you for the opportunity to comment. Should you require further clarification, please contact Molokai Staff Planner Mikal Torgerson at mikal.torgerson@mauicounty.gov or at (808) 270-5783.

Sincerely,

STEVE CHAIKIN
Chairman, Moloka'i Planning Commission

xc: Kathleen Ross Aoki, Planning Director
Clayton I. Yoshida, AICP, Planning Program Administrator
Mikal S. Torgerson, Molokai Staff Planner
Suzette Esmeralda, Secretary to Molokai Planning Commission
Molokai File
Project File
General File

SC:MST:nt
k:\wp_docs\planning\eac\2010\0011_kaunakakaiferryimprovement\feedback\planning commision comments 8-12-2010.doc

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7553-01
January 10, 2011

Mr. Steven Chaikin, Chair
Molokai Planning Commission
c/o County of Maui Planning Department
250 S. High Street
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Chaikin:

Thank you for your August 12, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. Our responses follow.

1. *The construction of the proposed new 12" water line will be quite intrusive to the lives of most Kaunakakai residents. Why couldn't a salt water pump fire suppression system be utilized such as those sold by this company? (http://www.acefirepump.com)*

2. *Most harbors have a fire boat which stands ready to fight fires. Was this looked at as a lower cost, less impactful solution?*

The 12" waterline will provide the best long-term solution for adequate fire protection at Kaunakakai Harbor. With a salt water pump fire suppression system, a pump must be installed at each hydrant location and requires frequent maintenance. The State would require long-term commitment to provide both the staffing and funds necessary to perform maintenance activities weekly at each of the pumps to ensure reliability. Because of location, scheduling labor and parts for the maintenance and repair of such a system would take time and may affect the reliability of the system. In addition, research has shown that research has shown that the historical on-site failure of the sea water pump systems is significant.

Construction of the 12" waterline will result in reliable fire protection that will save both people and property over the years with minimal maintenance and recurring costs. In the long run it will be worth the inconvenience to the public during the anticipated 4-6 month construction period. In an effort to minimize the

impact on traffic, the State will keep two lanes open on Kaunakakai Place and a single lane will be open, where the direction of traffic will be alternated as required during construction hours.

The fire protection system designed for Kaunakakai Harbor is primarily related to land-based fires or while the ferry is docked. The State Department of Transportation Harbors Division has one fire boat at Honolulu Harbor. This is the only fire boat within the State's commercial harbor system for fighting fires aboard vessels. The State's commercial harbors all contain land based fire protection systems, using fire hydrants and connecting pipes. Since the land based system fire protection systems are available at all times, a fire boat providing such a level of protection would require a crew be available at all times. Moreover, regardless of the presence of a fire boat, piping and fire hydrants would still be required which makes use of a fire boat economically not feasible.

3. *If the 12" water line must be built, why could it not be placed on top of or along side like the petroleum lines that run down the east side of the wharf?*

Placing the fire protection line on cradles adjacent to the causeway similar to the fuel lines was considered. However, constructing the cradles would require new pedestals and foundations anchored into the revetment to support the weight of the larger pipe. The revetment would also likely need to be reconstructed to support the load. An above ground pipe along the north side of the causeway would block access to the existing boat ramp, recreational swimming area, public shower and small docking area. An above ground pipe would require higher annual maintenance, such as painting, to prevent rust and corrosion. In the vicinity of the fuel tanks, an above ground pipe is susceptible to damage from a fire or explosion at the fuel tank that could render the fire fighting system inoperable.

4. *Was a water tower solution explored? It could fill at a trickle during the evening, and stand ready there forward.*

The County's requirements for fire flow are 2,000 gallons per minute for a duration of 2 hours, or about 240,000 gallons. An above ground tank would need to be about 50 feet in diameter and 50 feet above ground level to provide the water pressure specified by the County. The 50-foot high tower and supports would have to be designed for hurricane wind speeds and for seismic loading. Such a

tower and its base would likely take a 70-foot diameter area from usable space on the harbor. The tank also requires pumps, piping and a connection to the DWS System to fill the reservoir. Lastly, the tank would affect views of the Harbor.

5. *It should be noted that the existing shelter actually receives very little use. Ferry passengers seem to prefer to sit out on the curbs and wait.*

The ferry shelter is to be available for use by both commuters and tourists who may have to wait for transportation to their final destination or while waiting for the ferry to depart. The shelter will provide protection from weather conditions while waiting.

6. *Who will maintain these new restrooms? The ferry operator has expressed no interest in doing so.*

The State would maintain the restrooms, as is currently done with the existing restrooms. DOT and DLNR are currently working on an agreement to maintain the comfort station.

7. *It seems to be poor planning to place two sets of bathrooms less than 150' apart. It is worth noting that the ferry embarks and disembarks on a different schedule from the Young Brothers. Crossing this access road has not been an issue.*

The existing men's and women's restrooms at the harbor master's office are single user stalls with a shower area. These are the only public restrooms available to the ferry passengers. When the passengers arrive on the ferry, lines form outside the existing restrooms because of the limited stalls. The wait time to use the restrooms increases when someone is using the shower. The new restrooms at the ferry building will provide additional stalls closer to the ferry enhancing the passenger's initial experience to Molokai.

8. *Young Brothers has already reconfigured their operations so that there is minimal conflict with the ferry.*

As stated in the Draft EA, rehabilitation of the deck is needed to provide separation between the ferry and the barge while both vessels are docked. The Final EA will include, although Young Brothers has reconfigured their operations, there is still insufficient separation between the barge and ferry when both are docked.

9. *The core problem with the current ferry facility is the lack of space for vehicles to safely maneuver when picking up or dropping off passengers. It should be noted that the addition of another building will further limit the space and make the congestion worse. Consideration should be given to moving the fence 10' into Young Brothers yard to better accommodate vehicular circulation.*

The site plan and pavement marking plan have considered the expansion of the ferry shelter. In addition, the fence separating the ferry vehicle loading area and the commercial area will be moved a few feet into the Young Brothers area to provide two way traffic in and out of the ferry vehicle loading area. The pavement marking was developed to set forth a method to mitigate vehicle congestion in the ferry vehicle loading area.

10. A kitchen should be included even if it needs to be funded by non federal monies.

As stated the Draft EA, the Ferry System improvements are being partially funded by a grant from the US Department of Transportation Federal Transit Administration which limits the improvements to transit related items. At this time, the State does not intend to fund construction of a kitchen facility as part of the Ferry System improvements.

11. Showers for the boaters should be included.

As stated in the Draft EA, showers are currently available in the restrooms in the harbormaster building. Additional showers are not included in the new restrooms as part of the Ferry System improvements.

12. The only available rubbish barrel is located inside Young Brothers fenced yard.

A trash container is currently in the ferry shelter. A similar container would be provided in the new shelter.

13. A waste oil disposal site must be provided not only for the ferry, but all the boaters.

The Ferry System improvements do not include a waste oil disposal site.

14. The original culverts that go under the wharf must be replaced so that natural shoreline scrubbing can be restored.

None of the drawings or plans for the existing wharf show a culvert. As discussed in the Draft EA, a portion of the pier island is constructed on piles and the remainder on fill land. The portion constructed on piles occupies about 0.898 acres and the fill land occupies about 4.662 acres. Constructing a culvert in the pier island is not considered a Ferry System related improvement. Similarly, constructing culverts on the causeway is not part of the Ferry System improvements.

15. The cultural assessment really skims over very important community cultural concerns and needs further review and input.

The Commission's comment is noted.

16. It is stated in the DEA, that the proposed project is exempt from Special Management Area (SMA) review. The Commission disagrees with this statement as it is eligible to be exempt at the discretion of the Molokai Planning Commission.

The Final EA will include, "an SMA assessment will be submitted to the County of Maui Planning Department".

17. Included maps are very small and not clear.

The full size final design drawings will be provided to the County of Maui Planning Department.

18. These are marine class "A" waters. It is illegal to wash the ferry in place.

The Ferry System improvements do not include facilities to wash the ferry.

19. DLNR/DOT are not exempt from the Clean Water Act.

The Commission's comment is noted.

20. Pages 1-8 states that direct commuter air service from Moloka'i to Maui has been suspended. This is not true.
The Final EA will include direct air service is available between Molokai and Kahului Airport on Maui.

21. The closure of agricultural operations has resulted in lower ridership on the ferry, but fares are not commensurately low. In fact, ferry passage costs nearly as much as airfare.

According to the ferry operator, the ferry passage cost to Lahaina is less than the air fare.

22. There are concerns with the fuel hatches and hoses along with the fuel storage tank.

The Ferry System improvements do not include changes to the fuel hatches, hoses, or the fuel tank.

23. The septic tank should be completely removed from the ground, not left in place.

As stated in the Draft EA, the septic tank will be back filled and abandoned in place. The manhole above the tank will be removed prior to backfilling. Removal of the tank is not required by the Department of Health rules regulating individual wastewater systems.

24. Since the 12" line is proposed to be a long dead end line, how will it be maintained? Will chlorine be used, and if so how will it be controlled.

After the check valve, the 12-inch fire protection line is considered a non-potable line. The fire protection line does not require chlorination.

25. One of the proposed fire hydrants on the causeway will eliminate a fisherman's parking space.

The causeway is not currently striped for designated parking spaces. The fire hydrant on the causeway is sited in an area designated "no parking".

26. The biological marine survey was well done.

The comment will be included in the Final EA.

27. Since potential "Moloka'i Cauliflower Coral" was noted and is a rare endemic species, this should be addressed.

Molokai Cauliflower coral is not a listed species.

28. Pearl oysters were also noted in the report. Since these are an endangered and protective species, this should be addressed.

The pearl oyster is not a listed species. Mitigation measures related to transplantation of these species will be undertaken as part of the project.

29. During the Cultural Assessment, 14 people discussed the area. Several noted past leaking oil in the area. This will naturally create problems.

The Draft EA discussed the hazardous waste issue near Kaunakakai Place.

30. There was no mention of soils testing done in the area.

The Final EA will state that soil testing along the alignment of the waterline will be included in the construction documents. The construction documents will also address soil contamination mitigation measures as necessary.

31. The current breakwater is creating a sandbar along with Mangroves on the reef. This layout is also causing a sandy beach by the Moloka'i Yacht Club.

Work related to the existing small boat harbor breakwater is not part of the Ferry System improvements.

32. There is an alien species of jellyfish and limu down at the wharf.

The biological survey identified the species found during the survey.

33. An assessment of water quality must be done.

The water quality information is included in the Biological Reconnaissance and Water Quality Survey for Kaunakakai Harbor Ferry System Improvements, March 29, 2010 as shown in Appendix A of the Draft EA.

34. The area along Kaunakakai Place has inadequate fire protection infrastructure. Please coordinate fire hydrants and improvements to remedy this.

The Ferry System improvements fire protection line is to provide fire protection to the fuel tank, ferry shelter and landing area, and portions of the Young Brothers yard where the ferry docks when the fuel barge is docked. The design plans have been submitted to the County of Maui Department of Water Supply (DWS).

35. Please provide a breakdown as to what portion of the funding comes from which source.

The Final EA will include information on the funding sources.

36. Please provide an agreement with whatever entity will maintain the rest rooms.

See #6.

37. The state has a track record of improving ferry facilities only to see the ferry fail. Has an economic study been done to evaluate the long term viability of this one?

The ferry is operated by Sea Link Hawaii, a private company which has provided service between Kaunakakai and Lahaina since 1986. The State does not conduct economic studies for private companies.

38. This study should disclose any subsidies that the ferry receives.

Sea Link Hawaii does not receive a subsidy from the State of Hawaii.

39. The subsurface hazardous waste is clearly noted in the Department of Health study, but how to deal with them is not addressed in the DEA.

The Draft EA included a discussion of handling any hazardous waste which might be encountered during trenching of the fire protection line and sewer line. See #29 and #30.

We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

cc: V. Suzuki, DLNR
R. Hiraki, DOT

Maui Electric Company, Ltd. • 210 West Kamehameha Avenue • PO Box 398 • Kahului, Maui, HI 96733-6898 • (808) 871-8461

7553-01
6/15/10
JF
FILE

June 10, 2010

Received
JUN 14 2010
WILSON OKAMOTO CORPORATION

Mr. John L. Sakaguchi, AICP
Wilson Okamoto Corporation
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii 96826

Subject: Draft Environmental Assessment for Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A
Kaunakakai, Molokai, Hawaii
Tax Map Key: (2) 5-3-001:011

Dear Mr. Sakaguchi,

Thank you for allowing us to comment on the Draft Environmental Assessment for the subject project.

In reviewing our records and information received, Maui Electric Company has no additional comments to the subject project at this time.

If you have any questions or concerns, please call me at 871-2341.

Sincerely,

Kyle Tamori
Staff Engineer

WILSON OKAMOTO CORPORATION
ENGINEERS · PLANNERS · CONSULTANTS
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, Hawaii, 96826 USA
Phone: 808-946-2277
FAX: 808-946-2253
www.wilsonokamoto.com

7553-01
January 6, 2011

Mr. Kyle Tamori, Staff Engineer
Maui Electric Company, Ltd.
210 West Kamehameha Avenue
Kahului, Hawaii 96733

Subject: Draft Environmental Assessment
Kaunakakai Harbor Ferry System Improvements
Job No. B61XM82A; TMK: 5-3-001: 011
Kaunakakai, Molokai, Hawaii
Response to Comment

Dear Mr. Tamori:

Thank you for your June 10, 2010 comment letter on the Draft Environmental Assessment (EA) for the Kaunakakai Harbor Ferry System Improvements, Job No. B61XM82A, project. The Final EA will note Maui Electric Company has no additional comments to offer at this time.

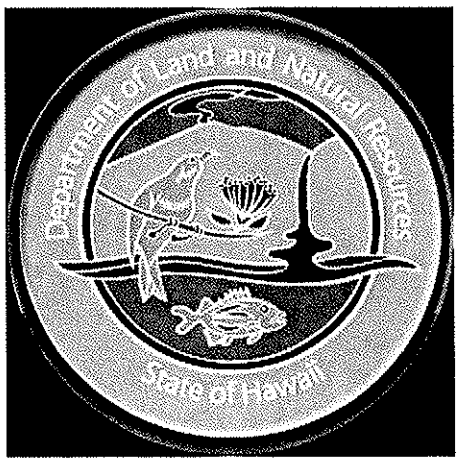
We appreciate your participation in the Draft EA review process.

Sincerely,

John L. Sakaguchi, AICP, Senior Planner

JLS/ry

cc: V. Suzuki, DLNR
R. Hiraki, DOT



APPENDIX F

Public Involvement

WILSON OKAMOTO CORPORATION
ENGINEERS PLANNERS CONSULTANTS
1907 S. BERETANIA STREET
HONOLULU, HAWAII 96826
PH: (808) 946-2277
FAX: (808) 946-2253

7553-01
April 22, 2009

MEETING MEMO

MEETING DATE: April 16, 2009
10:00a

MEETING LOCATION: Kaunakakai Ferry Shelter

PERSONS PRESENT: See attached

SUBJECT: Kaunakakai Ferry System Improvements

PURPOSE: To meet with the Kaunakakai Harbor Users Group to get comments regarding the preliminary site and building plans.

INFORMATION ITEMS:

1. DLNR opened the meeting and discussed the background, improvements, and the funding. The Federal funding will be 80% from Federal Transit Administration and 20% from the State. The improvements will be a joint DOT Harbors and DLNR project, since the improvements will occur on both DOT and DLNR land. To qualify for Federal funds, the DOT has stated the improvements must be ferry related. Non-ferry related improvements would have be funded entirely (100%) by the State.

2. The 2004 plan showed a larger site and building to accommodate ferry users and DLNR admin office space, comfort stations, and other uses. The site would have extended about 20-30 feet into the YB yard. Subsequently, DOT stated extension into the YB yard would affect commercial harbor operations and requested another plan be developed.

3. The current plan includes: 1) new hardstand area along the pier; 2) conversion of the existing ferry shelter into restrooms; 3) extension of the shelter to provide a covered waiting area; 4) closing the existing septic tank-leach field system used by the DLNR building (Note, use of the lift station will result in abandoning the leach field system. Dept of Health rules require closure of the leach field); 5) construction of a sewer lift station and sewer force main to connect to the COM system near Kamehameha Highway; 6) construction of a water line (8-in or 12-in) for domestic and fire protection uses.

4. The existing DLNR building and the new ferry building restrooms will be connected to the lift station under this project.

5. The existing Young Brothers (YB) restrooms will not be connected to lift station under this project.

6. The hard stand was located as specified by YB. The hard stand needs to be relocated since the ferry's docking position has re-positioned the barge off loading ramp further south which places it off the existing hard stand.

7. The fuel hatches will remain at their existing location. DOT reviewed relocation of the hatches and concluded, since the fuel barge comes once/month, it would be cost prohibitive to relocate them. When the fuel barge is offloading, the ferry now re-positions to the south end of the pier. This is the preferred option.

8. There was a question about use of the 12-in line for domestic and fire protection purposes. The question was about line pressure when stepping down from a 12-in to 4-in line for domestic use. The existing 4-in lines can remain with changes or additional improvements to the domestic system.

9. The COM Fire Dept (FD) stated another fire hydrant is needed north of the one shown on the site plan. The concern was access to the ferry could be blocked in the event there was a fire at the existing fuel tank on the causeway. The FD stated if the fuel tank fire spread from the tank to the ferry, their path could be blocked from reaching the hydrant near the DLNR building.

10. The FD said the COM code should be checked for the hydrant spacing needed according to the COM zoning for the pier. Scott English COM FD or Herb Chang COM Water Supply would be contacts for this information.

11. The new restrooms would be closed at night. The existing ones would remain open.

12. The new 12-in line would be underground on the shoulder on the east side of the causeway. The cost of the 12-in line could be $500,000 or more.

13. The sewer force main could use the abandoned cradles on the west side of the causeway (right side when headed to the pier). There will be no improvements or modifications to the existing fuel pipelines and concrete cradles on the east side of the causeway (left side when headed to the pier).

14. The improvements would require an Environmental Assessment (EA) and a SMP since the area is within the COM SMA. The hardstand improvements will require a DA permit from the Corps and a WQC from the DOH.

15. The DOT is not using lapsing funds.

16. The COM FD also discussed a fire on the fuel barge while off loading. The FD fire equipment will not reach the south end of the pier from hydrant in front of the DLNR building. Another hydrant within the YB yard would be needed to reach the ferry's position. Since the trade winds blow out to sea, a fire on the barge would spread to the ferry docked at the end of the pier.

17. The ferry operator requested a waste oil disposal drum on the pier. This facility is now available at Lahaina and at other small boat harbors. DLNR responded this facility was not included in the project scope. Also, since this project is on the Governor's Strike Force list, we must keep on the current schedule and to try to incorporate something new into the project scope would require FTA's approval. This would probably not fit into the schedule or budget.

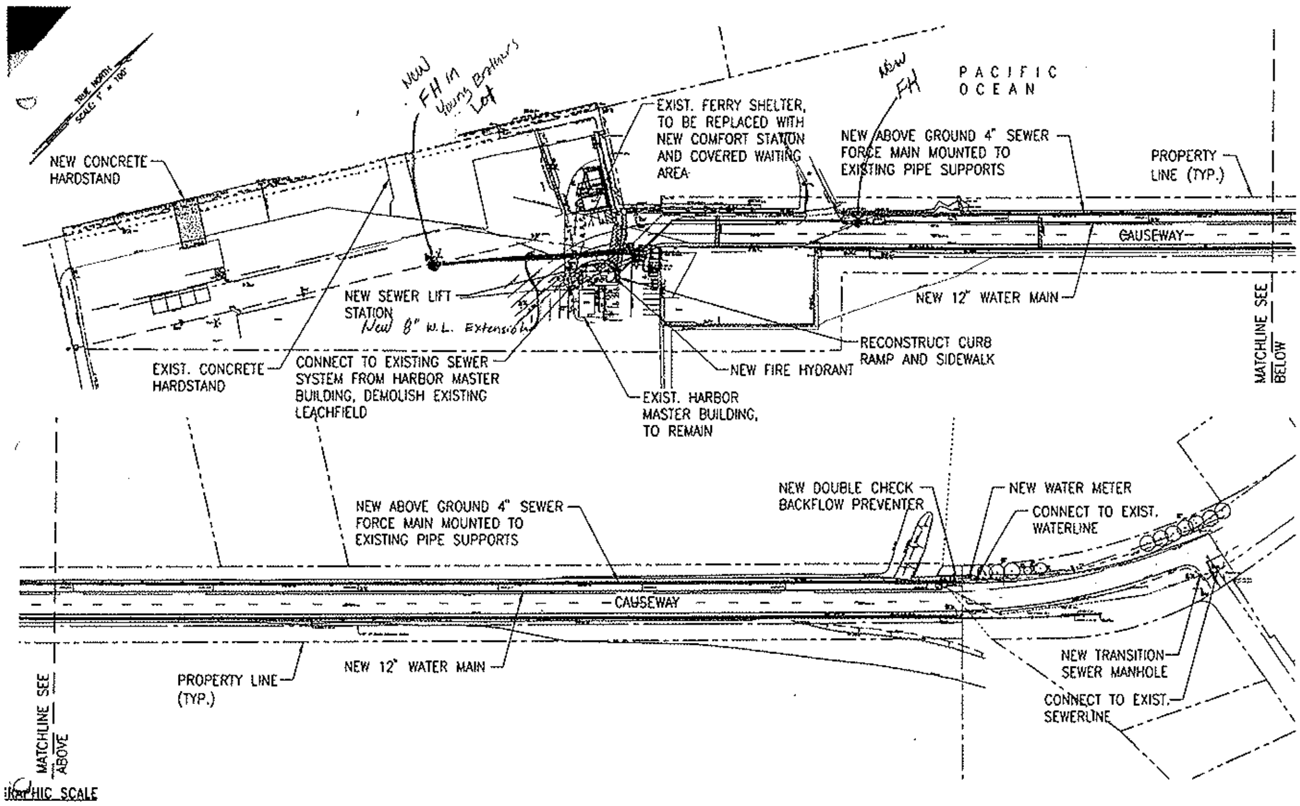
18. There is an existing lease to a vendor for a 10'x14' space within the existing shelter. Construction of the extension with Federal funds would preclude use of the space by a for-profit use within the extension. The lease would be cancelled when construction begins on the new project. However, a new area the located closer to the ferry docking position could be used by the tenant. However, to use this site, the tenant will need to submit a request (with the necessary maps and descriptions) to the Harbors Property Management Section for a new lease.

19. There was question about odors from the lift station. DLNR wanted to be sure the lift station did not produce odors which could affect the down wind area.

ACTION ITEMS:

1. WOC to follow up with COM code regarding fire hydrant spacing and line size.
2. DLNR to check with STP if Fire Dept's request for additional fire hydrants is ferry related and within current scope of work. Also, need to verify if within current budget. Otherwise, if have to revise concept paper to FTA, this may jeopardize project schedule.

3. DLNR also to provide engineering calculations to verify Harbor Master's concerns about sufficient space for vehicular traffic in front of new waiting area (between the waiting area and ferry docking position on the pier).



GENERAL PLAN
SCALE : 1"=100'

Harbor User Group Meeting
for
Kaunakakai Ferry System Improvements Kaunakakai Harbor Master Office
April 14, 2009
10.00 a.m. -11:00 a.m

SIGN-IN SHEET

	NAME	AGENCY	PHONE NO.	FAX NO.	EMAIL ADDRESS
1	Valerie Suzuki	DLNR-Engineering Project Engineer	587-0275	587-0283	valerie.s.suzuki@hawaii.gov
2	Randy Hiraki	DOT-Harbors, Design	587-1958	587-1864	randal.hiraki@hawaii.gov
3	Bernard Strehler	Kaunakakai Habor Agent – DOT-Harbors	553-1742		kaunakakai.harbor@hawaii.gov
4	Clare Mawae	MOLOKAI OUTDOORS	553 4227	553-3000	clare@molokai-outdoors.com
5	BUTCH ENOKA	Wilson Okamoto Corp	946-2277	946-2253	jenoka@wilsonokamoto.com
6	JOHN SAKAGUCHI	" "	" "	" "	jsakaguchi@wilsonokamoto.com
7	MIKE HOLMES	Fun Hog Sportfishing	567-6789	—	OCEANMAN@MOLOKAIFISHING.c
8	JEFF LOW	HTB/YB	543-9406	543-9400	JALOW@HTBYB.Com
9	Albert Ranis Jr.	HTB/YB	553-5431	553 3819	aranis@htbyb.com
10	STEVE RENSTROM	YB	341 0085		SRENSTROM@HTBYB.Com
11	Robert Collins Jr.	LAHAINA Cruise Co	870-9574		
12	GREG JENKINS	MAUI CO. FIRE DEPT	553-5401		Greg.Jenkins@co.maui.hi.u
13	Noa Kalanihula	MFD E-4A	553-5401		
14	Keoki Denison	Boter	5535378		KeokiSailorman@Gmail.co

Harbor User Group Meeting
for
Kaunakakai Ferry System Improvements Kaunakakai Harbor Master Office
April 14, 2009
10.00 a.m. -11:00 a.m

SIGN-IN SHEET

	NAME	AGENCY	PHONE NO.	FAX NO.	EMAIL ADDRESS
1	DON MESCHTEL	MFD	553-5701	553-9002	[illegible]
2	KAIPO K. POEPOE	MFD	553-5401	" "	—
3	JOE REICH	Alyce C. Fishing	658-0116		ace@aloha.net
4	JEFFREY RIOS	MFD	553 5601		
5	Moan Sahlhu		5588144	5680214	
6					
7					
8					
9					
10					
11					
12					
13					
14					

LINDA LINGLE
GOVERNOR OF HAWAII

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

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

PAUL J. CONRY
ACTING FIRST DEPUTY

LENORE N. OHYE
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

NOV 17 2010

Mr. Joseph Kalipi, Chair
Molokai Planning Commission
c/o Maui County, Department of Planning
250 High Street
Wailuku, Hawaii 96793

Dear Mr. Kalipi:

Kaunakakai Harbor Ferry System Improvements, Molokai, Hawaii
(TMK: 5-3-01:11)

The Departments of Land and Natural Resources and Transportation, Harbors Division request to be included on the December 8, 2010, Molokai Planning Commission meeting agenda to address their concerns expressed in their August 12, 2010, comment letter on the Draft Environmental Assessment for the Kaunakakai Ferry System Improvements project.

Should you have any questions, please call Ms. Valerie Suzuki, Project Engineer in Honolulu at (808) 587-0275.

Sincerely,

Paul J. Conry
for LAURA H. THIELEN

c: Davis Yogi, DOT-Harbors
Ed Underwood, DOBOR

MOLOKAI PLANNING COMMISSION

NOTICE IS HEREBY GIVEN OF A REGULAR MEETING OF THE MOLOKAI PLANNING COMMISSION

AGENDA

Members: Steven Chaikin (Chair), John Sprinzel (Vice-Chair), Nathaniel Bacon, Lori Buchanan, Joseph Kalipi, Debra Kelly, Napua Leong, Mikiala Pescaia, Don Williams

DATE: **December 8, 2010 *(Wednesday)***
TIME: **12:00 p.m.**
PLACE: **Mitchell Pauole Center, Meeting Hall**
Kaunakakai, Molokai

A. CALL TO ORDER

B. PUBLIC TESTIMONY ON ANY PLANNING OR LAND USE ISSUE

C. ANNOUNCEMENTS

1. The Commission would welcome any testimony relating to proposed amendments to its existing rules for its Subcommittee on Rule Changes.

D. APPROVAL OF MINUTES OF THE JULY 14, 2010 AND JULY 28, 2010 MEETINGS

E. COMMUNICATIONS

1. MS. LAURA THIELEN, Director of the STATE DEPARTMENT OF LAND AND NATURAL RESOURCES by letter dated November 17, 2010 requesting on behalf of the STATE DEPARTMENT OF LAND AND NATURAL RESOURCES and THE STATE DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION requesting to address the concerns of the Molokai Planning Commission as expressed in their August 12, 2010 comment letter on the Draft Environmental Assessment for the Kaunakakai Ferry System Improvements Project at TMK: 5-3-001: 011, Kaunakakai, Island of Maui. (D. Dias)

The Commission will accept public testimony and provide comments on the information provided.

MOLOKAI DISPATCH. SUNDAY, DECEMBER 12, 2010

Wharf Construction To Begin

By MARK HAYDEN

Kaunakakai wharf construction was given the green light last week, with new features such as an enhanced waiting room, increased bathroom facilities and improved traffic flow. Construction is slated to begin next August and will take approximately nine to twelve months.

The $5 million project is a joint effort by Department of Land and Natural Resources (DLNR) and the Department of Transportation (DOT) Harbors Division. While construction will stimulate the economy and create jobs, the extensive and costly project had sparked concern among residents and Molokai Planning Commission members alike.

The Federal Transit Administration has allocated $4.3 million towards the cost, while the remaining funds coming from state taxes, according to project managers.

While wharf construction will make facilities safer and create a better overall appearance, community members are concerned.

Molokai Planning Commissioner Steve Chaikin wondered about the need for additional bathrooms when restroom facilities are already present at the wharf.

"We recognized there's another close bathroom. [But] there's only one toilet in each one," according to a DLNR official. "We are looking at the ferry users. There is an additional need for capacity,".

One Molokai resident, Darlene Johns, was concerned the new facilities might raise the price of ferry tickets. But because the ferry company has nothing to do with the changes, rates would not be affected, according to project officials.

New Pipes

In addition to wharf improvements, DLNR, in partnership with the Department of Water Supply, has announced they will install two new water lines. The decades-old lines will be aligned with current fire safety standards.

Currently, a four-inch water line runs along the causeway, which supplies water to bathroom facilities at the wharf. DLNR project leaders Carty Chang and Brian Lock attended the Molokai Planning Commission meeting last week to inform commissioners and the public of plans for the project.

The current saltwater fire protection system for the pier has corroded beyond repair, according to DLNR. To meet demands for fire safety, a 12-inch water line will be built below water level. The four-inch water line along Kaunakakai Place will also be replaced with an eight-inch line.

The water line along the causeway will be built 36 inches underground. Because of concerns about the reef while digging the trench for the new water line, DLNR said an archeological monitor will be present while digging.

While the building of new water lines is alarming to some, Molokai veterans have been waiting a long time for a larger waterline to be built for the site of their future center on Kaunakakai Place.

"I think that our part of the community is underserved and it [water line] needs to be upgraded," said veteran Art Parr.

At a community meeting last Wednesday night, the construction project team answered community questions and concerns.

"The bottom line is there are always concerns," said Maui County Council Chair Danny Mateo, who attended the meeting. "The harbor has been an important component on Molokai, yet it hasn't seen any improvements in years. That's what makes the wheels of our economy turn. Everybody wants to take money to improve their harbors in the state."

Mateo added that the ferry does raise Molokai's economy through tourism, and it is "just better when you have good facilities to use."

Star-Advertiser

State to hold meeting on Kaunakakai Harbor work

By Star-Advertiser Staff
POSTED: 08:39 p.m. HST, Nov 20, 2010

The state Department of Land and Natural Resources is holding a public informational meeting Dec. 8 on Molokai on proposed Kaunakakai Harbor improvements to serve the Maui-to-Molokai ferry.

The meeting will take place from 5 to 7 p.m. at the Mitchell Pauole Center, 90 Ainoa St. in Kaunakakai.

Proposed work includes building a covered passenger waiting rea, converting the existing ferry shelter to a comfort station and install new water and sewer lines.