

JOHN WAIHEE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 521 DEC -5 A10:13
HONOLULU, HAWAII 96809

OFC. OF ENVIRONMENTAL
QUALITY CONTROL

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

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STATE PARKS
WATER AND LAND DEVELOPMENT

FILE NO.: MA-11/27/91-2518
DOC. NO.: 2148E

DEC 4 1991

MEMORANDUM

TO: The Honorable Brian J. J. Choy
Office of Environmental Quality Control

FROM: William W. Paty, Chairperson
Board of Land and Natural Resources

SUBJECT: Document for Publication in the OEQC Bulletin -
Environmental Assessment for Conservation District Use
Application MA-11/27/91-2518 for the Installation of
Navigational Aids at Mala Boat Launch, Lahaina, Maui
(Offshore of TMK 4-5-5)

A negative declaration was determined by the applicant agency for the subject application and was subsequently published in the OEQC Bulletin on August 23, 1991 (see attached).

Please call me or Cathy Tilton of our Office of Conservation and Environmental Affairs, at 587-0377, if you have any questions.

Attachment

File 31

WP

221

1991-08-23-NA-PEA

FILE COPY

* NEGATIVE DECLARATION FOR
* MALA RAMP NAVIGATIONAL AIDS * MAUI
JOB H. C. 4152

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

The Lahaina/Mala Boating Advisory Committee, numerous boating clubs and fishing clubs throughout the island of Maui, and boaters who utilize the launching facilities and entrance channel overwhelmingly support the proposed project.

The proposed project will be coordinated with the following agencies, and permits will be secured as required.

1. Corps of Engineers - Department of the Army Permit
2. Department of Health - Water Quality
3. Office of the State Planning - CZM
4. County of Maui - SMA

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

Mala launch ramp is located approximately 1 mile north of Lahaina Harbor on the west coast of Maui. The ramp is a double lane launching facility, constructed by the State Harbors Division adjacent to the old Mala wharf which is now closed for safety reasons. The bay near the wharf provides good anchorage in 15 to 20 feet of water with a sand and coral bottom.

The proposed project consists of installation of navigational aids including channel markers, reflectors, day boards, and sector light. The channel markers, reflectors, and day boards will be supported by steel piles, and the sector light by steel column.

There will be no dredging for this project.

2. Economic - Social

Mala launch ramp primarily serves the Lahaina District of Maui, although users come from other parts of the island. Recreational boating is the principal activity

of the boaters here, although much boating activity also involves commercial fishing, sailing, water skiing and crabbing. A substantial use of boats for scuba diving has also been observed. The economic impact of recreational fishing, expenditures by fishermen for equipment and supplies, etc., makes significant contributions to community income, as do the sales of fish catches which are incidental to this boating activity.

The installation of navigational aids will improve and enhance the safe and efficient ingress and egress to the Mala launch ramp.

3. Environmental

The proposed channel markers and day boards will be installed in the water along each side of the existing entrance channel, and the sector light, which delineates the channel centerline, on land next to the Mala launch ramp. It will not endanger any marine or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing entrance channel and launch ramp but only for about three months during construction. The proposed project will not significantly change or disrupt the present use of the area.

E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The adverse environmental effects described in paragraph G are expected to be brief and associated only with the construction of the project. The existing entrance channel does not contain any historical or archeological sites. No endangered wildlife lives in the entrance channel.

F. DISCUSSION OF THE ASSESSMENT PROCESS

The effect of this project upon the environment has been determined to be insignificant. The construction of the project will not:

1. Generate controversy;
2. Alter the existing topography of the land or character of its use;
3. Cause the displacement of any persons;
4. Affect any rare, threatened, or endangered species of animals, plants, or habitats;
5. Involve an irrevocable commitment to loss or

destruction of any natural or cultural resources, except for the labor and materials related to the construction of the improvements;

6. curtail the beneficial uses of the environment;
7. conflict with the State's long-term environmental policy goals, or guidelines; and
8. Degrade the environmental quality.

The implementation of this project will provide a more efficient and safe ingress and egress to the Mala launch ramp.

G. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise, dust and emissions from internal combustion engines associated with the construction. However, these impacts will be minimal and intermittent in nature. Emissions from internal combustion engines will be readily dispersed in the open area.

The pile driving work will cause increase water turbidity at the entrance channel due to the suspension of silt, organic detritus and nutrients. However, the turbidity increase will be of a short duration during construction since the material should quickly settle out and restore the water to the original level of turbidity.

Alternative to the proposed project is to reduce the scope of work or "no project". However, all the proposed improvements are vitally important to the project. "No project" would perpetuate the inefficient and hazardous ingress and egress to Mala launch ramp.

H. MITIGATION MEASURES

Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

I. DETERMINATION

Since no major adverse impacts are anticipated, costly detailed studies are considered inappropriate. Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any adverse environmental impact resulting from this project had

been determined to be insignificant. Past experience has shown that this type of construction within an established entrance channel has an insignificant effect on the environment, both short- and long-term.



Edward Y. Hirata
Director of Transportation

JUL 31 1991

Date

Att.

DOCUMENT CAPTURED AS RECEIVED

DOCUMENT FOR PUBLICATION IN THE OEQC BULLETIN

DATE: July 15, 1991 SUBMITTED BY: DOT Harbors Division

THE DOCUMENT IS A (CHECK ALL THAT APPLY): BE SURE TO ATTACH 4 COPIES
CHAPTER 206A DOCUMENT
CHAPTER 343 DOCUMENT
NEPA DOCUMENT
NEGATIVE DECLARATION
EIS PREPARATION NOTICE
DRAFT EIS
FINAL EIS
ACCEPTANCE NOTICE
FONSI

IS THE DOCUMENT A SUPPLEMENTAL EIS? YES NO

TITLE OF PROPOSED ACTION OR PROJECT: MALA RAMP NAVIGATIONAL AIDS, MAUI
JOB H. C. 4152

LOCATION: ISLAND MAUI DISTRICT LAHAINA
ATTACH PROJECT LOCATION MAP(S)

TYPE OF ACTION (CHECK ONE): APPLICANT AGENCY

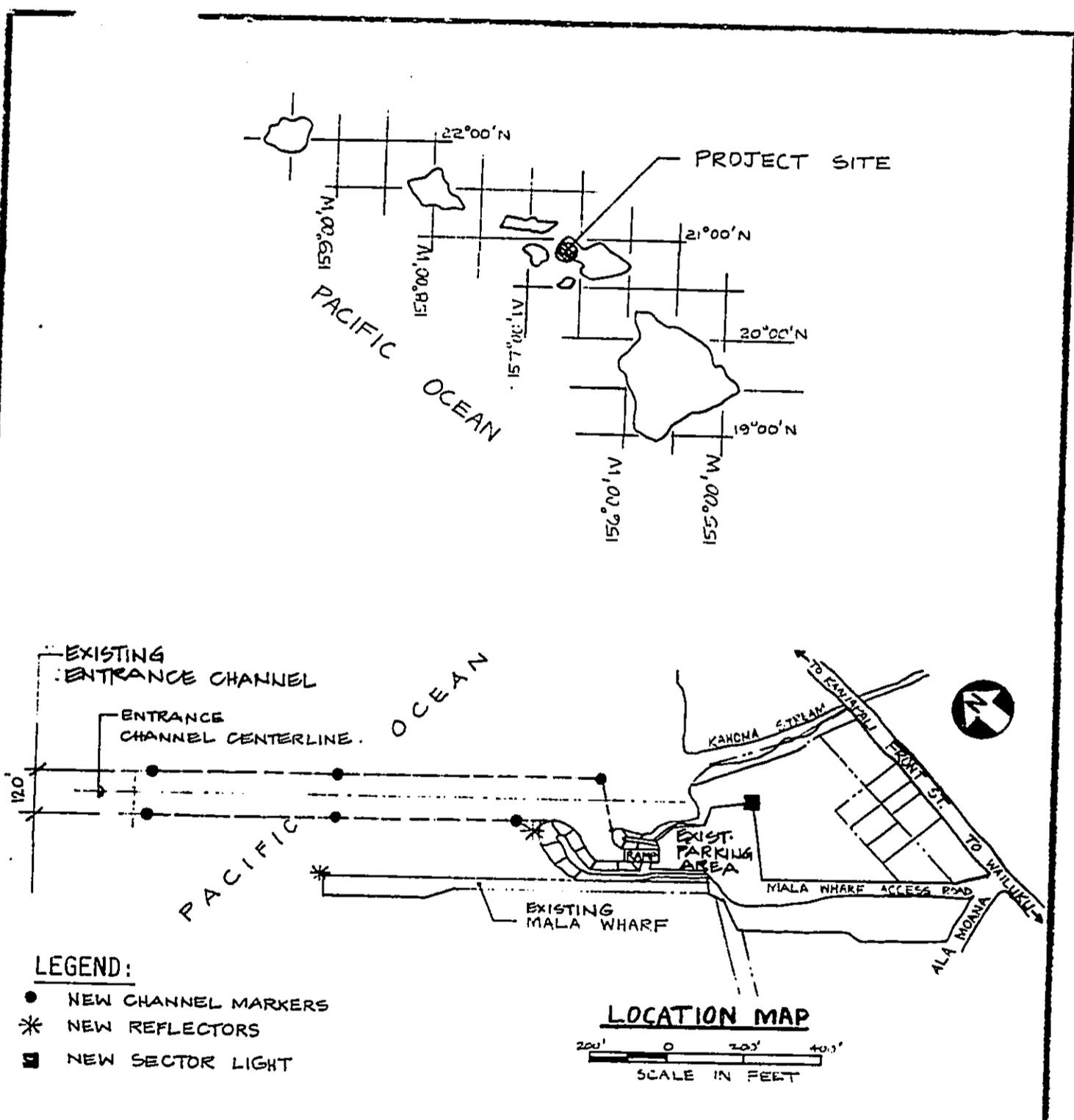
NAME OF PROPOSING APPLICANT OR AGENCY: DOT Harbors Division
NAME OF CONTACT: Emilio Barroga, Jr.
ADDRESS: 79 South Nimitz Highway
CITY: Honolulu STATE: Hawaii ZIP CODE: 96813
PHONE: (808) 587-1955 or

NAME OF PREPARER OR CONSULTANT: Same as above
NAME OF CONTACT:
ADDRESS:
CITY: STATE: ZIP CODE:
PHONE: or

ACCEPTING AUTHORITY: Department of Transportation

ESTIMATED PROJECT COST: FEDERAL FUNDS \$ STATE FUNDS \$ 265,000.00 COUNTY FUNDS \$ PRIVATE FUNDS \$ TOTAL \$
DOCUMENT PREPARATION COST: NEG DEC/EA \$ DRAFT EIS \$ FINAL EIS \$ SUP DRAFT EIS \$ SUP FINAL EIS \$ TOTAL \$

EA TRIGGER (CHECK ALL THAT APPLY):
[X] USE OF STATE OR COUNTY LANDS OR FUNDS
[X] USE OF CONSERVATION DISTRICT LANDS
[] USE OF SHORELINE SETBACK AREA
[] USE OF HISTORIC SITE OR DISTRICT
[] USE OF LANDS IN THE WAIKIKI SPECIAL DISTRICT

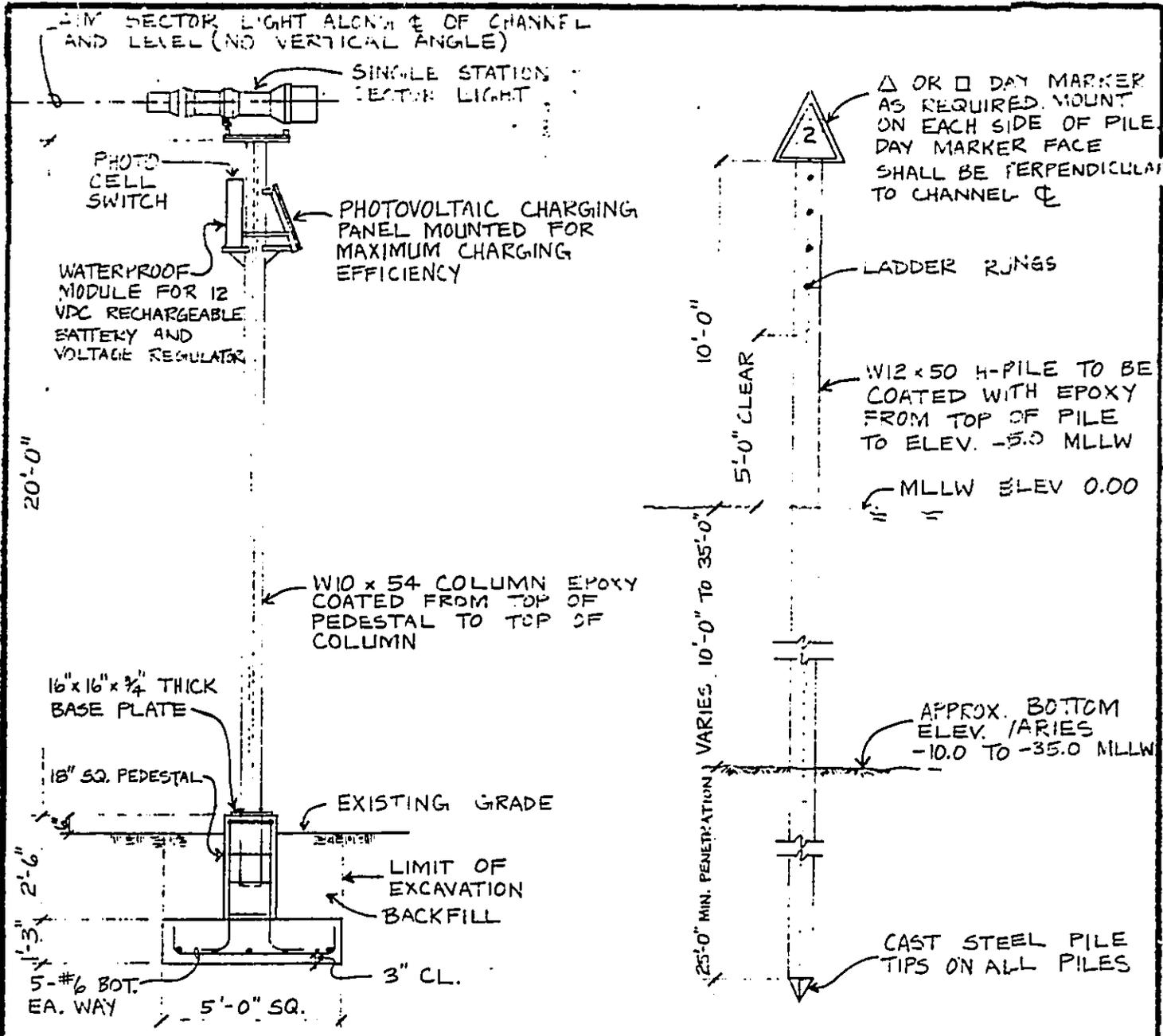


PURPOSE: MALA RAMP NAVIGATIONAL AIDS
 DATUM: 0.00' MEAN LOWER LOW WATER
 NAMES OF ADJACENT PROPERTY OWNER:
 DEPARTMENT OF LAND AND NATURAL
 RESOURCES (DLNR)

T.M.K. 4-5-05-3

IN: MALA
 AT: MALA, MAUI
 COUNTY OF: MAUI
 STATE: HAWAII
 APPLICATION BY: DEPARTMENT OF
 TRANSPORTATION, HARBORS DIVISION
 JULY 15, 1991 SHEET 1 of 2

DOCUMENT CAPTURED AS RECEIVED



SECTOR LIGHT ELEVATION
(NOT TO SCALE)

CHANNEL MARKER ELEVATION
(NOT TO SCALE)

<p>PURPOSE: MALA RAMP NAVIGATIONAL AIDS DATUM: 0.00' MEAN LOWER LOW WATER NAMES OF ADJACENT PROPERTY OWNER: DEPARTMENT OF LAND AND NATURAL RESOURCES (DLNR)</p> <p>T.M.K. 4-5-05-3</p>	<p>IN: MALA AT: MALA, MAUI COUNTY OF: MAUI STATE: HAWAII APPLICATION BY: DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION</p> <p>JULY 15, 1991</p> <p style="text-align: right;">SHEET 2 OF 2</p>
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