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IN REPLY REFER TO:

RECEIVED STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097  
'90 DEC 14 A 8.56

December 7, 1990

HAR-PM 6682.91

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

To: Bruce Anderson, Acting Director  
Office of Environmental Quality Control

From: Edward Y. Hirata, Director *EYH*  
Department of Transportation

Subject: Negative Declaration - Marine Fueling Facility at  
Lahaina Small Boat Harbor

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project.

We have enclosed (4) copies of the Negative Declaration on the proposal and a completed OEQC Form for publication in the OEQC Bulletin.

Should you have any question, you may contact Mr. Derrick Lining, Harbors Division Property Manager, at 548-2525.

Enc.

1990-12-23-MA-PBA

FILE COPY

NEGATIVE DECLARATION

\* FUELING FACILITIES/LAHAINA BOAT HARBOR \*

RECEIVED

A. APPLICANT  
90 DEC 14 8 56  
VALLEY AUTOMATED FUELS and PACIFIC/WEST FUELS, INC. both  
California Corporations registered to do business in the  
State of Hawaii.

B. APPROVING AGENCY

State Department of Transportation

C. AGENCIES CONSULTED

1. Department of Land and Natural Resources
2. Harbors Division, Department of Transportation
3. County of Maui Planning Department
4. County of Maui Fire Department
5. County of Maui Historic Commission
6. Lahaina Restoration Foundation
7. Department of Health

D. GENERAL DESCRIPTION OF ACTION'S CHARACTERISTICS

1. Environmental Setting Without Project

The town of Lahaina, largest in west Maui, is situated on the northwest coast of the Island of Maui, State of Hawaii. A historic whaling center and the first capital of Hawaii, Lahaina is becoming increasingly important as a tourist attraction.

The existing Lahaina Boat Harbor is near the center of the town. It has an area of 80,000 square feet and a capacity of about 93 small craft. It is protected by an L-shaped offshore breakwater, which is 1,000 feet long and founded on a fringing coral reef.

A marginal wharf, which is near the shore and extends 300 feet parallel with it, was constructed in 1966. An additional marginal wharf, located along the inner toe of the breakwater, was constructed in 1971 and has legs extending 180 feet seaward and 390 feet parallel

to the shore. The wharf parallel to the shore was extended 240 feet toward the channel entrance in 1984. The deck of the wharf is wood, 4 feet, 6 inches wide, with an elevation of +4.0 feet M.L.L.W. (Mean Lower Low Water) and mounted on concrete piles.

The existing comfort station, adjacent to the Lahaina Boat Harbor, was constructed by the County of Maui in 1960. The State Department of Transportation was allowed to enter upon and take possession of the comfort station in 1981. Renovation and reconstruction to the facility was accomplished in 1983.

The project is located within the State of Hawaii property at Lahaina Harbor with land under the administrative control of the Harbors Division, Department of Transportation Governor's Executive Order Nos. 2054 and 2400 and further identified by Tax Map Key No. 4-6-01 portion of parcel 14. On the State Land Use Maps, the project site is designated as Urban District and Historic District by the County of Maui.

In 1988, the Harbors Division of the Department of Transportation, State of Hawaii, completed the relocation of the whaling vessel Carthaginian and the construction of a harbor agent's building. During such efforts, the quay was renovated with new masonry, railing and landscaping.

2. Description of the Proposed Project, Technical Characteristics and Objectives

The proposed project consists of constructing a fuel facility at the Lahaina Boat Harbor by the installation of fuel computer building, two 6,000-gallon double-walled fuel tanks and double walled piping to three newly installed fuel dispensers and hose retrievers (see site and improvement plan attached hereto and incorporated herein by this reference).

The proposed project will provide an upgraded and safer fueling system than is currently available at the Lahaina Boat Harbor, as there will be little incentive for the boat owners to maintain the current inconvenient tank truck fueling or the dangerous practice of fueling from small fuel containers brought to the harbor by passenger vehicles. The completion of this project will result in an unmanned self service, computer controlled fueling facility which will incorporate the very latest technology in commercial marine fueling, electronic fuel management

and product leak detection. Each boat owner who has a mooring permit in the harbor will be properly trained in the use of the equipment and safety guidelines. The estimated cost of the project is anticipated to be approximately \$140,000.00. The period of construction shall be approximately 45-70 days, conditions permitting.

E. GENERAL DESCRIPTION OF THE ACTION'S ECONOMIC, SOCIAL & ENVIRONMENTAL CHARACTERISTICS.

1. Social and Economic Characteristics

The project will create temporary construction jobs for workers in the different construction trades during the installation of the fueling facility equipment. As a result, construction supplies, services, and equipment will be purchased, thus generating additional tax revenues for the State of Hawaii.

The project will provide a safe and convenient means for users of the harbor to fuel their vessels. Currently, inconvenient tank truck fueling and small fuel containers unloaded from vehicles are used to fuel vessels.

The Harbors Division is planning to install the necessary fire hydrants and extinguishers in the year 1993. In the interim, portable fire extinguishers and a sea water extinguisher pump will be provided to comply with the Fire Marshall's requirements.

2. Environmental Characteristics

The project will not have an adverse effect on the environment. The fuel tank and lines will be built below grade thus no visual impacts will be created. There will be no air quality and noise impacts with the exception of minor short term impact from construction activities. The construction activities will be performed in compliance with State and County environmental protection regulations using acceptable engineering and construction practices. All minor and short term impacts are compatible with the existing and planned use of the area.

F. IMPACTS AND SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

1. Historical and archaeological impacts - the site has been cleared of all remnants of any historical and/or archaeological evidence through previous construction

of the boat harbor, the relocation of the Carthaginian and the reconstruction of the quay.

2. Flora and fauna - the site is bare of all vegetation and consists of soil and rock fragments underneath the exterior surface treatments of asphalt and concrete.
3. Utilities - the installation of water, telephone or electric lines do not pose environmental impacts except that which may occur during installation as such utilities already service the immediate area.
4. Traffic - access to and from the site is via an existing roadway and it is not expected that traffic will be increased due to this project. In fact, the traffic associated with the existing fueling methods will be eliminated.
5. Tsunami and flooding - the proposed project site is in flood zone B which is designated as an area of minimal flooding, and coastal flood (Tsunami) zone. This information is from the National Flood Insurance Program, Firm Map 150003-0163.
6. Construction - During the construction period, there will be temporary increase in noise, dust, and emissions from internal combustion engines associated with the construction. Since most of the work will be done during normal working hours, the contractor will be required to take measures to keep noise and dust levels within allowable limits.

G. MITIGATION MEASURES AND ALTERNATIVE CONSIDERED

Temporary inconveniences to the public, such as air and noise pollution, are adverse effects which cannot be avoided should the project be implemented. Provisions will be made in the construction contract and daily inspections will be conducted to minimize these temporary effects.

Further, the design of the facility building has incorporated the materials and detailing of the recently completed harbor agent's office building. High hose retrievers have been included to provide safe handling of the fuel hoses and have been designed to reflect the design of the existing weight scale. Also, special fuel dispensing nozzles have been included to prevent the unintentional discharge of fuel onto the quay or into the harbor waters.

It is not anticipated that there will be any adverse impacts from this project. The major activity will be the fueling of boats, which is now being carried out through

the use of tank trucks and numerous hand carried noncertified containers. The proposed facility will reduce the possibility of fuel spillage because of the permanence of the installation and improved fueling conditions.

Interim firefighting equipment will include: fire extinguishers every 50 feet within the project site. A sea water pump will also be available on the fuel pier. The Harbors Division is implementing plans to construct fire hydrants to service the harbor area.

The alternative of a "No Project" would perpetuate the dangerous and less than desirable fueling methods and systems now employed by the boat owners. Also, through the use of an available attractive fueling option, the fueling of boats can be regulated so as to provide this necessary fueling service in a manner with the least impact upon the current commercial and tourist uses of the boat harbor.

#### H. DETERMINATION

Since no major adverse impacts are anticipated, a determination has been made that an Environmental Impact Statement is not required.

#### I. FINDING AND REASONS SUPPORTING DETERMINATION

##### 1. Findings

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

- a. Alter existing use(s) of the area;
- b. Cause the displacement of any persons;
- c. Affect any rare, threatened, or endangered species of animals, plants, or habitats;
- d. Involve an irrevocable commitment to loss or destruction of any natural or cultural resources;
- e. Curtail the beneficial uses of the environment;
- f. Conflict with the State's long-term environmental policies, goals, or guidelines; and
- g. Degrade the environmental quality.

2. Reasons

This project will have beneficial economic effects for the State. It is compatible with the existing and planned land use and appropriate to the physical conditions and capabilities of the area. Any adverse environmental impact resulting from the project has been determined to be insignificant. The applicant will be responsible for and comply with all applicable statutes, ordinances, and rules of the Federal, State and County governments.

The project is consistent with and will help to implement the State Coastal Zone Management Program's economic uses objective which is to encourage the development of facilities and improvements important to the State's economy in suitable locations. The installation of the proposed fueling facility will provide safe fueling for commercial and recreation uses.

Any adverse environmental impact resulting from the project has been determined to be insignificant. The applicant will be responsible for and comply with all applicable statutes, ordinances, and rules of the Federal, State and County governments..

\_\_\_\_\_  
EDWARD Y. HIRATA  
DIRECTOR OF TRANSPORTATION

\_\_\_\_\_  
DATE

Attachments





**END**

CERTIFICATION

I HEREBY CERTIFY THAT THE MICROPHOTOGRAPH APPEARING IN THIS REEL OF  
FILM ARE TRUE COPIES OF THE ORIGINAL DOCUMENTS.

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DATE

Sammy Yeshimura

SIGNATURE OF OPERATOR

**END**

CERTIFICATION

I HEREBY CERTIFY THAT THE MICROPHOTOGRAPH APPEARING IN THIS REEL OF  
FILM ARE TRUE COPIES OF THE ORIGINAL DOCUMENTS.

2004

DATE

Sammy Yoshimura

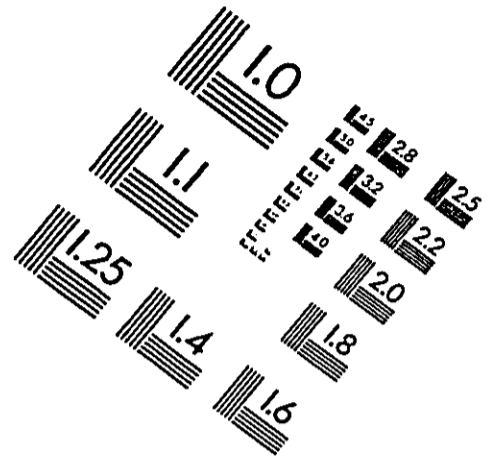
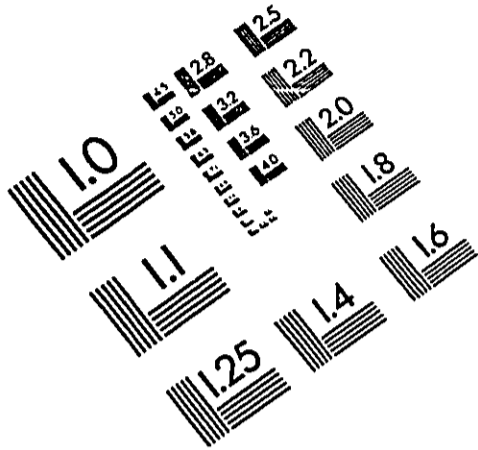
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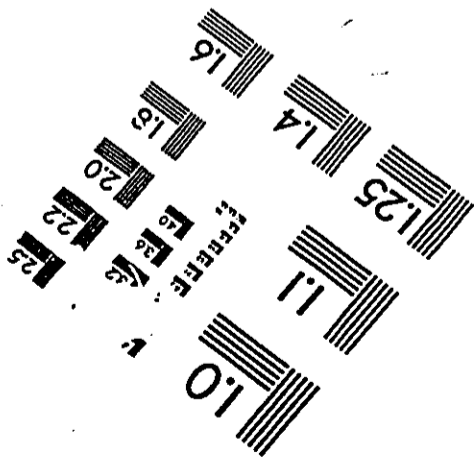
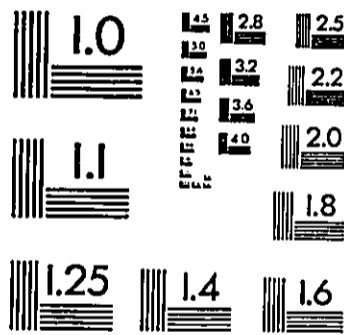
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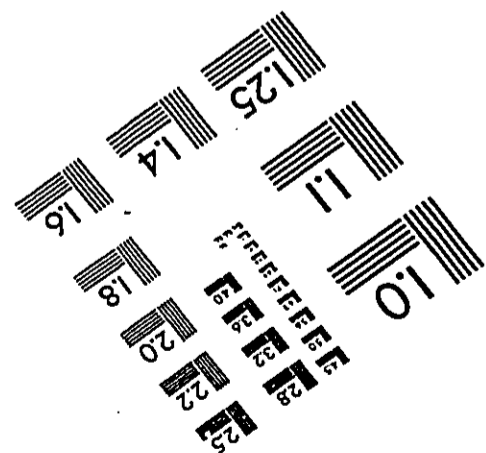
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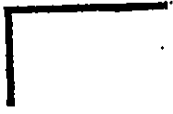
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