Mr. Gary Gill, Director
Office of Environmental Quality Control
Central Pacific Plaza
220 South King Street, Suite 400
Honolulu, Hawaii 96813

SUBJECT: NEGATIVE DECLARATION FOR KANAKANUI ROAD IMPROVEMENT PROJECT FROM KEONEKAI ROAD TO ROAD “F”, TMK 3-9-13, 19 AND 43, KIHEI, MAUI, HAWAII

Dear Mr. Gill:

During the 30-day comment period which began on January 8, 1995, the Department of Public Works and Waste Management, County of Maui, received no comments on the draft environmental assessment for the subject road improvement project. This department has determined that the subject project will not have significant environmental effects and has issued a negative declaration.

Attached are four (4) copies of the Final Environmental Assessment (Negative Declaration) and a completed OEQC Bulletin Publication Form. Please publish this notice in the earliest OEQC Bulletin possible.

Should you have any questions, please contact Mr. Joseph Krueger, P.E., of our Engineering Division at (808) 243-7745.

Thank you for your cooperation.

Very truly yours,

CHARLES JENCKS
Director of Public Works and Waste Management

Attachment
LL/ch(ED95-187)
Kamalo, OGC

cc: Joseph Krueger, P.E.
Interstate
FINAL
ENVIRONMENTAL ASSESSMENT
[NEGATIVE DECLARATION]

FOR

KANAKANUI ROAD IMPROVEMENTS

FROM KEONEKAI ROAD TO ROAD "F"
KIHEI, MAUI, HAWAII
JOB NO. 93-76
T.M.K. 3-9-13, 19, and 43

Prepared for: Department of Public Works 
& Waste Management 
County of Maui

February, 1995

Interstate Maui Realty
I. PROPOSING AGENCY

County of Maui  
Department of Public Works  
& Waste Management  
Mr. George Kaya, Director  
200 South High Street  
Wailuku, HI 96793  
Telephone No. (808) 243-7845

Agency Contact:  
Mr. Joseph Krueger, P.E.  
Engineering Division  
200 South High Street  
Wailuku, HI 96793  
Telephone No. (808) 243-7745

II. PARTIES CONSULTED IN PREPARING ASSESSMENT

The following parties have reviewed and commented on the proposed project or have been consulted in the preparation of this environmental assessment:

COUNTY OF MAUI

Mr. Brian Miskea, Director  
Department of Planning  
250 South High Street  
Wailuku, HI 96793

Mr. David Craddick, Director  
Department of Water Supply  
P.O. Box 1109  
Wailuku, HI 96793

Mr. George Kaya, Director  
Department of Public Works  
& Waste Management  
200 South High Street  
Wailuku, HI 96793
County of Maui
Police Department
55 Mahalani Street
Wailuku, HI 96793
Attn: Howard Tagamori, Chief

County of Maui
Department of Fire Control
Wailuku, HI 96793
Attn: Ronald Davis, Chief

STATE OF HAWAII

Department of Transportation
Highways Division - Maui District
650 Palapala Drive
Kahului, HI 96732
Attn: Bob Siaro

Department of Health
Environmental Management Division
919 Ala Moana Blvd., 3rd Floor
Honolulu, HI 96814
Attn: Thomas Arizumi, Chief

Department of Land & Natural Resources
State Historic Preservation Division
33 South King Street, 6th Floor
Honolulu, HI 96813
Attn: Don Hibbard, Administrator

Department of Land & Natural Resources
Water & Land Development Division
1151 Punchbowl Street
Honolulu, HI 96813

OTHERS

Maui Electric Company
Engineering Division
P.O. Box 398
Kahului, HI 96732
Chronicle Cablevision  
350 Hookana Street  
Kahului, HI  96732

Hawaiian Telephone Company  
Engineering Division  
60 South Church Street  
Wailuku, HI  96793

Kihei Community Association  
P.O. Box 662  
Kihei, HI  96753

FEDERAL

U.S. Army Corps of Engineers  
Pacific Ocean Division, Bldg. 230  
Fort Shafter, HI  96858

III. GENERAL DESCRIPTION OF THE ACTION’S TECHNICAL, ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTERISTICS

Project Description

The proposed project (Kanakanui Road Improvements) is located in Kihei, Maui. The project area is further identified as being in Tax Map Key Second Division, 3-9-13, 19, and 43. Refer to Figures 1 and 2.

Anticipated work for approximately 3,600± lineal feet of improvements to Kanakanui Road include:

1. New asphaltic concrete pavement with roadway widening to include two 12-foot travel lanes with 6-foot paved shoulders on both sides of Kanakanui Road.
Figure 1  Proposed Project
Regional Location Map
2. Realignment of Kanakanui Road at the Keonekai Road intersection to further increase the safe sight distance along Kanakanui Road near the Liliholo Gulch crossing.

3. Construction of a concrete ford crossing in the area where Kanakanui Road crosses Liliholo Gulch. Drainage culverts will not be constructed at the Liliholo Gulch crossing at Kanakanui Road.

4. A left turn vehicle storage lane will be provided at the Kanakanui Road/Alaku Place intersection.

5. The two 32-inch culverts crossing Kanakanui Road at a site immediately north of the Keonekai Heights Subdivision will be replaced with two 72-inch culverts. The existing open channel leading from the outlet of the two 72-inch culverts at Pillani Highway to the new Kanakanui Road culverts will not be altered.

6. Improvements at the northern end of the proposed project, where Kanakanui Road intersects with the proposed Road "F", will be done to match the improvements to Road "F" to be done by the KOAHE Limited Partnership. See Figure 3, Intersection Detail Plan.

The profile of the road improvement project, as much as possible, will match the existing grade of Kanakanui Road. Interior drainage improvements are not contemplated and surface runoff will be diverted to existing drainage systems. No curbs, gutters or sidewalks will be constructed as part of this project. Other improvements call for adjusting existing utility lines and poles, pavement striping and the installation of traffic control signages.

Figures 1 and 3 used in this environmental assessment were copied from a draft environmental assessment prepared by Michael T. Munekiyo Consulting, Inc. for KOAHE Limited Partnership's Road "F"/Kamaole Heights proposed project. Figure 1 shows the location
Figure 3

Kanakanui Road/Road "F"

Proposed Intersection Detail

Michael T. Munekiyo Consulting, Inc.
Source: Austin, Tsutsumi & Associates, Inc.
of the Road "F"/Kamaole Heights project in relation to the Kanakanui Road Improvement Project. The Kanakanui Road Project starts at Keonekai Road to the south and ends at Road "F" to the north. Figure 3 shows the proposed improvements at the Kanakanui Road/Road "F" intersection and the Connection to Pillani Highway proposed by KOAHE Limited Partnership.

Kihei-Makena Community Plan

The proposed project is located in the Kihei-Makena Community Plan region. Presently, land located west (makai) of the project is designated single family. Lands located east (mauka) are designated Open Space and Agriculture. The proposed project is not contrary to the Kihei-Makena Community Plan goals and objectives.

Special Management Area

Kanakanui Road is located in the County of Maui Special Management Area. The proposed project will be reviewed by the Maui Planning Commission with respect to Chapter 202, Special Management Area Rules for the Maui Planning Commission adopted on December 7, 1993 and Chapter 205-A Hawaii Revised Statues relating to Coastal Zone Management.

The Maui Planning Commission review of projects within the Special Management Area takes into consideration the overall significant environmental and ecological effects a project may have within the coastal area. Section 12-202-12 (c) (2) lists twelve criteria on which a proposed project's significant effect on the environment is measured, these include:
1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resources;

2. Significantly curtails the range of beneficial uses of the environment;

3. Conflicts with the County’s or the State’s long-term environmental policies or goals;

4. Substantially affects the economic or social welfare and activities of the community, County or State;

5. Involves substantial secondary impacts, such as population changes and increased effects on public facilities, streets, drainage, sewage, and water systems, and pedestrian walkways;

6. In itself has no significant adverse effects but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

7. Substantially affects a rare, threatened, or endangered species of animal or plant, or its habitat;

8. Is contrary to the state plan, county’s general plan, appropriate community plans, zoning and subdivision ordinances.

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

10. Affects an environmentally sensitive area, such as flood plain, shoreline, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh waters, or coastal waters;
11. Substantially alters natural land forms and existing public views to and along the shoreline; or

12. Is contrary to the objectives and policies of HRS Chapter 205.

The Kanakanui Road Improvement Project will not adversely affect any part of the twelve significant criteria listed above. The objectives and policies listed in Chapter 205-A, Section 205A-2, Coastal Zone Management program; objectives and policies, will not be adversely compromised by the proposed road improvement project.

IV. AFFECTED ENVIRONMENT

Existing Land Use

Kanakanui Road is an existing unstriped roadway extending from Keonekai Road on the South to Auhana Road to the north. Pavement width varies from 12 feet to 23 feet with no curbs, gutters or sidewalks existing along Kanakanui Road.

The Kihei-Makena Community Plan designates land located makai (west) of Kanakanui Road for single-family residential use. These lands are all located within the State Land Use Urban District. Land uses mauka (east) of Kanakanui Road include the Piilani Highway generally running parallel (north-south) with Kanakanui Road and lands that are used for limited cattle grazing in the State land use Agricultural District.

The Kanakanui Road Improvement Project ends at the intersection of the proposed Road "F" and the site of the second Kihei Elementary School.

Soils and Topography

According to the United States Department of Agriculture, Soil Conservation Service, "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai,
State of Hawaii*, August, 1972, the project area soils type is in the Puuone Series and classified as Puuone sand, 7 to 30 percent slopes (PZUE). These soils developed in material derived from coral and seashells and generally used as pasture and residential homesites.

In profile Puuone sand is grayish-brown calcareous sand about 20 inches thick which is underlain by grayish-brown cemented sand. Permeability is rapid above the cemented layer. Runoff is slow and the hazard of wind erosion is moderate to severe.

The Land Study Bureau Bulletin No. 7, May 1967, entitled "Detailed Land Classification - Island of Maui" assigns an overall productivity rating of E (area of lowest productivity) for the area that includes the project site.

**Flora and Fauna**

The Kanakanui Road Improvement Project will not affect any endangered or rare species of plants or animals.

Vegetation within the project area consists mainly of scattered kiawe trees, haole koa and buffel grass.

**Flood Hazard**

Kanakanui Road is in an area designated Zone C (areas of minimal flooding) by the Federal Emergency Management Agency on its Flood Insurance Rate Maps. See Figure 4 and 4-A.

**Archeological Resources**

Review of documents and maps at the County of Maui Planning Department indicates that there are no known archaeological resources within the right-of-way limits of Kanakanui Road. However, in the unlikely event that archaeological discoveries are made during the construction of the Kanakanui Road Improvement
Project, the Historic Preservation Division of the Department of Land and Natural Resources and the County of Maui Planning Department will be notified.

**Air Quality**

Temporary adverse impacts on air quality will occur during the project's construction period. Heavy construction equipment will produce dust and airborne exhaust particulates. These short term impacts will be reduced through the use of approved mitigative measures discussed in Section VI.

Long term impact on air quality is not expected to increase beyond what is being experienced in the Kihei area presently. Most of the Kihei area airborne particulates (automobile exhaust, dust and smoke) are dissipated and dispersed by prevailing tradewinds.

**Noise Impact**

Temporary noise impact will also occur during the construction of the proposed project. Noise impact created by road paving equipment, graders, rollers, trucks and other construction equipment can be minimized through the use of approved mitigative measures required of the contractor.

**Traffic Circulation**

Traffic circulation on Kanakanui Road will improve with the completion of the project. Travel lane width will be increased and the blind one-lane curve at the Liililoholo Gulch crossing area will be realigned to provide for a safer crossing.

V. **MAJOR IMPACTS AND ALTERNATIVES**

**Major Impacts**

No major impacts are anticipated as a result of this proposed road improvement project. Temporary short-term adverse impacts on the area's visual
character, air quality, ambient noise level and traffic circulation will occur during the project's construction period. Mitigative measures to reduce these short-term construction related impacts are addressed in Section VI of this environmental assessment.

Alternatives

No Action Alternative

The no action alternative would not be a viable alternative. The objective of the proposed project is to improve Kanakanui Road to provide a safer roadway for vehicles and pedestrian passage. No action will not serve or benefit the general public.

Improve Entire Length of Roadway Alternative

Initial plans of the County was to improve Kanakanui Road to its intersection with Alaku Place. However, due to the pending construction of Road "F" by the KOAHE Limited Partnership, additional construction funds were made available to improve Kanakanui Road to the Road "F" intersection. Funding to improve the remainder of Kanakanui Road may be available in the near future.

VI. MITIGATING MEASURES

Impacts generated by the proposed project will be construction related and short-term. These temporary construction impacts are dust, noise, erosion and traffic.

To minimize air quality impacts caused by dust generated during grading, grubbing, utility and roadway construction, water wagons will be utilized by the contractor.
Ambient noise levels will be impacted by construction equipment work on the project. Construction activity will be limited to normal daylight working hours to minimize noise problems.

The use of traffic control devices, flagmen and off-duty police officers will control vehicular movement for the duration of the project.
PHOTOGRAPHIC ANALYSIS
KANAKANUI ROAD IMPROVEMENT PROJECT
PHOTO P-1  KEONEKAI ROAD APPROACHING KANAKANUI ROAD
Keonekai Road (looking west) approach to Kanakanui Road on right.

PHOTO P-2  KEONEKAI ROAD - KANAKANUI ROAD INTERSECTION
Keonekai Road eastbound and Kanakanui Road at left of photo. Pilani Highway in background.
PHOTO P-3  KANAKANUI ROAD ENTRY FROM KEONEKAI ROAD
Blind curve leading to one-lane road crossing at Liiholo Gulch. Culverts under Pillani Highway in background. Keonekai Road to be re-aligned in this area.

PHOTO P-4  KEONEKAI ROAD AREA OF REALIGNMENT
Proposed realignment area to eliminate blind curve. Concrete apron will be constructed at the Liiholo Gulch crossing in the background.
PHOTO P-5  KANAKANUI ROAD - LIILIOHOLO GULCH CROSSING
Photo shows one-lane road and dip at Liilioholo Gulch crossing and culverts. Roadway will be widened and concrete apron constructed at crossing.

PHOTO P-6  KANAKANUI ROAD
Photo of existing condition of Kanakanui Road. Piilani Highway right side of photo. Looking north. Kanakanui Road will be widened to provide for two twelve-foot vehicular travel lanes and six-foot paved shoulders.
PHOTO P-7  EXISTING CULVERTS UNDER KANAKANUI ROAD
The two 32-inch culverts shown will be replaced with two 72-inch culverts. The open channel from the two 72-inch culverts from Pillani Highway to Kanakanui Road will remain as existing.

PHOTO P-8  KANAKANUI ROAD
Looking south from proposed area of intersection with Road "F" and second Kihei School site. End of Kanakanui Road Improvements Project.
REASONS SUPPORTING DETERMINATION
FINDINGS AND REASONS SUPPORTING DETERMINATION

The following findings and reasons support the determination that the Kanakanui Road Improvement Project will not have a significant effect on the environment.

1. Adverse impacts associated with the proposed project are temporary and short-termed. Construction activities are limited to minimal grading and earthwork. All short-term impacts such as dust and windblown emissions will be mitigated and minimized in accordance with applicable County and State regulations. All construction activities will occur during normal daylight working hours.

2. No rare or endangered flora or fauna will be affected by the proposed project.

3. No known archaeological, cultural or historical sites are located on the proposed project limit. Should any archaeological discoveries occur during construction work, the Department of Land and Natural Resources, Historic Preservation Office and the County Planning Department will be notified and appropriate measures will be taken.
DETERMINATION

This environment assessment shows that the proposed project is expected to have no significant adverse impact on the environment and an Environmental Impact Statement is not required. Therefore, in accordance with the provisions of Chapter 343, HRS, a Negative Declaration is determined to be in order.
REFERENCES
REFERENCES


Land Study Bureau, University of Hawaii, *Detailed Land Classification - Island of Maui*, 1967.

