

BENJAMIN J. CAYETANO
Governor of Hawaii



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. Box 621
Honolulu, Hawaii 96809

RECEIVED
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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

2033
Chairperson
MICHAEL D. WILSON
Board of Land and Natural Resources

Deputy Director
GILBERT COLOMA-AGARAN

Aquaculture Development
Aquatic Resources
Boating and Ocean Recreation
Bureau of Conveyances
Conservation and Environmental Affairs
Conservation and Resources Enforcement
Forestry and Wildlife
Historic Preservation
Land Management
State Parks
Water and Land Development

MEMORANDUM

MAY 12 1995

TO: Gary Gill, Director
Office of Environmental Quality Control
Department of Health

FROM: Michael D. Wilson, Chairperson
Board of Land and Natural Resources

SUBJECT: Negative Declaration for Old Lahaina Pali Trail and Parking Lots

The Department of Land and Natural Resources has reviewed the comments received during the 30-day public comment period that began on March 23, 1995. The Department has determined that this project will not have significant environmental effect and has issued a negative declaration. Please publish this notice in the OEQC Bulletin as soon as possible.

We have enclosed a completed OEQC Bulletin Publication and four copies of the final EA. Please contact Don Horiuchi at 587-0381 if you have any questions.

Enc.

65

1. Proposing Agency

State of Hawaii
Department of Land and Natural Resources
Division of Forestry and Wildlife

2. Approving Agency

State Department of Land and Natural Resources,
by this Board

3. Agencies Consulted in Making the Assessment

State:

Department of Land and Natural Resources
Historic Sites Division
Aquatic Resources Division
Land Management Division
Conservation and Resources Enforcement
Division
Department of Transportation
Department of Agriculture

County:

Department of Public Works
Department of Planning
Department of Parks and Recreation

4. General Description of the Action's Technical, Economic, Social and Environmental Characteristics

Technical

The Department of Land and Natural Resources, Division of Forestry and Wildlife (DLNR-DOFAW) Maui District Office through its Na Ala Hele Trails and Access Program proposes to construct two small public parking lots within the Conservation District at either end of the Old Lahaina Pali Trail (See Exhibits A & B). Forestry and Wildlife Division crews will selectively remove kiawe trees and large boulders, grade and grub the lot areas, and clear brush from the proposed access easements. Crusher waste gravel will then be laid over both parking lots and several interpretive and informational signs will be installed along the access easements (Exhibits C, D, and E). Future development of the parking areas will involve paving the lot areas as funds become available.

It is also proposed that the parking areas and their short connecting trails (access easements) become a permanent part of the Old Lahaina Pali Trail. Therefore it is requested that the Land Board approve removing both parking lots and the trail from the surrounding state lands (including State General Lease #5277) and incorporating them as a permanent part of the Trail.

Ukumehame (Western) Trail Head - Parking for the Western trail head area (TMK: 4-8-01:1) will measure be 70 ft. by 80 ft and provide space for 12 to 15 vehicles. It will also incorporate a 10 foot-wide access easement pathway connecting to the old government road leading to the historic trail (see Exhibit F). The parking area will be cleared of several large Kiawe trees, graded, and covered with crusher waste gravel. Several trees will remain to provide shade for the parking area. Boulder and cobble-sized rock will be moved to the margins of the parking area and will be left to provide a barrier to vehicles outside the parking area. A 15 foot-wide entry from the existing highway shoulder connecting to Honoapiilani Highway makai of the site will allow for adequate and safe ingress and egress by the public. This area does not lie within General Lease #5277.

Maalaea/Waikapu (Eastern) Trail Head - The Eastern trail head parking area (TMK: 3-6-01:14), lies directly within the lease property boundary fenceline. It is slightly smaller than its Western counterpart, measuring just 60 feet by 70 feet, includes a short access easement, and will provide space for 10 to 12 vehicles (See Exhibit G). In addition to selective tree removal, grading, the area will also receive a covering of crusher waste gravel. Large boulders at the site will be used to rim a four-strand, galvanized iron pin and barbed-wire boundary fence installed around the site to separate free-ranging cattle in the area from the parking area.

Public vehicular access to the Eastern parking lot will originate from the southbound lane of Honoapiilani Highway at Pohakea Bridge (See Exhibit H). The route was chosen in consultation with the State Department of Transportation, Maui District Office and Wailuku Agribusiness, Inc.

DOT requires the construction of a short paved driveway turnoff from the highway connecting to the private unimproved road within Wailuku Agribusiness lands. The public will travel 1/2 mile along this road to State lands containing the parking lot.

Approval to construct the driveway was granted by the U.S. Department of Transportation in a March 17, 1994 (See Exhibit I) letter of recommendation by the State Department of Transportation.

Public access over Wailuku Agribusiness lands is currently maintained by agreement between Wailuku Agribusiness and DLNR-DOFAW. Forestry signs made of aluminum and vinyl will be placed at strategic locations to direct visitors to the Trail. Periodic inspection of both sites and removal of rubbish and clearing of debris will be routinely conducted by members of DLNR-DOFAW and Na Ala Hele Program volunteers.

Socio-economic

Minimal economic effects are expected to result directly from the project. However, it is expected that, once completed, full use of the trail as an attraction for visitors should create secondary economic effects for small retail businesses in the Maalaea area.

Environmental

The Western trail head site is presently used as a parking site for itinerant shoreline fishermen and for stockpiling soil and roadway debris by the State. It is occasionally used by the public as an illegal rubbish dump. The area receives less than 10 inches of rainfall per year. Vegetation consists chiefly of Kiawe trees, haole koa, buffelgrass, and various non-native weed species.

The Eastern site is strewn with basalt cobbles and boulders. Cattle naturally tend to congregate along this fence, and over the years have over-grazed and trampled the area. An average of less than 10 to 20 inches of rain fall has been recorded for this area. Vegetation consists almost exclusively of Kiawe scrub, klu, and other weedy species.

There are no known historical/archaeological artifacts or structures within the subject sites. Mitigation of impacts to historical features associated with the Lahaina Pali Trail have been discussed in the original Environmental Assessment (December, 1992).

5. Summary Description of the Affected Environment

Both parking areas lie within an area described in the original E.A. as "Extremely dry, lowland and upland leeward zone of the Lahaina District, Between 0 and 1,500 foot elevations) and the lowland windward zone of the Wailuku District (between 0 and 800 foot elevations."

Although the original E.A. reports the presence of native species in the general area, the subject sites are highly disturbed and no native plant or animal species presently inhabit them. Predominant non-native plant species include Kiawe (*Prosopis pallida*), Klu (*Acacia farnesiana*), Zinnia (*Zinnia peruviana*), and Buffelgrass (*Cenchrus ciliaris*). The Eastern site also contains Lion's Ear (*Leonotis nepetaefolia*).

Native fauna species have not been found at either site. However, the Pueo (*Asio flammeus sandwichensis*) does inhabit the West Maui mountains and probably occurs in the general area. Range cattle (*Bovus bovine*) dominate the Eastern trail head area. Other dominant non-native animal species in the area are birds, including the Gray Francolin (*Francolinus pondicerianus*), Spotted Dove (*Streptopelia chinensis*) and the Northern Cardinal (*Cardinalis cardinalis*). The feral cat (*Felis cattus*) and field mouse (*Mus spp.*) are also found in the area.

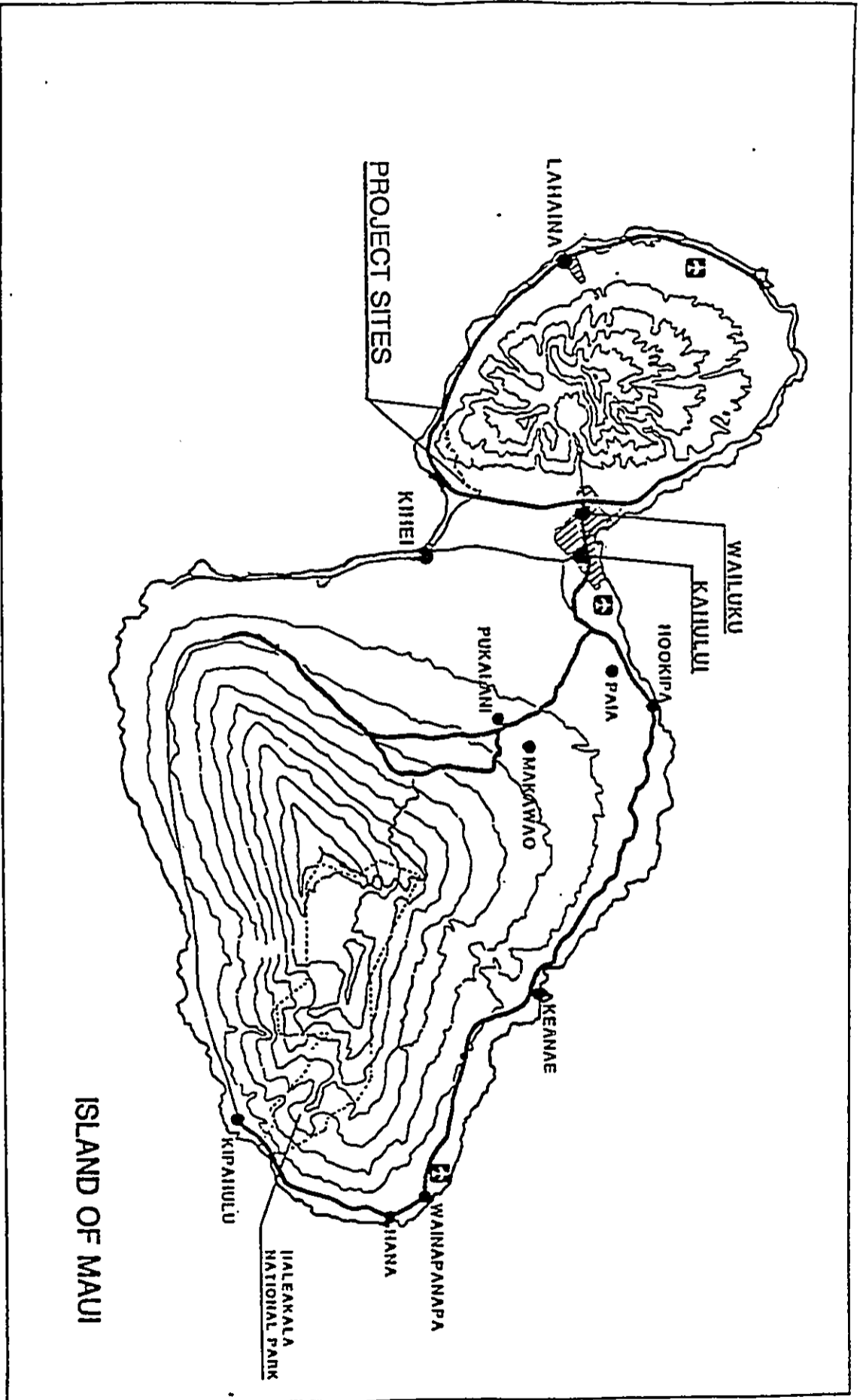


EXHIBIT A

6. Identification and Summary of Major Impacts and Alternatives Considered

The negative effects of the actual construction and use of the parking area is expected to be insignificant. However, providing access and a focus on interpretive information supporting protection of a significant historical and cultural resource should at least heighten public sensitivity within the community. The "do nothing" or "status quo" alternative is considered inadequate and therefore inappropriate for the manner of public use envisioned for the Trail.

7. Proposed Mitigation Measures

In the event that any rare or endangered plant or animal species or historical/archaeological materials or structures are encountered within the project area, work will cease immediately and the appropriate state agency will be notified.

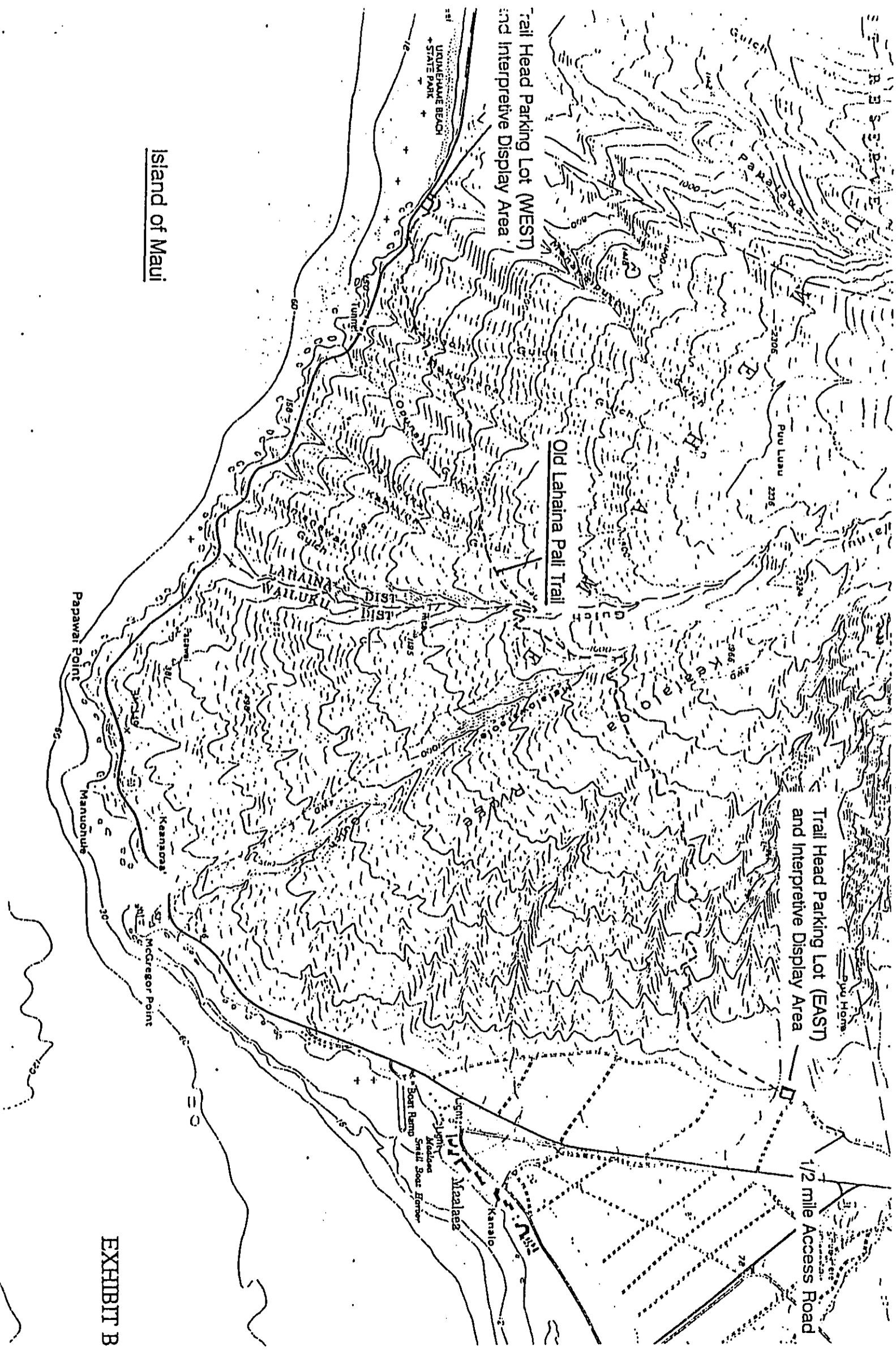
Impacts of public use related to litter and graffiti are discussed in the original E.A. However, with the addition of two public parking lots, increased amounts of litter are expected. Na Ala Hele Program volunteers will be assigned to collect litter on a regular basis. Forestry and Wildlife crews will be periodically scheduled as needed to remove refuse materials from the proposed parking lots.

8. Determination

It is determined that the project will impart no significant impacts to the environment.

9. Findings and Reasons Supporting Determinations

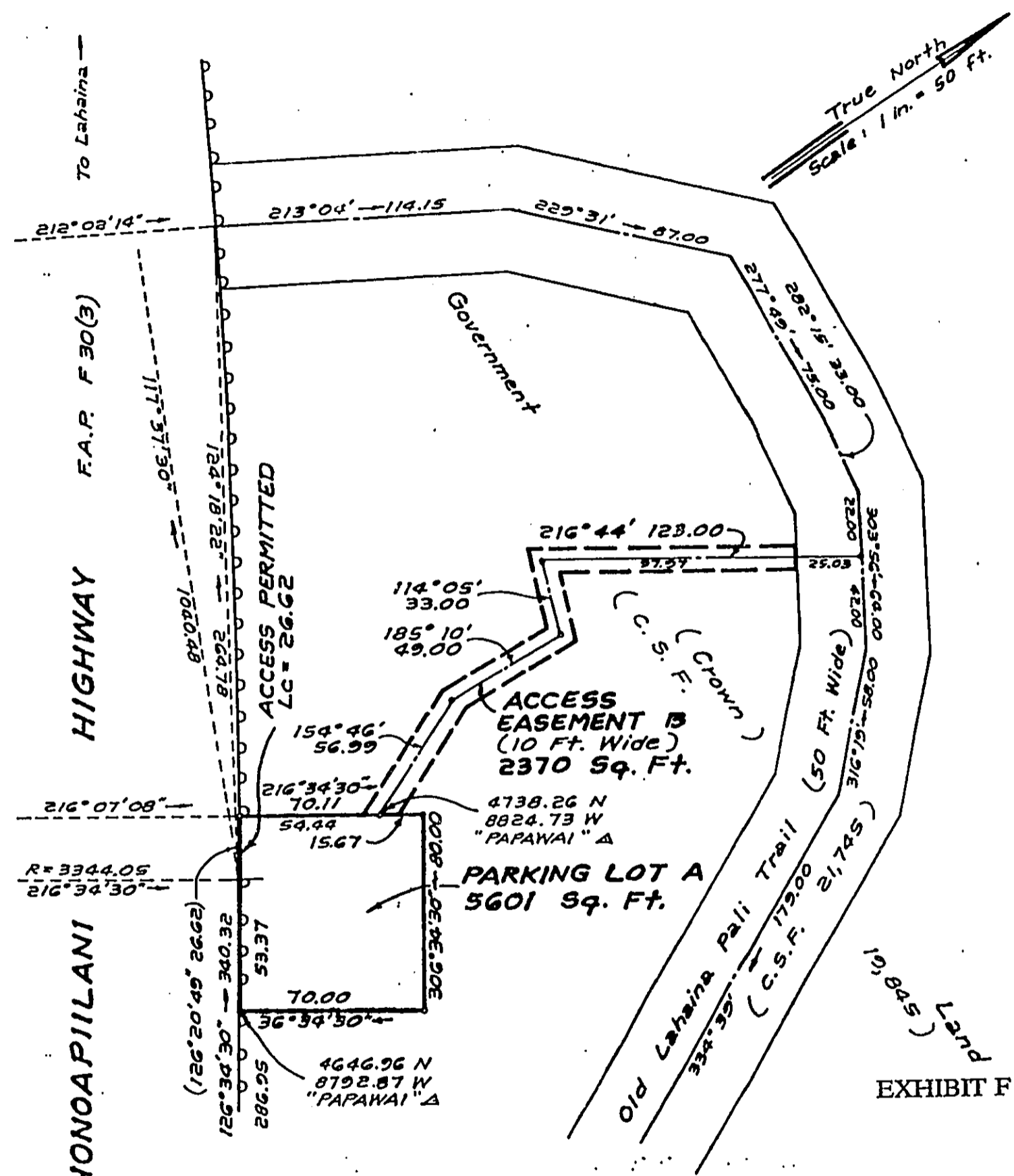
The scope and impact of the proposed project is minimal as the work is relatively small-scale and will be carried out in areas already heavily disturbed by either cattle grazing, mono-culture cropping activities, and public use.



Island of Maui

EXHIBIT B

DOCUMENT CAPTURED AS RECEIVED

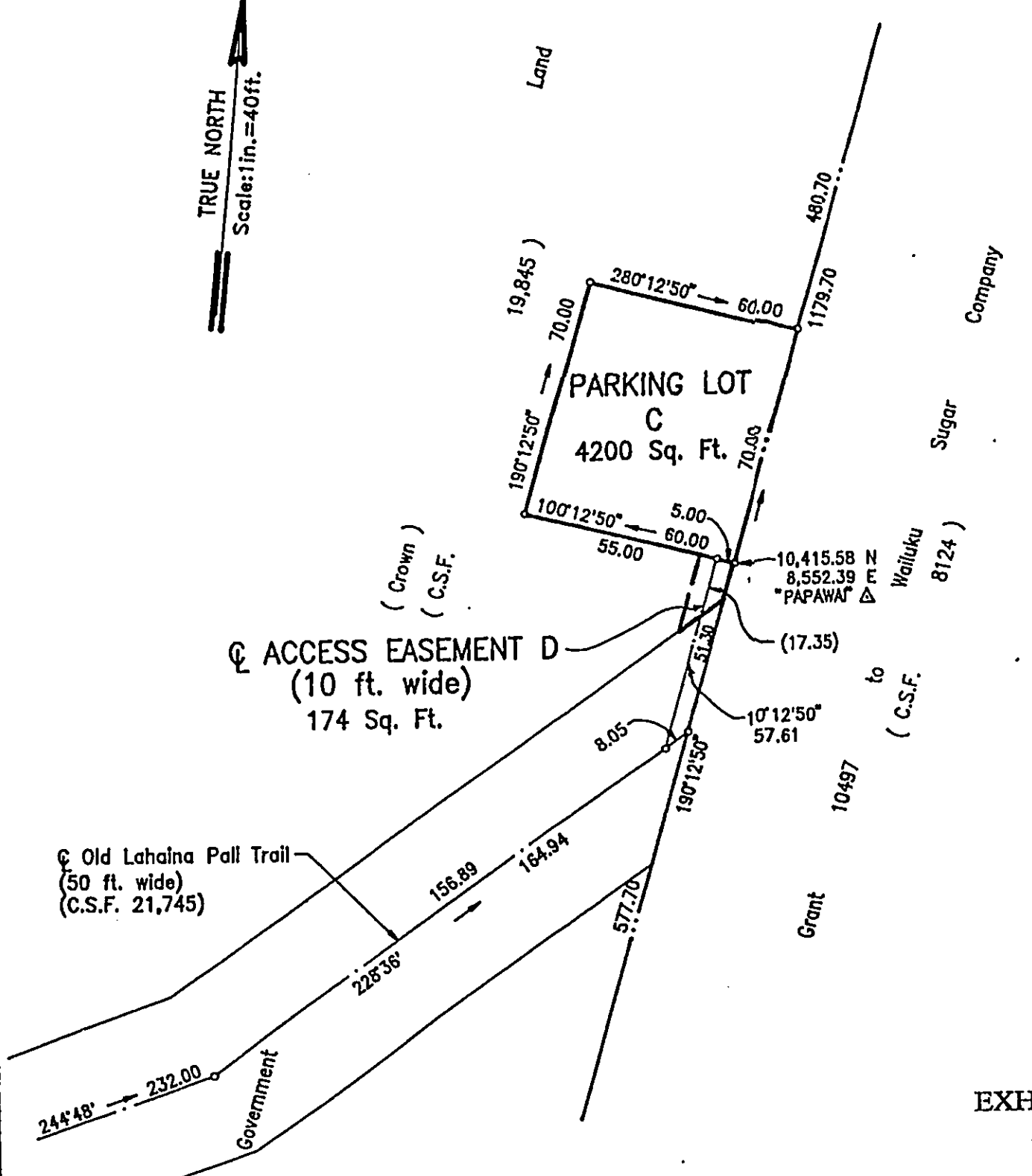


PROPOSED
PARKING LOT A
AND ACCESS EASEMENT B
Ukumehame, Lahaina, Maui, Hawaii
Scale: 1 inch = 50 feet

JOB MA-47(93)
C. BK. 1, Kodani

 denotes access permitted
 denotes no vehicle access permitted

TRUE NORTH
Scale: 1 in. = 40 ft.



ACCESS EASEMENT D
(10 ft. wide)
174 Sq. Ft.

Old Lahaina Pall Trail
(50 ft. wide)
(C.S.F. 21,745)

PROPOSED
PARKING LOT C
AND ACCESS EASEMENT D
UKUMEHAME, WAILUKU, MAUI, HAWAII
Scale: 1 inch = 40 feet

EXHIBIT G

JOB MA-47(93)
C. BK.

TAX MAP KEY: 3-8-01 SURVEY DIVISION DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES STATE OF HAWAII F.B. 2078 C.G.

C.S.F. NO.

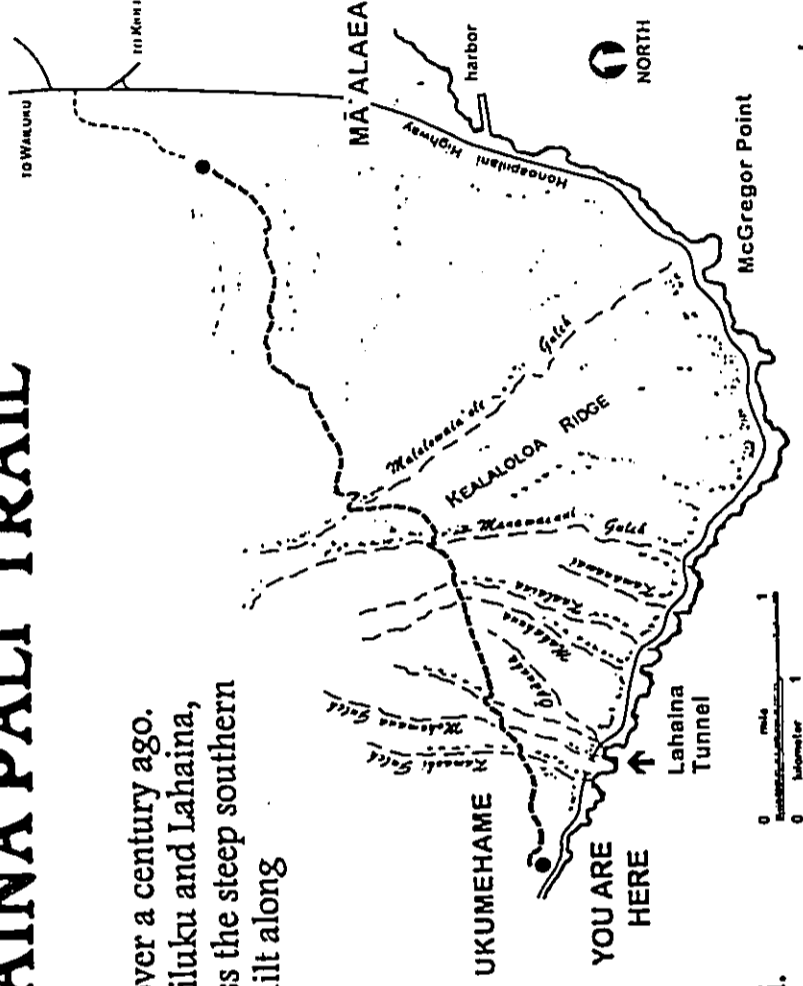
FN: G1FNN/MA-4793A

WELCOME TO THE LAHAINA PALI TRAIL

Follow in the footsteps of travellers from over a century ago. Built for horseback and foot travel between Wailuku and Lahaina, the Lahaina Pali Trail was the direct route across the steep southern slopes of West Maui mountain. It was hand-built along the steep, sometimes treacherous hillsides.

The trail is five miles long and climbs to over 1,600 feet above sea level. Along this trail, you will see native plants like *a'ali'i* (*Dodonaea viscosa*), *wiliwili* trees (*Erythrina sandwicensis*), and a native dryland sandalwood (*Santalum ellipticum*).

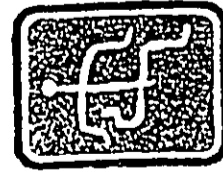
Petroglyphs, stone walls, and rocky outcrops mark the spots where long ago travellers stopped to rest. The mid-point of the trail is Kealaholoa Ridge, the southern rift zone of the volcano that formed West Maui. *Pi'u* (cinder hills) and natural cuts in the ridgeline expose the dramatic geologic history of this part of Maui.



The Lahaina Pali Trail is a historic roadway. Damage to the trail or any archaeological sites along the trail is subject to penalties, as defined in Hawaii Revised Statutes Chapter 6.E.11.

PLEASE CARE FOR THIS CULTURAL RESOURCE.

WARNING:
EXTREME FIRE HAZARD DURING DRY PERIODS.



NA ALA HELE

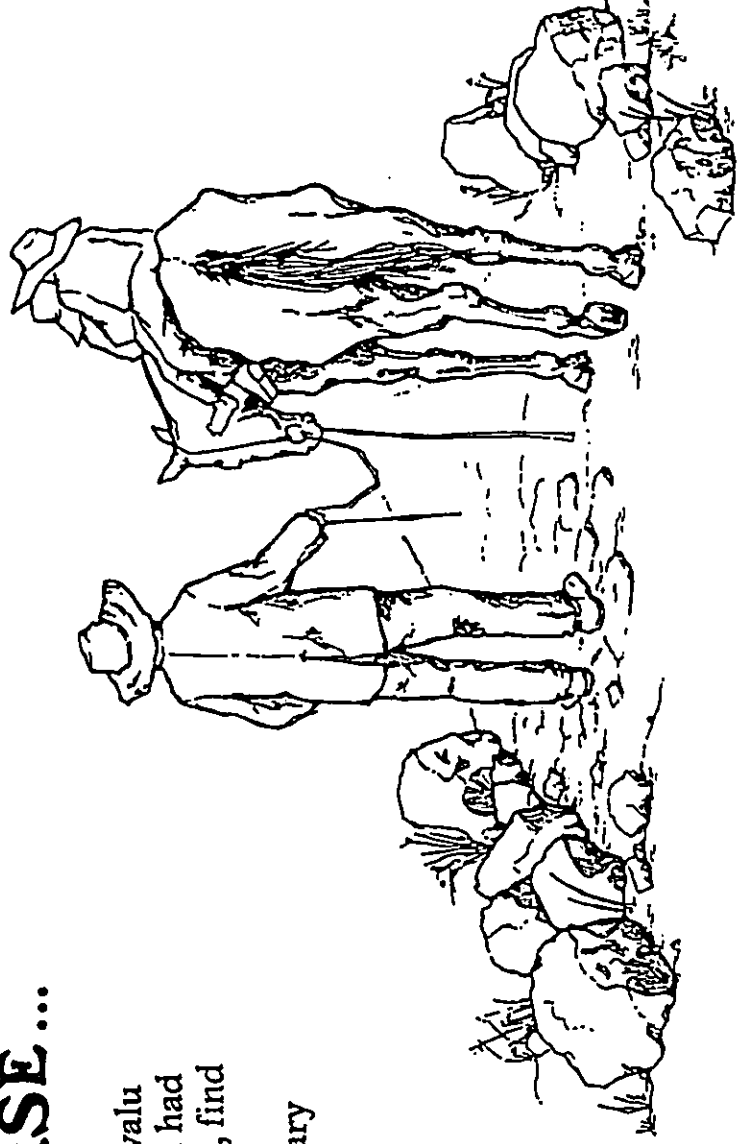
The Lahaina Pali Trail has been restored and is maintained with volunteer assistance by the Na Ala Hele Statewide Trail and Access Program, State Division of Forestry and Wildlife (DOFAW).

Trail guides with more information on the cultural and natural history of the trail can be obtained at DOFAW, 54 South High Street, Wailuku, at retail stores at Ma'alaea, and at many outdoor recreation outlets.

EXHIBIT

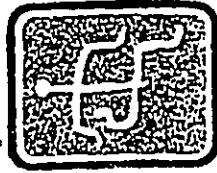
ON FOOT... BY HORSE...

In prehistoric times, travellers from Olowalu walked along the shoreline to this spot and then had to choose whether to swim around the sea cliffs, find a friendly neighbor with a canoe, or climb over Kealaloloa Ridge to get to Mā'alaea. In missionary times, a road was built across these steep slopes and travellers on foot or horseback could make the journey in four or five hours. The 20th century brought first carriages and then cars. The trail became a road and then a highway.



TRAVEL BETWEEN OLOWALU AND MĀ'ALAEA HAS NOT ALWAYS BEEN A SIMPLE 15 MINUTE DRIVE ALONG A TWO-LANE HIGHWAY.

From this spot, you can see how travel along this coast has changed. Look behind to the ocean and you see the route of long-ago Hawaiians. Look ahead and see stone walls and culverts from the early 1900s. Turn around and feel the cars whizzing by on the Honoapiilani Highway, built in 1951.



HIKE THE LAHAINA PALI TRAIL AND TRAVEL BACK TO THE TIMES OF A 19TH CENTURY MISSIONARY.

...THEN CARRIAGES AND CARS

Under the shade of these *kiawe* trees are the remains of the first carriage road. It was built with prison labor around the turn-of-the-century, and over the next 20 years, was widened and straightened to accommodate motor vehicles. Parts of this original road continued to be used until 1951. You can see segments of older alignments that were abandoned or covered over by newer ones. At the base of the high stone facing, you can see the outlet to a culvert that released water from the stream on the other side of the road.

BE SURE TO WALK UP THE OLD ROAD TO THE TRAILHEAD.
THE VIEWS OF LAHAINA PALI ARE WELL WORTH IT.

EXHIBIT 1

*...up and down that unsheltered, zigzag mountain road
...the crookedest, the rockiest ever travelled by mortals.*

LAURA FISH JUDD, 1841

Laura Fish Judd was a Lahaina missionary, travelling with four other adults and five children to Wailuku in 1841. The party lost one of their two horses along the way and the other stalwartly carried the children across the mountain. They finally reached this spot at dark, with still miles to go before reaching Wailuku.

Since Laura Judd's time, every story about the trail speaks of the zigs and zags. As you begin the climb up the trail, think of those who came this way before.



THE ZIGZAGIEST ROAD

*To the mountain side
of Pu'u Hele, a trail... was used
by early people, by early missionaries,
and by young ladies returning home
from Mauna 'olu Seminary to Lahaina....*

*It is a steep, rugged trail but one well worth
travelling, if one cares to hike,
or to hire a good horse.*

INEZ ASHDOWN, MAUI HISTORIAN

*...All the way zigzag and winding,
up steep, rocky and barren precipices.*

CHESTER LYMAN, A TOURIST, 1847

THAT WAS EVER BUILT

*It is exceedingly trying
to the patience of the rider,
and fatiguing to his beast.*

*Indeed, a horse runs no slight risk
of breaking his legs among the rocks
and crevices of the difficult pass.*

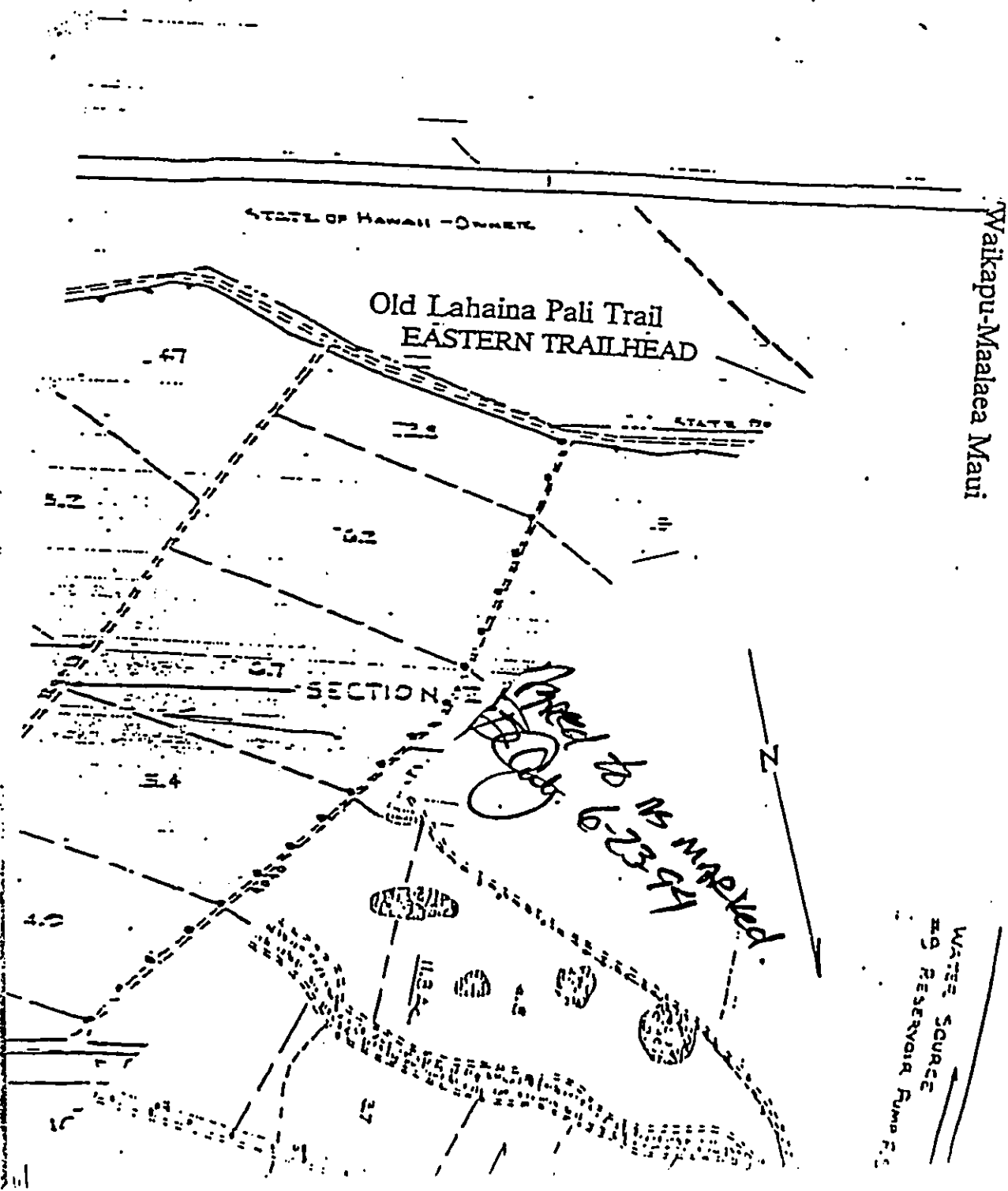
J.S. GREEN, MISSIONARY, 1848

EXHIBIT

EXHIBIT A

Access Road and Parking Lot

Waikapu-Maalaea Maui



JOHN WAIHEE
GOVERNOR



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

9 2 1977



REX D. JOHNSON
DIRECTOR

DEPUTY DIRECTORS
KANANI HOLT
GLENN M. OKIMOTO
JOYCE T. OMIKE
CALVIN M. TSUCA

IN REPLY REFER TO

HWY-RM
3.68089

[Handwritten signatures and initials: J, BB, X, BB]

Mr. Abraham Wong
Acting Division Administrator
Federal Highway Administration
U. S. Department of Transportation
Box 50206
Honolulu, Hawaii 96850

Dear Mr. Wong:

Lahaina-Wailuku Road, FAP No. F-30(3)
Olowalu-Pali Section, Na Ala Hele Program
Tax Map Key 4-8-01, Request for Access

We request approval to grant an access for ingress and egress into Lahaina-Wailuku Road from the proposed parking lot for the Na Ala Hele Program.

Enclosed for your information and use are the following:

- 1. Letter of request;
- 2. plan showing the location of access;
- 3. Right-of-Way Map (P.H. 290-4A, dated January 27, 1950) showing the present access control;
- 4. comments made by our staff on the applicant's request.

Pursuant to your letter dated March 2, 1977, (Changes Made in Control of Access), we submit the following information:

- 1. Project and Present Status:
 - a. Project Title and Number. Lahaina-Wailuku Road, FAP No. F-30(3), Olowalu-Pali Section, Olowalu and Ukumehame, Lahaina, Maui, Hawaii.
 - b. Present Status. Construction completed in 1953 and in use ever since.
 - c. Federal Credit to the Project. Appropriate credit to Federal funds will be made if credit is due.

EXHIBIT I

Mr. Abraham Wong
Page 2

HWY-RM
3.68089

MAR 7 '94

2. State's Recommendations:

The State has no objections and recommends that the proposed access be granted subject to the applicant's meeting all specifications recommended and/or required by our staff and reflected in the final construction plans to be submitted.

3. State's Availability Determination:

It has been determined and is hereby certified that:

- a. The right-of-way being retained is adequate under present-day standards for the facility involved;
- b. the subject access will not be needed for Federal-aid highway purposes in the foreseeable future;
- c. the proposed access will not adversely affect the Federal-aid highway or the traffic thereon; and
- d. the provisions of 23 U.S.C. 319 and PL 89-285, Title III, Sections 302-305 (Highway Beautification Act of 1965) are not applicable in this instance.

We have also determined that the proposed action will not cause a significant impact on the environment, and meets the criteria in 23 CFR 771.117 (d) (6). Therefore, we request your approval for a Categorical Exclusion.

Based on the foregoing information, it is respectfully requested that the Federal Highway Administration process the State's application for approval of the proposed access. An expeditious reply will be greatly appreciated.

If you have any questions, please call Kats Uyeoka at 587-2022.

Sincerely,



Rex D. Johnson
Director of Transportation

Enclosures (4)

APPROVED: Date: March, 17, 1994

Right-of-Way Officer, FHWA



BARBARA BRASWELL