

1990-10-23-0A-FEA

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NEGATIVE DECLARATION
FOR
MULTIPURPOSE FACILITIES
PIERS 31-33 TRANSIT SHED
HONOLULU HARBOR
SEPTEMBER 1990

RECEIVED

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OFC. OF ENVIRONMENTAL
QUALITY CONTROL

I. APPLICANT

Honolulu Agency Inc. (HAI)
Oceanic Global Trading (OGT)

II. APPROVING AGENCY

State Department of Transportation, Harbors Division

III. AGENCIES CONSULTED

State Department of Transportation, Harbors Division
State Department of Land and Natural Resources, Land
Management Division
City and County of Honolulu, Public Works Department
City and County of Honolulu, Board of Water Supply

IV. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

A. Introduction

The Federation of Japan Tuna Fisheries Cooperative Associations (JTF) of Tokyo, Japan, was established on July 20, 1946. Its purpose is to ensure the sound development of the fishing industry while contributing to the common interest of the member fishermen.

JTF is the central organization of the tuna and skipjack fisheries cooperative association which is comprised of approximately 821 vessels.

HAI is the agent which provides various services to Japanese long-line fishing vessels belonging to JTF. HAI also makes all necessary arrangements for the boarding and landing of the crew members of the vessels in accordance with all applicable legal requirements and local practices. This business relationship has been in effect for the past seventeen (17) years.

OGT is the ship's chandler company which supplies the Japanese long-line fishing vessels belonging to JTF with fresh produce, frozen meat and seafoods, dry goods, deck and engine supplies, gift items, etc.

The majority of the Japanese long-line vessels stay in port less than 24 hours. This leaves very little time for the crewmen to do their personal shopping, telephone connections to families in Japan, rest and recuperation (R & R). Because of the limited time, it is imperative that the Agent's and Ship Chandler's offices be located as close as possible to the vessel's berth.

B. Existing Conditions

The project location is at the existing Piers 31-33 Transit Shed (242,972 square feet) fronting the Kalihi Channel waterfront (See Figure 1 - Vicinity Map), identified by Tax Map Key: 1-5-36:9. There are gas storage facilities, warehouses, and wholesalers within this industrial-zoned area. The infrastructures include: two primary access routes to the site from Nimitz Highway; an existing 2" water line and fire sprinkler system; an existing 4" sewer line; and drainage systems which are adequate for the proposed project. Electrical power, telephone, and other communication services are also available.

C. Technical

Currently HAI is located in the concrete building within the transit shed at Pier 32 and occupies 1,175 square feet.

HAI and OGT are proposing to expand the existing 2-story facility where HAI and Harbor Pilots Office are presently located to +6,300 square feet with new offices, store, furo area, kitchen, telephones, laundry and lounge area, warehouse, and bulk storage area. The proposed facility will be 2 stories in height (same as the existing) and will be constructed out of steel (See Figure 2 - Site Plan).

D. Economic and Social Characteristics

The estimated cost of the project is \$900,000 and it is expected to take 7 months to construct. This project will create temporary construction jobs for workers in different construction trades. As a result, construction supplies, services, and equipment will be purchased, thus generating additional tax revenues for the State.

The project will provide the fishermen awaiting to board fishing vessels a place for R & R. Overnight lodging or similar usage of the facilities are strictly prohibited. The vessels will be able to stock up on supplies at one central location. Currently, there is no facility at Pier 32 that offers both services.

E. Environmental Characteristics

The site is presently all paved, generally level and clear of vegetation. The proposed project will not endanger any plant or wildlife.

The proposed improvements will temporarily disrupt the use of the existing shed but only for a short duration and would be compatible with the surrounding uses.

V. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The project will not have any significant impact on the environment. There are no known or endangered species of plants or wildlife inhabiting the project area. Also, there are no known historical sites of significance in the project area.

The infrastructures in the area are adequate, the site is readily accessible and there are no major impacts socially or environmentally.

VI. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise and dust associated with the construction. However, these impacts will be minimal and intermittent in nature.

The alternative of not constructing the improvements would deprive the crew members of a place to relax and enjoy shore leave.

VII. MITIGATION MEASURES

Provisions will be made to minimize the temporary adverse effects of construction.

VIII. DETERMINATION

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

IX. FINDINGS AND REASONS SUPPORTING DETERMINATION

A. Findings

The effect of the project upon the environment has been determined to be insignificant. The construction of the multi-use facility will not:

1. Alter existing use(s) of the area;
2. Cause the displacement of any persons;
3. Affect any rare, threatened, or endangered species of animals, plants, or habitats;
4. Involve an irrevocable commitment to loss or destruction of any natural or cultural resources;
5. Curtail the beneficial uses of the environment;
6. Conflict with the State's long-term environmental policies, goals, or guidelines; and
7. Degrade the environmental quality.

B. Reasons

This project will have beneficial economic effects upon 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 will comply with all applicable statutes, ordinances, and rules of the Federal, State, and County governments.

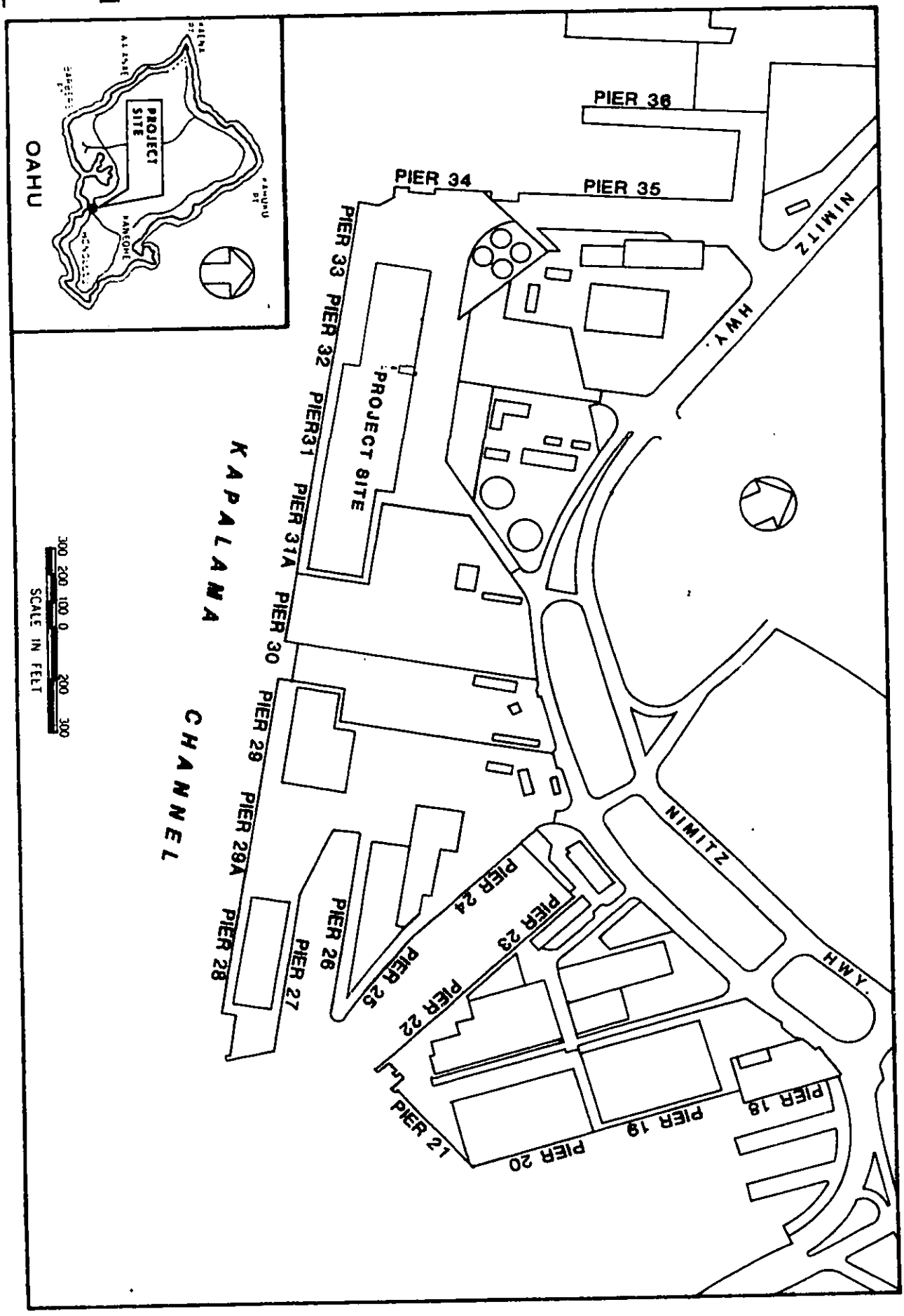


EDWARD Y. HIRATA
Director of Transportation

10/11/90
Date

Att.

FIGURE 3



300 200 100 0 200 300
SCALE IN FEET

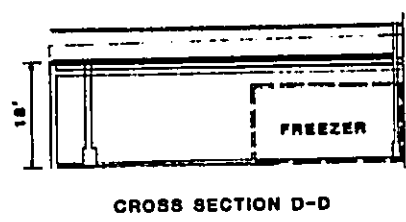
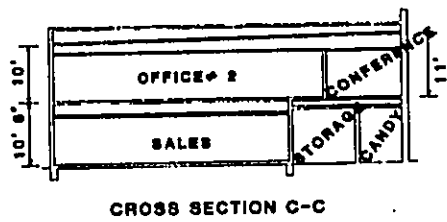
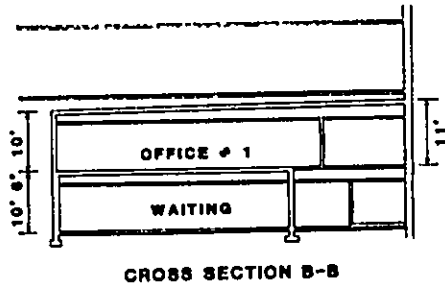
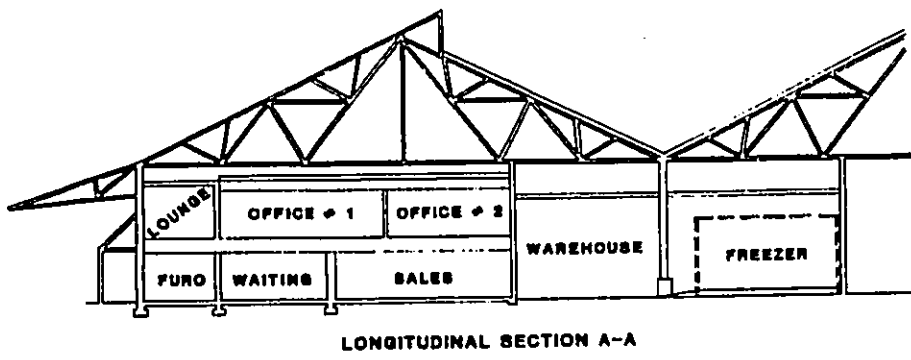
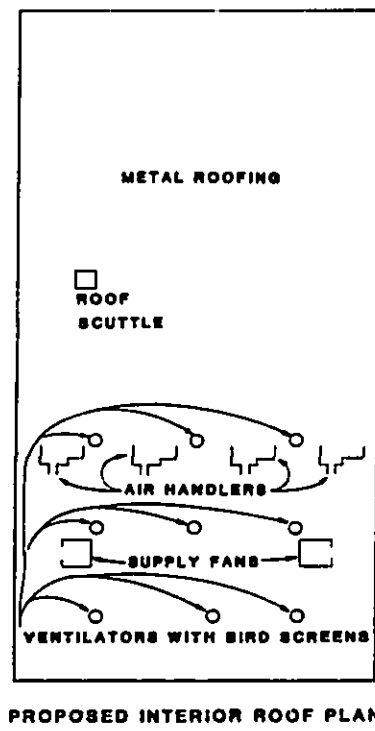
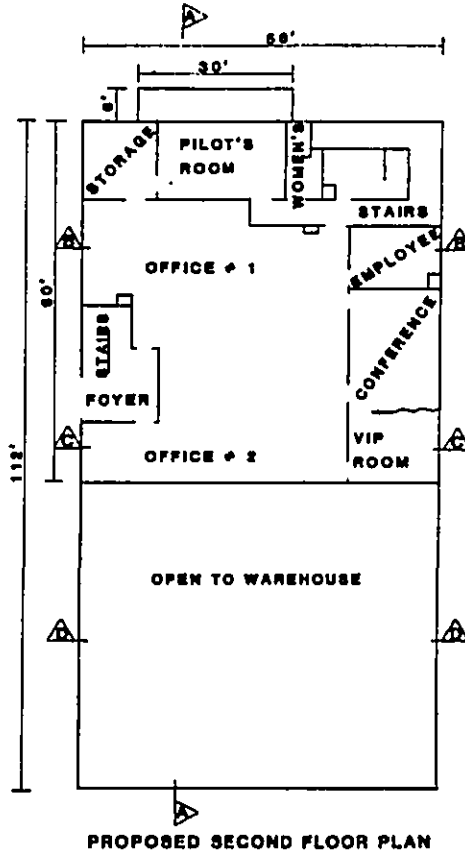
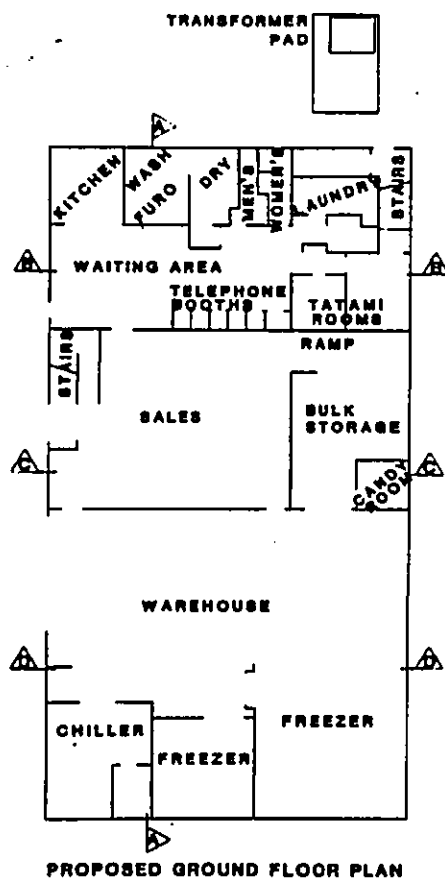


FIGURE 2