To: Mr. Brian Choy, Acting Director
Office of Environmental Quality Control

From: Edward Y. Hirata, Director
Department of Transportation

Subject: NEGATIVE DECLARATION - ALOHA TOWER ASSOCIATES
PIER 2 IMPROVEMENTS FOR TEMPORARY PASSENGER TERMINAL

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we have reviewed the environmental assessment and determined that the action will not have a significant impact and therefore it is submitted as a Negative Declaration (NEG/DEC). We have enclosed (4) copies of the NEG/DEC on the proposal and a completed OECD Form for publication in the OECD Bulletin.

Should you have any question on the action, please contact Howard Miura of our Harbors Division at 548-2559.

Enc.
ENVIROMENTAL ASSESSMENT
INTERIM CRUISE SHIP TERMINAL AT PIER 2
HONOLULU HARBOR, HAWAII

PROPOSING AGENCY: Department of Transportation - Harbors Division

AGENCIES CONSULTED: Hawaii Community Development Authority
                      Hawaii Coastal Zone Management Program, Office
                      of State Planning
                      Foreign Trade Zone, Department of Business,
                      Economic Development and Tourism

LOCATION: Pier 2, Honolulu Harbor (TMK 2-1-15: por. 9 and
          30) (see Figure 1).

PROPOSED ACTION: The proposed action involves repairs and minor
                  renovations within an approximately 50,000
                  square foot portion of an existing cargo shed to
                  establish an interim cruise ship terminal.
                  Proposed construction within the shed includes
                  reconfiguring interior walls, upgrading the
                  ventilation system, and expanding the restroom
                  facility (see Figures 2, 3 and 4). In
                  conjunction with the terminal operations, office
                  space will be provided within the shed for the
                  U.S. Customs Service and American Hawaiian
                  Cruise Lines. The approximately 1,200 foot
                  length of Pier 2 will be used for passenger
                  loading and unloading and servicing of ships.
                  It will be striped accordingly for passenger
                  safety and removable stanchions will be set-up
                  during passenger activities. On the opposite
                  side of the terminal, an existing paved cargo
                  storage area will be striped for use as a bus
                  parking/turnaround area and an automobile
                  parking area. Other improvements will include
                  signage, architectural screening of electrical
                  equipment, installation of flagpoles and use of
                  removable umbrella-type shelters when passenger
                  activities are on-going in the bus loading area.

                  Vehicular access to the passenger terminal will
                  be from Ala Moana Boulevard along the existing
                  road on the ewa side of the U.S. Immigration and
                  Naturalization Service building.

PURPOSE: The proposed interim cruise ship terminal is
         intended to temporarily accommodate processing
         of cruise ship passengers while the existing
terminals at Piers 9 through 11 are demolished and replaced with new facilities at Piers 5 and 6 and 9 through 11.

**AFFECTED ENVIRONMENT:**

The proposed interim cruise ship terminal will be housed in a section of an existing cargo shed presently occupied by Hawaiian Marine Lines. Hawaiian Marine Lines will continue to operate from the adjacent makai portion of the shed which it also currently occupies. The Foreign Trade Zone is within the same shed on the mauka side of the proposed interim terminal.

The entire project site is paved and built over except for limited areas of landscaping which shall be retained and enhanced. The Flood Insurance Rate Map designates the site as Zone X, an area "determined to be outside of the 500-year flood plain."

All of the land and existing improvements are owned by the State Department of Transportation.

**MAJOR IMPACT:**

Short-term impacts during the construction phase will primarily be associated with noise emissions although these should be of little concern in the waterfront industrial setting along Pier 2. All applicable State and County regulations relating to these impacts will be complied with during construction.

In the longer term, the proposed passenger terminal will temporarily accommodate vehicular traffic presently associated with cruise vessel operations at the existing terminal at Piers 9 through 11. This traffic occurs during off-peak traffic hours, primarily Saturday mornings, when it does not add significantly to traffic on Ala Moana Boulevard.

**ALTERNATIVES:**

Continued accommodation of cruise ship activities at Honolulu Harbor is required during construction of new and expanded passenger facilities in conjunction with the Waterfront at Aloha Tower mixed-use development. While other temporary passenger terminal sites were considered, the proposed site was selected based on its availability, ease of converting an existing structure to accommodate the proposed use, proximity to major traffic routes and compatibility of surrounding uses.

**REQUIRED APPROVALS**

The proposed project site lies within the Special Management Area administered by the
Hawaii Community Development Authority through the Hawaii Coastal Zone Management Program. An SMA permit will be required for the proposed action.

The project also lies within the Makai Area of the Kakaako District which is administered by the Hawaii Community Development Authority and is subject to that agency’s review.

DETERMINATION:

The proposed action shall not have a significant effect on the environment. As a temporary relocation of an existing waterfront use to an existing waterfront facility, there will be no destruction of any natural or cultural resource, curtailment of beneficial uses of the environment, conflicts with the State’s long-term environmental goals or policies, substantial economic or social effect, degradation of environmental quality, or adverse effect on any rare, threatened or endangered species or environmentally sensitive area. The project is required in conjunction with the Waterfront at Aloha Tower project for which an environmental impact statement was processed and accepted by the Governor pursuant to Chapter 343, Hawaii Revised Statutes.
EW A ELEVATION

Approximate Scale: 1/8" = 1'0"
WAIKIKI ELEVATION

Approximate Scale: 1/8" = 1'0"

PIER 2 INTERIM CRUISE SHIP TERMINAL

Fig. 4

PARTIAL EXTERIOR ELEVATION