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90 OCT 25 P5.06

October 23, 1990

OFC OF ENVIRONMENTAL  
QUALITY CONTROL

HAR-ED 8220.91

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

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

Subject: NEGATIVE DECLARATION FOR CONSTRUCTION OF PIER 53  
EXTENSION, CY-6 AND CY-9, SAND ISLAND, OAHU  
JOB H.C. 1693

In accordance with Chapter 343-4 (c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project. We have attached a Negative Declaration for the proposed work.

Please contact Mr. Isidro Baquilar of our Design Section at 548-2505 if you have any question on the action.

1991-11-08-0A FEA

## FILE COPY

NEGATIVE DECLARATION FOR  
CONSTRUCTION OF PIER 53 EXTENSION, CY-6 AND CY-9  
SAND ISLAND, OAHU - JOB H. C. 1693

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

Matson Navigation Co. and other shipping companies, merchants and other business enterprises, consumers, and the Chamber of Commerce were consulted. The support from them for the construction of the proposed project is overwhelming.

The proposed project will be coordinated with the following agencies, and permits will be secured as required.

1. Corps of Engineers - Department of the Army Permit
2. Department of Health - Water Quality
3. Office of the State Planning - CZM
4. City & County of Honolulu - SMA

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of extending the 60-ft.-wide Pier 53 approximately 330 feet long and improving Container Yards 6 and 9. The proposed pier extension involves driving precast prestressed piles and constructing reinforced concrete pile caps and concrete deck. Improvements to the existing 10-acre Container Yards 6 and 9 include asphalt paving, drainage, utilities, fire protection, and lighting systems.

2. Economic - Social

Pier 53 is located in Honolulu Harbor. Honolulu Harbor, among the 10 largest container handling ports in the United States, is the major commercial harbor in the Port Hawaii system. The primary shipping link between Hawaii and the Mainland U.S., Far East and the entire Pacific Rim, Honolulu Harbor is a natural harbor protected from wind and surge action. Large

containerships and tankers are on the move constantly night and day, loading and discharging cargo around the clock. Tugs move inter-island and ocean-going barges in and out. Auto carriers make regular scheduled stops. Bulk cargo ships unload and load valuable commodities such as pineapple, sugar, grain, molasses, scrap metal, concrete aggregate, sand and coal. Augmented by effective highway system and in close proximity to the world's 17th busiest airport, Honolulu Harbor will continue to expand its role at the center of the world's most dynamic economic growth area.

The expanded and improved pier and container yard areas will enhance the safe and efficient handling of containerized cargo.

### 3. Environmental

The proposed improvements will be done in the water within the existing harbor and on land within Container Yards 6 and 9. It will not endanger any marine or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing pier and container yard areas but only for a short duration during construction. The proposed project will not significantly change or disrupt the present use of the area.

#### E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The adverse environmental effects described in paragraphs G and H are expected to be brief and associated only with the construction of the project. The harbor does not contain any historical or archeological sites. No endangered wildlife live in the harbor.

#### F. DISCUSSION OF THE ASSESSMENT PROCESS

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

1. Generate controversy;
2. Alter the existing topography of the land or character of its use.
3. Cause the displacement of any persons;

4. Affect any rare, threatened, or endangered species of animals, plants, or habitats;
5. Involve an irrevocable commitment to loss or destruction of any natural or cultural resources, except for the labor and materials related to the construction of the improvements;
6. Curtail the beneficial uses of the environment;
7. Conflict with the State's long-term environmental policy goals, or guidelines; and
8. Degrade the environmental quality.

The implementation of this project will be beneficial for the State by providing a more efficient containerized cargo handling facility.

G. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise, dust and emissions from internal combustion engines associated with the construction. However, these impacts will be minimal and intermittent in nature. Emissions from internal combustion engines will be readily dispersed in the open area.

The pile driving work will cause discoloration of the harbor waters at the project site due to the suspension of silt, organic detritus and nutrients. However, the turbidity increase will be of a short duration during construction since the material should quickly settle out and restore the waters to the original level of turbidity.

Alternative to the proposed project is a reduced scope of work or no action. Either alternative would decrease the level of use of Pier 53 and the container yards and would perpetuate the less efficient handling of containerized cargo.

H. MITIGATION MEASURES

Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.


I. DETERMINATION

Since no major adverse impacts are anticipated, costly detailed studies are considered inappropriate.

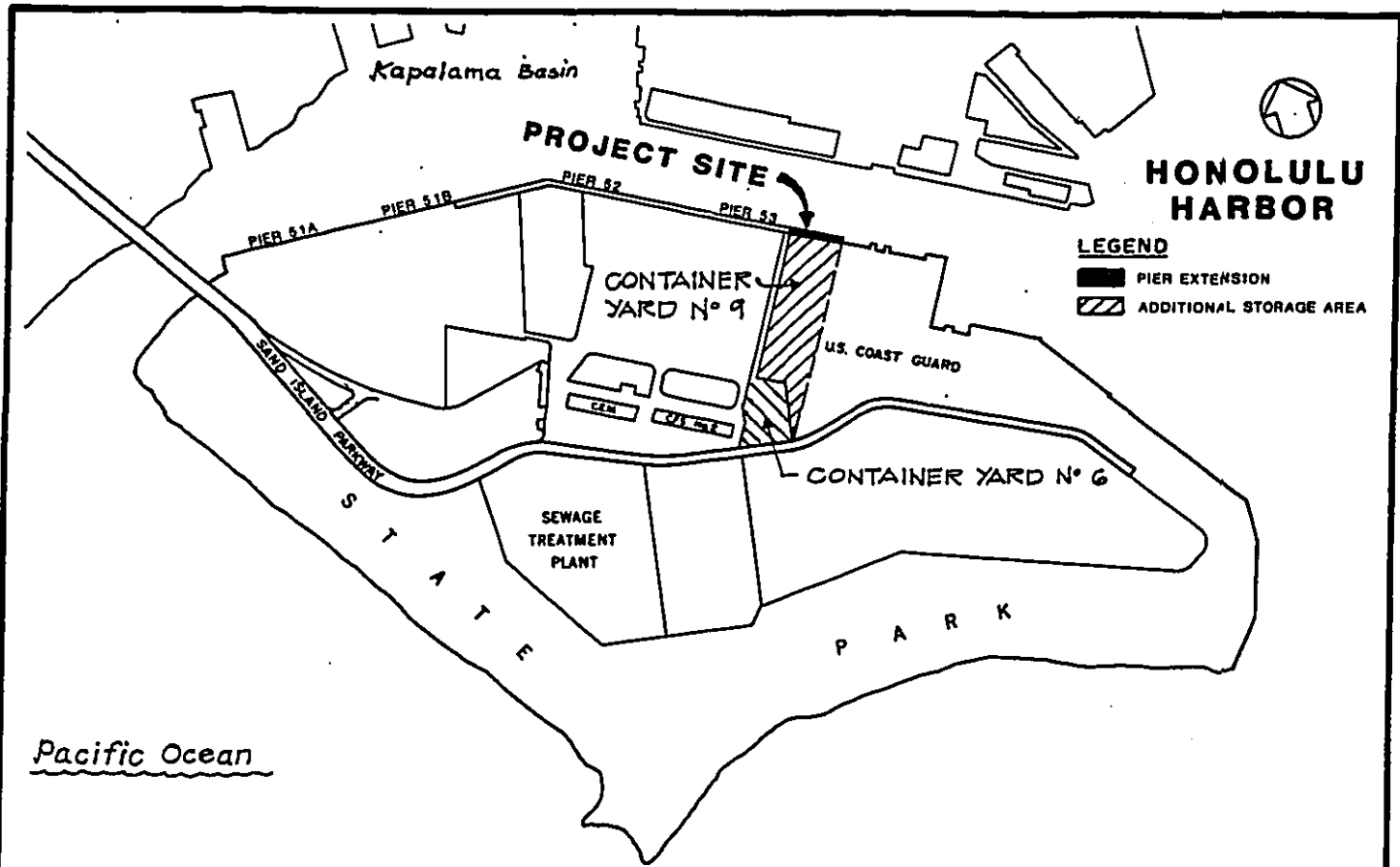
Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

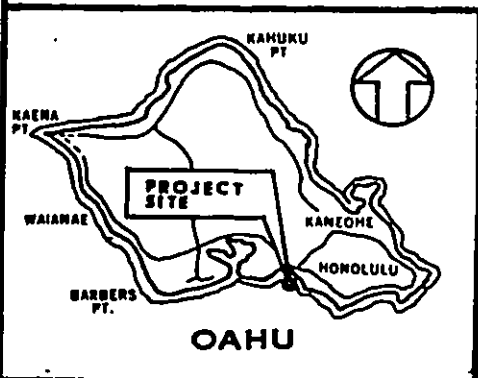
Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any adverse environmental impact resulting from this project had been determined to be insignificant. Past experience has shown that this type of construction within an established harbor has an insignificant effect on the environment, both short and long term.

  
Edward Y. Hirata  
Director of Transportation

10/23/90  
Date



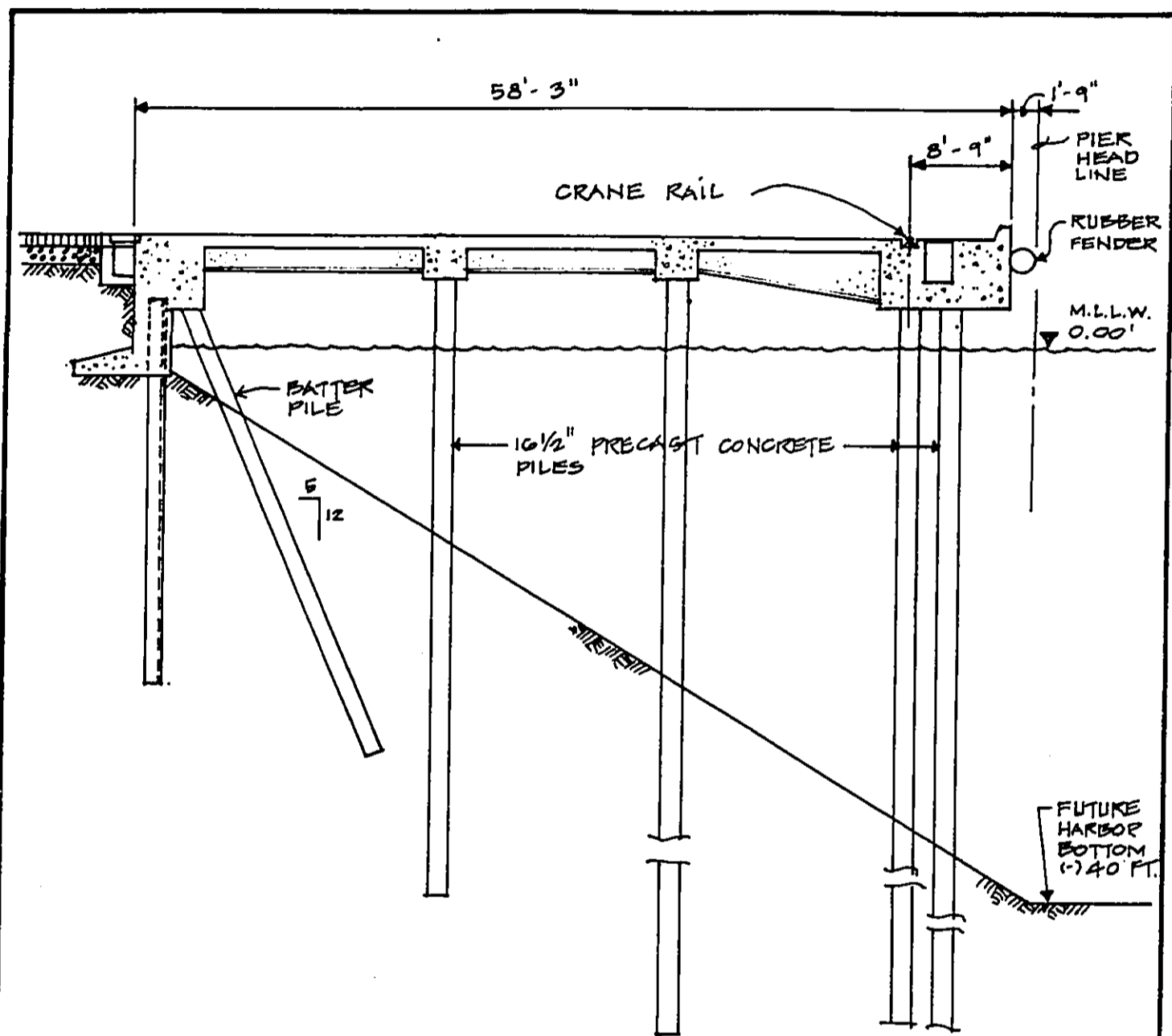
**LOCATION MAP**



PURPOSE : CONSTRUCTION OF PIER 53  
EXTENSION, CONTAINER YARD 6 & 9  
DATUM : M.L.L.W. = 0.00 FEET  
NAME OF ADJACENT PROPERTY OWNERS:  
① STATE OF HAWAII  
② U.S. COAST GUARD

IN : HONOLULU HARBOR  
AT : HONOLULU, HAWAII  
COUNTY OF : HONOLULU  
STATE : HAWAII  
APPLICATION BY : DEPARTMENT  
OF TRANS. , HARBORS DIVISION

OCT. 4, 1990 SH. 1 OF 2



**TYPICAL PIER SECTION**



PURPOSE : CONSTRUCTION OF PIER 53  
EXTENSION, CONTAINER YARD 6 & 9

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APPLICATION BY: DEPARTMENT  
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OCT. 3, 1990

SHT. 2 OF 2