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IN REPLY REFER TO:

REC-111  
'93 APR 29 STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
April 27, 1993

HAR-ED 9779.93

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

From: *for* Rex D. Johnson  
Director of Transportation 

Subject: NEGATIVE DECLARATION - PIER 51 EXTENSION AND CONTAINER  
YARD IMPROVEMENTS, SAND ISLAND, OAHU - JOB H. C. 1787  
TMK: 1-5-41

In accordance with Act 241, SLH 1992, we have completed the formal environmental assessment (EA) 30-day review period for subject project. Since we have not received any comments from the public, we have determined that the action will not have a significant impact. Therefore, we are submitting it as a Negative Declaration.

Enclosed are the original and four copies of the Negative Declaration, and a completed OEQC Form for publication in the OEQC Bulletin.

Please contact Isidro Baquilar at 587-1960 if you have any question.

Enc.

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1993-05-23-0A-PEA - Pier 51 construction & Container yard  
Improvements

NEGATIVE DECLARATION  
FOR  
CONSTRUCTION OF PIER 51 EXTENSION AND CONTAINER YARD IMPROVEMENTS  
SAND ISLAND, OAHU - JOB H. C. 1787

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. They unanimously support the proposed project.

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

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of extending Pier 51 approximately 650 linear feet with 100-foot Gage Crane Rail including dredging. The project also includes construction of Container Yards "800" and "900". The proposed pier extension involves driving precast prestressed piles, constructing reinforced concrete pile caps and concrete deck, and dredging. Improvements to the existing 14-acre Container Yards "800" and "900" include asphalt paving, drainage, utilities, fire protection, and lighting systems.

The project is estimated to cost \$10,000,000. Construction to start by January 1994 and to be completed by January 1995.

2. Economic - Social

Pier 51 is located in Honolulu Harbor. Honolulu Harbor, among the tenth 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 regularly 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 "800" and "900". 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 lives 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 dredging operation and pile driving work will cause discoloration of the harbor waters both at the dredge and pile driving sites due to the suspension of silt, organic detritus and nutrients. However, the turbidity increase will be of a short duration since the material should quickly settle out and restore the waters to the original level of turbidity. Approximately 20,000 cubic yards of materials will be removed by dragline/clamshell type of equipment mounted on a barge and disposed inland. Overland transportation of the dredged materials will be allowed after excess moisture has been drained. Disposal of dredged materials will be on land at an approved dump site. The dredging operation is expected to take about 4 to 5 weeks.

Alternative to the proposed project is a reduced scope of work or no action. Either alternative would decrease the level of use of Pier 51 and the container yards and would perpetuate the less efficient handling of containerized cargo.

H. MITIGATION MEASURES

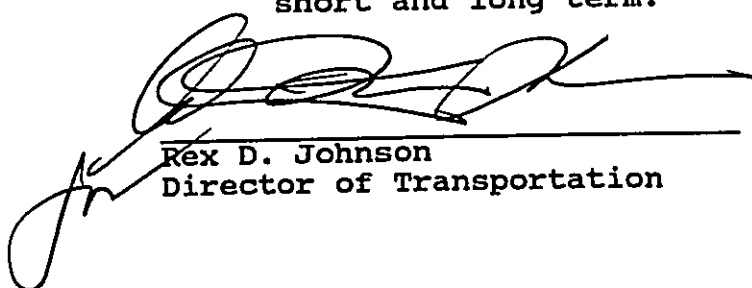
Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

I. DETERMINATION

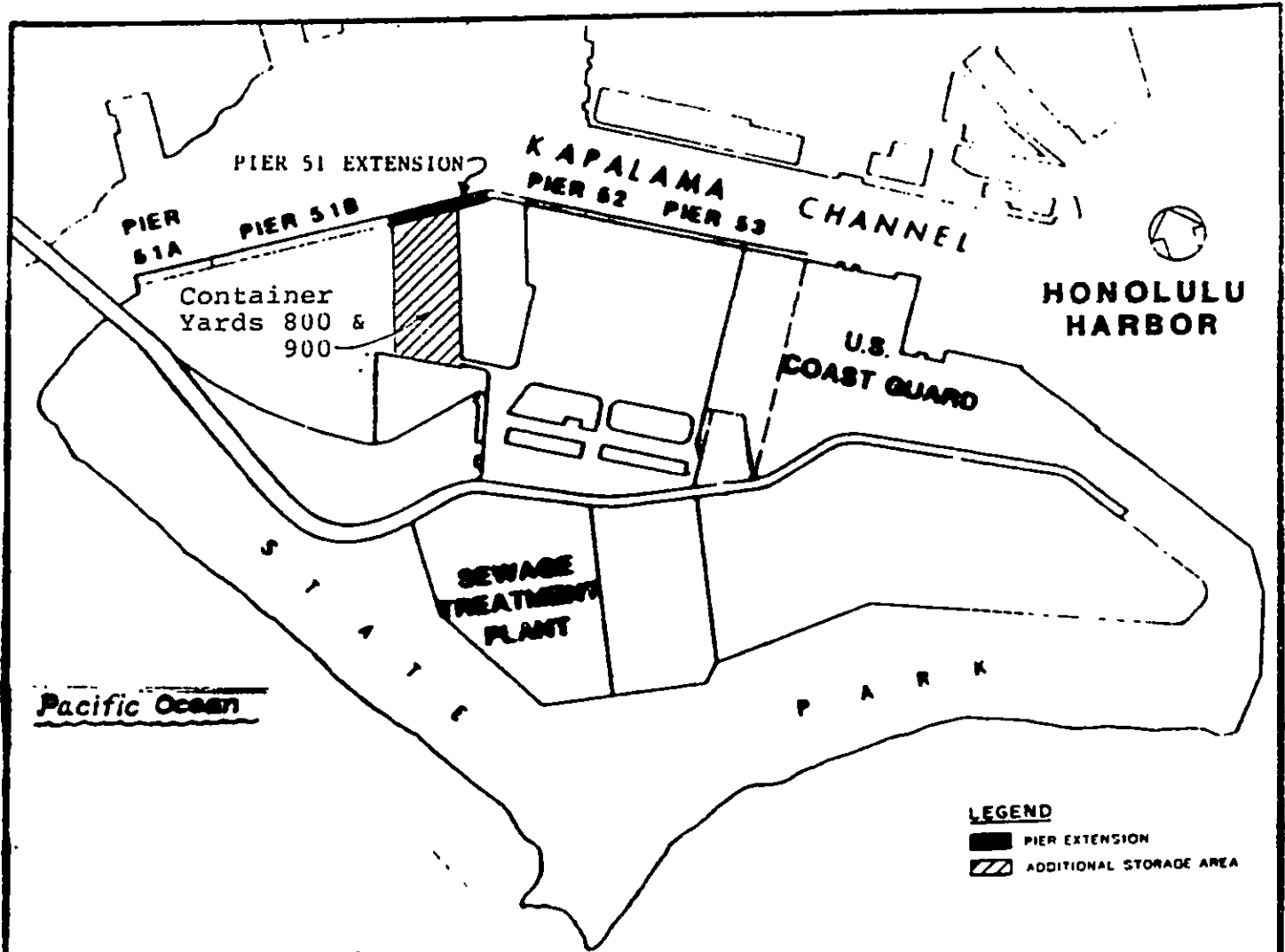
Since no major adverse impacts are anticipated, costly detailed studies are considered inappropriate. Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

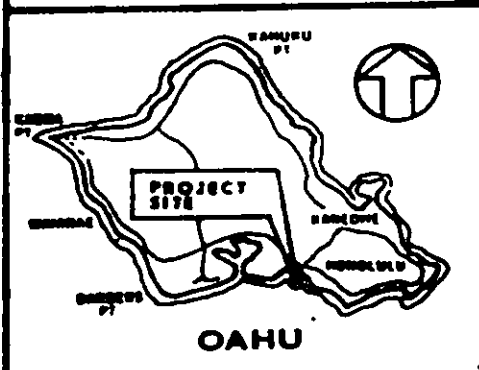
Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any adverse environmental impact resulting from this project had been determined to be insignificant. Past experience has shown that this type of construction within an established harbor has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

  
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Rex D. Johnson  
Director of Transportation

4/27/93  
Date



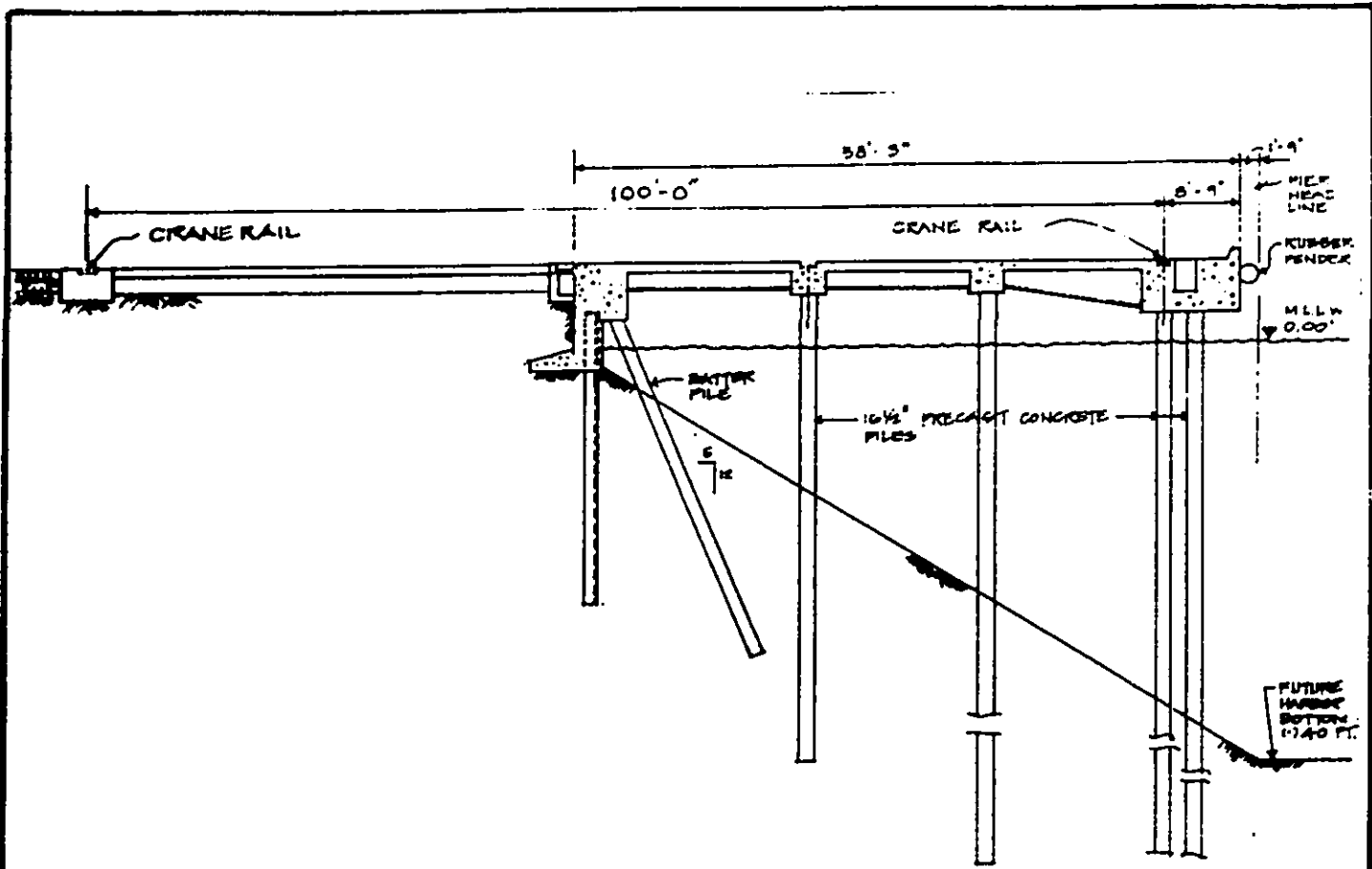
**LEGEND**  
 ■ PIER EXTENSION  
 ▨ ADDITIONAL STORAGE AREA



**LOCATION MAP**  
 SCALE IN FEET

**PURPOSE :** CONSTRUCTION OF PIER 51 EXTENSION, CONTAINER YARD 800 & 900.  
**DATUM :** M.L.L.W. = 0.00 FEET  
**NAME OF ADJACENT PROPERTY OWNERS:**  
 ① STATE OF HAWAII  
 ②

**IN :** HONOLULU HARBOR  
**AT :** HONOLULU, HAWAII  
**COUNTY OF :** HONOLULU  
**STATE :** HAWAII  
**APPLICATION BY:** DEPARTMENT OF TRANS. , HARBORS DIVISION  
 JAN. , 1993 SH. 1 OF 2



**TYPICAL PIER SECTION**



**PURPOSE :** CONSTRUCTION OF PIER 51  
EXTENSION, CONTAINER YARD 800 & 900

**DATUM :** M.L.L.W. = 0.00 FEET

**NAME OF ADJACENT PROPERTY OWNERS :**

- ① STATE OF HAWAII
- ②

**IN:** HONOLULU HARBOR  
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