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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

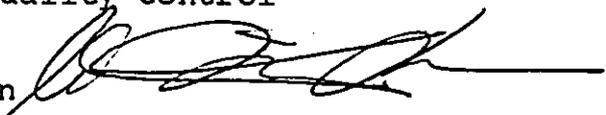
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

889 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

July 7, 1993

HAR-ED 1161.94

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

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

Subject: NEGATIVE DECLARATION FOR IMPROVEMENTS TO PIER 34 AT
HONOLULU HARBOR, HONOLULU, HAWAII
JOB H. C. 1786

In accordance with Act 241, SLH 1992, we have completed the formal Environmental Assessment (EA) 30-day review period for the subject project. No comments were received from the public and we have determined that the project will not have significant impacts on the environment. Based on the foregoing, we are filing 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.

Should you have any question, please contact Vernon Nakamura of our Design Section at 587-1958.

Encs.

1993 07-23-0A-PEA-Pier 34 Improvements

JUL 23 1993

NEGATIVE DECLARATION FOR
IMPROVEMENTS TO PIER 34 AT HONOLULU HARBOR
HONOLULU, HAWAII - JOB H. C. 1786

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

Inter-island shipping companies and other users of the pier have been consulted and their support 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

The project will also be coordinated with the Department of Land and Natural Resources.

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of connecting three existing small finger piers to form an integral pier with a continuous face approximately 540 feet long. This will be accomplished by constructing new reinforced concrete deck piers between the existing three piers. The new pier will be supported by precast prestressed concrete piles. There will be no dredging for this project.

2. Economic - Social

Pier 34 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 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 integrated finger piers will enhance versatility in accommodating vessels of all sizes and will provide sufficient pier space which is vital to the safe and efficient operations of Honolulu Harbor.

3. Environmental

The proposed improvements will be done in the water within the existing harbor. It will not endanger any marine or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing pier 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 and versatile pier space to accommodate vessels of all sizes which is vital to the harbor operations.

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 only 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 will not provide versatility in accommodating vessels of all sizes at Pier 34 and would perpetuate the less efficient operations of Honolulu Harbor.

H. MITIGATION MEASURES

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

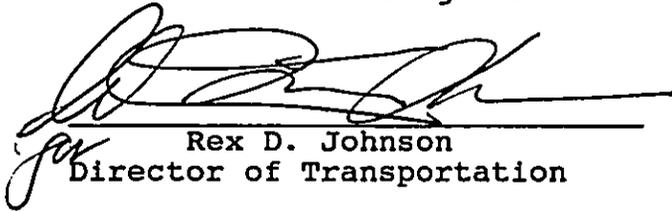
I. DETERMINATION

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

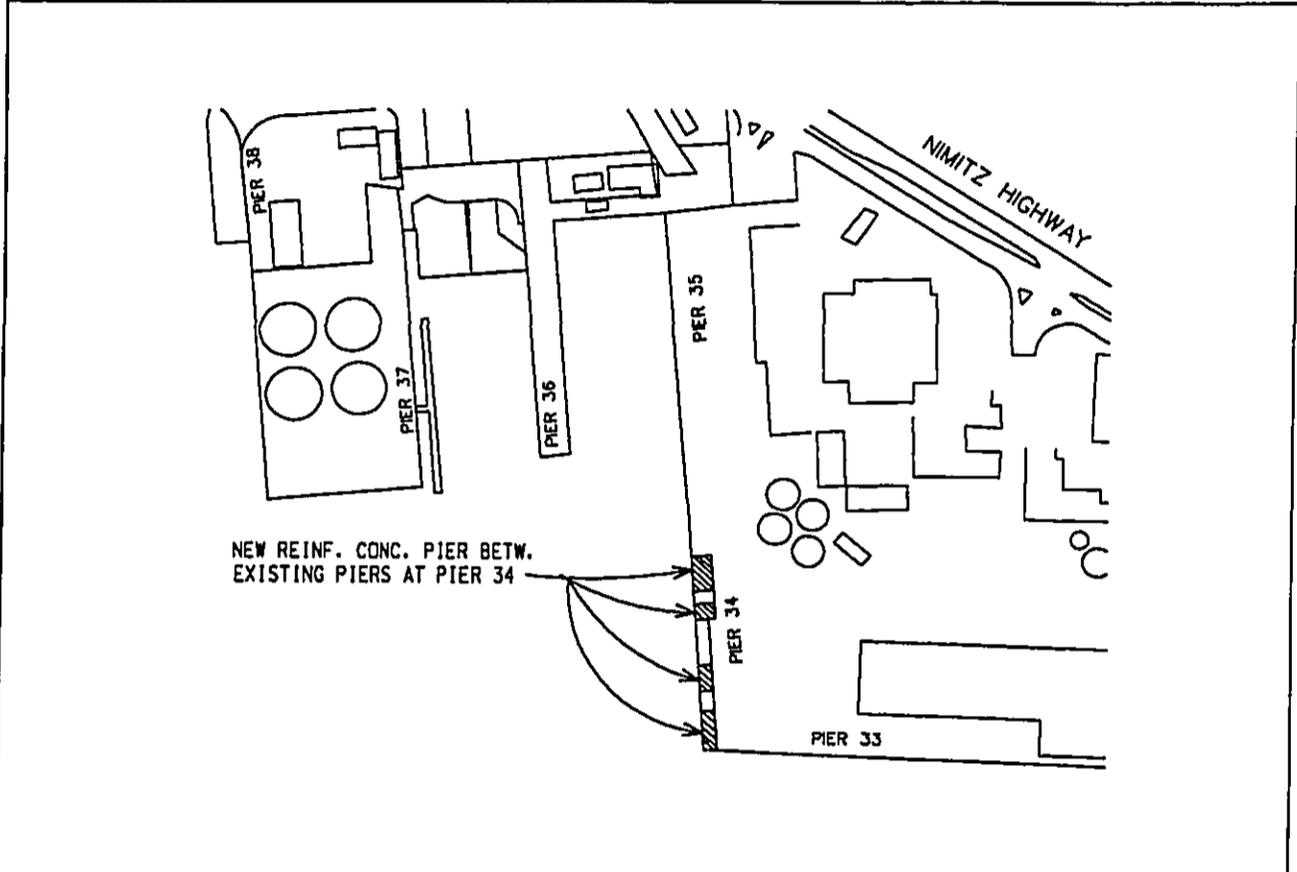
Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any

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.

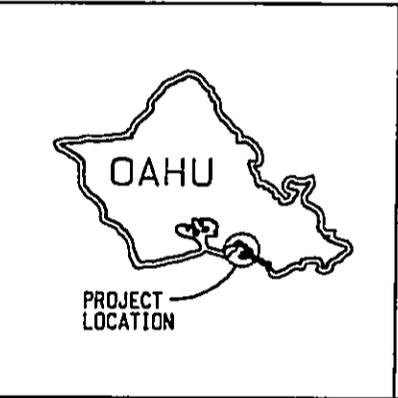

Rex D. Johnson
Director of Transportation

7/8/93
Date

Att.



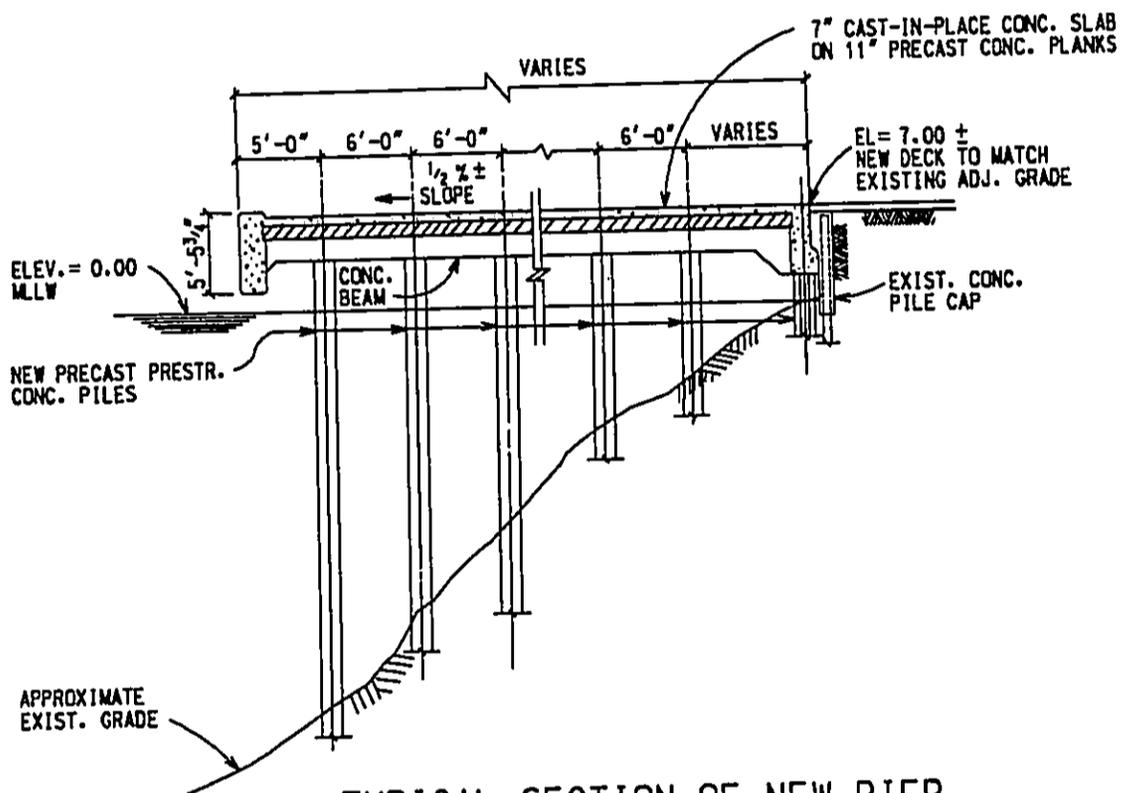
HONOLULU HARBOR



LOCATION PLAN

NOT TO SCALE

<p>PURPOSE: IMPROVEMENTS TO PIER 34 DATUM: 0.00 MLLW NAME OF ADJACENT PROPERTY OWNERS: STATE OF HAWAII</p>	<p>IN: HONOLULU HARBOR AT: HONOLULU, OAHU COUNTY: HONOLULU STATE: HAWAII APPLICATION BY: DEPARTMENT OF TRANSPORTATION HARBORS DIVISION</p>
<p>TMK: 1-5-36:1P</p>	<p>SHEET <u>1</u> OF <u>2</u> DATE: <u>MARCH 24, 1993</u></p>



TYPICAL SECTION OF NEW PIER
NOT TO SCALE

PURPOSE: IMPROVEMENTS TO PIER 34
 DATUM: 0.00 MLLW
 NAME OF ADJACENT PROPERTY OWNERS:
 STATE OF HAWAII

TMK: 1-5-36:1P

IN: HONOLULU HARBOR
 AT: HONOLULU, OAHU
 COUNTY: HONOLULU STATE: HAWAII
 APPLICATION BY: DEPARTMENT OF TRANSPORTATION
 HARBORS DIVISION

SHEET 2 OF 2 DATE: MARCH 24, 1993