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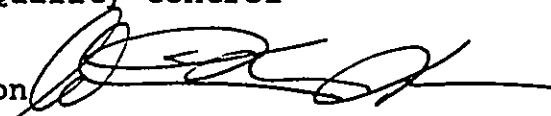
'93 JUL 20 P12 : STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
(OFF. OF ENVIRONMENTAL
QUALITY CONTROL)

July 19, 1993

HAR-ED 1195.94

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

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

Subject: NEGATIVE DECLARATION - PIERS 39 AND 40 LANDSIDE
AND SHED IMPROVEMENTS, HONOLULU HARBOR, OAHU
JOB H. C. 1798, TMK: 1-5-32

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

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

Encs. OEQC Pub Form
Negative Declaration

1993-08-08-DA-FRA-Piers 39 & 40 Landside & Shed
Improvement

NEGATIVE DECLARATION
FOR
PIERS 39 AND 40 LANDSIDE AND SHED IMPROVEMENTS
HONOLULU HARBOR, OAHU
JOB H. C. 1798

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

Young Brothers Company 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 and Air Quality
3. Office of the State Planning - CZM
4. Environmental Protection Agency

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of the following:

1. Demolition of existing Pier 40 shed including removal of asbestos containing materials and hazardous materials in the shed.
2. Construction of new yard and shed for both Piers 39 and 40 to allow the use of modern and heavier cargo handling equipment to operate in the area. The yard construction includes concrete pavement complete with drainage and sewer systems including all utilities such as water, area lighting, power, communications and fire protection system. The shed construction includes installation of pre-engineered metal building complete with metal roofing, concrete sidings and accessories.

3. Reconstruction of two 75-foot pier sections at Pier 39 and one 75-foot section at Pier 40 side. This proposed improvement involves driving precast prestressed piles, constructing reinforced concrete pile caps, concrete deck and miscellaneous site work.

2. Economic - Social

Piers 39 and 40 are located in Honolulu Harbor. Honolulu Harbor, among the 10th 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 as the center of the world's most dynamic economic growth area.

The new yards, sheds, berths and improved pier areas will enhance the safe and efficient handling of inter-island barge operations.

3. Environmental

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

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

The demolition of Pier 40 shed which includes removal of asbestos-containing materials and hazardous materials will conform to regulations imposed by both State and Federal agencies.

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 for inter-island barge operation.

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 Piers 39 and 40 and would perpetuate the less efficient handling for all inter-island barge operations.

H. MITIGATION MEASURES

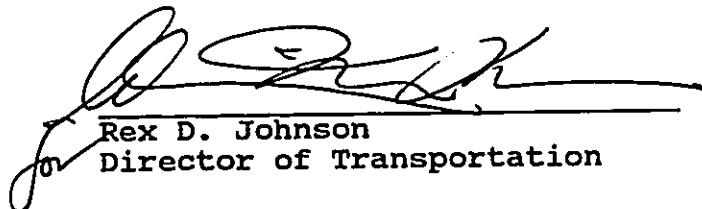
Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

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.

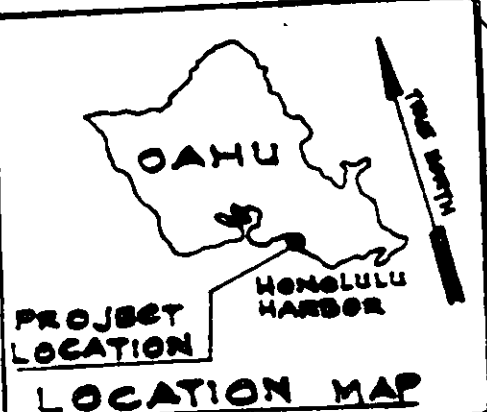
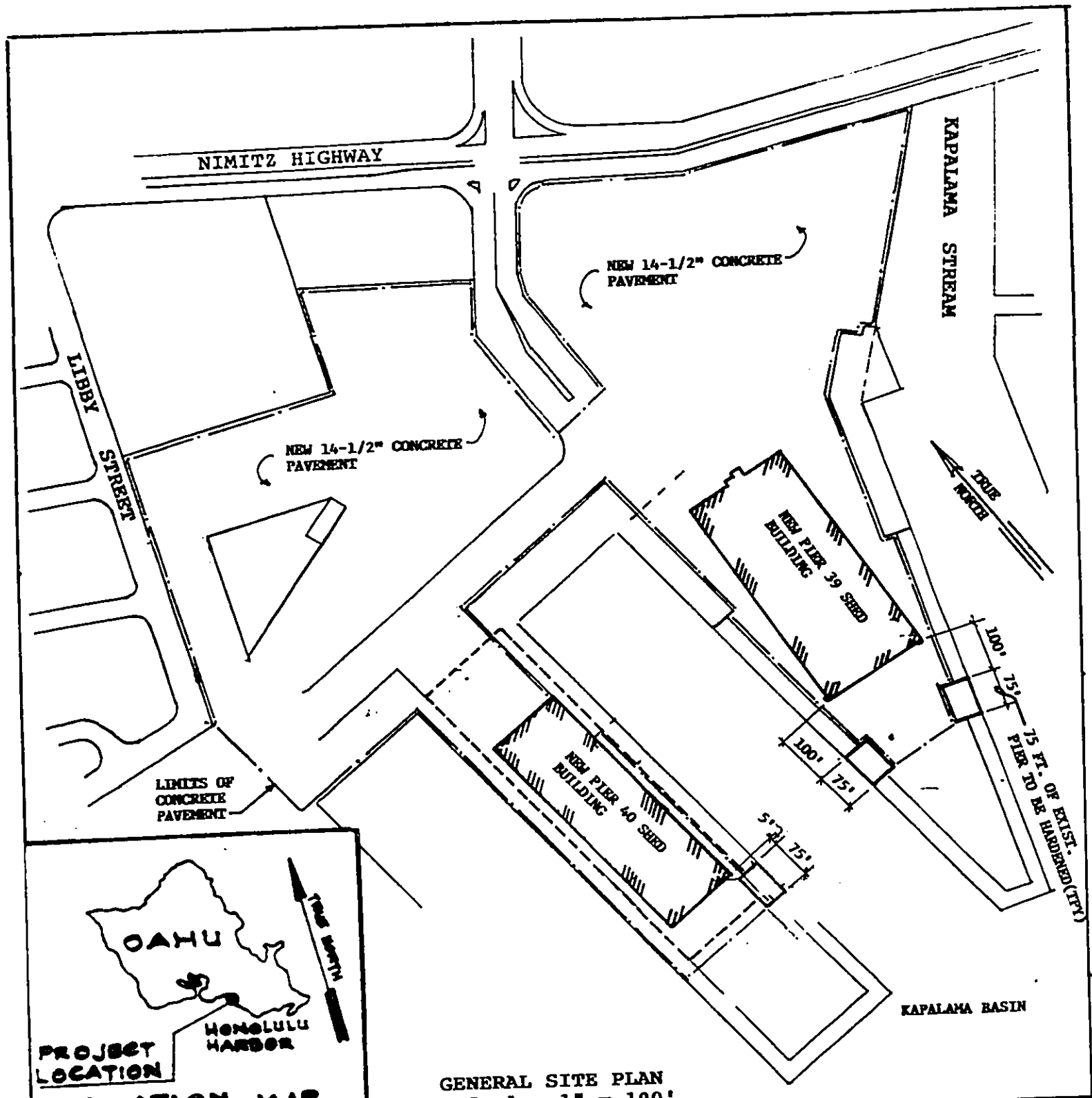
J. REASONS

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

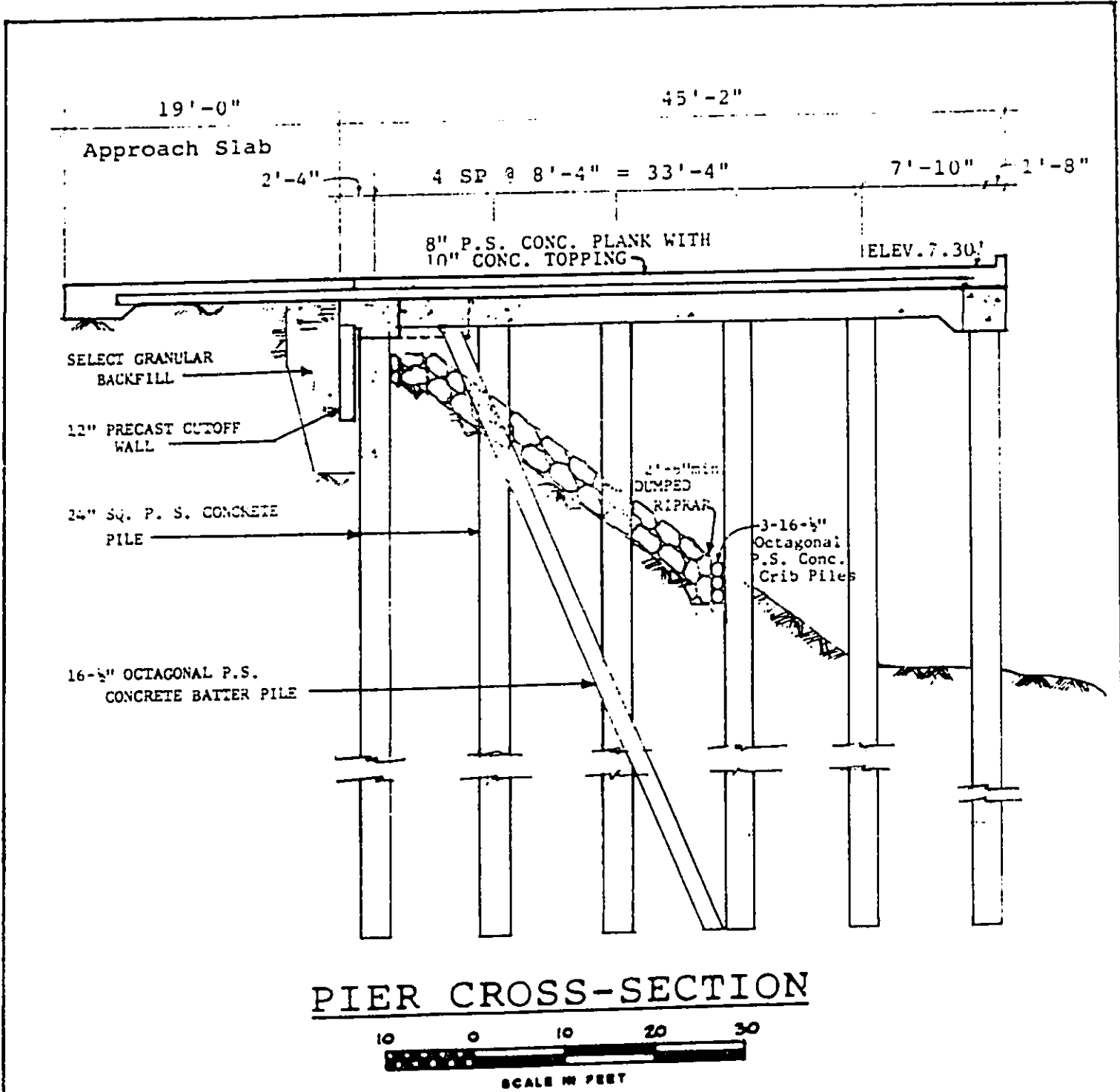
7/19/93

Date



GENERAL SITE PLAN
Scale: 1" = 100'

<p>PURPOSE: PIERS 39 & 40 LANDSIDE AND SHED IMPROVEMENTS, HONOLULU HARBOR OAHU</p> <p>DATUM: 0.00' MEAN LOWER LOW WATER</p> <p>NAME OF ADJACENT OWNERS:</p> <ol style="list-style-type: none"> STATE OF HAWAII - DEPT. OF LAND & NATURAL RESOURCES UNITED STATES GOVERNMENT <p>T.M.K: 1-5-32: 2,3,4,8 & 17</p>	<p>IN: HONOLULU, HARBOR</p> <p>AT: HONOLULU, OAHU</p> <p>CITY & COUNTY OF: HONOLULU</p> <p>STATE: HAWAII</p> <p>APPLICATION BY: DEPT. OF TRANSPORT. HARBORS DIVISION</p> <p>MAY 1993</p>
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