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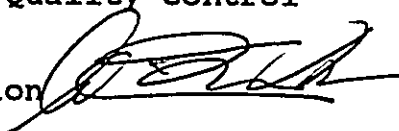
STATE OF HAWAII '93 OCT 20 A7:01
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5092
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

October 13, 1993

HAR-ED 1495.94

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

From:  Rex D. Johnson
Director of Transportation 

Subject: NEGATIVE DECLARATION - PIER 1 IMPROVEMENTS
AT NAWILIWILI HARBOR, KAUAI - JOB H. C. 7190

In accordance with Act 241, SLH 1992, we have completed the formal environmental assessment (EA) 30-day review period for subject project. We have not received any comments from the public. Therefore, we have determined that the action will not have a significant impact, and we are now 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 next OEQC Bulletin.

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

Encs.

1993-11-08-RA-PEA-Nawiliwili Harbor Pier 1 Improvements ^{NOV} 8 1993

NEGATIVE DECLARATION
FOR
PIER I IMPROVEMENTS AT NAWILIWILI HARBOR
KAUAI, HAWAII
JOB H. C. 7190

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

Matson Navigation Company, Young Brothers, shipping company and other users of the harbor were consulted. They unanimously supported the proposed project.

The 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 and Commission on Persons with Disabilities.
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 the following:

- a. Demolition of existing Pier 1 shed including utilities such as water, fire sprinkle system, electric, cesspools, etc.
- b. Reconstruction of Pier 1 approximately 500 feet long by 60 feet wide. The proposed reconstruction involves driving precast prestressed piles, constructing reinforced concrete pile caps, beams, deck, rock riprap and miscellaneous site work.
- c. Construction of a men/women restroom with shower inside the existing Pier 2 shed.
- d. Construction of approximately 5-acre of paved container yard complete with drainage system, area lighting, fire protection, fencing and landscaping.
- e. Construction of an additional 5.2-acre parcel for light overflow-cargo storage area. The works involve construction of 2-inch thick asphalt

concrete pavement, improvements to the drainage system, new area lighting, relocation of existing overhead lines underground and landscaping along Kanoa Street and Wilcox Road.

- d. Installation of steel sheet piles, approximately 250 feet long, along Pier 2 segmental pier.

There will be no dredging in this project.

2. Economic - Social

Nawiliwili Harbor is Kauai's principal port and is located on the southeast coast of Nawiliwili Bay, about one mile south of the island's county seat of Lihue. Lihue is also the site of the island's recently renovated airport. The harbor's primary waterborne commodities handled at its two piers are container and general cargo, autos, raw sugar, molasses, lumber, petroleum products, liquid and bulk cement. Berthing spaces totals 1,214 feet with an alongside depth of 35 feet.

Today, Nawiliwili Harbor handles some one million short tons of cargo annually, in addition to being a regular port-of-call for passenger cruise ships. A roll-on/roll-off barge pier at Pier 1 accommodates inter-island cargo shipments.

Pier 3 facility which includes a cargo pier (630 ft. long x 50 ft. wide), an adjoining roll-on/roll-off pier (136 ft. long x 130 ft. wide) and a paved Container Yard is presently under construction. The construction of Pier 3 facility, reconstruction of Pier 1 and paving of additional container yards and overflow storage area are consistent with the 2010 Master Plan for Nawiliwili Harbor.

The entrance channel is 600 feet wide and 2,400 feet long with a depth of 40 feet. The harbor basin is 1,540 by 1,940 feet and is protected by a rock faced jetty and a 2,150-foot breakwater. The harbor has a little surge action and a day-to-day tide range of 1.8 feet. The extreme tide range is 4 feet.

The improved pier, container yards and additional paved areas will enhance the safe and efficient handling of containerized and light cargoes.

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 life or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing pier, container yard and the new areas but only for a short duration during construction. The proposed project will not 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 and improved overflow area for storage of light cargo.

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.

Alternative to the proposed project is a reduced scope of work or no action. Either alternative would decrease the level of use of Pier 1 and the container yards and would perpetuate the less efficient handling of containerized cargo. With no overflow storage area, light cargo will continue to create much of the congestions within the existing container yard.

H. MITIGATION MEASURES

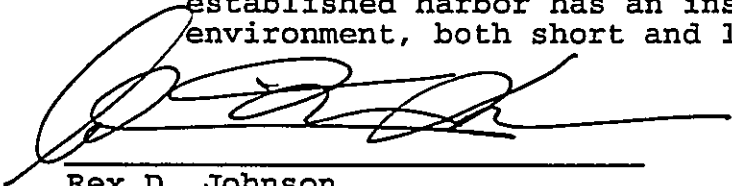
Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

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

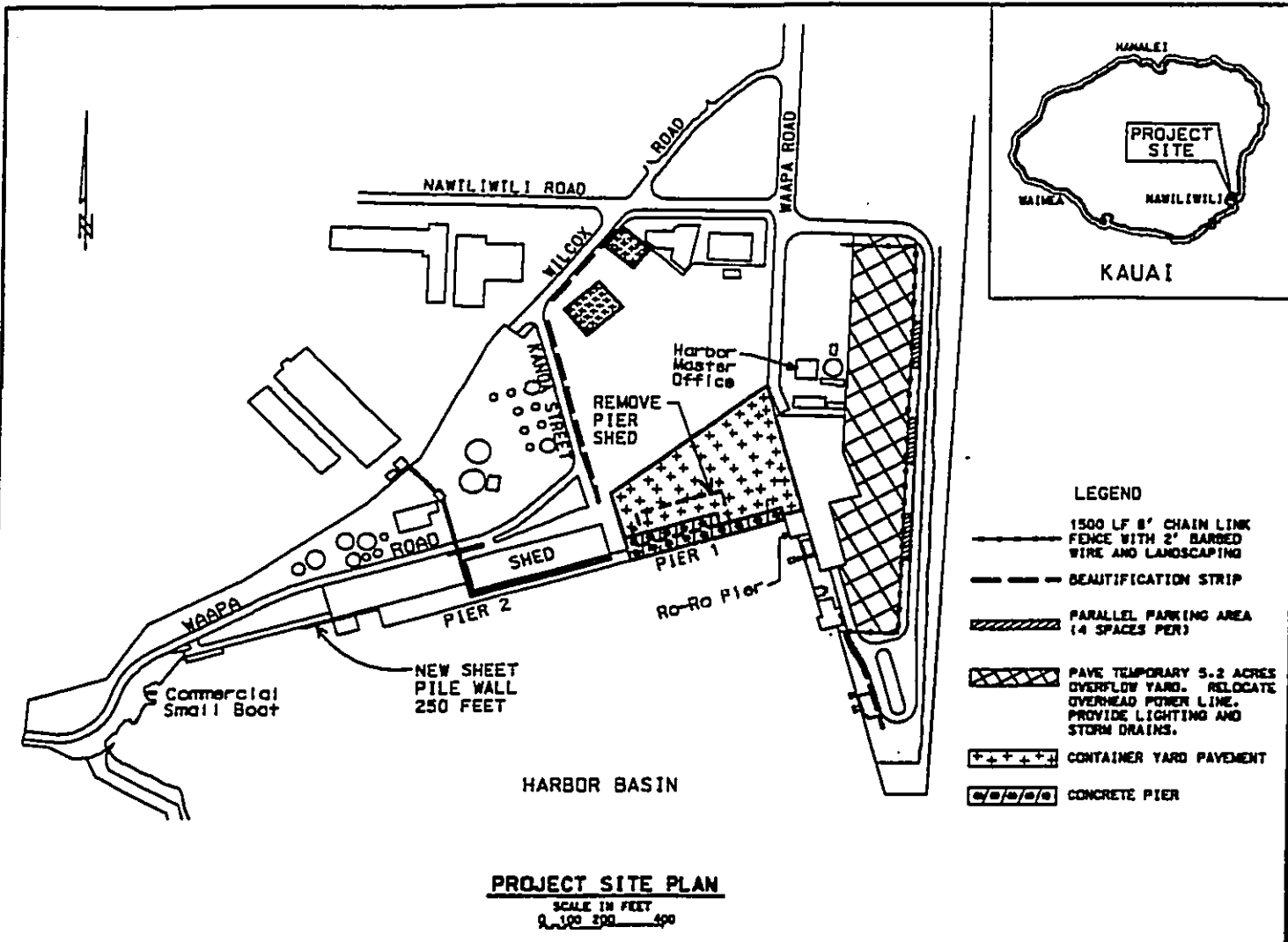
Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Draft Environmental Assessment. Any adverse environmental impact resulting from this project had been determined to be insignificant. Past experience has shown that this type of construction within an established harbor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



Rex D. Johnson
Director of Transportation

10/10/93
Date

Attachments



PURPOSE: PIER 1 IMPROVEMENTS AT NAWILIWILI HARBOR

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

NAME OF ADJACENT PROPERTY OWNERS:
DEPARTMENT OF LAND AND NATURAL RESOURCES

IN: NAWILIWILI HARBOR
AT: NAWILIWILI, KAUAI
COUNTY OF: KAUAI
STATE: HAWAII
APPLICATION BY: DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION

AUGUST 3, 1993 **SHEET 1 OF 2**

