

JOHN WAIHEE  
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REX D. JOHNSON  
DIRECTOR

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KANANI HOLT  
JOYCE T. OMINE  
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IN REPLY REFER TO:

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'94 FEB -1 011 STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

OFFICE OF  
QUALITY CONTROL

January 28, 1994

HAR-EM 1855.94

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

From: *J* Rex D. Johnson  
Director of Transportation *[Signature]*

Subject: NEGATIVE DECLARATION FOR MAINTENANCE  
DREDGING AT PIERS 30-33 AND PIER 51  
HONOLULU HARBOR, HAWAII - JOB H. C. 1852

In accordance with Act 241, SLH 1992, we have completed the formal draft environmental assessment 30-day review period for the subject project. We have incorporated the comments received from DLNR, dated December 28, 1993 and answered in our memorandum to DLNR on January 13, 1994 into Negative Declaration. We have enclosed four (4) copies of the Negative Declaration and an OEQC bulletin publication form for the subject project.

If you have any questions, please call Mr. August Perry or Mr. Herbert Ching at 587-1877.

Enc.

1994-02-23-0A-FEA-Piers 30-33 & 51  
Maintenance Dredging

FEB 23 1994

NEGATIVE DECLARATION FOR  
MAINTENANCE DREDGING AT PIERS 30-33 AND PIER 51  
HONOLULU, HAWAII  
JOB H. C. 1852

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Environmental Quality Commission  
Department of Transportation

C. AGENCIES CONSULTED

Agencies informed of the project but not consulted in the preparation of this Negative Declaration are:

Federal Government - Army Corps of Engineers

State of Hawaii - Department of Land & Natural Resources  
- Office of State Planning  
- Department of Health  
- Office of Environmental Quality Control

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical

The proposed project will include maintenance dredging of about 2,500 cubic yards of silt. Recent soundings have confirmed that silting has occurred. This project will restore the berthing area to its original designed depth of minus 35 feet Mean Lower Low Water at Piers 30-33 and minus 40 feet Mean Lower Low Water at Pier 51. No maintenance dredging was done for the past 50 years.

Disposal of the dredged material will be accomplished through dewatering and transporting the material to an approved, developed land disposal site. The construction contractor will be responsible for locating the disposal site and obtaining all permits required for the use of the site.

2. Economic

The proposed project will allow normal berthing access for cargo ships. The contractor's work schedule will be coordinated with the harbor users to minimize interference with vessels using the wharf.

### 3. Environmental

Dredging of the berthing area will cause a temporary increase in noise, dust, and turbidity of the wharf area. There will also be an increase of suspended particles near the dewatering site. Dewatering is expected to take place at the harbor complex in the immediate area of the dredging. However, these increases are expected to be of short duration and not expected to lower the quality of water in the area.

If the material is taken to a County landfill, it will be used by the County to cover and bury deposited trash. Otherwise, it will be used by the contractor as fill at an approved, developed land disposal site. The State will monitor the dredged material as well as the disposal site for any hazardous debris that may be uncovered during the dredging operations. If any is found, the State will dispose of the debris properly and in accordance with the latest hazardous waste disposal regulations.

The proposed project will not alter conditions which may result in the increased possibility of damage from flooding, storm waves, subsidence, or erosion. No change in salinity, currents, or tidal action is expected to occur as a result of this project.

## E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

### 1. Location

The dredging site is located at Piers 30-33 and Pier 51, Honolulu, Hawaii.

The dewatering site will be at the harbor complex and the disposal site will be at an approved, developed land disposal site in Honolulu County selected by the contractor.

### 2. Project Area Description

The adjacent properties are owned by the State of Hawaii.

### 3. Land Use Designation of Proposed Site

The State of Hawaii, Land Use Commission, designates the project site as Urban.

### 4. Site Description

The project site is located on the south side of Oahu at Piers 30-33 and Pier 51, Honolulu, Hawaii. The proposed area of dredging at Piers 30-33 is approximately 1,800 feet

long by 30 feet wide along the west side of the wharf and 1,350 feet long by 30 feet wide at Pier 51.

5. Infrastructure

- a. Access: Street access to the harbor is via Nimitz Highway for Piers 30-33 or Sand Island Access Road for Pier 51, both directly pass the pier areas.
- b. Utilities: There are adequate water, telephone, sewer, and electrical facilities within the area. The project will not affect these facilities.

F. DISCUSSION OF THE ASSESSMENT PROCESS

Evaluation of the effects of the proposed project on the environment indicates that there will be no significant adverse effects on the environment. The proposed project will not:

1. Cause the permanent displacement of any persons;
2. Affect any rare, threatened, or endangered plants, animals, or habitats;
3. 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 this project;
4. Permanently curtail the beneficial uses of the environment;
5. Conflict with the State's long-term environmental policies, goals, or guidelines;
6. Permanently degrade the environmental quality; or
7. Alter the existing character of the land or its use.

Rather, the implementation of this project will have a beneficial effect on the general public and its environment.

G. IMPACTS AND ALTERNATIVES CONSIDERED

The proposed project will not cause any significant adverse effects on the environment. The primary negative effects include short-term noise, dust, and turbidity of the area of dredging, and at the discharge, or dewatering and landfill site. Interruption of harbor operations is expected to be minimal and temporary.

The positive effect of the project is the restoring of the berthing area for safer ingress and egress of vessels at

Piers 30-33 and Pier 51. At present, cargo ships must call at these piers with less than full loads due to the shallowness of the water at the berthing location. The dredging will allow the ships to call with full cargo loads.

Alternatives considered for this project:

No Action No action will result in the continuance of silting of the berthing area which will further reduce the safety of vessels. In turn, this will require vessels to moor with less than full loads, induce higher freight costs which will be passed on to consumers in the State, prevent vessels with deeper drafts from using the pier, and make the docking of ships more difficult with an increase in the possibility of damage to the ship or to the pier structure.

H. MITIGATION MEASURES

The quantity of material to be dredged on this project will be small. Consequently, the work should be accomplished quickly.

The contract specifications will require that silt curtains be used at the dredge site. The specifications will also require that the dredged material be dried in a confined area within the harbor complex prior to the material being hauled to the disposal site. Should any hazardous material be dredged during the operations, the State will dispose the material in accordance with the latest hazardous waste disposal regulations.

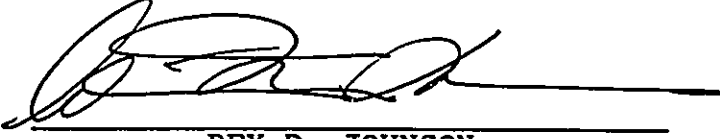
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I. DETERMINATION

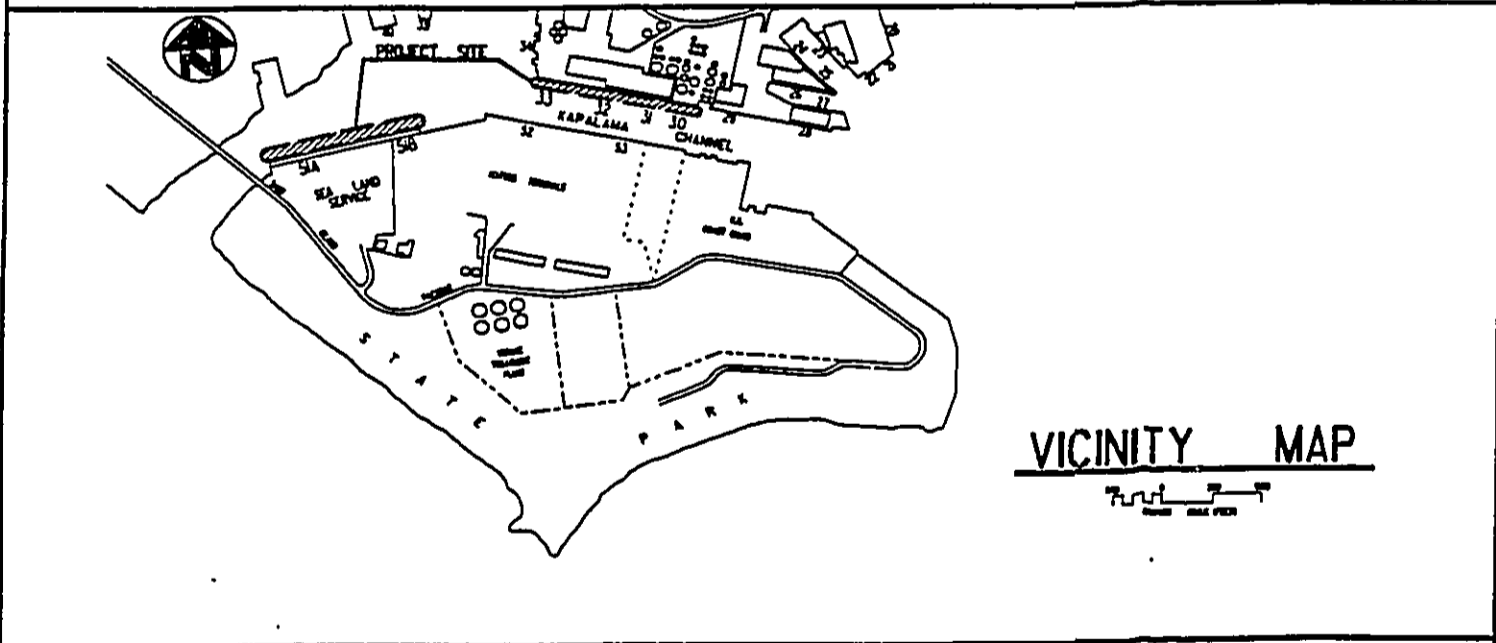
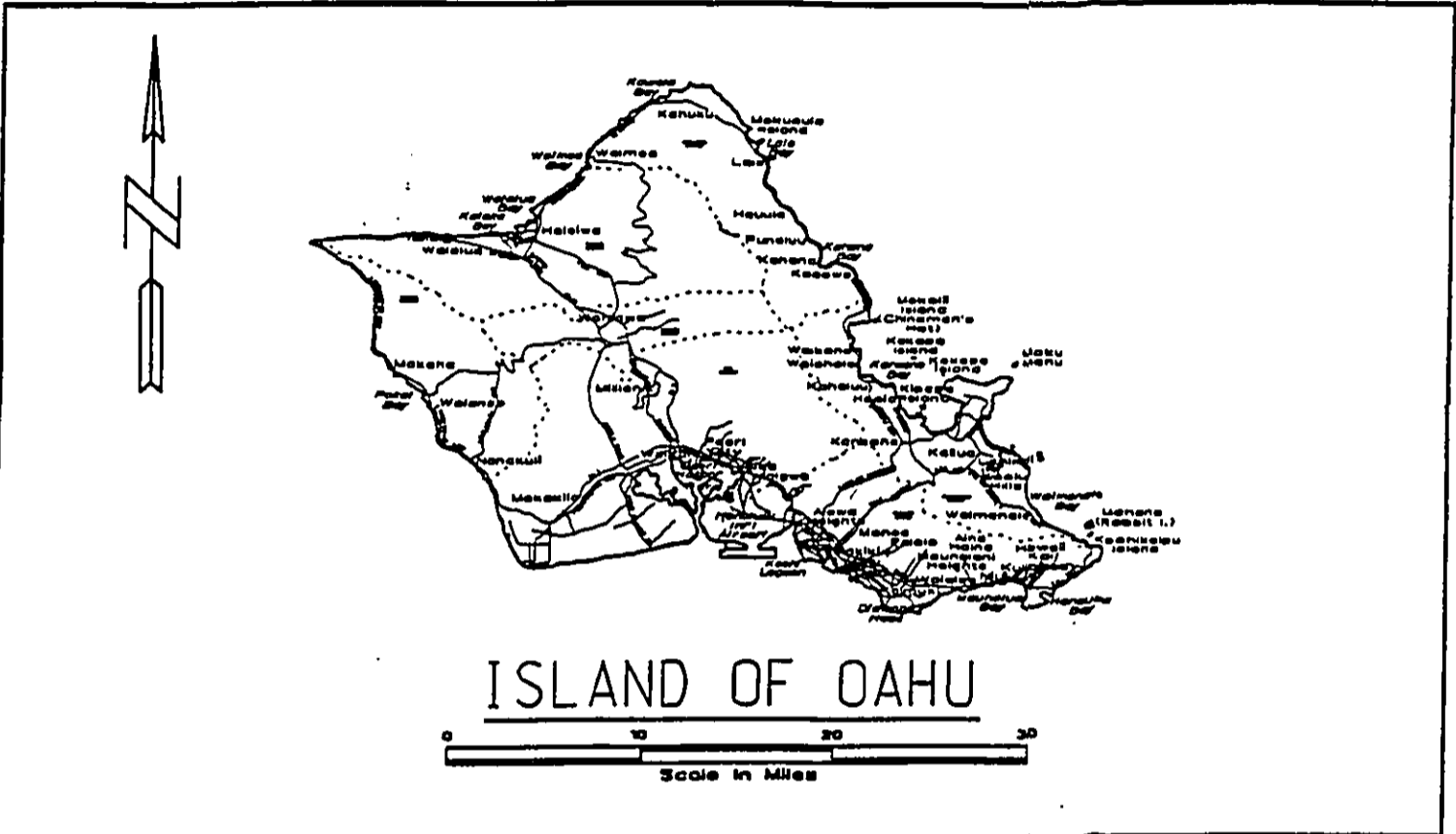
Since no major or significant adverse impacts are anticipated, costly, detailed studies were considered inappropriate. Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

The 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 has been determined temporary and insignificant. Experience has shown that this type of construction within an established harbor boundary has an insignificant effect on the environment, both short and long term.

  
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REX D. JOHNSON  
Director of Transportation

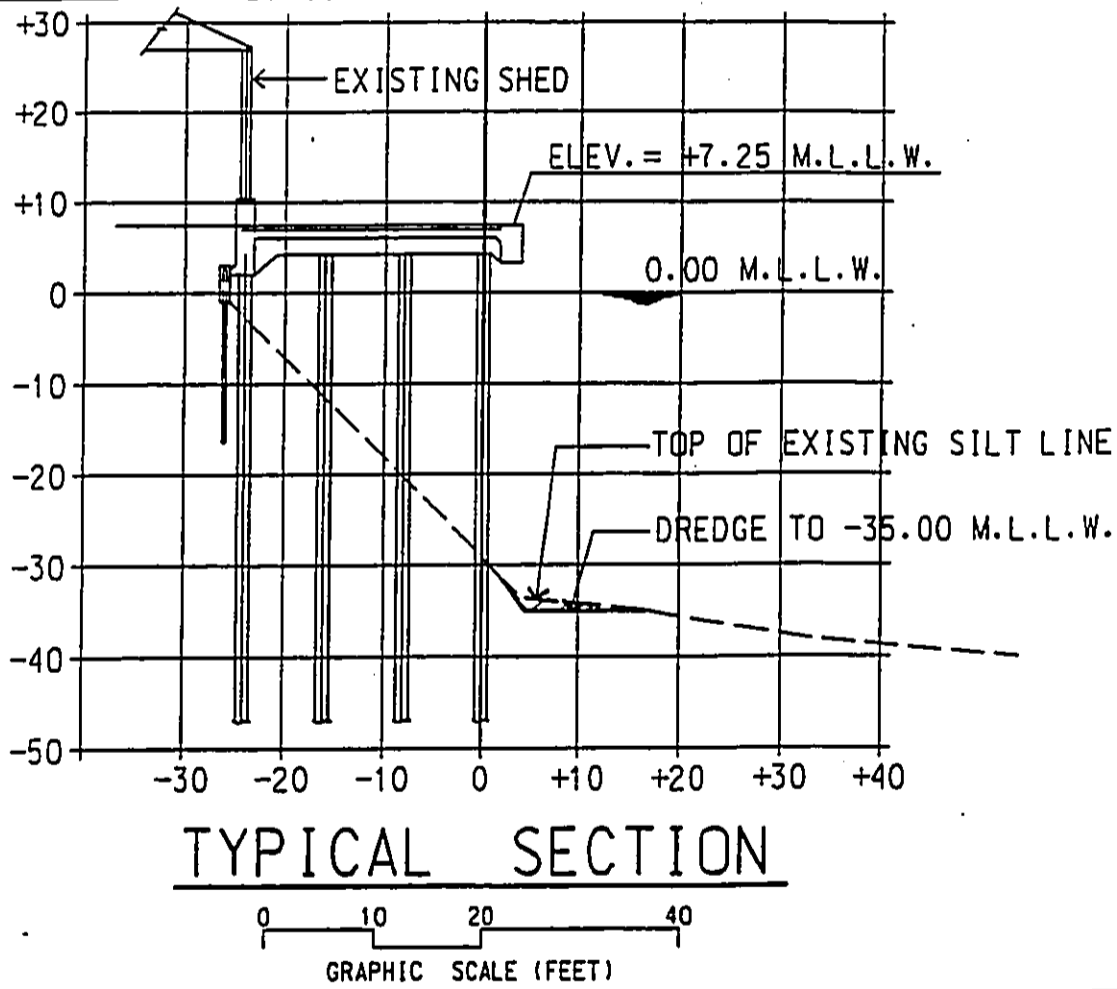
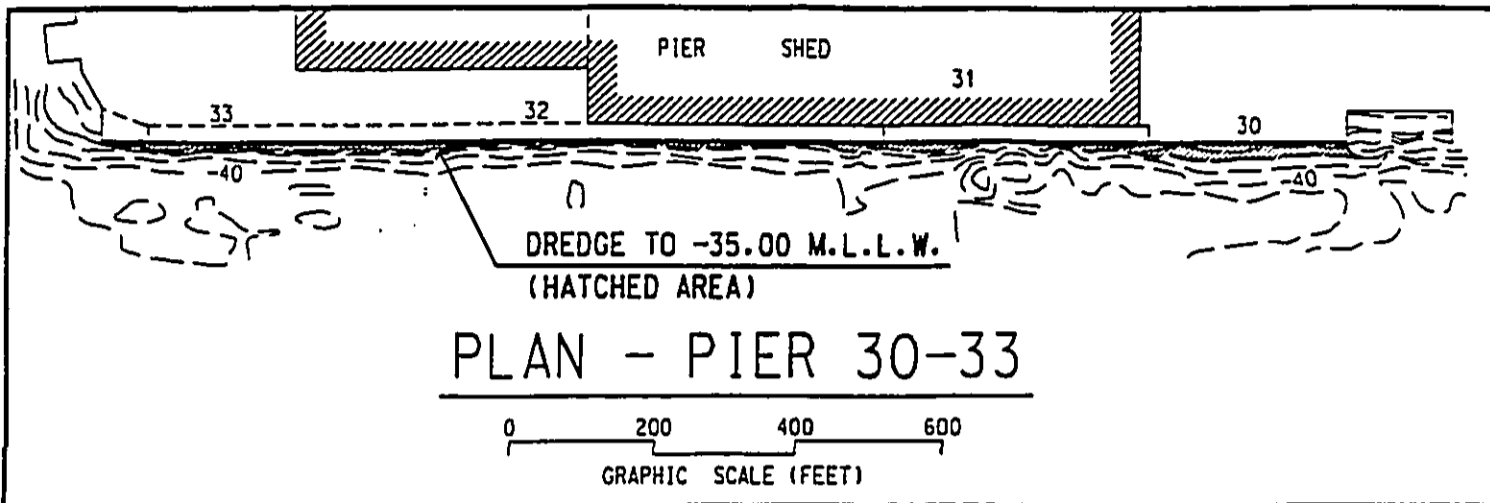
1/28/94  
Date



PURPOSE: MAINTENANCE DREDGING AT PIERS  
 30-33, 51A & 51B  
 DATUM: 0.00 M.L.L.W.  
 NAME OF ADJACENT PROPERTY OWNERS:  
 1. STATE OF HAWAII

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

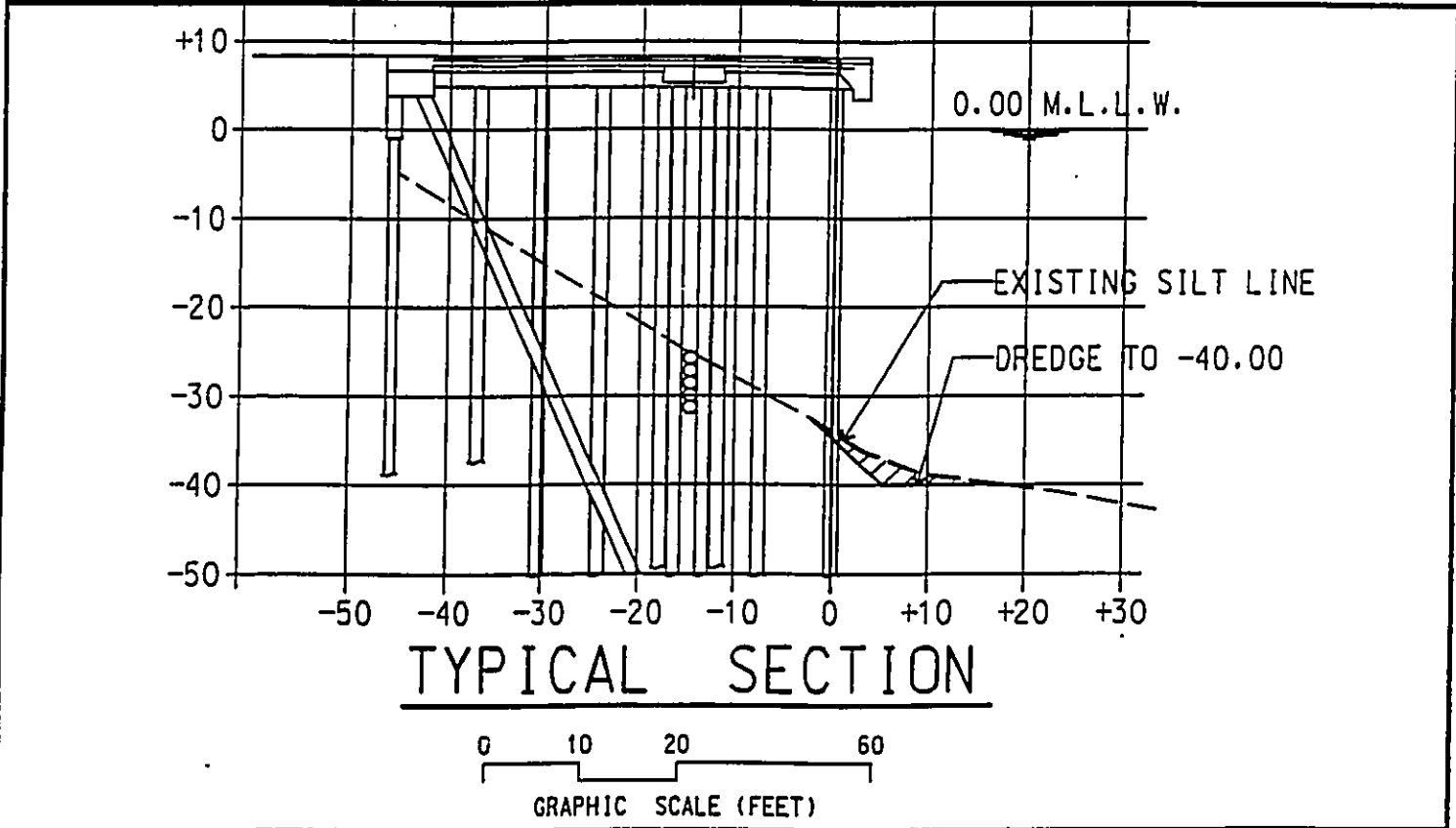
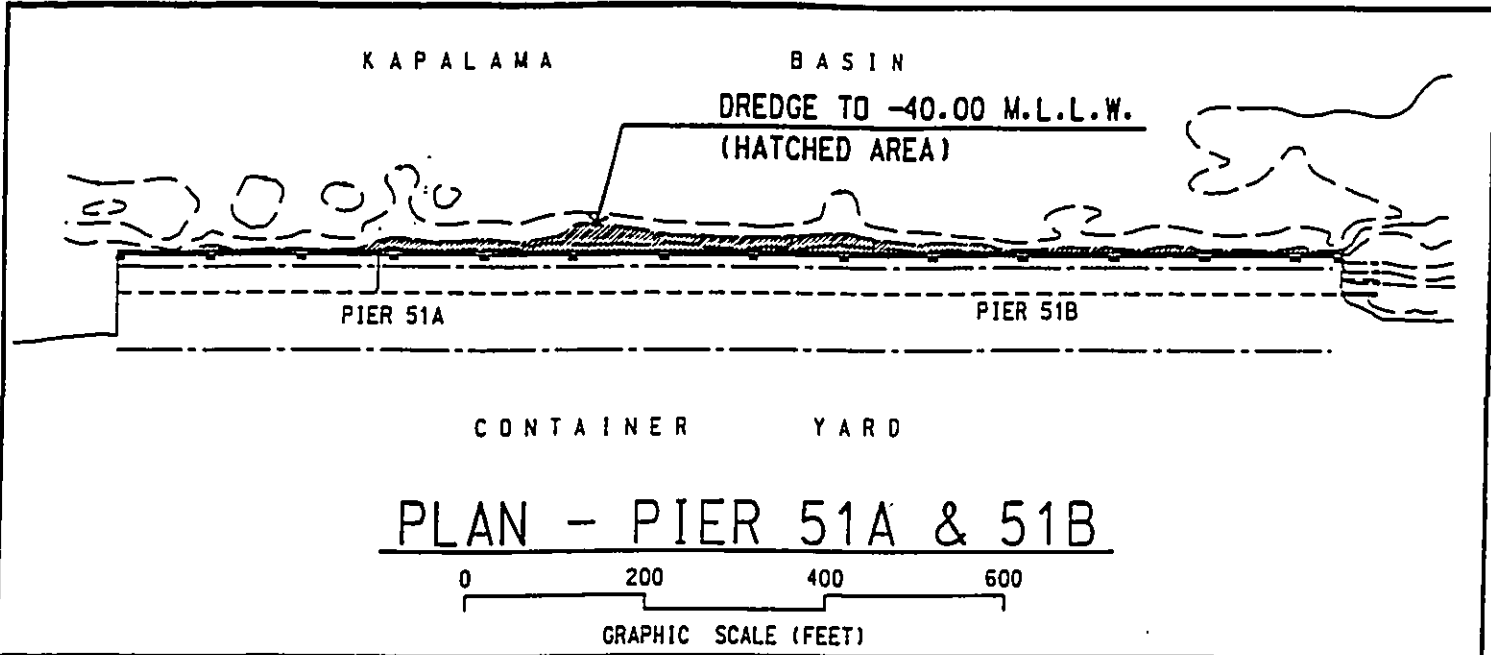
SHEET 1 OF 3 SHTS



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SHEET 2 OF 3 SHTS



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IN: HONOLULU HARBOR, COUNTY OF  
HONOLULU, STATE OF HAWAII  
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SHEET 3 OF 3 SHTS