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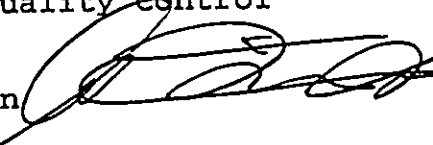
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February 9, 1994

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

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

Subject: NEGATIVE DECLARATION FOR PIER 51 CONTAINER YARD  
LIGHTING IMPROVEMENTS AT SAND ISLAND, HONOLULU,  
HAWAII - JOB H. C. 1837

In accordance with Act 241, SLH 1992, we have completed the formal Draft Environmental Assessment 30-day public review and comment period for the subject project. We have not received any comments during the review period, therefore, we are filing a Negative Declaration.

Enclosed for your use are the original and four (4) copies of the Negative Declaration and an OEQC Bulletin Publication Form.

Should you have any question, please contact Carter Luke of our Harbors Division at 587-1956.

Enc.

1994-03-08-0A-FEA-Pier 51 Container Yard<sup>MAR</sup> 8 1994  
Lighting Improvements

NEGATIVE DECLARATION  
FOR  
PIER 51 CONTAINER YARD LIGHTING IMPROVEMENTS AT  
SAND ISLAND, HONOLULU, HAWAII  
JOB H. C. 1837

FEBRUARY 3, 1994

A. PROPOSING AGENCY

Department of Transportation, Harbors Division

B. AGENCY ACCEPTING AUTHORITY

Department of Transportation, Harbors Division

C. AGENCIES CONSULTED

Agencies that are being consulted with and/or will be consulted with include:

Department of Transportation, Highways Division  
Hawaiian Electric Company  
Sea-Land Service, Incorporated  
Matson Navigation Company

D. PROJECT CHARACTERISTICS

1. General

The Department of Transportation, Harbors Division is proposing to improve pier 51A and 51B area lighting and recircuit the existing and new lights to match the present yard configurations. The proposed project site is located on the south side of the island of Oahu, at Sand Island, which is situated in Mamala bay.

2. Technical

This project proposes to improve the lighting in pier 51A and 51B areas. These improvements include replacing and recircuiting existing light fixtures, erecting additional light poles, and adding light fixtures to better illuminate the container yard areas.

Also, because of reshuffling within the pier 51A yard area, an electrical switchboard, telephone handhole, and electrical handhole is located in the present yard traffic area. The switchboard will be relocated

out of the present yard traffic area and the existing handholes will be replaced with manholes to support the loading within the container yard.

3. Social and Economic

The improved yard lighting and removal of traffic obstructions will enhance the safe and efficient handling of containerized cargo, jet fuel, automobiles, and the overall operations of the pier 51 yard.

Pier 51 is located in Honolulu Harbor which is among the 10 largest container handling ports in the United States. Honolulu Harbor serves as the primary shipping link between Hawaii and the Continental United States, Far East and the entire Pacific Rim. Containerships and tankers are constantly loading and discharging cargo around the clock.

The total estimated construction cost for this project is 1.3 million dollars.

4. Environmental

The electrical work will temporarily increase ambient noise and dust in the pier 51 area and disrupt the use of the container yard areas. However, this condition will be temporary and will last only for the duration of construction. These increases are not expected to permanently lower the quality of air and water in the area.

The proposed project will not alter conditions which may result in the increased possibility of damage from flooding, storm waves, subsidence, or erosion.

E. SUMMARY OF AFFECTED ENVIRONMENT

The adverse environmental effects of noise and dust are expected to be brief and associated only with the project construction. There are no known endangered fauna, critical habitats, historical/archaeological or cultural sites at the location of the proposed improvements.

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

F. SUMMARY OF MAJOR IMPACTS

This project will not cause any significant adverse effects on the environment.

1. Short-term

During construction the following minor impacts are anticipated:

- a. Temporary noise and dust in the immediate area of construction.
- b. Temporary yard traffic re-routing around construction.

2. Long-term

- a. No impact to archaeology, flora, and fauna are expected.
- b. Long-term positive impacts are expected to the area. Enhanced safety and more efficient handling of containerized cargo, jet fuel, automobiles, and overall operations of the pier 51 yard are expected.

G. Alternatives Considered

The "no-action" alternative was considered but deemed unacceptable. No action would perpetuate the less efficient handling of containerized cargo, jet fuel, automobiles, and the overall operations of the pier 51 yard.

H. Proposed Mitigation Measures

Provisions will be incorporated into the project specifications to control and minimize the temporary adverse effects of the construction. Also, fixtures which provide a sharp cutoff will be installed to mitigate the effects of light radiation above the fixtures.

I. Anticipated Determination

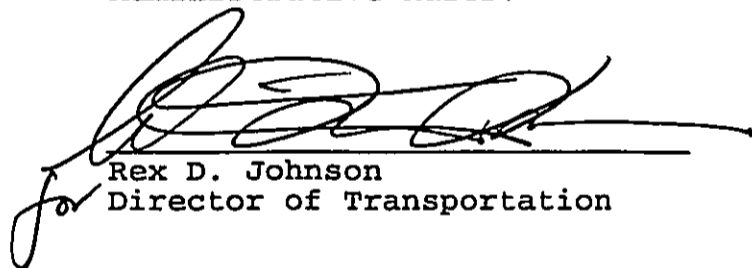
Since no major impacts are anticipated, costly detailed studies are considered inappropriate. Consequently, an Environmental Impact Statement is not being considered and a Negative Declaration is anticipated.

J. Findings and Reasons Supporting Anticipated Determination

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

1. Affect any rare, threatened, or endangered plants, animals, or habitats. No endangered species of flora or fauna are known to exist within the project site;
2. 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;
3. Permanently curtail the range of beneficial uses of the environment;
4. Conflict with the State's long-term environmental policies; or
5. Permanently degrade the environmental quality.

For the reason above, it is anticipated that the proposed project will not have any significant effect in the context of Chapter 343, Hawaii Revised Statutes and Section 11-200-12 of the State Administrative Rules.

  
for Rex D. Johnson  
Director of Transportation

2/9/94  
Date

