

JOHN WAIHEE  
GOVERNOR

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OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813

August 29, 1989

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
JOHN K. UCHIMA  
RONALD N. HIRANO  
DAN T. KOCHI  
JEANNE K. SCHULTZ

IN REPLY REFER TO:

HAR-ED 1575

Dr. Marvin T. Miura, Director  
Office of Environmental Quality Control  
465 South King Street, Room 115  
Honolulu, Hawaii 96813

Dear Dr. Miura:

Negative Declaration to Dredge South  
Berthing Area at Port Allen Pier, Kauai  
Job H. C. 7164

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project. We have enclosed a Negative Declaration on the proposal.

Should you have any questions on the action, please contact Marshall Ando of my Harbors Division at 548-2506.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata  
Director of Transportation

Enclosures

1990-09-23 KA-FEA

FILE COPY

REVISED NEGATIVE DECLARATION TO  
\* DREDGE SOUTH BERTHING AREA AT  
PORT ALLEN PIER, KAUAI \*  
JOB H. C. 7164

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Environmental Quality Commission

C. AGENCIES CONSULTED

Agencies consulted in the preparation of this Negative Declaration are:

Federal Government - Army Corps of Engineers

State of Hawaii - Dept. of Land & Natural Resources  
- Dept. of Health  
- Office of State Planning

County of Hawaii - Planning Office  
- Public Works Division

Alexander & Baldwin, Inc.

Kauai Electric

Chevron USA, Inc.

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical

The proposed project will include maintenance dredging of about 18,200 cubic yards from an area approximately 150' wide by 550' long. Recent soundings have confirmed that silting has occurred. This project will restore the berth to its original designed depth of (-) 35 feet MLLW which was dredged in 1939 and 1940.

Disposal of the dredged spoil will be accomplished through discharging at an EPA approved ocean disposal site south of Kauai, or dewatering and transporting the material to a County landfill.

Method of disposal is dependant on the following variables; (1) the acceptability of the material for ocean disposal, which will be determined by material sampling and testing, and (2) the ultimate cost of each disposal method, which will be determined by bid results.

2. Economic

The proposed project will allow berthing of larger cruise vessels such as the inter-island SS Independence and the SS Constitution. A growing demand for berths at the already congested Nawilwili Harbor necessitates the development of Port Allen as a reliever port of call for maritime vessels.

3. Environmental

Dredging of the south side berthing area will cause a temporary increase in noise and dust, and turbidity of the harbor. There will also be an increase of suspended particles at the disposal site or the dewatering site. However, these increases are expected to be of short duration and not expected to lower the quality of water in the area. Ocean disposal will only be accomplished if the material is found suitable for this action.

If the material is taken to the landfill, it will be used by the County of Kauai to cover and bury the deposited trash.

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 along the south berthing area of, and adjacent to the pier at Port Allen.

The disposal site for ocean discharge is approximately 3.25 nautical miles south of the island of Kauai.

The dewatering site is a County of Kauai parcel approximately one-half mile south of the Harbor, and the landfill is located in Kekaha, Kauai.

2. Project Area Description

Majority of the adjacent properties are owned by Alexander & Baldwin, Inc. and McBryde Sugar Company, Inc. with smaller parcels under the jurisdiction of the County of Kauai, Kauai Electric, Chevron USA, and the United States of America.

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 the pier at Port Allen and is protected by an existing breakwater parallel to the pier. The proposed area of dredging is approximately 550' long by 150' wide and adjacent to the pier.

The EPA approved ocean disposal site is located approximately 3.25 nautical miles south of the island of Kauai.

The dewatering site is a parcel along the shoreline south of the Harbor and below an existing cemetery. The area is undeveloped and overgrown with vegetation. The landfill site is in Kekaha, Kauai.

5. Infrastructure

- a. Access: Street access to the Harbor is via Wharf Road which leads directly onto the pier area.
- 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 indicate 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; and,

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 Harbor in the area of dredging, and at the discharge, or dewatering and landfill site. Interruption of Harbor operations is expected to be minimal and temporary.

Positive effects of the project include more berthing space, both longitudinally and vertically, and relief for the congested Nawiliwili Harbor.

Alternatives considered for this project:

1. No Action. No action will result in the continuance of silting of the berthing areas which will further reduce the usable depths of the Harbor. In turn, this will require vessels to berth with less than full loads, increasing the cost of goods.

H. MITIGATION MEASURES

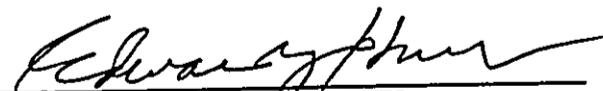
Provisions will be made in the project specifications to control and minimize the temporary adverse effects of the construction.

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. 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.

  
EDWARD Y. HIRATA  
Director of Transportation

2/9/90  
Date