

JOHN WAIHEE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

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APR 29 1991

OFC. OF ENVIRONMENTAL
QUALITY CONTROL

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
DAN T. KOCHI (PRIMARY)
RONALD N. HIRANO
JEANNE K. SCHULTZ
CALVIN M. TSUDA

IN REPLY REFER TO:
HWY-RM
3.64147

Mr. Brian J. J. Choy, Acting Director
Office of Environmental Quality Control (OEQC)
220 South King Street-Fourth Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

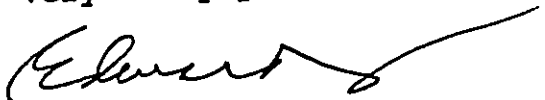
Interstate Highway, FAP No. I-H1-1(82), Keehi
Interchange, Proposed Hawaii Foodbank Warehouse, *project*
Negative Declaration, Chapter 343, H.R.S.

We request that you publish a notice of Negative Declaration in the "OEQC Bulletin" for our proposed lease to the Hawaii Foodbank for a warehouse site within the Keehi Interchange. Based on the Environmental Assessment submitted by the Hawaii Foodbank, Inc., and in accordance with Chapter 343-5(c), Hawaii Revised Statutes, we have determined that an environmental impact statement is not required.

We enclose four copies of the Environmental Assessment/Negative Declaration and the completed OEQC document transmittal form.

If you have any question, please call Michael Amuro at
Ext. 8-7525.

Very truly yours,


Edward Y. Hirata
Director of Transportation

Enclosures (4)

c: Department of Land Utilization

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DEPT. OF ENVIRONMENTAL
QUALITY CONTROL

ENVIRONMENTAL ASSESSMENT/
NEGATIVE DECLARATION

HAWAII FOODBANK PROJECT
TMK: 1-1-06 (portion)
Honolulu, Hawaii

Proposed by:

Hawaii Foodbank Inc.
1320 Kalani Street, #108
Honolulu, Hawaii 96817

Accepting Agency:

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

December 5, 1990
Revised February 5, 1991

1. PROJECT DESCRIPTION AND PURPOSE

Hawaii Foodbank, Inc., a non-profit organization, proposes to construct a warehouse building at a site located under the Keehi Highway Interchange in Kalihi, Oahu. As proposed, the project would consist of a building of approximately 14,000 s.f., with parking for approximately twenty (20) vehicles located on a site to be leased from the State of Hawaii, Department of Transportation. The site is a portion of Tax Map Key 1-1-06 F.A.P. I-H1 (82) Keehi Interchange. T

As shown in the exhibit entitled "Keehi Interchange, Use of Airspace, Site No. 1," the total area of the parcel is 3.76 acres. A portion of this area will be subdivided out for the use of the Hawaii Foodbank. The remainder of the site is committed to the Department of Corrections for future use.

The Hawaii Foodbank warehouse would function as the center for the receiving, storage and distribution of food donated to the Foodbank to feed the needy. From the Foodbank, local charities and churches receive food donated by the food industry, to provide meals and emergency food. Unmarketable but still wholesome food is picked up and inventoried by the Foodbank and is distributed among 330 non-profit agencies statewide. The Salvation Army, Institute for Human Services, Hale Kipa and Palama Settlement are some of the agencies using the Foodbank. Over 200 donor companies donate food to the Hawaii Foodbank, which is a certified member of Second Harvest, the national food bank network. SdE

The proposed warehouse would be located at the northeastern portion of the parcel. A twenty (20) stall parking lot at the streetside portion of the Foodbank site would serve automobiles and delivery trucks. Any grading on-site will be limited to minor work necessary to properly prepare the ground for footings, slab and drainage. T

2. EXISTING CONDITIONS

a. Existing Use/Topography

The general site of the proposed warehouse is previously unused right-of-way lands under the elevated portion of the Keehi Highway Interchange. Land uses in this area are industrial and military. The DOT currently leases portions of the property for industrial uses on a month-to-month basis.

The topography of the site is flat with a slight swale in one portion for drainage purposes. On-site elevation change is less than three (3) feet from the highest portion to the lowest.

b. Land Use Controls

The Development Plan Land Use Map lists the site as a public roadway. This, however, is a designation assigned in plan to the freeway interchange indicated on the map. Zoning maps show an R-5 Residential designation for the parcel. The proposed warehouse use will occur below the freeway structure. The project is consistent with the Urban District designation of the State Land Use Commission.

A change in zoning from R-5 Residential to I-2 Industrial District is being requested. The project would meet the purpose and intent of the I-2 zoning, which allows warehousing and accessory uses. The City Department of Land Utilization has indicated no objection to this zone change.

c. Affected Environment

The site is currently used as a storage lot. No endangered flora or fauna exist on the site. DOT highway landscaping graces the Nimitz and Middle Street frontages along the public right-of-way.

Infrastructure: Water, electricity and telephone services are available at the site. The Department of Health has stated that a package treatment plant or individual wastewater system will be adequate for sewage disposal.

Flood Zone: The Foodbank site lies within flood zone AE. The base flood elevation identified for the project site is 4 ft. above sea level. The topography of the site, however, is generally 8-10 ft. above sea level, well above the base flood elevation.

3. POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATIVE MEASURES

As a function of this Assessment, potential environmental impacts on the site by the proposed improvements were evaluated. A key factor in the evaluation process was the nature and ultimate form of the development proposed.

The following environmental impacts are identified.

Noise:

The introduction of noise on the site is identified as those which are short-term construction related, and those which are long-term and permanent functions of industrial use. Construction noise is related to equipment, building and site work. Construction noise is typically tolerable due to its short duration, and is usually easily mitigated through control of construction activity and limitation of work to daytime hours. ✓

The anticipated level of noise is further mitigated by the nature of the site. The site use is already Industrial, with City and County refuse trucks passing the site on a daily basis on the way to the transfer station.

Traffic:

The additional effect of traffic on the site and the immediately surrounding environment is expected to be minimal.

Physical Geography:

Some alteration is planned to the topography of the site. The site has already received substantial filling in the construction of freeway overpasses. Additional fill for levelling purposes is expected. No significant impacts are anticipated in this regard. On-site drainage into the adjacent swale will be adequate.

Flora and Fauna:

No endangered flora or fauna species exist on the site. Localized fauna such as birds should not be affected by the proposed improvements.

Archaeological Resources:

Because of previous highway construction, there are archaeological resources on the site.

Traffic and Parking:

Operations at the Foodbank warehouse are not expected to generate a significant amount of traffic. Present and past operations primarily involve trucks and large vehicles from participating agencies which transport the food received to their own distribution points.

Vehicle access to the site is via the State access road and Middle Street. The State access road also services the City and County Refuse Transfer Station, its garbage trucks and employee vehicles. The addition of Foodbank warehouse vehicular traffic is expected to be negligible. Estimates of current operations are 10 Foodbank generated truck trips per day with 30-35 miscellaneous daily van and passenger vehicle trips from user agencies.

While no firm counts of traffic are available for the State access road, the Refuse Department has estimated that at least 50 trash collection trucks enter the roadway daily.

Plans indicate a 20-stall parking area with a loading dock capable of parking up to five (5) trucks. Under the off-street parking and loading regulations of the City's Land Use Ordinance, the proposed warehouse must have ten (10) parking stalls and two (2) loading spaces.

Demographic Impacts:

The project will have no direct effect on the residential or tourist populations.

Economic Impacts:

The economic impacts from the project will be positive. The service provided by the Foodbank is to salvage unsalable wholesome food and distribute it to agencies feeding the needy. This saves money for both the donor companies and the charities. The lease with the State will return funds to the State Treasury.

The Foodbank currently employs 13 people.

Housing:

The project will have no direct effect on housing choices speculation, property values or provision of housing for low-to moderate-income and gap- group families.

Public Services:

The project will have a negligible direct effect on the medical, educational, recreational and utility facilities of the area. No unusual police or fire protection needs are anticipated.

Physical and Environmental:

Construction of the warehouse will not affect the natural environment, existing natural monuments, landmarks, scenic views or open space. Currently used to store used shipping containers, the site is in a visually degraded condition. The new warehouse, parking lot improvements and landscaping will improve the visual quality of the area. ✓

Air Quality:

No significant impacts to air quality are expected from the proposed use of the site. The uses at the site are not expected to generate emissions of any nature. The possibility of fugitive dust during construction does exist. This, however, is not expected to be particularly frequent owing to the nature of construction noted previously. Additionally, all areas on the site are gravel material, reducing the potential for generation of an airborne dust problem.

In the long-term, there will be some additional emissions from vehicles entering and exiting the site. The amount of Foodbank-associated vehicle emissions will be negligible in relation to those associated with the existing freeway interchange and the existing access road.

Social Impacts:

No adverse social impacts are expected to result from the proposed action.

Visual:

The immediate visual impact of the improvements would be the appearance of a new warehouse building. The emergence of the new structure and landscaping at the site will improve its appearance.

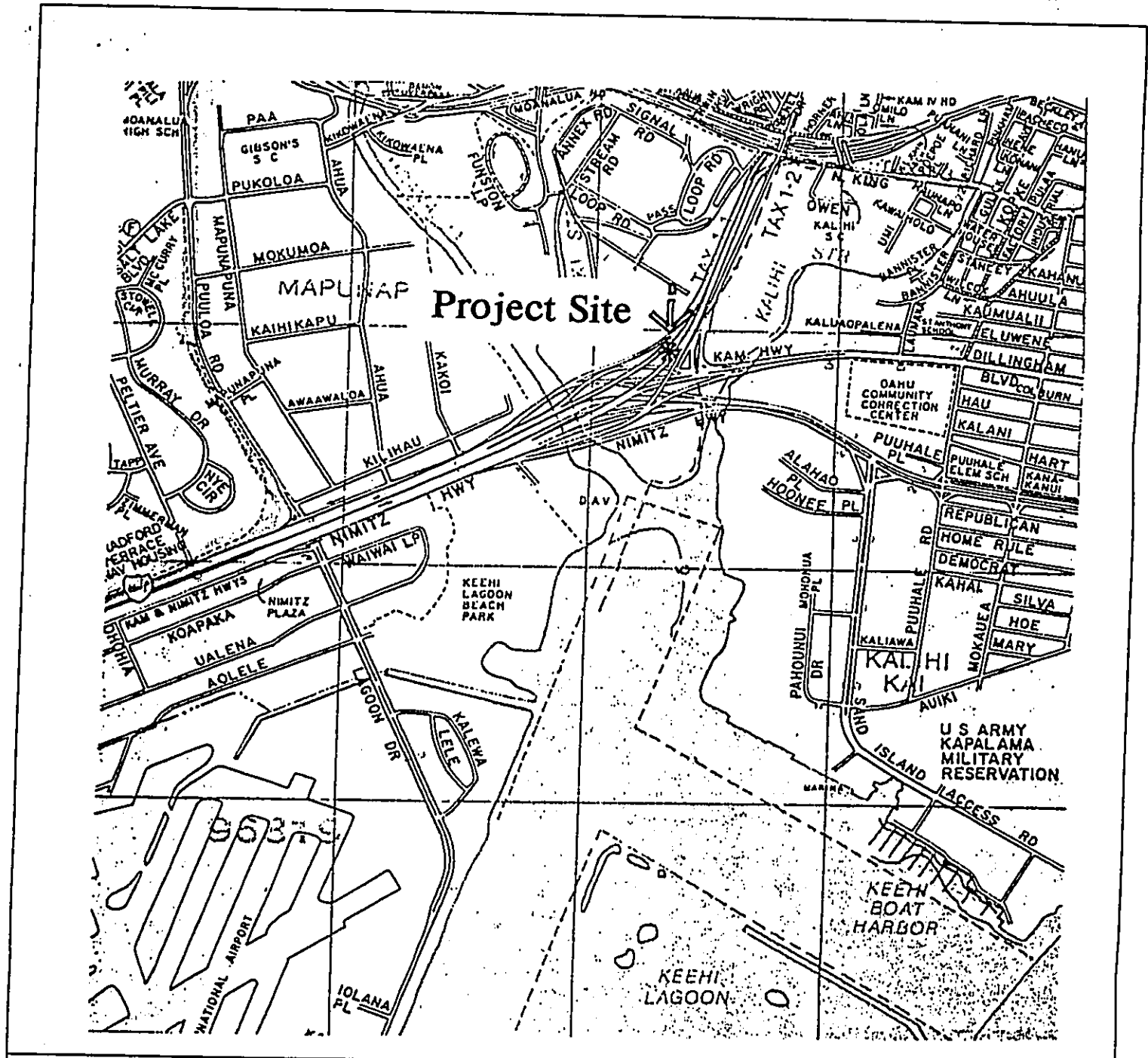
Services and Facilities:

No substantial demand for public services and facilities is anticipated to occur as a result of the proposed improvements.

4. FINDINGS

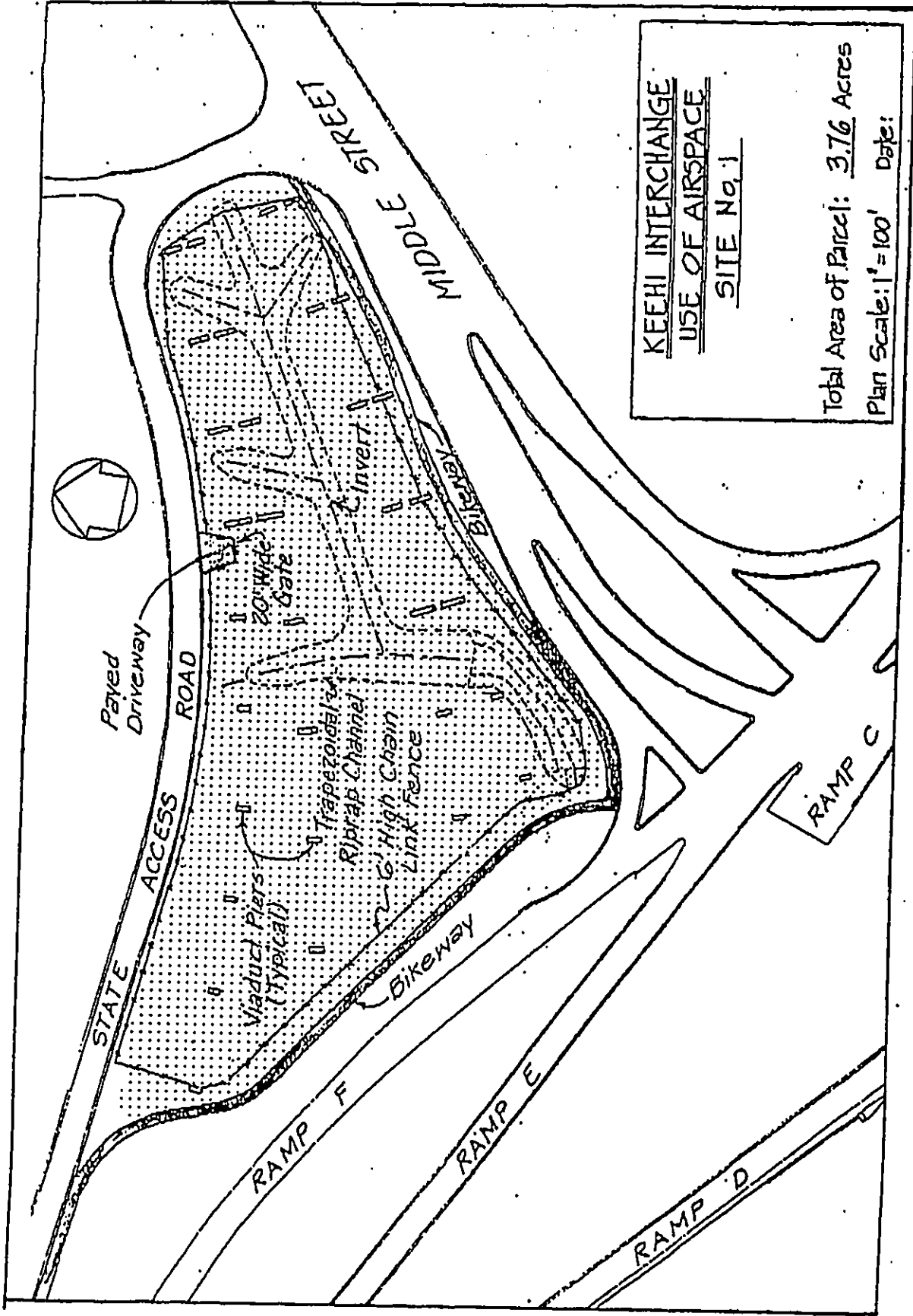
The Hawaii Foodbank project will have no significant negative impact on the environment. Specifically, the project:

- a. involves no loss of any natural or cultural resource;
- b. does not curtail other beneficial uses of the environment;
- c. does not conflict with the State's long-term environmental policies or goals;
- d. will have a positive effect on the economic and social welfare of the community;
- e. will have a positive effect on public health;
- f. does not involve substantial secondary impacts;
- g. will not degrade the environment;
- h. involves no commitment for a larger action;
- i. affects no rare, threatened or endangered species;
- j. has no significant detrimental effect on noise and air quality and no effect on water quality; and
- k. has no significant detrimental effect on the existing flood plain and is not located within any other environmentally-sensitive area.



<p>Prepared for: Hawaii Foodbank Inc. Honolulu, Hawaii</p> <p>Prepared by: Wil Chee-Planning Honolulu, Hawaii</p>	<p>ENVIRONMENTAL ASSESSMENT FOR THE HAWAII FOODBANK WAREHOUSE PROJECT HAWAII FOODBANK INC. HONOLULU, HAWAII</p> <p>DECEMBER 1990</p>	<p>LOCATION MAP</p>
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KEEHI INTERCHANGE
USE OF AIRSPACE
SITE No. 1

Total Area of Parcel: 3.76 Acres
Plan Scale: 1" = 100' Date: