DEPARTMENT OF TRANSPORTATION SERVICES

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May 21, 2010 RT2/09-299170R

Ms. Jan Yokota
General Growth Properties, Inc.
1585 Kapiolani Boulevard, Suite 800
Honolulu, Hawaii 96814

Dear Ms. Yokota:

Subject: Honolulu High-Capacity Transit Corridor Project
Comments Received on the Draft Environmental Impact Statement

The U.S. Department of Transportation Federal Transit Administration (FTA) and the City and County of Honolulu Department of Transportation Services (DTS) issued a Draft Environmental Impact Statement (EIS) for the Honolulu High-Capacity Transit Corridor Project. This letter is in response to substantive comments received on the Draft EIS during the comment period, which concluded on February 6, 2009. The Final EIS identifies the Airport Alternative as the Project and is the focus of this document. The selection of the Airport Alternative as the Preferred Alternative was made by the City to comply with the National Environmental Policy Act (NEPA) regulations that state that the Final EIS shall identify the Preferred Alternative (23 CFR § 771.125 (a)(1)). This selection was based on consideration of the benefits of each alternative studied in the Draft EIS, public and agency comments on the Draft EIS, and City Council action under Resolution 08-261 identifying the Airport Alternative as the Project to be the focus of the Final EIS. The selection is described in Chapter 2 of the Final EIS. The Final EIS also includes additional information and analyses, as well as minor revisions to the Project that were made to address comments received from agencies and the public on the Draft EIS. The following paragraphs address comments regarding the above-referenced submittal:

***Ward Avenue***

*It is acknowledged that General Growth has significant plans for redevelopment of properties in the Ward Properties area. To a substantial degree, coordination of those plans with the effect of the Project on affected properties could help mitigate parking issues around the Kakaako Station. However, the general mitigation measures related to acquisitions,*

*displacements, and relocations are presented in Section 4.4.3 of the Final EIS and for parking in Section 3.4.7. For partial acquisitions, defined in Section 4.4.1 of the Final EIS, "For commercial properties, including situations where the commercial property could lose its function, full acquisition will be considered." The City's right-of-way managers will work with individual property owners to provide relocation services, "...to all affected business and residential property owners and tenants without discrimination; persons, businesses, or organizations that are displaced as a result of the Project will be treated fairly and equitably" in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Section 4.4.3).*

***Ala Moana Center***

*Vertical circulation elements will be needed for a station entrance through the parking deck of the Ala Moana Center, as shown on Drawing No. RP024 of Appendix B of the Final EIS. The station will be at about 35 feet above Kona Street. As indicated in Section 4.6.3 of the Final EIS, ongoing coordination efforts with the public will help develop design measures that will enhance the interface between the transit system and the surrounding community. The City will meet with property owners to discuss concerns that arise from the process.*

*Construction planning and phasing will be coordinated with nearby property owners and businesses. The Project will continue its public involvement and education programs throughout construction. Project representatives will work with businesses that will be affected during design and construction, as well as ensure that businesses and the general public are fully informed of current and upcoming activities.*

***Storage Tank***

*Thank you for providing this information. Site No. 7, Tio's Mexican Restaurant, has been removed from Table 4-22 in the Final EIS.*

***Cultural/Historic Resources***

*Act 50 defines "significant effect" as "the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic welfare, social welfare, or cultural practices of the community and State" [H.B. No. 2895, H.D.1, 20th Leg. (2000)]. The listed properties were identified as cultural practices during the Cultural Resource Investigation. These properties are listed as potential displacements which will not be fully resolved until a final design is completed.*

*Under Section 106 of the National Historic Preservation Act (as amended), the effects of Federal undertakings to historic properties must be considered by the lead Federal agency. Historic properties are properties listed in or determined eligible for listing in the National Register of Historic Places. The Ala Moana Building was determined eligible for listing in the National Register during consultation with the State Historic Preservation Division (SHPD) and was*

*documented as such in revised material for the Honolulu High-Capacity Transit Corridor Project Historic Resources Technical Report. Potential project impacts to the Ala Moana Building were re-evaluated in the Honolulu High-Capacity Transit Corridor Project Historic Effects Report (April 2009). In this report, no adverse effects to the Ala Moana Building were identified. Following consultation, the SHPD concurred with this finding. These determinations of effect and the SHPD's concurrence are documented in Section 4.15 of the Final EIS.*

***Rights-of-Way***

*According to the City and County of Honolulu's property tax records, the TMK for Koula Street is correct as shown in the Draft EIS. There was no record of 2-1-53:16 in the City's records.*

*The parcel number for 335, 345 Kamakee Street has been corrected to 2-3-005:13 in Appendix C of the Final EIS on Sheet 48 of 48.*

*The use of 1023, 1030, 1044, and 1060 Auahi Street has been updated to state "commercial/industrial" use in Appendix C of the Final EIS.*

*The existing land uses were determined through a windshield survey of the project corridor. The right-of-way plans were revised and included in the Final EIS.*

*The general mitigation measures related to acquisitions, displacements, and relocations are presented in Section 4.4.3 of the Final EIS. As was said earlier in this response, the City's right-of-way managers will work with individual property owners to provide relocation services to all affected business and residential property owners and tenants. The Final EIS provides general mitigation measures. Specific mitigation measures for individual properties and businesses will be developed on a case-by-case basis as the design progresses and the number of partial and full acquisitions is refined. All acquisitions will follow the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the USDOT's implementing regulations of 49 CFR Part 24.*

The FTA and DTS appreciate your interest in the Project. The Final EIS, a copy of which is included in the enclosed DVD, has been issued in conjunction with the distribution of this letter. Issuance of the Record of Decision under NEPA and acceptance of the Final EIS by the Governor of the State of Hawaii are the next anticipated actions and will conclude the environmental review process for this Project.

Very truly yours,

WAYNE Y. YOSHIOKA
Director

Enclosure