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EXECUTIVE CHAMBERS

HONOLULU

DAVID Y. IGE
GOVERNOR

September 16, 2015

Anthony J.H. Ching, Executive Director
Hawai'i Community Development Authority
461 Cooke Street
Honolulu, Hawai'i 96813

Dear Mr. Ching,

SUBJECT: Acceptance of the Kaka'ako Community Development District TOD
Overlay Plan Final Environmental Impact Statement

I hereby accept the Final Environmental Impact Statement for the Kaka'ako Community Development District Transit-Oriented Development (TOD) Overlay Plan, as satisfactory fulfillment of the requirements of Chapter 343, Hawai'i Revised Statutes. The economic, social, and environmental impacts that will likely occur should this project be implemented, are adequately described in the statement. The analysis, together with the comments made by reviewers, provide useful information to policy makers and the public.

My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws. I find that the mitigation measures proposed in the environmental impact statement will minimize the negative impacts of the project.

In implementing this project, I direct the Hawai'i Community Development District and/or its agent to perform these or comparable mitigation measures at the discretion of the relevant agencies. The mitigation measures identified in the environmental impact statement are summarized in the attached document.

Sincerely,

DAVID Y. IGE
Governor, State of Hawaii

Attachment

c: ✓ Office of Environmental Quality Control

**MITIGATION MEASURES
IDENTIFIED IN THE
KAKA'AKO COMMUNITY DEVELOPMENT DISTRICT TOD OVERLAY PLAN
FINAL ENVIRONMENTAL IMPACT STATEMENT**

Attachment to the Governor's Acceptance

Mitigation measures for the Kaka'ako Community Development District (KCDD) Transit-Oriented Development (TOD) Overlay Plan are summarized below. Full details of the entire range of mitigation measures are included in the project's Final Environmental Impact Statement (FEIS) and should be referred to as appropriate when direction and guidance is sought for implementation:

Population: The effects of increased population in the District will be mitigated through the implementation of a palette of objectives and policies to improve quality of life. These are best summarized by the "6-D Objectives" of Transit-Oriented Development:

- Objective D1 – Destinations: Coordinate Land Use and Transportation;
- Objective D2 – Distance: Create a well-connected street network using Complete Streets principles;
- Objective D3 – Design: Create places for people;
- Objective D4 – Density: Concentrate and intensify activities near frequent transit;
- Objective D5 – Diversity: Encourage a mix of uses; and
- Objective D6 – Demand Management: Encourage the "auto trip not taken" through a systems management approach.

Construction: Implementation of Best Management Practices for each new construction projects in the District will mitigate the short-term impacts of construction activities, including impacts on traffic, noise quality, and air quality.

Infrastructure: Several water main, wastewater collection line, and drainage projects have been identified to improve the distribution of water in the district, the collection of wastewater, and storm water catchment. These include:

- Upgrading existing -6 and -8 inch diameter water mains to accommodate peak hour domestic water consumption demand requirements and 4,000-gallon per minute fire flow requirements;
- Replace 480 LF of 10" sewer on Pohukaina Street between South and Keawe Streets with a 12" sewer;
- Upsize 305 LF of HHG's planned sewer in Pohukaina Street between Ahui Street and Ward Avenue from 12" to 18" diameter;
- Replace 480 LF of 10" sewer on Halekauwila Street between South and Keawe Streets with a 12" sewer;

- Replace 310 LF of 8" sewer on Keawe Street makai of Halekauwila Street with a 12" sewer;
- Replace 250 LF of 6" sewer on Ilaniwai between Kamani Street and Ward Avenue with an 8" sewer;
- Upsize 305 LF of HHG's planned sewer in Pohukaina Street between Ahui Street and Ward Avenue from 12" to 18" diameter to 24" sewer in Ward Avenue; and
- Require new developments to retain storm water runoff on-site through the use of infiltration or rain-harvesting methods, or allow discharge to run off through an appropriate bio filter such as a rain garden, green roof, or tree box filters.

Traffic: Implementation of the Proposed Action, while generating significant traffic impacts, is also intended to mitigate them by encouraging and facilitating improved bicycle, pedestrian, and transit access within the KCDD. Specific traffic mitigations include:

- Increase the allocation of green signal time per cycle at the Ala Moana Blvd/South Street and Ala Moana Blvd/Cooke Street intersections;
- Restripe north/south approaches at Ala Moana Blvd/Ward Ave to eliminate split signal phases.
- Reduce the length of the east-leg pedestrian crossing at Ala Moana Blvd/Ward Ave;
- Provide restriped and bollard-protected bicycle lanes on Punchbowl Street, South Street, and Cooke Street;
- Install bicycle lanes on Ward Avenue;
- Provide restriped bicycle lands on Pensacola Street/Piikoi Street and study potential two-way conversion with 3 lanes and bicycle lanes;
- Construct a cycle track or strip bicycle lanes on Halekauwila Street, contingent with the final design and location of the HART guideway columns;
- Construct curb extensions at all intersections with on-street parking and that have 24' curb-to-curb walk distances of minor streets or 26' curb-to-curb walk distances of major streets; Reduce intersection skew; Tighten intersection geometry; Construct pedestrian refuge islands (Each mitigation measure requires further study);
- Require redevelopment setbacks that ensure a minimum 15' pedestrian realm (sidewalk plus buffer including furniture zone and landscaping) regardless of existing pedestrian realm width. (If the existing pedestrian realm is greater than 15', then there is no significant impact.);
- Reconstruct streets in Central Kaka`ako as shared industrial streets while maintaining delivery and parking storage functions;
- Reduce Ala Moana Boulevard signal cycle lengths to 120 seconds and couple with other signal optimization features; this will create more lane capacity (from 800vph to 1200vph); and
- Construct makai side shared use path on Ala Moana Boulevard.

Social: While much of the Proposed Action will improve quality of life in the KCDD as discussed in the Impacts section of the FEIS, additional actions can be taken by HCDA to mitigate impacts:

- Revise current Reserve Housing program to increase the amount of affordable housing provided in the District;
- Develop a Parks Master Plan that would thoroughly study needs and best ways to meet them.

Cultural: To mitigate impacts on cultural resources in the event they are uncovered during property excavation or ground disturbance, HCDA will continue to require full compliance with procedures established by the Oahu Island Burial Council and the State Historic Preservation Division of the Department of Land and Natural Resources. HCDA will also ensure that parking and accessibility to historic structures is not reduced as the result of new developments in surrounding areas. With regard to contemporary cultural facilities that exist in the District, HCDA will encourage landowners/lessors to offer adjusted rent spaces to help preserve those uses and activities in the District.

Visual Resources: The preservation of visual resources can be best accomplished during implementation of the Proposed Action by ensuring that the development rules to be enacted include provisions such as:

- Present prototypical development lots, with preferred site design for staggered of offset towers;
- Encourage staggered building heights (tower configurations should provide skyline diversity);
- Provide examples of appropriate building tops;
- Revise standard (ch 15-217-55 (4) for view corridor streets in the TOD Overlay Area to regularize the setback allowed in the Master Plan areas, at 75' above the Street Element;
- Revise rule 15-217-54 (c) that requires an increased setback by three feet for every ten feet of building height. These rules are in conflict with building types as proposed and would negate the ability for large parcels to place multiple buildings on a development parcel by reducing flexibility and pushing development to one side of the development parcel.
- Revise Mauka Area Rule designating 25% of tower "void" space to be located at the street frontage.
- Revise Mauka Area Rule designating 65% of tower to be located on street frontage;
- Encourage developments to provide aesthetic treatments on rooftops;
- Create a green-roof policy; and
- For *Iconic Towers* in TOD Alternative A (if implemented), include a provision for the public to access the view by providing public lobby, restaurant, or other public space on top floors.