Consultation Regarding the Honolulu Rail Transit Project’s (HRTP) Guideway Construction
November 6, 2014
Consultation Process

- HRS § 206E-13 Public Projects
  Any project or activity of any county or agency of the State in a designated district shall be constructed, renovated, or improved in consultation with the authority.
- HART will coordinate with HCDA for stations, easements, and rights of entry separately.

- **September 4, 2014**
  HART Presentation to Downtown Neighborhood Board

- **September 12, 2014**
  HART Letter to HCDA requesting Consultation for City Center Guideway through Kaka‘ako Community Development District (“KCDD”)

- **September 23, 2014**
  HART Presentation to Ala Moana – Kaka‘ako Neighborhood Board

- **November 6, 2014**
  HART Consultation with HCDA Board
HART estimated Construction Schedule in KCDD

Late 2015: Utility Work
Late 2016 - mid 2018: Construction
Coordination with HCDA Rules/Plans

• **Mauka Area Plan**
  – Section 3.0 Mauka Plan Principles
  – Section 5.0 Urban Design
  – Section 7.0 Transportation

• **Draft TOD Overlay Plan**
  – Chapter 5: Mobility and Access
  – Chapter 7: HART Stations and Access
  – Chapter 8: Parking and Transportation Demand Management

• **Mauka Area Rules**
  – § 15-217-56 Landscape and Recreational Space
  – §15-217-62 Historic and Cultural Sites

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**Integrating Rapid Transit in the Kaka‘ako District**

The Honolulu Authority for Rapid Transportation project is a piece of civic infrastructure that will set an elevated north across the center of Kaka‘ako. This plan is to contract for station design of two stations within the Kaka‘ako District (Civic Center and Kaka‘ako) along with the six other stations that comprise the Diamond Head segment of the HART alignment including Downtown and Ala Moana. This chapter provides an outline of design strategies, opportunities, and overall vision for the two Kaka‘ako District Stations (Civic Center Station and Kaka‘ako Station) as well as provides opportunities for the Ala Moana parcel under HCDA jurisdiction (neighboring to the Downtown Station). It also outlines design guidance for pretender future station and alignment design, and a series of access strategies. HCDA will collaborate with HART to ensure that these design principals and strategies are considered during the transit system's implementation process to help make HART a local asset (rather than a inconvenience) in the transforming Kaka‘ako District.

Elements of Station Access

Station access includes the total travel experience from a transit passenger's origin (e.g., home) to his or her final destination (e.g., work, school, entertainment). Access includes the physical act of travelling to the transit station as well as the psychological act of navigating the route to get there, regardless of the mode taken. Given the relative simplicity of driving a personal car directly from origin to destination, the success of a new transit investment depends on understanding the total travel experience to maximize ridership by making transit competitive and compelling to as many potential riders as possible. To this end, this chapter provides a set of overarching station access principles and specific strategies and actions to ensure Civic Center and Kaka‘ako stations are focal points of the KCCD community.

Station Area Principles: Place, People, and Performance

The three major principles that guide the TOD Overlay Plan approach to integrate the HART stations into the neighborhood are People, Performance, and Placemaking. Design objectives for the public realm related to People optimize convenience and comfort for all transit users by simplifying travel from and within the station area and adding human-scaled design elements. Performance objectives foster seamless multimodal connections. Lastly, Placemaking is tied to creating opportunities for context-sensitive design solutions, complete with active public spaces, and transit-friendly land uses. Principles for the Kaka‘ako Civic Center and Downtown Station locations are presented in Figure 2.1. Figure 2.2 illustrates how selected principles might be considered at the Civic Center Station.

Access Hierarchy

All modes of station access cannot be given equal priority. At every station, there is a limited space and scarce funding available for access improvements. Recognizing these constraints, the proposed station access hierarchy illustrated below establishes priorities for access improvements and policies. The station access strategies and actions described in this Chapter are based on this hierarchy.

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**HONOLULU RAIL TRANSIT PROJECT**

www.HONOLULUTRANSIT.ORG
Right-of-Way Acquisition & Easements in KCDD

- 62 parcels
  - Privately and publicly owned parcels
  - Mostly partial acquisitions
- Approximately 29 businesses affected
- Business relocation and re-establishment benefits
  - Qualified businesses
HART Easements in HCDA ROW

- Six TMKs owned by HCDA
  - 2-1-030: 046*
  - 2-1-050: 067
  - 2-1-051: 019*
  - 2-3-004: 080
  - 2-3-003: 087
  - 2-1-052: 022**

- ROW types
  - Guideway Easement
  - Temporary Construction Easement

*Not included in September 12, 2014 letter
** Pending conveyance to HCDA by Howard Hughes
Gregory Rapp, AIA, LEED AP
Project Manager:
City Center Guideway Design

Brian Dodson, P.E.
Vice President, AECOM Project Manager
Street Redesign

- Maintained as two lanes; one lane in each direction
- Makai side road widening
- Eight-foot sidewalks
- Right turn in/out
  - Center columns restrict sight distance
  - Exceptions between Punchbowl and South Street and “Future Unnamed Road” on Queen Street

Halekauwila Street Example
Source: Roadway Plan

Queen Street Example
Source: Roadway Plan
Column Roadway Interface

• Columns on sidewalk
  – Center columns between Punchbowl and South Street
  – Straddle bents between South and Keawe Street

• Columns in roadway center
  – Painted median with noncontiguous raised median between Cooke and Kamani Street
  – Contiguous raised median
    • Between Keawe and Cooke Street
    • Along Kona Street
Punchbowl Street to Keawe Street
Keawe Street to Ahui Street
Ahui Street to past Ward Avenue
Queen Street to Waimanu Street Intersection
Waimanu to Piikoi Street
# Guideway Parking & Loading Impacts

HAR § 15-217-63

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Catch Basin & Drop Inlet Relocation

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</table>

Coral + Halekauwila Street Intersection

Waimanu + Queen Street Intersection

Cooke + Halekauwila Street Intersection
Ryan Tam, Ph.D., AICP

Systems Planning Manager
Landscape and Recreation Space
HAR § 15-217-56

• Tree Disposition Plan (Draft)
  – Ongoing coordination with HCDA
  – 70 trees not suitable for transplanting
  – 30 trees will be transplanted

• Landscaping Plan
  – Ongoing coordination with HCDA
  – Design in progress
    • Center median near Cooke Street
    • Makai sidewalk near Punchbowl Street
  – No added street trees along Halekauwila, Queen and Kona Streets
    (HAR § 15-217-39)
    • ROW and utility constraints
    • Guideway clearance requirements

Image: Trees along Kolowalu Park that will be transplanted
Construction Impact Mitigation

- **Traffic**
  - One directional road closures on portions of Halekauwila Street
  - Anticipate full night time closure of blocks during drilled shaft installation in the center of the roadway and guideway
  - Access to area business and residences will be maintained
  - Public Notification

- **Best Management Practices**
  - Storm Drain Protection
  - Dust Control
  - Erosion Control

- **Noise**
  - Noise Permit and Variance under review
  - Permit hearing at Farrington High School and Neal Blaisdell Center
    - September 23rd and 24th, 2014
    - Under review by Department of Health
  - Contractor will track noise levels and report to Department of Health
  - Heavy impact during daytime hours

- **Vibration**
  - Video survey required prior to construction activity for buildings closer than 75 feet
  - Video survey tracks existing conditions
Daniel Grabauskas

Executive Director & C.E.O.
Access to Businesses during Construction

• Construction Contractor (TBD) responsible for access to businesses during construction
  – Included in General Conditions
    • ADA compliant access during construction of driveway and driveway ramps
    • Driveways kept open unless owners are provided for satisfactorily
  – Reiterated in Maintenance of Traffic and Traffic Control Plans
Historic and Cultural Sites

HAR § 15-217-62

- Continuous coordination with State Historic Preservation Division regarding HRS Chapter 6E Compliance
- Prior to commencing construction in City Center, SHPD must provide:
  - Approval of End of Field Work Letter
  - Approval of Supplemental Archaeological Inventory Survey Report
  - Letter authorizing construction in City Center
Mother Waldron Park Detail
Mahalo!