

HONOLULU AUTHORITY for RAPID TRANSPORTATION

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 23, 2014

HART Presentation to Ala Moana – Kaka 'ako Neighborhood Board

September 12, 2014

HART Letter to HCDA requesting Consultation for City Center Guideway through Kaka 'ako Community Development District ("KCDD")

November 6, 2014

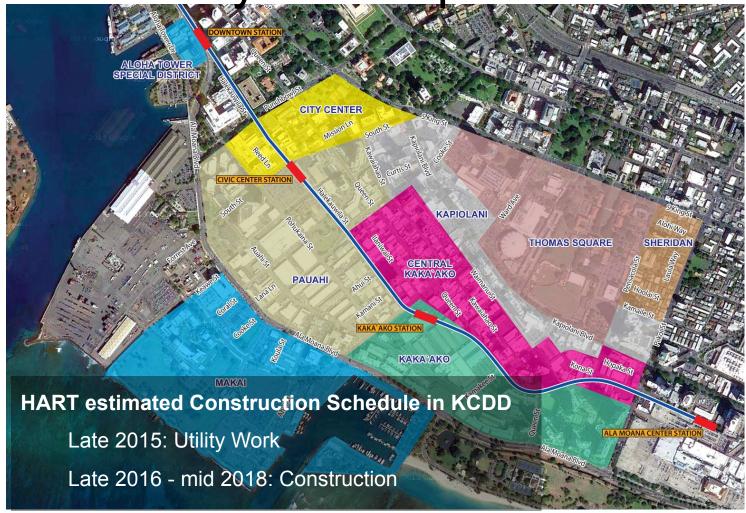
HART Consultation with HCDA Board







HART Guideway and Kaka 'ako Community Development District





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



Integrating Rapid Transit in the Kaka`ako District

The Honolulu Authority for Rapid Transit project is a piece of civic infrastructure that will cut an elevated swath across the center of Kaka`ako. HART plans 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 Aloha Tower parcel under HCDA jurisdiction (neighboring to the Downtown Station). It also outlines design guidance for preferred future station and alignment design, and a series of access strategies. HCDA will collaborate with HART to ensure that these design principles and strategies are considered during the transit system's implementation process to help make HART a local asset (rather than a encumbrance) in the transitioning 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 ease or navigating the route to get there, regardless of the mode taken. Given the relative simplicity of driving a personal card fixerly from origin to destination, the success of a new transit investment depends on understanding the total transit 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 overarding station access principles and specific strategies and actions to ensure Civic Center and Kaka `ako stations are focal points of the KCDD 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 to/from and within the station area and adding human-scaled design elements. Performance objectives foster seam less multimodal connections. Lastly, Placemaking principles are tied to creating opportunities for context-sensitive design solutions, complete with active public spaces, and transit-friendly land uses. Principles for the Kaka `ako, Civio Center and Downtown Station locations are presented in Figure 7-1. Figure 7-2 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 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 upon this hierarchy.



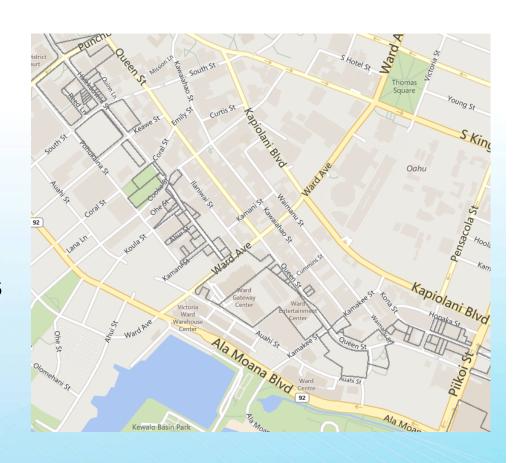
Morris Atta

Deputy Director of Right of Way



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
 - Uniform Relocation
 Assistance and Real
 Property Acquisition
 Policies Act of 1970, 42
 U.S.C. § 4601, et seq.





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

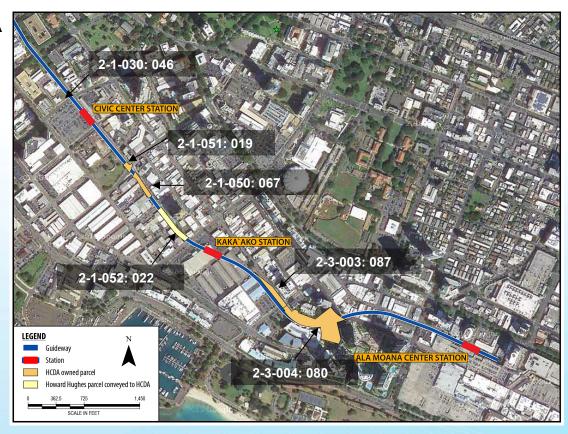
•2-3-003: 087

•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

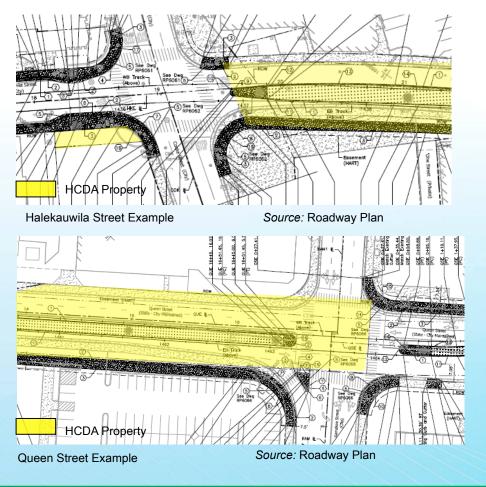
Brian Dodson, P.E.

Vice President, AECOM Project Manager



Street Redesign

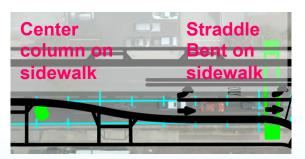
- Maintained as two lanes;
 one lane in each direction
- Makai side road widening
- Eight-foot sidewalks
- Right turn in/ out
 - Center columns restrict sight distance
 - Exceptions between Punchbowl and South Street and "Future Unnamed Road" on Queen Street





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









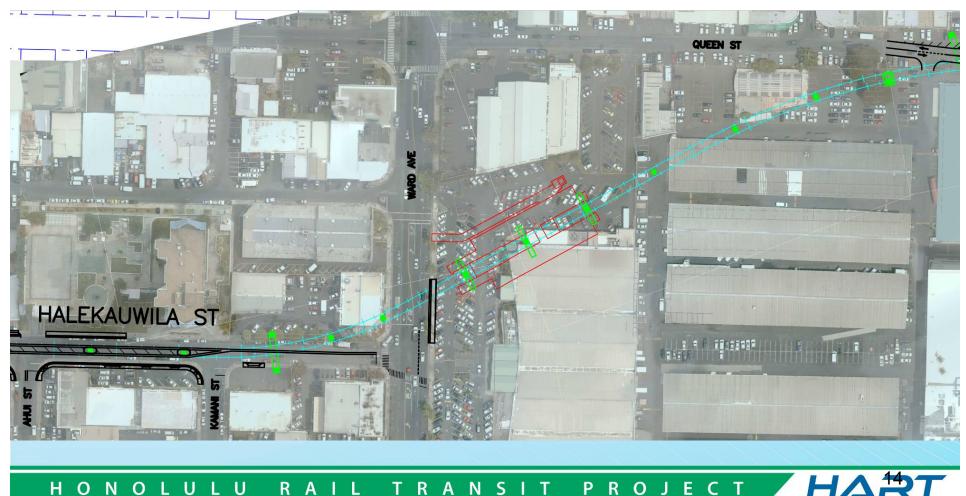
Punchbowl Street to Keawe Street



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

KCDD on-street parking	Total	Mauka	Makai
Current	95	43	52
Spaces removed	65	29	36
Remaining Spaces	30	14	16

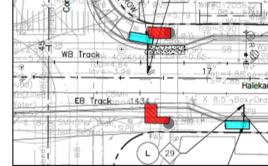
Halekauwila Street	Total	Mauka	Makai
Current	81	33	48
Spaces removed	63	27	36
Remaining Spaces	18	6	12

Queen & Kona St	Total	Mauka	Makai
Current	14	10	4
Spaces removed	2	2	0
Remaining Spaces	12	8	4

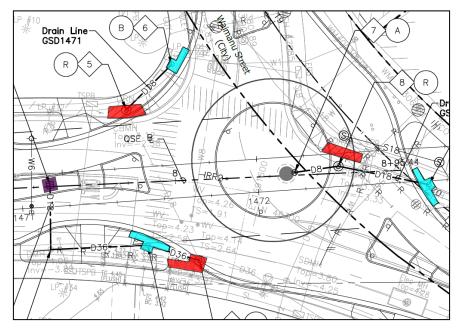


Catch Basin & Drop Inlet Relocation

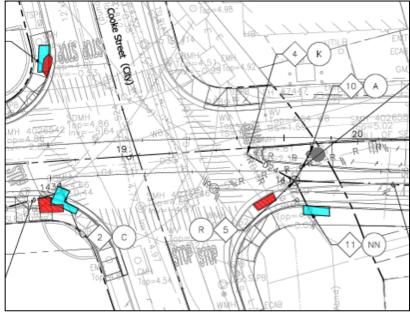
	Relocated	New
KCDD Total	22	7
HCDA owned parcels	6	4



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



Darin Mar, P.E.

Deputy Director of Utilities & Traffic Engineering



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



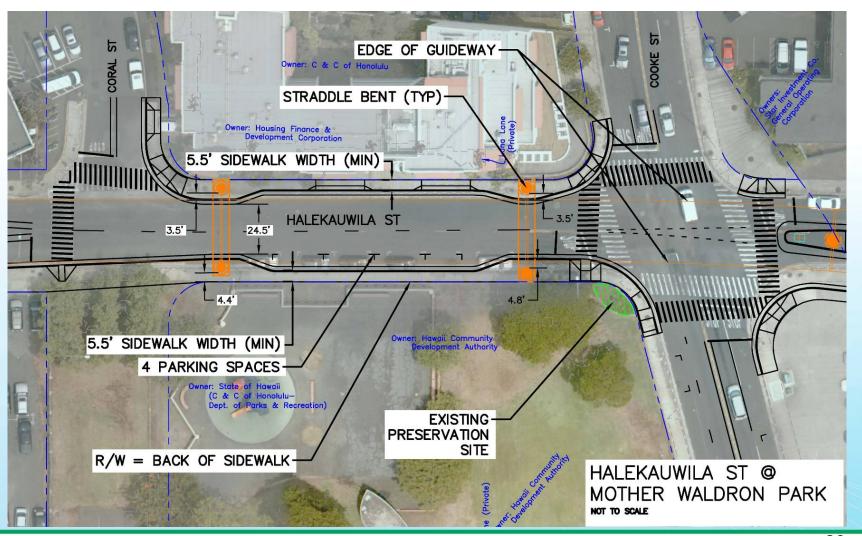
Historic and Cultural Sites

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!



