

---

<b>Date:</b>	August 26, 2009	<b>Project #</b>	09-131
<b>Time:</b>	1:30-2:45 pm	<b>Project Name:</b>	HCC PRU
<b>Location:</b>	RTD Office (1099 Alakea, Ste 1700)	<b>Recorded by:</b>	WM
<b>Attendance:</b>	DTS Rapid Transit Division: Mark Garrity (Sr. Planner), Nalani Dahl (Community Liaison) HHF: Tom Fee, Wendie McAllaster		
<b>Subject:</b>	Introductory Meeting for PRU project		

---

HHF requested the meeting as an initial consultation with RTD about the planned Kapalama Transit Station and its relationship to HCC. The meeting was arranged through Judy Aranda (RTD Planning and Land Use lead), a POC recommended by Lin Wong at DPP. Judy was not able to attend and the meeting was hosted by Mark Garrity. The objective of consultation is to ensure the PRU adequately addresses RTD plans and to minimize the chance of delaying the PRU review and approval process.

### **Project Introduction**

Tom provided a general overview of the HCC PRU process that is underway. He noted that a detailed existing conditions plan would be prepared and that HHF is working with HCC to determine whether the PRU will be based on the 1996 LRDP or a modified planning horizon and master plan. In either case, the PRU will be updated to incorporate the planned Kapalama Station and transit route on Dillingham. It was stated that the Science/Tech building is HCC's priority Phase 1 project, which will also drive either renovation or redevelopment of the existing Science building.

### **Kapalama Transit Station Design**

- Kapalama Station 30% design plans, prepared by AM Partners dated 8/27/09, were reviewed (but not released).. The mauka station is within the same site boundaries as shown in the DEIS, but the footprint has changed from an L-shape to a triangular shape. The primary entrance and focal point of the station is at the corner of Dillingham and Kokea for ease of pedestrian access and proximity to the crosswalk and existing bus stops, high visibility from the road, and safety. (Note, AM Partners contract is for 30% design. Different architect may be involved for planned station workshops and final design). [Note: The DEIS indicates a total land area requirement of 0.18 acres of HCC land, which would presumably include the mauka station, platform and traction power station.]
- Improvements at the HCC side of the station will include Kokea Street sidewalk and street improvements although the extent of such improvements is not clear. Mark mentioned that there could be a loading zone bay provided on Kokea Street adjacent to the station.
- Kapalama Station will not have a concourse so riders will have to cross Dillingham at street level to get to the east bound side of the station. The station platform will be about 37 feet above grade; accessed via a linear set of stairs and escalator parallel to Kokea St. (East-bound station across the street has stairs and escalator that double-back). Each side of the station is also served by an elevator.
- Bike parking (20 racks) is currently shown on the makai side of Dillingham, but this could be split between sites.
- Mark said that for PRU, we should assume this will be the station location and it is what will be represented in the FEIS. It would not be moved elsewhere along the Dillingham frontage of the campus. If anything, it may move further west along Dillingham. [TF note: Movement of the station would require supplemental NEPA/Ch 343 documentation and is certainly not something the City would initiate]. If it was subsequently moved, the Kokea/Dillingham corner would still be the main ingress/egress point for HCC students using the train.

- HHF requested that copies of the latest station plans be made available to HCC. Mark will look into this. Tom said he would also ask HCC to request copies of the plans.
- The existing HECO substation at the Kokea/Dillingham corner would be placed in a vault under the station.
- Mark noted that the Traction Power Substation (TPSS #20) shown in the DEIS ROW map on Kokea St near the mall entrance, in the HCC Parking Lot 1, may not be needed (map identifies as TPSS # 19). Immediately following the meeting, Mark confirmed via email that RTD plans to continue to show it on FEIS drawings and even the PE drawings as a potential TPSS site until it is definitely determined that it is not required. The area requirement indicated on the DEIS drawing is approximately accurate and includes landscaping to mitigate visual impact.
- The guide way will be constructed down the center of Dillingham Blvd., removing about 10 feet from the travel way. Mitigation required to maintain roadway capacity is to convert 10 feet of the makai sidewalk to travel lane. This would require relocating or undergrounding the existing power lines along the makai side of Dillingham as well as removing 28 of the true kamani trees [per DEIS] that line that side of the street (see attached before and after visualization published in the DEIS for changes to Dillingham ROW).
- Mark said this station should be under construction by 2015.

### **Kapalama Station Design Workshops**

- Nalani (RTD community relations staff) explained that the typical station design workshop process involves a set of three workshops for each station (or group of stations). Public input is very important, particularly for appearance and design of the station entrances. RTD is retaining local architects to lead these workshops.
- The first workshop discusses overall transit plans and station prototypes, followed by open discussion/brainstorming. At the second workshop, the architect presents possible designs that reflect the themes expressed at the first workshop. In the third workshop, the architect presents a station design that is at a 30% design stage.
- Kapalama and Kalihi (Mokaeua St) Stations may likely be combined for the design workshop process. Nalani said these workshops should occur in the first quarter of 2010. Six-to 8-week lead time is typical.
- RTD stated that DPP's Transit Oriented Design (TOD) planning process is separate, and that it probably won't occur until much later than the station design workshops.

### **HCC Involvement in Station Design**

- RTD recognizes HCC as a key stakeholder in the planning/design of the Kapalama Station (at least the west bound side of the station that would sit on HCC property). If HCC expresses desire for focused stakeholder involvement, RTD would be open to it.
- The LCC Station serves as a precedent. RTD held two workshops for this station with selected, focused stakeholders, including LCC. Faculty and students were very involved in the design process and the current LCC station design reflects the LCC building character and is integrated into the campus. The original proposed station area was expanded to encompass additional land from the LCC parking lot.
- Mark acknowledged that RTD's station architect may want to work with HCC to best incorporate station design (particularly pedestrian access, location of use areas) with HCC plans. This may require modification of current design.

### **Parking**

- Street improvements on Kokea Street in the immediate vicinity of the station would likely be part of the station (e.g. drop-off lanes, sidewalks). Mark noted the need for more structured/regulated parking along Kokea Street, but is unclear of the extent of station-related improvements.
- Mark provided a copy of HCC's comment letter on the Transit DEIS and noted HCC's concern about transit riders parking at HCC (attached).

- Mark indicated that the transit models identify Kapalama Station as a low to moderate use station and as a “destination station,” which shouldn’t create a lot of parking demand.
- Mark said that the City will conduct surveys prior to construction and after opening of the station to determine potential spillover parking effects near stations, and will work with the community to mitigate. He felt that regulated “sticker parking” on HCC would prevent this problem.

### **Traffic**

- Mark confirmed that four traffic lanes will be retained on Dillingham, with widening occurring on the makai side.
- There may be some impact on left-turn locations from the center lane due to column locations, but these are not finalized yet. Columns may be spaced 100-150 feet apart, with the average being 120 feet. Any driveway realignments needed due to changes in left-turn locations would be part of the transit project.
- Mark said the EIS states that the overall decrease in city-wide traffic is 18% compared to the “no build” condition. Much of this is related to H-1 and major arterials (including Dillingham). He acknowledged that congestion will likely remain in HCC area due to the station activity and surrounding land uses.
- Mark believes the TIAR for the EIS used broad OMPO ORTP growth factors for its 2020-30 projections, and did not look at specific HCC growth projections.
- The TIAR analyzed 250 intersections for traffic level of service (LOS), including Alakawa and Kokea intersections with Dillingham. [Information provided by Mark after the meeting: LOS analysis for existing conditions was conducted for all 250 or so intersections, plus it was conducted for the future for those intersections near stations that were predicted to have high levels of ridership activity and associated bus and auto traffic (e.g. near park-and-rides or transit centers). In the case of Kapalama, the model did not predict a high level of auto or bus activity related to the station, so an LOS analysis was not completed for nearby intersections for future years].

### **Final EIS**

- The FEIS should be out about Oct. 2009.
- FEIS will include ridership projections by mode (making it easier to identify how the model predicts riders will arrive at the Kapalama Station).

### **Follow-on Actions**

- Mark will look into releasing latest station design to HCC and confirm requirement/location of the TPSS #20. HHF will ask HCC to request copy of 30% design plans for Kapalama Station from RTD (if Mark cannot release plans).



**Figure 4-28** Viewpoint 12—Dillingham Boulevard near Honolulu Community College and Kapālama Station Area, looking ʻEwa

*The Kapālama Station and guideway would be dominant features in views along Dillingham Boulevard. The existing trees would soften this effect.*

Office of the Chancellor



Memorandum

January 28, 2009

**TO:** Brian Minaai  
Associate Vice President for Capital Improvements  
University of Hawai'i System

**THRU:** Brian Furno  
Executive Assistant to the Chancellor  
Honolulu Community College

**FROM:** Michael Rota  
Interim Chancellor  
Honolulu Community College

**SUBJECT:** HCC Comments on the Proposed Honolulu High Capacity Transit  
Corridor Project Draft Environmental Impact Statement

Below please find Honolulu Community College's (HCC) comments on the aforementioned Draft Environmental Impact Statement (DEIS). These comments represent an abstract of comments provided to me by the HCC faculty and staff. As the process moves forward and project details are made clear, we plan to request further input from HCC stakeholders, including our students.

It is important to note that the Kapalama Station, which will be located on land currently owned by the University of Hawai'i-HCC, is only one of five stations included in all variations of the rapid transit system plan. With a development of this magnitude it is essential for us to be informed and involved in all phases of the planning and construction. In prior projects led by the City and County of Honolulu we have found that we are often times either not informed appropriately, and forced to make last minute accommodations for the project, or involved enough to ensure that the campus continues to operate as seamlessly as possible and that the project can be efficiently and effectively completed.

- In summary, the DEIS proposes the following:
  - The Kapalama rail station will be located at the corner of Dillingham Boulevard and Kokea Street.
  - The rail system will travel along the entire length of the HCC's Main campus along Dillingham Boulevard.

874 Dillingham Boulevard, Honolulu, Hawaii 96817-4299  
Telephone: (808) 845-9211 Fax: (808) 845-9173  
An Equal Opportunity/Affirmative Action Institution

# 654

Brian Minaai  
January 28, 2009  
Page 2

Below please find Honolulu Community College's (HCC) concerns:

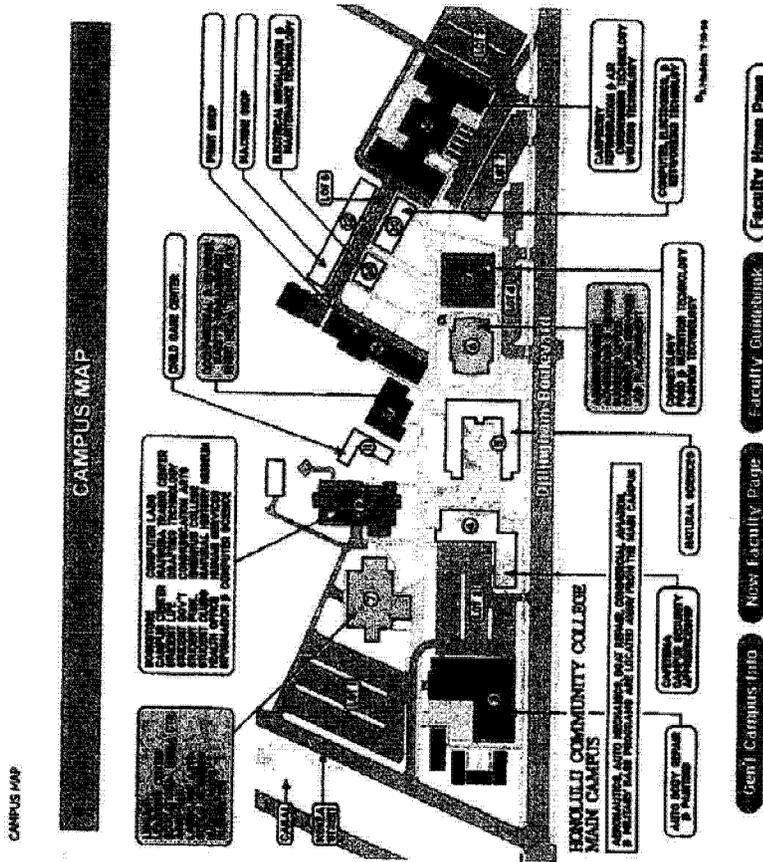
**Health and Safety:** The areas in and around the Main HCC campus, particularly along Kokea Street and the Kapalama Canal, are congested and hazardous for parkers, walkers, and drivers. The project will undoubtedly increase hazardous conditions, due to the higher volume of commuters and vehicles. It is unclear in the proposal whether sidewalks, road widening, or other safety measures are going to be implemented in parallel to the rail project to ensure the safety of our students, employees, and the general public. Liability will become an increasing concern as volume grows after the initial opening of the Kapalama Station.

**Parking, Campus Entrances and Pathways:** As noted above, parking along Kokea Street is at a premium. The proposed location for the Kapalama Station is immediately adjacent to the primary entrance and parking lot, Lot 1 (see Attachment A), for students, faculty and staff. It can be assumed that unauthorized vehicles will enter the campus through the Kokea Street entrance and park in Lot 1. The campus is not prepared from a funding or planning perspective to relocate the entrance or parking and given the fiscal condition of the State it is doubtful that we will receive such funding. It is unclear in the proposal whether funding from the project will be allocated for traffic abatement or the relocation of the entrance and parking lot. Again, liability will become an increasing concern as rider volume grows.

**Traffic:** Although the ultimate goal for the rail project is to decrease traffic congestion, in the current configurations, the roads (Dillingham Blvd, Kokea St., and Kobo St.) will become even more congested. The intersections of Kokea Street and Kobo Street on Dillingham Boulevard are extremely congested during peak traffic hours. The DEIS does not include information on whether the support structure will impact the existing lanes and alleviate traffic at these intersections. The intersection of Alakawa Street and Dillingham Boulevard is also a high traffic area throughout the entire day (due to Costco, Home Depot, and Best Buy) and details on how the traffic will be managed for the left-turning lanes and the support columns should be addressed.

**Funding Growth and Capacity:** HCC has one of the only remaining large, vacant, and developable parcels in the Kalihi-Palama area. The Campus' long term plans for the former City and County of Honolulu incinerator lot are to construct a Science and Technology Building to accommodate growing state workforce needs in STEM related fields. In 2006 the Legislature appropriated planning money that has not yet been released by the Department of Budget and Finance. Until we begin construction, the lot is being used for parking. A project of this magnitude will need space for a backyard during construction and, once construction is completed, rail maintenance. Our concern is that we may lose this lot.

# 654



Brian Minasi  
 January 28, 2009  
 Page 3

**Infrastructure and Railings:** It is unclear in the current proposal whether buildings, particularly the portables (Buildings 71A-D) at the corner of the Kokea and Dillingham, will have to be moved or demolished to accommodate construction of the Kapalama Station or the rail system itself. In addition, the simulation of Dillingham Boulevard on Page 4-76, Figure 4-28 shows the removal of power lines. It is assumed that as part of the construction of the elevated guideway, the power line will be placed underground along the new right-of-way for Dillingham Boulevard, but because of the current configuration of buildings and roads we are unsure how this portion of the project can be completed without major interruptions to campus operations.

**Noise:** Noise as a result of the trains so close to the campus will be an issue. At a rail transit presentation given to the HCC constituency in October 2008, it was stressed that the train will make less noise than a city bus. However, this is misleading because train noise won't be heard in a vacuum and will not replace bus noise; rather it will add to the current level of bus and traffic noise. Furthermore, it can be assumed that traffic volume of large vehicles, such as The Bus, will increase in frequency and volume due to the Kapalama Station and new business development along the train route. This will simply compound train noise.

**Environment:** There are True Kamehi Trees located along the south side of Dillingham Boulevard. The DEIS shows that these trees will be removed. We strongly recommend that these historic trees be preserved and transplanted somewhere on the HCC Main campus.

If there are any questions, please contact me at 845-9187.

2677

2678

2679