
From: Garrity, Mark
To: Dean Y Uchida; Miyamoto, Faith; Caswell, Ken W.; Parmar, Kanuji V.; Dunn, James
Sent: 12/3/2008 10:03:53 AM
Subject: RE: Transit Stations and Alignment

Hi Dean,

Thanks for meeting with us. We look forward to working with you as the project moves forward.

We are putting together a package of drawings, sketches and station requirements as per your request below. We should have that for you within a week.

Thanks,
Mark

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From: Dean Y Uchida [mailto:DYUchida@drhorton.com]
Sent: Tuesday, November 25, 2008 9:17 AM
To: Miyamoto, Faith; kcaswell@honolulu.gov; Garrity, Mark; Parmar, Kanuji V.; Dunn, James
Subject: Transit Stations and Alignment

This is a follow-up to our meeting of November 14, 2008 regarding the alignment of the Honolulu High Capacity Transit Corridor Project and the location of the three stations in East Kapolei.

As discussed, we have initiated the Neighborhood-TOD Planning process for the UHWO and Ho'opili stops. The process and scope follows what was done on the two Waipahu Stops by DPP. DPP has been and will continue to be actively involved in the neighborhood-TOD planning process for the East Kapolei stops. We suggest you contact them directly on how you can participate in this process.

According to the information you provided, the alignment along N/S Road will be along the utility access road under the 138 KV lines and between N/S Road and the realigned Kaloi Gulch.

The proposed station at the Kroc Center will require a 7.5 acre park and ride facility and a bridge over N/S Road to connect it with the former HUNT residential development (UHWO). Another bridge connection maybe required if the East West Road is developed as a "Major Arterial" as being proposed in the Ewa Connectivity study. The station design appears to be a traditional design (platform for the train tracks with two loading/unloading areas on either side). City will pay for only the platform and loading area with stair/elevator access (ADA).

The proposed UHWO station will straddle the Road A connector between Ho'opili and UHWO. This station will require a 10 acre park and ride facility with 5 acres being located on the DLNR parcel directly next to the station and 5 acres on our land in Ho'opili directly across Road A. The city will pay for two connections from the train station, one bridge over N/S Road (300 feet) to the UHWO property and one bridge or road access to the park and ride on the DLNR parcel—this connection is required to span the realigned Kaloι Gluch (150 feet). PB will provide us with some proposed designs for this station. This station will need to accommodate bus stops, so road way configurations are critical.

The proposed Ho'opili Station has not been designed. PB will provide us with two conceptual designs; one traditional design with the loading areas on either side of the platform and a more conceptual design that will be a smaller foot print and allow us to bring buildings directly to the loading are or platform. The loading area in this smaller foot print will be beneath the platform so people can access either side of the platform. No park and ride facility is required at this stop. PB wants to make this one to allow for more direct Transit Oriented Development immediately around the station.

The proposed Waipahu station will require no park and ride but more bus access to allow for a bus feeder system from surrounding communities. There are only 4 park and ride facilities being planned for the entire system right now. Kroc, UHWO, Pearl Highlands and Aloha Stadium. That maybe more a function of land availability than anything else. Waipahu station seems to be more of a traditional design because of the need to place it within an existing community, not a green field.

PB is trying to get information out to potential Design Build Contractors on what the structural needs will be at each of the stations. They want this out in February 2009.

We requested that you provide us with the following:

1. A "Punch List" of the minimum requirements for each stop (Kroc, UHWO and Ho'opili). this would include footprint, number of stalls required for park and ride;
2. The type of station that is being planned at each of the stops. For Ho'opili, they will include a conceptual design that allows for direct access from an adjacent building so we can pull the building out to the station.
3. The actual alignment with the column spacing identified. We need to know this for how our roads are laid out and how we can eliminate some of the remnant parcels that are usually created when these are alignments are laid over existing subdivisions. We need to see if there are any deal breakers on the column locations at this point.

Once we get the information, we can take a look at it and probably make some decisions on what we envision for the Ho'opili Station and possibly UHWO before February 2009 so it can be incorporated in their Design Build estimates.

Also we requested that you provide us with the drawings of the alignment and column spacing so we can determine if there will be any problems with our proposed development (i.e. roadways and land use plan).

You indicated that we should receive all of the information within the next few weeks.

Let me know if you have any questions. Thanks, dean

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