

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

(8.46.8.5) 11.12.1

FILE COPY

OCT 10 2008

MUFI HANNEMANN  
MAYOR



WAYNE Y. YOSHIOKA  
DIRECTOR

RICHARD F. TORRES  
DEPUTY DIRECTOR

October 9, 2008

RT10/08-281860R

MEMORANDUM

TO: DON HAMADA, ACTING CHIEF  
TRANSPORTATION PLANNING DIVISION

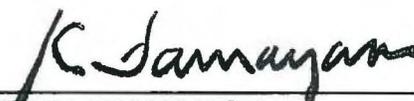
FROM: TORU HAMAYASU, CHIEF  
RAPID TRANSIT DIVISION

SUBJECT: UH-MANOA LONG-RANGE DEVELOPMENT PLAN

This is in response to your October 3, 2008 request for our review and comment(s) on the Draft Environmental Assessment for the UH-Manoa Long-Range Development Plan and Plan Review Use application.

The RTD has no objection to the University's long-range plan that takes into consideration a shuttle service between Ala Moana Center and the Manoa Campus for the Honolulu High-Capacity Transit Corridor First Project. We anticipate continued coordination with the UH for the Ala Moana Center to UH Extension project as well.

Should you have any questions, please contact Bruce Nagao at Local 8351.

  
\_\_\_\_\_  
TORU HAMAYASU

dc (B. Nagao)

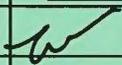


12/9

## RAPID TRANSIT DIVISION Correspondence Routing

CityDART No.:	10/08-281860	Deliverable No.:		Task No.:		File No.:	1.12.1
Date Received:	10/3/08	Due Date:	10/9/08		DMC #		
Description:	DEA for UH Manoa Long Range Development Plan						

Remarks:

Seg	Action*	RTD	Name	Initials
1	I	Project Executive	Toru Hamayasu	
LAST		Executive Assistant	Deanna Chang	
		Manager, Project Procedures		
		Manager, Real Estate Acquisition		
		Manager, Quality Assurance		
		Manager, Systems Safety & Security		
		Chief Public Information Officer	Elisa Yadao	
		Chief Project Officer	Simon Zweighaft	
		Project Development Director	Mike Schneider	
		Chief Administrative Officer	Wes Mott	
		Chief Architect	Ken Caswell	
		Chief Facilities Engineer	Harvey Berliner	
		Chief Systems Engineer	Jurgen Sumann	
		Chief of Project Controls	Mark Hickson	
		Controls Analyst		
		Configuration Management Specialist	Albert Baizas	
2	A	Chief of Transit Planning and Env Studies	Faith Miyamoto	
		Grants Manager	Phyllis Kurio	
		Chief of Environmental Planning	Susan Robbins	
		Chief of Transportation Planning	Judy Aranda	
		Accountant	Edwina Tabata	
		Transportation Planner	Kenneth Banao	
3	A	Land Use Planner	Bruce Nagao	

**\*Action Codes**

- |                               |                         |
|-------------------------------|-------------------------|
| R -- Prepare Reply            | D -- See Me to Discuss  |
| I -- Information Only         | A -- Appropriate Action |
| C -- Comments/Recommendations | F -- File               |
| P -- Process for Payment      |                         |

UH Long Range Plan

R710/08-281860

**Chang, Deanna**

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**From:** Krueger, Elizabeth S.  
**Sent:** Friday, October 03, 2008 2:28 PM  
**To:** Hashimoto, Mary I.; Foumai, Suzanne; Kodani, Irene; Chang, Deanna  
**Cc:** Loui-Sakamoto, Merle E  
**Subject:** UH Manoa Long Range Development Plan DEA

Project: Long Range Development Plan University of Hawai'i, Manoa Campus 2007 Update, Draft Environmental Assessment  
Action needed: Review and Comment

Due by: 10/09/08

File: G:\TPD\_Review\October 08\UH Manoa Long Range Development Plan

Please send your comments to me by Oct. 9. I also have a hard copy of this file if you would like to see it.

Thank you,  
Elizabeth

10/3/2008

AR00063051

## 1.2 PROJECT SITE

The University of Hawai'i, Mānoa Campus (UHM) occupies some 304 acres of land in lower Mānoa Valley, bounded by the Mānoa, St. Louis Heights, Mō'ili'ili and McCully communities. Its principal physical borders are the Mānoa residential community on the mauka side, Wa'ahila Ridge on the Koko Head side, the H-1 Freeway on the makai side and the lower Mānoa and McCully residential communities on the 'Ewa side (*Figure 1-1*).

Its primary vehicular accesses are from the H-1 Freeway, University Avenue, Dole Street and Old Wai'ala Road. Public transportation is primarily provided by regular bus services on King Street, University Avenue, Dole Street and Metcalf Street. The bus service includes routes through the campus via East-West Road and Maile Way. The Mānoa Campus is also served by direct express bus service from the outlying communities.

Current enrollment is approximately 20,000 students. In addition to student enrollment, faculty and staff number almost 6,000. The de facto daytime population is about 30,000.

## 1.3 OVERVIEW OF PROPOSED PROJECT

The Long Range Development Plan, University of Hawai'i, Mānoa Campus, 2007 Update was prepared for the University by Group 70 International, Inc. Its purpose is to update the Plan, which was originally adopted in 1987, to reflect current and upcoming educational priorities. Future buildings and projects that are on the Capital Improvements Program and/or are anticipated for development within the next 5-10 years are projected into the Plan (*Figure 1-7*).

Proposed buildings and projects are as follows:

- Kennedy Theatre Expansion
- Parking Structure at Kennedy Theatre
- Instruction Building at Henke Hall Site
- Campus Center Expansion to Northeast
- Law School Expansion
- I.T.S. - Bilger Hall Addition, Phase II
- Research Space - Infill South Courtyard of Biomedical Building
- Klum Gym Replacement
- Instruction Building - College of Education
- Media Facilities at KHET Site
- Parking Structure IIB/Bookstore
- Faculty Housing - Wa'ahila Ridge or Mauka Campus
- Research Buildings – North and East of Biomedical Building
- Research Buildings - Mauka Campus
- Johnson Hall - Replacement Dormitory
- Hale Noelani - Replacement Dormitory
- School of Hawaiian Knowledge

with 6740 PKG STALLS  
(INCL 1240 SP  
OFF-CAMPUS)

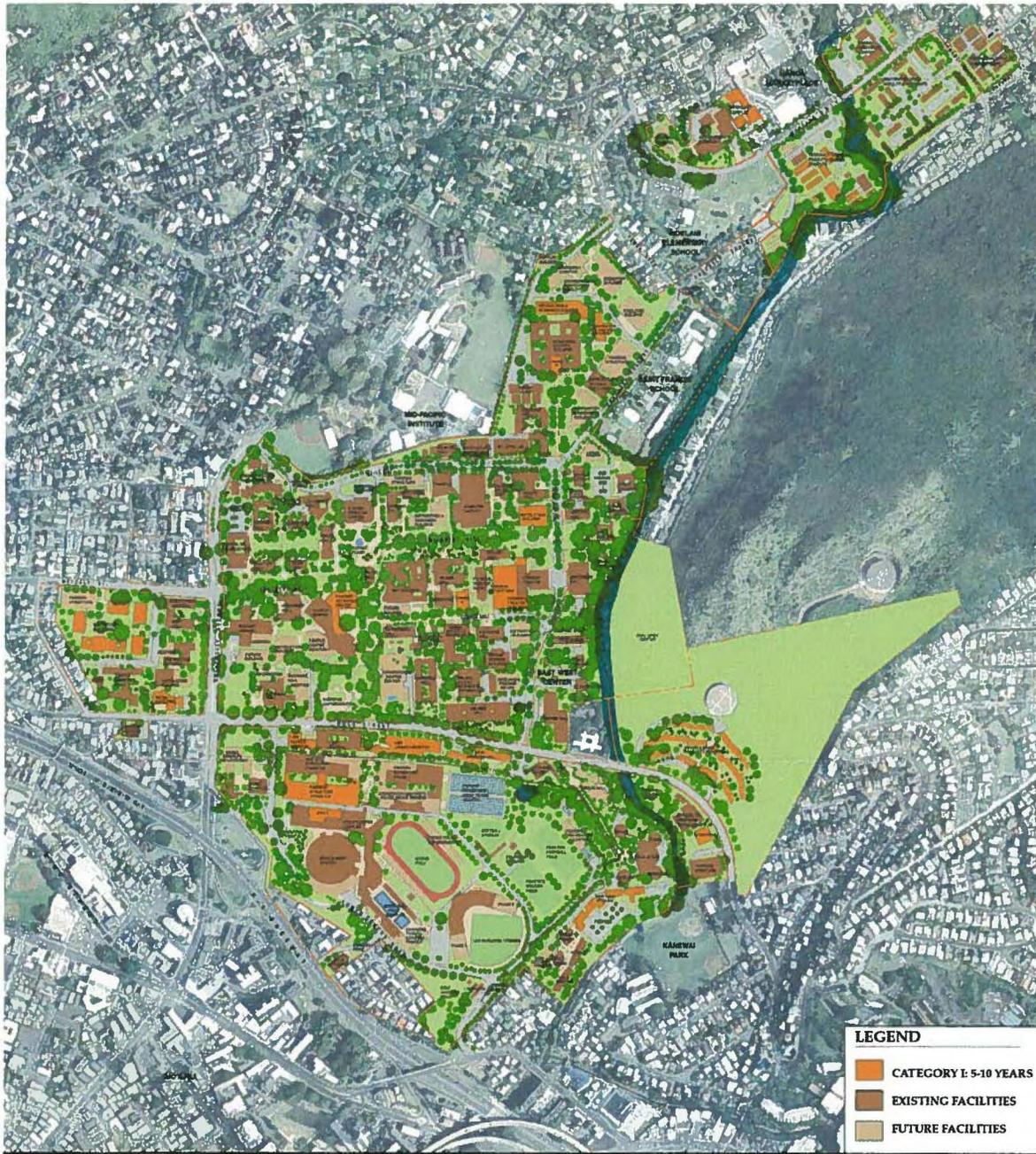
Lpa

recommends additional studies focusing on the surrounding neighborhoods to obtain a more precise estimate of the parking supply in these areas. Considering that this estimated 1,240 figure accounts for 76% of the total deficit of 1,623, the study further recommends that UHM build the two noted parking facilities (Kennedy Theatre and Phase IIB) as planned and then re-evaluate parking conditions at that time, as these structures may fully address parking deficits occurring during the 5-10 year time period of this 2007 LRDP Update. It should be noted that the overall deficit counts the 1,248 stalls on the streets surrounding the University. As such the calculated 243 stall shortfall is really not an overall shortfall, since these spaces remain in the surrounding communities. The real net effect of the construction of the Kennedy Theatre and Makai Phase IIB Structures will be to reduce student parking in the surrounding community by about a 1,000 cars, from 1,248 to 243.

This LRDP Update maintains the previous LRDP concept of giving priority to pedestrian circulation in the Central, Upper Central, Makai and Mauka Campus Areas. Vehicular arrival points such as parking lots, bus stops, and transit stations are typically indicated on the periphery of the campus, freeing the central areas for pedestrian use. In the Central Campus area, for example, valuable land is presently occupied by low efficiency on-grade parking lots and old roadways. The removal of the parking and roads such as the Varney Plaza, the Legacy Path, and Correa Mall will provide significant areas for pedestrian use. The location of additional parking in structures on the periphery of the Central Campus is very feasible, as is the servicing of the Central Campus without such a large roadway system as exists today.

Parking structures will be integrated into buildings whenever possible. As with downtown Honolulu, the integration of parking with buildings can serve to mitigate the visual impact of these structures. Parking structures are also prime candidates as sites for other buildings, thereby reducing the impermeable footprint of construction on campus. Finally, these structures are also candidates for "green" or landscaped roofs.

The City and County of Honolulu is currently in the process of developing a mass transit system. Phase 1 of the project will end at Ala Moana Center and a shuttle system to the Mānoa Campus is being considered. In future phases, line extensions to the Mānoa Campus is planned. While specific adjustments and station locations have not been finalized, if the transit line is built this should further alleviate traffic and parking conditions around the UH Mānoa Campus.



LONG RANGE DEVELOPMENT PLAN  
UNIVERSITY OF HAWAII, MĀNOA  
2007 UPDATE



Figure 1-7 University of Hawaii, Mānoa, Long Range Development Plan Map

