



# Kalia Plaza Mobility Hub Alternatives Analysis (AA)

# Kalia Plaza Mobility Hub AA Project Objectives

- ▶ Develop new multimodal hub in vicinity of future Ala Moana (Kalia) Rail Transit Station
  - Interim bus facility that will continue to serve as a major transfer point for the bus system
  - Long-term use as new multimodal transit center with transfers between bus and rail
  - Active transportation street improvements to facilitate access to transit system by pedestrians and cyclists
  - Mixed-use as part of an integrated joint development



# Project Location

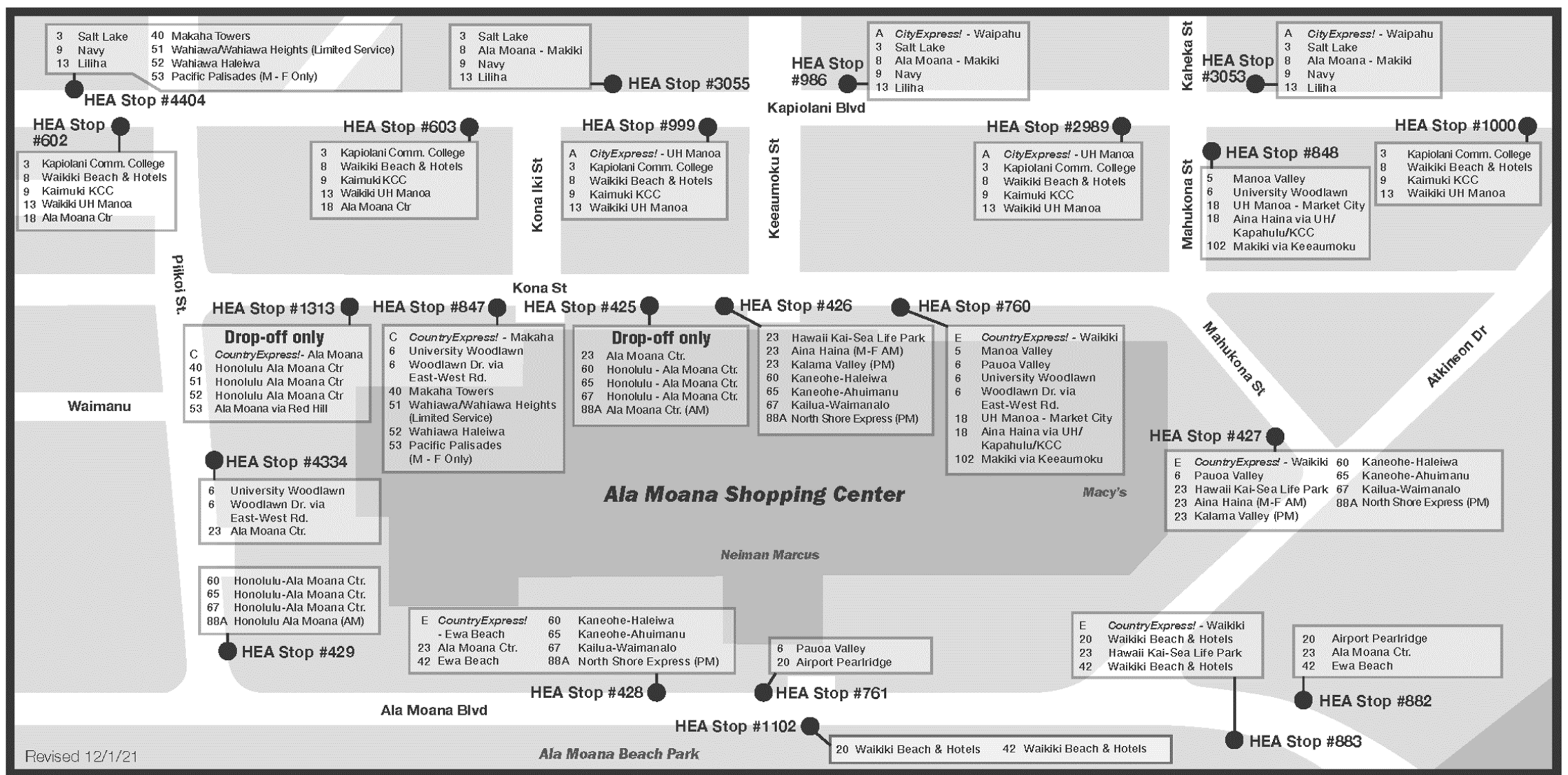


# Scope of Work



- ▶ Evaluate Baseline Conditions
  - Multimodal Transportation Analysis
  - Market Demand Assessment
- ▶ Establish Purpose and Need
- ▶ Define Program for Mobility Hub
- ▶ Develop and Evaluate Alternatives
- ▶ Refine Locally Preferred Alternative (LPA)
- ▶ Perform Preliminary Environmental and Infrastructure Assessments
- ▶ Identify Implementation Approaches
- ▶ Conduct Public and Stakeholder Engagement

# Multimodal Transportation Analysis



# Market Demand Assessment

- ▶ Multifamily residential with affordable housing component
- ▶ Transit supportive retail



*Transit Village at Metropark in New Jersey*  
Source: [costar.com](http://costar.com)



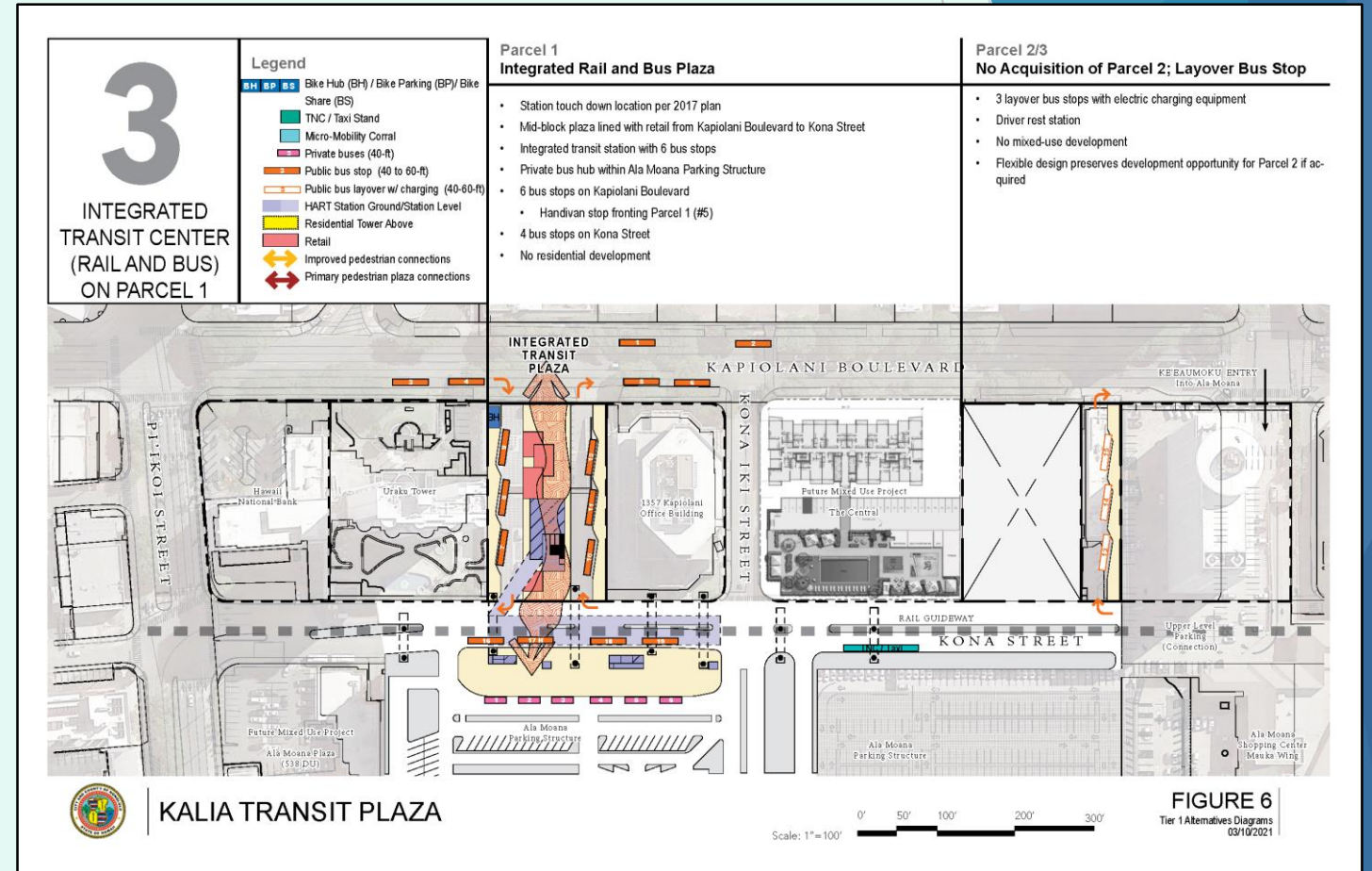
*University City - Charlotte*  
Source: [universitycitypartners.org](http://universitycitypartners.org)

# Program of Facilities for Mobility Hub

Program of Facilities
<b>Transit Facilities</b>
14 bus bays including 1 bus bay designated for paratransit (TheHandi-Van)
2-3 bus stops on Kapiolani Boulevard for through routes
3 layover/pre-positioning spaces for buses (with electric vehicle charging equipment)
Comfort station for bus operators
Accommodations for a future rail station entrance and supporting infrastructure (vertical circulation, wayfinding, fare gates, etc.)
<b>Multimodal Facilities</b>
Mix of short- and long-term parking for 150 bikes
Bikeshare station
Space for parking/storage of micromobility vehicles (e.g., electric scooters)
<b>Private Transportation Providers (may be provided on Ala Moana Center Mall property or on Kona Street)</b>
Bus stops for private bus operations (trolleys, hotel shuttle vans, etc.)
Curb space for taxis and TNC operations
<b>Passenger Amenities</b>
Waiting areas with weather protection (shelters) and benches
Wayfinding and including real-time information (next bus arrival)
Fare vending machines
Passenger service kiosks (self-service digital and/or staffed with transit ambassadors to help riders navigate the transit system)
Public restrooms
Vendors space/transit-oriented retail
<b>First-Last Mile Infrastructure</b>
Traffic improvements for bus operations
Pedestrian improvements (sidewalks, curb ramps, crosswalks, signals, future elevated pedestrian crossing over Kapiolani Boulevard)
Bike improvements (routes/facilities connecting with mobility hub)
<b>Joint Development</b>
Multifamily residential (affordable housing component)
Transit supportive retail

# Tier 1 Alternatives Screening

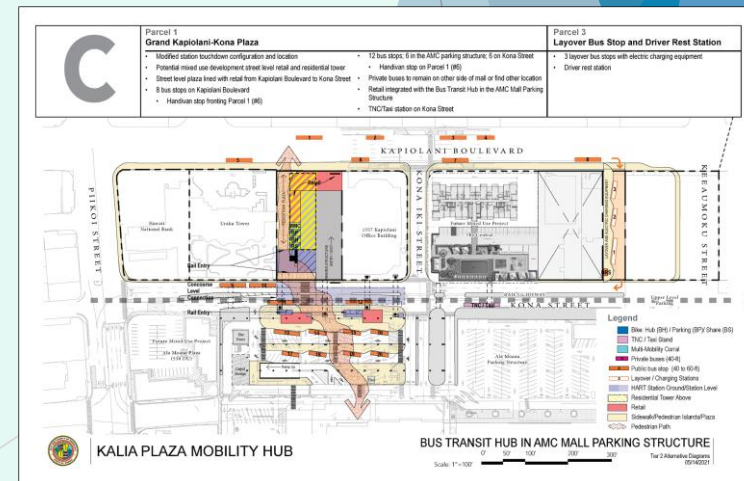
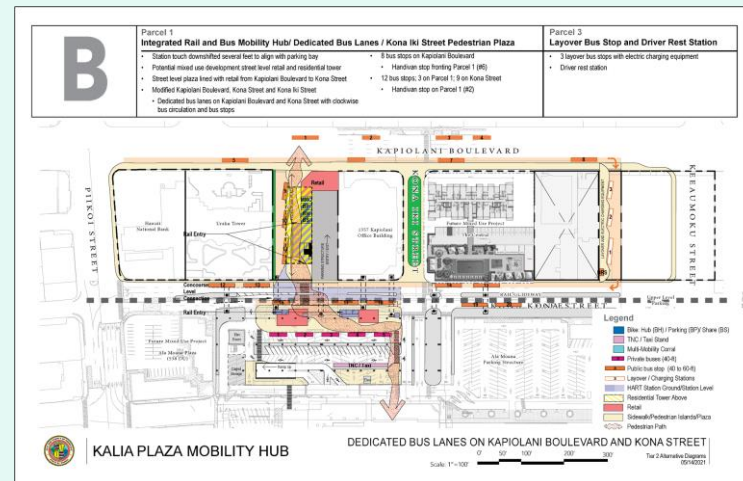
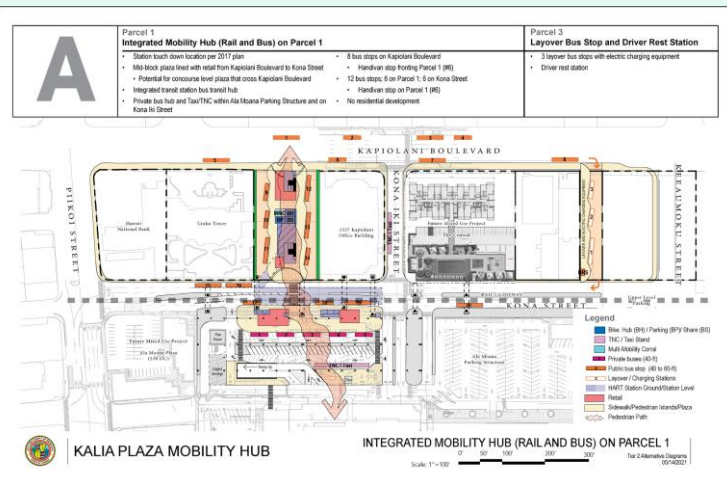
- ▶ Project Steering Committee identified following criteria as most important
  - Connectivity with Kalia Rail Station
  - Pedestrian and passenger flows and safety
  - Serves the short- and long-term programmatic needs for the multi-modal mobility hub
  - Efficiency in bus route ingress/egress
  - Opportunities for mixed-use joint development



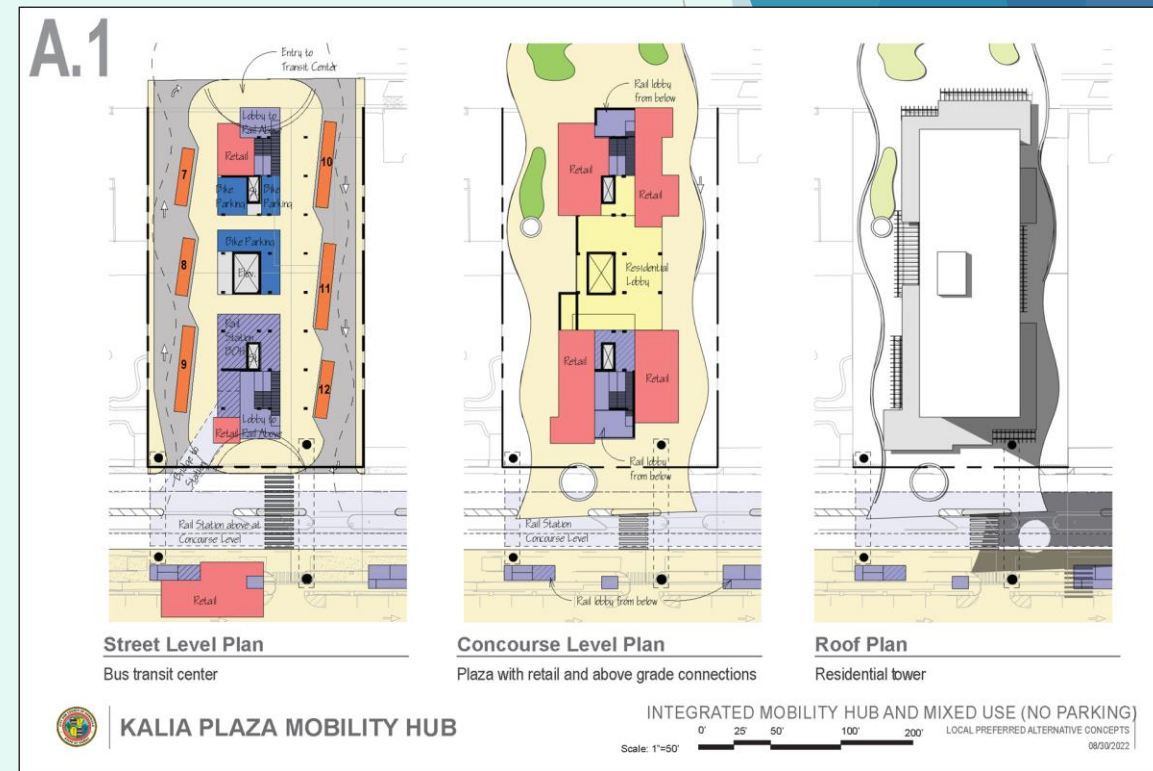
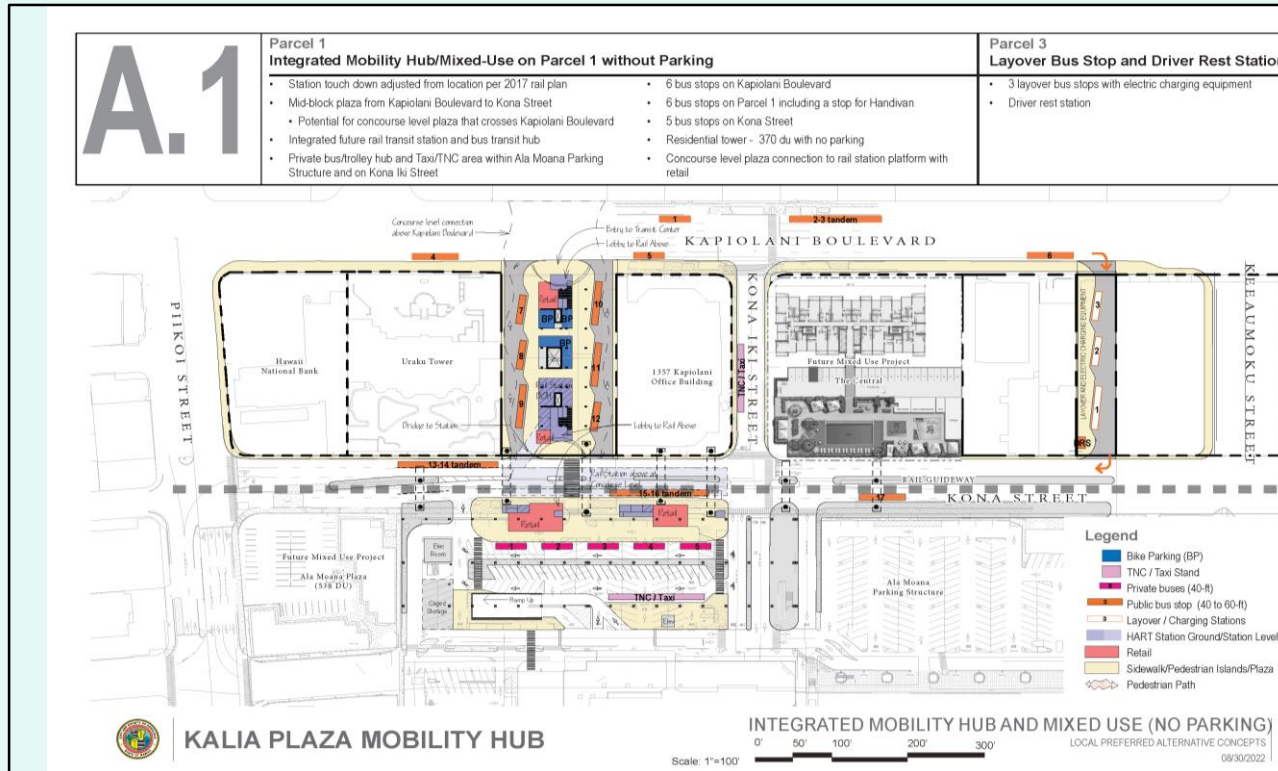


# Tier 2 Alternatives Evaluation

TIER 2 EVALUATION MATRIX																									
WEIGHT	Site Functionality					Bus Operations					Transfer Convenience				Local Circulation				Land Requirements				Constructibility		Total Score
	Number of Bus Bays	Number of Electric Bus Charging Positions	Sq. Ft. Available for Additional Modes	Flexibility in Utilization of Bus Bays	Customer Experience	Distance of Added Travel	Accessibility of Bays from All Key Directions	Distance between Transfers	Conflict Points between Transfers	Consolidation of Modes	Changes to Street Network (lanes-miles)	Bicyclist Accessibility	Pedestrian Accessibility	Impacts to Commercial Loading/Deliveries	Opportunities for Public Space	Public Safety (Viewshed / Sightlines)	Compatibility with Adjacent Properties	Ability to Construct on Public Property	ROM Construction Costs	Potential for Integration of Mixed-Use Joint Development					
7%	4%	4%	5%	5%	5%	5%	7%	4%	4%	5%	4%	6%	5%	4%	6%	5%	5%	4%	6%						
<b>OPTION A</b> Integrated Transit Center (Rail and Bus) on Parcel 1	●	●	●	○	●	●	●	○	●	●	●	○	●	○	●	○	○	●	●	○	69.5				
<b>OPTION B</b> Dedicated Bus Lanes on Kapiolani Boulevard and Kona Street	○	●	●	●	●	○	○	●	○	○	●	●	○	●	●	●	○	○	○	●	65.5				
<b>OPTION C</b> Bus Transit Hub in Ala Moana Center Mall Parking Structure	●	●	●	○	○	●	○	○	○	●	●	○	●	○	○	○	○	○	○	○	49				



# LPA Option A1: Integrated Mobility/ Mixed-Use Development without Parking



# LPA Option A1

# A.1

Residential tower

Ala Moana Center Parking Structure

Rail Station

Kona Street

Bus and at Grade Pedestrian Plaza

Concourse Level Pedestrian Plaza and Overpass

Lobby / Vertical Circulation to Above Grade Plaza

Ala Moana Center Parking Structure

Rail Station

Concourse plaza

Bus transit plaza below

Retail opportunities above street level

Pedestrian overpass above Kapiolani Boulevard

Kapiolani Boulevard

Future potential vertical circulation makai of Kapiolani Boulevard

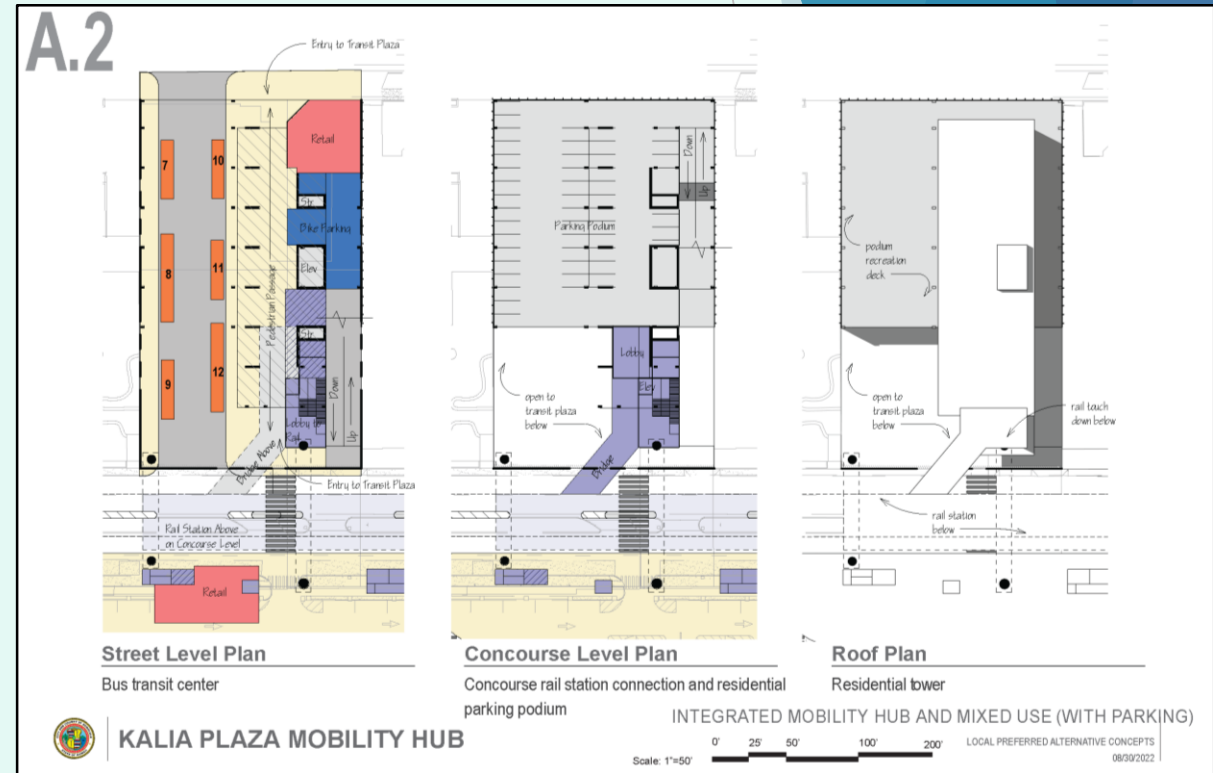
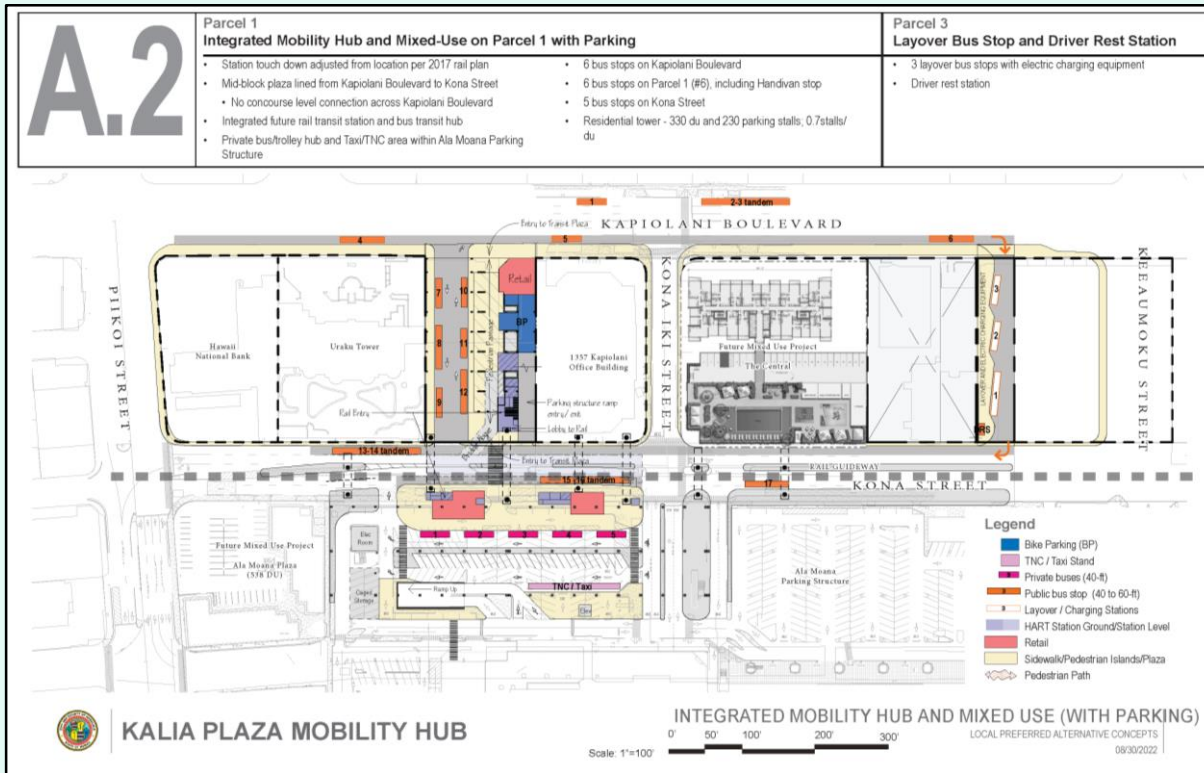
## KALIA PLAZA MOBILITY HUB

### INTEGRATED MOBILITY HUB AND MIXED USE (NO PARKING)

LOCAL PREFERRED ALTERNATIVE CONCEPTS

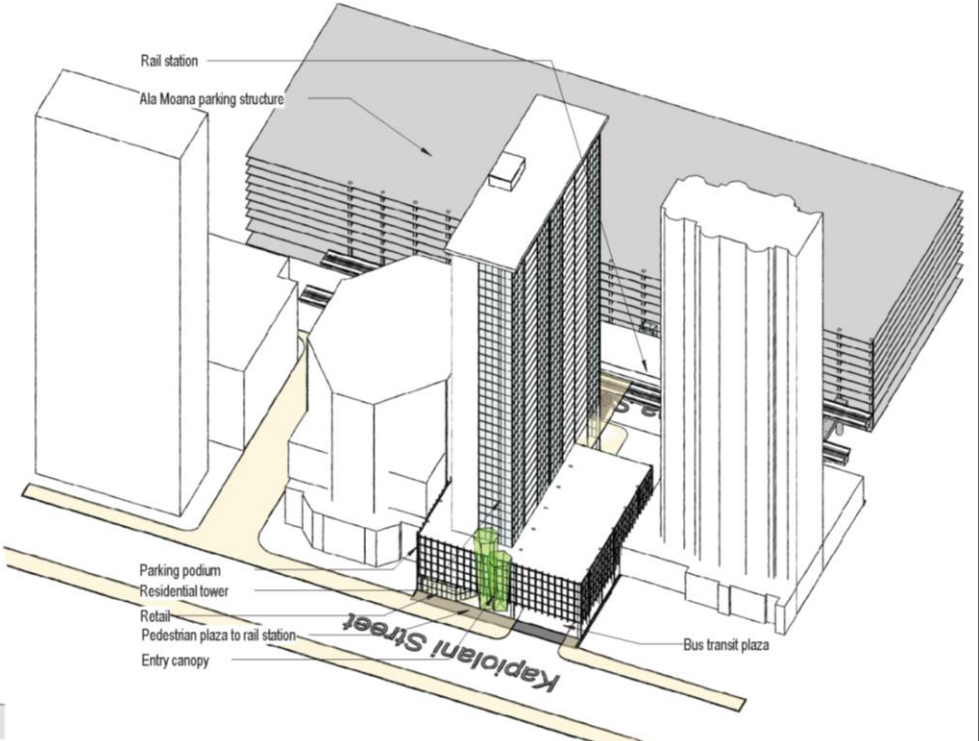
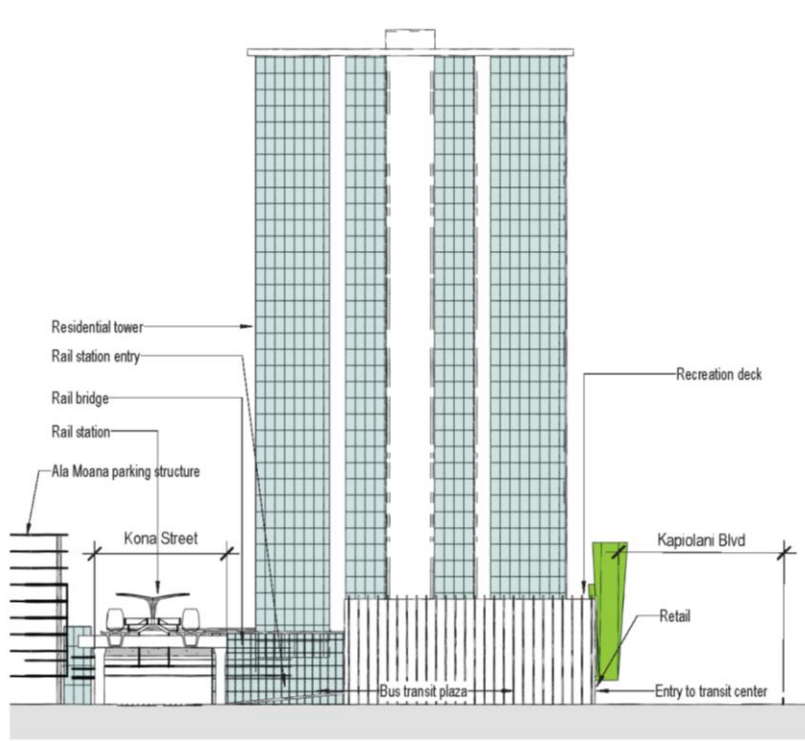
08/30/2022

# LPA Option A2: Integrated Mobility/ Mixed-Use Development with Parking



# LPA Option A2

A.2



**KALIA PLAZA MOBILITY HUB**

**INTEGRATED MOBILITY HUB AND MIXED USE (WITH PARKING)**

LOCAL PREFERRED ALTERNATIVE CONCEPTS  
08/30/2022

# First-Last Mile Improvements



# Rough Order of Magnitude Costs

Item	LPA OPTION A1	LPA OPTION A2
Demolition	\$2,539,000	\$2,539,000
Mobility Hub Improvements	\$8,030,000	\$8,057,000
Street Improvements	\$3,533,000	\$3,401,000
Mobilization, Temporary Controls (erosion, traffic, pedestrians)	\$1,833,000	\$1,820,000
<b>Construction Subtotal</b>	<b>\$15,935,000</b>	<b>\$15,817,000</b>
Professional Services	\$6,646,000	\$6,603,000
Contingency	\$11,290,500	\$11,210,000
<b>Total Project Cost</b>	<b>\$33,871,500</b>	<b>\$33,630,000</b>

# Potential Environmental Issues

- ▶ Construction traffic effects
- ▶ Construction period noise and dust
- ▶ Construction period views
- ▶ Construction and long-term effects to cultural resources from removal of historic building on Parcel 1
- ▶ Long-term land use effects associated with heavy public use of properties
- ▶ Long-term transportation and circulation effects
- ▶ Long-term views

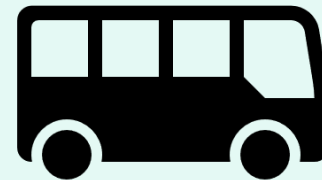


**No indication of fatal flaws from an environmental impact perspective that would preclude the development and operation of the Kalia Plaza Mobility Hub**



# Preliminary Infrastructure Investigation

- ▶ Water and sewer capacity for joint development uses is being confirmed
- ▶ For drainage, Low Impact Development Best Management Practices (BMPs) will promote green spaces and planters, decrease runoff velocities, provide runoff biofiltration, and reduce runoff rates
- ▶ For electrical service capacity, HECO may require new transformer infrastructure at the existing Kewalo Substation




# Public and Stakeholder Engagement

City and County of Honolulu	Others
Department of Transportation Services	University of Hawaii-Manoa
Oahu Transit Services	Hawaii Community Development Authority
Department of Design and Construction	Hawaiian Electric Company
Department of Land Management	Waikiki Transportation Management Association
Honolulu Authority for Rapid Transportation	Waikiki Improvement Association
Department of Planning and Permitting	Brookfield Properties
Honolulu Fire Department	Oahu Metropolitan Planning Organization
Honolulu Police Department	Uraku Condominium (adjacent to site)
Board of Water Supply	American Association of Retired Persons
Elected Officials	Access to Independence
Mayor's Offices	Honolulu Bicycle League
City Councilmembers	Hawaii Convention Center
Governor	Transit Users
State Senators	Projects
State Representatives	Ala Moana TOD (Town Hall participation)
Congressmember	Keeaumoku Complete Streets
	Honolulu Transit Comprehensive Operations Analysis

## Kalia Plaza Mobility Hub at Ala Moana


**Overview**  
The Ala Moana Transit Plaza Alternatives Analysis is identifying feasible alternatives for a new mobility hub near the future Ala Moana Rail Station. Circulation alternatives for the streets surrounding the transit facilities will be developed.



The Project, referred to as Kalia Plaza, is assessing options for a mixed-use complex that incorporates new public transportation operations with commercial and residential uses. Kalia Plaza will anchor the eastern end of rail at Ala Moana providing opportunities for an iconic plaza for people to enjoy multiple uses.

**Project Priorities**


- Provide efficient connections between Honolulu's rail and bus system (TheBus and TheHandi-Van).
- Promote safe access to the public transit system by reducing conflicts for pedestrians, cyclists, and other modes.
- Provide convenient pedestrian connections to existing and planned development in the area.
- Provide a mobility hub that is readily accessible to individuals with disabilities and transit dependent populations.
- Provide a secure, safe, and inviting space for transit patrons.



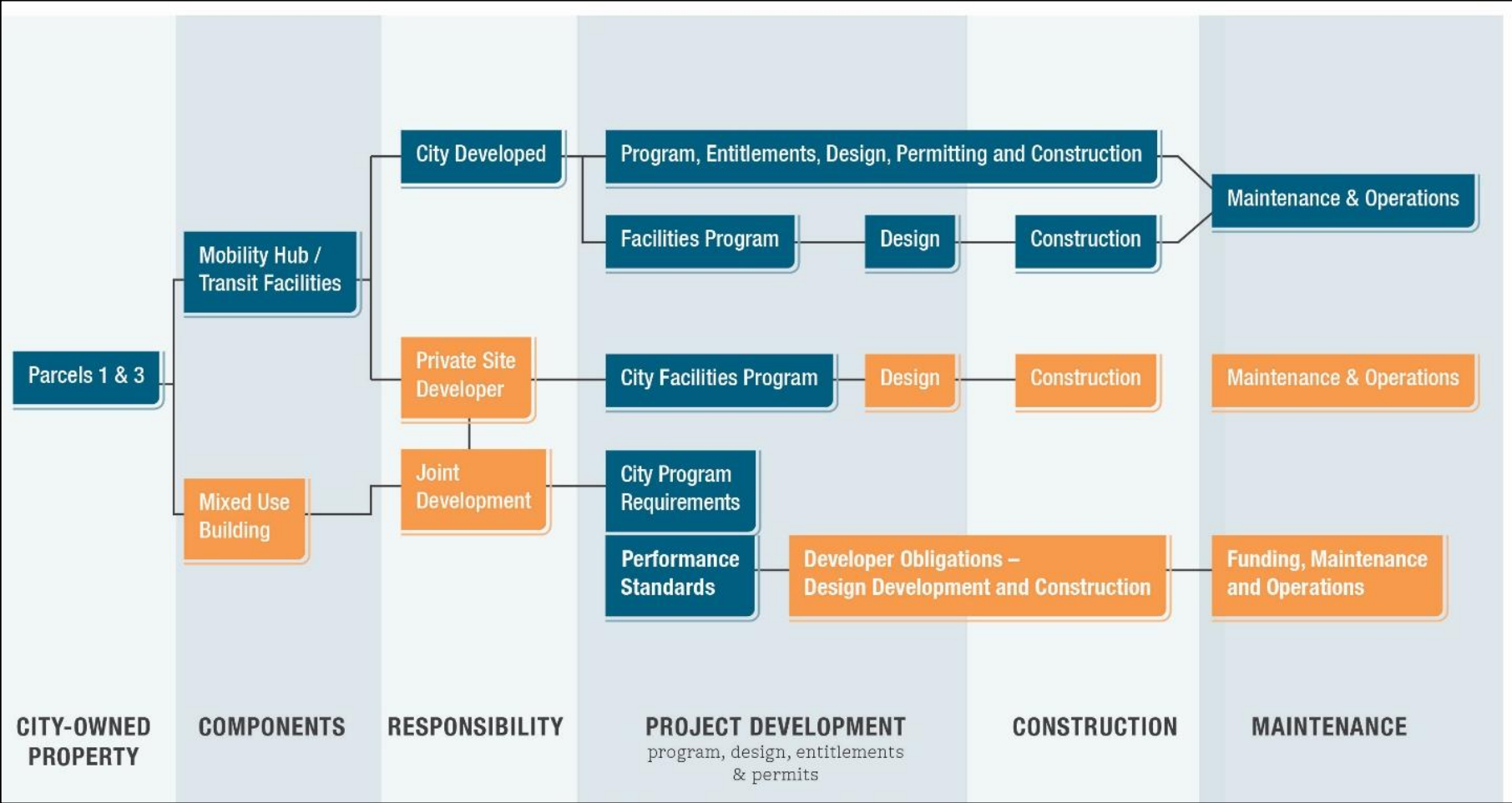
**Tasks and Timeline**

Tasks and Timeline	2020		2021				
	December	January	February	March	April	May	June
Current Conditions Review	█						
Multimodal Assessment							
Environmental Review			Engagement				
Final Alternatives Report			Community Engagement • Meetings • Neighborhood Boards • Project Website & Materials		Community Meeting April 29, 2021; 6-8 PM		

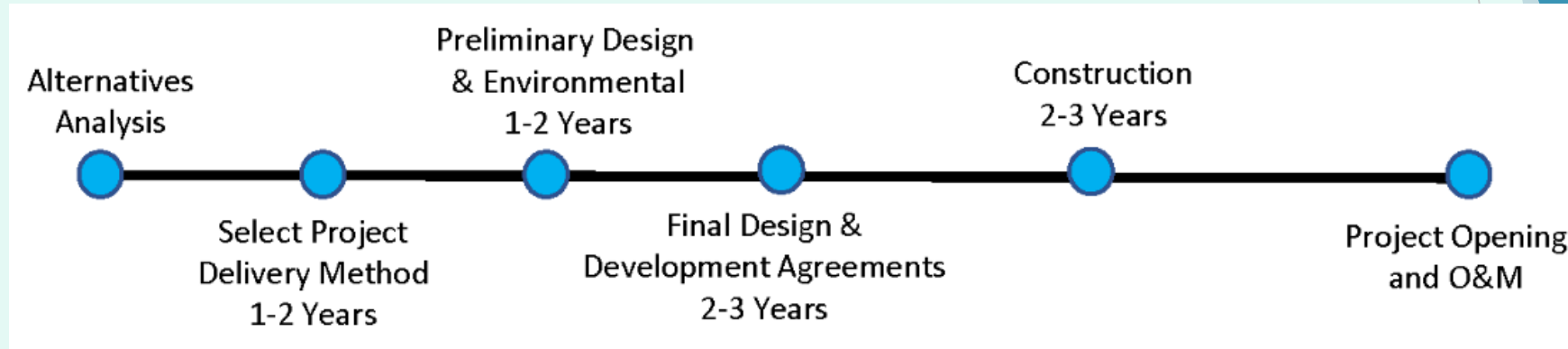
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# Implementation Approaches



# Project Implementation Process Timeline





# Mahalo!

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