

Ho, Diana C

From: Kraitz, Franz <fkraitz@honolulu.gov>
Sent: Tuesday, January 22, 2019 9:01 AM
To: Ho, Diana C; Fink, John
Subject: Halawa Area TOD Expansion
Attachments: Expansion of TOD District ST-AD Article 01162019.pdf; RMT Notice to Property Owners of NB Presentation 01042019.pdf

Aloha

Hope you both had a good weekend. Sorry I am late with my report but there are a couple things.

You may have read in the paper last week (Jan 16) about the presentation of the Halawa View Apartment redevelopment plan to the Aiea Neighborhood Board (article attached). Not much has changed since their initial submittal. We had been analyzing the proposal and came up with our own recommendations as part of the amendment to the TOD Plan yet those recommendations have not been transmitted them to Council. Since they want to qualify for the state program that allows zoning exemptions in return for affordable housing (201(H) program), they don't necessarily need the TOD amendment to get the heights and density they seek. This will be for the Council to decide which direction they want to proceed.

Attached is the recent letter from Keith Kurahashi of RM Towill outlining the presentation he made to the Aiea Neighborhood Board on January 14 and a copy of the proposed language for changing the TOD Plan with maps.

I plan to attend the Board meeting on the 31st but if you have any further questions or need additional information, please let me know. Have a great day.

Franz Kraitz, AICP
Planner, Community Planning Branch
Dept of Planning and Permitting
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Honolulu, Hawaii 96813
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Developer seeking to build extra-tall towers in Halawa

The height and density go beyond city limits, creating community concerns

By Andrew Gomes
agomes@staradvertiser.com

1/16/19

Future high-rises are envisioned near a rail station next to Aloha Stadium in Halawa, but one developer wants to build extra-tall and dense towers beyond where city planners have prescribed such development.

The two-tower project with 524 new homes would rise almost twice as high as allowed under current zoning or draft rules promoting more development near rail stations.

A consultant for the owner of 3 acres next to Halawa Stream shared project plans with the Aiea Neighborhood Board on Monday night.

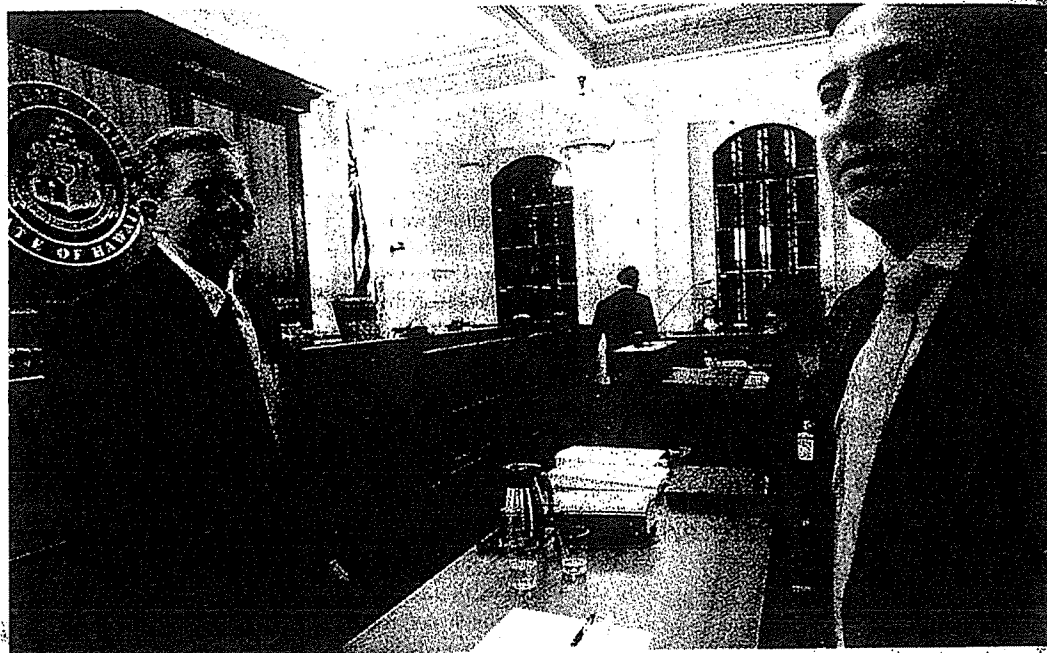
The consultant, Keith Kurahashi with local planning firm RM Towill Corp., told the board that his client would like the city to expand transit-oriented development, or TOD, zoning that allows bigger buildings near the Halawa rail station.

"These areas are prime areas for redevelopment," Kurahashi said of the site and neighboring land that he believes should be upzoned from existing medium-density apartment use. "The density and the height (addition) always helps to increase ridership for the rail."

Please see **TOWERS, A9**

REVOTE POSSIBLE IN COUNCIL RACE

Justices grill city and state attorneys on the handling of absentee ballots



BRUCE ASATO / BASATO@STARADVERTISER.COM

The Hawaii Supreme Court heard oral arguments Tuesday on the challenge to Trevor Ozawa's 22-vote victory for City Council in the 2018 general election. After the proceeding, challenger Tommy Waters, left, approached Ozawa.

By Gordon Y.K. Pang
gordonpang@staradvertiser.com

If the Hawaii Supreme Court chooses to side with City Council candidate Tommy Waters' challenge of his 22-vote loss to Trevor Ozawa in November, voters of the East Honolulu district might need to vote again.

State Deputy Attorney General Valri Kunimoto told the Hawaii Supreme Court on Tuesday that there's no way the state Office of Elections can separate the 350 Council District 4 absentee mail-in ballots that were gathered by the United Postal Service at 6 p.m. and then handed over to the Honolulu city clerk's office later, indicating a recount of just those votes could not be done.

Kunimoto said the 350 ballots were commingled with other bal-

lots, including those dropped off at polling places. "They can't be separated out because they were all commingled together, put through the scanners, and we ... wouldn't know how they voted and so we wouldn't be able to ascertain ... what the correct result would be if they extracted the 350."

So if the court were to rule in favor of Waters, who is seeking either a recount or a revote, it's likely the only remedy available to them would be an invalidation of the votes and a new election.

A group of 39 East Honolulu residents, many of them Waters supporters, filed their own challenge to the results. The court consolidated that case with Waters' challenge for purposes of Tuesday's oral arguments.

East Honolulu residents have been without a Council represen-

tative since Jan. 2, when Ozawa's old term ended. The previous week, the Supreme Court took the unprecedented step of ordering that the state and city election offices provide more information to Waters and 39 East Honolulu residents.

The 350 late votes were the subject of several of the questions the justices raised with attorneys for the two elections offices. Waters argues that those votes — part of the last batch of ballots counted during the wee hours of the morning after Election Day that put Ozawa ahead — should be invalidated.

After more than two hours of oral arguments by attorneys from the five parties involved in the case, Chief Justice Mark Recktenwald closed the proceeding and

Please see **BALLOTS, A9**



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TOWERS

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The developer seeks to build one 250-foot tower and one 276-foot tower on land where the height limit is 150 feet.

Kurahashi said his client, a development partnership that includes a nonprofit led by former state Department of Hawaiian Home Lands Director Kali Watson, will seek to qualify its project under a state program that allows zoning exemptions in return for making most homes affordable to households with moderate incomes.

Under the city's draft Halawa-TOD plan, which is pending before the City Council, buildings up to 250 feet are allowed in just one area bordering the rail station while land beyond that but within a half-mile of the station allows maximum building heights from 75 to 150 feet.

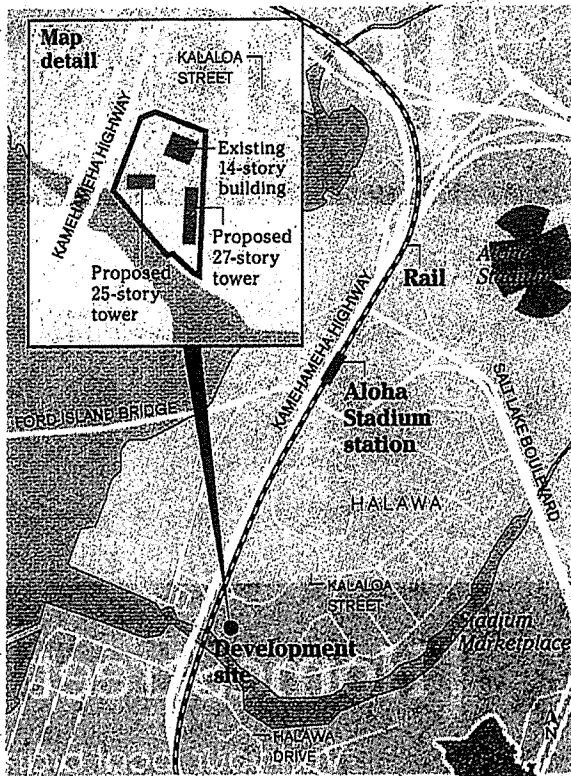
The site proposed for 524 homes is just within a half-mile of the station.

Density for the planned project is 5.6 square feet of building space for every square foot of land. The limit under existing and proposed TOD zoning for the site is 1.9.

"Hopefully, the Council members would agree that this is an area that should have been increased in height and density," Kurahashi told the board. He also said the project could move ahead without amending draft TOD zoning under state affordable housing rules.

Some members of the neighborhood board and the community raised concerns about density, traffic, parking and view planes.

Board Chairman Bill Clark suggested that Kurahashi's justification that 524 more households on



A developer plans to build two residential towers, one 250 feet and one 276 feet tall, next to a roughly 140-foot apartment building in Halawa and is pursuing a city zoning adjustment or state zoning exemption to carry out the plan to deliver 524 homes near Aloha Stadium.

the site would help rail ridership isn't a good reason to build up the area to the degree sought.

"It is turning (the area) into metropolitan Honolulu," he said.

Board member Michael Dwyer noted that the project site borders low-rise apartments and a single-family home subdivision. "You want to put up a 250-foot thing next to low-rises?" he asked.

Other concerns included the developer's plan to provide about 600 parking stalls for 524 homes, or about 1.2 stalls per unit.

Douglas Torres, who lives in the subdivision next to the development site, said his community will be overrun with tower residents

driving through and trying to park their cars in his neighborhood.

"It's going to be overflow," he said. "We're going to have big problems."

Board member Stephen Wood said he believes the parking plan is inadequate and that the developer should address community concerns. But he also said more for affordable housing is needed. "Our housing issue is way more important," Wood said.

The board didn't vote to take a position on the project, but asked that the developer respond to traffic, parking and view plane concerns at a future board meeting. Kurahashi said the developer will consider comments raised and report

back. An endorsement or opposition from the board can influence decisions by city and state officials.

Halawa View Housing Partners LP is the developer. The company, formed by California-based Pacific Development Group and Watson's Hawaiian Community Development Board, purchased the 3-acre site that includes a 14-story low-income rental housing complex called Halawa View Apartments for \$3.1 million in 2014.

The partnership obtained mainly state and federal financing to renovate the existing 121 apartments for \$18.7 million and keep them affordable for low-income households.

Under an expansion plan, the partnership wants to build a 27-story tower with 340 units and parking on an existing parking lot and then replace a pair of three-story apartment buildings on the site with a roughly 25-story tower containing 184 units and parking.

Kurahashi said the developer aims to seek low-income housing tax credits from the Hawaii Housing Finance and Development Corp., a state agency that helps finance affordable housing. If credits are granted, the new towers would be rental apartments for residents earning no more than 60 percent of Honolulu's median income.

If the developer can't obtain tax credits, Kurahashi said the towers would be condominiums with just over half the units sold at prices affordable to households earning 80 to 140 percent of the median income. Remaining units would be sold at market prices.

Sale prices for condos reserved for buyers earning 80 to 140 percent median income could range from \$340,600 to \$745,000 depending on income and family size, he said.

BALLOTS

Continued from A1

said the justices would the arguments under a amendment. Neither he nor the other justices gave any indication when they would decide the case.

The justices spent much of the proceeding grilling attorneys of state and election officials over how it determines which late arriving votes they count, the frustration in their voices telling.

Deputy Corporation Counsel Ernest Nomura representing City Clerk Takahashi, said ballots are actually mailed must be received by "the close of polls on Election Day" in clerk's P.O. box at the airport branch post office, practice that has been in the past.

Asked by Justice Sabi McKenna how the city terminated it was OK to collect ballot envelopes after Nomura replied there is rule or law "that says you need to do X, Y and Z in order to have a valid, designated representative to receive these pieces of that is in the federal postal system. That is the practicality."

McKenna, however, said "not once in the city sessions did you ever indicate there was never an argument actually made, the United States Postal Service is a designated representative of the city clerk."

Justice Richard Polla asked whether votes collected two days later should be counted. Nomura said "Certainly, under statutory terms of the receipt of absentee ballots in absentee envelopes, they need to be received by the close of polls on Election Day."

Asked if that meant at 6 p.m. Election Day, No said, "I'm not saying that at 6 o'clock because (it is) later than the closing of polls." He pointed out that those standing in line at voting booths at 6 p.m. are

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R. M. TOWILL CORPORATION
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January 4, 2019

Dear Adjoining Property Owner:

Subject: Amendments to the Halawa Area Transit-Oriented Development Plan – Draft Plan July 2017 and Halawa View Apartments 201H Affordable Rental Housing Application by Pacific Development Group at 99-009 Kalaloe Street, Aiea, Oahu, Hawaii, Tax Map Key: (1) 9-9-3: 26

The Applicant, Pacific Development Group (“PDG”) is planning to request amendments to the Halawa Area Transit-Oriented Development Plan – July 2017 (Halawa TOD Plan) under review by the City Council and submit a 201H permit application to the Department of Planning and Permitting for processing. The proposed Halawa TOD Plan amendments and 201H development is described on the attached summary sheets. We have also included a location and zoning map and aerial photo of the 201H Halawa View Apartments site and a couple of the proposed amended maps for the Halawa TOD Plan (Kalaloe Street Apartment District).

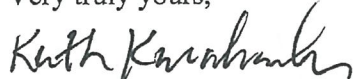
As an adjoining property owner and in accordance with the requirements of the City and County of Honolulu, we are notifying you of the upcoming presentation to the Aiea Neighborhood Board No. 20, described below, so that we may respond to your questions and/or concerns regarding our proposed amendments to the Halawa TOD Plan and the 201H permit application for the Halawa View Apartments Development and the Halawa TOD Plan amendment process and the 201H permit application process.

Aiea Neighborhood Board No. 20

Date: Monday, January 14, 2019
Time: 7:00 pm
Place: Aiea Public Library Program Room
99-374 Pohai Place
Aiea, Hawaii 96701

We have also attached a location map for your review. Should you have questions, please do not hesitate to call our office at 748-7480.

Very truly yours,


Keith Kurahashi

Encls.

cc: Pacific Development Group
Department of Planning and Permitting

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

19 JAN -8 P4:22

RECEIVED

**HALAWA AREA
TRANSIT-ORIENTED DEVELOPMENT PLAN
DRAFT FINAL PLAN – JULY 2017
PROPOSED AMENDMENTS**

The following amendments to the Halawa Area Transit-Oriented Development Plan Draft Final Plan – July 2017 (Halawa TOD Plan), are proposed to extend the Halawa TOD Plan area along Kamehameha Highway in the south direction to include seven A-2 Medium Density Apartment District zoned lots. There are four large lots (privately owned) and two large lots (owned by the Honolulu Redevelopment Agency and the City and County of Honolulu), all within a half mile of the Aloha Stadium Station. The four large privately owned lots provide opportunities for redevelopment and expansion since they involve large low-rise and one high-rise rental apartment units except for one mid-rise condominium development. Two of the lots are split zoned with a portion of their lots in an R-5 Residential District zoning. The other two large lots owned by the Honolulu Redevelopment Agency and the City and County of Honolulu also have development potential.

The existing Halawa TOD Plan area stops along Kamehameha Highway just after a State owned affordable rental development, Puuwai Momi, zoned A-2 Medium Density Apartment District. The justification for including this lot in the Halawa TOD Plan area is as follows:

“Puuwai Momi Site: This public housing development consists of 260 units ranging from one to four bedrooms. This complex, built in 1969, is approaching the end of its useful life, and has been prioritized by the Hawaii Public Housing Authority (HPHA) for conversion into a mixed-use development. Redevelopment may take place in the short- to medium-term, and should be coordinated with TOD planning in the Halawa area.”

The four privately owned lots were built between 1970 and 1974 and similar to the Puuwai Momi site are approaching the end of their useful life and with an increase in density and height, it could increase the potential for redevelopment. In the case of the high-rise and mid-rise developments, there is additional room on their lots that can be redeveloped.

The applicant proposes to change the zoning on the property from A-2 to AMX-3, similar to the Puuwai Momi site Halawa TOD Plan zoning. The applicant further proposes to increase the height limit for the new Halawa TOD Plan area from 150 feet to 250 feet, to allow for more slender towers.

The applicant proposes the following amendments to the Halawa TOD Plan to support the extension of the TOD area, change in zoning and increase in height:

1. Page 22 (top of page), insert after Section “1.1.7 Station Area Characteristics...Other Sites...11 Halawa Stream” (bottom of page 20):

“12 Kalaloa Street Apartment District: These apartment developments and one condominium development consists of low-rise, mid-rise and high-rise structures over six parcels. The existing structures, built between 1970 and 1974, are approaching the end of their useful life, and have the potential for redevelopment. One of the parcels at the far end of the site adjacent to Halawa Stream consists of an existing affordable rental development and is planned for redevelopment through the 201H process to include 50% plus one affordable rental apartments with market for-sale condominium units. Although the additional density and height can be achieved through the 201H process the addition of this property to the Halawa Area TOD Plan would reduce the scope of exemptions requested and would provide just the type of development encouraged by the Halawa Area TOD Plan.”

2. Page 21, Figure 1-7: Station Area Characteristics. Add “12” to the map to reflect the location of the Kalaloa Street Apartment District.

3. Page 34, insert in seventh bullet point under Section 1.4.1 Opportunities:

“• Certain districts within or adjacent to the planning area have a strong identity, such as Aiea Town Center, Pearl Harbor Visitor Center, and Stadium Mall. These and other districts such as Puuwai Momi, Kalaloa Street Apartment District and Stadium Marketplace may be strengthened by improved multimodal connections.”

4. Page 47, insert I first paragraph:

“OTHER DEVELOPMENT SITES

In addition to the stadium site options depicted in the previous section, the Plan Framework identifies [~~four~~] five development sites identified that may be influenced by TOD between the short- and long-term.”

On Figure 3-5: Other Development Sites, make the following changes:

Under Title Block change 50 acres to 60.6 acres and add the following:

“Kalaloa Street Apartment District Site – 12.5 acres

- *Owned by private entities and government entities*
 - *Transition existing units into mixed-use, mixed-income format*
- | | |
|--|----------------|
| RESIDENTIAL | ~1,500-2,000 |
| <i>Mix of market rate & affordable housing</i> | units |
| RETAIL/RESTAURANT | ~25,000 square |
| | <i>feet”</i> |

5. Page 48, insert at second column, second bullet point:

“ Consider High-Density Mixed-Use Redevelopment at Kalaloa Street Apartment District and medium-density, longer term development at Stadium Mall, Stadium Marketplace, and Aiea Elementary School sites.”

Insert at second column under Open Space Improvements, second bullet point:

“ Extend Pedestrian and Bicycle Improvements to adjoining development areas from the station stadium area, including Stadium Marketplace, Stadium Mall, Aiea Elementary School, Kalaloa Street Apartment District and Puuwai Momi Public Housing. Integrate Halawa Stream with pedestrian and bicycle networks to facilitate connections to adjacent development sites and complete the overall open space network.”

6. Page 49, on Figure 3-6: Illustrative Plan, extend area of Item 12 on map to include the Kalaloa Street Apartment District.

7. Page 50, Figure 3-7: Halawa Area TOD Plan Yield Summary, Other Development Sites, change 2.2 million SF to 3.8 million SF and change Conceptual Yield from 5.2 million SF to 6.8 million SF.

Under Other Development Sites add:

“Kalaloa Street Apartment District Site

- | | |
|--|----------------|
| RESIDENTIAL | ~1,500-2,000 |
| <i>Mix of market rate & affordable housing</i> | units |
| RETAIL/RESTAURANT | ~25,000 square |
| | <i>feet”</i> |

8. Page 51, Figure 3-8: Land Use Distribution, add the Kalalooa Street Apartment District to the map and designate for High-Density Apartment with Structured/Podium parking.
9. Page 53, Figure 3-9: Planning Area Sub-Districts, add the Kalalooa Street Apartment District to the map and include in legend with new color
10. Page 54, add the following at the end of the second column:

"KALALOOA STREET APARTMENT DISTRICT

The Kalalooa Street Apartment District is owned by private entities and government entities. The existing structures, built between 1970 and 1974, are approaching the end of their useful life, and have the potential for redevelopment. Some opportunities include:

- Creation of a linear park along Kamehameha Highway and a portion of Halawa Stream
- Incorporation of convenience retail facing Kamehameha Highway.
- Connectivity to the stadium site and rail station."

11. Page 75, add the following at the end of the second bullet point in the second column:

"The redevelopment at the Kalalooa Street Apartment District provides an opportunity to have a linear park along a portion of Halawa Stream and extending along a portion Kamehameha Highway as well."

12. Page 83, Figure 4-1: Proposed TOD Special District, add the Kalalooa Street Apartment District to the map.

13. Page 84, insert in the second bullet point, second column as shown below:

"• AMX-3 High Density Apartment Mixed-Use Designation proposed for the majority of the Puuwai Momi District and Kalalooa Street Apartment District (currently A-2 Medium Density Apartment), to allow for predominantly high Density-residential development."

14. Page 85, Figure 4-2: Proposed Zoning Designations, add the Kalalooa Street Apartment District to the Map and provide with the High Density Apartment Mixed-Use (AMX-3) designation.

15. Page 87, Figure 4-3: Building Maximum with Community Benefits, add the Kalaloa Street Apartment District to the Map and provide with the 250' Area designation.
16. Page 99, Figure 5-1: Proposed Transportation Infrastructure, add the Kalaloa Street Apartment District to the Map.
17. Page 104, second column Section 5.4.2 Phase 1: Aloha Stadium Station, add "And Kalaloa Street Apartment District" to the section title and add the following section after the bottom of the second column on the page:

"KALALOA STREET APARTMENT DISTRICT

The Kalaloa Street Apartment District is owned by private entities and government entities. The existing structures, built between 1970 and 1974, are approaching the end of their useful life, and have the potential for redevelopment. One private owner is ready to move to redevelop his property with 50% affordable rental housing. Some opportunities include:

- Creation of a linear park along Kamehameha Highway and a portion of Halawa Stream
- Incorporation of convenience retail facing Kamehameha Highway.
- Connectivity to the stadium site and rail station."

18. Page 105, Figure 5-2: Halawa TOD Phasing, add the Kalaloa Street Apartment District to the Map and include in Phase 1, add Kalaloa Street Apartment District to Phase 1 in the legend.

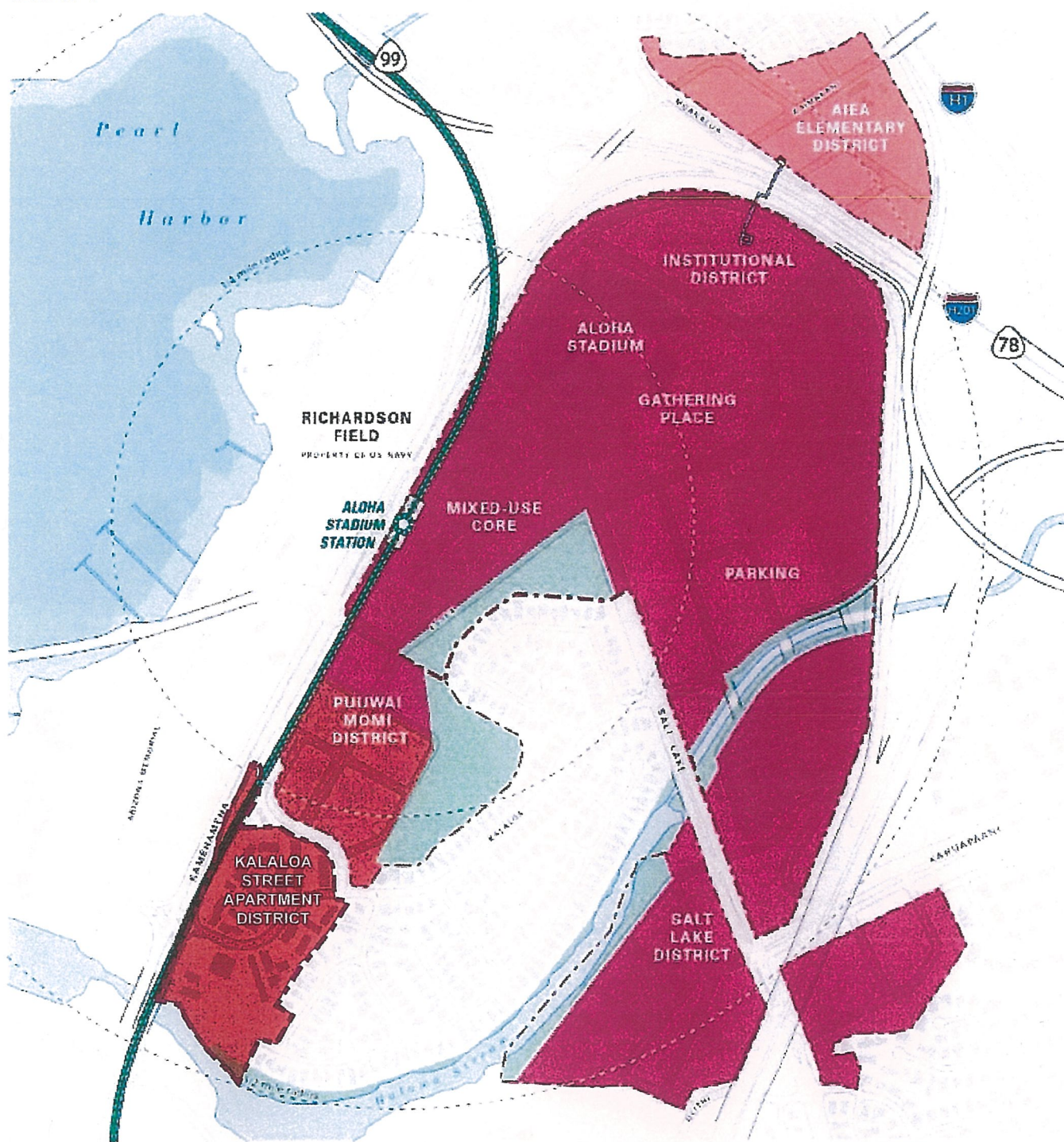


FIGURE 4-2: PROPOSED ZONING DESIGNATIONS

- Medium Density Apartment Mixed-Use (AMX-2)
- High Density Density Apartment Mixed-Use (AMX-3)
- Community Business Mixed-Use (BMX-3)
- General Preservation (P-2)
- Stadium Site
- Other Development Sites
- Aloha Stadium Rail Station
- Fixed Guideway

**Note: While the City has no jurisdiction to change the zoning and is not aware of any plans for the Navy to cede them to the city. The zoning designation is shown as future mixed-use to reflect its TOD potential.*

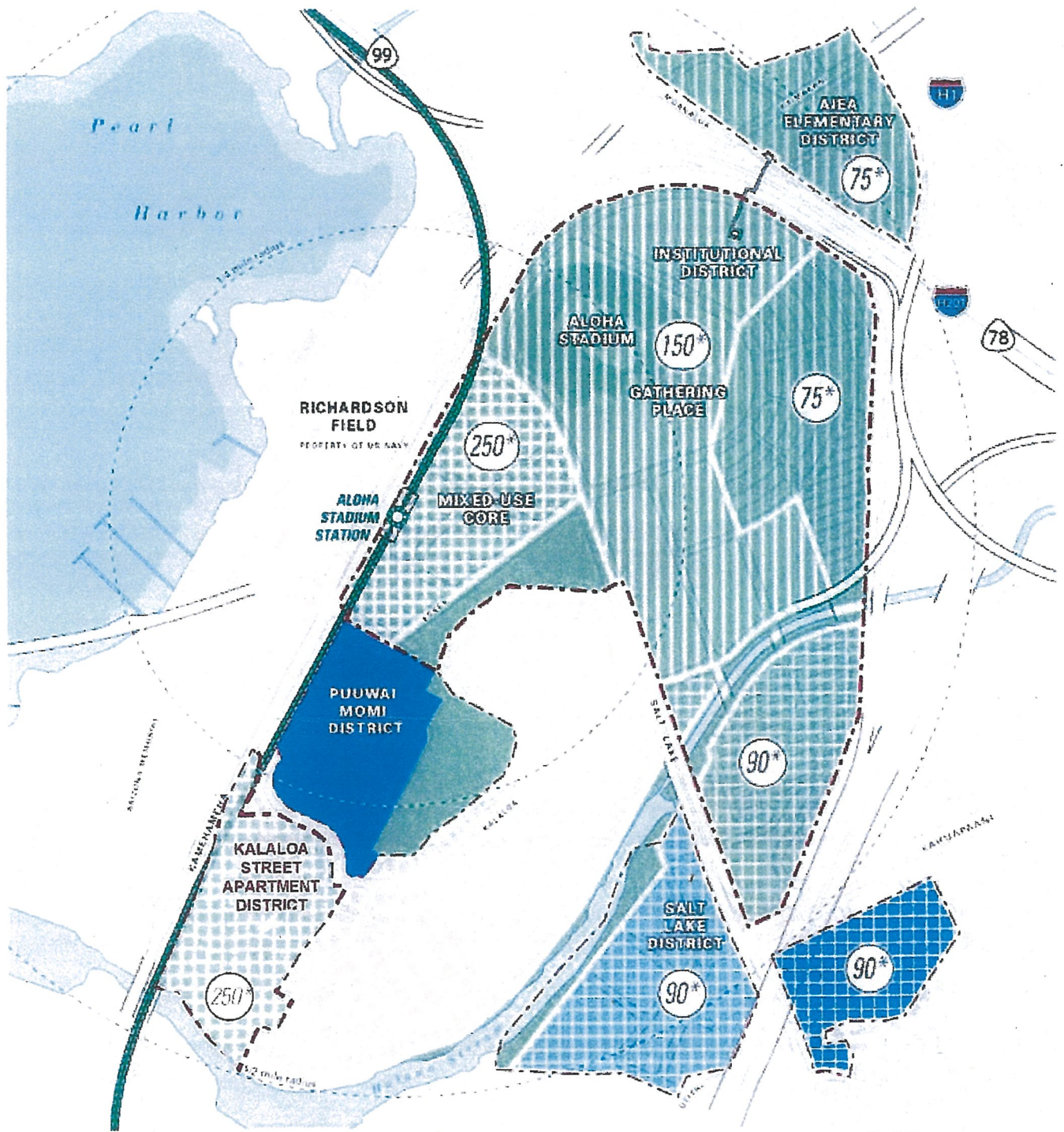
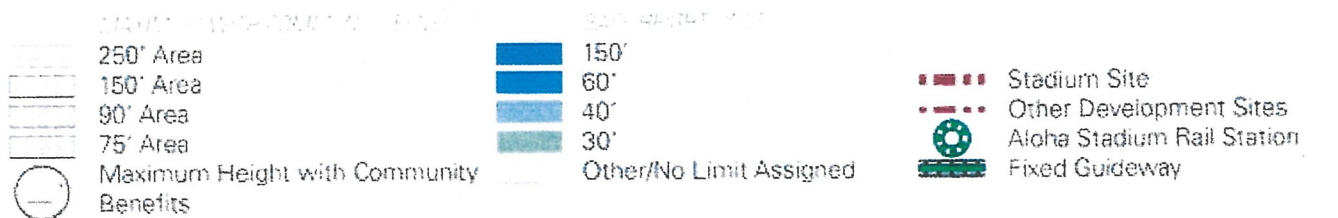
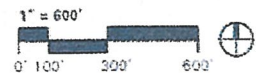


FIGURE 4-3: BUILDING MAXIMUM WITH COMMUNITY BENEFITS



SUMMARY SHEET
HALAWA VIEW APARTMENTS BY PACIFIC DEVELOPMENT GROUP
201H AFFORDABLE RENTAL HOUSING APPLICATION
RESIDENTIAL APARTMENT AND COMMERCIAL DEVELOPMENT
99-009 KALALOA STREET, AIEA, O'AHU, HAWAII
Tax Map Key: (1) 9-9-3: 26

The Applicant, Pacific Development Group ("PDG"), proposes to redevelop the existing Halawa View Apartments ("HVA"), a 121 unit affordable housing property located at 99-009 Kalaloa Street that overlooks the USS Arizona Memorial at Pearl Harbor. This 14-story property was originally built in the early 1970's. PDG in partnership with the Hawaiian Community Development Board ("HCDB") completed an extensive renovation/rehabilitation program in 2014 and committed to keeping the units affordable for 60+ years for individuals and families earning 60% of the Area Median Income and below.

HVA is situated on a 3.1 acre site ("Project Site") currently zoned A-2 and R-5 and is bordered by Halawa Stream to the south, Kamehameha Highway and beyond that Pearl Harbor to the west, Kalaloa Street to the north, and the Centre Court Condominium to the east. The Project Site is located within a half mile from the Aloha Stadium Station on the Halawa Area Transit-Oriented Development (TOD) Plan, Draft Final Plan dated July 2017.

PDG's vision for contributing to the neighborhood and the TOD Plan is outlined as follows ("Project"):

1. With the existing HVA considered Phase 1, Phase 2 would include a parking podium with a 30-story, 276-foot high apartment tower with 340 apartment units and 475 parking stalls.
2. Phase 3 would include a parking podium with a 27-story, 250-foot high apartment tower with 184 apartment units and 184 parking stalls. Phase 3 would involve the relocation and demolition of the 12 units in the existing low rise buildings. The 12 residents in the low rise buildings would be relocated into the brand new units in Phase 2 of the project.
3. Phase 4 of the project includes 1,500 square feet of retail space conveniently located on the corner of Kamehameha Highway and Kalaloa Street to service the neighborhood and Arizona Memorial visitors.

Community features for existing and new residents that include:

- Community Gardens
- Barbecue and Picnic Areas
- Recreation deck on top of parking garage with Swimming Pool
- Multi-use meeting rooms with prep kitchen
- Laundry facilities

An outdoor plaza will be developed between the retail building and Kamehameha Highway with street trees, public seating, and shade from canopy trees.

The Applicant plans to provide a mix of rental prices for the 524 new apartment units within the Project and at a minimum the Project will include:

- 20% of the units affordable to families earning 80% of the Area Median Income (AMI) and below
- 10% of the units affordable to families earning 120% of AMI and below
- 20% of the units plus 1 unit affordable to families earning 140% of AMI and below

The Applicant is considering several financing options and if the Project seeks and receives tax credits, the AMI served could be substantially lower and possibly with a greater percentage of affordable housing.

In the interest of utilizing less energy and water, the Applicant plans the following:

- New buildings would be oriented to harness natural energy of the wind to passively cool interiors thereby reducing energy consumption and improving indoor air quality
- Solar thermal hot water and solar photovoltaic would be incorporated into the design and construction of the new buildings
- Low flow faucets and fixtures would be installed to minimize use of fresh water and to minimize waste water generated
- Native, drought-tolerant landscaping

Community garden plots at multiple locations throughout the site for residents will be provided.

Community Open Space is planned along Halawa Stream with the Applicant rehabilitating the streambank and introducing pedestrian amenities, public walking trail beginning along the Project's Kamehameha Highway frontage and continuing along the stream, create picnic areas with outdoor furniture for resident and public seating, street scape enhancements, and wider sidewalks along Kalaloa Street.



SEARCH

Map Contents

- Main Map
- Culture
- Public
- Cadas
- Zoning
- Struch
- Transf
- FEMA
- Utilitie
- Admin

Street Aerial Terrain
2004 2008 2013



0 151 302 454 758 1018 Feet
Copyright

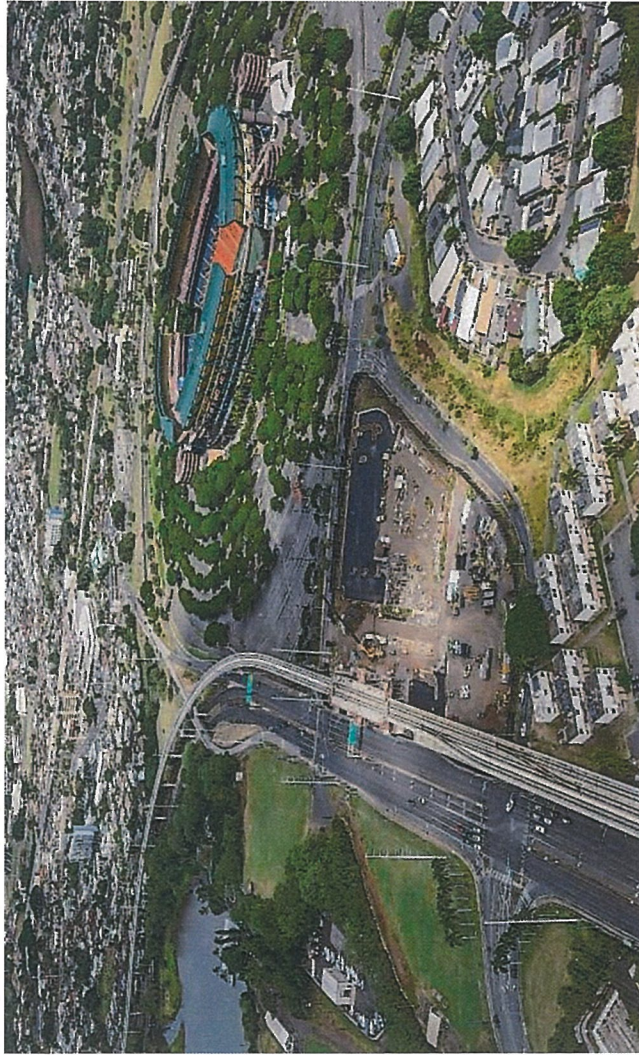
HIC-TOD Report
For
Stadium Authority Board Meeting
31 Jan 2019

1. HIC-TOD Meeting 8 Jan 2019
 - a. Waipahu TOD Proof of Concept Project – Presentation by University of Hawaii Community Design Center
 - b. State TOD Implementation Plan Project – Update
 - c. Prioritizing FY 2019 CIP Project Requests in TOD Areas
 - d. Council acceptance of OP's recommendation on prioritization of FY 2020 (Copy available)
2. Next meeting: 12 February 2019
 - a. Review of TOD Bills Submitted for Legislative Consideration

Honolulu Rail Transit Project Update

January 31, 2019

Aloha Stadium Authority



Aerial as of 01.15.19



Status of Activities

Guideways



West Oahu-Farrington Highway (Kapolei to Pearl Highlands)

- 99.9% complete.
- Punchlist work continues with 1 item remaining.
- Contractor finalizing closeout documentation.
- HART and the Contractor finalizing settlement agreement.

Kamehameha Highway (Pearl Highlands to Stadium)

- 99.9% complete.
- Punchlist work continues with 1 item remaining.
- Contractor finalizing closeout documentation.
- HART and the Contractor finalizing settlement agreement.

Kamehameha Highway Stations Group

57.55% Complete

Contract Completion: May '19

Waiawa (Pearl Highlands) Station – 64.7% Complete



Work In Progress

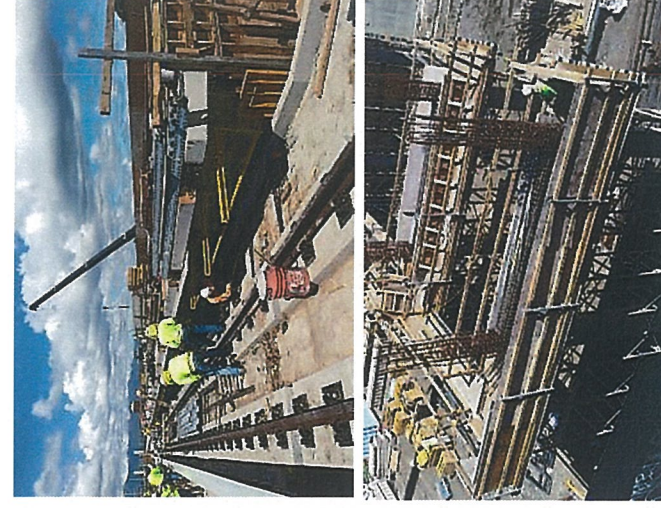
- Elevator hoistway and escalator structural steel erection continues.
- Painting continues for the structural steel and interior rooms.
- Commenced installation of the VRF equipment in the TCCR room.

Kamehameha Highway Stations Group

57.55% Complete

Contract Completion: May '19

Kalauao (Pearlridge) Station – 59.04% Complete



Work In Progress

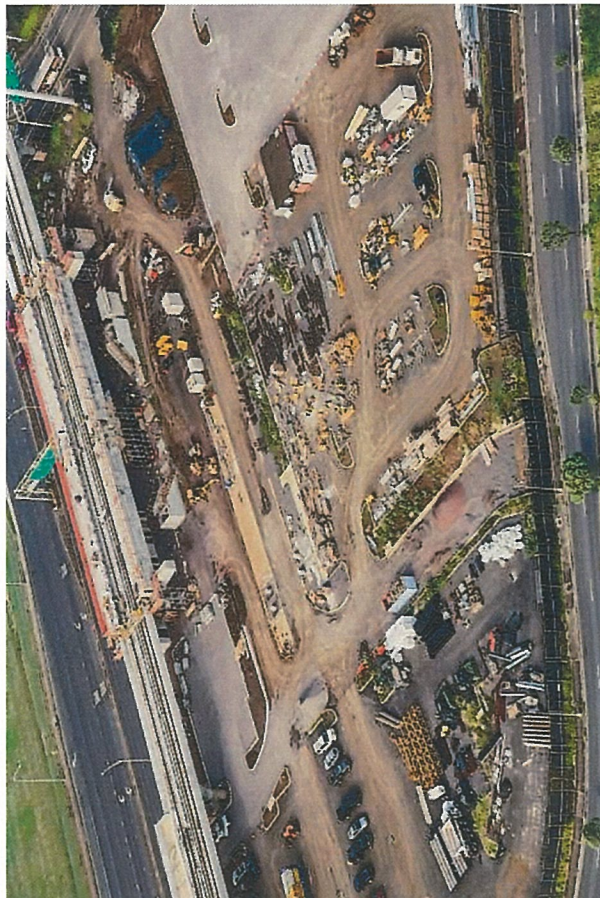
- Outrigger beam shoring/formwork at the platform continues.
- Mauka pedestrian walkway column pour and beam forming/reinforcement completed.
- Installation of VRF equipment continues in TCCR/UPS rooms.

Kamehameha Highway Stations Group

57.55% Complete

Contract Completion: May '19

Hālawā (Aloha Stadium) Station – 40.63% Complete



Work In Progress

- Continuing wall and diaphragm forming, and reinforcement at platform girder.
- Completed ancillary building roof concrete pour.
- Continuing installation of irrigation pipe and electrical conduit in the north portion of the north parking lot.

Traffic



Airport Guideway and Stations Maintenance of Traffic Update

Kamehameha Highway

- **Day:** Single lane closures to accommodate equipment staging and ingress/egress buffers while pier work and span by span erection continues inside k-rail work zones.
- **Night:** Kalaloa Street detour implemented intermittently (night) for gantry operations.

Nimitz Highway / Airport Area

- **Day:** Single lane closures, Valkenburgh Street to Aolele Street to allow for mobilization, worker safety, and equipment ingress/egress during utility work and drilled shaft operations.
- **Night:** Maintenance of traffic on Aolele Street to allow for construction of drilled shaft foundations and piers.
- **Day and Night:** Pedestrian detours along the k-rail corridor to accommodate trestle operations at the Halawa Stream bridge.



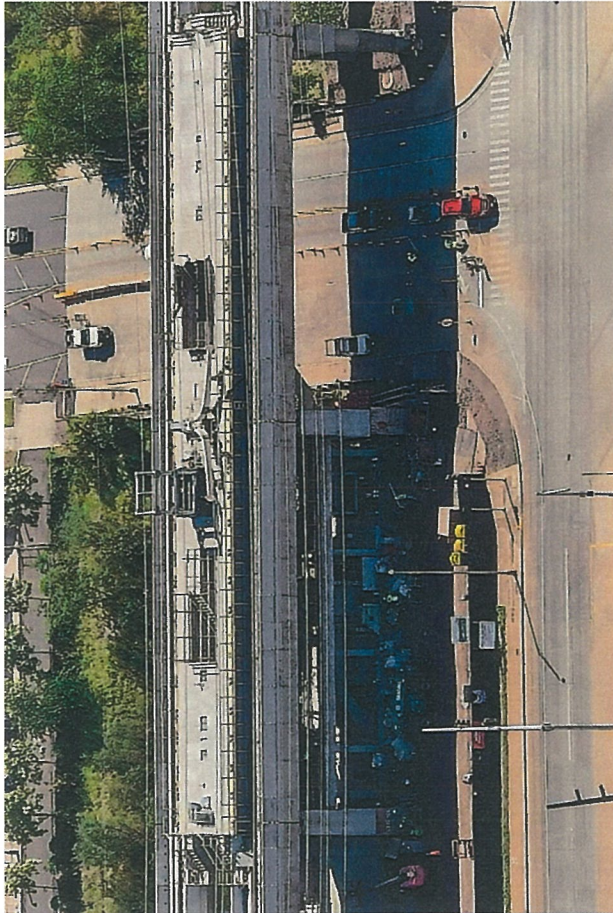


Project Wide Construction Update

West Oahu Stations Group

72.4% Complete

Contract Completion: July '18
Kualaka'i (East Kapolei) Station – 65.9% Complete



Work In Progress

- CMU installation performed for ground level rooms.
- Canopy supports arrived. Welding and painting of the three canopy supports in progress.
- Fire Line piping, drain piping, and domestic water piping installed at the ground level.



West Oahu Stations Group

72.4% Complete

Contract Completion: July '18
Keone'ae (UH-West O'ahu) Station – 76.1% Complete



Work In Progress

- Painting of the West entrance building has started.
- TPO roofing over the pedestrian bridge ongoing.
- Stair work completed.

West Oahu Stations Group 72.4% Complete

Contract Completion: July '18
Honouliuli (Ho'opili) Station – 74.2% Complete



Work In Progress

- Power poles have been set by HECO.
- Contractor continues work on the placement of balustrades and installation ongoing at platform level.

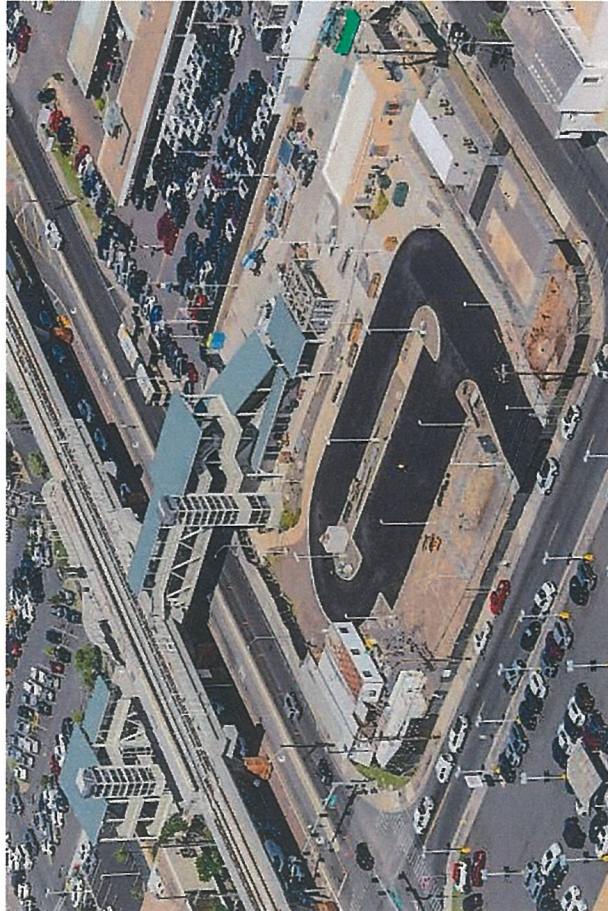


Farrington Highway Stations Group

82.2% Complete

Contract Completion: January '19

Hō'ae'ae (West Loch) Station – 85.9% Complete



Work In Progress

- Installing concourse and platform junction boxes.
- Installation of balustrades across the concourse, platform, and stairs.
- Installation of the fire and electrical conduit lines on the Mauka side.

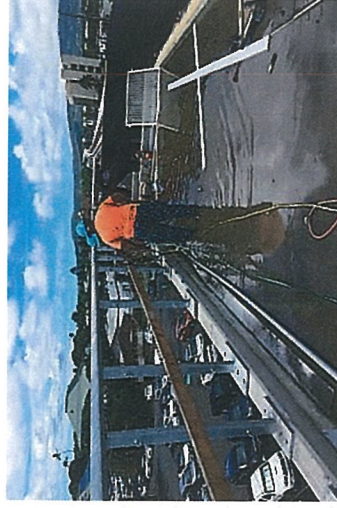


Farrington Highway Stations Group

82.2% Complete

Contract Completion: January '19

Pouhala (Waipahu Transit Center) Station – 75.0% Complete



Work In Progress

- Painting of balustrades continue on the concourse and installation at the platform.
- Electricians installing conduit across the pedestrian bridge.
- Rebar installation continues for Mauka entrance ramp concrete.
- Work continues on the outrigger stairs.

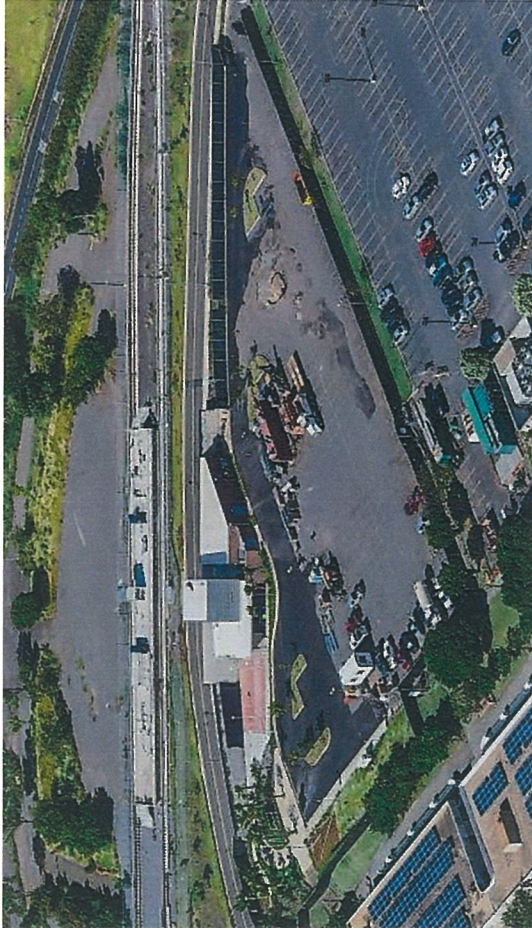


Farrington Highway Stations Group

82.2% Complete

Contract Completion: January '19

Hālaulani (Leeward Community College) Station – 71.0% Complete



Work In Progress

- Installation of drop ceiling completed.
- Installation of balustrades continues at the entrance and platform area.



University of Hawai'i Park and Ride – Road "B"

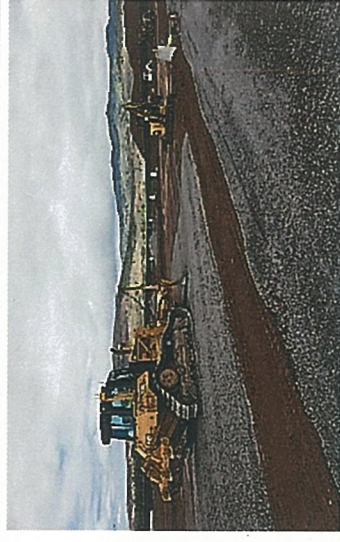
46% Complete

Contract Completion: July '19



Work In Progress

- Installation of R1 water main line along Road B continues.
- Commenced placement of base course material for parking lot area.





Core Systems 58.3% Complete

Projected Completion
October 2025



Testing

- Integration testing of the interfaces between the vehicle & wayside Comms and control equipment is expected to begin in 1st Q 2019.
- PV #2 Onboard Routine Acceptance Test started on November 2, 2018; testing continues.
- Wayside ATC testing in LCC and West Loch to start by November 15, 2018; testing continues.

Testing in Progress

- Prefabrication work at the MOW for East Kapolei PSGS Installation continues.

MSF Yard

- Communication installation slated for completion in 1st Q 2019. The remaining work is the remediation of CIC cabinets.

Platform Screen Gates

- Train #5 is ready for delivery and awaiting HART's Release for Shipment.

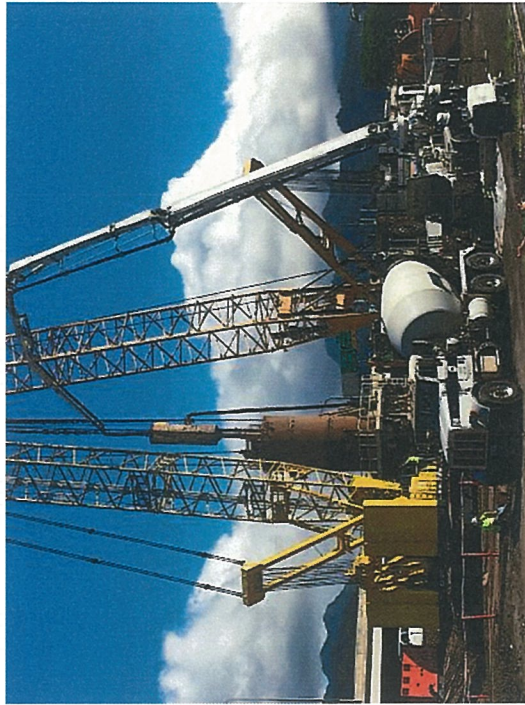
Manufacturing

- All Signal, TES, and SCADA systems are onsite or ready for delivery for Segment 1.
- Pearlridge and Aloha Stadium TPSS onsite delivery scheduled for 1st Q 2019.
- Train #5 is ready for delivery and awaiting HART's Release for Shipment.

Airport Guideway and Stations

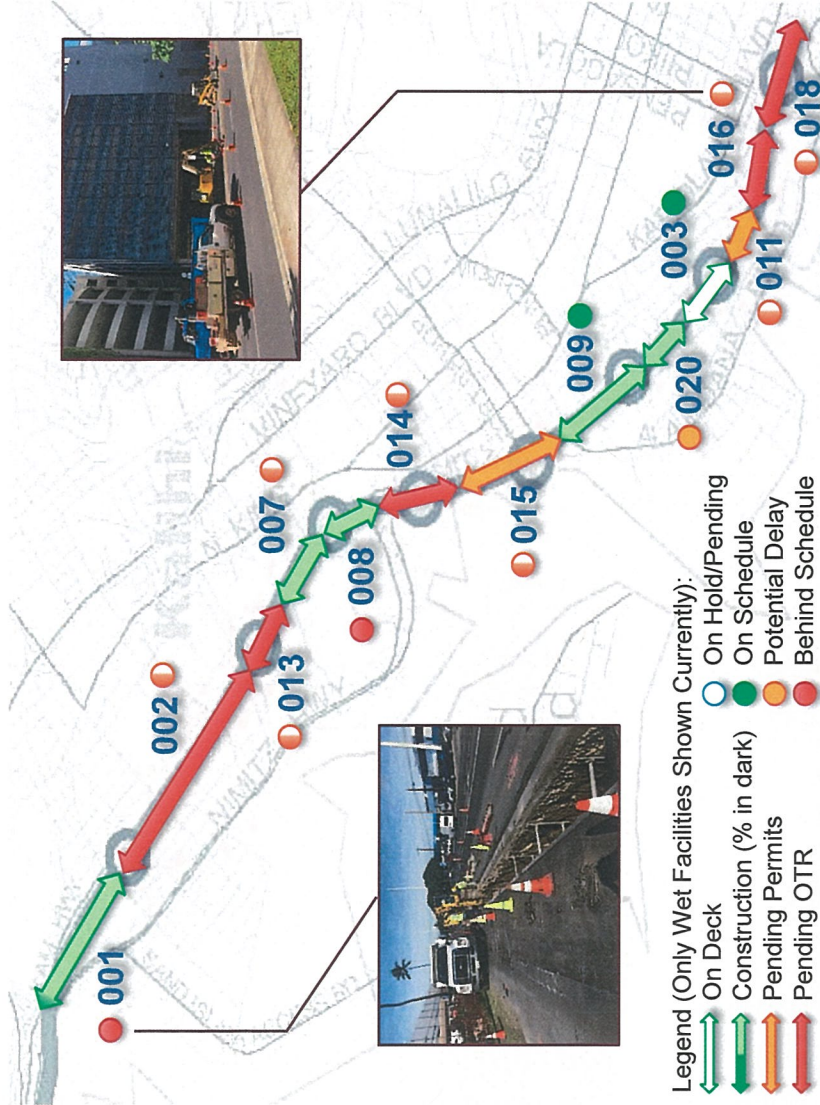
35.7% Complete

Contract Completion: May 2021



- **Completed To Date:** Design progression at 99%. 124 drilled shaft foundations completed, 85 columns installed, and 3 spans have been erected. 1,072 pre-cast segments have been casted.
- **Ongoing Construction:** Straddle Bents and C-Bent columns and caps in Reaches A and B, drilling for deep foundation shafts in Reach B, C, and E, and gantry operations for span erection continue in Reach A.

City Center Utilities Relocation



- Installed Work Progress (Estimate): **0.8%** vs 0.2% last update
- Estimated Completion: May 3, 2022
- Active Task Order Status Update:
 - 001 – Excavating for 24" Water Facility; Installed 100'
 - 003 – Performing Pre-Construction Activities
 - 007 – On Hold Pending Dry Design
 - 008 – Excavating for Water/Sewer/Drainage Facilities
 - 009 – Potholing for 46kV Ductbank
 - 011 – Performing Pre-Construction Activities
 - 014 – Performing Pre-Construction Activities
 - 015 – Performing Pre-Construction Activities
 - 016 – Performing Pre-Construction Activities
 - 018 – Performing Pre-Construction Activities
 - 020 – Prework for 48" Drainage Facility
- Working with DPP to finish out one-time review approvals for Wet Utilities.
- Finalizing Tiger-team reviews of 90% Dillingham Dry Utility designs.
- Confirming location of 46kV Ductbank along Halekauwila.
- Coordinating design reviews of the 90% Kaka'ako Dry Utility Packages by Task Order area.
- Reviewing alternative to the widening of Kapalama Bridge.

Stay Connected

- Weekly Traffic Advisories
- Weekly e-Blast
- Website and Social Media

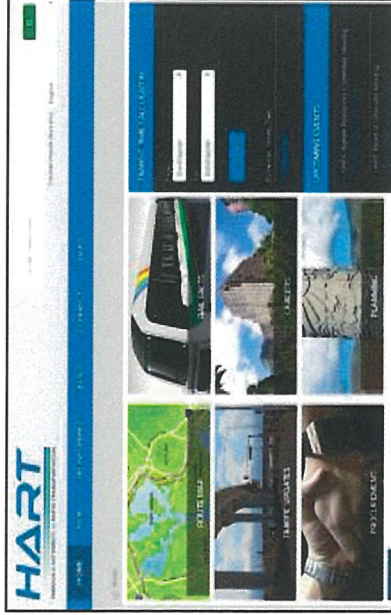


HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

HART WEEKLY eNEWS
March 2, 2018

HART & ANSALDO HONOLULU JV REACH MAJOR MILESTONE IN RAIL PROJECT

HART & Ansaldo Honolulu Joint Venture reached a critical milestone this week in the completion of the Honolulu Rail Transit Project and the start-up of operations



HART Rapid Response:

- 24-Hour Project Hotline number
808-566-2299
- Email Inquiries:
info@HonoluluTransit.org
- Social Media Inquiries

Mahalo!