

# IMPLEMENTATION

To bring the master plan to fruition, construction phasing and budgeting must be considered. The following section describes a phasing plan that attempts to minimize the amount of disruption to regular operations within the Civic Center and the related cost estimates. Phases were based on logical ordering of construction projects as well as breaking down the construction costs into manageable amounts. The phasing plan is a recommendation only and the County may choose to reorder construction projects and adjust timing based on available funds or priorities that may change over time.

## PROPOSED PHASING PLAN AND ORDER-OF-MAGNITUDE COST ESTIMATES

The proposed phasing plan for the Lihū'e Civic Center Site Improvements Master Plan is broken down into eight potential development phases (see Figure 54). Phases are not tied to any specific length of time and can be either combined or extended over time depending upon available funds.



Figure 54: Preliminary Phasing Plan

To provide the County with options and flexibility during the implementation of the plan, the costs are also broken down to show the difference in cost between building all, half or none of the underground parking. Table 7 summarizes the order-of-magnitude construction cost estimates for each phase. The detailed breakdown of these estimates prepared by Rider Hunt is provided in Appendix F. The following figures include a 35 percent contingency.

Please note that the Hardy Street improvements were placed at the top of the priorities and cost estimates calculated specifically at the request of the County due to the potential availability of matching Federal funds.

*Table 7: Order-of-Magnitude Cost Estimates by Phase*

PHASE AND BRIEF DESCRIPTION	ESTIMATED CONSTRUCTION COST*		
	With Full Build-out of Underground Parking	Half of the Underground Parking	No Underground Parking
Phase 1: Hardy Street Improvements <sup>†</sup>	\$5,852,000	\$5,852,000	\$5,852,000
Phase 2: Rice Street Parking Lot with Rice/Kele Street crosswalks and signal	\$1,230,000	\$1,230,000	\$1,230,000
Phase 3: County Lawn Improvements	\$698,000	\$698,000	\$698,000
Phase 4: Hardy Street Parking Lot	\$9,096,600**	\$5,280,000	\$1,475,000
Phase 5: County and State Parking Areas (off 'Umi Street)	\$832,000	\$832,000	\$832,000
Phase 6: Pedestrian Promenade, 'Eiwa Street Closure, Loading Area & Parking	\$1,388,000	\$1,388,000	\$1,388,000
Phase 7: Central Park and Parking Structure	\$7,902,000	\$4,251,000**	\$600,000
Phase 8: Kūhiō Hwy/Rice Street Landscaping	\$220,000	\$220,000	\$220,000
<b>TOTAL</b>	<b>\$27,218,600</b>	<b>\$19,751,000</b>	<b>\$12,295,000</b>

*Notes:*

\*Prepared by Rider Hunt Levett & Bailey (May 2005) unless otherwise noted. All estimates include 35 percent contingency.

\*\*Extrapolated from Rider Hunt estimates.

<sup>†</sup>\$3,300,000 of the cost estimate covers work estimated and escalated from the County Department of Public Works 3/22/05 cost estimate. Includes improvements to Hardy Street from Kūhiō Highway to Rice Street.

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Phase 1 is the Hardy Street improvements, which includes roadway and streetscape improvements and the development of the proposed roundabout at Hardy and 'Umi Streets. Along the north perimeter of the Hardy Street parking lot, 32 parking stalls will be removed and new sidewalks and landscaping will be installed. The bus shelter will also be renovated. Total construction cost for Phase 1 is estimated at \$5,852,000.

Phase 2 focuses on the Rice Street parking lot and the installation of crosswalks and traffic signals at Rice and Kele Streets. The County driveway will be realigned to match with Kele Street and the parking lot will be landscaped and restriped to hold 79 stalls. The estimated construction cost for Phase 2 is \$1,230,000.

Phase 3 involves the restoration of the County Lawn and other landscape improvements around the Historic County Building and Annex. It includes the removal of the 25 County parking stalls north of the park and the construction of the pedestrian promenade. Estimated total cost for Phase 3 is \$698,000.

Phase 4 is the Hardy Street parking lot. The estimated construction cost for the parking lot with a full second level below grade is \$9,096,600. With half a deck below grade it is estimated to be \$5,280,000. Should underground parking be too costly for the County, a simple reorganization of the at-grade parking lot with new lighting, sidewalks and landscaping would cost about \$1,475,000. The trade-off in these scenarios is the number of parking stalls. With no underground parking, this lot would contain about 148 parking stalls. With a half deck below grade, there would be approximately 210 parking stalls. With a full deck below grade, the parking lot would contain about 280 parking stalls.

Phase 5 focuses on the renovation of the County and State parking lots south of the State Office Building and the preparation of closing of 'Eiwa Street. The parking lots will be reconfigured to accommodate 135 parking stalls in the interim, and landscaped with trees to offer more shade. Existing trees that must be relocated should be replanted within the Civic Center whenever possible. New pedestrian walkways will be installed. Estimated construction cost for Phase 5 is \$832,000.

Phase 6 includes the development of the pedestrian promenade connecting the Pi'ikoi Building with the Historic County Building and the closure of 'Eiwa Street. In addition, 25 parking stalls will be added west (mauka) of the State Office Building and its small parking lot, and the loading area behind Big Save will be formalized. The total estimated construction cost for Phase 6 is \$1,388,000.

Phase 7 is the new Central Park and the potential construction of the underground parking structure. One deck of below grade parking would add 75 new parking spaces and two decks below grade would add 150 new parking spaces. The estimated construction cost for the park and potential below grade parking structure is estimated in three ways. With just the Central Park, the cost would be about \$600,000. With one deck below grade, it would be about 4,251,000 and with two decks below grade \$7,902,000.

The final phase involves landscape improvements for perimeter areas below the Mo'ikeha Building at the Kūhiō Highway/Rice Street intersection and further north along Kūhiō Highway. The total estimated cost for Phase 8 is \$220,000.

### **ADDITIONAL COSTS**

Based on the recommendations of the master plan, there are other additional costs that were not included in the above phasing plan. They were specifically excluded since it is not known whether they would be implemented or not and/or the timing of their implementation is not known at this time. The County can determine later if and when they will be built. They include items such as offsite parking structures, additional traffic signals at 'Akahi and Hardy Streets, new shuttle bus services and the relocation of overhead utilities underground.

Some of the costs are provided as per unit costs to give the County flexibility in estimating costs based on the size of the improvement rather than a flat fee. These costs are itemized in Table 8 and should be reviewed based on available information and technologies at the time of implementation.

*Table 8: Additional Costs*

<b>DESCRIPTION</b>	<b>COST</b>
Parking structure above grade at War Memorial	\$35,000 per stall
Parking structure above grade at Līhu'e Plantation Bldg.	\$40,000 per stall
Traffic signal at 'Akahi and Hardy Streets	\$250,000
Parking control device per single entrance/exit to parking lots (ticket spitter and cashier booth)	\$30,000
Relocation of overhead utility lines underground	\$350/linear foot
Shuttle bus costs (estimate per service hour)*	\$59.69 per hour
*Note: 2002 national average, estimate includes all costs associated with operation (labor, fuel, maintenance, etc.) and was provided by Janine Rapozo, County Executive on Transportation. All other costs prepared by Rider Hunt (May 2005).	

## EXTERNAL FUNDING SOURCES AND GRANT PROGRAMS

With the completion of the master plan and environmental assessment, the County will move into the implementation phase for the master plan which involves detailed design and construction of the various elements presented in the master plan. In addition to tapping County funds, the County could seek grants from other sources. A brief list of potential funding sources and their current websites are provided in Appendix G.

## CHANGE IN PARKING BY PHASE

There are a total of 640 existing parking stalls affected by the proposed master plan. This includes the 556 County parking stalls, 64 metered State parking stalls south of the State Office Building, and 20 parallel stalls along 'Eiwa Street. Table 9 summarizes the net change in parking within the County parking lots by phase. If all the proposed parking stalls are constructed, including the below grade stalls, there would be a net increase of 55 parking stalls.

*Table 9: Net Change in Parking Stalls by Phase*

PARKING PHASING	NUMBER OF PARKING STALLS			
	NEW STALLS BUILT	OLD STALLS REMOVED	TOTAL AT END OF PHASE	NET CHANGE
Existing Parking			640	
Phase 1	0	32	608	-32
Phase 2	79	132	555	-85
Phase 3	0	25	530	-110
Phase 4	280	159	651	11
Phase 5	135	158	628	-12
Phase 6	51	71	608	-32
Phase 7	150	63	695	55
Phase 8	0	0	695	55
<b>TOTALS</b>	<b>695</b>	<b>640</b>		<b>+55</b>

If none of the below grade parking decks are constructed, there would be a reduction of about 280 stalls. However, alternative offsite parking lots such as the War Memorial parking lot, which has 240 existing parking stalls, should be utilized to supplement parking. Furthermore, if less parking is provided, the use of alternative means of transportation such as transit, biking, and walking would increase since personal vehicles would become less convenient and healthier lifestyles would be encouraged.