



SITE SELECTION MEMORANDUM: URBAN HONOLULU MOBILITY HUB

The purpose of this memo is to provide an analysis of potential mobility hub sites for Urban Honolulu as part of the site selection process. This memo will outline initial criteria and sites and provide a recommendation for three sites to be taken forward to the next phase of the project. It should be noted the results of this initial analysis are not reflective of the overall site priority for development.

Site Selection Criteria

The following list represents the criteria used to analyze potential sites for a mobility hub in Urban Honolulu. Sites will be scored based on these criteria, with the three highest scoring sites chosen for full site analysis.

- Site Size
 - Sites were included that could be large enough to host a mobility hub for Urban Honolulu as envisioned by the Department of Transportation (DTS). The proposed site size for a mobility hub in Urban Honolulu is between 0.5 to 5 acres.
- Proximity to destinations and population served.
 - Two buffers of a quarter mile and a half mile were generated from along the centerline of Kapahulu Avenue between Kalākaua Avenue and Date Street. These buffers identify two walksheds on the eastern edge of Waikīkī. Sites outside of these buffers were not considered for the mobility hub.
- Parcel ownership
 - Site selection was limited to parcels owned by State or County government to reduce potential acquisition costs.
- Vehicular Site Access
 - Sites were evaluated for existing access points such as roads and driveways, as well as the potential for the development of new vehicular access points as necessary.
- Transit access and connectivity
 - Sites were evaluated for existing access points such as roads and driveways, as well as existing transit corridors. Sites were also evaluated for the potential for the development of new vehicular and transit access points as necessary. Sites were evaluated for the ability to limit the need for City public transit buses (TheBus) to make a loop around the Honolulu Zoo along Monsarrat Avenue and Paki Avenue to continue service. Additionally, sites requiring bus access from Kalākaua Avenue were de-prioritized due to the high number of closures of Kalākaua Avenue for parades and events in Waikīkī.
- Pedestrian access and connectivity
 - Sites were evaluated for pedestrian access and connectivity by the presence of contiguous sidewalks, safe crossing locations, and/or the potential for the development of future pedestrian infrastructure.
- Bicycle access and connectivity
 - Bicycle access was evaluated on the presence of existing bicycle facilities and the potential for the development of future bicycle facilities as discussed in the O‘ahu Bike

Plan.

- Supporting Infrastructure
 - A high level review of sites was completed that assessed the ability to provide utilities such as electrical power and water for restrooms. The biggest concern is provision of enough electrical power for the provision of overhead chargers. Sites were reviewed using the Hawaiian Electric Company (HECO) O’ahu Electric Vehicle (EV) Charger Siting Tool. The tool identifies areas by the available electrical system capacity at three levels (less than 500kW, 500kW – 1MW, and greater than 1MW). Layout requirements for electrical charging and requests for electrification will be explored in the next phase of this project.
- Hazard and climate change risks
 - Each site was evaluated for the current flood zone and whether the site will be inundated by 3.2ft SLR-XA (Sea Level Rise Exposure Area) or 6ft of Sea Level Rise (SLR)¹.
- Land use restrictions
 - Land use restrictions includes whether the site is within the Special Management Area (SMA) and how the site would be impacted by restrictions laid out in the Diamond Head Special District (DHSD). Additionally, sites were reviewed for location within the boundary of the Kapi’olani Park Trust². and to its mission of keeping Kapi olani Park free and open to the public. Historically, the trustees and KPPS have not been supportive of development in the park. It would be expected that these groups may oppose the development of a mobility hub within the bounds of the Kapi’olani Park Trust. That said, the development of a public resource, such as a mobility hub, would not violate the rules of the trust. It may limit the ability of the mobility hub to provide space for private businesses at the site.
- Cost-related considerations
 - For this level of site selection, high level cost items were considered such as the potential to develop or redevelop the site, addition of new access points etc. Costs were considered and scored on a scale of 1-to-5 (\$ - \$\$\$\$\$) to coincide with the level of site redevelopment required, where an undeveloped an undulating site would be \$\$\$\$\$ and an existing parking lot would be \$. Costs were also considered for the required level or roadway improvement where the development of a new access point to a highway would be \$\$\$\$\$ and an existing driveway needing minor improvements would be \$. The combined score out of ten will be reported. A more in depth cost consideration will be explored in the next phase of this project that looks into utility availability.

¹ Guidance by the Honolulu Climate Commission states that all public facilities should consider the 3.2ft Sea Level Rise Exposure Area as a planning benchmark. If the structure is considered critical infrastructure with a long expected lifespan and low risk tolerance then 6ft of sea level rise should be used as the planning benchmark. This is additionally outlined in Revised Ordinances Honolulu Chapter 25-4.1.

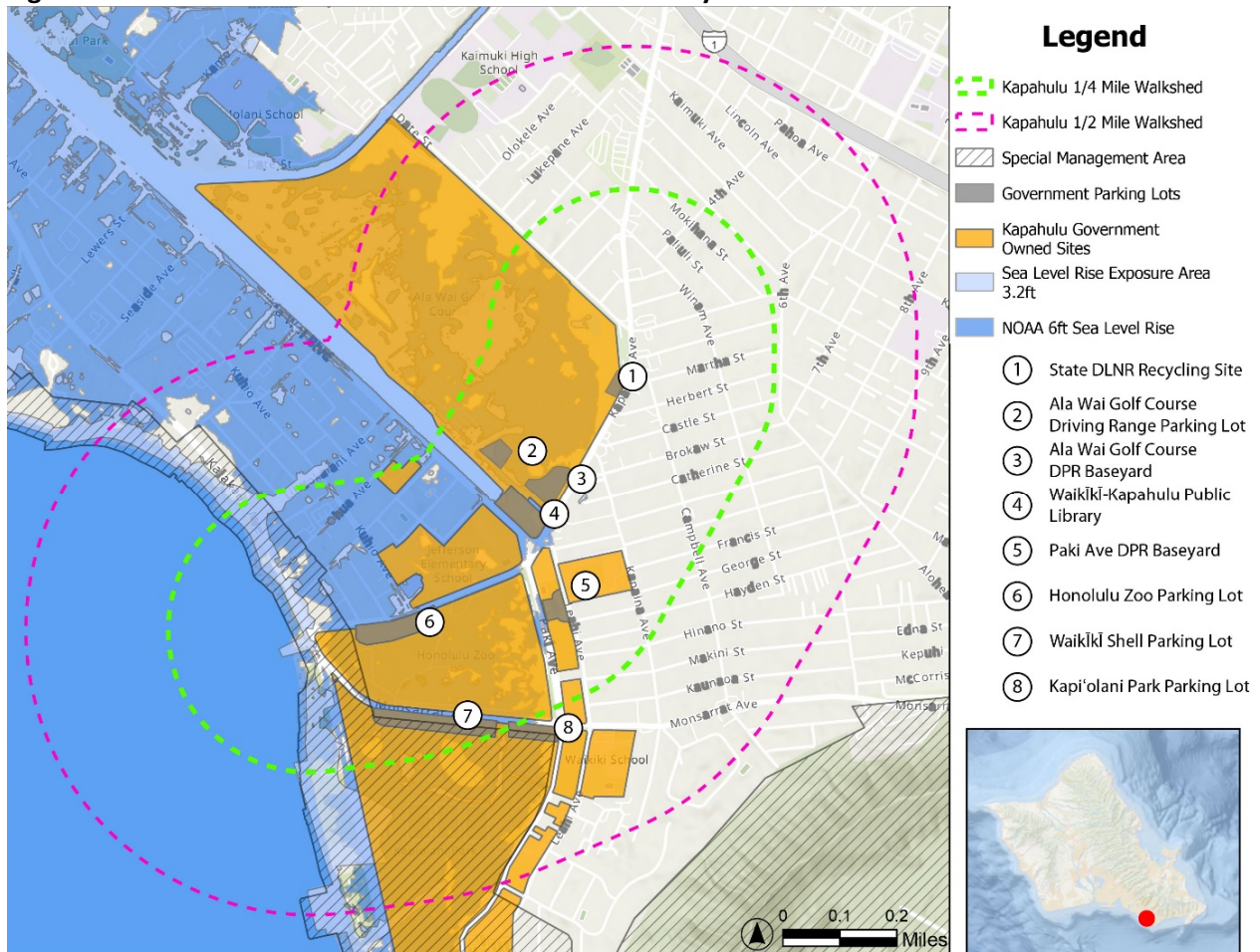
² The Kapi’olani Park Trust is the deed of land ownership of Kapi’olani Park that maintains the park as a public trust resource and keeps it free and open to the public. The Kapi’olani Park Trustees are the members Honolulu City Council and the Kapi’olani Park Preservation Society (KPPS), a non-profit preservation society dedicated to informing the public of the unique public charitable trust of the Park. These groups are opposed to private commercial development within the bounds of the Trust property, however, it is expected that a public use such as a mobility hub would be an allowable use.

Site Descriptions

Based on the previously noted criteria, the following eight sites were chosen for further evaluation. This section will provide an overview of the sites being evaluated as potential locations for a mobility hub in Urban Honolulu. Figure 1 shows the location of each site.

- 1) State DLNR Recycling Site
- 2) Ala Wai Golf Course Driving Range Parking Lot
- 3) Ala Wai Golf Course DPR Baseyard
- 4) Waikiki-Kapahulu Public Library
- 5) Paki Avenue DPR Baseyard
- 6) Honolulu Zoo Parking Lot
- 7) Waikiki Shell Parking Lot
- 8) Kapi'olani Park Parking Lot

Figure 1: Sites considered for the Urban Honolulu Mobility Hub





Site Evaluation

This section evaluates each site based on the previously noted criteria.

1) State DLNR Recycling Site

The State DLNR Recycling Site is a 0.5-acre parcel located along Kapahulu Avenue and is within the quarter mile walkshed buffer. The site is owned by the Department of Land and Natural Resources (DLNR) and is leased to Reynolds Recycling for use as a recycling center in addition to providing paid public parking. For vehicular and transit access, the site has two entrances, one at the signalized intersection with Campbell Avenue and the other opposite St Marks Church further makai along Kapahulu Avenue. Transit access to the site is provided by four routes (route 2, 2L, 13, and 14). There is a pedestrian sidewalk fronting the site and a multiuse path to the rear of the site that provides facilities to both bicyclists and pedestrians. Kapahulu Ave is a marked bike route with sharrows painted on the road. This site has an available electrical circuit capacity of greater than 1 MW. The site is outside of the 3.2ft SLR-XA and will not be impacted by 6ft of sea level rise and is located in flood zone X (Area of minimal flood hazard). The site is outside of the SMA. The site is located within the DHSD and in this location development heights are allowed up to 40ft and the site is not within the Kapi'olani Park Trust Boundary.

The current site is underutilized and could be reconfigured to accommodate functions of a mobility hub. The site is already paved and is flat. At 0.5-acres, the site size is small and so may struggle to accommodate all proposed mobility hub uses. The sites current use may also have to be relocated to accommodate a mobility hub. From a cost perspective, this site is already paved and graded and would therefore be low cost to redevelop (\$). The existing driveways would need to be redeveloped to accommodate transit access (\$). This site scores a 2/10 on costs.

2) Ala Wai Golf Course Driving Range Parking Lot

The Ala Wai Golf Course Driving Range Parking Lot is a 1-acre site located along the Ala Wai Golf Course Access Road and is within the quarter mile walkshed buffer. The site is owned by the City and County of Honolulu (CCH) and is primarily used for parking for the driving range. For vehicular and transit access there is one access point from Ala Wai Golf Course Access Road. There is no direct transit access to the site, but four routes run along Kapahulu Avenue (route 2, 2L, 13, and 14). There is a multiuse pathway providing access from the site to Kapahulu Avenue for bicyclists and pedestrians. This path connects to the multiuse path which runs mauka along Kapahulu Avenue to Date Street. This site has an available electrical circuit capacity of greater than 1 MW. The site is impacted by both the 3.2ft SLR-XA and 6ft of SLR and is located in flood zone AE (1% chance flood). The site is not located in the SMA and is not within Kapi'olani Park Trust Boundary. The site is located within the DHSD and in this location development heights are restricted to below 0ft.

The current site is underutilized. While the lot was intended to provide parking for the driving range, the lot is often closed and unused. The site could be reconfigured to serve as a mobility hub. The site is already paved and is flat. The site only has one entrance and would likely need to be reconfigured to allow both ingress and egress either through a central entrance or through an in-out loop. Additionally, Ala Wai Golf Course Access Road would need to be amended due to the current roadway's narrow 20-



foot width and presence of speed bumps which are limitations for regular bus use. The northbound left-turn lane along Kapahulu Avenue is short and may need to be redesigned with the intersection and signal timing to accommodate the bus turns. While pedestrian access to Waikīkī is possible via existing sidewalks fronting the Waikīkī-Kapahulu Public Library, the bicycle connection to Waikīkī is less optimal as the Kapahulu multiuse path ends at the Ala Wai Golf Course Access Road. Improving the connection between the Golf Course Access Road and Waikīkī for bicyclists would be ideal but unlikely to be part of the scope of this project. Configuring a mobility hub on this site would impact parking for the driving range as the site likely cannot accommodate both mobility hub uses and private parking, therefore parking for the driving range would have to be accommodated at the main golf course parking lot. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH Department of Planning and Permitting (DPP) director. The site is location in flood zone AE would need to be mitigated through raising the site or providing a buffer around the site, which may impact the ability of the site to fully serve all mobility hub uses.

From a cost perspective, this site is already paved and graded and would therefore be low cost to redevelop (\$). The existing driveways and roadway would require redevelopment and intersection improvements which would be a moderately low cost (\$\$). This site scores a 3/10 on costs.

3) Ala Wai Golf Course DPR Baseyard

The Ala Wai Golf Course DPR Baseyard is a 1.9-acre site located on the corner of Kapahulu Avenue and Ala Wai Golf Course Access Road and is within the quarter mile walkshed buffer. The site is owned by the CCH and is primarily used as a storage yard for materials for the Department of Parks and Recreation (DPR). There is one vehicular entrance onto Kapahulu Avenue. There is no direct transit access to the site, but four routes run along Kapahulu Avenue (route 2, 2L, 13, and 14). There is a multiuse pathway providing access from the site to Kapahulu Avenue for bicyclists and pedestrians. This path connects to the multiuse path which runs mauka along Kapahulu Avenue to Date Street. This site has an available electrical circuit capacity of greater than 1 MW. The site is impacted by both the 3.2ft SLR-XA and 6ft of SLR and is located in flood zone X (area of minimal flood risk). The site is not located in the SMA and is not within Kapi'olani Park Trust Boundary. The site is located within the DHSD and in this location development heights are restricted to below 0ft.

While this site is not currently paved, it could be easily reconfigured to serve as a mobility hub. The site is already flat and predominantly graded. The site has an existing semi formal entrance onto Kapahulu Avenue and could be configured to have a driveway access from the Ala Wai Golf Course Access Road, providing both ingress and egress for buses. While pedestrian access to Waikīkī is possible via existing sidewalks fronting the Waikīkī-Kapahulu Public Library, the bicycle connection to Waikīkī is less optimal as the Kapahulu multiuse path ends at the Ala Wai Golf Course Access Road. Improving the connection between the Golf Course Access Road and Waikīkī for bicyclists would be ideal but unlikely to be part of the scope of this project. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH DPP director. The northbound left-turn lane along Kapahulu Avenue is short and may need to be redesigned with the intersection and signal timing to accommodate the bus turns.



From a cost perspective, this site is already graded and would therefore be moderately low cost to pave and redevelop (\$\$). The development of new driveways and roadway would require redevelopment and intersection improvements which would be a moderately low cost (\$\$). This site scores a 4/10 on costs.

4) Waikīkī-Kapahulu Public Library

The Waikīkī Public Library parcel is a 2.5-acre site located on Kapahulu Avenue, within the quarter mile walkshed buffer. The site is owned by the Department of Education and hosts the Waikīkī-Kapahulu Public Library and the Library for the Blind and Print Disabled. For vehicular and transit access there is one access point from the Ala Wai Golf Course Access Road. There is no direct transit access to the site, but four routes run along Kapahulu Avenue (route 2, 2L, 13, and 14). There is a multiuse pathway providing access from the site to Kapahulu Avenue for bicyclists and pedestrians. This path connects to the multiuse path which runs mauka along Kapahulu Avenue to Date Street. This site has an available electrical circuit capacity of greater than 1 MW. The site is impacted by both the 3.2ft SLR-XA and 6ft of SLR and is located in flood zone X (area of minimal flood risk). The site is not located in the SMA and is not within Kapi'olani Park Trust Boundary. The site is located within the DHSD and in this location development heights are restricted to below 0ft.

Reconfiguring this site for a mobility hub would be more challenging than most other sites due to the existing Public Library uses on the site. Developing a mobility hub here would likely require the redevelopment of the entire site and the integration of the library buildings into the mobility hub. This would also likely lead to the loss of the existing palm trees on the grass lawn. There are precedents for mobility hubs and library colocation in the state, including examples on both Maui (Kahului) and Hawai'i Island (Pāhoa). A complicating fact in this case is that both library buildings are historic structures over 50 years old. While pedestrian access to Waikīkī is possible via existing sidewalks fronting the Waikīkī-Kapahulu Public Library, the bicycle connection to Waikīkī is less optimal as the Kapahulu multiuse path ends at the Ala Wai Golf Course Access Road. Improving the connection between the Golf Course Access Road and Waikīkī for bicyclists would be ideal but unlikely to be part of the scope of this project. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH DPP director. The northbound left-turn lane along Kapahulu Avenue is short and may need to be redesigned with the intersection and signal timing to accommodate the bus turns.

From a cost perspective, this site is partially paved and graded and would therefore be moderately low cost to redevelop (\$\$). The existing driveways and roadway would require redevelopment and intersection improvements which would be a moderately low cost (\$\$). This site scores a 4/10 on costs.

5) Paki Avenue DPR Base Yard

The Paki Avenue DPR Base Yard is a 1-acre site located between Paki Avenue and Lē'ahi Avenue and is within the quarter mile walkshed buffer. The site is owned by the CCH and the State of Hawai'i and currently serves as an administrative building and vehicle yard for the DPR. For vehicular and transit access there are two entrance points to the site, both on Lē'ahi Avenue. Transit access is provided by ten routes (route 2, 8, 14, 20, 23, 42, 98A, W1, W2, and W3), all of which routes currently run along Paki Avenue. There are pedestrian sidewalks along Lē'ahi Avenue but no bicycle infrastructure. This site has an available electrical circuit capacity of greater than 1 MW. The site is impacted by both the 3.2ft SLR-



XA and 6ft of SLR and is located in flood zone X (area of minimal flood risk). The site is not located in the SMA. The site is located within the DHSD and in this location development heights are restricted to no more than 25ft. Additionally, the site is located within Kapi'olani Park Trust Boundary.

This site could be reconfigured to serve as a mobility hub while still providing administrative space and parking for the DPR. The site already has two entrances, making a viable loop for bus access and egress. However, the site entrance is on Lē'ahi Avenue which poses two problems. First, Lē'ahi Avenue is not well configured for high volumes of bus transit travel and second, the intersection at Kapahulu and Lē'ahi would have to be reconfigured to allow for buses to turn left onto Kapahulu as this turning movement is currently prohibited. Additionally, the site location would require buses to make a loop around the Honolulu Zoo which is something that DTS wants to avoid. Pedestrian and bicycle access to the site is also not ideal. There is no pedestrian sidewalk on the mauka side of Paki Avenue, closest to Lē'ahi Avenue. This means that pedestrians and bike riders would have to route to Kapahulu Avenue and use those pedestrian crossings which are not well configured. The location of the site in Kapi'olani Park Trust Boundary may lead to increased community pushback, however, a public serving mobility hub should be an allowable use within the bounds of the trust. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH DPP director.

From a cost perspective, this site is already paved and graded, however some buildings may have to be redeveloped and would therefore be moderately low cost to redevelop (\$\$). The existing driveways and roadway would require redevelopment and intersection improvements which would be a medium level cost (\$\$\$). This site scores a 5/10 on costs.

6) Honolulu Zoo Parking Lot

The Honolulu Zoo parking lot is a 3.1-acre site off Kapahulu Avenue and is within the quarter mile walkshed buffer. The site is owned by the CCH and the State of Hawai'i and is primarily used for paid private vehicle parking for Zoo attendees and for those wanting to park and walk into Waikīkī, the beach, or Kapi'olani Park. The site has two existing entrances for vehicular and transit access. Transit access to the site is provided by twelve routes (Routes 2, 2L, 8, 13, 14, 19, 20, 22, 23, 24, 42, and E). Pedestrian and bicycle access is provided through the Kapahulu Zoo Trail which makes up part of the Lei of Parks trails. This site has an available electrical circuit capacity of greater than 1 MW. The site not impacted by the 3.2ft SLR-XA, however would be impacted by 6ft of SLR and the site is located in flood zone AE (1% annual chance flood). The site is not located in the SMA and is located in the DHSD in an area where development heights are restricted to not more than 25ft. The site is also within the Kapi'olani Park Trust Boundary.

The site could be reconfigured to serve as a mobility hub. Kapahulu Avenue is 2-way at this location and therefore could reduce the need for buses to make a loop around the Zoo. Alongside the two existing site entrances an additional bus only entrance/exit could potentially be configured at the intersection with Kūhiō Avenue to facilitate mobility hub ingress and egress by buses. The lot is set back from the street and could have space to fit desired facilities such as bus charging and bike share. Configuring a mobility hub on this site would cause a parking reduction for the Zoo but would not entirely preclude private parking on the site. The reduction in vehicular parking would be offset by the development of a



mobility hub serving the needs of those looking to visit the zoo or the beach. The location of the site in Kapi'olani Park Trust Boundary may lead to increased community pushback, however, a public serving mobility hub should be an allowable use within the bounds of the trust. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH DPP director.

A secondary suggestion for this site would be to use the Zoo parking lot as a turnaround for buses and place the charging infrastructure and passenger pick up and drop off zones along the curb on Kapahulu Avenue. This proposal would involve reconfiguring the outer lane of parking to serve as a bus-only lane, assuming the turning movements can be made at the driveways. Potential impacts resulting from the bus turn movements would have to be studied along with the potential to reconfigure the Zoo parking lot to reduce conflicts. This would reduce the amount of space required from the Zoo parking lot for the mobility hub. There are existing bus stops on Kapahulu Avenue and there are two mauka bound lanes which would mitigate traffic impacts from buses using the curbside lane to charge.

From a cost perspective, this site is already paved and graded and would therefore be low cost to redevelop (\$). The existing driveways and roadway would require improvements which would be low cost (\$). This site scores a 2/10 on costs.

7) Waikīkī Shell Parking Lot

The Waikīkī Shell Parking lot is a 4-acre site on Monsarrat Avenue and is within the quarter mile walkshed buffer. The site is owned by the State of Hawai'i and the CCH and is primarily used for vehicular parking for Kapi'olani Park and for events at the Waikīkī Shell. Many beach users use the lot as well for parking. Vehicular and transit access can be provided through three entrances on site. Transit access is provided by nine routes (Routes 8, 23, 24, 42, E, 98A, E, W1, W2, W3). There is a sidewalk located along both sides on Monsarrat Avenue that connects to Waikīkī and to the Lei of Parks trails. Monsarrat Avenue also has existing painted one-way bicycle lanes. This site has an available electrical circuit capacity of greater than 1 MW. The site is not impacted by the 3.2ft SLR-XA, however would be impacted by 6ft of SLR and is located in flood zone AE (1% annual chance flood). The site is located in the SMA. The site is located in the DHSD and has development heights restricted to 0ft. Additionally, the site is located within the Kapi olani Park Trust Boundary.

The site could potentially be reconfigured to serve as a mobility hub while still providing parking for users of the park and the Shell. The site has multiple entrances, some of which could be adapted to be transit serving only. The use of this site would require buses to make a loop around the Honolulu Zoo which is something that DTS wants to avoid. The lot is set back from the street and could have space to fit desired facilities such as bus charging and bike share. The location of the site in Kapi'olani Park Trust Boundary may lead to increased community pushback, however, a public serving mobility hub should be an allowable use within the bounds of the trust. The site is in a location with a restriction on development height limits, however those height limits can be exempted by the CCH DPP director.

From a cost perspective, this site is already paved and graded and would therefore be low cost to redevelop (\$). The existing driveways and roadway would require improvements which would be low cost (\$). This site scores a 2/10 on costs.



8) Kapi'olani Park Parking Lot

The Kapi'olani Park Parking Lot is a 1.5-acre located on Monsarrat Avenue adjacent to the Waikīkī Shell and is within the half mile walkshed buffer. The site is owned by the State of Hawai'i and the CCH and is primarily used for vehicular parking for Kapi'olani Park. The site primarily serves as parking for Kapi'olani Park. The site has one vehicular access point from Monsarrat Avenue. Transit access is provided by nine routes (Routes 8, 23, 24, 42, E, 98A, E, W1, W2, W3). There is a sidewalk located along both sides of Monsarrat Avenue that connects to Waikīkī and to the Lei of Parks multiuse trail. Monsarrat Avenue also has existing painted bicycle lanes. This site has an available electrical circuit capacity of greater than 1 MW. The site is not impacted by the 3.2ft SLR-XA, however would be impacted by 6ft of SLR and is located in flood zone AE (1% annual chance flood). The site is located in the SMA. The site is located in the DHSD and has development heights restricted to 0ft. Additionally, the site is located within the Kapi olani Park Trust Boundary.

The site could be reconfigured to serve as a mobility hub. The site would need to be reconfigured to provide ingress and egress for buses, potentially through the development of another entrance or exit. Use of the site for a mobility hub would impact private vehicular parking and would require buses to make a loop around the Honolulu Zoo which is something that DTS wants to avoid. The site's location within the bounds of the Kapi'olani Park Trust may result in pushback towards development of a mobility hub. The site is part of the loop around Honolulu Zoo that TheBus would like to avoid. There is good pedestrian and bicycle infrastructure at this site.

From a cost perspective, this site is already paved and graded and would therefore be low cost to redevelop (\$). The existing driveway would have to be redeveloped and a new driveway may need to be created which would be a moderate cost (\$\$\$). This site scores a 4/10 on costs.

Scoring Matrix

A scoring matrix was developed to score each site based on the criteria above. Each site was given a score of 0 (doesn't meet the criteria), 0.5 (partially meets the criteria), and 1 (meets the criteria). The totals for each site were then added together in order to provide a top three sites to take forward to the next phase of the project. Table 1 demonstrates the results of the scoring criteria with the top three sites identified in yellow. These results have been transposed onto the map on Figure 2.

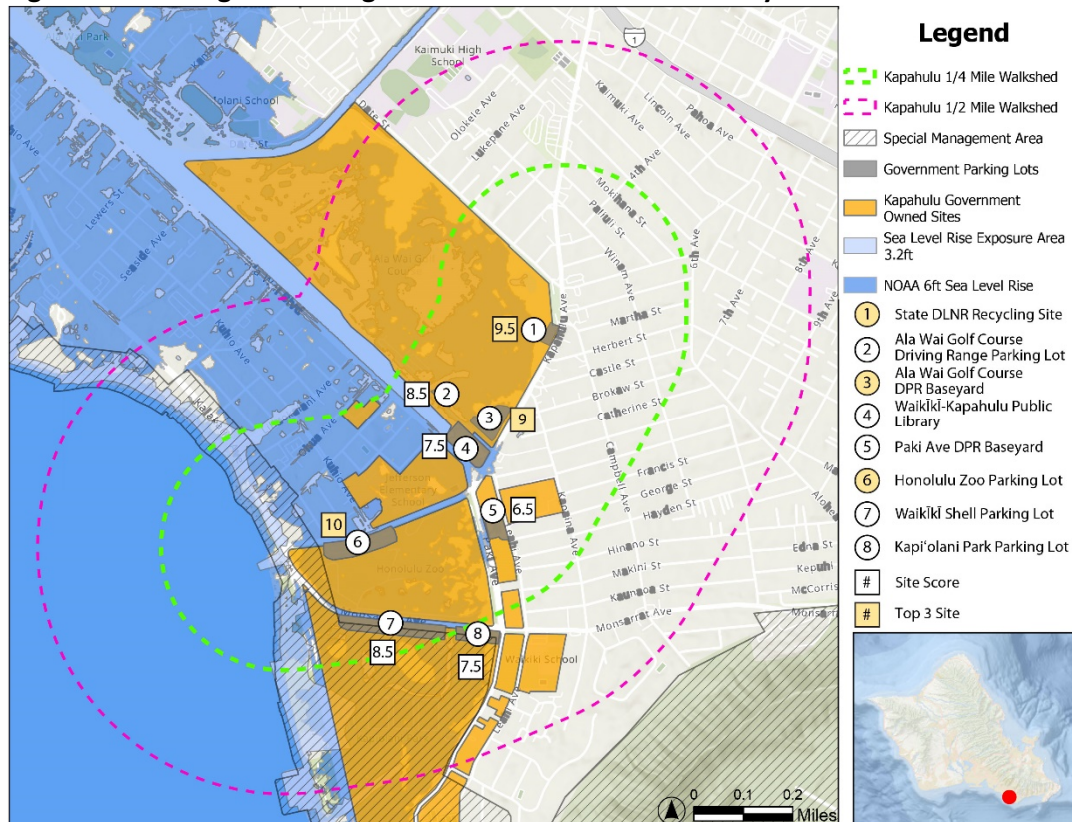
Table 1: Urban Honolulu Site Scoring Criteria

O'AHU MPO MOBILITY HUB STUDY		Site Size	Proximity to Destinations	Parcel Ownership	Vehicular Site Access	Transit Access	Pedestrian Access	Bicycle Access	Supporting Infrastructure	Hazard and Climate Change Risks	Land Use Restrictions	Cost Related Considerations	TOTAL
Urban Honolulu Site													
1	State DLNR Recycling Site	1	1	1	1	1	1	1	1	1	1	1	9.5
2	Ala Wai Golf Course Driving Range Parking Lot	1	1	1	1	1	1	1	1	0.5	1	1	8.5
3	Ala Wai Golf Course DPR Baseyard	1	1	1	1	1	1	1	1	1	1	1	9
4	Waikiki-Kapahulu Public Library	1	1	1	1	1	1	1	1	1	0.5	1	7.5
5	Paki Avenue DPR Base Yard	1	1	1	1	0.5	1	1	1	0.5	1	1	6.5
6	Honolulu Zoo Parking Lot	1	1	1	1	1	1	1	1	1	1	1	10
7	Waikiki Shell Parking Lot	1	1	1	1	1	1	1	1	1	1	1	8.5
8	Kapi'olani Park Parking Lot	1	1	1	1	1	1	1	1	1	1	1	7.5

Key

●	●	○
1	0.5	0

Figure 2: Resulting site scoring for the Urban Honolulu Mobility Hub



Recommendations

Based on the criteria described above, the following sites are recommended for consideration for a more in-depth analysis as potential mobility hub sites for Urban Honolulu:

- Honolulu Zoo Parking Lot
- State DLNR Recycling Site
- Ala Wai Golf Course DPR Baseyard

Each of these sites shown in Figure 3 are thought to have the anticipated space needed to configure a mobility hub, have good vehicular and transit access, have good bicycle and pedestrian access, and have limited land use restrictions. The sites also will need minimal reconfiguration to develop a mobility hub.

Figure 3: Recommended sites for the Urban Honolulu Mobility Hub study

