

The background image shows a street scene in Pāhoehoe, Hawaii. A road curves through the center, with a 'PAHOE' sign on a landscaped median. Palm trees and other tropical vegetation line the streets. In the background, there are colorful buildings and a 'ONE WAY' sign. A semi-transparent map of the area is overlaid on the right side of the image, showing street layouts and a highlighted orange route.

# Pāhoehoe

## Transit Hub & Library

Office of Planning and Sustainable Development  
TOD Council Meeting  
CIP Planning Grant Program Presentation

June 20, 2025



# Project Team



- Mass Transit Agency (MTA)



- Hawai'i State Public Library System (HSPLS)
- Department of Accounting and General Services (DAGS)



- County of Hawai'i, Planning Department



- SSFM International



- Ferraro Choi & Associates



- This project is funded in part through the State Office of Planning and Sustainable Development (OPSD) in support of Transit Oriented Development (TOD)



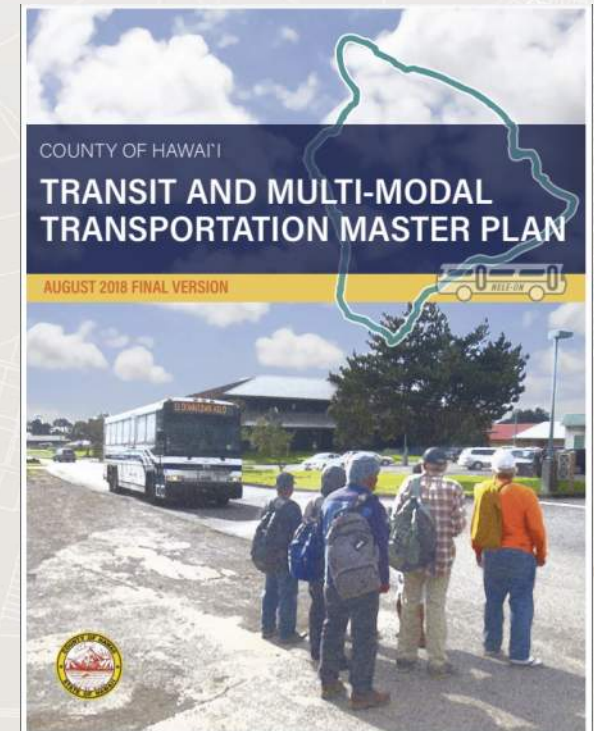
An aerial photograph of a commercial development. In the foreground, a large, light-colored building with a flat roof is visible. To its right, a curved road leads to a roundabout with a central landscaped area. Beyond the roundabout, there are several parking lots filled with cars, some smaller commercial buildings, and a large area of greenery with palm trees. In the background, a body of water is visible under a clear sky. The image has a slightly desaturated, artistic feel.

# Project Background

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# Transit Hub Project Background

- The County completed its Transit and Multi-Modal Transportation Master Plan (Master Plan) in **August 2018**.
- It identified five goals, including the following:  
**“Create transportation hubs and bus stops with amenities that provide rider comfort and safety and that help support community and village gathering places.”**
- It recommended a hub and spoke system for each district, which led to the proposal for a transit hub in Pāhoa for the Puna District.
- The project is intended to provide transportation services to the community in a central area to provide community gather spaces, amenities, and other services within a walkable town center area





# Hub and Spoke Transit: What is It?



- This is a way of routing transportation through a central location, or hub.
- Spokes are the routes going in and out of the hub.
- By meeting up at the hub, passengers on the shorter routes (using smaller vehicles can get off and transfer onto the longer routes (which use longer vehicles).
- This makes service more efficient than if the long routes had to stop everywhere.
- The concept has been in use among airlines since 2001.
- In the past ten to fifteen years, transit systems have been converting to hub and spoke.

# Major Lines for Puna

## Hele-On Bus Route - #40, #401, #402



# Pāhoa Public Library Background

- In 1991 the Hawai'i State Public Library System (HSPLS) created a Master Plan to guide their future growth and facility needs
- In 2017 they created a new plan to better implement the goals of their master plan while considering current demographics of the Puna district

- **Three core values:**

- ❖ **Community / Educational / Cultural Hub**

Gathering place, educational opportunities and provide opportunities for cultural practices.

“this core value reinforces the library as a beacon for knowledge, arts, and culture”

- ❖ **Access**

Provide access to collections/materials, government services and officials through forms and resources

“Give Puna residents and library users access to the entire world”

- ❖ **Collection and Preservation**

Hardcopy and digital materials, preservation of our history





# Existing Pāhoa Public Library





# Possible Library Features

## Expanded Physical Collection



## Program Spaces



## Technology & Digital Learning



## Reading Areas



## Meeting Rooms





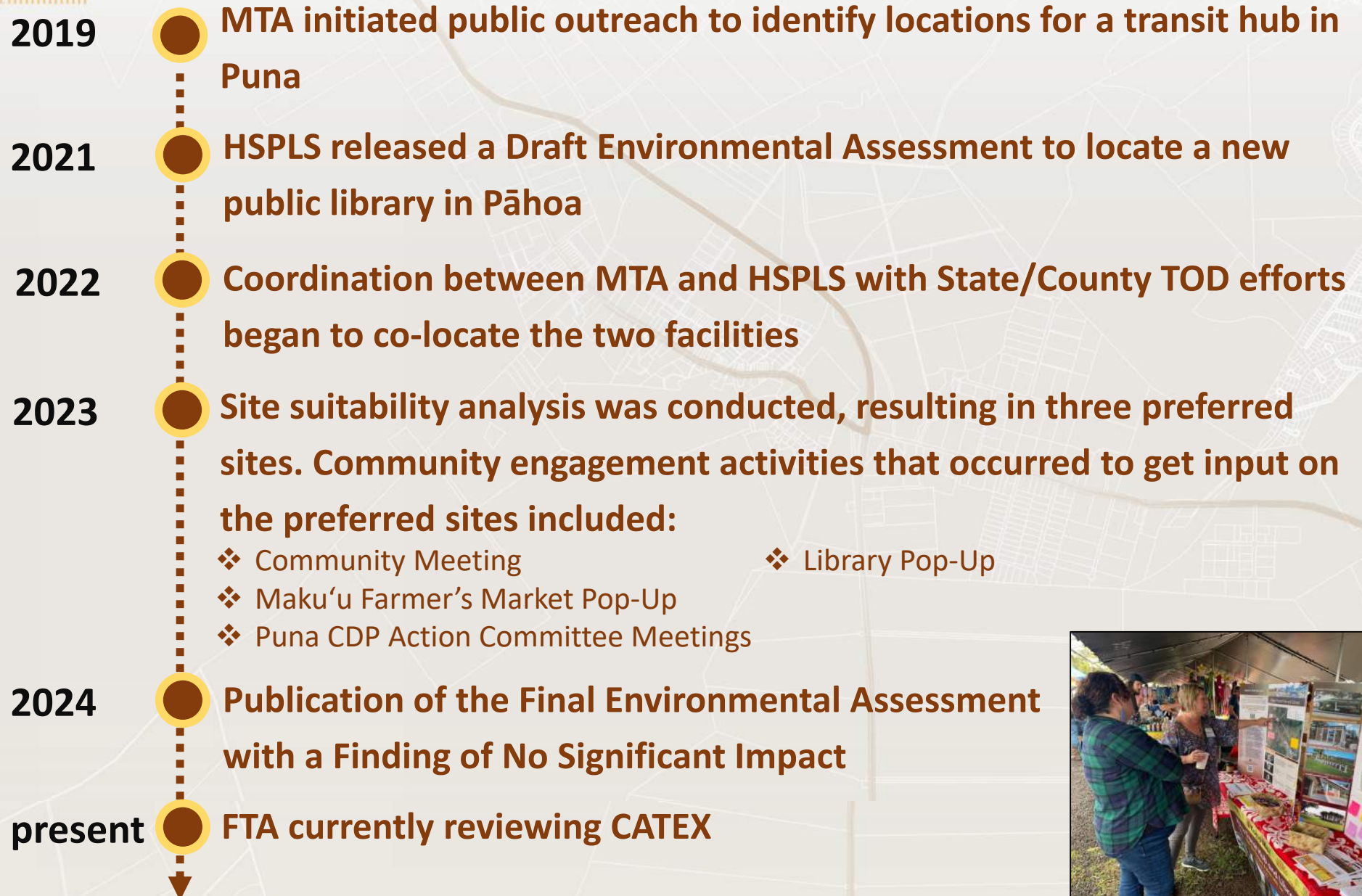
# Library and Transit Hub Co-Location



- MTA entered into discussions with the Hawai'i State Public Library System (HSPLS) regarding co-location of the transit hub with a new State library.
- HSPLS intends to construct a new library in the Pāhoā region and desires to support the County's Transit-Oriented Development (TOD) initiatives.
- Co-location of these key public services will enhance the ability of both facilities to serve the Pāhoā community and advance TOD principles.
- The project team met periodically with OPSD regarding available TOD opportunities.
- This project received \$100,000 from State TOD Capital Improvement Projects (CIP) Planning funds and \$350,000 from HSPLS CIP funds to support the planning study for the transit hub and co-located library.



# General Timeline for the Pāhoā Transit Hub and Library Project



# Project Tasks Included in This Phase

## Site Selection

Evaluate eleven potential sites for feasibility, suitability, and desirability and identify top three preferred sites

## Conceptual Design

Develop conceptual design alternatives, infrastructure requirements, and preliminary cost estimates for the three preferred sites

## Environmental Assessment

Assess environmental, biological, cultural, historic, traffic, and other impacts of three alternatives in accordance with HRS Chapter 343 and other applicable requirements

## Community Engagement Program

Seek input from the Puna community, transit riders, elected officials, government agencies, and other stakeholders throughout the project



An aerial photograph of a commercial development. In the foreground, there's a large, light-colored building with a flat roof. To its right is a curved road with a circular median. Further back, a large parking lot is filled with cars. Several smaller buildings and structures are scattered throughout the site. The background shows a dense line of trees and a body of water. The text "Site Selection Process" is overlaid in white, with a yellow underline.

# Site Selection Process



### Site #2

TMK 1-5-007:007  
Parcel Size: **9.572 acres**  
Zoning: **A-1a**  
Ownership: Private Owned

### Site #8

TMK 1-5-007:005  
Parcel Size: **10 acres**  
Zoning: **A-1a**  
Ownership: Private Owned

### Site #9

TMK 1-5-007:076 Zoning: **A-1a**  
1-5-007:004 Parcel Size: **5.641 acres**  
1-5-007:082 Ownership: Private Owned  
1-5-007:083

### Site #12

TMK 1-5-013:013 Zoning: **RS-15**  
1-5-013:014 Parcel Size: **5.607 acres**  
1-5-013:015 Ownership: Private Owned

### Site #13

TMK 1-5-013:030 1-5-013:023 1-5-013:024  
1-5-013:029 1-5-013:032 1-5-013:034  
Zoning: **RS-15**  
Parcel Size: **5.673 acres**  
Ownership: Private Owned

### Site #10

TMK 1-5-007:059 1-5-007:054  
Parcel Size: **6.397 acres**  
Zoning: **A-1a**  
Ownership: Private Owned

### Site #11

TMK 1-5-007:072 1-5-007:023  
Parcel Size: **8.938 acres**  
Zoning: **A-1a**  
Ownership: Private Owned

### Site #7

(Parcel Size doesn't meet  
minimum size requirement)

TMK 1-5-013:022  
1-5-013:031 Zoning: **RS-15**  
1-5-013:023  
1-5-013:030

Parcel Size: **2.293 acres**  
Ownership: Private Owned

### Site #4

(Parcel Size doesn't meet  
minimum size requirement)

TMK 1-5-012:069 1-5-002:026 1-5-002:024  
Parcel Size: **3.370 acres**  
Zoning: **CV-10**  
Ownership: Private Owned

### Site #5

TMK 1-5-002:020  
Parcel Size: **71.121 acres**  
Zoning: **A-1a**  
Ownership: County of Hawai'i

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Malama  
Shopping  
Center

Woodland  
Center

Puna Kai  
Shopping  
Center

Pāhoa Bypass Rd

Post Office Rd

130

United States  
Post Office

Pāhoa District Park










Pāhoa High  
& Intermediate  
School

132

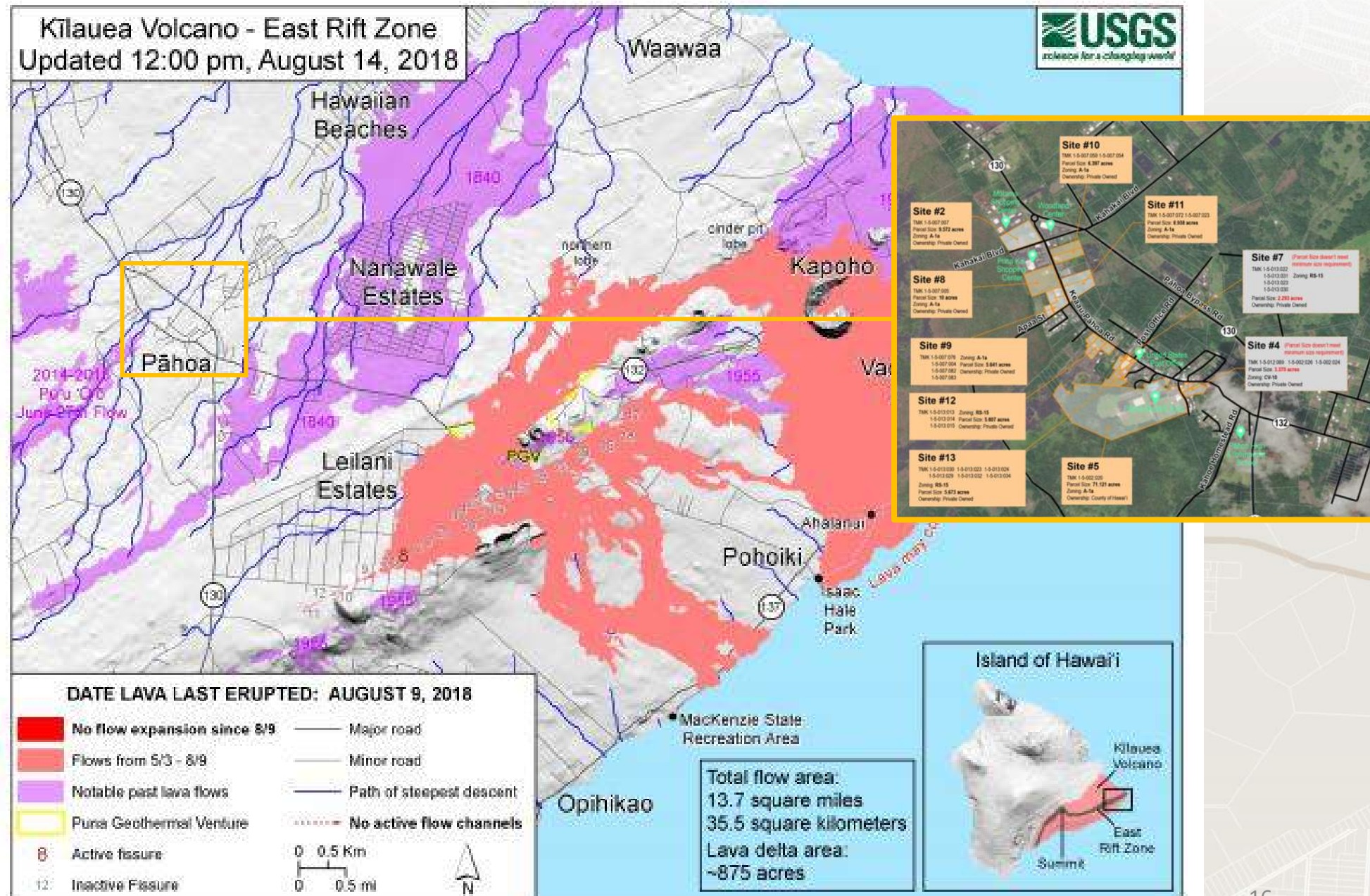
130



# Site Suitability Criteria

Criteria	Weighted Factor				
	Not Critical (1pt)	Somewhat Critical (2pt)	Critical (3pt)	Very Critical (4pt)	Essential (5pt)
 SIZE/ CONFIGURATION/ EASE OF ACQUISITION					5pt
 LOCATION/ VISIBILITY				4pt	
  VEHICLE ACCESS				4pt	
  PEDESTRIAN & BICYCLE ACCESS				4pt	
 INFRASTRUCTURE			3pt		
 VOLCANIC HAZARD RISKS		2pt			
 TOTAL COST		2pt			

# Map showing Volcanic Fissures and Flows



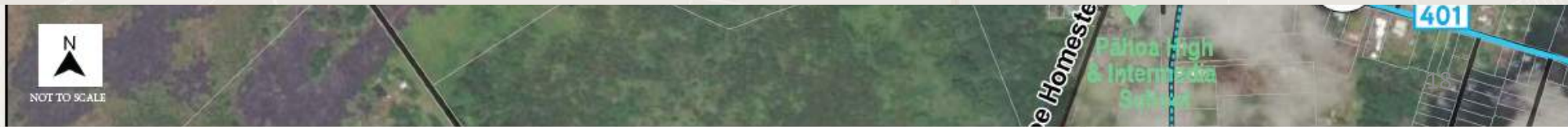




# What We Heard: Site Selection

- The hub should help enhance Pāhoa Town. It is not critical that the location be IN town, so long as all the spokes/routes go through town.
- The town lacks parking, and there are no lands available, which is an economic impediment. So if the hub goes further west, then all circulator routes go through town to help drum up business and connect the old and new retail areas which are a mile apart.
- There could be some compatibility if there is a shuttle between the hub/Puna Kai and Pāhoa town.

# Top Three Preferred Sites





# Site #2

Rank: 1  
Parcel Size: 9.572 acres  
Ownership: Private

**Pros:**

- 1) Large parcel with good shape;
- 2) Location provides a gateway opportunity for Pāhoā;
- 3) Bus access can be placed away from high pedestrian traffic areas;
- 4) Adjacent to the more pedestrian oriented side of Puna Kai Shopping Center;
- 5) Opportunities to enhance walkability, connectivity and pedestrian safety along Kahakai Blvd and Pāhoā Village Rd frontages;
- 6) Opportunities to create pedestrian friendly environment from Puna Kai Shopping Center to the site.

**Cons:**

- 1) No existing raised sidewalks;
- 2) Existing traffic signal could be point of congestion for bus access





# Site #8

Rank: 2

## Parcel Size: 10 acres

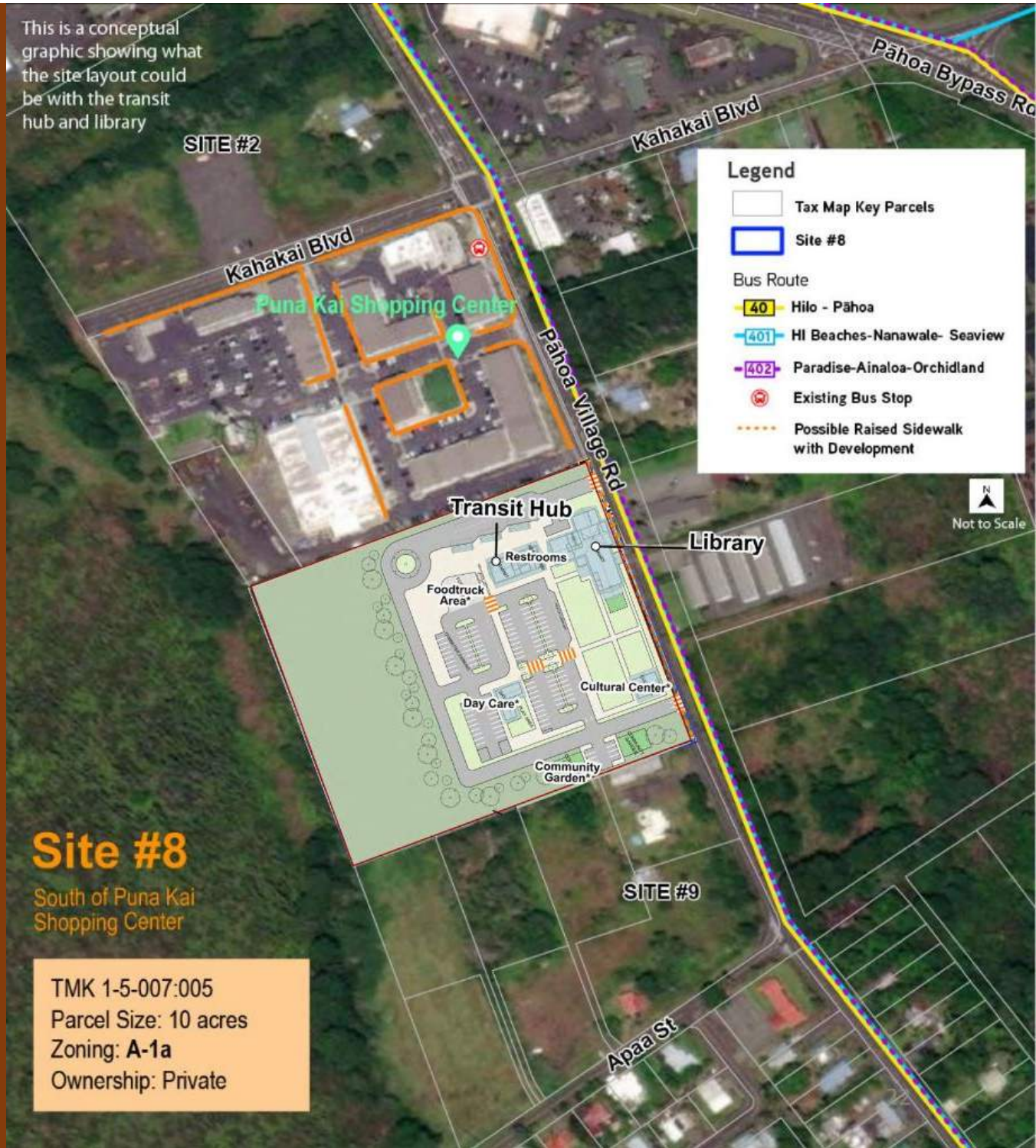
Ownership: Private

### Pros:

- 1) Large parcel with good shape;
- 2) Slightly separated from congested Puna Kai Shopping Center area, which might be easier for bus access;
- 3) Good street frontage;
- 4) A single parcel with relatively low land cost.

## Cons:

- 1) No existing raise sidewalk and limited asphalt shoulder space outside of property frontage;
- 2) Site will need to be cleared;
- 3) Adjacent to fewer pedestrian oriented uses.





# Site #9

Rank: 3

Parcel Size: 5.641 acres

Ownership: Private

## Pros:

- 1) Adequate parcel size;
- 2) Located at corner of Kea'au Pāhoa Rd and Apaa St, close to commercial areas and separate from the congested Puna Kai Shopping Center area;
- 3) Good street frontage.

## Cons:

- 1) Parcel size just meets basic minimum footprint with no room for potential expansion;
- 2) No existing raised sidewalk;
- 3) Adjacent to single family development which is less pedestrian oriented;
- 4) Potential increase in acquisition costs due to existing structures.







# Public Outreach

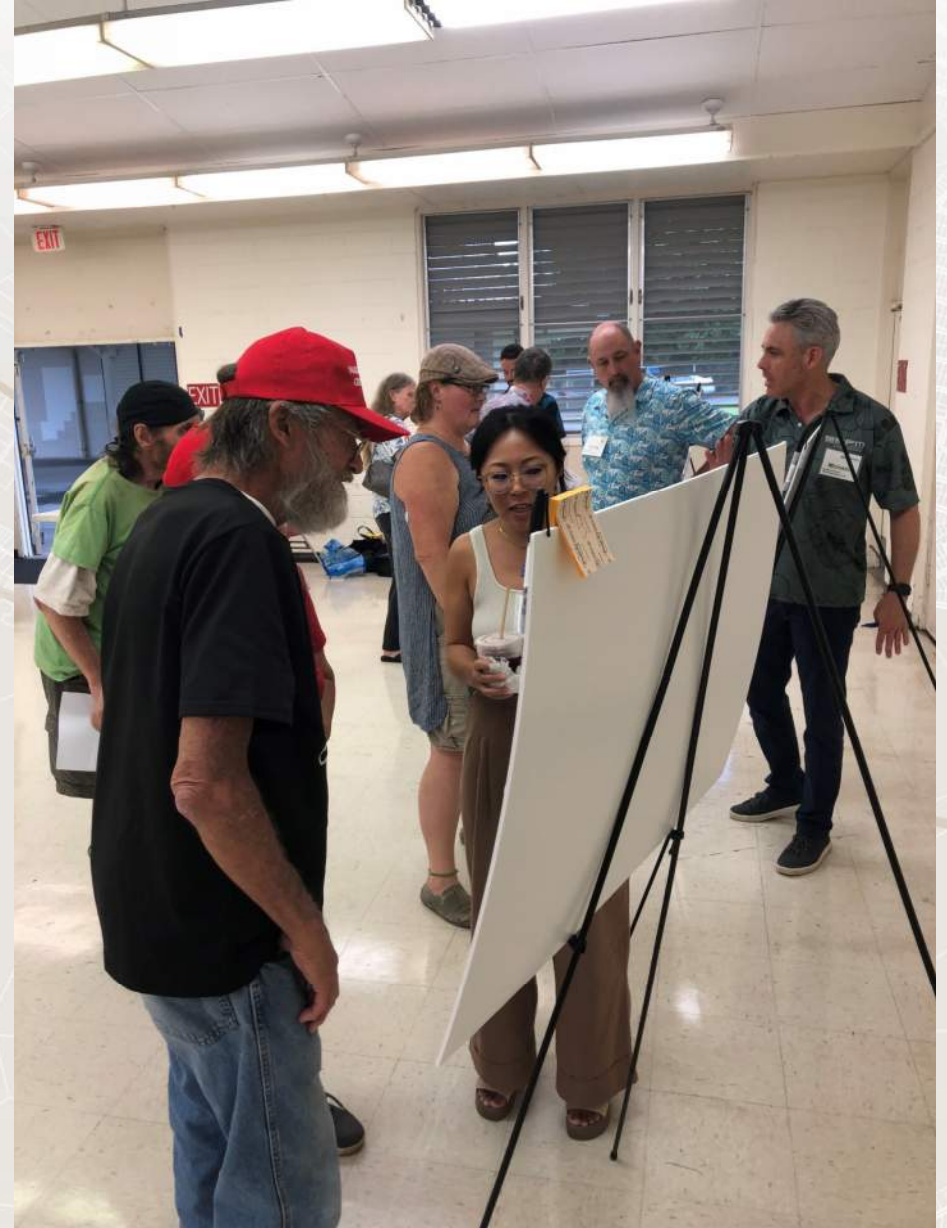


# Outreach Conducted

- Elected Officials Outreach
- Community Associations Outreach
- Puna CDP Action Committee Presentations – February 2023 and March 2024
- Pop-up Events:
  - Maku'u Farmers Market – February 2023
  - Pāhoa Public Library Pop-Up – 2023
  - Revitalize Puna – March 2024
- Community Meeting – March 2023
  - Input on Preferred Alternative Site
- Promotions:
  - Website
  - Social media
  - Radio
  - Flyers – buses, businesses, library



# Community Meetings







## What We Heard

- **Site #2** was the overwhelming preference from community polls
  - Alternative 1 (Preferred Alternative)
- **Accessibility** around the Pāhoia Town Center is important, emphasis on the need for sidewalks for **safety**
- Make it look like **Pāhoia Town**
- Puna needs community **gathering spaces**
- Need bike storage, garden, and space for kids
- Easy access to **technology** and government **resources**



# Possible Transit Hub Amenities

Pavilion and Community Gathering Place



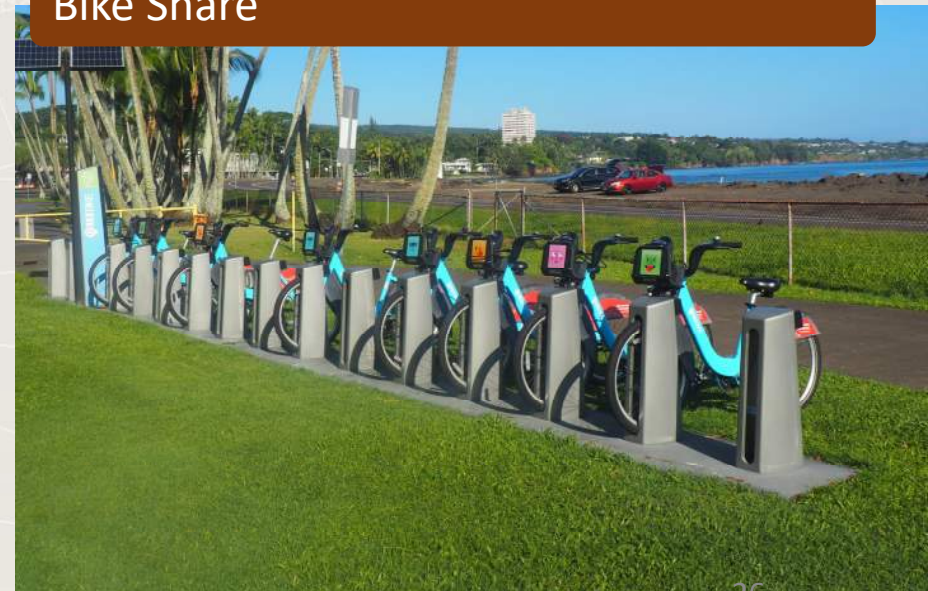
Goodwill Dropoff Box



Bike Parking and Storage



Bike Share





An aerial architectural rendering of a proposed development. The scene shows a large, light-colored building footprint on the left, a winding road with a central landscaped island, and a large parking area with several cars. The surrounding landscape is lush with green trees and vegetation. In the background, there are more buildings and a body of water. The image is framed by decorative yellow and orange geometric patterns in the corners.

# Basic Minimum Footprint & Design Features



# What We Heard: Transit Hub Design Features

- The size and appearance of the hub should reflect Pāhoa.
- Make sure the hub and associated parking area is ADA compliant, giving priority to the safety of pedestrians and children who may be in the parking lot. Consider the goals of Vision Zero and the needs of the disabled.
- Lighting and security are important. Have a locked gate after hours.
- Soften the area with landscaping.
- Consider environmental conditions (rain, wind) in choosing the orientation of the shelters.
- Like the “stool” design for seating, avoids people sleeping on the benches.



# Pāhoa Town Design Guidelines

## Pāhoa Village Design Guidelines

October 2013



“**Place** is more than just a location on a map. A sense of place is a unique collection of qualities and characteristics – visual, cultural, social, and environmental – that provide meaning to a location. Sense of place is what makes one city or town different from another, but sense of place is also what makes our physical surroundings worth caring about.”<sup>i</sup>

# Pāhoa Town

## Old Pahoa Commercial Street



## Examples of “façade look” in old Pahoa

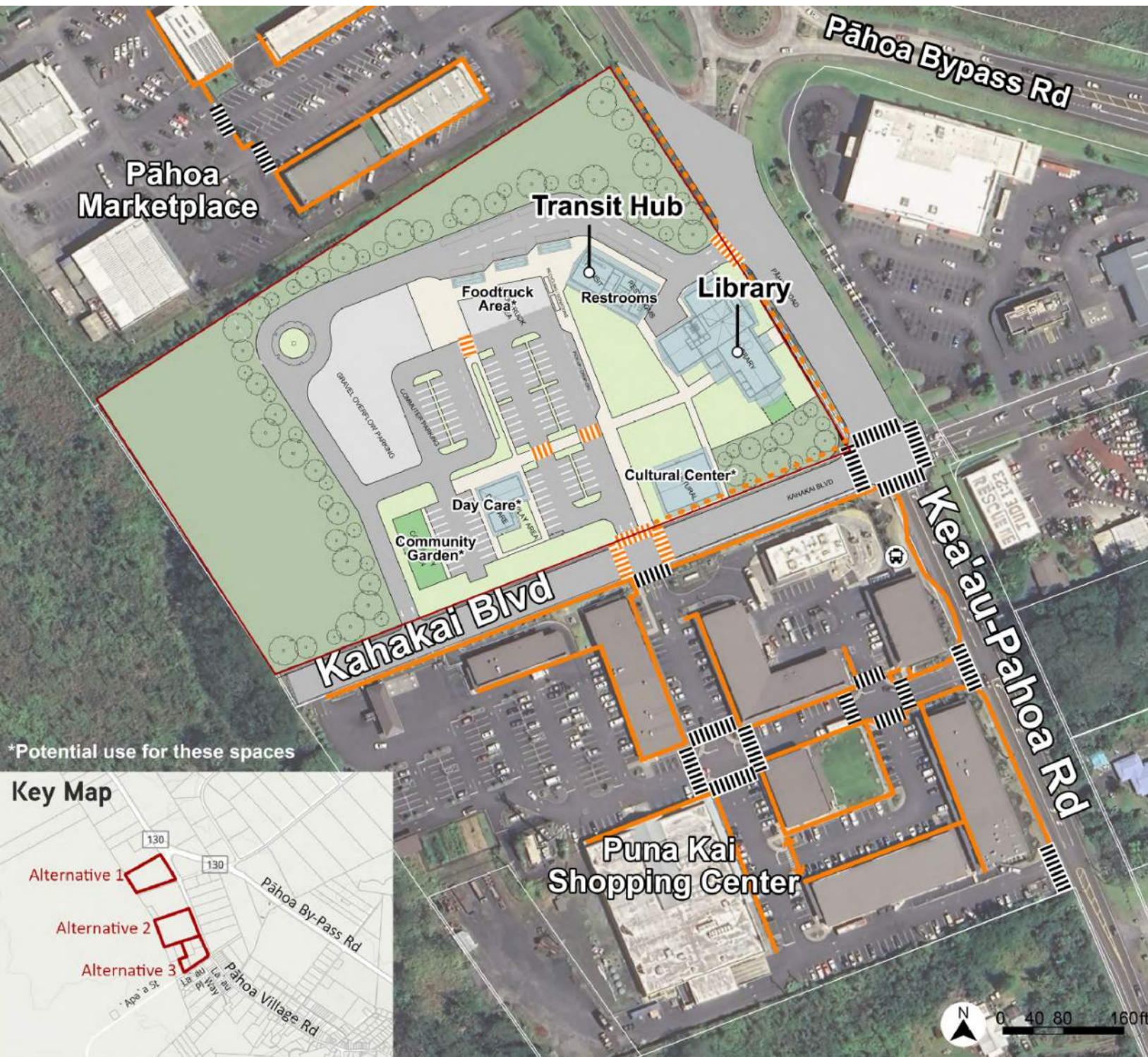




# Pāhoa Town – Puna Kai Commercial Area







## Legend

- Tax Map Key Parcels
- Alternative Sites
- Existing Sidewalk/Walkway
- Existing Crosswalk
- Possible Crosswalk Marking with Development
- Existing Bus Stop

## ROM Construction Cost

Transit Hub	\$13 million
Library	\$17 million

Phased and Function  
Independent of Each Other

\*Potential use for these spaces

## Key Map





# HRS 343 Environmental Assessment Completed in October 2024



**NEPA CATEX in Progress  
(Required Since FTA Funds Being Used)**



# Next Steps

***Land Acquisition  
Design Development  
Permitting  
Bidding/Construction***



# Q&A

- What questions or mana'o do you have for the project team?