

COMMUNITY WORKSHOP-I

Meeting Notes

AIEA / PEARL CITY NEIGHBORHOOD TOD PLAN

October 21, 2009

City and County of Honolulu

The following is a brief summary of the comments from the Community Workshop I held on October 21, 2009. Workshop I focused on the existing conditions for the Aiea / Pearl City Neighborhood TOD Plan.

GROUP 1 - lead by Tim Van Meter (*Van Meter Williams Pollack, LLP*)

- Connect to water whenever possible
- Protect/Engage views
- Increase connections throughout
- Pedestrian orientation
- Local intermodal
- Pearl Harbor should be the focal point of Pearl City
- Will there be a park-n-ride @ LCC (Leeward Community College)?
- How to visualize the elevated system that will affect existing views of the harbor?
- Once built people will appreciate the train; including the new views
- Create several connections to PHHT (Pearl Harbor Historic Trail)
- Relocate the Post Office to an “Area of Change”/Gateway
- What is the status of previous roadway improvements?
- 75-year lease is for the Post Office use only
- Traffic at bottom of “Spine road” is a problem
 - Also no pedestrian amenities or landscaping
- Waiawa street creates the second largest watersheds and nothing has been done to address the flooding
- Navy landfill @ Waiawa delta is one of the worst –will flood the PHHT (Pearl Harbor Historic Trail)
- 4-5 story buildings are OK, if they don’t create walls that destroy Makai/Harbor views
- Will Bike Trail be wider to accommodate the increased use?
- Kamehameha Hwy. To be pedestrian friendly
- Make provisions for Shuttle buses

GROUP 2 - lead by Adam Rosa (*Van Meter Williams Pollack, LLP*)

- Mini Mall near LLC Station
- Affordable Housing opportunities
- Town Center
- Enterprise Zone
- Pearl Ridge Station:
 - Open Space at Waterfront
 - Aloha Tower Market Place type development
- Promoting more development opportunities near station areas with incentives
- Pedestrian walk between LCC (Leeward Community College) and Pearl Highlands stations
- Additional access to LCC
- 1,600 Space Parking lot at Pearl Highlands station. Security Concerns
- Urban Garden as a community Resource
- Corp. yard to move to maintenance yard
- Connect busses to trains

- Conflicts between bikes and pedestrians at Pearl Harbor Historic Trail
- Utilize Site adjacent to LCC station as Open Space
- Mix-Use Development:
 - TOD Zoning
 - Development Incentives
 - Senior Housing and Affordable Housing connected to Mixed-Use developments
- Provide Day-Care development near stations for convenience
- Property value Impacts near stations?
- TOD Plan as Vision
 - TOD Zoning
 - Market-Driven redevelopment
 - Incentives
- School/Community facilities and Parks on Makai side of Kamehameha Hwy. at Pearlridge station

GROUP 3 - lead by Wes Frysztacki (*Weslin*)

- Parking
- Short term “Kiss and Ride” needed
- Lack of Utilities
- Bus service / kaonohi
- Park space with parking
- Carve out Green Space
- Restrooms
- Create Residential opportunities that promote walking
- Affordable Housing needed
- Mix-Use Development:
 - Senior housing or Apartments
 - Food Courts with parking tucked behind
 - Café’s in front
- Senior Housing and Affordable Housing connected to Mixed-Use developments
- Agree with TOD but going to be difficult to implement it well
- Preserve swap meet somehow – Sun, Wed
- Trees
- Pedestrian/Bikes bridges cheaper than auto bridges across Kamehameha Hwy

Issues & Opportunities Questionnaire – Comments by attendees:

- Are there any issues/concerns that you envision within the **LCC** Station area?
 - Additional parking areas: double deck?
 - Better access: from east and west, new local roads.
 - College housing?
 - Bus access, more direct to LCC
 - Too close to Pearl Highlands Station
 - Not enough room allotted for development around it
 - Pearl City & LCC Stations as currently envisioned, will be single purpose
 - Is it too late to make LCC the park-n-ride and locate the Pearl City Station closer to Pearl City Center (i.e. intersection of Waimano Home Rd. & Kamehameha Hwy.)?
- What are some opportunities for improvements in the **LCC** Station area?
 - Retain Conservation low lands
 - Adjacent to Pearl Harbor

- Are there any issues/concerns that you envision within the **Pearl Highlands** Station area?
 - Poor Location
 - Too close to LLC stop; too far from existing Civic uses (Library, district court, etc) so provisions should be made to relocate closer to Station
 - It will only be used for park-n-ride
 - It is too far from Pearl City Center; District Court, Banks, Shops, Police, Library, Post Office, etc are all in the Pearl City Center
 - The Station is located in the wrong site
 - It should be moved closer to the Waimano Home Rd.

- What are some opportunities for improvements in the **Pearl Highlands** Station area?
 - Improve access to Post Office
 - Create space over Flood Zone for development
 - The Livable Communities Plan can work with TOD if the Station is located closer to Waimano Home Rd.

- Are there any issues/concerns that you envision within the **Pearlridge** Station area?
 - Kaonohi and Moanalua intersection is a poor design
 - Pedestrian access; Mauka to Makai on Kamehameha Hwy. is poor
 - How are people getting to/from Station?
 - Kamehameha Hwy. is not pedestrian friendly; connectivity to Pearlridge shopping center?
 - Are there any ways to create parking with retail closer to Station?
 - Highland's Station will be park-n-ride for other areas, what about Pearl City/Aiea residents?

- What are some opportunities for improvements in the **Pearlridge** Station area?
 - Create better view plane to Pearl Harbor.
 - Relocate hi-voltage lines on Kamehameha Hwy.
 - Providing views from Kamehameha Hwy. to harbor/water (low-rise on Makai side of Kamehameha Hwy.)
 - Making it easier to cross Kamehameha Hwy. as a pedestrian

- Any other comments, ideas, concern?
 - Kamehameha Hwy. is a primary highway through this area; improve traffic flow to increase daily traffic flow and more traffic lanes needed
 - For the Pearl City/Aiea area in general; Senior friendly housing
 - Area residents are older, their kids are either moving in or away but they want to stay in the neighborhood
 - Four to five story mixed-use buildings is a great idea. Much better than high-rises

***Aiea / Pearl City Neighborhood
Transit-Oriented Development Plan***
October 21, 2009

AGENDA FOR COMMUNITY WORKSHOP #1 - 10/21/09:

- 1) WELCOME
- 2) OVERVIEW OF NEIGHBORHOOD TOD PLAN PROCESS
- 3) PLAN AREAS
- 4) WHAT IS TOD?
- 5) WAIPAHU NEIGHBORHOOD TOD PLAN PROCESS
- 6) ONGOING AND PREVIOUS STUDIES
- 7) EXISTING CONDITIONS & ISSUES AND OPPORTUNITIES
- 8) NEIGHBORHOOD TOD PLAN PRINCIPLES - SMALL GROUP WORKING SESSION
- 9) REPORTS BACK
- 10) NEXT STEPS

OVERVIEW OF NEIGHBORHOOD TOD PLAN PROCESS

COMMUNITY DRIVEN PROCESS



AI EA/PEARL CITY | NEIGHBORHOOD TOD PLAN

AIEA / PEARL CITY NEIGHBORHOOD TOD PLAN

2009

JULY '09

PROJECT
KICKOFF

OCT '09

COMMUNITY
WORKSHOP 1
*ISSUES &
OPPORTUNITIES*

DEC '09

COMMUNITY
WORKSHOP 2
*DRAFT STATION
AREA
ALTERNATIVES*

2010

FEB '10

*REFINED
STATION AREA
ALTERNATIVES*

APR '10

COMMUNITY
WORKSHOP 3

*PREFERRED
STATION AREA
ALTERNATIVE*

JUNE '10

*ZONING AND
IMPLEMENTATION*

AUG '10

COMMUNITY
WORKSHOP 4

*DRAFT AIEA /
PEARL CITY
NEIGHBORHOOD
TOD PLAN*

NOV '10

*FINAL
NEIGHBORHOOD
TOD PLAN AND
PRESENTATION TO
CITY COUNCIL*

PLAN AREAS

OVERALL SYSTEM MAP



LEEWARD COMMUNITY COLLEGE STATION

PEARL HIGHLANDS STATION

PEARLRIDGE STATION

AIEA/PEARL CITY | NEIGHBORHOOD TOD PLAN

AIEA - PEARL CITY



*WHAT IS **T** **R**ANSIT **O**RIENTED **D** **E**VELOPMENT?*

TOD can have significant benefits to individuals, communities, regions, states, the economy and the natural environment.

- **PROVIDES MOBILITY CHOICES**

- **INCREASE IN PUBLIC SAFETY**

- **INCREASES TRANSIT RIDERSHIP**

- **REDUCES RATES OF VMT (VEHICLE MILES TRAVELLED)**

- **CAN BOLSTER HOUSEHOLDS' DISPOSABLE INCOME**



- **REDUCES AIR POLLUTION AND ENERGY CONSUMPTION RATES**

- **HELPS CONSERVE RESOURCE LANDS AND OPEN SPACE**

- **PLAYS A ROLE IN ECONOMIC DEVELOPMENT**

- **DECREASES INFRASTRUCTURE COSTS**

- **CONTRIBUTES TO MORE AFFORDABLE HOUSING**

HISTORIC PRECEDENTS OF TOD



Figure 4-30 Photo of Mow Leong Store along Lehua Avenue (1925 or 1926) (current site of Lehua Elementary School)



CREATING A SENSE OF PLACE





WALKABILITY AND CONNECTIVITY



AI EA/PEARL CITY | NEIGHBORHOOD TOD PLAN

MIXTURE OF USES



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OPEN SPACES AND GATHERING PLACES



BUILDING SUSTAINABLE NEIGHBORHOODS



Unsustainable Commercial Center - Orlando



Sustainable Town Center - Portland



Unsustainable Residential Area - Orlando



Sustainable Neighborhood - Denver



Downtown Oakland TOD - Oakland, CA



Fruitvale Village TOD - Oakland, CA

HIGHER INTENSITIES AT STATION AREA



Bethesda Row TOD - Maryland



Orenco Station TOD - Portland, OR

WAIPAHA NEIGHBORHOOD TOD PLAN PROCESS

'CELEBRATE WAIPAHU'

STATION AREA PRINCIPLES

1) MAINTAIN THE LOCAL CHARACTER OF THE PLACE.

- A) *MOKUOLA* - 'OLD TOWN'
- B) *LEOKU* - 'COMMERCIAL CENTER'

2) ENHANCE THE 'GREEN NETWORK'

- A) STREETS
- B) PARKS
- C) WATER
- D) PATHS / TRAILS

3) CREATE A SAFE PEDESTRIAN-FIRST ENVIRONMENT

4) PROVIDE MIXED-INCOME HOUSING

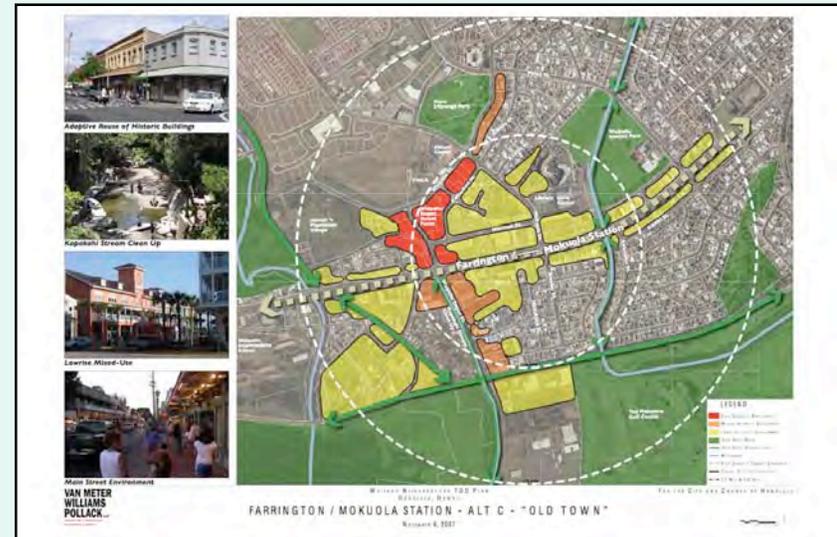
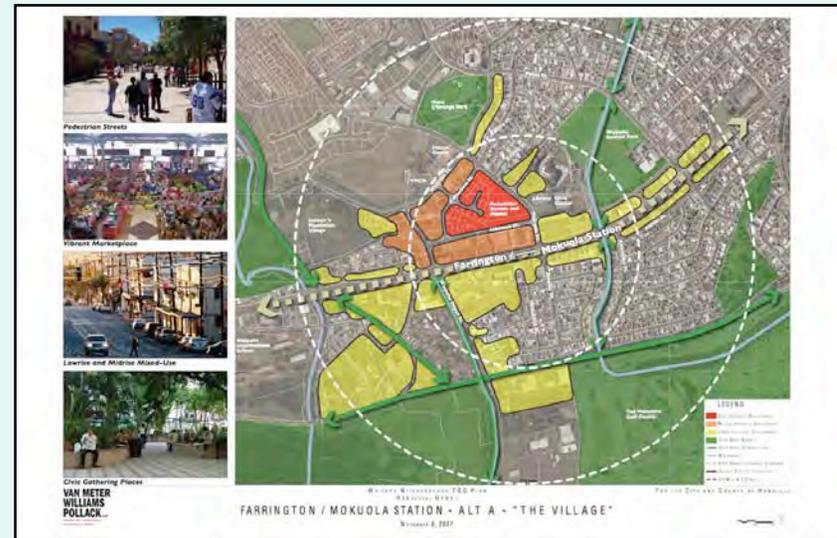
- A) *MAINTAIN QUANTITY* OF CURRENT AFFORDABLE HOUSING
- B) PROVIDE A VARIETY OF HOUSING *TYPES*

5) INTER-MODAL TRANSPORTATION NETWORK

- A) FIXED GUIDEWAY
- B) PARK 'N RIDE
- C) BUSES
- D) BICYCLES
- E) PEARL HARBOR HISTORIC TRAIL

6) CREATE A MIXED-USE, VILLAGE-LIKE SETTING IN THE 'CORE' AREA (1/4 MILE RADIUS AROUND STATION LOCATION)

REFINED STATION AREA ALTERNATIVES



LEOKU STATION

MOKUOLA STATION

PREFERRED STATION AREA ALTERNATIVES



AERIAL OF LEOKU STATION AREA



LEOKU LIVE/WORK NEIGHBORHOOD PARK

LEOKU STATION



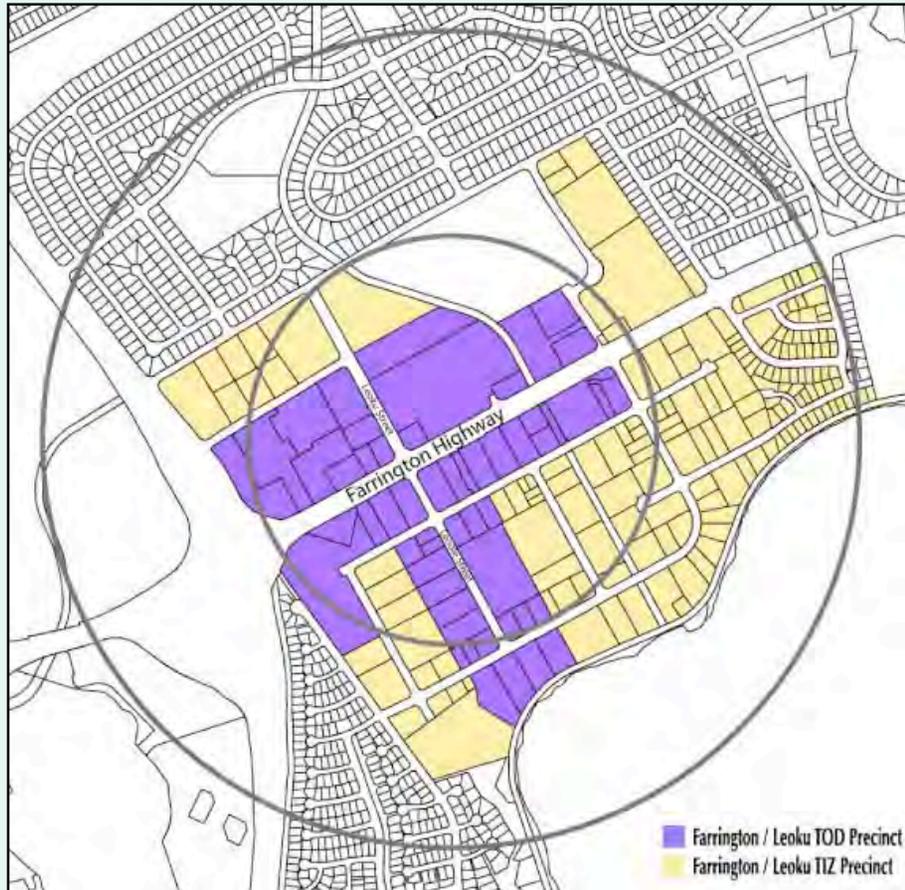
AERIAL OF MOKUOLA STATION AREA



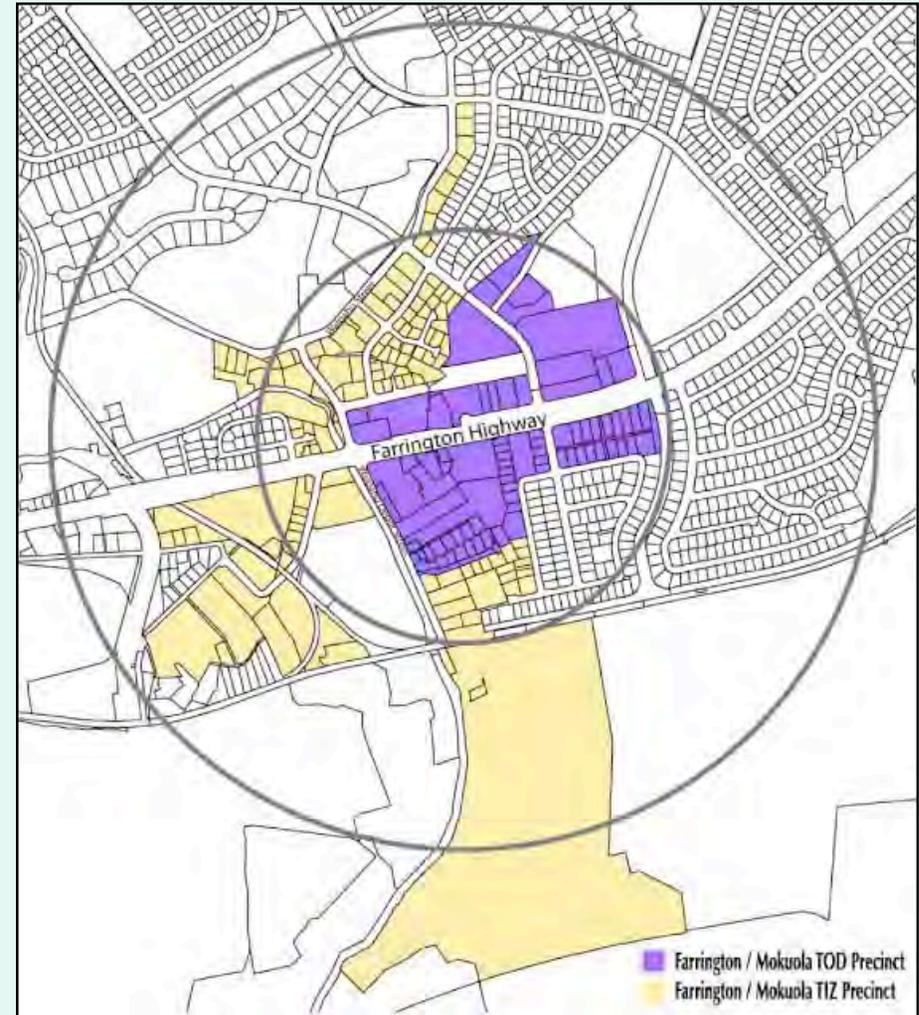
MOKUOLA TRANSIT PLAZA

MOKUOLA STATION

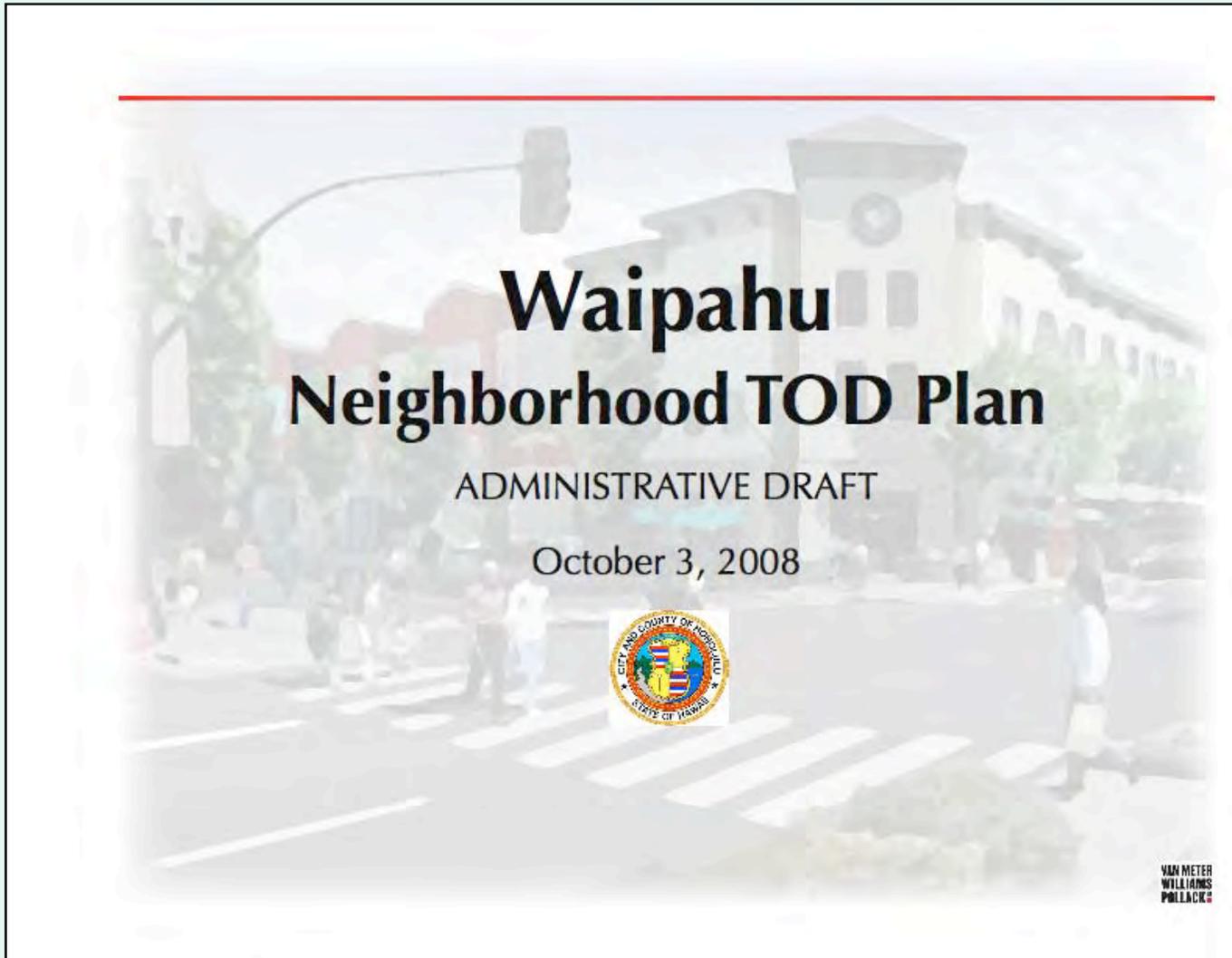
ZONING AND IMPLEMENTATION



LEOKU STATION



MOKUOLA STATION



ONGOING AND PREVIOUS STUDIES FOR AIEA / PEARL CITY

- **HONOLULU RAIL TRANSIT PROJECT**
- **AIEA / PEARL CITY LIVABLE COMMUNITIES PLAN**
- **PEARL HARBOR HISTORIC TRAIL MASTER PLAN**

H RTP involves **planning, design and construction of a rail line between East Kapolei and Ala Moana Center :**

East / West length of the corridor is approximately **23 miles** long.

Project to be constructed in 4 phases, with 1st phase beginning at the **end of 2009**. 2nd phase should **open by 2016**.

Leeward Community College Station:

- not expected to have high passenger access demands
- No Park 'n Ride or Bus Transfers

Pearl Highlands Station:

- Will include a 1,600 space parking structure Park 'n Ride
- Numerous Bus Transfers

Pearlridge Station:

- Elevated above Kamehameha Highway
- Served by 14 bus routes

OVERALL SYSTEM MAP



LEEWARD COMMUNITY COLLEGE STATION

PEARL HIGHLANDS STATION

PEARLRIDGE STATION

Community-driven Plan, completed in 2004, that focuses on transportation, community design and implementation with the following focuses:

Shoreline Connections

“Town Districts” for Aiea and Pearl City

Urban Trails to better utilize streams and drainageways

Landscape improvements and beautification of Kamehameha Highway and other important intersections and streets.

Open Space and Views to Pearl Harbor

Keep Small Town Character

Pedestrian-Oriented Atmosphere

Gateway / Terminus feature for Aiea community

Vision of Pearl Harbor Historic Trail Master Plan is to develop a **world-class heritage and recreational corridor that enhances communities from **Aiea to Nanakuli**:**

Focusing on 4 key characteristics:

- **Outdoor Recreation / Physical Fitness Network**
- **Historic Preservation and Education**
- **Economic Revitalization**
- **Environmental Preservation and Education**

To provide **alternate modes of transportation which connects several major urban centers.**

To use the **historic OR&L right of way to run trolley carts on in conjunction with the multi-use path.**

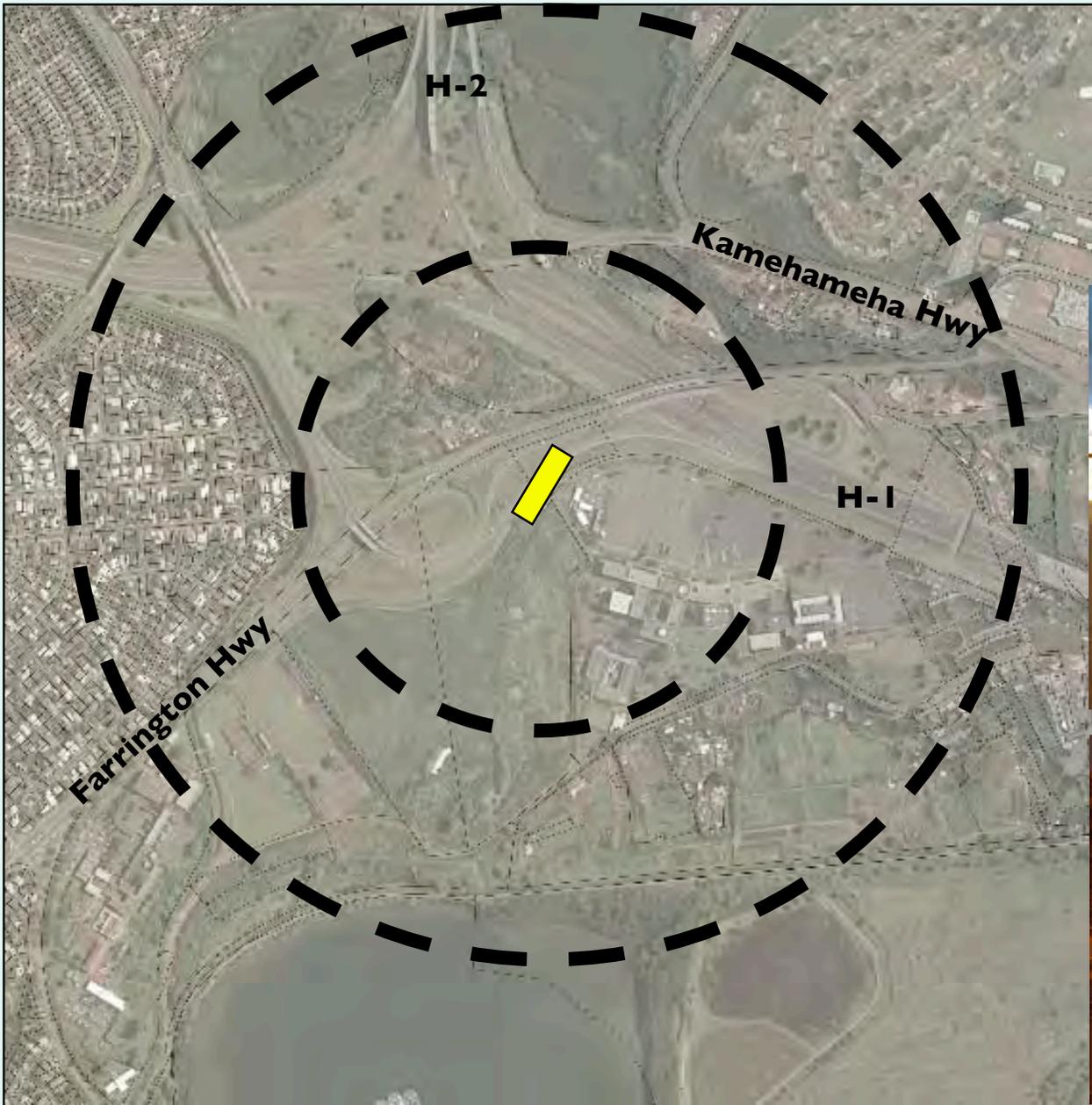
Implement a **Ferry connection to bring people from other parts of the island directly to **Aiea / Pearl City** via water.**

EXISTING CONDITIONS & ISSUES AND OPPORTUNITIES

AIEA - PEARL CITY



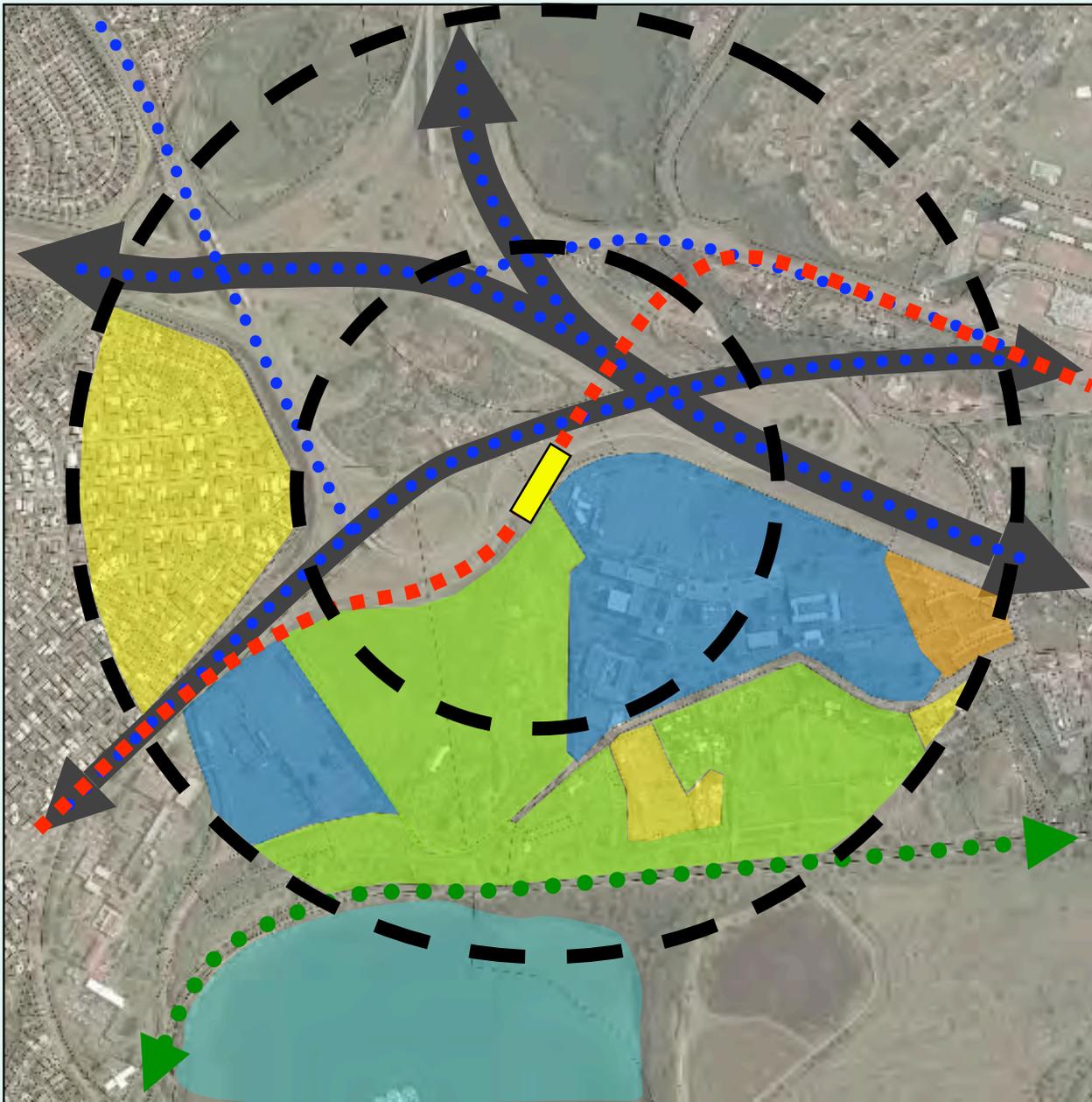
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STATION AREA

LEEWARD
COMMUNITY
COLLEGE STATION





EXISTING CONDITIONS

TRANSIT LINE

1/4 MILE RADIUS

1/2 MILE RADIUS

MAJOR ROADS

BUS ROUTE

**PEARL HARBOR
HISTORIC TRAIL**

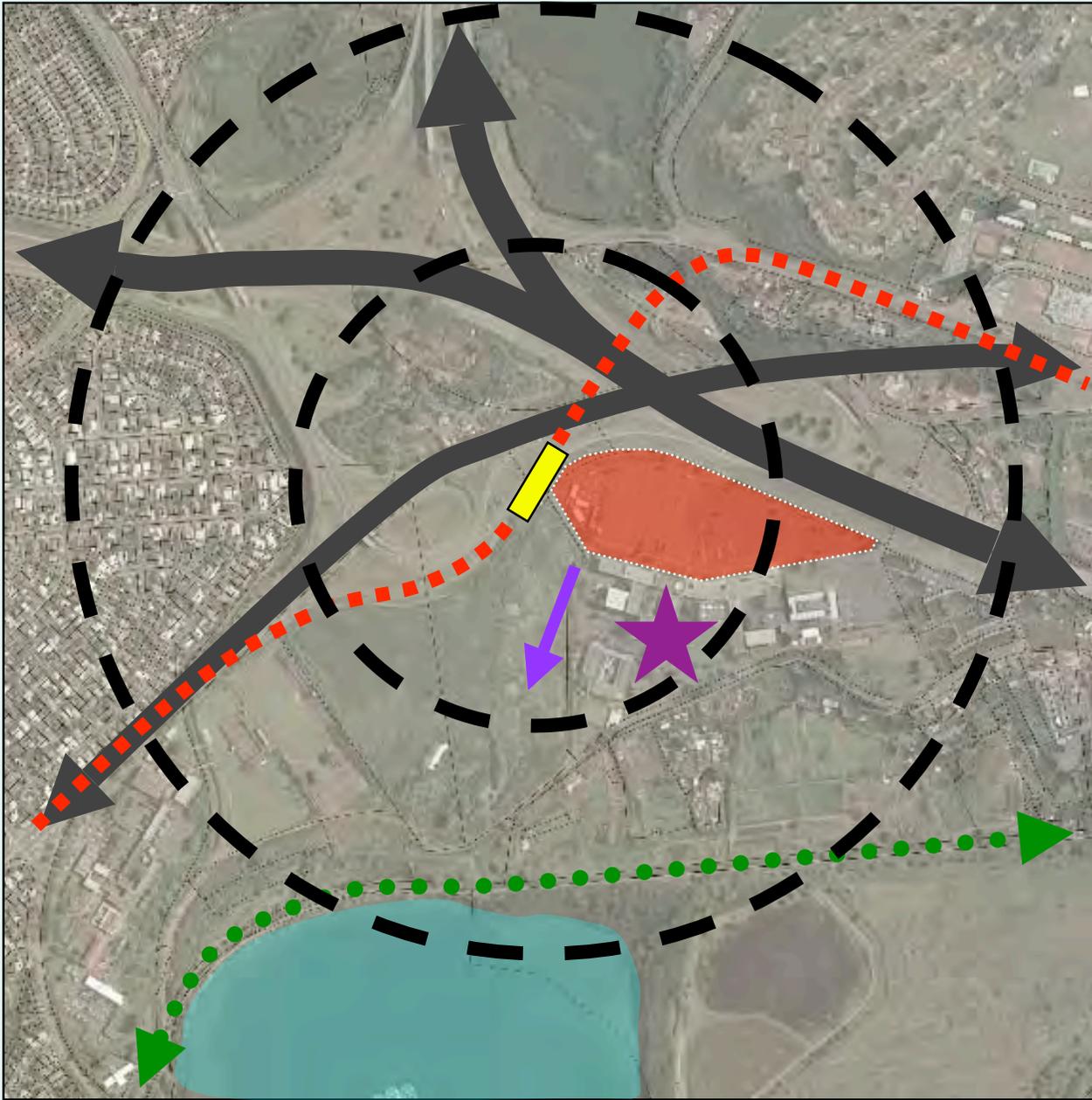
WATER

LOW DENSITY RESID.

MEDIUM DENSITY RESID.

INSTITUTIONAL

PARKS & OPEN SPACE



ISSUES & OPPORTUNITIES

TRANSIT LINE

1/4 MILE RADIUS

1/2 MILE RADIUS

MAJOR ROADS

WATER

**PEARL HARBOR
HISTORIC TRAIL**

AREA OF CHANGE

MAJOR DESTINATION

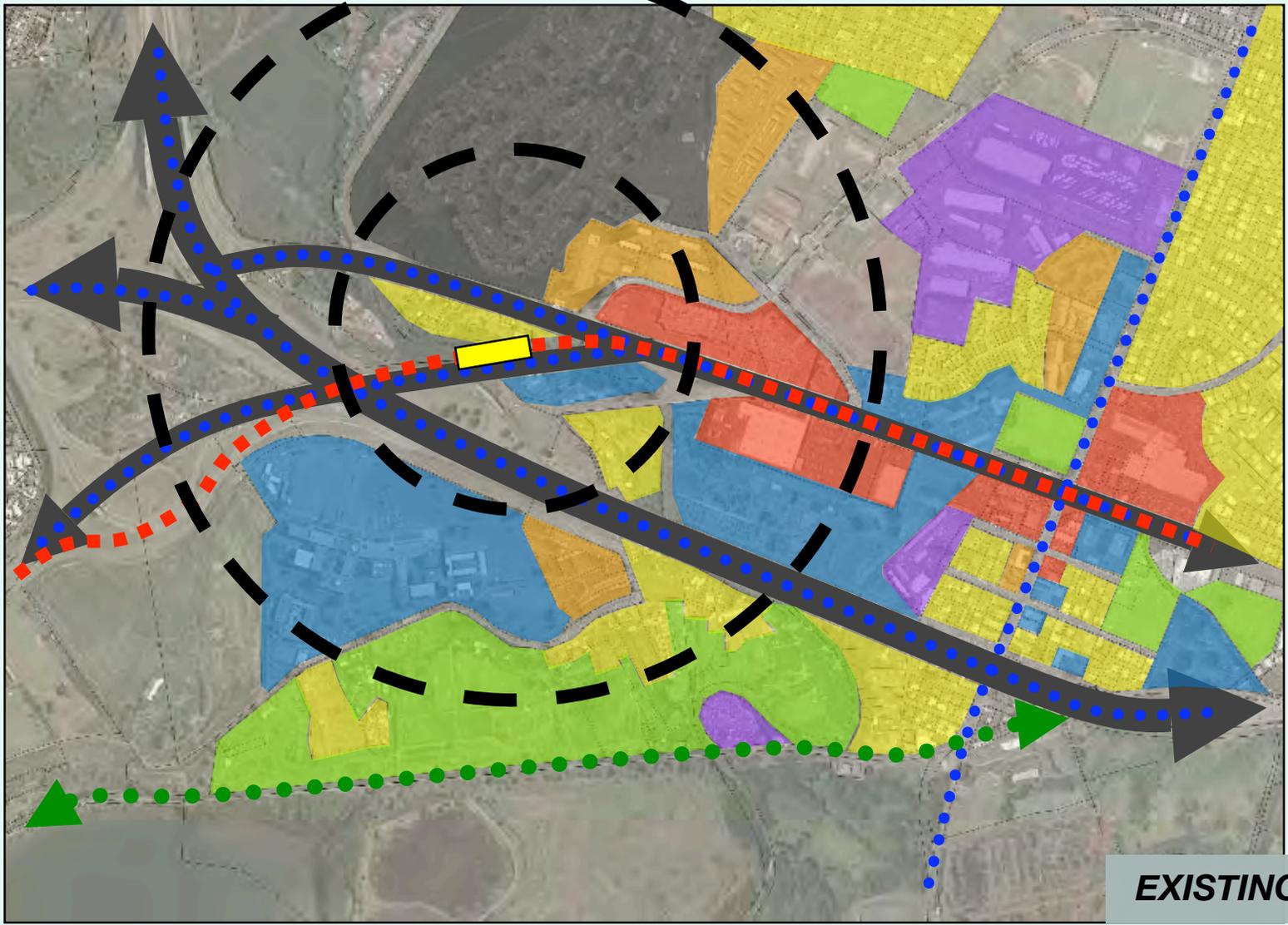
OCEAN VIEWS

STATION AREA

PEARL HIGHLANDS
STATION



TRANSIT LINE **1/4 MILE RADIUS** **1/2 MILE RADIUS** **MAJOR ROADS** **BUS ROUTE**
LOW DENSITY RESID. **MEDIUM DENSITY RESID.** **INSTITUTIONAL** **COMMERCIAL**



INDUSTRIAL
MILITARY
PARKS & OPEN SPACE
PEARL HARBOR HISTORIC TRAIL

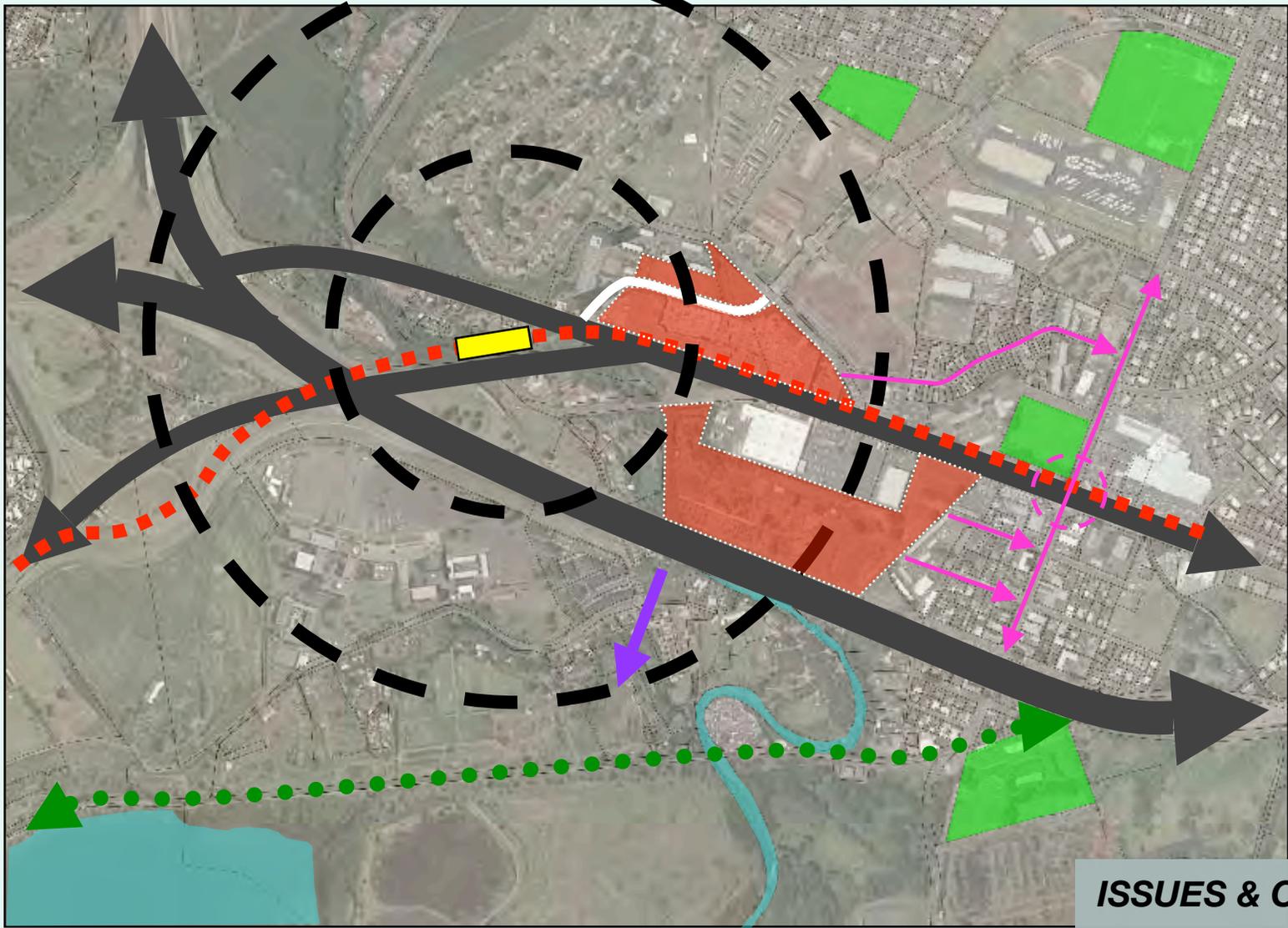
EXISTING CONDITIONS

AIEA/PEARL CITY | NEIGHBORHOOD TOD PLAN



TRANSIT LINE 1/4 MILE RADIUS 1/2 MILE RADIUS MAJOR ROADS WATER

PEARL HARBOR HISTORIC TRAIL AREAS OF CHANGE MAIN STREET & CONNECTIONS

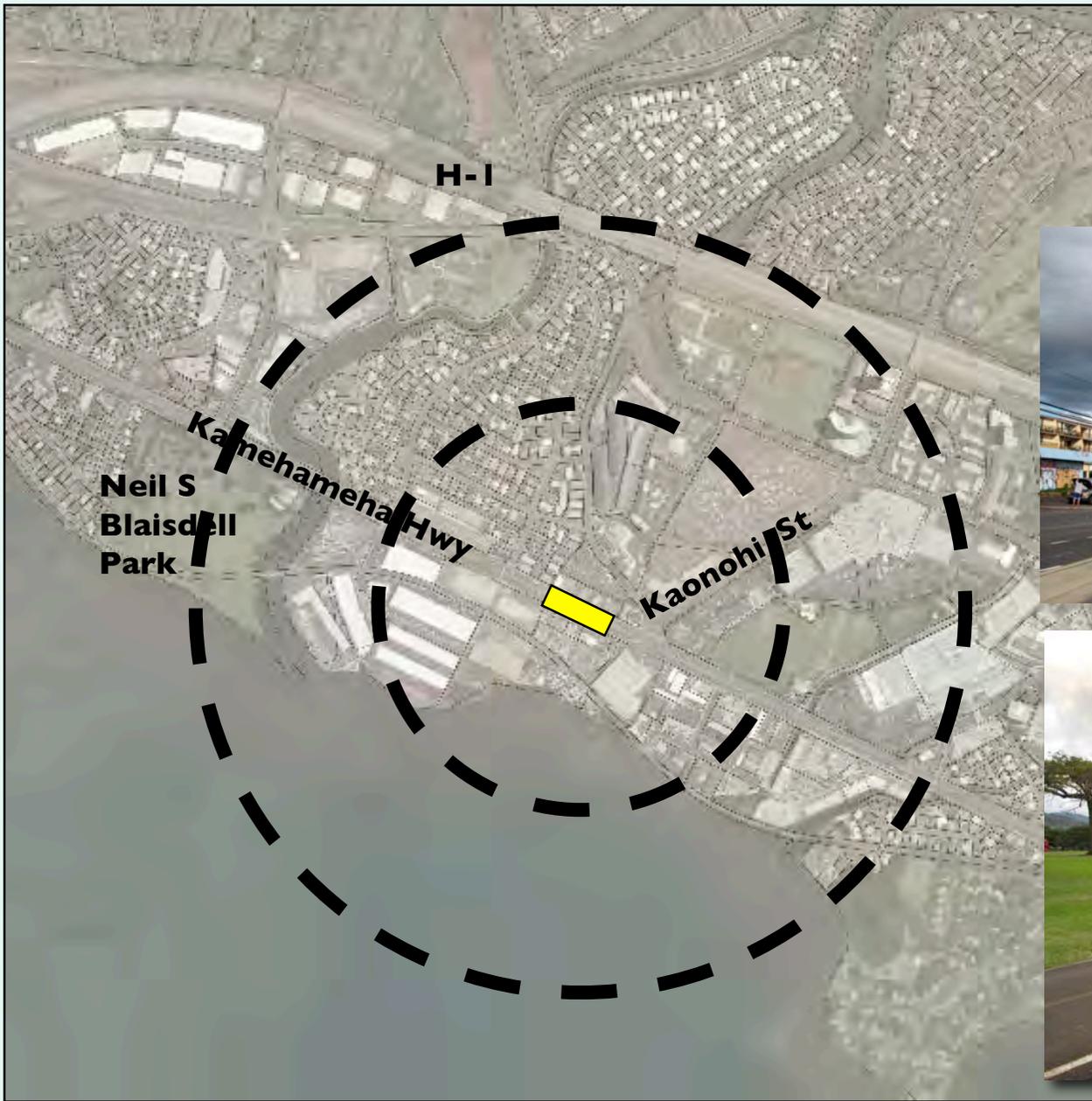


STREET IMPROVEMENTS

PARKS & OPEN SPACE

OCEAN VIEWS

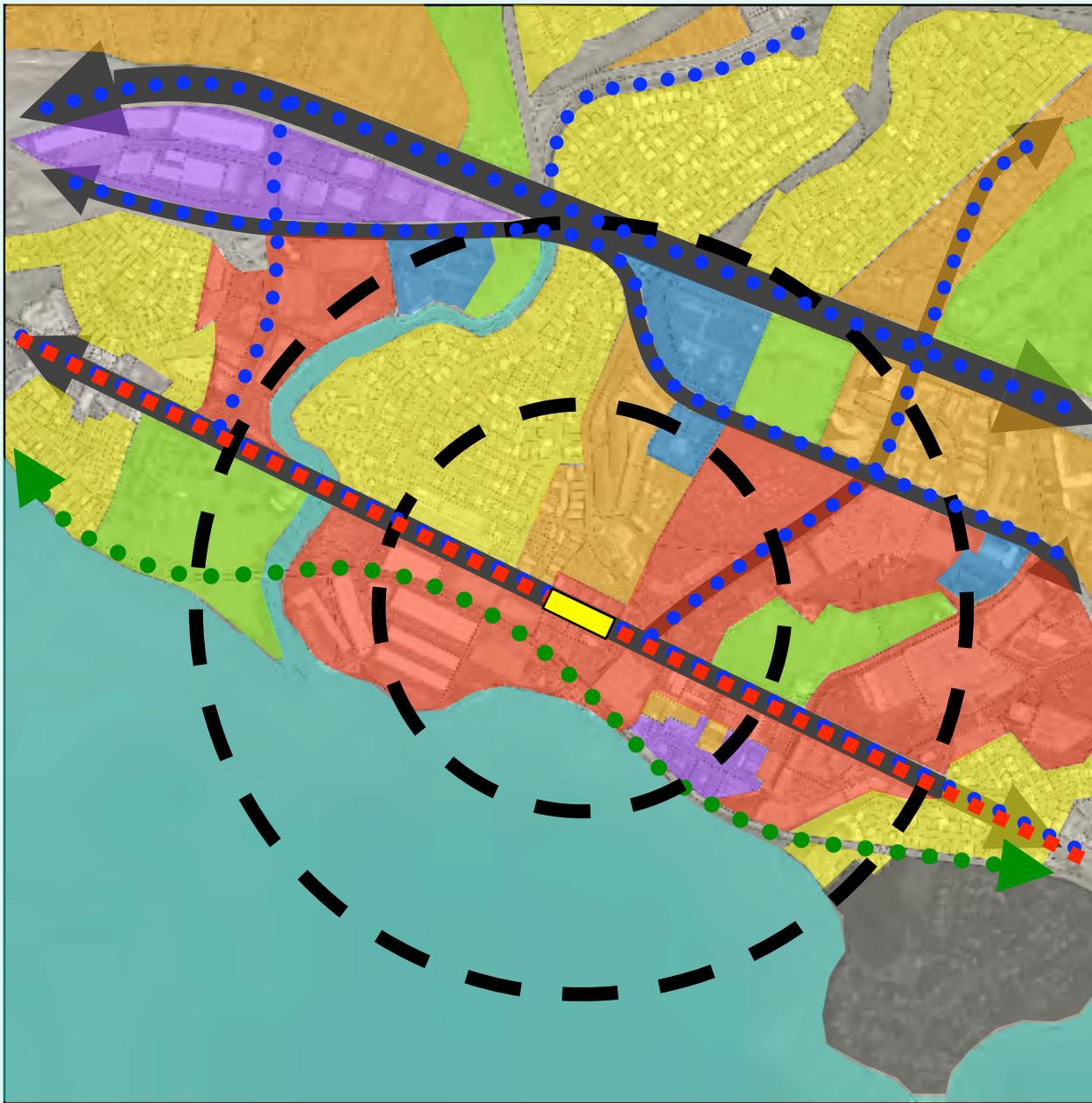
ISSUES & OPPORTUNITIES



STATION AREA

PEARLRIDGE
STATION





EXISTING CONDITIONS

TRANSIT LINE

1/4 MILE RADIUS

1/2 MILE RADIUS

MAJOR ROADS

BUS ROUTE

**PEARL HARBOR
HISTORIC TRAIL**

WATER

LOW DENSITY RESID.

MEDIUM DENSITY RESID.

INSTITUTIONAL

COMMERCIAL

INDUSTRIAL

MILITARY

PARKS & OPEN SPACE



TRANSIT LINE

1/4 MILE RADIUS

1/2 MILE RADIUS

MAJOR ROADS

WATER

**PEARL HARBOR
HISTORIC TRAIL &
CONNECTIONS**

AREAS OF CHANGE

STREET IMPROVEMENTS

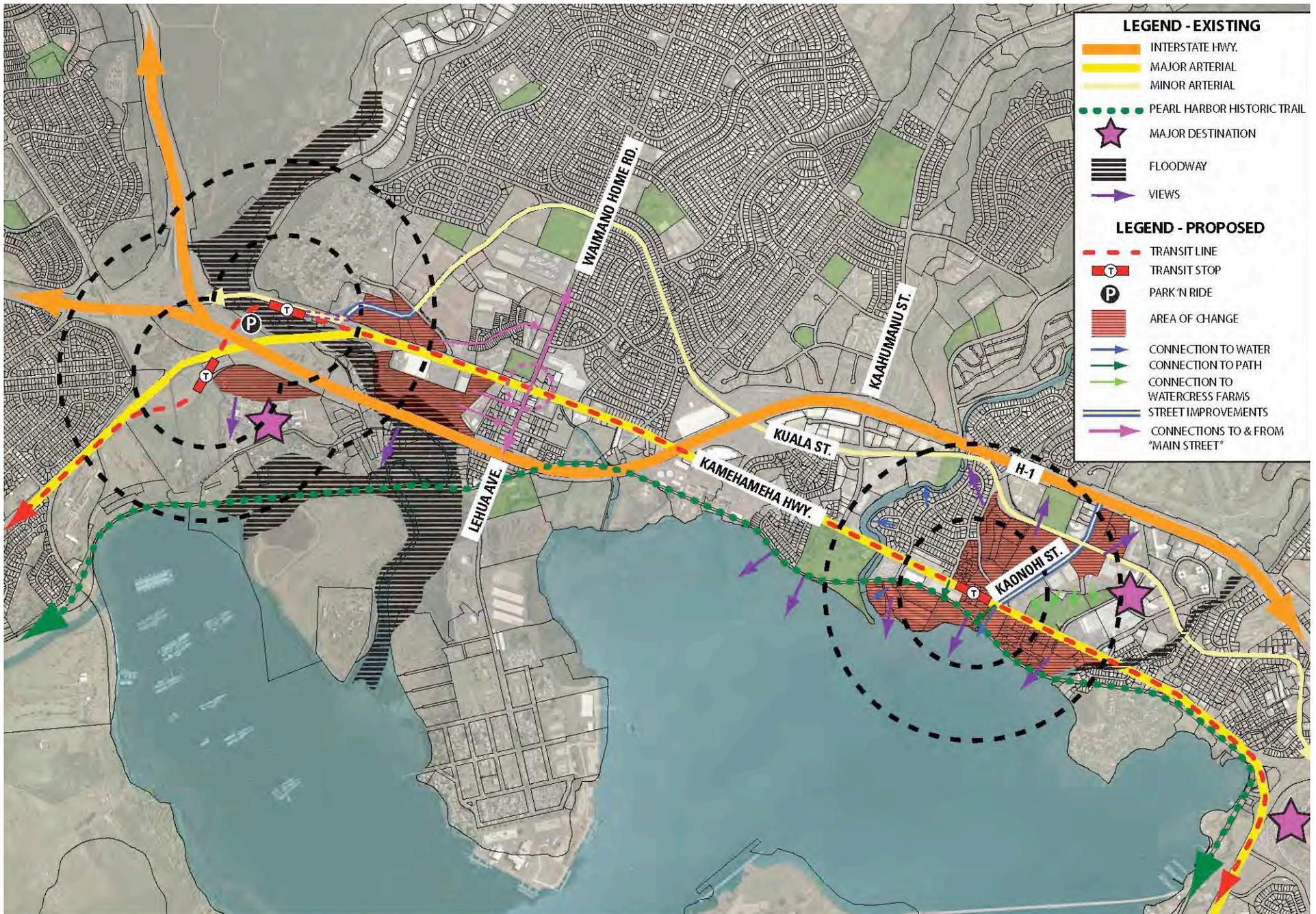
PARKS & OPEN SPACE

MAJOR DESTINATION

**WATER & MOUNTAIN
VIEWS**

**CONNECTION TO
WATER**

**CONNECTION TO
WATERCRESS FARMS**



AIEA/PEARL CITY | NEIGHBORHOOD TOD PLAN

NEIGHBORHOOD TOD PLAN PRINCIPLES - SMALL GROUP WORKING SESSIONS

DESIRED OUTCOMES:

- 1) RECEIVE FEEDBACK ON EXISTING CONDITIONS/ISSUES & OPPORTUNITIES - ARE WE MISSING ANYTHING?**
- 2) ESTABLISH PLAN PRINCIPLES TO GUIDE THE PROCESS**
- 3) STATION SPECIFIC CONCEPTS TO BEGIN THE DRAFT STATION AREA ALTERNATIVES**



Need more info? Visit: www.honoluludpp.org/planning

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