

COMMUNITY WORKSHOP-2 Meeting Notes

AIEA / PEARL CITY NEIGHBORHOOD TOD PLAN

December 1, 2009

City and County of Honolulu

The following is a brief summary of the comments from the Community Workshop 2 held on December 1, 2009. Workshop 2 focused on the Draft Alternatives for the Aiea / Pearl City Neighborhood TOD Plan.

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

- Parking
 - Provide parking for transit riders. Community members are worried that there is not enough. Create opportunities for private for-profit parking near the transit station to accommodate the perceived need for transit parking.
- Infrastructure
 - Navy fuel line runs in the Ewa/Diamondhead direction makai of Kamehameha Hwy. Make sure this is not disturbed.
 - Springs are located in area of Kamehameha Hwy. Make sure there are no basements or underground parking in this location to prevent flooding issues and damage.
- Densities
 - High density [mid-rise] is OK mauka of Kamehameha Hwy. Medium densities makai of Kamehameha Hwy are preferred with buildings no taller than 3 to 4 stories so that water views are maintained mauka and uphill of Kamehameha Hwy.
- Small Business
 - Create opportunities for small businesses to stay in place or be part of the redevelopment makai of Kamehameha Hwy.
- Live/Work/Play
 - Allow a variety of uses to co-exist throughout the TOD zone to capture internal trips. Introduce housing types that currently do not exist in the area. Increase local, rather than regional, retail.
- Urban Design
 - Alternative "A" - Corridors with a distinct emphasis on Kaonohi St and a de-emphasis on Kamehameha Hwy is preferred. Continue to keep the Pearlridge Center as the commercial hub as it is now the regional draw, but let it urbanize over time as needed.
 - Alternated "C" - Edge should not be considered further as the existing buildings makai of Kamehameha Hwy. lack any significant character or historical significance.
 - Alternative "B" - Nodes should be developed further with a more detailed study as to how the existing Pearlridge Center buildings stay in place while the parking lots and less significant buildings are redeveloped into a more urban form. This alternative also has the best open space concepts on the makai side of Kamehameha Hwy with the discontinuous greenways and focus on green spaces/places.
- Kam. Swap Meet Site
 - Develop concepts for this in more detail to explain the urban design potential as there is an interested developer/property owner who could implement a TOD pilot project for Honolulu.

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

- Development Opportunities
 - Land makai of Kamehameha Highway is underutilized and will be easier to develop than mauka areas.
 - Idea of developing a high density building on top of the Park 'n Ride parking structure (awesome views, not taking up more land, "gateway")
 - Pearl Highlands Center is the key to successful transit oriented development.
 - Show Belmar case study to owners.
 - Need coordination with Pearl Highlands Center owner.
 - Move Corp. Yard on Kamehameha Highway to the proposed maintenance yard.
- Pedestrian Connections
 - Pedestrian connections to Pearl Harbor Historic Trail and Leeward Community College are key!
 - Possible connections between Pearl Highlands Station and LCC Station should be examined.
- Urban Design
 - Integration of proposed Station walkway and landing with Pearl Highlands Center will be very important.
 - Higher intensity uses are appropriate in this area to make the two towers not so apparent. More gradation of building heights to blend in is desired.
 - With taller buildings, try not to block important views from existing neighbors.
 - Step down building heights as they transition to existing neighborhoods on the periphery.
- Transportation
 - Circulator buses need to be convenient and easily accessible.
 - Being able to take bikes on trains would be nice amenity.
- Parking
 - Integrate shared parking at the station with shopping center.
- Schools
 - Consider the need for schools in this area of Pearl Highlands Center to serve new residents.
 - Where should they be located? Within walking distance of train, parks.
 - How many are needed?
 - Maybe near UH Urban Gardens?

GROUP 3 (Leeward Community College Station) - lead by Cheney Ferguson (*Van Meter Williams Pollack, LLP*)

- Development Opportunities
 - Combine resources between college and mixed-use village.
 - Vocational or training uses that coincide with the college curriculums would be great.
 - Iconic uses are needed in this area to establish an "identity" and help attract people into this more isolated site.
 - Campus Village is a good idea, but don't think this area should be fully dedicated to LCC expansion.

- Like the mixture of college uses within a mixed-use village with a “Main Street” better than all college uses.
 - Land value will be worth more for public-private development.
- Performing Arts facility is a major draw for the college.
 - Talk to LCC to see if there are plans for a new facility that we could add into the master plan.
- Culinary Arts program is also a major curriculum.
 - Maybe could take over UH Gardens if they move or incorporate gardens into the master plan for their purposes?
- Create better links between the colleges on the island.
 - LCC for two years and then transfer to UH.
- Need to talk to someone from LCC about the alternatives.
 - What do they like?
 - What don't they like?
 - What are their plans for the future?
- Entrance
 - Like “Alternative B” better at station. The idea of opening up the view from the station to the college with a green space (park or plaza) gives it a more “Hawaiian” feel.
 - Alternative B provides a visual connection to the college from the transit station and provides an identity for the college.
- Housing Opportunities
 - Good site for low-mid density housing.
 - Currently, LCC is strictly a commuter college. It would be nice to offer reasonably priced condos/houses for college students and professors (aka workforce housing).
 - Kamehameha Highway is a job corridor and will continue to be with transit. Because of this, there will always be need for housing near Kamehameha Highway.
 - Maintenance Yard will bring lots of jobs to this area as well.
- Topography
 - Take advantage of the topography as it slopes down to the water.
 - Maximum 4-5 stories near Ala Ike Road and then step down toward the water. Or, we could use the topography to keep buildings at the same height as the land slopes down because the grade change is drastic and allows this (like San Francisco or Seattle streets).
- Pedestrian Connections
 - Connect LCC Station to Pearl Highlands Station with trails.
 - Want LCC area residents and students to be able to access larger stores and amenities that will most likely be in Pearl Highlands station area.

**Aiea - Pearl City Neighborhood
Transit-Oriented Development Plan**
Workshop #2 - Draft Alternatives
December 1, 2009

AGENDA FOR COMMUNITY WORKSHOP #2 - 12/01/09:

- 1) WELCOME & PURPOSE OF MEETING
- 2) PROJECT TIMELINE
- 3) PLAN AREAS
- 4) IDENTIFIED AREAS OF OPPORTUNITY
- 5) AIEA - PEARL CITY NEIGHBORHOOD PLANNING PRINCIPLES
- 6) EXAMPLES OF INTENSITIES
- 7) DRAFT ALTERNATIVES FOR EACH STATION
- 8) WORKING SESSION - REFINED ALTERNATIVES
- 9) NEXT STEPS...

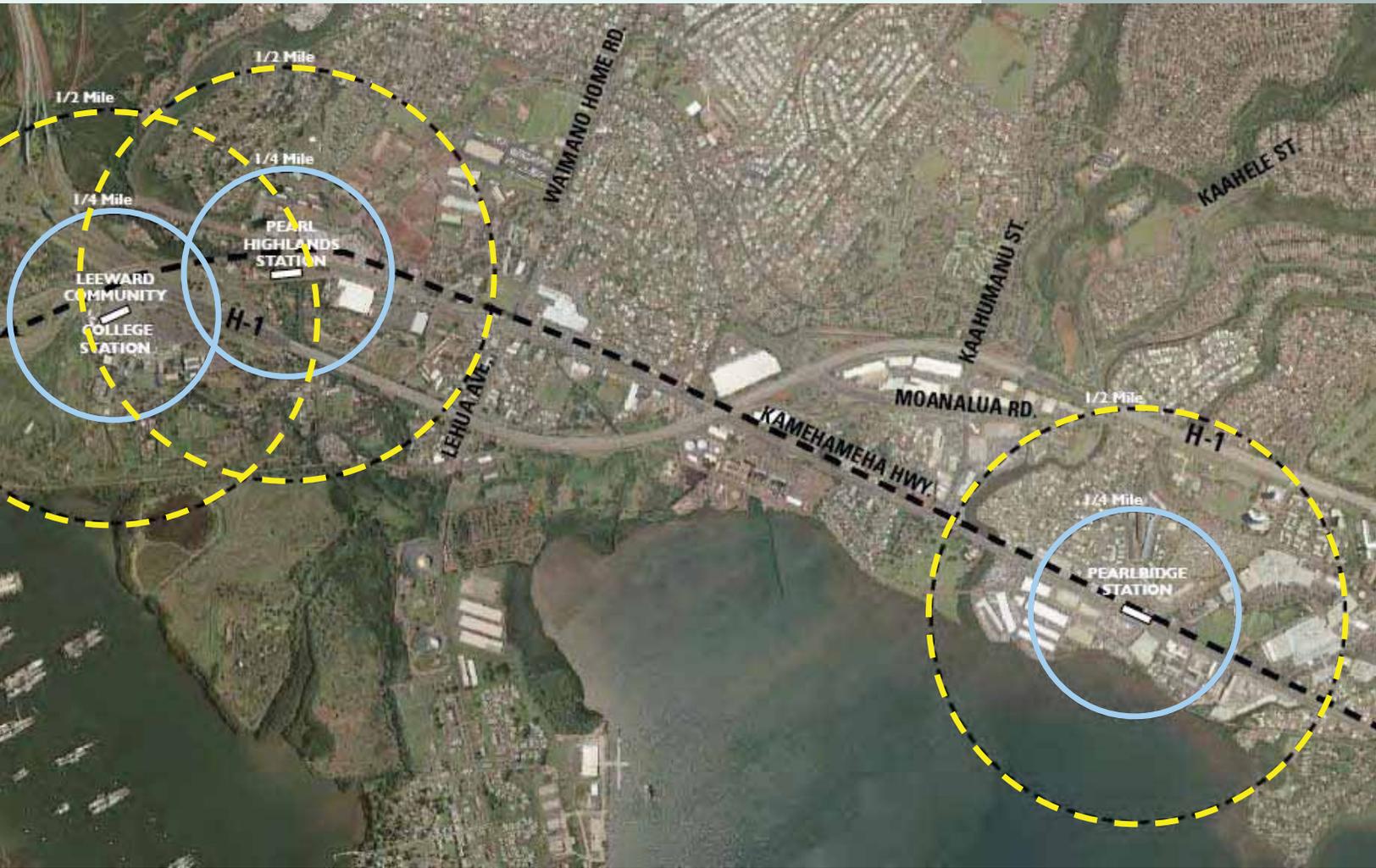
*AIEA - PEARL CITY NEIGHBORHOOD
TOD TIMELINE*

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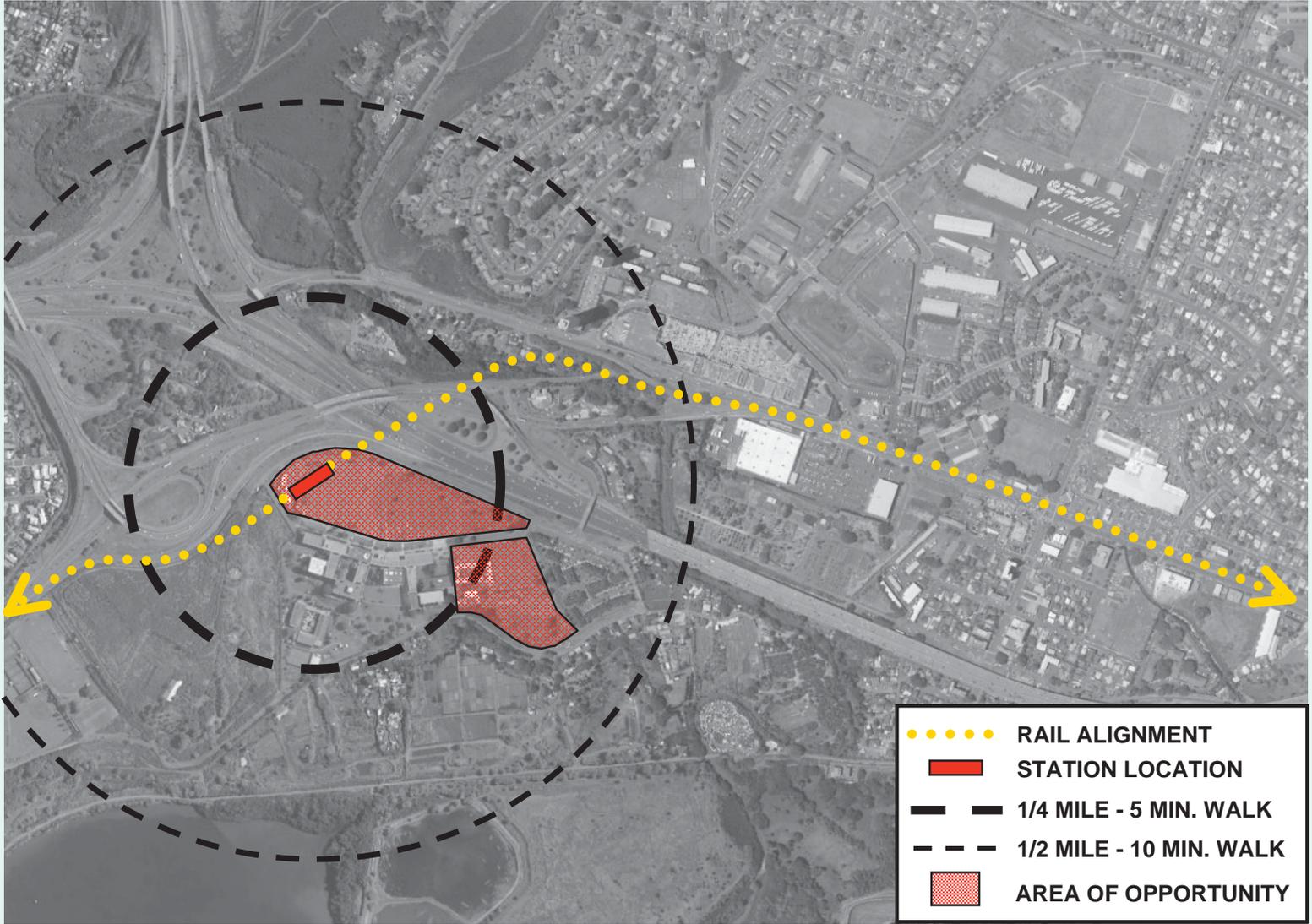
PLAN AREAS

AIEA - PEARL CITY

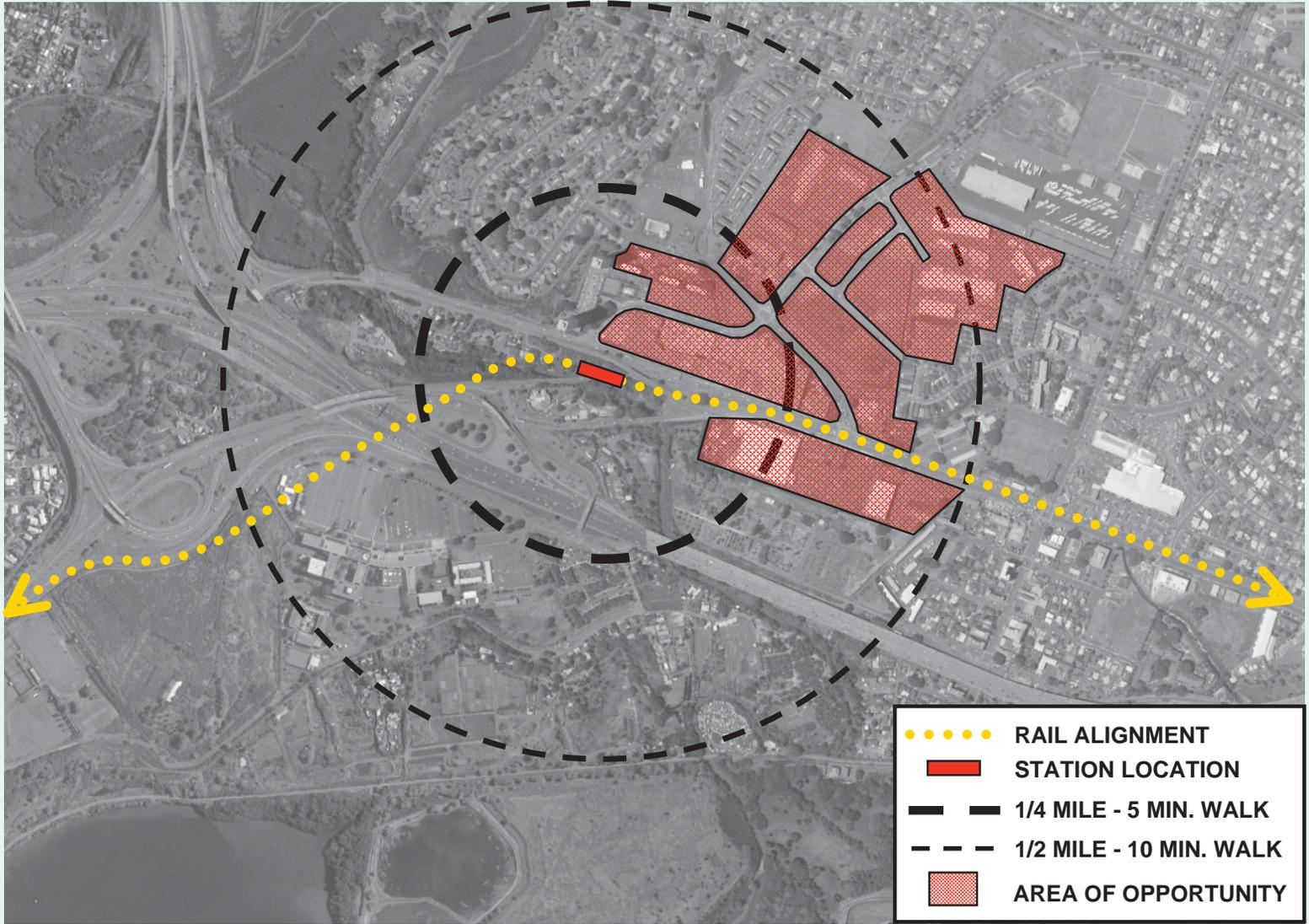


AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

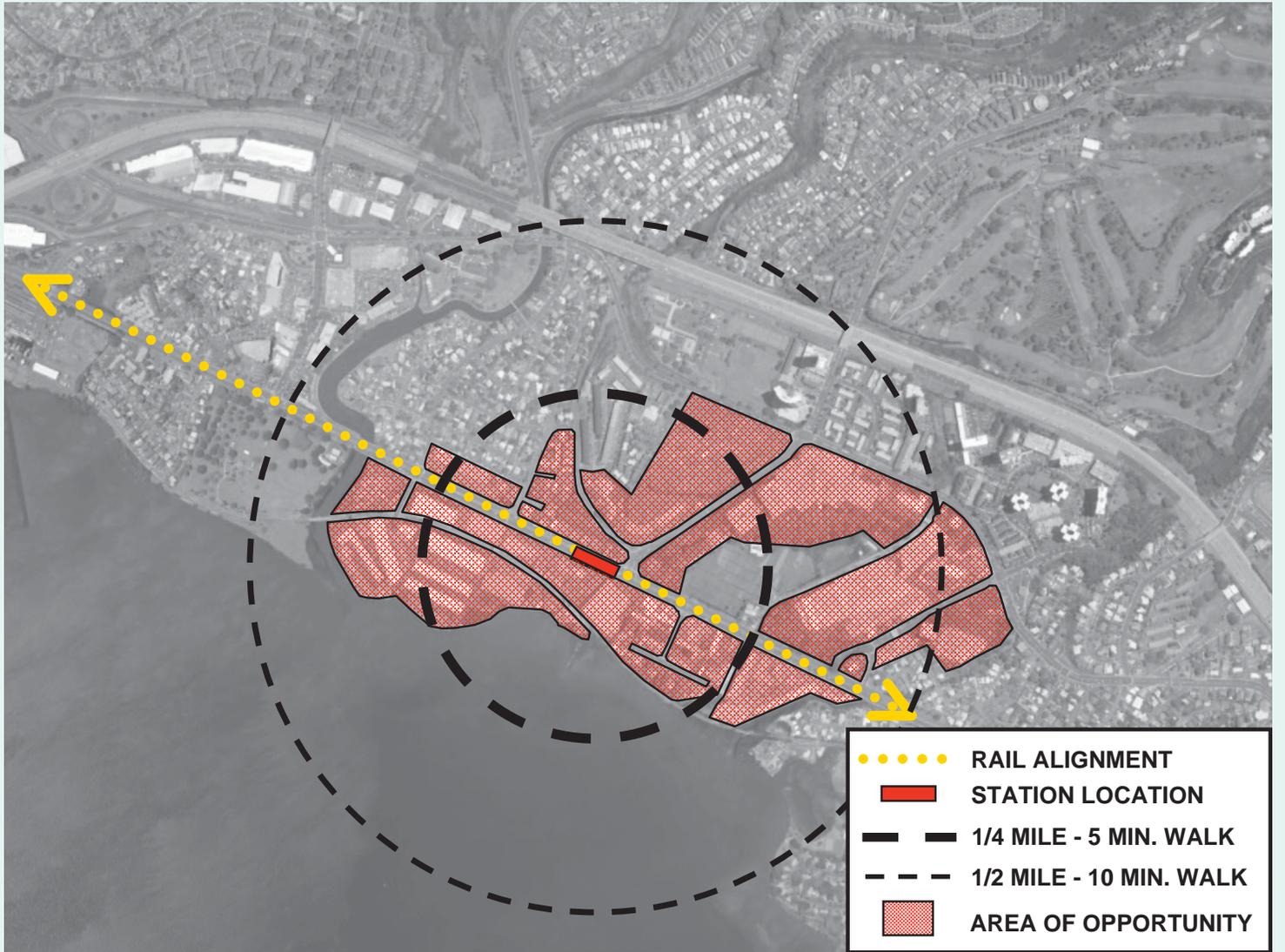
IDENTIFIED AREAS OF OPPORTUNITY



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN



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*AIEA - PEARL CITY NEIGHBORHOOD
TOD PLANNING PRINCIPLES*

AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

VAN METER
WILLIAMS
POLLACK

PLANNING PRINCIPLES

- 1) CREATE *ACCESS AND VIEWS* TO WATER AND PEARL HARBOR HISTORIC TRAIL
- 2) ENCOURAGE *WORKFORCE HOUSING*
- 3) CREATE A COMFORTABLE AND LIVELY *PEDESTRIAN EXPERIENCE*
- 4) PROVIDE *MULTI-MODAL ACCESS* TO AND FROM STATIONS
- 5) DEVELOP NEW AND ENHANCE EXISTING *OPEN SPACE*

EXAMPLES OF INTENSITIES

 HIGH INTENSITY



AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

 MEDIUM INTENSITY

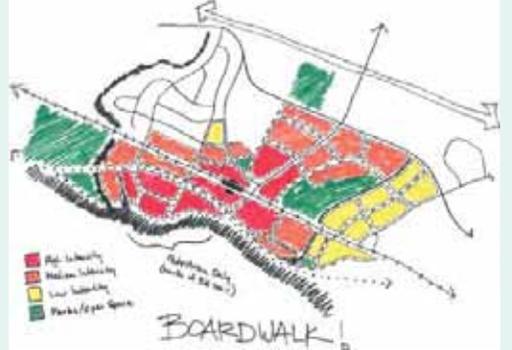
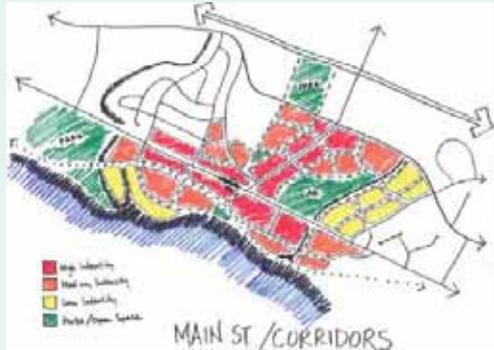
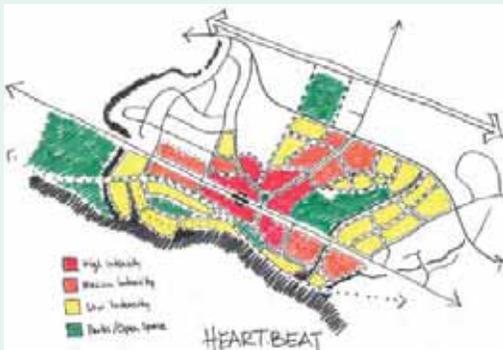
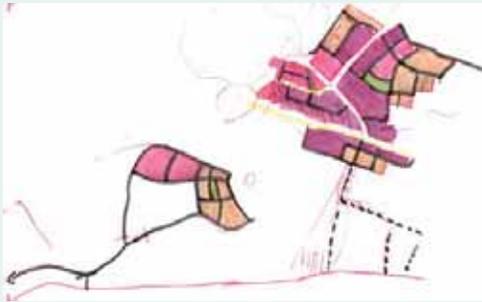
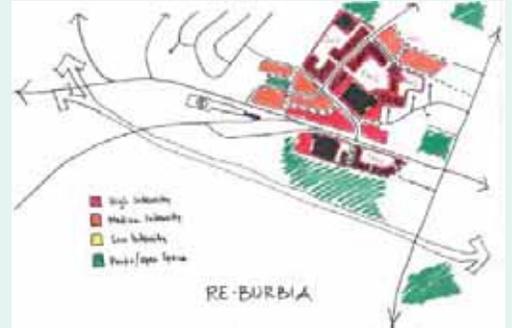


 LOW INTENSITY



*DRAFT ALTERNATIVES FOR EACH
STATION*

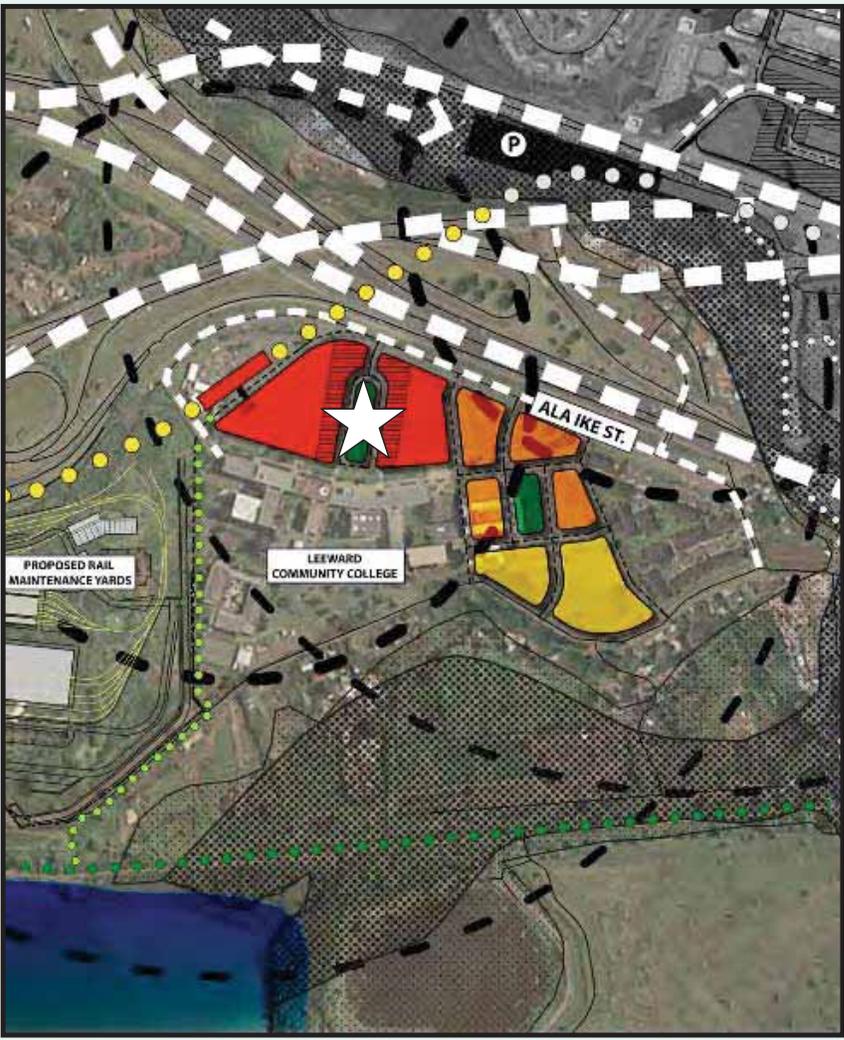
PROCESS...



LCC STATION

ALTERNATIVE A - "CAMPUS VILLAGE"

LCC - CAMPUS VILLAGE AND SQUARE



LCC - CAMPUS VILLAGE AND SQUARE (EXISTING)



LCC - CAMPUS VILLAGE AND SQUARE (NEW)



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LCC STATION
ALTERNATIVE B - "TRANSIT VILLAGE"

LCC STATION - ALT B "TRANSIT VILLAGE"



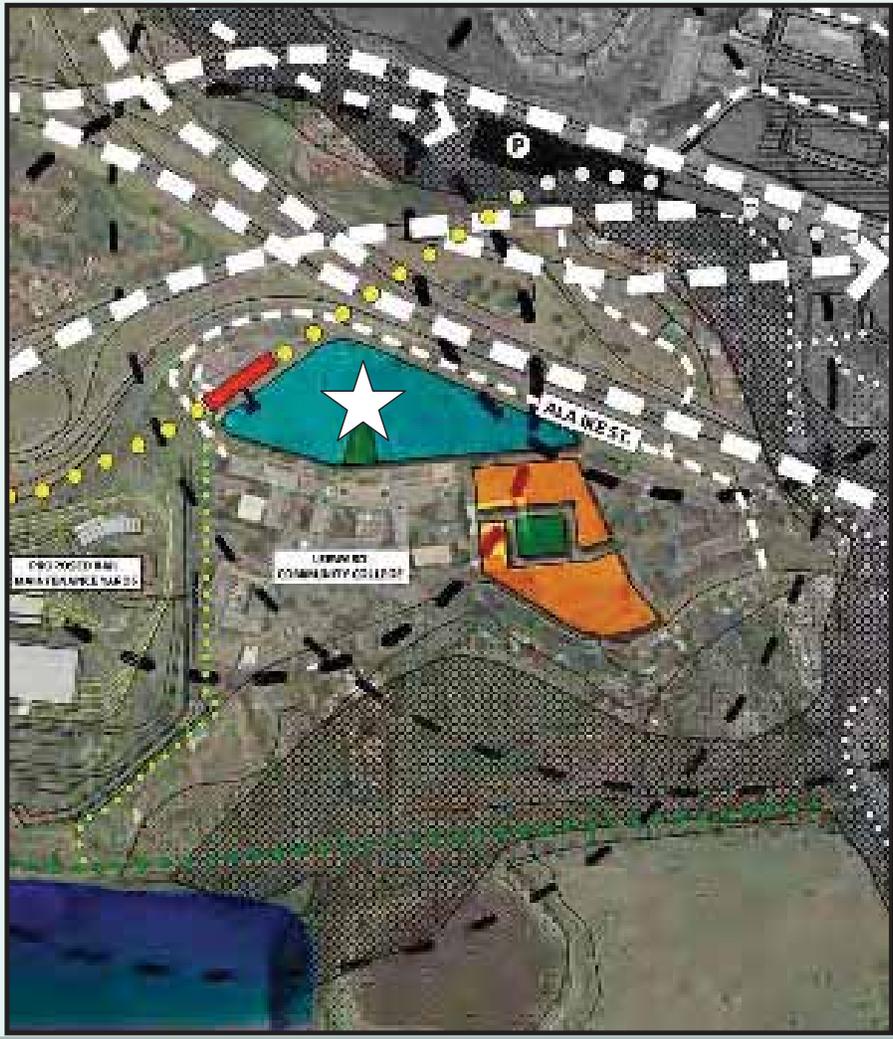
LCC STATION - ALT B "TRANSIT VILLAGE"



LCC STATION

ALTERNATIVE C - "CAMPUS EXTENSION"

LCC STATION - ALT C "CAMPUS EXTENSION"



LCC STATION - ALT C "CAMPUS EXTENSION"



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*PEARL HIGHLANDS STATION
ALTERNATIVE A - "CORRIDORS"*

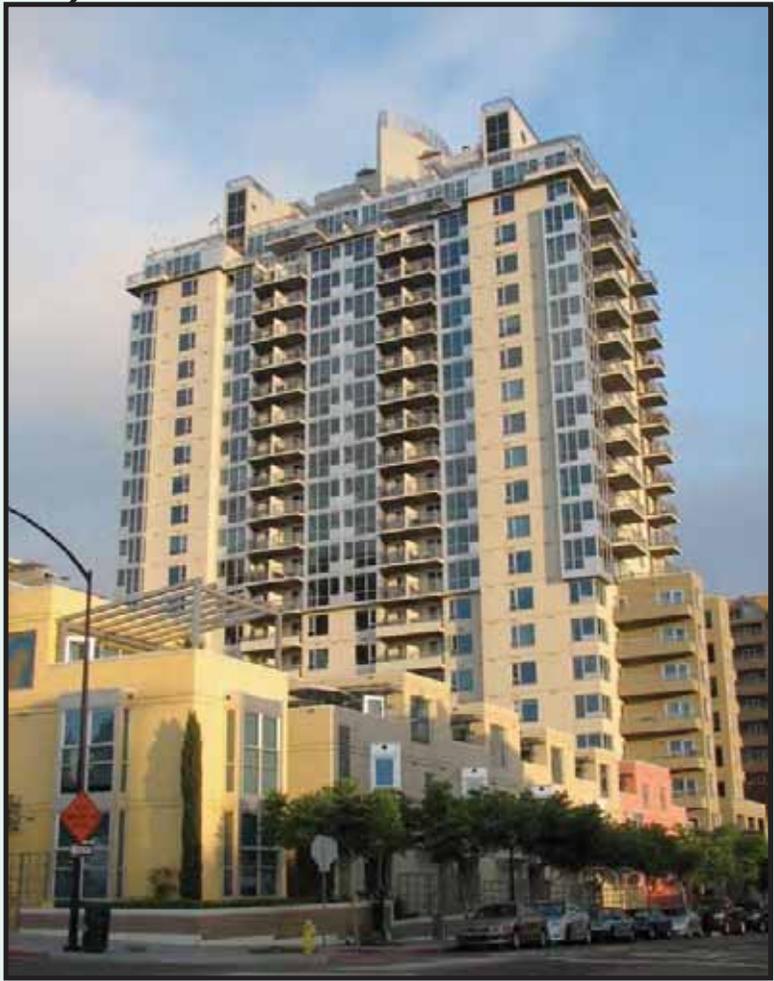
KAMEHAMEHA HWY / KUALA ST. - HIGH INTENSITY CORRIDORS



KAMEHAMEHA HWY / KUALA ST. - HIGH INTENSITY CORRIDORS (EXISTING)

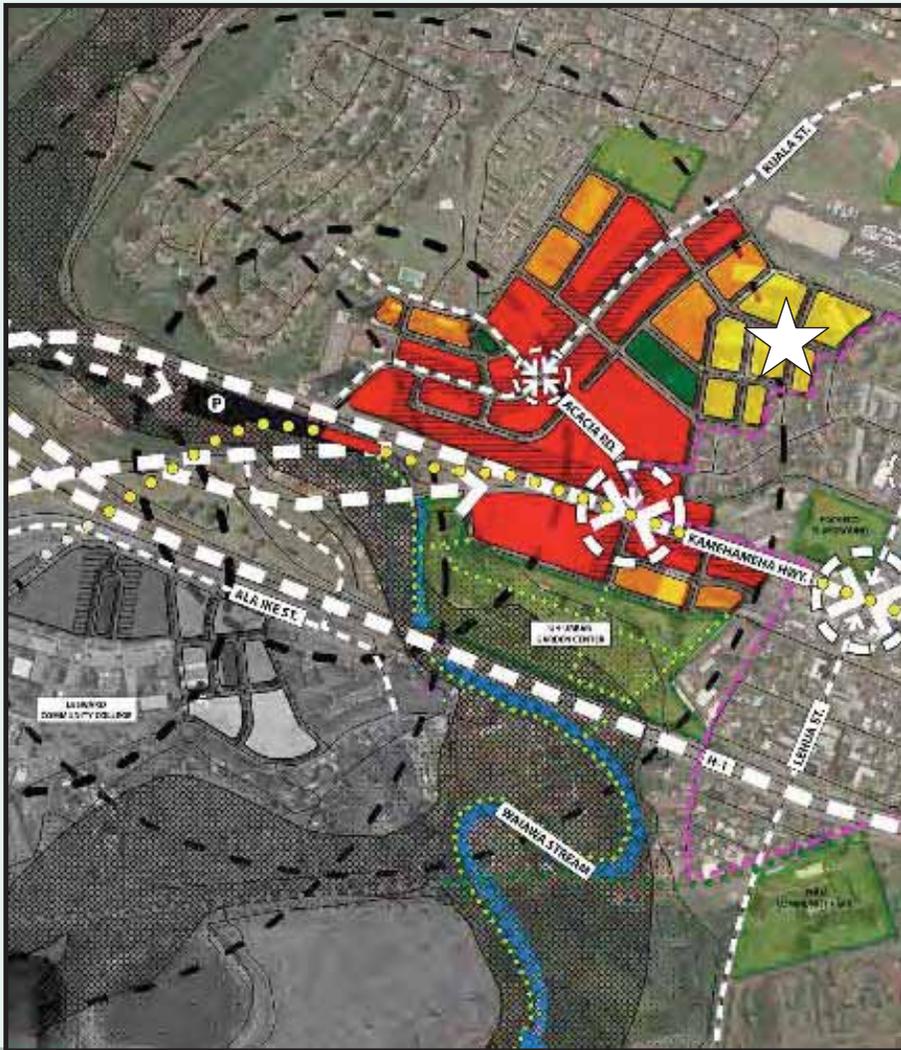


*KAMEHAMEHA HWY / KUALA ST. - HIGH INTENSITY
CORRIDORS (NEW)*



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HOOMALU STREET - LOWER INTENSITY NEIGHBORHOOD



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***HOOMALU STREET - LOWER INTENSITY NEIGHBORHOOD
(EXISTING)***

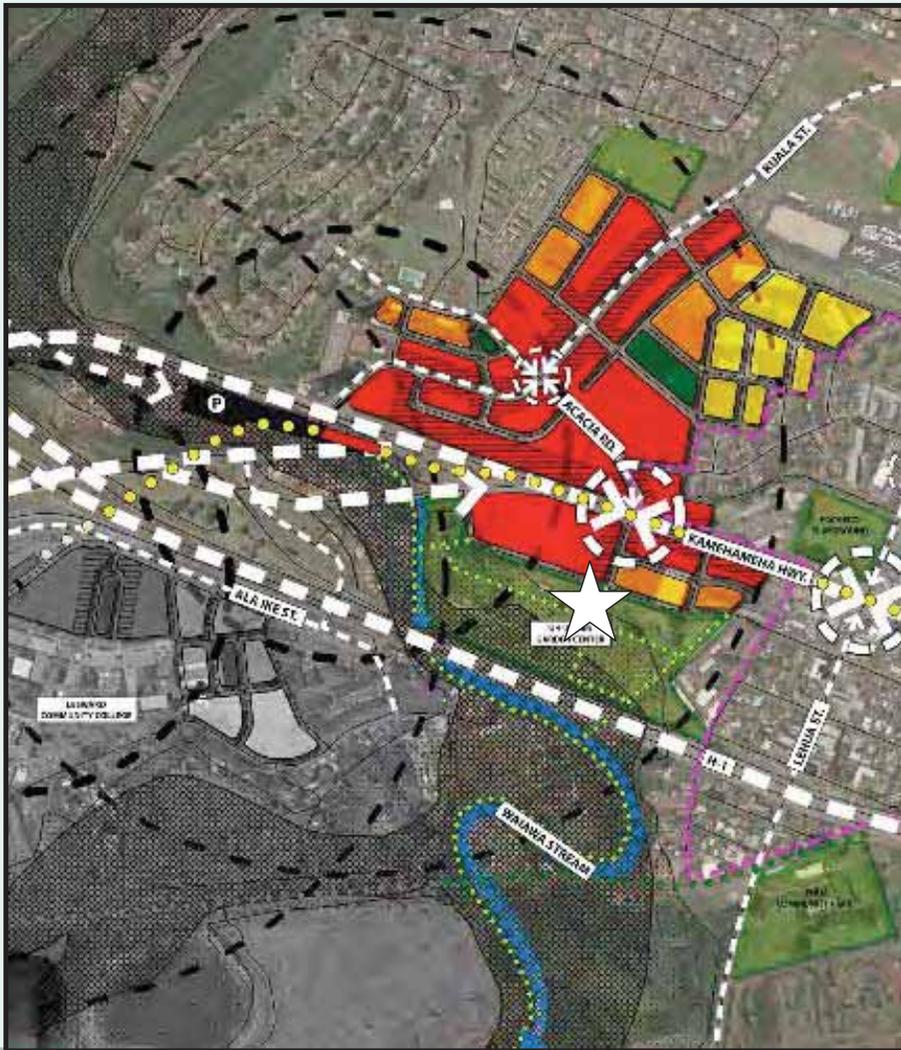


***HOOMALU STREET - LOWER INTENSITY NEIGHBORHOOD
(NEW)***



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UH URBAN GARDEN CENTER - PUBLIC ACCESS



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UH URBAN GARDEN CENTER - PUBLIC ACCESS (EXISTING)



UH URBAN GARDEN CENTER - PUBLIC ACCESS (NEW)



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PEARL HIGHLANDS STATION
ALTERNATIVE B - "NODE"

ACACIA AND KUALA - HIGH INTENSITY NODE



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ACACIA AND KUALA - HIGH INTENSITY NODE (EXISTING)

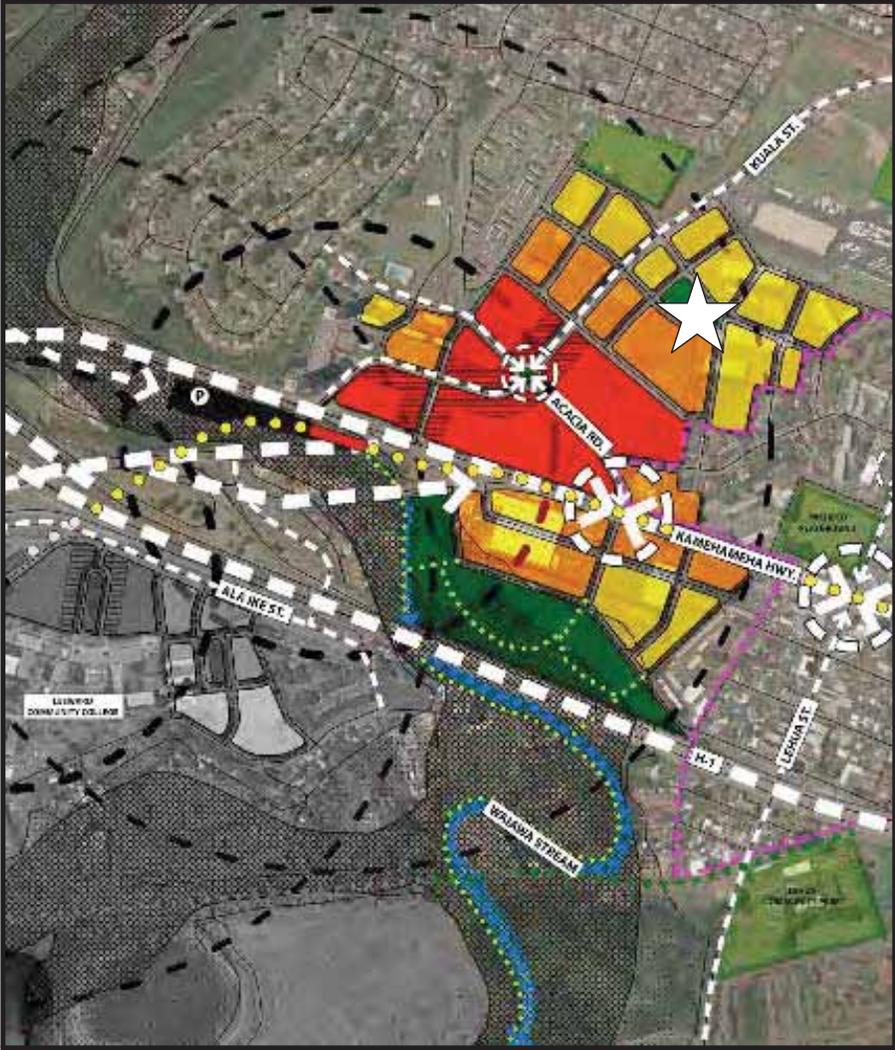


ACACIA AND KUALA - HIGH INTENSITY NODE (NEW)



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KANAEHA PL. - MIXED INTENSITY NEIGHBORHOOD AND PARK



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KANAEHA PL. - MIXED INTENSITY NEIGHBORHOOD AND PARK (EXISTING)

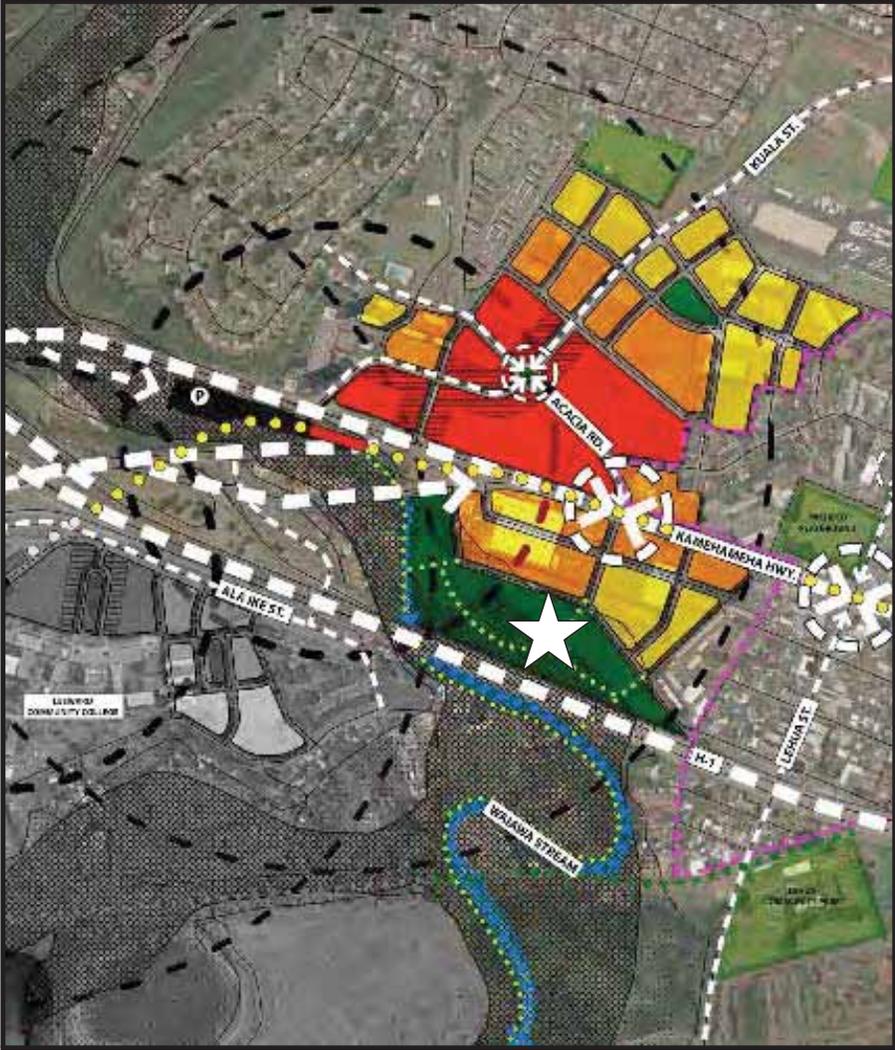


KANAEHA PL. - MIXED INTENSITY NEIGHBORHOOD AND PARK (NEW)



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UH URBAN GARDEN CENTER - NEW NEIGHBORHOOD PARK



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UH URBAN GARDEN CENTER - NEW NEIGHBORHOOD PARK (EXISTING)



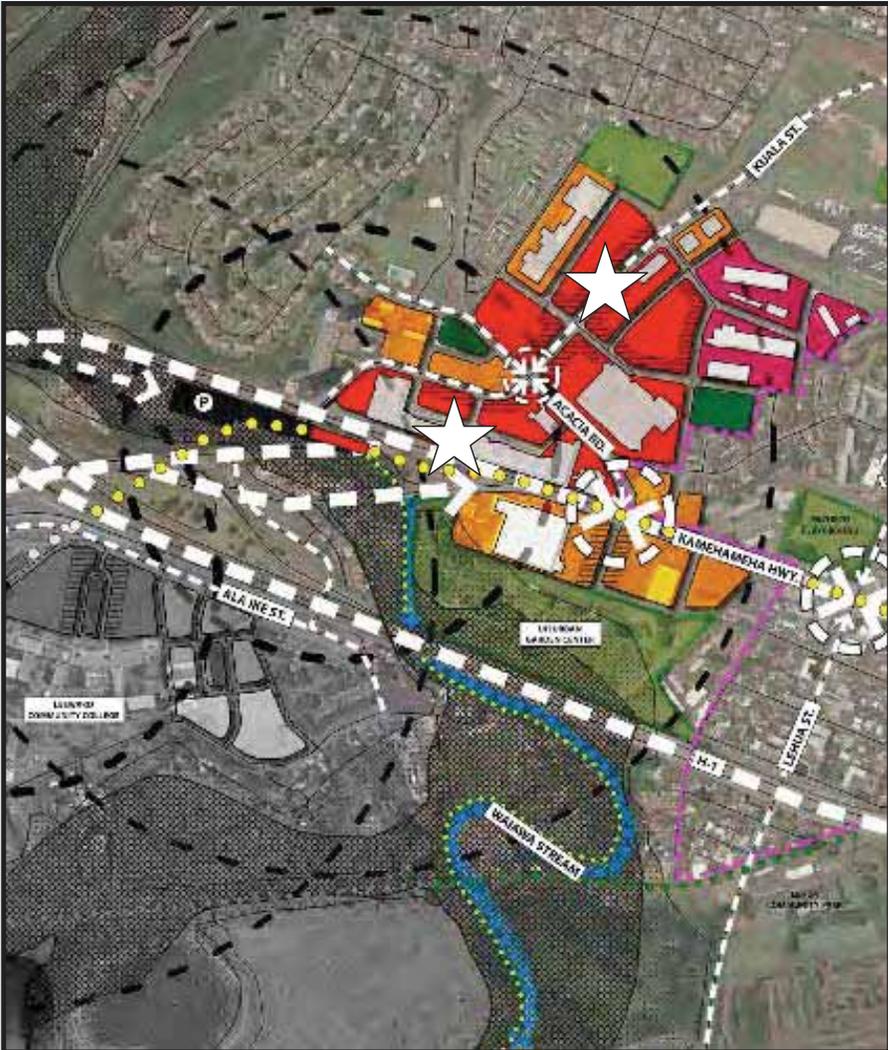
***UH URBAN GARDEN CENTER - NEW NEIGHBORHOOD
PARK (NEW)***



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PEARL HIGHLANDS STATION
ALTERNATIVE C - "SPECIAL DISTRICT"

RETAIL CENTER ON KUALA ST AND PEARLRIDGE CENTER - HIGH INTENSITY INFILL

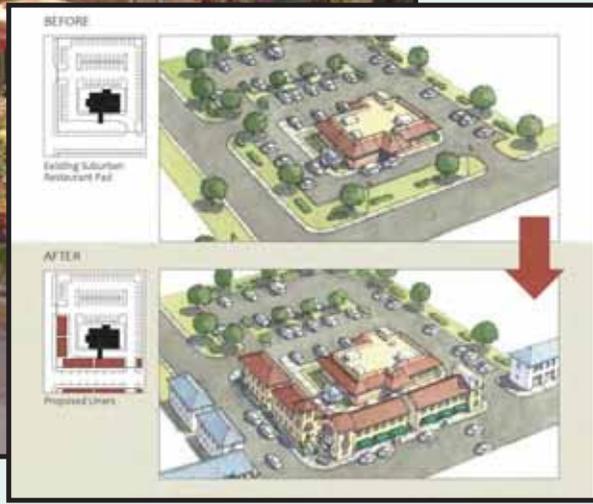


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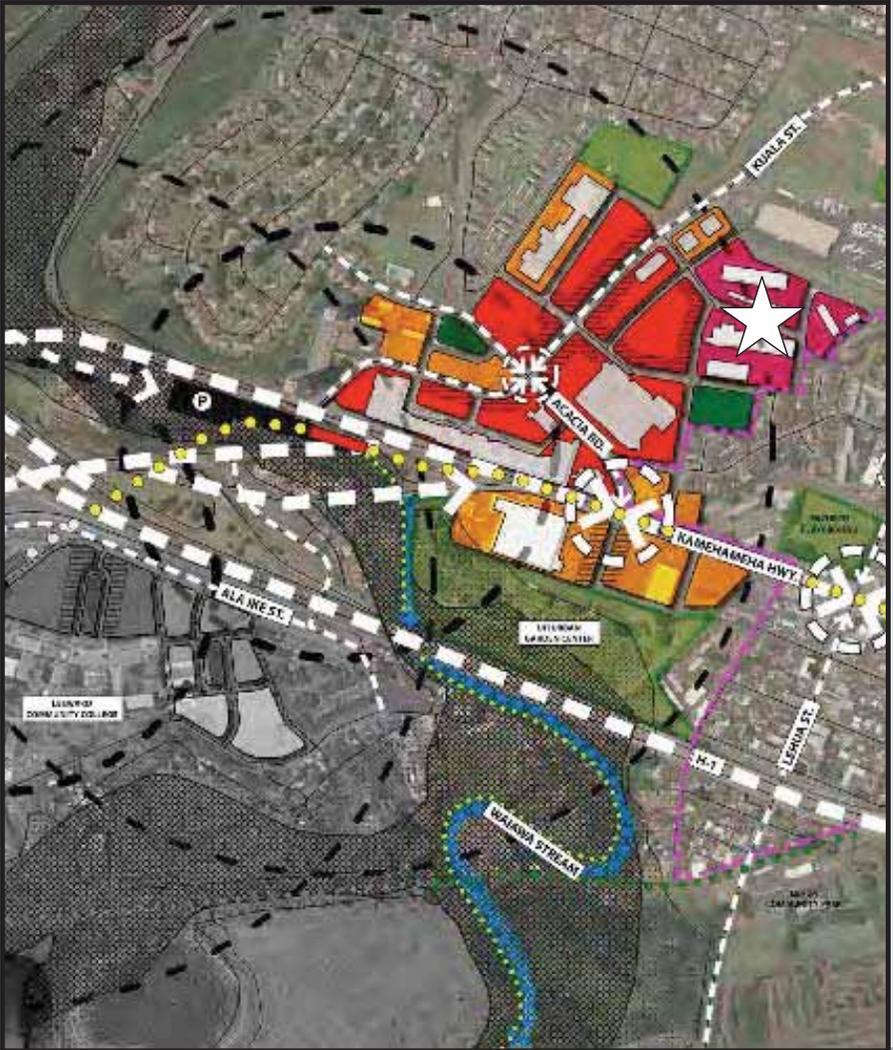
***RETAIL CENTER ON KUALA ST AND PEARLRIDGE CENTER -
HIGH INTENSITY INFILL (EXISTING)***



RETAIL CENTER ON KUALA ST AND PEARLRIDGE CENTER - HIGH INTENSITY INFILL (NEW)



WAREHOUSES NEAR KUALA ST - ADAPTIVE REUSE



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***WAREHOUSES NEAR KUALA ST - ADAPTIVE REUSE
(EXISTING)***

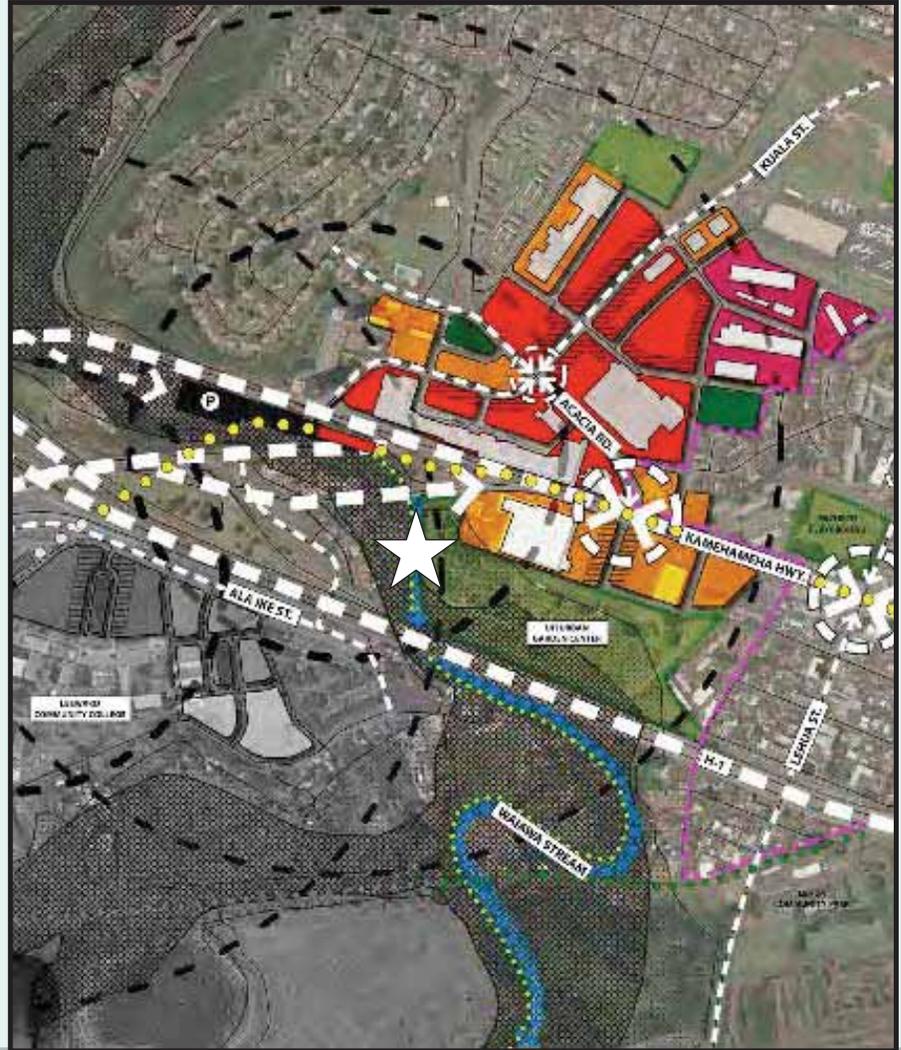


WAREHOUSES NEAR KUALA ST - ADAPTIVE REUSE (NEW)



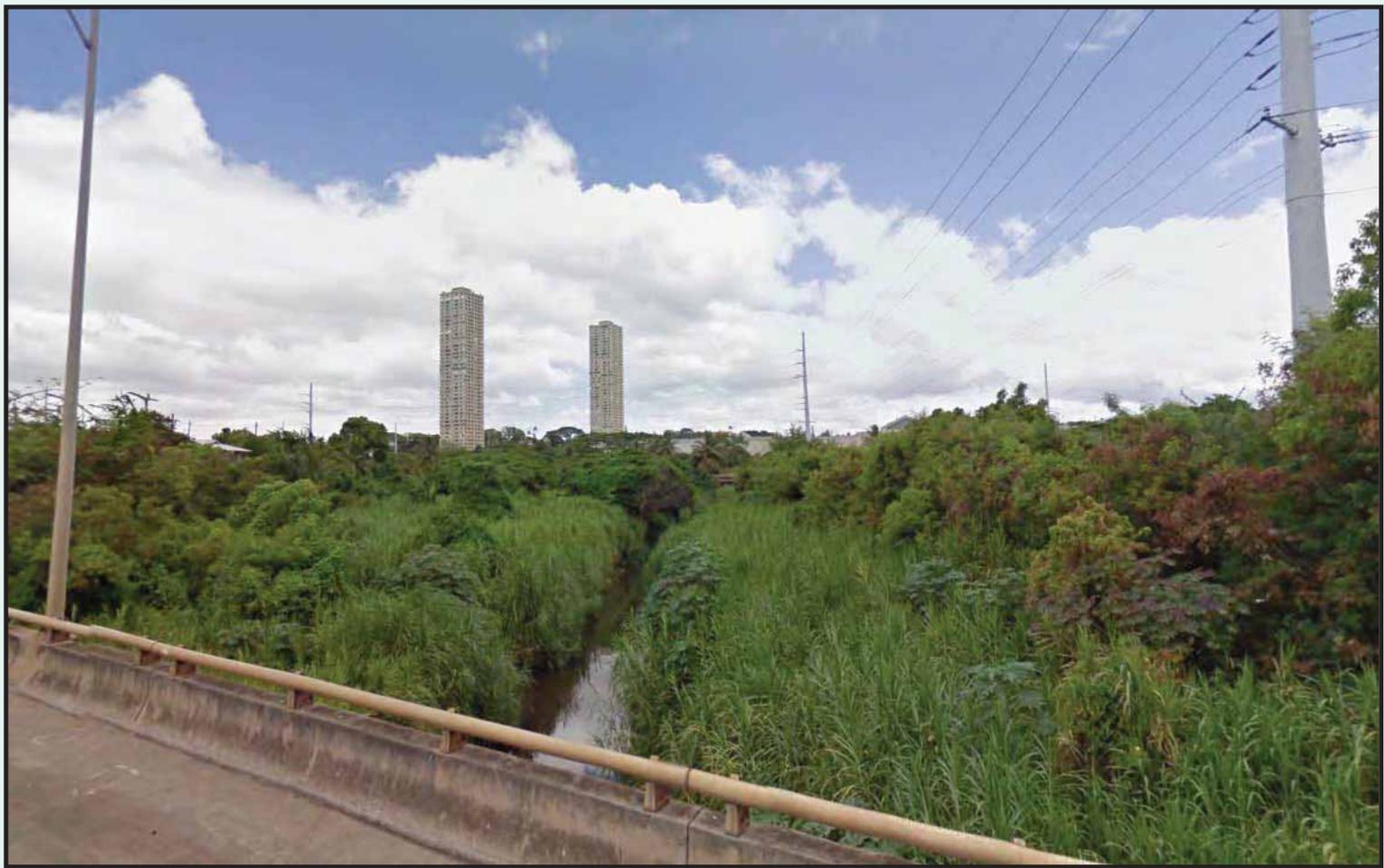
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WAIAWA STREAM - ACCESS AND TRAIL CONNECTIONS

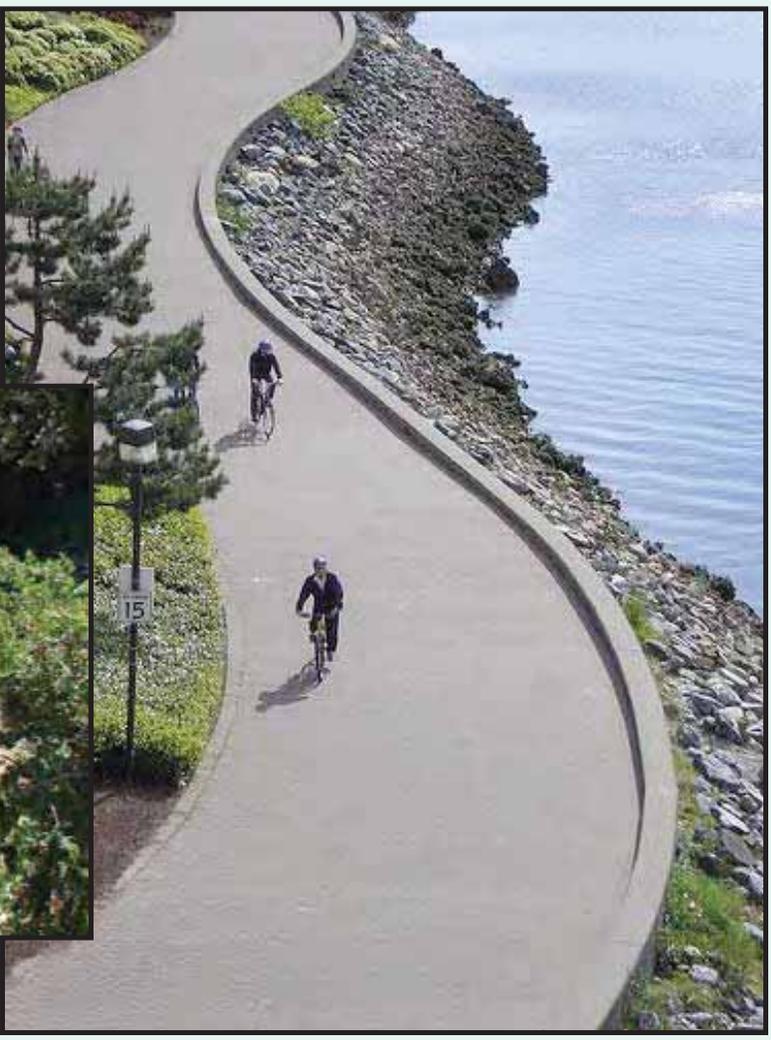
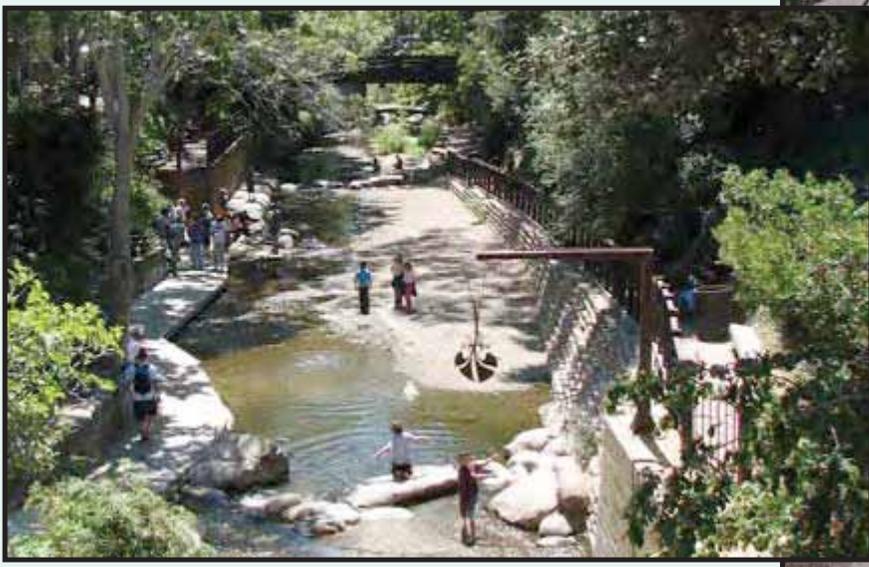


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***WAIAWA STREAM - ACCESS AND TRAIL CONNECTIONS
(EXISTING)***



WAIAWA STREAM - ACCESS AND TRAIL CONNECTIONS (NEW)



PEARLRIDGE STATION
ALTERNATIVE A - "CORRIDORS"

KAMEHAMEHA HWY & KAOHONI ST. - HIGH INTENSITY CORRIDORS (EXISTING)



KAMEHAMEHA HWY & KAOHONI ST. - HIGH INTENSITY CORRIDORS (NEW)



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KAONOHI ST AND KAMEHAMEHA HWY- "WINDOW" TO PEARL HARBOR



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*KAONOHI ST AND KAMEHAMEHA HWY- "WINDOW" TO PEARL HARBOR
(EXISTING)*



*KAONOHI ST AND KAMEHAMEHA HWY- "WINDOW" TO PEARL HARBOR
(NEW)*



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DRIVE-IN SITE - MIXED INTENSITY NEIGHBORHOOD



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*DRIVE-IN SITE - MIXED INTENSITY NEIGHBORHOOD
(EXISTING)*



DRIVE-IN SITE - MIXED INTENSITY NEIGHBORHOOD (NEW)



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PEARLRIDGE STATION
ALTERNATIVE B - "NODE"

*PEARLRIDGE CENTER - HIGH INTENSITY INFILL AND REUSE
(EXISTING)*



*PEARLRIDGE CENTER - HIGH INTENSITY INFILL AND REUSE
(NEW)*



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SUMIDA FARMS - TRAIL AND ACTIVE USES (EXISTING)



SUMIDA FARMS - TRAIL AND ACTIVE USES (NEW)



***WATERFRONT MEDIUM AND LOW INTENSITY AND PARK
(EXISTING)***



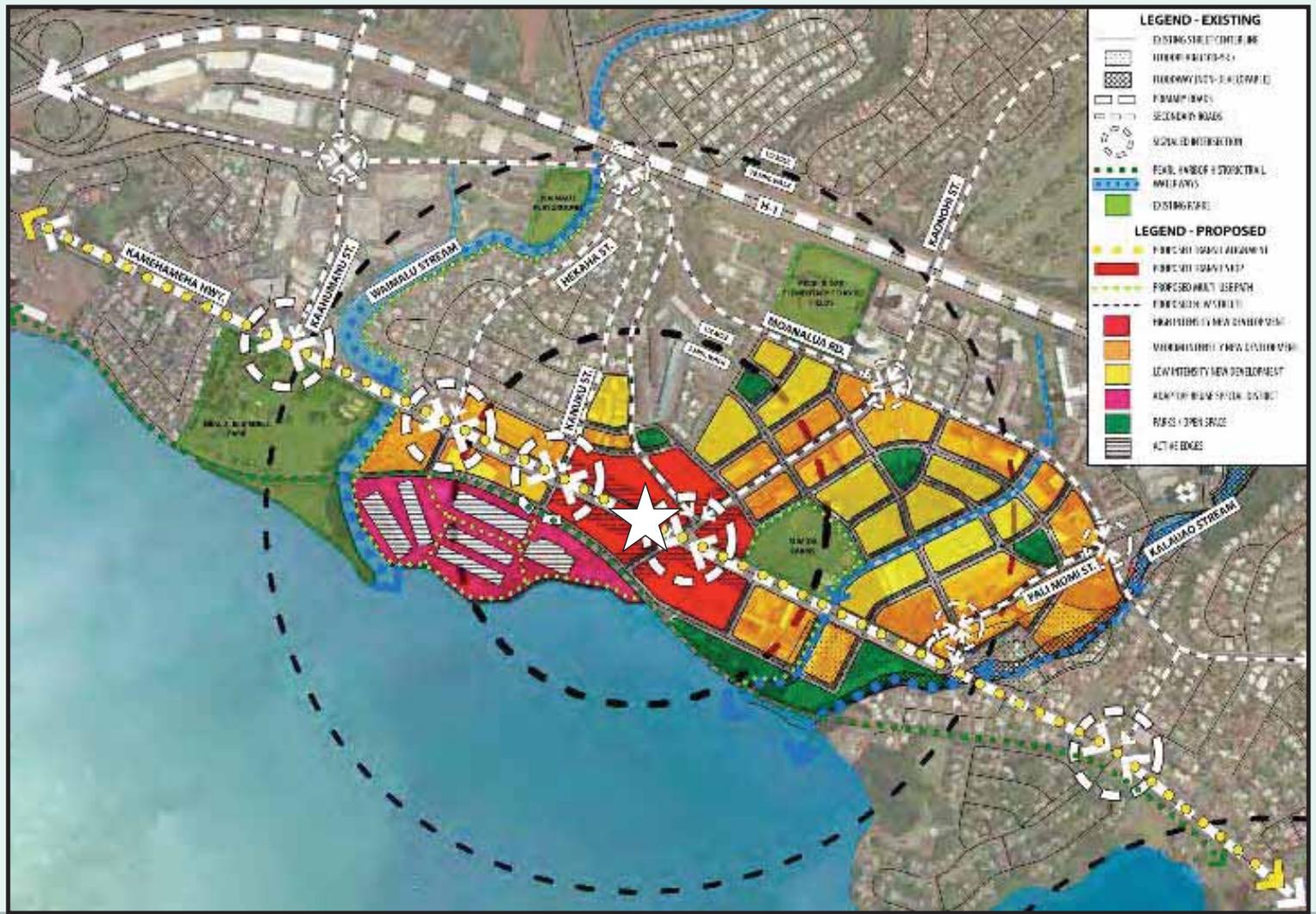
***WATERFRONT MEDIUM AND LOW INTENSITY AND PARK
(NEW)***



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PEARLRIDGE STATION
ALTERNATIVE C - "EDGE"

IMMEDIATE STATION AREA - HIGH INTENSITY



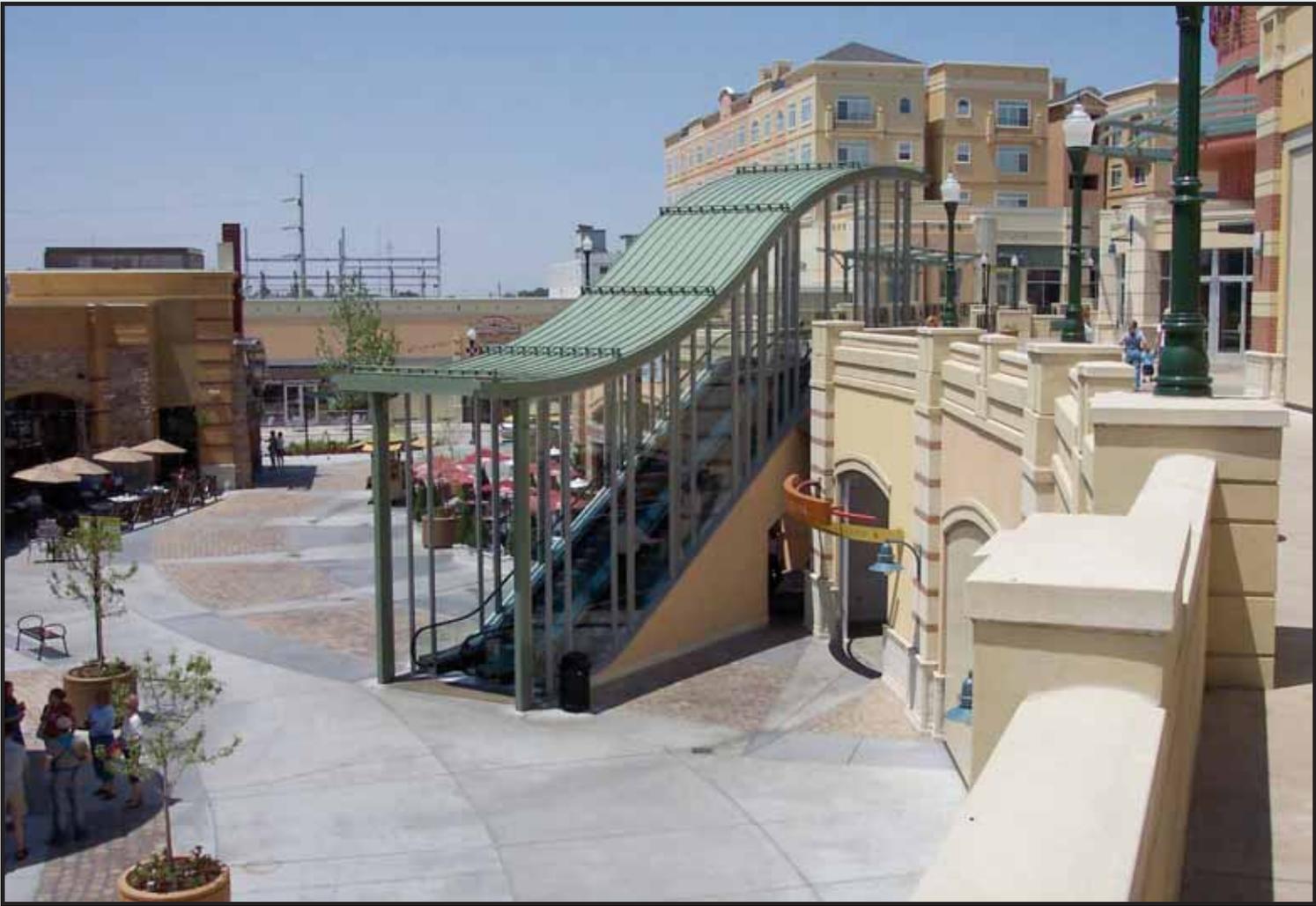
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IMMEDIATE STATION AREA - HIGH INTENSITY (EXISTING)



IMMEDIATE STATION AREA - HIGH INTENSITY (NEW)



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*LIGHT INDUSTRIAL WATERFRONT AREA - ADAPTIVE REUSE
(EXISTING)*



**LIGHT INDUSTRIAL WATERFRONT AREA - ADAPTIVE REUSE
(NEW)**



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*PEARLRIDGE MALL AREA - MEDIUM AND LOW INTENSITY
(EXISTING)*



*PEARLRIDGE MALL AREA - MEDIUM AND LOW INTENSITY
(NEW)*



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NEIGHBORHOOD TOD PLAN SMALL GROUP SESSIONS

DESIRED OUTCOMES:

- 1) RECEIVE FEEDBACK ON DRAFT ALTERNATIVES - ARE WE MISSING ANYTHING?
- 2) FILTER EACH ALTERNATIVE THROUGH PLANNING PRINCIPLES - ARE WE MISSING ANYTHING?
- 3) STATION SPECIFIC CONCEPTS - ANALYZE AND SUMMARIZE (2) REFINED ALTERNATIVES FOR EACH STATION



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

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VAN METER
WILLIAMS
POLLACK