

**Airport Area Transit-Oriented Development Plan
Community Workshop #2 Summary
February 2, 2015
5:30 pm - 7:30 pm
Aliamanu Middle School Cafeteria**

Overview

This summary describes the second community workshop on the Airport Area Transit-Oriented Development (TOD) Plan, held on February 2, 2015. The workshop was designed to engage community members and stakeholders, while providing an opportunity for discussion and input on the emerging concepts and alternatives of TOD in the Airport area. Attendees were asked to confirm objectives and ideas generated to date through the previous community workshops and to provide feedback to help identify the direction of the preferred plan.

A total of 46 people signed in to the meeting. Large maps were displayed around the cafeteria for the public to peruse before and after the formal workshop program. Maps included: Alternative Concept Maps (Airport Area Overview Map, Pearl Harbor Station Area, Airport Station Area, and Lagoon Drive Station Area), TOD Concept Examples, Relevant Case Studies (Fort Snelling, MN; Bob Hope Airport, CA; and Central Eastside Industrial Sanctuary, OR), and Station Area Market/Economic Summaries. HART staff also set up several posters and were available to answer questions regarding the rail project.



Event Summary

Harrison Rue, Community Planning and TOD Administrator, welcomed attendees and briefly explained the meeting agenda. Mr. Rue introduced Jordan Ozaki of the Neighborhood Commission Office, and requested that those interested in serving on a neighborhood board speak to Ozaki directly. Bonnie Arakawa and Renee Espiau of the Department of Planning and Permitting quizzed the audience with "TOD Trivia."

Mr. Rue then described Honolulu's TOD program and gave a brief update on the Airport Area TOD Plan status (see attached presentation). Mayor Kirk Caldwell arrived during the presentation and briefly addressed the audience about TOD and how their participation will help shape the plan for their community. Senator Donavon Dela Cruz also addressed the audience and thanked everyone for participating in the TOD planning process.

Kevin Butterbaugh with AECOM described the three Airport Area stations. For each station, Mr. Butterbaugh described a case study from a similar rail station area around the country and explained what can be learned to aid in the planning for the airport station areas.

- For the Pearl Harbor station area, Mr. Butterbaugh discussed the rail station near Fort Snelling in Minneapolis, Minnesota. This rail station is adjacent to a military base and public and private lands. The main lessons for the Pearl Harbor station area include different tiers of security and access, clearly delineated public facilities, and the decommission and reuse of existing buildings.
- The Bob Hope Airport in Burbank, California was discussed in relation to the Honolulu Airport station area. The main lessons that can be applied around the Honolulu Airport station include design with walkability to terminals in mind, target a spectrum of businesses, promote infill, and promote reuse.
- The Central Eastside Industrial Sanctuary in Portland, Oregon was used as a case study for the Lagoon Drive station area. Like Lagoon Drive, the Central Eastside District is an industrial area that is a major employment center. The main lessons to be learned for Honolulu include defined use areas (pure industrial areas vs. employment opportunity areas with more flexible zoning and uses), and promotion of industrial uses.

Julie Zimmerman of AECOM explained the project's Economic and Market Analysis, which is now part of the Existing Conditions Report as an appendix. The analysis provides an economic outlook of the subject area, broken down by station area and establishes a foundation, through its data, to identify potential long-range TOD opportunities. The analysis also reports on planning forecasts and prevailing real estate conditions for the region, with recommendations for each station area.

Ms. Zimmerman then summarized three separate community surveys used to collect information about the neighborhood, which were distributed to area residents, employers, and employees:

- The Resident Survey was mailed to 4,050 households within two miles of the stations during July and August of 2014. A total of 719 surveys were completed and returned. Overall, the top three things residents liked most about their neighborhood were the proximity to jobs, nearby shopping choices, and that their neighborhood is quiet. The top three things residents disliked most about their neighborhood were expensive housing, they don't know many neighbors, and the neighborhood is noisy.
- The Employer Survey was mailed to 1,001 businesses in the area. A total of 204 were completed and returned. Employers noted that homelessness, lack of nearby parking, and vandalism have had a negative impact on their business or employees.
- An online survey link was provided in the Employer Survey for employers to pass along to their employees or other employees working in the area. A total of 151 employees completed the Employee Survey. Employees reported that they relied primarily on cars for transportation to and from work. Many employees support rail transit, although 61 percent said they are not likely to use it in the future for work.

Mr. Butterbaugh reviewed the draft vision statement for the Airport area and guiding principles for the TOD Plan. As a new way to get public feedback, Ms. Zimmerman introduced a technique utilizing real-time voting. The audience voted via text message on various poll questions pertaining to the draft vision statement and guiding principles (see attached results).

The majority of the voting audience agreed that the overall vision captured their long-term vision for the Airport area. The audience was split whether the Airport area should be preserved primarily as an industrial center with eight "yes" votes, three "no" votes, and nine votes to

preserve a portion of the area as industrial. The majority (12 voters) agreed that it is very important to provide a transportation network that balances various modes of transportation. Of 17 total votes, nine people thought that urban land uses, like housing and retail, should be introduced near the Lagoon Drive station. Five people were undecided on the introduction of urban land uses, and three people thought such land uses are not appropriate in the area. The majority of the audience agreed that it is important to create a sense of arrival at the Pearl Harbor and Airport stations; however, one audience member asked why the question included both Pearl Harbor and the Airport. He preferred to see separate questions for each of the station areas. A total of 14 people agreed that public gathering spaces are important for promoting a sense of community and ownership; however, only 10 people said they would utilize such spaces in these areas.



Group Breakout Session

After the presentation and polling, participants broke into four small groups. Large aerial alternative concept maps of the Airport Area Stations Overview, Pearl Harbor, Honolulu Airport, and Lagoon Drive TOD areas were distributed to each group. Group facilitators asked questions regarding the alternative concepts shown on each map.

For the overall planning area, connectivity between stations and surrounding neighborhoods was a major concern of participants. Pedestrian improvements and bike facilities/connections were also mentioned by many meeting attendees. Specific findings by each station area follow.

Pearl Harbor Station Area

The groups generally supported the Pearl Harbor station alternative concept map. The most common suggestion/recommendation for the Pearl Harbor station was improved pedestrian access. To improve pedestrian access and facilities, participants suggested that a pedestrian overpass should be developed over Kamehameha Highway. Participants also supported creation of a more pedestrian-friendly experience along Radford Drive toward existing retail facilities. Minor improvements to enhance pedestrian comfort could include wider sidewalks, sun shade, and improved guardrails. Other suggestions for the Pearl Harbor station included:

- Pedestrian bridge to Makalapa/NEX
- Affordable civilian housing
- Taxi stand
- Bike facilities from station to shipyard
- Barber shop
- Dry cleaner

- “Oasis” stop
- Parking garage
- Radford Drive + Radford/Kamehameha Highway crossing improvements
- Housing and parks at NAVFAC site
- Too difficult for a connection across Kamehameha Highway and surrounding neighborhoods
- Pedestrian corridor between two stations (Pearl Harbor and Aloha Stadium)
- Need to create a pedestrian experience
- Specialized retail for aging population around Pearl Harbor Station

Airport Station Area

A major comment from DOT-Airports Division participants was that the Airport Master Plan, which includes lands outside the actual airport, should be reviewed to ensure that TOD is not pursued in areas that already have future airport uses planned. Other participants generally supported the alternative concept map, and suggested more places to sit or rest near the station, a system so travelers can quickly check in their luggage as soon as they disembark the train, improved lei stands, restaurants outside security zones, and improved pedestrian facilities between the Airport and Lagoon Drive stations. Other suggestions for the Airport station area included:

- Places to sit/rest
- An “oasis” to get quickly refreshed (rest area with paid showers)
- Quick check-in for luggage
- Coffee shops/café/lounge
- Shuttles to interisland terminal
- Shuttles between Area C and Area D labeled on maps
- Shuttles to surrounding areas – cheap and affordable ticket price
- Bike share
- Business hotels
- Keep and enhance lei stands
- Restaurant outside security gates
- Pedestrian paths and signage
- Improve Paiea Street and Aolele Street crossing
- Retail on Nimitz Highway and Paiea Street
- Commerce/retail (e.g. barber shop, restaurant)
- Increase landscaping to improve aesthetics in industrial core
- Don’t change state development plans (e.g. Airport properties along Aolele Street) as reflected in the State DOT Master Plan
- Recognize Airport Master Plan
- Check with AECOM aviation experts and DOT-Airports Division on aviation constraints and parameters
- Commerce/retail (e.g. barber shop, restaurant)
- Water feature desired, although it may attract fowl/animals

Lagoon Drive Station Area

Some participants supported residential and hotels around the Lagoon Drive station, while others did not agree those uses were appropriate and the area should be preserved for industrial. Most participants supported retail uses around the station. Other suggestions for the Lagoon Drive Station Area included:

- No residential because people want to maintain the central location for existing industrial land
- Residential okay if industrial land doesn't become non-conforming or limited in its ability to continue or expand on-site
- Bike share
- Shuttles between Area C and Area D labeled on maps
- Mixed zoning
- Commerce/retail (e.g. barber shop, restaurant)
- Work with property owners on new street connections. Look at census data
- Increase landscaping to improve aesthetics in industrial core
- Retail + office + hotel along Lagoon Drive and Waiwai Loop
- Hygiene station at Keehi Lagoon Park. Improve park around new buildings – walkways
- Leave Mapunapuna alone, but install protected bike lane; others said to use the area for TOD
- Continue as industrial
- Limited fee simple land
- Retail along Lagoon Drive
- Hotel okay
- Foster village – aging housing stock
- Show noise contours on map
- Check with FAA on compatible land uses



Meeting Wrap-Up

After each group's presentation, the audience was polled again; this time regarding the alternative concept maps. The majority of voters agreed that they would like sun shade, wider sidewalks, and improved guardrails along the H1 overpass on Radford Drive. The audience was nearly split regarding an area that will likely open up due to the relocation of military facilities within the main JBPHH installation boundary, with nine "yes" votes supporting redevelopment of the area, and eight "undecided votes," and two "no" votes. Voters agreed that they would like to

see a coffee/tea shop, convenience store, restaurant, park, and residential uses as soon as they disembark the train at the Pearl Harbor station. Similarly, voters agreed they would like to see a coffee/tea shop, convenience store, restaurant, souvenir shop, and improved lei stands at the Airport station. Voters thought an appropriately themed design should be developed as a placemaking element near the Airport station. The top improvements voters most wanted to see at Keehi Lagoon Park included more shade trees, picnic tables/gathering spaces, and running paths. When asked about preserving the character of lower Mapunapuna, nine people voted for partial redevelopment of the area closest to the station, seven people voted for the redevelopment of the area with more TOD uses, five people voted for preserving the character while improving the area, and one person voted to leave the area alone.

Overall, voters indicated they would support development/design standards, more street trees/landscaping, and more signage to improve the aesthetics of the Airport area. Improved building design and street trees/landscaping were the top methods for enhancing the aesthetics of Nimitz Highway and Paiea Street.

After the polling, Mr. Butterbaugh summarized the project's next steps. The project team will develop the preferred TOD plan with the input gained from this community workshop. Once the preferred plan has been developed, another community workshop will be scheduled to discuss and gain feedback to make any necessary refinements.

The meeting adjourned at 7:30pm.



AIRPORT AREA Transit-Oriented Development Plan

Community Workshop #2

February 2, 2015



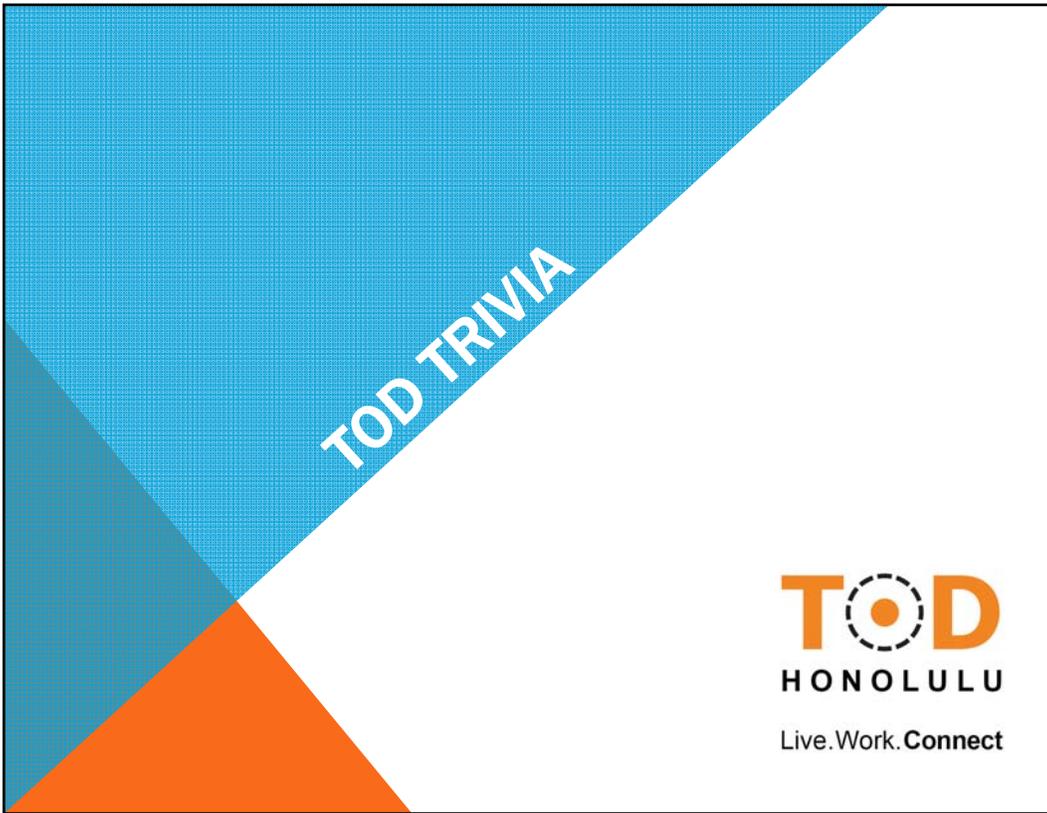
WELCOME

AIRPORT AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN COMMUNITY WORKSHOP#2

Agenda

- Welcome
- TOD Honolulu
- Airport Area TOD Plan
- Economic and Market Analysis
- Survey Results
- Vision and Principles
- Alternative Concept Maps
- Group Breakout Session
- Large Group Discussion/Polling





TOD TRIVIA

- What does TOD stand for?
- How many rail stations are along the entire corridor?
- Where are the 3 stations within the Airport Area TOD Plan?
- What are some benefits of TOD?

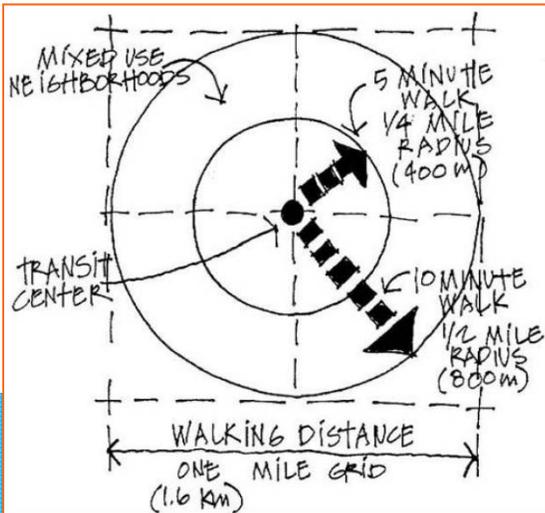
TOD HONOLULU



TRANSIT-ORIENTED DEVELOPMENT → TOD



TOD is compact, mixed-use development within easy walking distance of a transit station



WHERE WE'RE GOING

Create choices and a high-quality, healthy urban lifestyle

- Series of **walkable**, diverse, age-friendly neighborhoods
- **Connect** homes with jobs, goods, services & parks
- Station areas have their own **unique identity**
- Scale of new development fits **community** context
- **Revitalize** older communities
- Use land more **efficiently**



TOD PLANNING FRAMEWORK

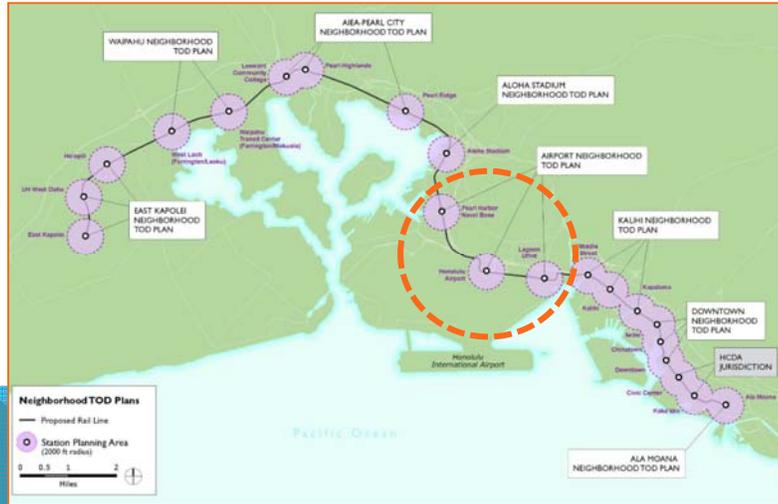
- Seamlessly integrate the roadway, transit, and pedestrian networks
- Have a defined role within the overall regional island-wide transit corridor
- Encourage land uses that compliment the transit system
- Create a framework of affordable communities
- Foster vibrant, mixed-use communities where the automobile is still an option but not a necessity
- Integrate new development with existing communities
- Promote community sustainability and a model for growth



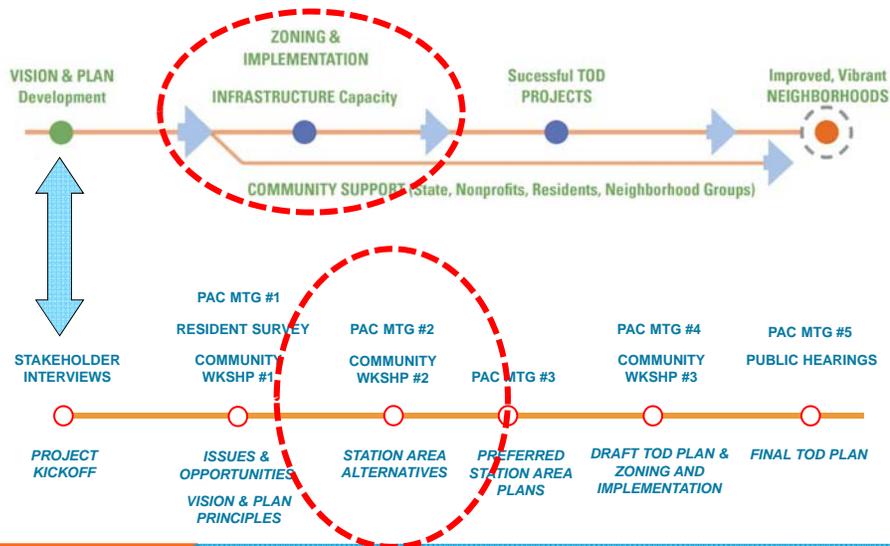
HONOLULU NEIGHBORHOOD AREA TOD PLANS

- **Ongoing Plans**
 - Ala Moana
 - Airport Area
- **Remaining Plans**
 - Aloha Stadium
- **Completed Plans**
 - ✓ Waipahu (adopted by Council)
 - ✓ East Kapolei
 - ✓ Aiea-Pearl City
 - ✓ Kalihi
 - ✓ Downtown
 - ✓ Ala Moana

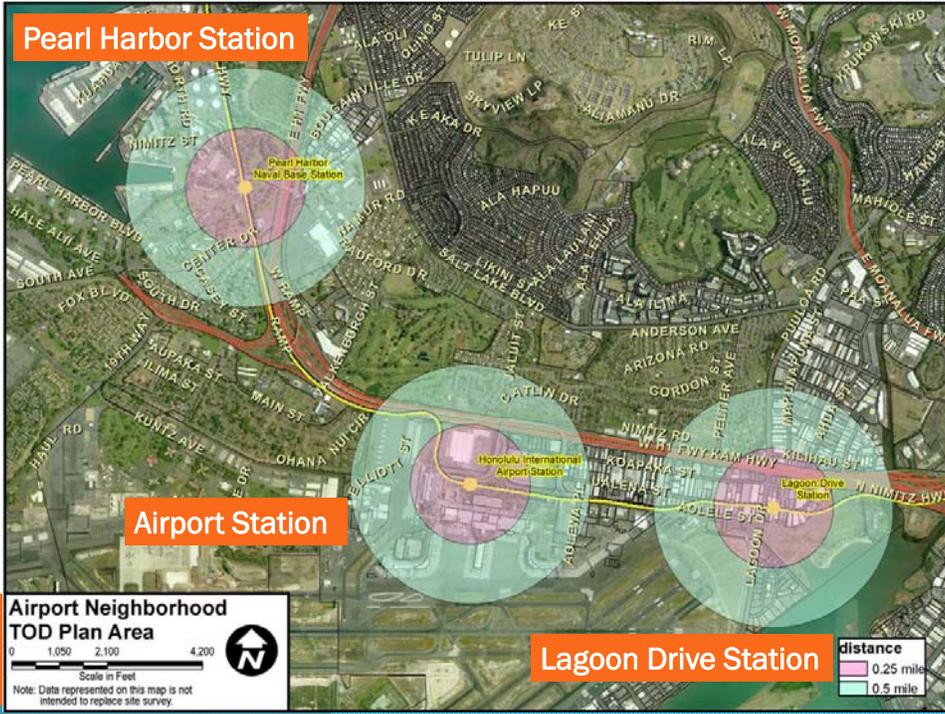
21 Stations → 8 Area Plans



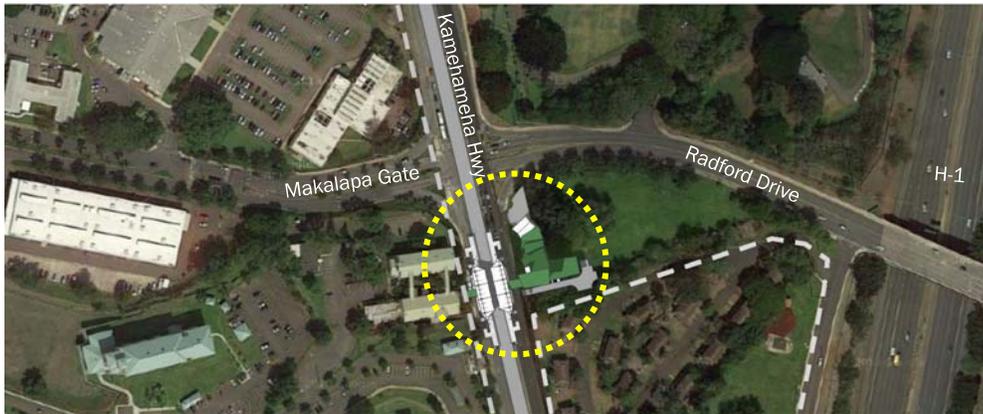
WHERE WE ARE – AND WHERE WE’RE GOING



3 STATIONS → 1 PLAN



PEARL HARBOR STATION



PEARL HARBOR STATION



CASE STUDY: PEARL HARBOR STATION

FORT SNELLING, MINNEAPOLIS, MINNESOTA

Context

- Location
 - 7 miles from downtown
 - 1 mile from airport (next stop south)
 - Adjacent to Military/Public/Private
- Security / Access
 - Mix of restricted and public access
- Transit
 - Light Rail (opened 2004)
 - MetTransit Blue Line (aka Hiawatha Line)
 - Bus
 - Park n Ride
 - 1 of 2 Park n Rides on entire line
 - 1080 spaces in 2 lots



TAKE-AWAY FOR PEARL HARBOR STATION

- Tiers of **Security / Access**
 - Consider areas that may allow pedestrian access/walk-through, but controlled vehicular access
 - Redevelop with a spectrum of public/semi-public/semi-private/private in mind
- **Clearly delineated** public facilities
 - Signage and wayfinding to/from station
 - Site design cues (e.g., colored parking striping)
- Decommission and **reuse** existing buildings
 - Seek uses with transit-friendly clientele/occupants
 - Seek uses that can remodel existing structures

AIRPORT STATION



AIRPORT STATION



Honolulu International Airport Station



CASE STUDY: AIRPORT STATION

BOB HOPE AIRPORT, BURBANK, CA

Context

- Only airport with direct rail connection to downtown LA
 - Amtrak : 12 trains/day
 - MetroLink (commuter rail) 20 trains/day
 - Closer to Los Angeles than LAX
- Station ½ mile south of terminals
 - Walkable, or shuttle bus service
 - Suitably scaled (walk-in/walk-out) terminals serve as engine for local micro-economy (10-minute walk)
- New Regional Intermodal Transportation Center opened 2014
 - Will connect to rail station via elevated pedestrian walkway



TAKE-AWAY FOR AIRPORT STATION

- Design with **walkability** in mind
 - Retrofit for pedestrian/bike connectivity (function)
 - Retrofit for pedestrian/bike experience (aesthetics)
- Target a **spectrum of businesses**
 - Location for movement of products
 - Favorable location for movement of people
 - Consider local sectors with frequent island-island travel
- Promote **infill**
 - Find 'new' space by building up, out, or on underutilized land
 - Position a variety of land uses in the vicinity of the airport
- Promote **re-use**
 - Enhance life-cycle flexibility and start-up costs by re-using existing buildings



LAGOON DRIVE STATION



LAGOON DRIVE STATION



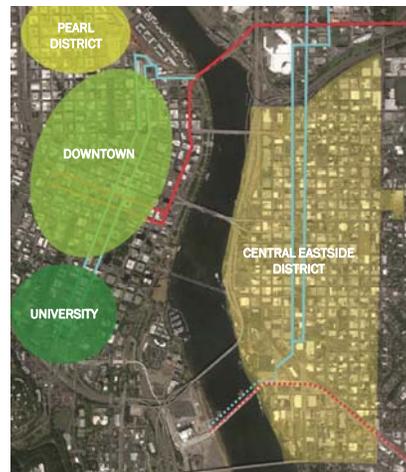
Lagoon Drive Station



CASE STUDY: LAGOON DRIVE STATION CENTRAL EASTSIDE INDUSTRIAL SANCTUARY, PORTLAND, OR

Context

- Location
 - 692 acres
 - 1/2 miles from downtown (across the river)
- Uses
 - Manufacturing, warehousing, distribution
 - Knowledge/design businesses
 - 17,000+ jobs
- Policy
 - District adopted 1988
 - Preserve as an industrial sanctuary, ensure it continues to be a major employment zone...and to protect the rights of property owners and businesses in the district
- Transit
 - Streetcar (Central Loop segment opened 2012)
 - Bus
 - Future Light Rail



TAKE-AWAY FOR LAGOON DRIVE STATION

- Define **use areas**
 - Pure industrial area
 - Employment opportunity area (more flexible zoning/uses)
- **Protect industrial uses**
 - Limit size and configuration (FAR) of non-industrial uses
 - Require non-industrial uses to be small or industry related
 - main customer = industry
 - Be very careful with residential
 - Portland is considering legislation prohibiting nuisance complaints against industrial uses: “it was there when you moved in”



TAKE-AWAY FOR LAGOON DRIVE STATION

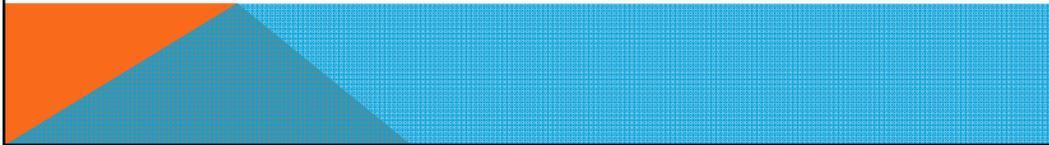
- Designate **mixed-use spines**
 - Direct mixed uses to central spines
 - Typically transit corridors
 - Ped and bike amenities
 - Don't forget green space
 - On non-designated spines
 - Be very careful with any elements which could limit maneuverability of freight, forklifts, etc
 - Bike lanes
 - trees
 - Pay attention to the usual urban issues
 - Parking!
- Create a **brand identity**
 - For branding
 - 'Produce Row'
 - As mouthpiece for owners/industrial needs
 - They know best what they need!





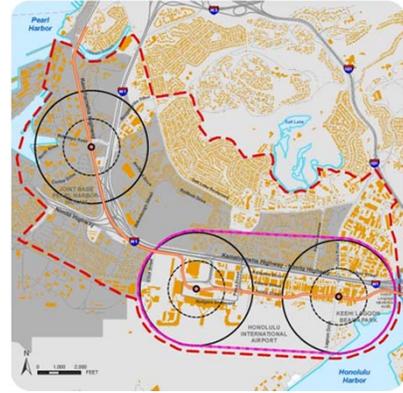
ECONOMIC AND MARKET ANALYSIS

- Appendix to the Existing Conditions Report (copies available at check-in table)
- Establishes an economic outlook in order to identify potential TOD opportunities
- Reviews planning forecasts and prevailing real estate conditions for the region



ECONOMIC AND MARKET ANALYSIS

- Recommendations based on a comparison of development potential:
 - Airport station area is assigned the largest share of **retail growth**.
 - Lagoon Drive station area is well positioned to accommodate the largest share of **new private housing development**
 - Remainder of **housing units** are assumed to be developed by government agencies and located close to Joint Base Pearl Harbor Hickam
 - **Office development** is assumed to be split between the Lagoon Drive and Airport station areas



ECONOMIC AND MARKET ANALYSIS

Program Recommendations for Each Station (2035) Low Growth Scenario

	Airport	Lagoon	Pearl Harbor	Total
Housing Units	0	230	600	830
Private Units	0	230	0	230
Military Units	0	0	600	600
Retail	24,000 sf	14,000 sf	20,000 sf	58,000 sf
Office	**	**	0	51,000 sf
Hotel Rooms	**	**	0	150 rooms

Source: Colliers and AECOM 2014. Numbers may not add due to rounding.

** Note: Total demand can be applied to either station area as the Lagoon and Airport Stations are essentially a single real estate market for office and hotel uses. It also assumes no new office or hotel demand would be accommodated at the Pearl Harbor Station.

ECONOMIC AND MARKET ANALYSIS

Program Recommendations for Each Station (2035) Higher Growth Scenario

	Airport	Lagoon	Pearl Harbor	Total
Housing Units	0	630	600	1,230
Private Units	0	630	0	630
Military Units	0	0	600	600
Retail	24,000 sf	19,000 sf	20,000 sf	64,000 sf
Office	**	**	0	90,000 sf
Hotel Rooms	**	**	0	250 rooms

Source: Colliers International and AECOM 2014. Numbers may not add due to rounding.

** Note: Total demand can be applied to either station area as the Lagoon and Airport Stations are essentially a single real estate market for office and hotel uses. It also assumes no new office or hotel demand would be accommodated at the Pearl Harbor Station.

COMMUNITY SURVEYS

TOD
HONOLULU
Live.Work.Connect

COMMUNITY SURVEYS

- **Resident** - mailed to a sample of 4,050 households within 2 miles of the stations in Summer 2014 (719 completed), 18% response rate
- **Employer** - 1,001 businesses in the area of interest were mailed surveys (204 completed), 20% response rate
- **Employee** - online survey link provided to employees of business that received the Employer Survey (151 completed)

RESIDENT SURVEY

Community Amenities

- Enjoy **location** of their neighborhood
- Appreciated **local businesses**, highest ratings to **grocery and drug stores**
- Few visited neighborhood parks, most **felt safe**
- Wished to see **more affordable housing** and **improved parking**

Neighborhood Mobility

- **Walking** was viewed as the easiest way to navigate neighborhoods
- Opportunities to **improve travel by bike**
- Most drove **alone** to **commute** to work or school
- Many were **eager to use the new rail** transit line for shopping, restaurants, bars or nightclubs

Development Opportunities

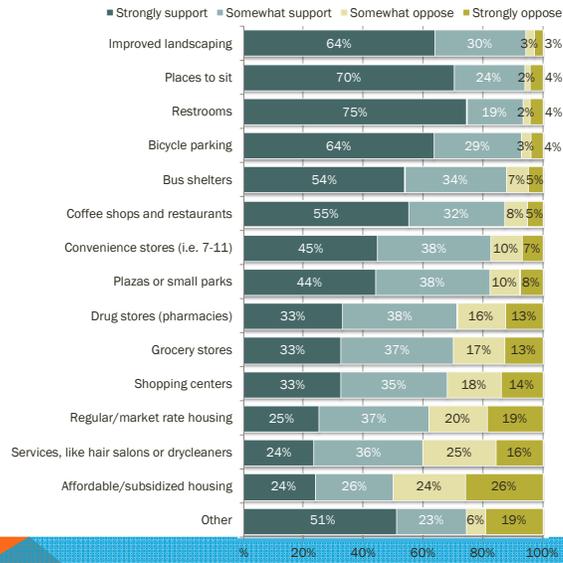
- Supported a **variety of amenities** near the new rail stations
- Proposed **improvements to major streets** received strong support

Overall Take-away

- **Dichotomy** between single-family, owner-occupied households and more urban, renting households

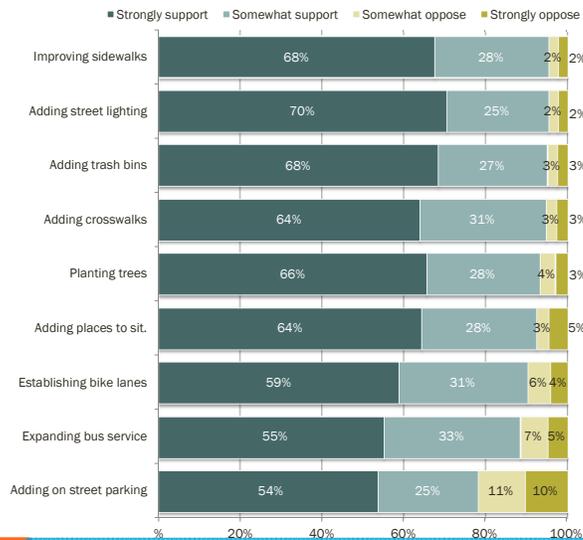
RESIDENT SURVEY

Support for new amenities near closest planned rail station(s)?



RESIDENT SURVEY

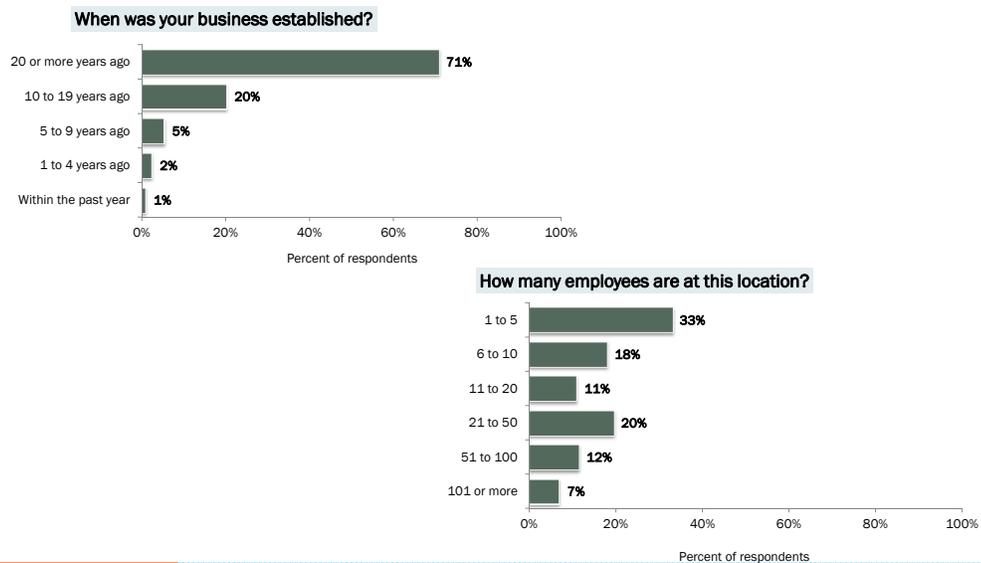
Support for major street improvements near closest planned rail station(s)



EMPLOYER SURVEY

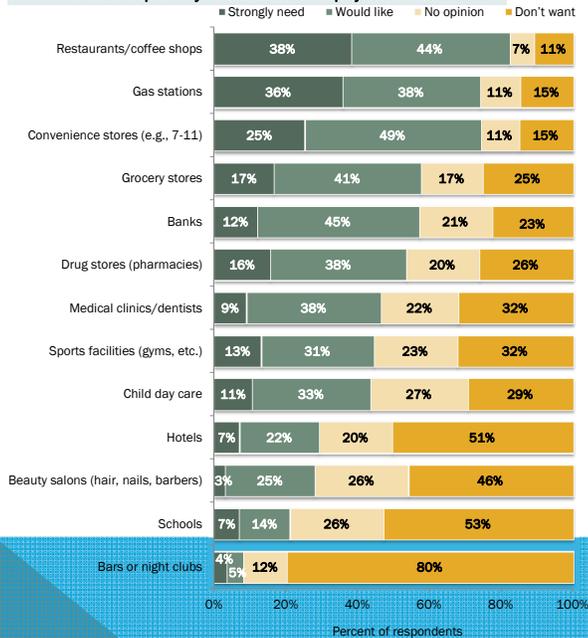
- Liked their **location** and long-time businesses
- **Supportive of rail transit** and redevelopment efforts
- Business employees and customers **primarily drive**, some use bus or carpool
- **Walking and bus transit** infrastructure rated more highly than features supporting bike travel
- **Concerned with safety**, homelessness, parking, vandalism, and lighting
- Supported **retail and restaurants**, coffee shops, gas stations, and convenience stores

EMPLOYER SURVEY



EMPLOYER SURVEY

Which types of new businesses would you most like to see move into your area to help meet your business' or employee's needs?

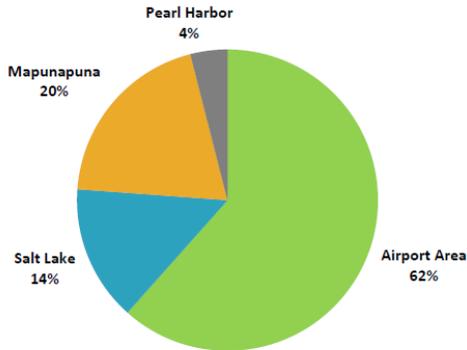


EMPLOYEE SURVEY

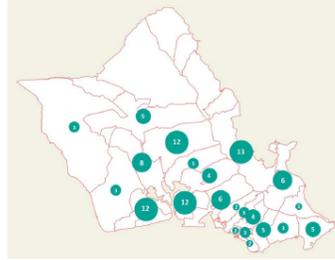
- Liked their work location
- Largely relied on cars for transportation
- Poor traffic flow and extremely heavy traffic during peak hours cause negative impacts for employees before, during and after work
- Walking and bus transit infrastructure rated more highly than features supporting bike travel
- Most said that rail transit will have a positive effect on their daily work routine, but 60% not likely to use it in the future
- Supportive of redevelopment efforts and a variety of potential amenities near their workplace and rail stations (more restaurants)

EMPLOYEE SURVEY

Q1: In Which area do you work?



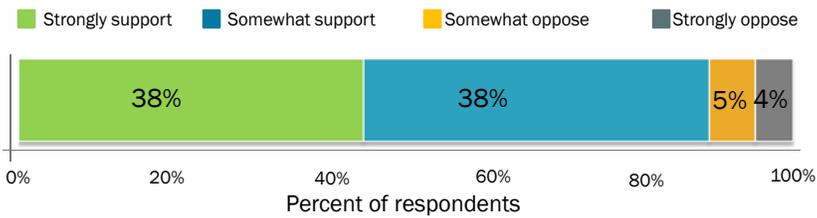
Q25: In what ZIP code is your home located?



ZIP CODE	City	# Responses
96701	Aiea	4
96706	Ewa Beach	12
96707	Kapolei	3
96734	Kailua	6
96744	Kaneohe	13
96782	Peeli City	3
96786	Wahiawa	5
96789	Mililani	12
96792	Waianae	3
96795	Waimanalo	1
96797	Waipahu	8
96813	Honolulu	3
96814	Honolulu	2
96815	Honolulu	2
96816	Honolulu	5
96817	Honolulu	2
96818	Honolulu	12
96819	Honolulu	6
96820	Honolulu	1
96821	Honolulu	3
96822	Honolulu	4
96825	Honolulu	5
96826	Honolulu	3

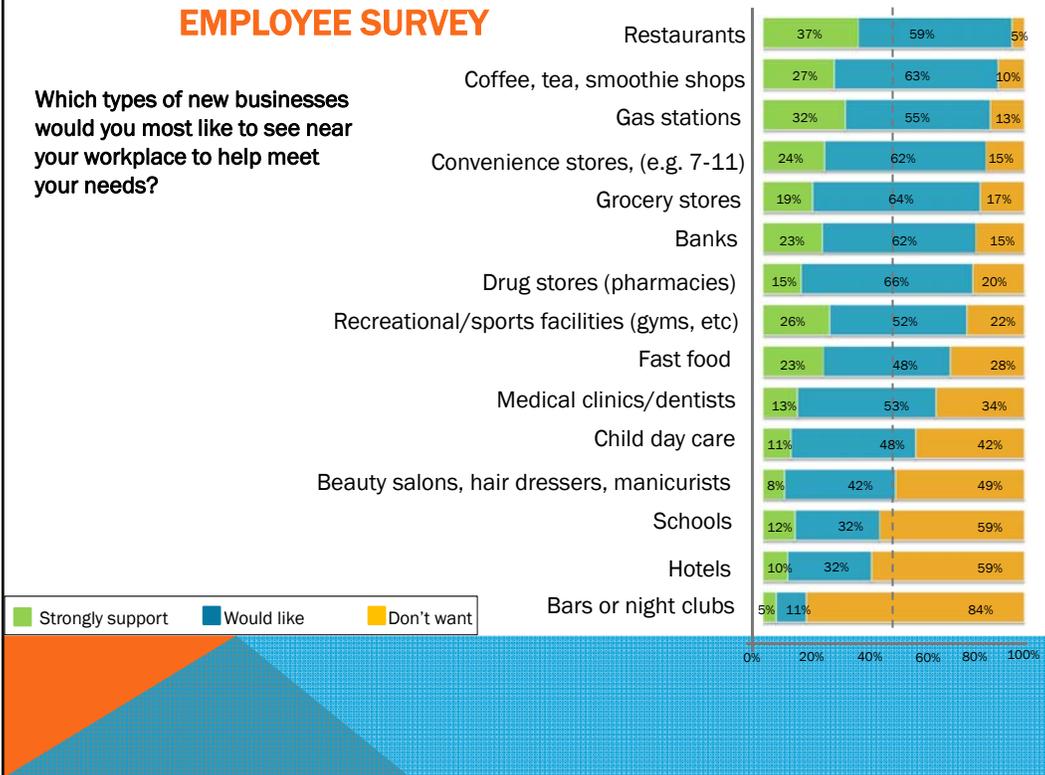
EMPLOYEE SURVEY

How strongly do you support or oppose redevelopment efforts in the area surrounding your workplace?



EMPLOYEE SURVEY

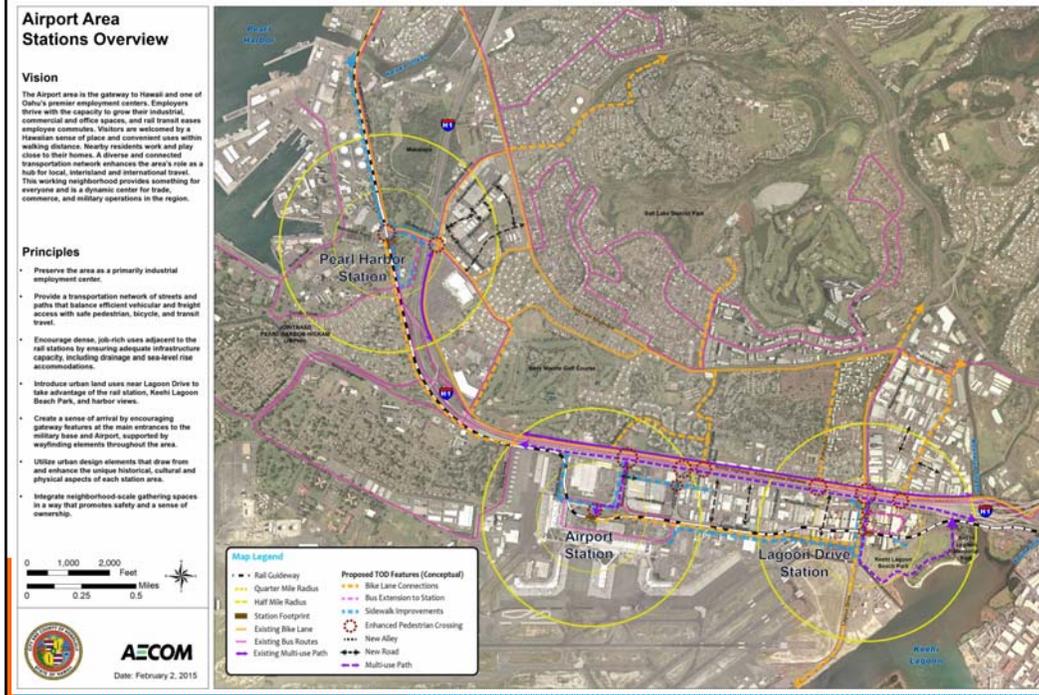
Which types of new businesses would you most like to see near your workplace to help meet your needs?



VISION AND PRINCIPLES



AIRPORT AREA STATIONS - OVERVIEW



VISION (DRAFT)

The Airport area is the **gateway to Hawaii** and one of Oahu's premier employment centers. **Employers thrive** with the capacity to grow their industrial, commercial and office spaces, and **rail transit eases employee commutes**. Visitors are welcomed by a Hawaiian sense of place and convenient uses within walking distance. Nearby residents work and play close to their homes. A **diverse and connected transportation network** enhances the area's role as a hub for local, interisland and international travel. This working neighborhood provides something for everyone and is a **dynamic center** for trade, commerce, and military operations in the region.

PLANNING PRINCIPLES (DRAFT)

- Preserve the area as a primarily **industrial employment center**.
- Provide a transportation network of streets and paths that balance efficient vehicular and **freight access with safe pedestrian, bicycle, and transit travel**.
- Encourage dense, job-rich uses adjacent to the rail stations by ensuring **adequate infrastructure capacity**, including drainage and sea-level rise accommodations.
- Introduce **urban land uses near Lagoon Drive station** to take advantage of the rail station, Keehi Lagoon Park, and harbor views.

PLANNING PRINCIPLES (DRAFT)

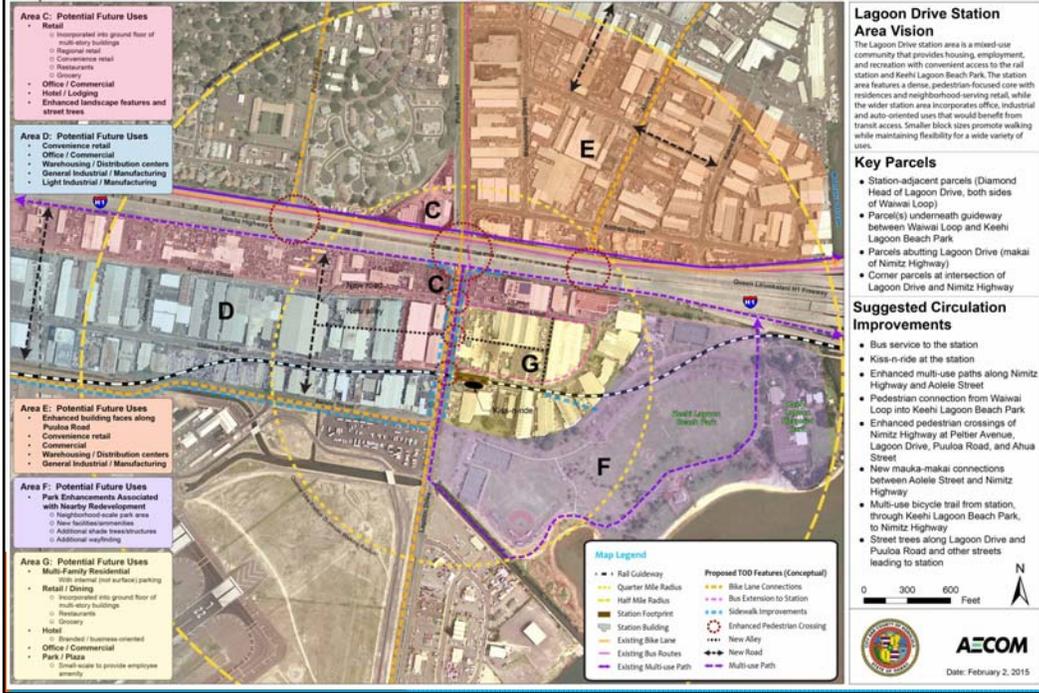
- Create a sense of arrival by encouraging **gateway features** at the main entrances to the military base and Airport, supported by **wayfinding** elements throughout the area.
- Utilize urban design elements that draw from and **enhance the unique historical, cultural and physical aspects** of each station area.
- Integrate neighborhood-scale **gathering spaces** in a way that promotes safety and a sense of ownership.

VISION AND PRINCIPLES
POLLING

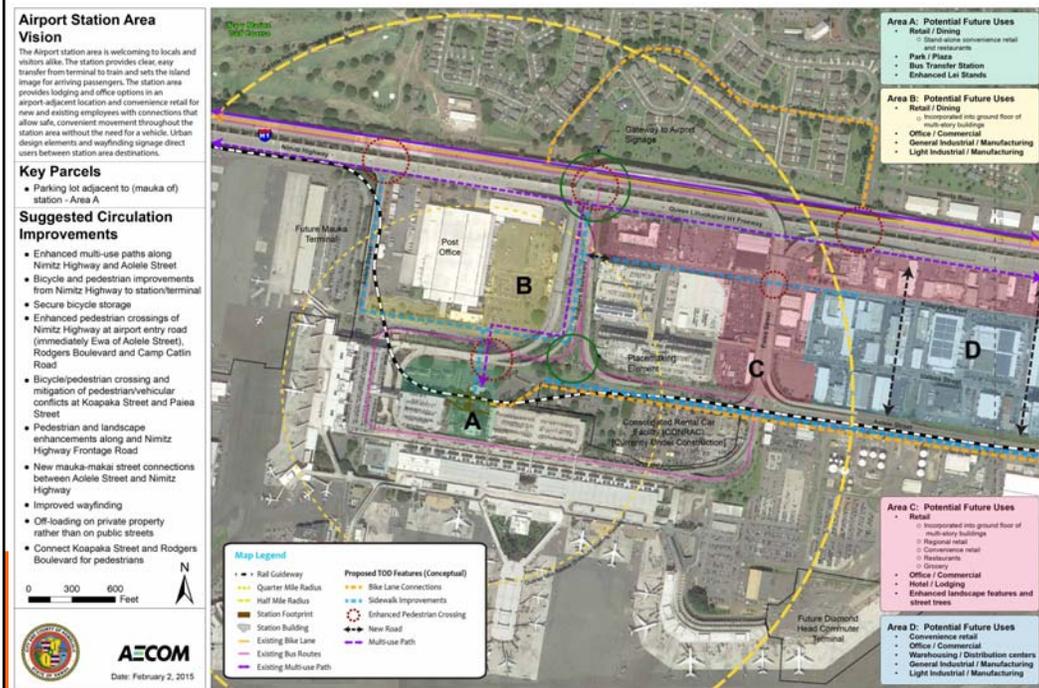
ALTERNATIVE CONCEPT
MAPS



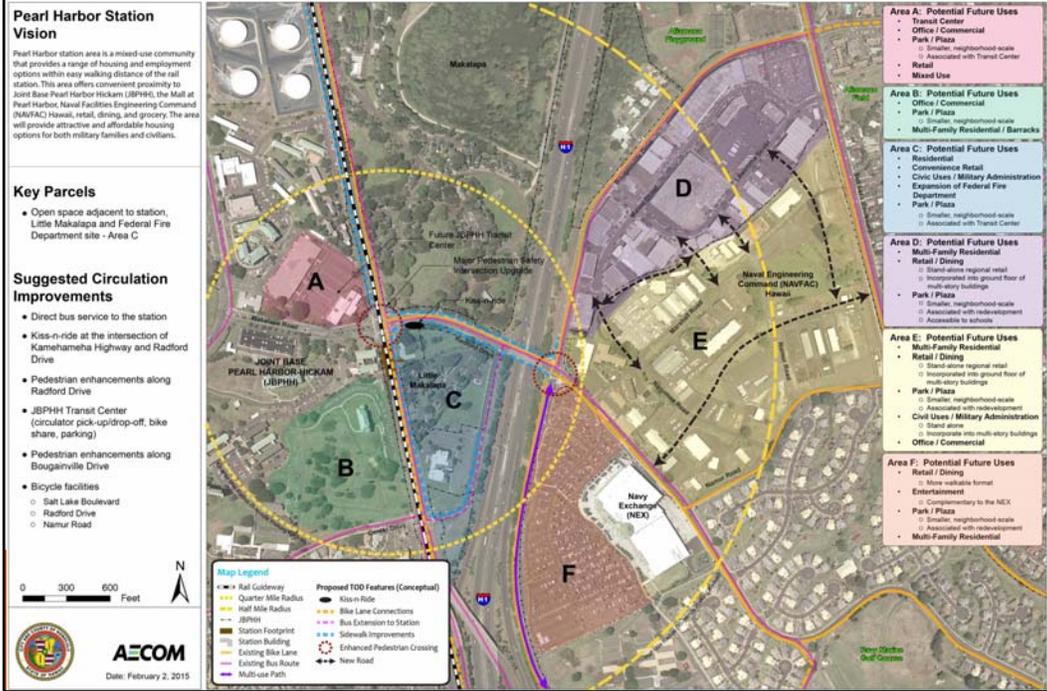
LAGOON DRIVE STATION AREA - VISION



AIRPORT STATION AREA - VISION



PEARL HARBOR STATION AREA - VISION



GROUP BREAKOUT



GROUP BREAKOUT SESSION

- Groups will review Lagoon Drive, Airport, and Pearl Harbor Station Area Vision Maps
- Facilitator will ask the group questions regarding the alternative concepts shown on each map.
- Reconvene in 30 minutes to discuss as a large group and wrap-up polling



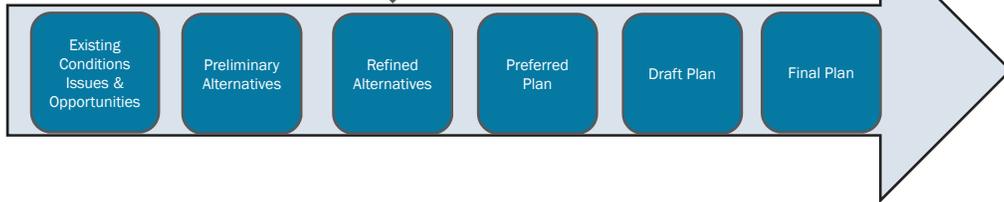
VISION CONCEPT MAPS
POLLING



WHAT'S NEXT?

Community Input

We are here



MAHALO !

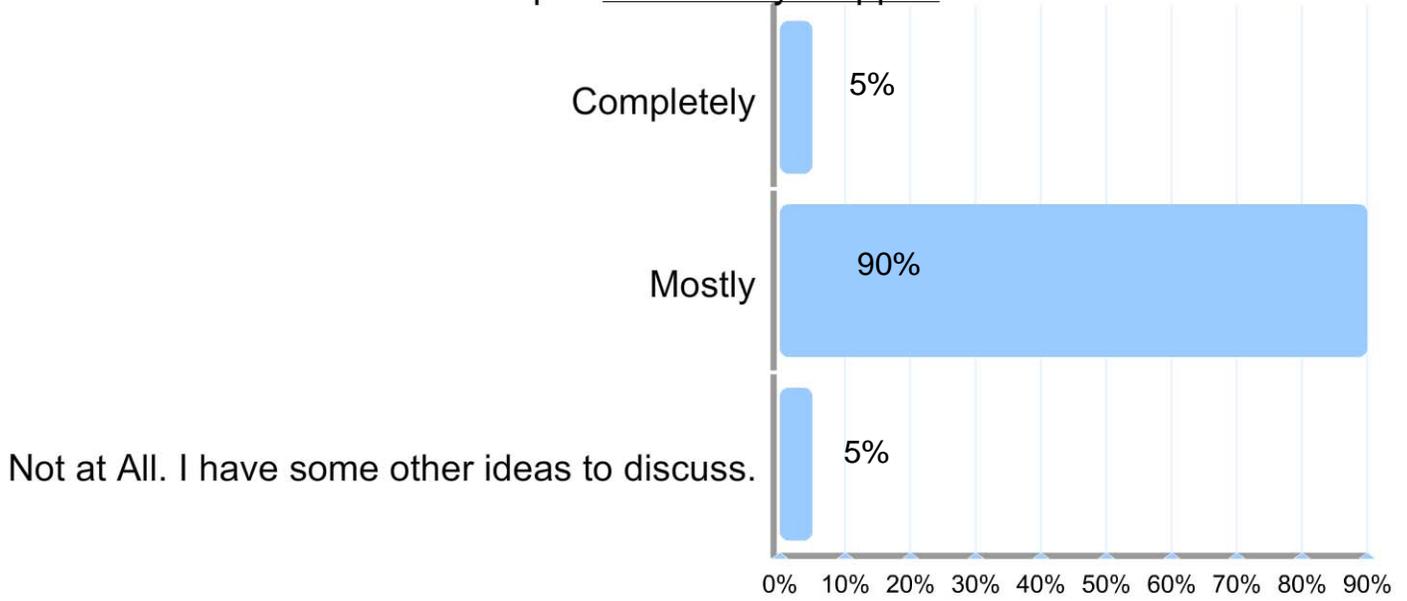
www.todhonolulu.org



Facebook: TODHonolulu

Does the Overall Vision capture your long-term vision for the Airport Area?

This poll is currently stopped

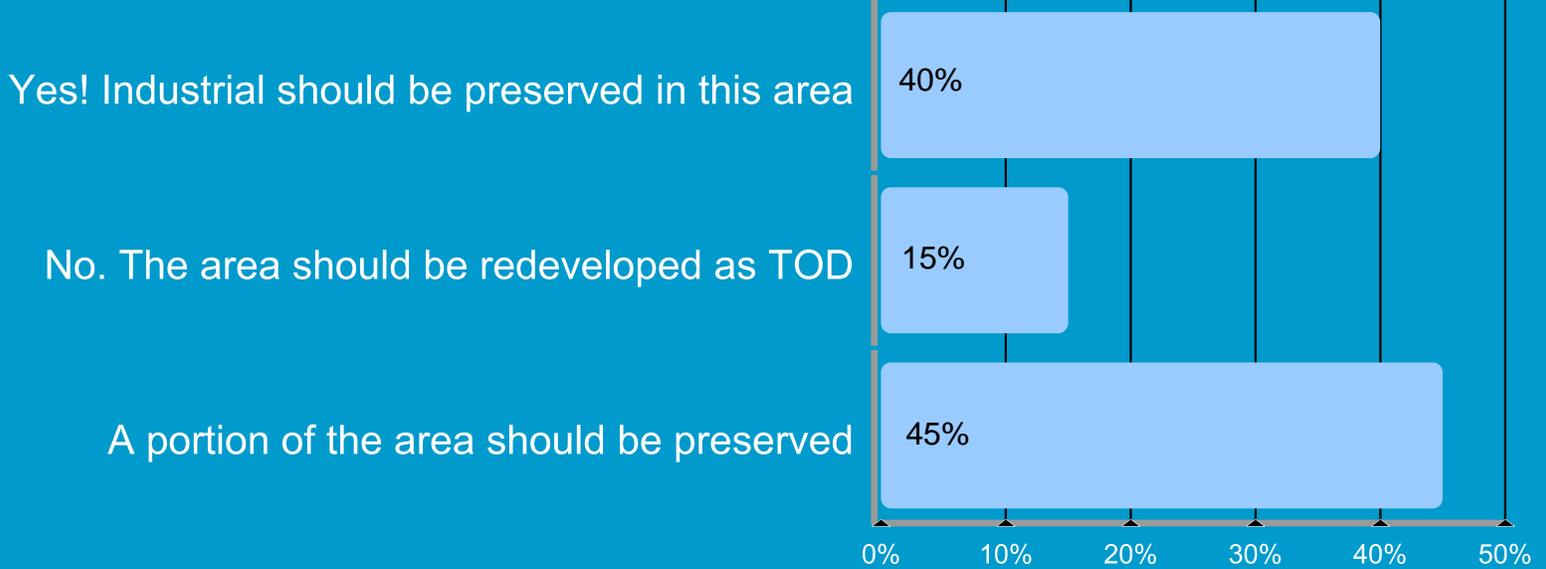


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Total votes: 20

Do you agree that the Airport area should be preserved as a primarily industrial employment center?

This poll is currently stopped



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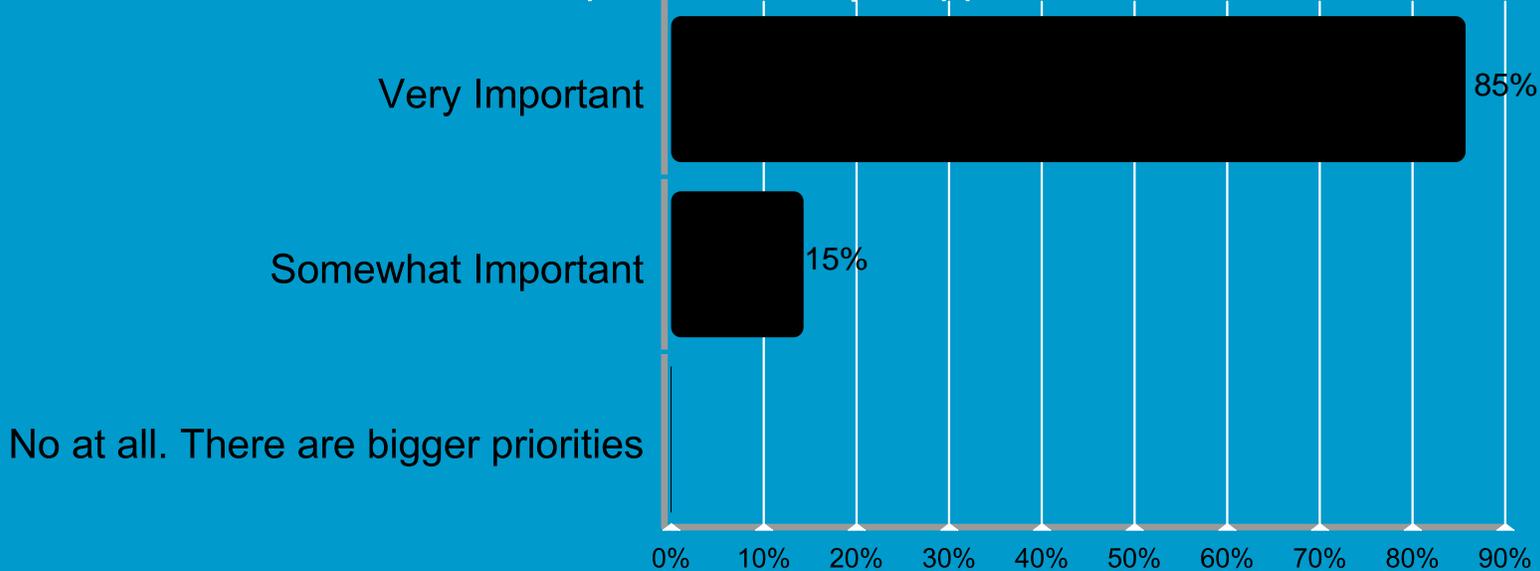
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Total votes: 20

How important is it to provide transportation network that balances various modes of transportation in this area?

This poll is currently stopped



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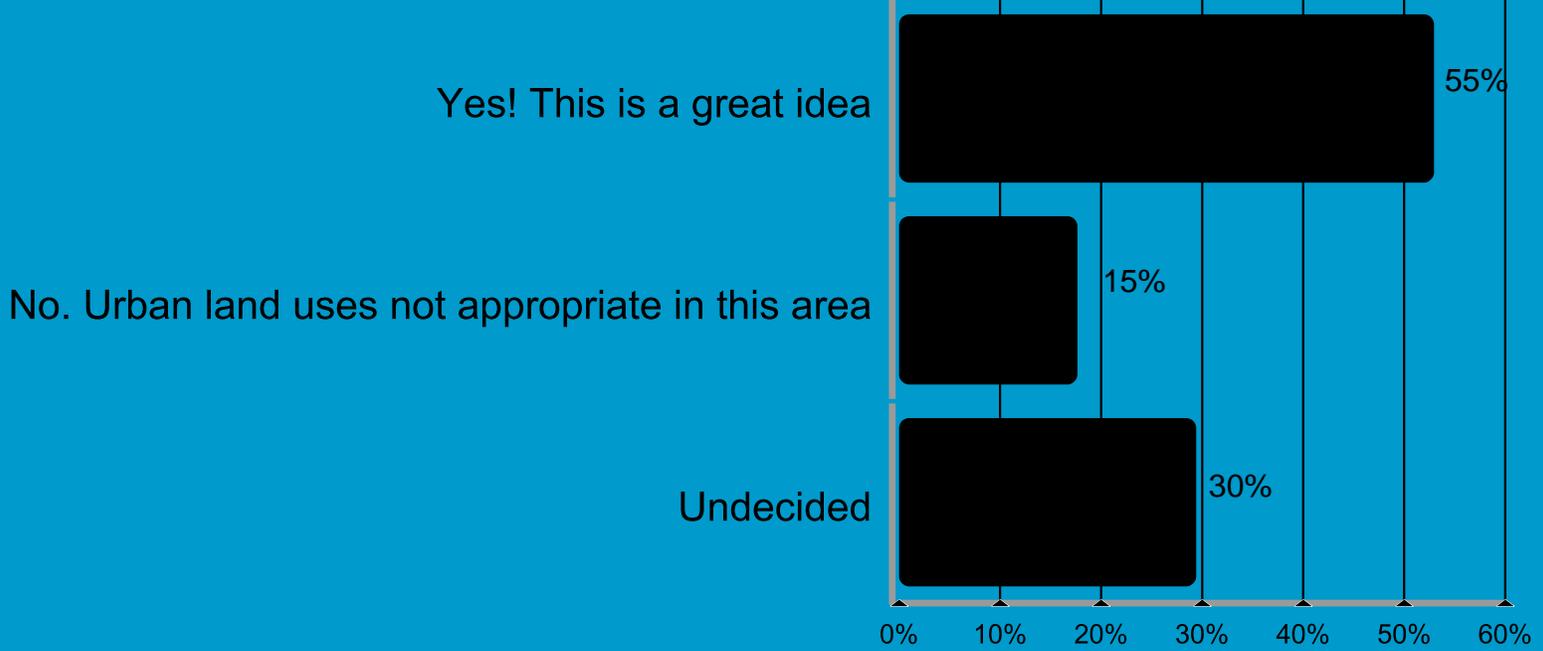
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Total votes: 14

Should urban land uses like housing and retail be introduced near the Lagoon Drive station?

This poll is currently stopped



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Total votes: 17

Do you think it is important to create a sense of arrive at Pearl Harbor and the Airport?

This poll is currently stopped

Yes

75%

No

25%

Not sure what that means

0% 10% 20% 30% 40% 50% 60% 70% 80%

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SMSPOLL

Total votes: 13

Are public gathering spaces important for promoting a sense of community and ownership?

This poll is currently stopped

Yes. I would utilize such spaces in this area

67%

Yes, but I would not use such spaces in this area

28%

No. Not important and I would not use such an area

5%

0% 10% 20% 30% 40% 50% 60% 70%

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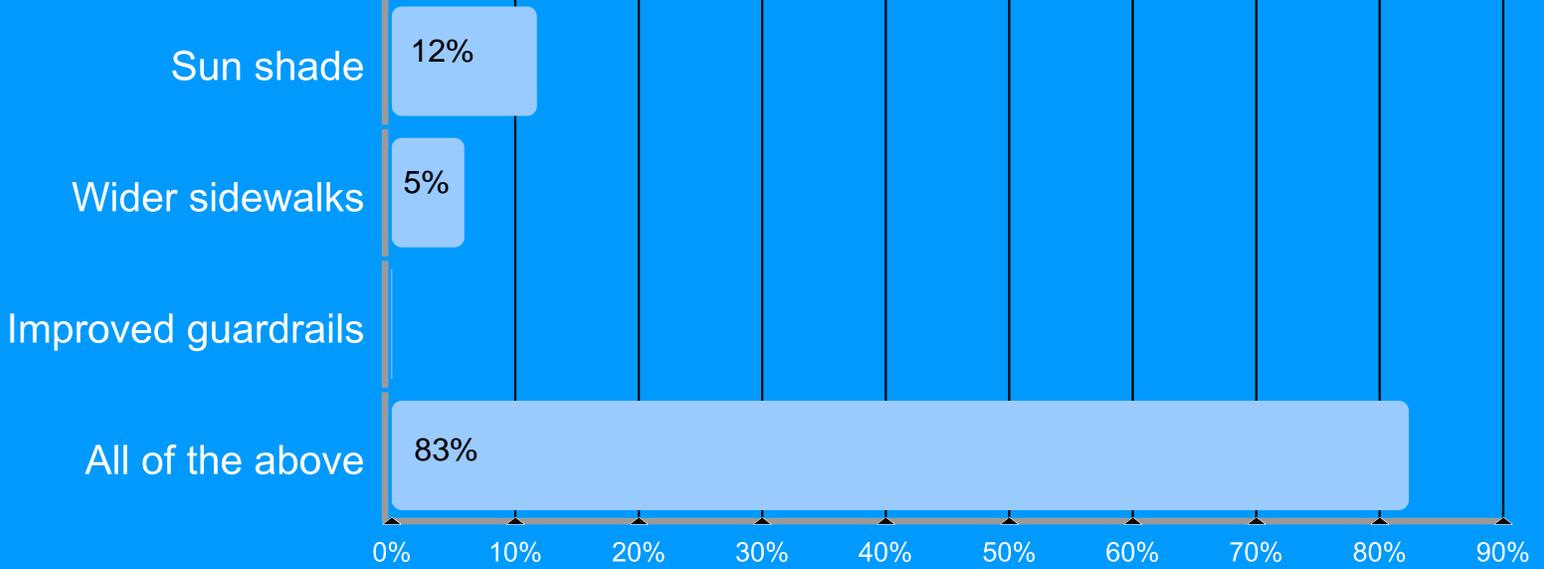
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Total votes: 15

What kind of pedestrian improvements would you most like to see along the H1 overpass along Radford Drive?

This poll is currently stopped



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Total votes: 17

Would you support NAVFAC relocating within the main JBPHH installation boundary?

This poll is currently stopped

Yes- redevelop with new housing, jobs, shopping

47%

No. Leave as is.

10%

Indifferent/undecided

43%

0% 10% 20% 30% 40% 50%

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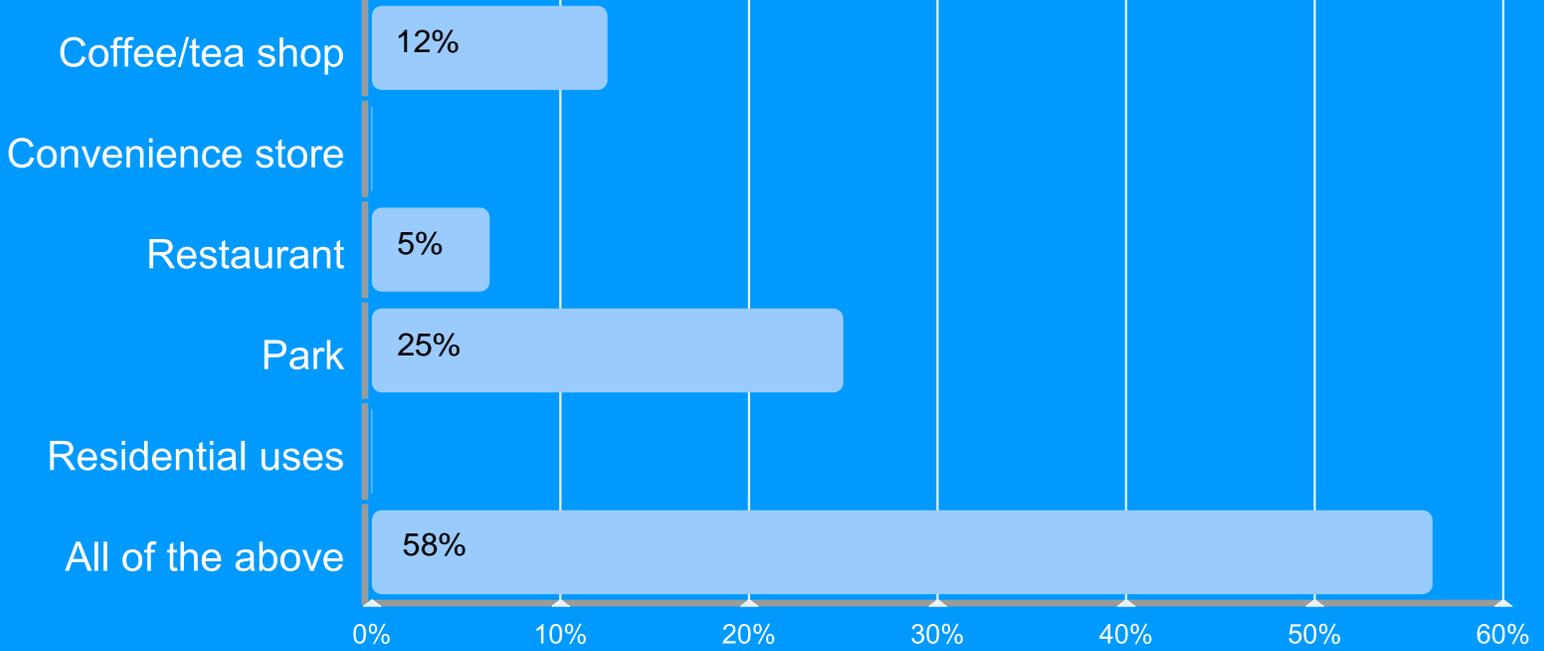
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Total votes: 19

What would you most like to see as soon as you disembark the rail at the Pearl Harbor station?

This poll is currently stopped



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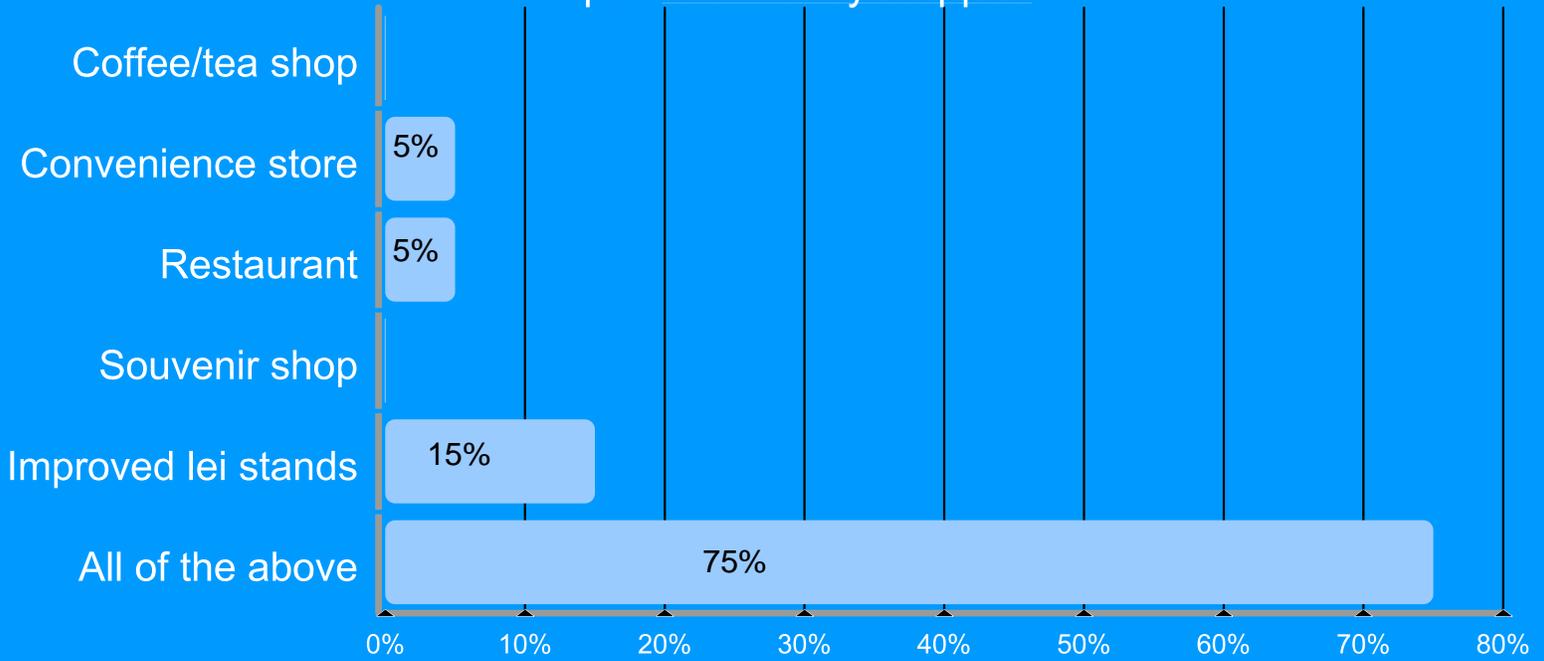
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Total votes: 16

What type of amenities would you most like to see at the Airport Station?

This poll is currently stopped



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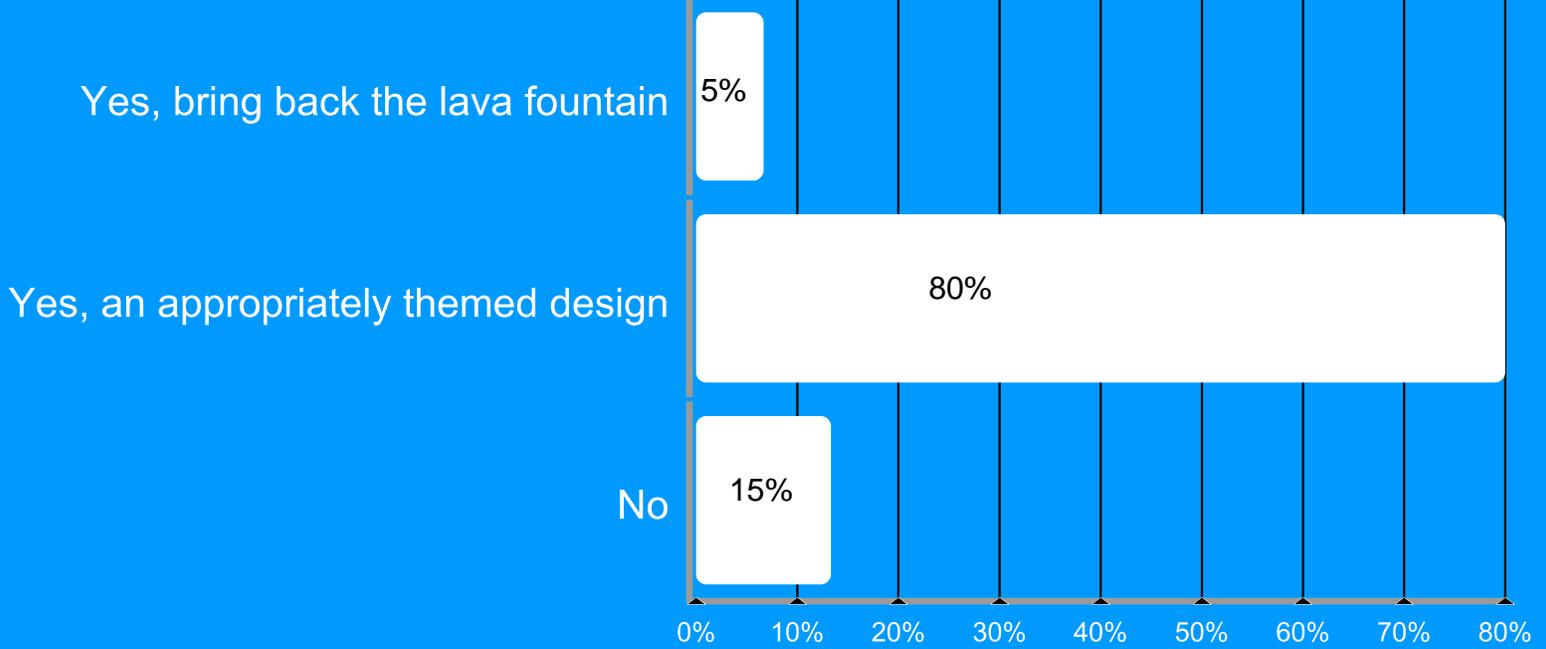
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Total votes: 20

Do you think placemaking elements are important near the Airport?

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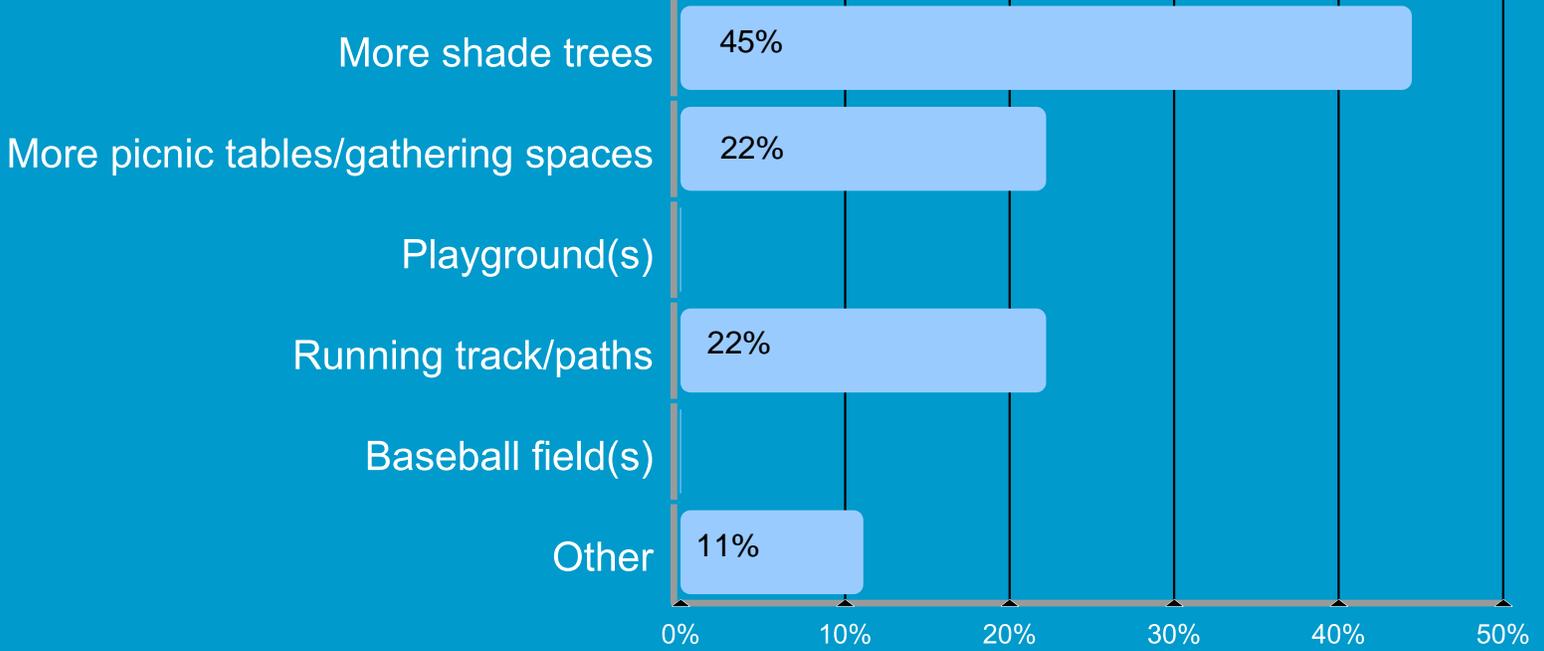
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Total votes: 15

What type of improvements would you most like to see at Keehi Lagoon Park? D

This poll is currently stopped



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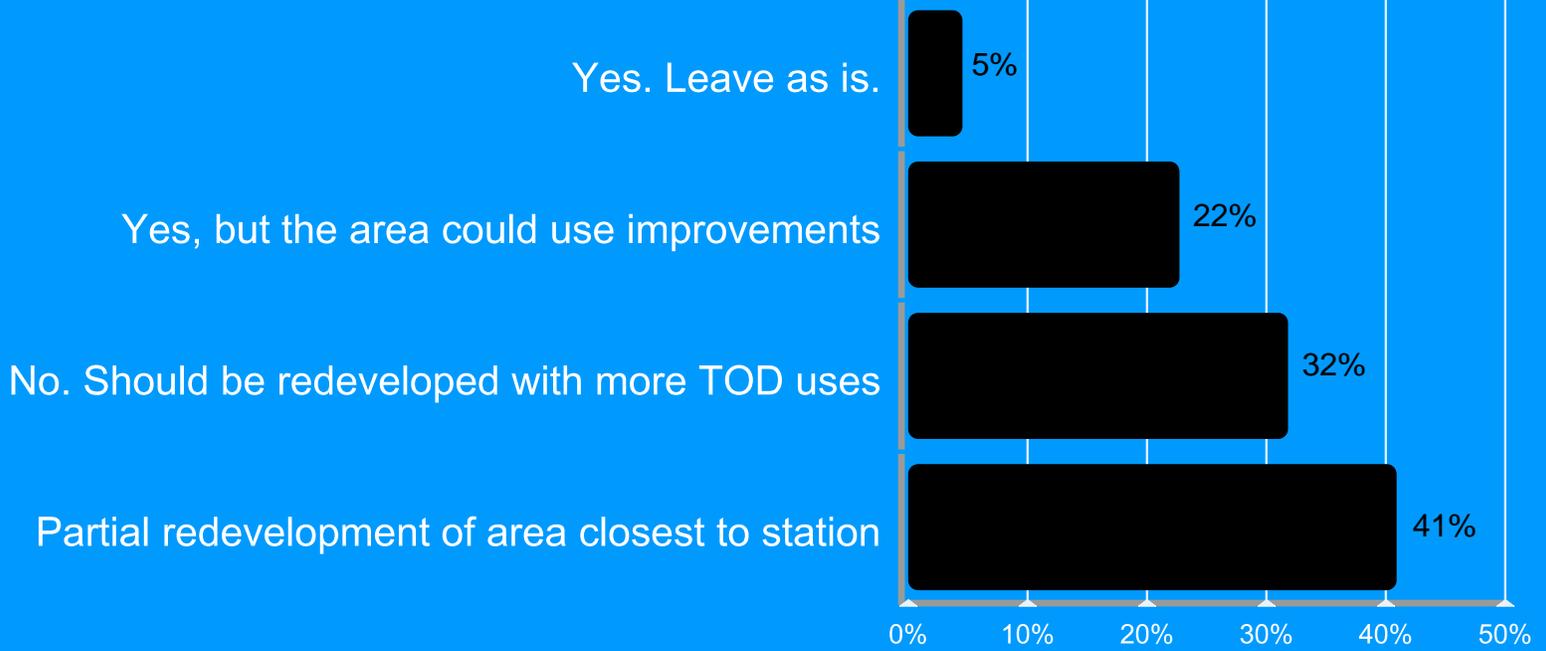
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Total votes: 18

Do you agree with preserving the character of Area E (Mapunapuna)?

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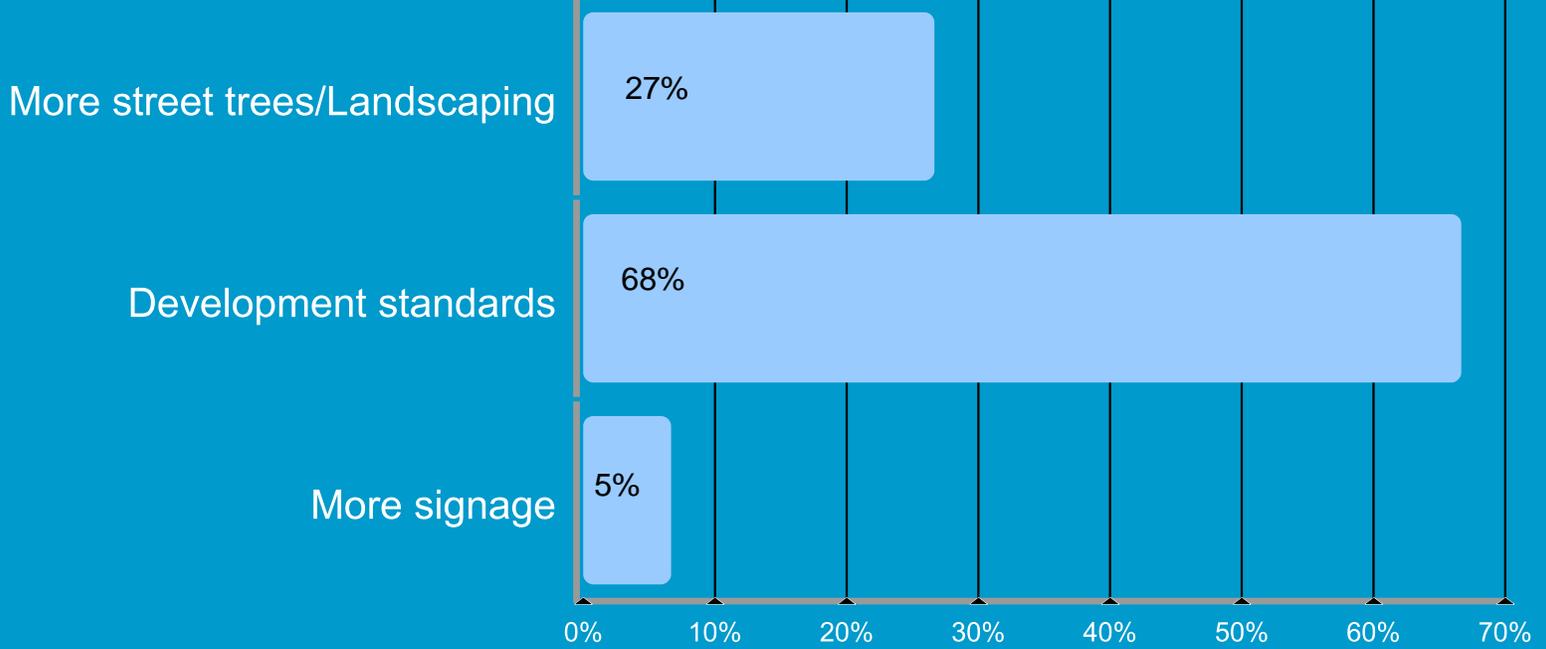
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Total votes: 22

What kind of strategies would you most support to improve aesthetics in the Airport Area?

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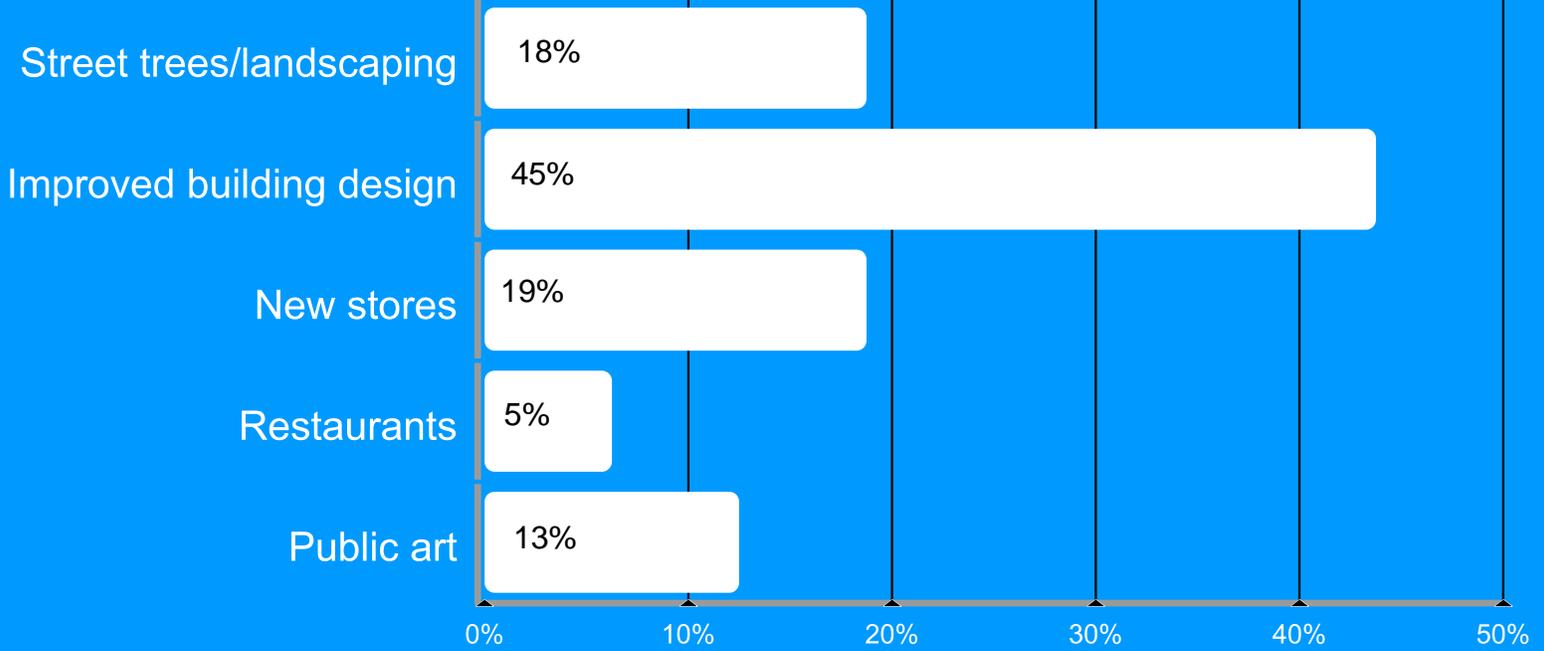
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Total votes: 15

How should the aesthetics of Nimitz Highway and Paiea Street be enhanced?

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Total votes: 16