

COMMUNITY WORKSHOP #1

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The opinions and values of the community play an integral role in developing the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan. As the planning process unfolds, a series of community outreach events will be held to gather input from the public and involve stakeholders in creating the neighborhood TOD plan for the area. This report describes the results of the first workshop and summarizes the many questions, comments, and ideas gathered from the participants, and is designed to serve as a tool in future stages of the planning process.

INTRODUCTION

1) PURPOSE & PROCESS

Throughout the planning process, community members are offered a variety of opportunities to interact with the planning team to develop a plan for the area that reflects the community's most important values and priorities. Outreach activities include stakeholder interviews, community workshops, a community needs assessment survey provided in multiple languages, advisory committee meetings, neighborhood board meetings, press and media releases, and ongoing updates to the City's TOD webpage. Community Workshop #1 is the first of 3 community workshops, and was held on August 7th, 2012, in the McKinley High School cafeteria.

The primary purpose of this portion of the outreach was to get the larger community's perspective on major issues, ideas, and concerns related to development and public space in the neighborhood, particularly as it concerns the future transit station. An informational overview was first given about what TOD is and how it might benefit the Ala Moana area in the future. A brief review of the existing conditions in the area followed to set the scene and guide the participants to focus on the most pressing issues.

This effort targeted the community at large and allowed the public to discuss opportunities and constraints for the Ala Moana area. The participants were broken into smaller groups, in the second half of the workshop, enabling everyone to have a chance to share their opinions. Time was also incorporated to allow participants to ask questions about TOD.

A total of 83 individuals participated in the workshop. Activities included dot voting, creating headlines for the

area 20 years in the future, and marking up maps with improvement ideas. Mayor Carlisle was present during the beginning stages of the workshop, along with certain media groups, and gave an opening statement about rail and TOD.

The entire workshop ran about 2.5 hours, including the opening statement, the main presentation (located in appendix E), and all activities. Comment sheets were also passed out to encourage additional feedback from participants who might otherwise be reluctant to voice their opinions in a public setting. The few that were returned are provided in appendix F.



Participants engaged in idea-generating activities

WORKSHOP RESULTS

1) DOT VOTING

The dot voting exercise was an interactive way to ready the participants for the workshop. It was designed to help them visualize the area and start thinking about neighborhood issues and aspects of Transit-Oriented Development that may be of interest to them.

Exhibit 1 - The first exhibit asked participants to indicate where on the map they live and/or work. Yellow dots indicate where participants live, blue dots represent where they work. Of those who participated in this activity, 11 live within the ½ mile planning area, 10 live nearby, and 11 live elsewhere. 4 participants work in the area, 5 work nearby, and 10 work elsewhere.



Where do you live or work?

Exhibit 2 - The next exhibit asked participants to place three green dots on goals that are most important to them, and one red dot on the goal that concerns them the least. The following is a list of the goals sorted from most important to least important.



What is most important to you?

- | | |
|---|------|
| 1. Making Streets More Pedestrian/Bike Friendly | 31 |
| 2. Improving Transit Options | 30 |
| 3. Reducing Crime/Homelessness | 23 1 |
| 4. Diverse/Mixed-Income Neighborhoods | 17 3 |
| 5. Improving the Environment/Sustainability | 16 2 |
| 6. Promoting Local Shops and Businesses | 14 4 |
| 7. Parks and Recreational Green Spaces | 13 5 |
| 8. Redevelopment of Blighted Commercial Areas | 9 |
| 9. Expanded Educational Opportunities | 17 2 |
| 10. Opportunities for Funding Public Improvements | 18 4 |



Phases of the planning process

Exhibit 3 - The third exhibit asked participants to place two dots on what features most encourage transit usage. Starting with the most popular, the categories included:



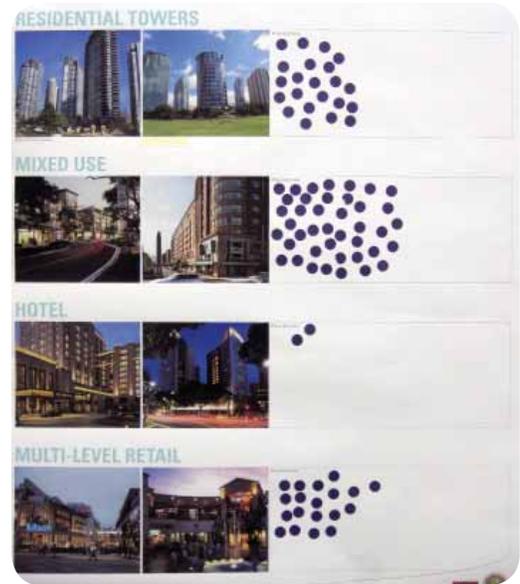
What encourages transit usage?

- 1. Multi-modal Connections 29
- 2. Walkable Streets 19
- 3. Residential 8
- 4. Employer Incentives 11
- 5. Convenience Retail 8

Options for multi-modal connections, including increased circulator buses and bicycle amenities, were the most popular among participants. Second most popular was creating walkable streets, including a wider array of pedestrian level amenities (i.e. wider sidewalks, more shade trees).

Exhibit 4 - The fourth exhibit asked participants what uses currently work well in the area, and what they'd like to see more of in the future. Based on general conversations during the voting process, the participants who live among the high rise condominium towers in the area were more likely to vote for additional high rises, whereas those who live in the Sheridan neighborhood were more likely to be against development of new condo towers. A strong majority favored mixed use as being the best use for the area. Many also believe residential towers would work well as they provide private amenity decks and garage parking. Multi-level retail was the third most popular choice.

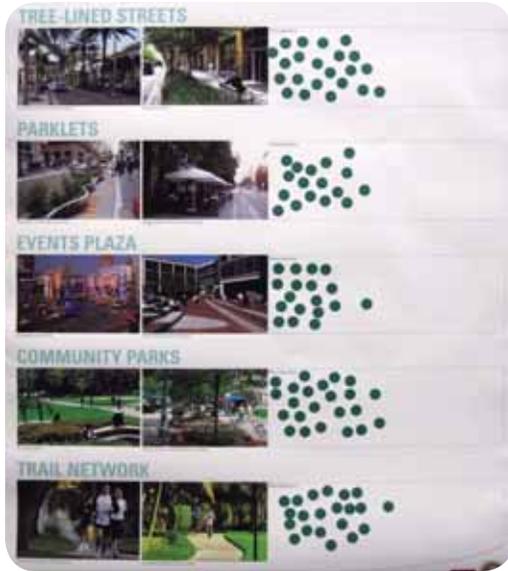
Participants may see this option as being less likely due to the presence of the Ala Moana Shopping Center. The least popular choice was hotels. There are not many hotels in the Ala Moana area, and with the proximity of the Waikiki resort district, participants did not think hotels would work well in the area.



What uses work well in this area?

- 1. Mixed Use 41
- 2. Residential Towers 22
- 3. Multi-level Retail 19
- 4. Hotel 2

Exhibit 5 - The last dot voting exhibit asked participants what types of open space they'd like to see improved or added in the area. While the votes were spread very evenly across the board, the option for Community Parks took the lead. Some of the existing parks in the area are not maintained very well and attract a number of homeless. Generally, participants see great opportunity for community parks to be improved and revitalized, and better connected with tree-lined streets and better lighting. Even though the results were fairly equally distributed, the following are listed in order of popularity:



What types of open space would you like to see?

1. Community Parks
2. Tree-lined Streets
3. Trail Network
4. Events Plaza
5. Parklets

23

22

21

18

17

2) TIME MAGAZINE HEADLINES

One of the activities during the workshop involved creating brief headlines for the area 20 years in the future. The general consensus of the magazine covers reflects a positive vision for the future of Ala Moana and Transit-Oriented Development, although some still have reservations about rail and TOD.

The community hopes TOD will revitalize the district, but not completely alter its diversity and cultural assets. The community would like to see an increase in affordable housing, less traffic, better walkability, continued diversity, a healthy community, better accessibility to education, improved quality of life, sustainability, preservation of existing assets, increased visitor activity, better connections throughout the area, less dependence on cars and imported fossil fuels, and a vibrant, distinctive neighborhood. The community wants to avoid a high-rise jungle, inflated expectations of TOD, the creation of a ghost town where nobody interacts on the street, an overload

on infrastructure capacities, and ruining the diversity and cultural aspects of the area.

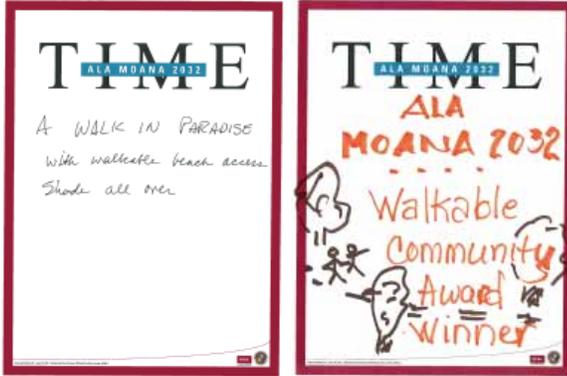
Following are a sample of headlines that fit into a number of categories.

Success - The following headlines emphasize the success of TOD and how it revitalized the area into a well-known, model district.



1. Honolulu's most livable community: Did TOD make it happen?
2. Ala Moana station: A success story – How the public and private sectors can work together
3. Transit-Oriented Center Converted into an Island Paradise
4. Looking Back – A preserved neighborhood that defied urbanization/gentrification 20 years ago
5. Rail increases commercial and residential activity in key Ala Moana area. Shopkeepers and residents pleased with new vibrant center.

Walkability - The following headlines reflect the participants' desire and excitement to see more walkable solutions in the future. More connections and walkable pathways are the main ideas behind these headlines.



1. Ala Moana – The melting pot of Honolulu, walks to the beach
2. A walk in paradise, with walkable beach access and shade all over
3. Honolulu – a walkable city with diverse residential opportunities
4. Car free days made possible by success of TOD and new pathways.
5. Ala Moana area is the model ride, walk & bike community

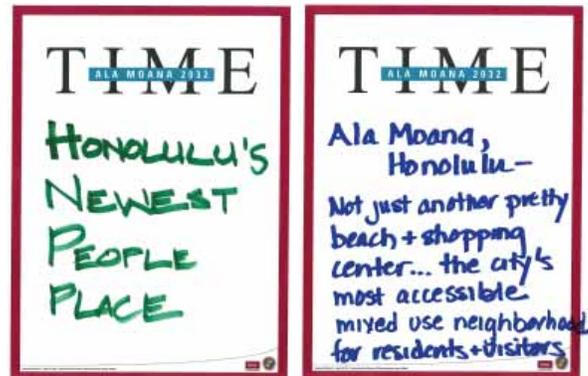
Quality of Life - Many participants foresee a future in which TOD provides a better quality of the array of options for the members of the community.



1. Ala Moana district in Honolulu voted as nation's healthiest population
2. Quality of life – It's Honolulu!
 - Bike share program – Great success

- City exceeds expectations in providing affordable housing in the urban core
 - Live, work, shop, recreate – Honolulu, the US's #1 city for quality of life 365 days of the year!
 - Citizens healthiest in the nation – Active, on the move
 - Air quality stunning, solar and wind power achieved
3. Enjoy, thrive & stay
 4. It's possible to have a great quality of life and not own a car
 - The Ala Moana area will have the feeling of a distinct neighborhood
 5. The Sheridan Neighborhood becomes the national model for a livable community/urban village. McKinley High is redeveloped to become a high-tech school and residential mixed use, Hawaiian Harvard Yard – Connected to public transportation.
 - Connected mauka-makai to water. (Blow up the shopping center – a little bit)

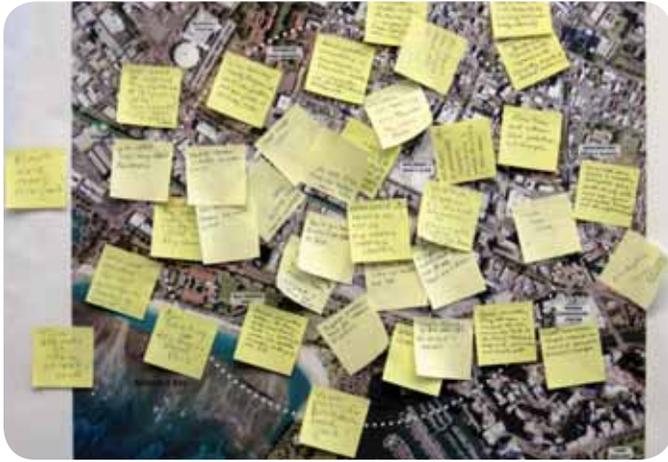
Diversity & Affordability - Diversity and affordability were both major topics of discussion throughout the workshop. The concern of not diminishing the current diversity and affordability of the area are reflected among the following headlines.



1. Honolulu's newest people place
2. Diversity thrives in mixed use Ala Moana
3. TOD = America's most diverse Community: Ala Moana Neighborhood
4. Ala Moana, Honolulu – The City's most accessible mixed use neighborhood for residents and visitors.
5. Preserve small business & affordable housing on small Lots

3) COMMUNITY MAPPING

This activity was designed to give attendees a chance to tell the planning team about their ideas for improving the study area. Participants wrote comments on post-it notes and tacked them onto maps of the area near the location of concern. The following summarizes these comments. See appendix C for detailed maps.



Activity: Mapping your community

Unwanted Businesses – many businesses in the Ala Moana area are auto oriented businesses. These include a number of car repair shops, tire centers, and other auto shops. A number of warehouses are located in the area, along with a prominence of gentlemen’s clubs and adult bars. The planning process should address how these businesses will be dealt with in the grand scheme: Will they remain intact, be incorporated into new development, relocated into a tighter cluster, or completely eliminated from the area?

Parks/Open Space – There are a number of parks in the area, but many are disconnected from each other or only cater to specific uses. Parks and open space should be multi-functional for everyone in the community. In particular, the fields at McKinley High School and the open space surrounding Neil Blaisdell Center could be open to the public for community use. It was noted numerous times that the area needs more trees throughout. Piikoi, Keeaumoku, and Sheridan Streets were specifically called out in needing a better tree canopy. More urban green space is desired among many of the participants, with planters and flower boxes located throughout the area. Added green space could also include mini parks, parklets, pocket parks, and leash-free dog parks. Public plazas are lacking in the area, and could serve as urban

public amenities. A public plaza connecting the rail station on Kona Street and the main Kapiolani Avenue corridor could serve as a welcoming feature to the area, creating a hub for pedestrians and transit riders. It was also noted that a plaza could be located at the intersection of Kalakaua and Kapiolani, forming a possible gateway into the neighborhood. Other comments to consider:

- All open space should be designed to minimize the desirability for the homeless.
- Consolidate some lots to recapture developable space, allowing more room for open space
- Connect the lei of parks from Makiki District Park to Pawaa In-Ha Park (including Keeaumoku bridge elements)
- Add parking and ban smoking at Ala Moana Beach Park

Pedestrian Improvements – Many improvements were suggested to enhance the pedestrian experience including avoiding obstructions in the middle of the sidewalk, creating grade separations between pedestrians and vehicles (as seen next to Walmart on Keeaumoku), and creating a consistent network of wider, safer sidewalks, as well as adding sidewalks to streets without. Sidewalks could use more pedestrian amenities including furniture and flower boxes, and improvements could be made to areas where sidewalks are fronted by empty walls from the back of large buildings. Better and more consistent lighting is needed throughout the area, but specifically noted as being necessary on Sheridan Street. There are some large blocks in the area, and more mid-block pedestrian connections would help unify the district. Better pathways through Ala Moana Center should be considered to connect the mauka side of the neighborhood with Ala Moana Park and the waterfront. Dangerous intersections for pedestrians have been noted to include Ala Moana/Piikoi, Ala Moana/Atkinson, Kalakaua/Kapiolani, and Keeaumoku/Kapiolani. Other comments to consider area:

- Traffic enforcement of laws for both pedestrians and drivers
- Inability to cross Kalakaua mid-block
- Reconfigure intersections to make them safe (i.e. scramble crosswalks, raised intersections, etc.)
- 3-4 pedestrian walkways over Ala Wai Canal
- Better pathway all along Ala Wai Canal with better dredging (i.e. San Diego)

Elevated Pedestrian Bridges – Some comments were gathered suggesting pedestrian bridges across busy streets and intersections. For example, the intersection of Keeaumoku and Kapiolani presents a unique situation with the ramp into the Ala Moana Center parking structure, and a pedestrian walkway across Kapiolani could cater to the high volume of pedestrian activity going to and from the shopping center. On the makai side of the shopping center, Ala Moana Boulevard creates a barrier to the waterfront. Pedestrian bridges over the boulevard could connect to the park and waterfront. There is currently a bicycle path running through Ala Moana Park, and continuing along the Ala Wai Promenade could benefit from a bridge over the boulevard, or a tunnel underneath to create a seamless connection between the two parks.

Area/regional Connections – The larger area surrounding the Ala Moana Center station was considered by participants, and various ideas for improved connections were noted. Smaller bus or shuttle circulator routes could travel within the Ala Moana district and connect the rail station to Waikiki and University of Hawaii frequently. The current bus station area by Foodland on Beretania Street could use some improvements. New bicycle paths could help connect the surrounding areas and promote alternative methods of traveling to and from the rail station. More accommodations are needed for bikes, separate from pedestrian areas. Bike sharing programs could be very beneficial. Other comments to consider involving vehicular improvements include:

- Reversing Piikoi/Pensacola
- Make Waimanu Street two-way so you can come down off the ramp from Ala Moana and go straight
- Design details on Ala Moana bridge to signal entrance/exit to Ala Moana/Waikiki

Affordability – A large concern among many of the participants was about creating more opportunities for affordable housing. As property values continue to rise, affordable options will be necessary to keep the community as diverse as it is now. In general, affordable housing is desired throughout the urban core, with ideas proposed of setting aside a percentage of new units for affordable housing. Comments were received about adding affordable housing on top of the low-rise Ala Moana Shopping Center, and even above the Walmart parking structure. Multifamily workforce rental housing was discussed among participants, along with maintaining the character of the area.

New Development – While participants discussed the idea of building on top of the Ala Moana parking garage, there were multiple comments about keeping any redevelopment on the makai side of Kona Street below a 200 foot height limit to maintain ocean views for the area mauka of the shopping center. Keeaumoku is seen as a retail corridor and could be built up with a higher density to create a pedestrian oriented street, and any new high rise buildings should be clustered around existing towers. Other comments received include:

- Adding a new school
- Implementing zero-lot lines for first floor retail
- Providing new supermarket in Kakaako area
- Creating a healthy and safe environment
- Build a water park as a source of revenue

Cultural – Ala Moana is a diverse district with many cultural influences, and the participants would like to preserve those aspects as much as possible. These cultural assets can be used to the benefit of the district to create an identity for the area. Keeaumoku could use more Korean design elements, which could increase the amount of tourists and create an area for cultural events. Many of the businesses in the area are still locally owned and managed, creating an informal cultural network of restaurants and shops.

4) COMMUNITY CONCERNS

During the activities of this first community workshop, most of the feedback was positive and constructive. However, there were some concerns that certain attendees expressed and should be taken into account during the planning process. The concerns can be grouped into two main categories. The first encompasses concerns for what might happen if the rail, and subsequent TOD, is not realized in the future. The second highlights concerns for what some of the participants fear will come with rail and TOD.

Without Rail Transit / TOD - Some participants' Time magazine headlines reflected the possibility of rail and the surrounding TOD not happening in the next 20 years and their fear for what might become of the community without it. These reflect the negative impacts of green house gases and more cars conflicting with the rising senior population.

Negative Outcome - Few of the participants disagreed with the general consensus that TOD would bring a positive outcome in the future. Those concerns included not enough diversity among the built environment, too many condos used as second homes, creating a ghost town during certain times of the year, and high property values that induce gentrification and eliminate population diversity.

APPENDIX

CONTENTS

- A) DOT VOTING EXHIBITS*
- B) TIME MAGAZINE COVERS*
- C) COMMUNITY MAPPING*
- D) WORKSHOP PRESENTATION*
- E) COMMENT SHEETS*



APPENDIX A - DOT VOTING EXHIBITS

Where do you live or work?

Live Work



Community Workshop #1 | August 14, 2012 | Ala Moana Station Community Outreach Meeting Slides, Honolulu, HI 96814



What is important to you?

Place 3  dots representing important issues
Place 1  dot representing least important issue



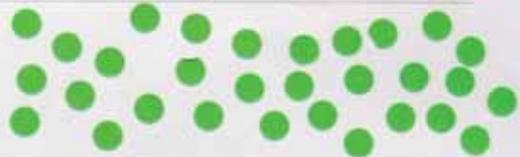
Reducing Crime/Homelessness



Diverse/Mixed-Income Neighborhoods



Improving Transit Options



Making Streets More Pedestrian/Bike Friendly



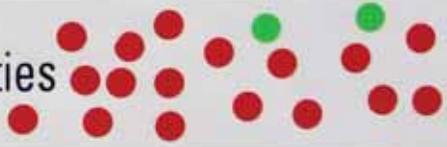
Redevelopment of Blighted Commercial Areas



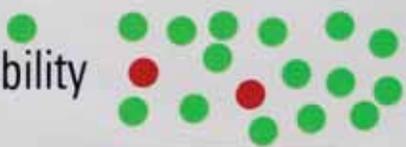
Promoting Local Shops and Businesses



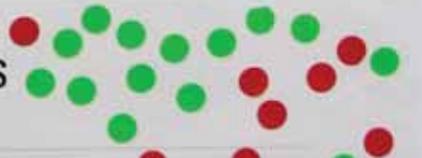
Expanded Educational Opportunities



Improving the Environment/Sustainability



Parks and Recreational Green Spaces



Opportunities for Funding Public Improvement



What encourages transit usage?

Place 2  dots

RESIDENTIAL

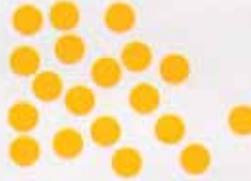


Residential above street



Walk up residential

Place dots here



CONVENIENCE RETAIL



Coffee shops



Transit shelters

Place dots here



WALKABLE STREETS



Walk outdoors with outdoor dining



Support with amenities

Place dots here



MULTI-MODAL CONNECTIONS

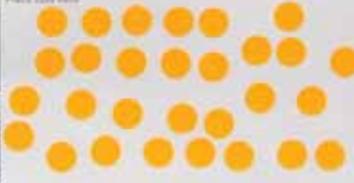


Park & Ride

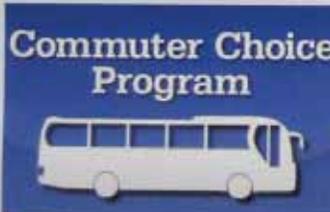


Bus with bike rack

Place dots here



EMPLOYER INCENTIVES



Commuter benefits programs



Encourages for self-driving

Place dots here



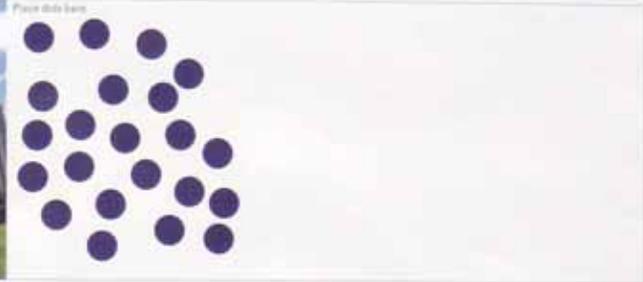
RTPA



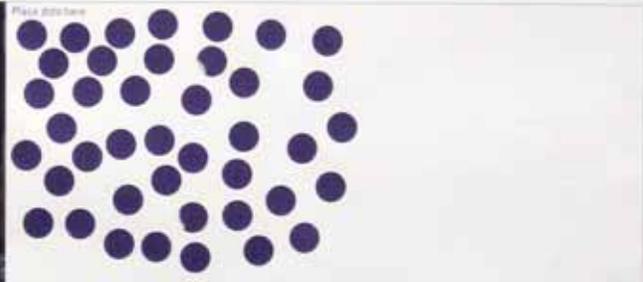
What uses work well in this area?

Place 2  dots

RESIDENTIAL TOWERS



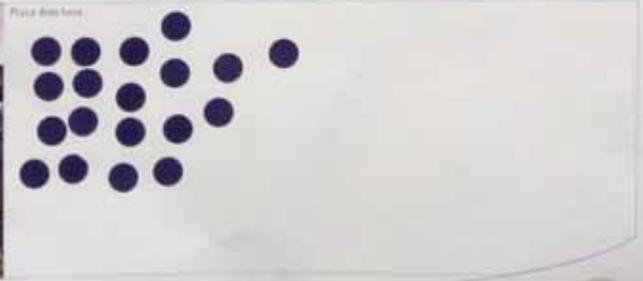
MIXED USE



HOTEL



MULTI-LEVEL RETAIL



What types of open space would you like to see?

Place 2  dots

TREE-LINED STREETS



Tree-lined street with planted median



Vegetation buffer



PARKLETS



Expansion of sidewalk with street



Expansion of sidewalk with outdoor dining



EVENTS PLAZA



Outdoor event plaza



Plaza with pedestrian amenities



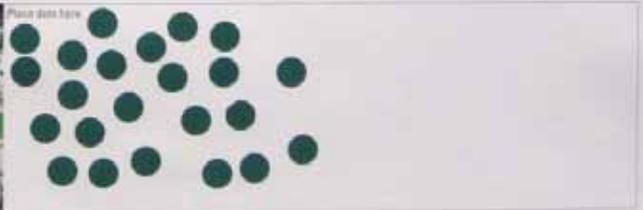
COMMUNITY PARKS



Community park



Planned parklets with pedestrian amenities



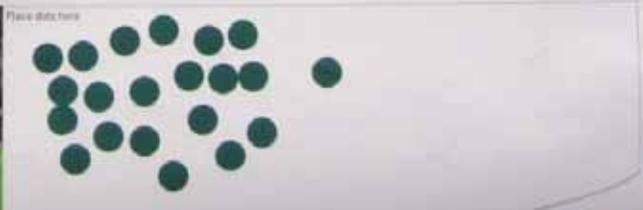
TRAIL NETWORK



Pathway for joggers and pedestrians



Connected pathways for bicycling

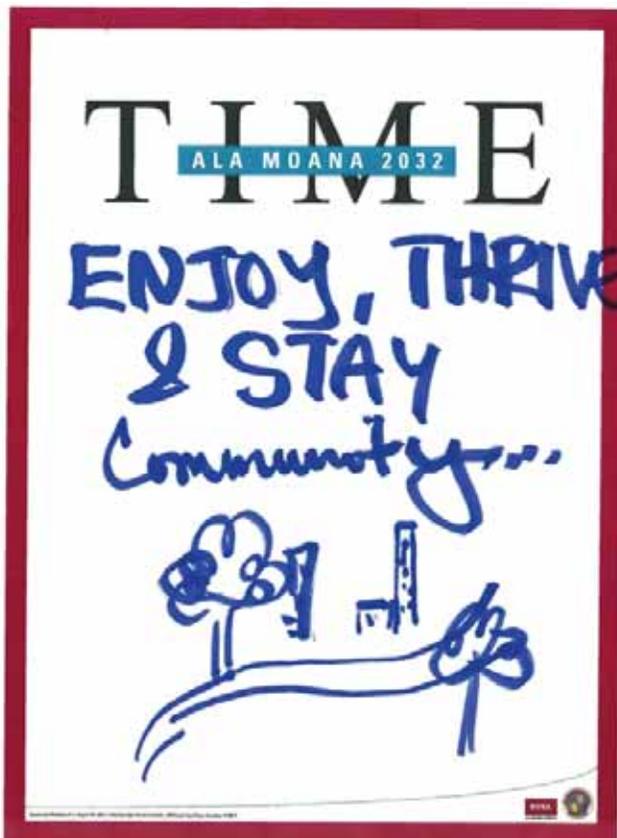
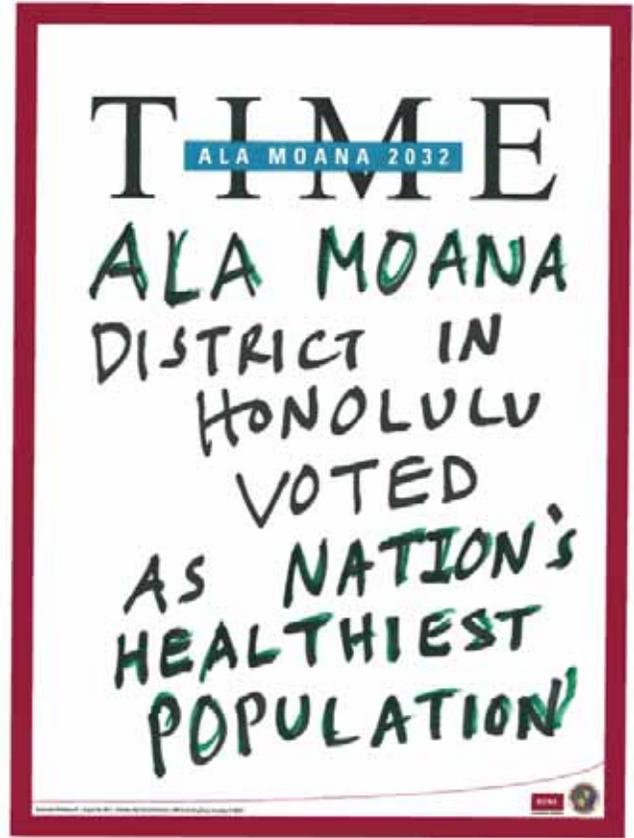
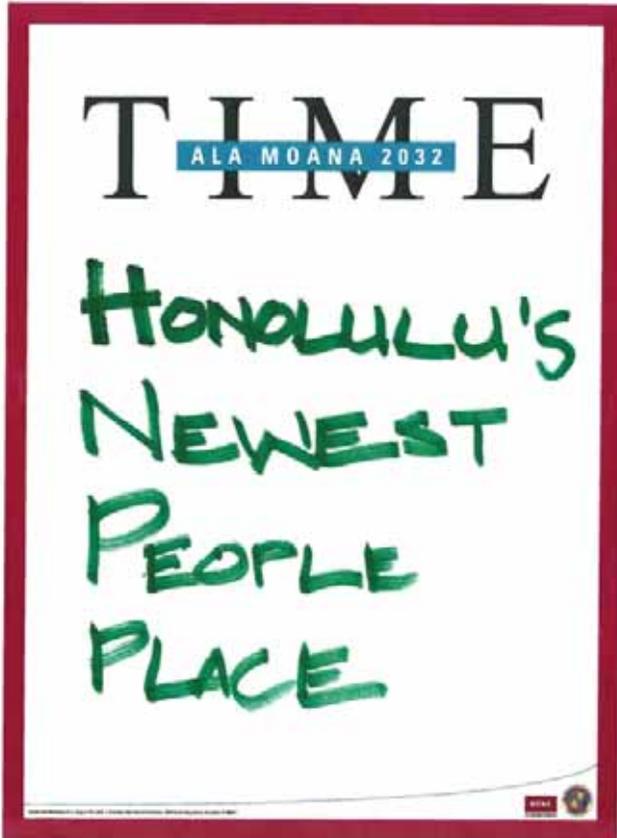


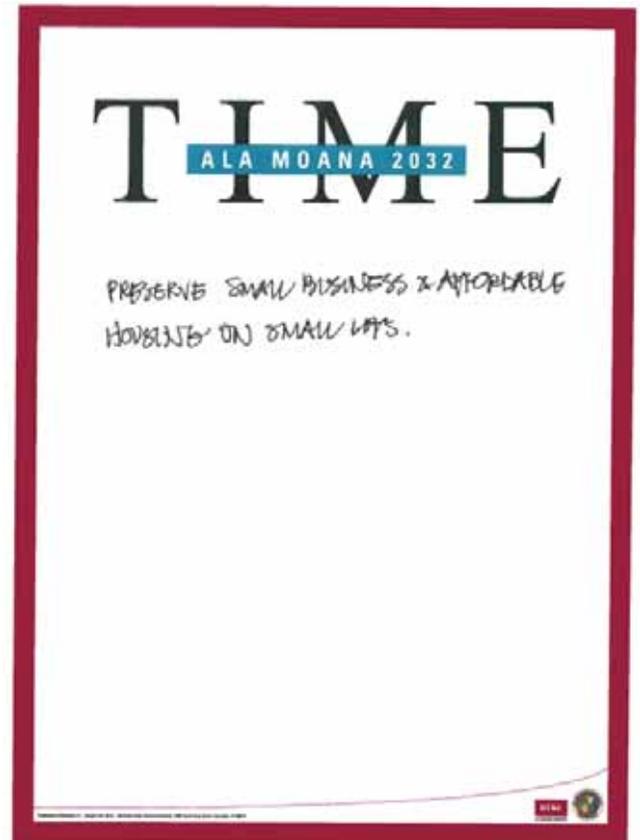
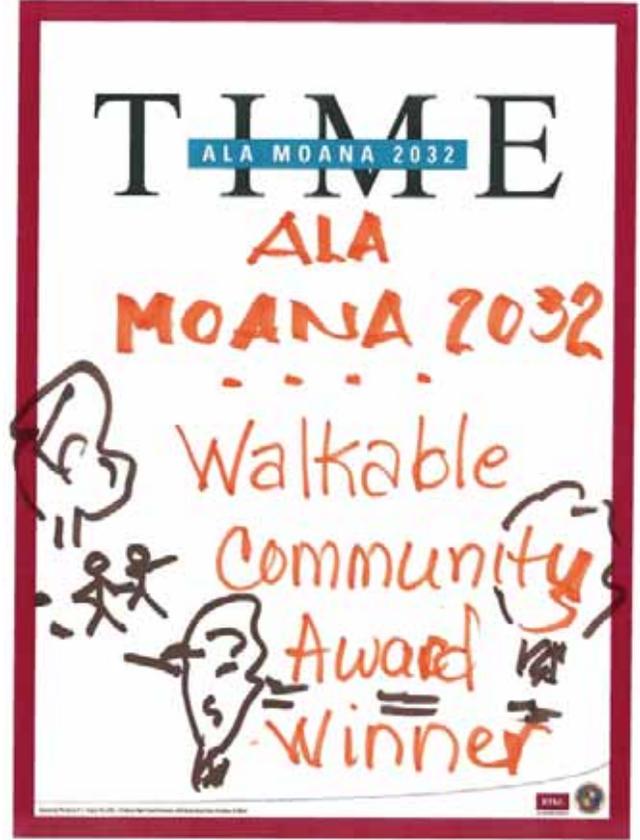
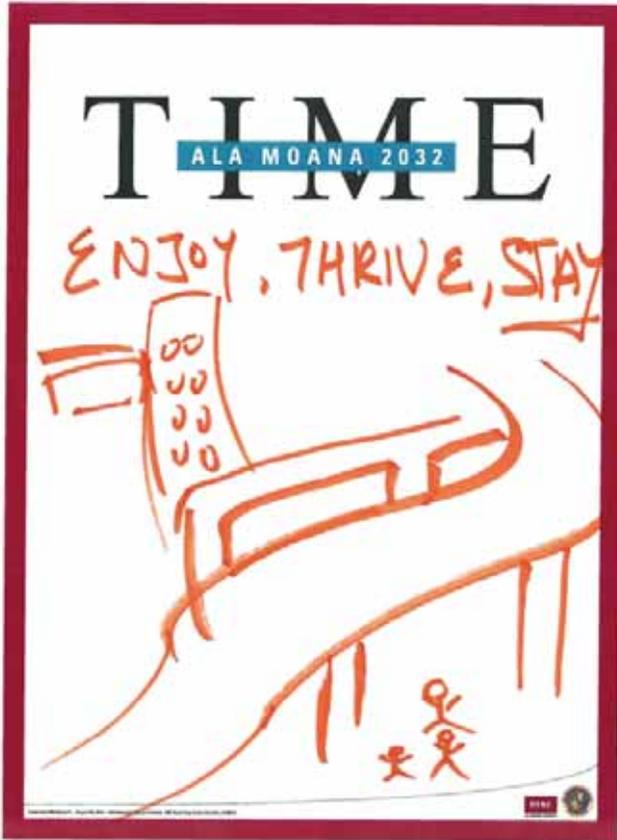
TRPA





APPENDIX B - TIME MAGAZINE HEADLINES





TIME
ALA MOANA 2032

ALA MOANA SHOPPING CENTER - GREATER THAN EVER!^{ly}



TIME
ALA MOANA 2032

MORE SENIOR POPULATION - BIKE AND PEDESTRIAN ACCIDENTS CONTINUE TO INCREASE



TIME
ALA MOANA 2032

No BUILDING LESS THAN 40 STORIES HIGH!



TIME
ALA MOANA 2032

ALA MOANA STATION: ~~A CASE STUDY~~ ^{FOR THE PUBLIC PRIVATE PARTNERSHIP PLANNING AND DEVELOPMENT - BRINGING SENIORS AND LOCAL COMMUNITY TOGETHER.}




TIME

ALA MOANA 2032

Critics wrong!
Community revitalized by
Plan Project!
-TOD!

TIME

ALA MOANA 2032

QUALITY of LIFE
It's Honolulu!

Bike share program a GREAT success.
City exceeds expectations in providing
affordable housing in the urban core.
Live, Work, Shop, Recreate - Honolulu, the
U.S.'s #1 city for
Quality of Life -
365 days of the year!
City's healthiest in the nation -
active, on the move.
Air quality stunning, solar and wind power achieved
Sustainability achieved on an island!

TIME

ALA MOANA 2032

Was it the right move?
Positive + negative impacts on the city

TIME

ALA MOANA 2032

Why did this take so long?
Is the TOD already out of date?

TIME
ALA MOANA 2032

Honolulu's Most Liveable Community:
Did TOD Make It Happen?



TIME
ALA MOANA 2032

With high cost of living and high tax, State and County taxes, we were lucky that the transit TOD were not built.



TIME
ALA MOANA 2032

International retail chains rep. their highest profits from stores in Honolulu's Ala Moana Center, thanks to a new rail connection.



TIME
ALA MOANA 2032

Ala Moana, the melting pot of Honolulu, walks to the beach

Diversity thrives ~~via~~ in Mixed use Ala Moana.



TIME

ALA MOANA 2032

A WALK IN PARADISE
With walkable beach access
Shade all over

TIME

ALA MOANA 2032

HONOLULU
RAIL TO
EXTEND TO
HAWAII KAI

TIME

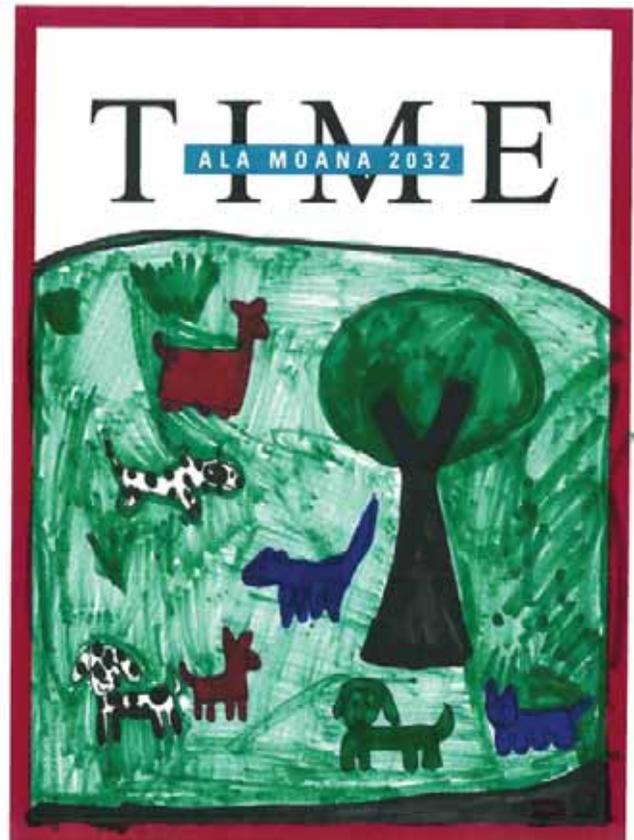
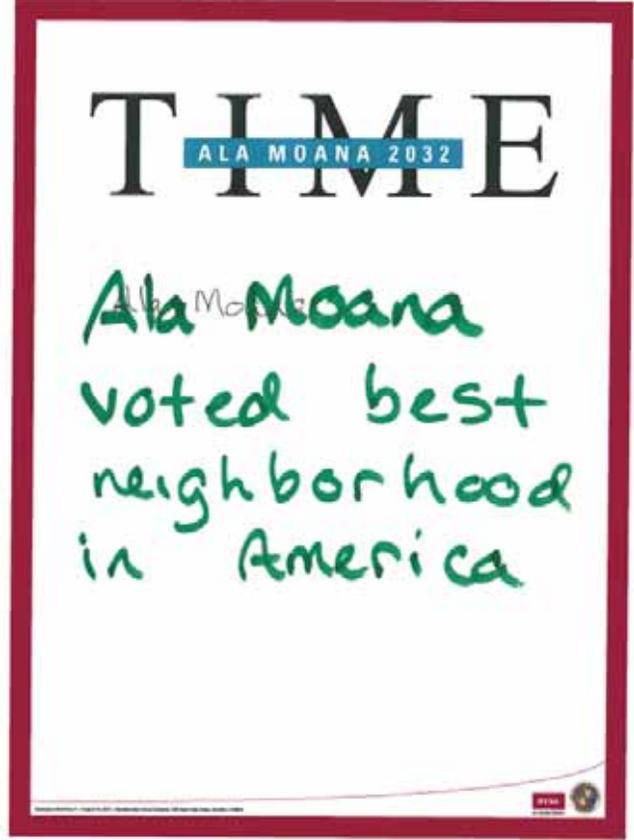
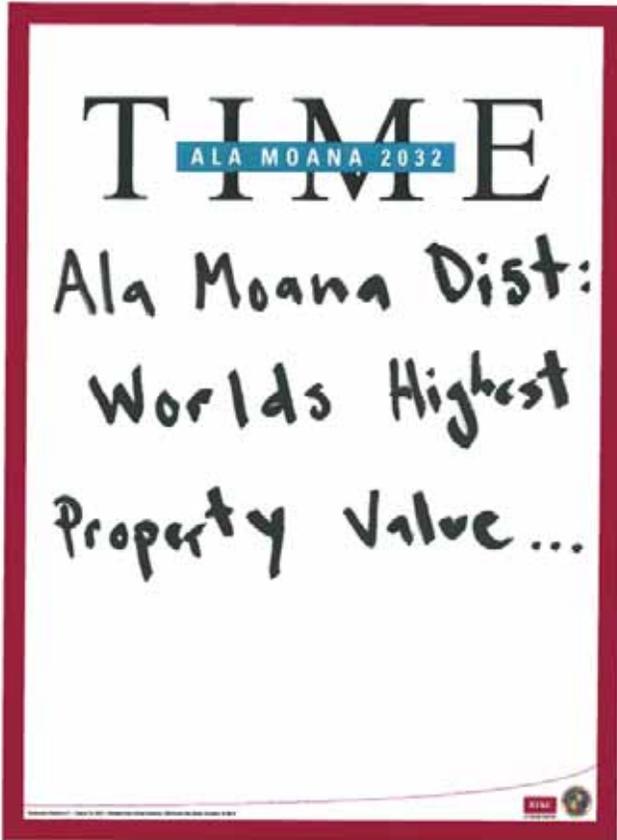
ALA MOANA 2032

Ala Moana Dist
Proposes New
Maaka Connection
to Makiki

TIME

ALA MOANA 2032

Transit-oriented
center ^{converted into} ~~makes this~~ a
~~great~~ island paradise



TIME
ALA MOANA 2032

Car free days made possible
by success of TOD and
new pathways

Small logos at the bottom right.

LOOKING BACK

TIME
ALA MOANA 2032

A PRESERVED NEIGHBORHOOD
THAT DEFIED URBANIZATION
GENTRIFICATION 20 YEARS
AGO.

Small logos at the bottom right.

TIME
ALA MOANA 2032

WHO
NEED
A CAR?
NOT IN HONOLULU

Small logos at the bottom right.

TIME
ALA MOANA 2032

The Pacific Manhattan
Broadway, Central Park, and 5th Ave.
Tropical Translation
Connectivity in a Futuristic Paradise

Elvis' Blue Hawaii
is Now Green

If you're
thinking 'Little
Green' //
Shakes —
think
again!

Small logos at the bottom right.

TIME
ALA MOANA 2032

1. It's possible to have a great quality of life and not own a car.
2. The Ala Moana area will have the feeling of a distinct neighborhood.

TIME
ALA MOANA 2032

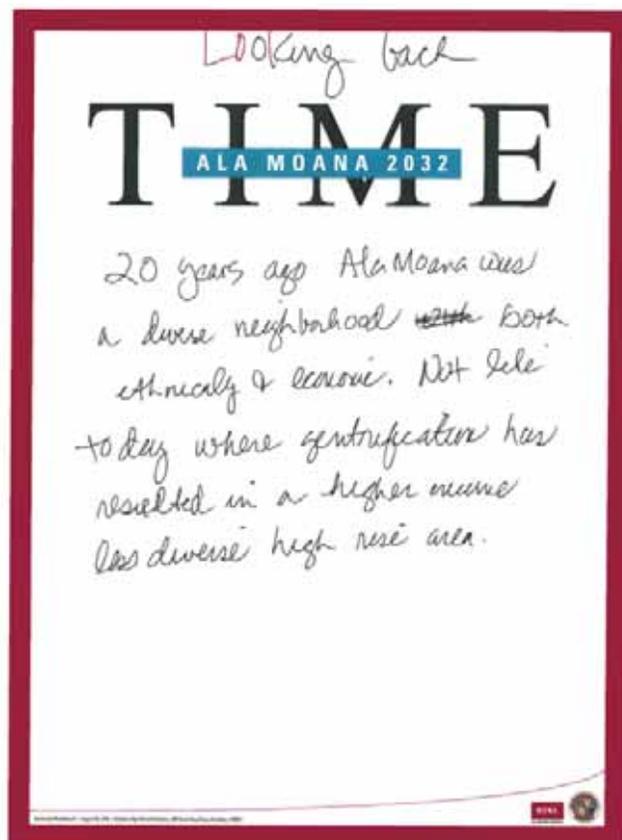
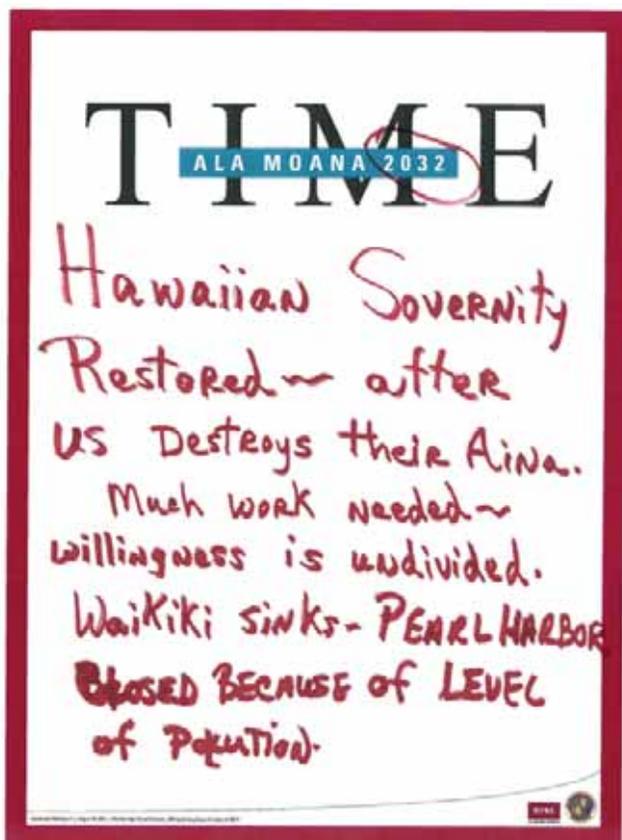
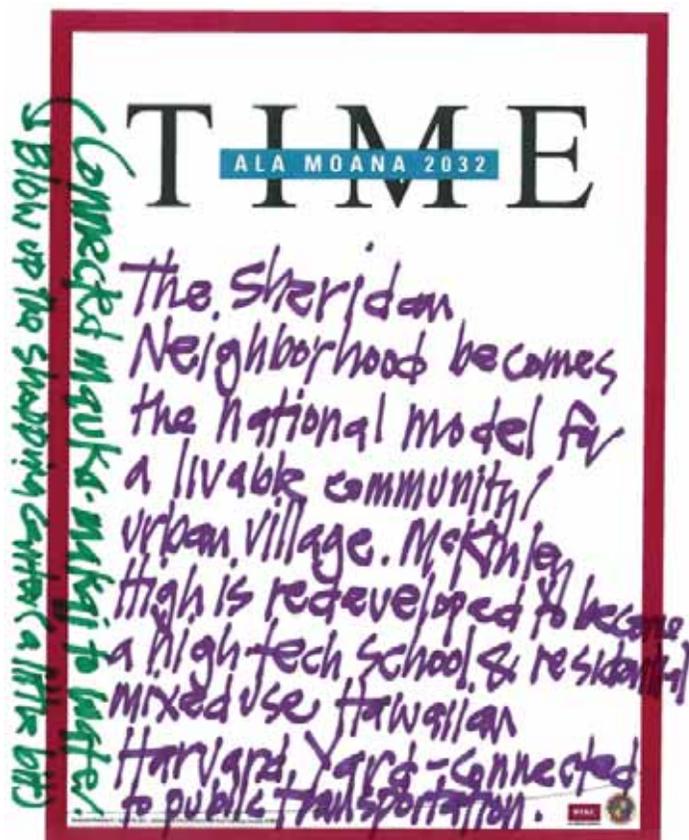
Rail increases commercial and residential activity in key Ala Moana area. Shopkeepers and residents pleased with new vibrant center.

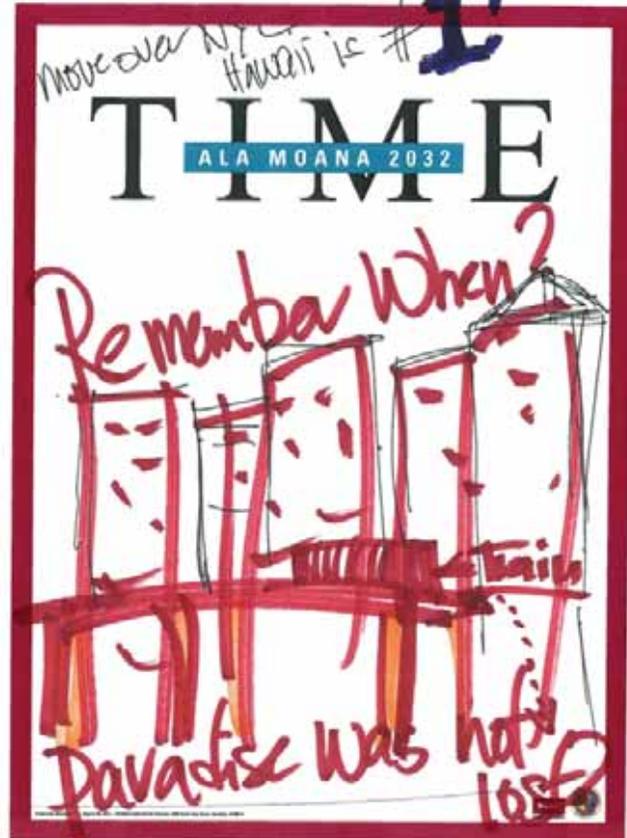
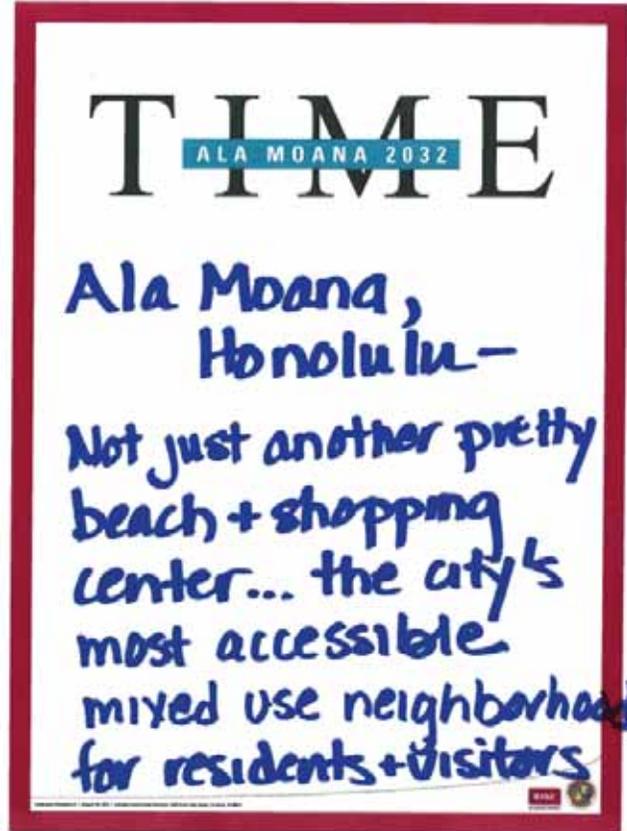
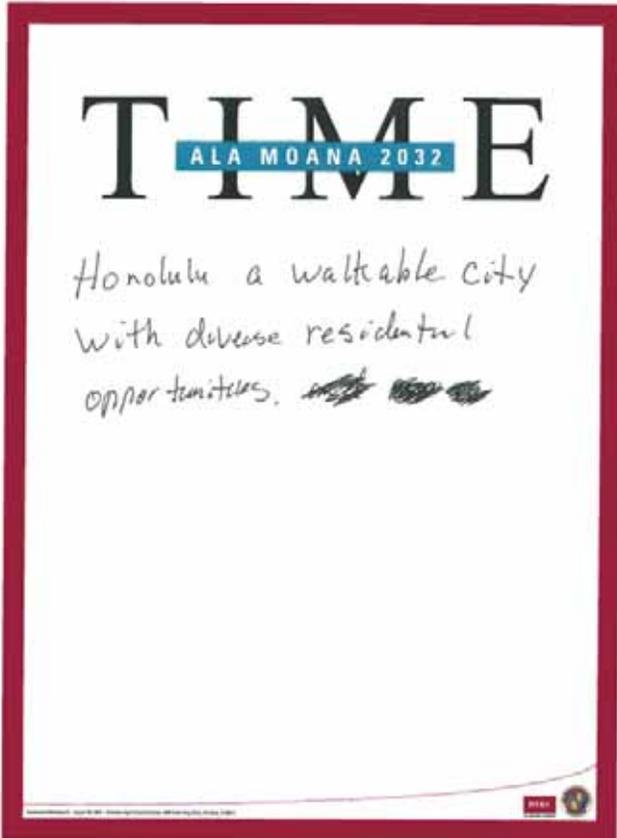
TIME
ALA MOANA 2032

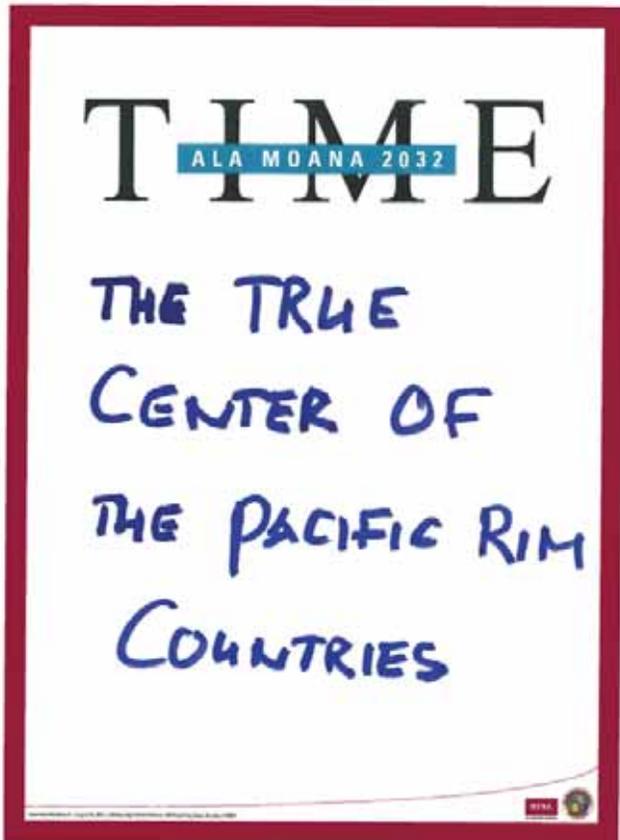
TOD = America's Most Diverse Community
Ala Moana Neighborhood
more mix income housing
MN

TIME
ALA MOANA 2032

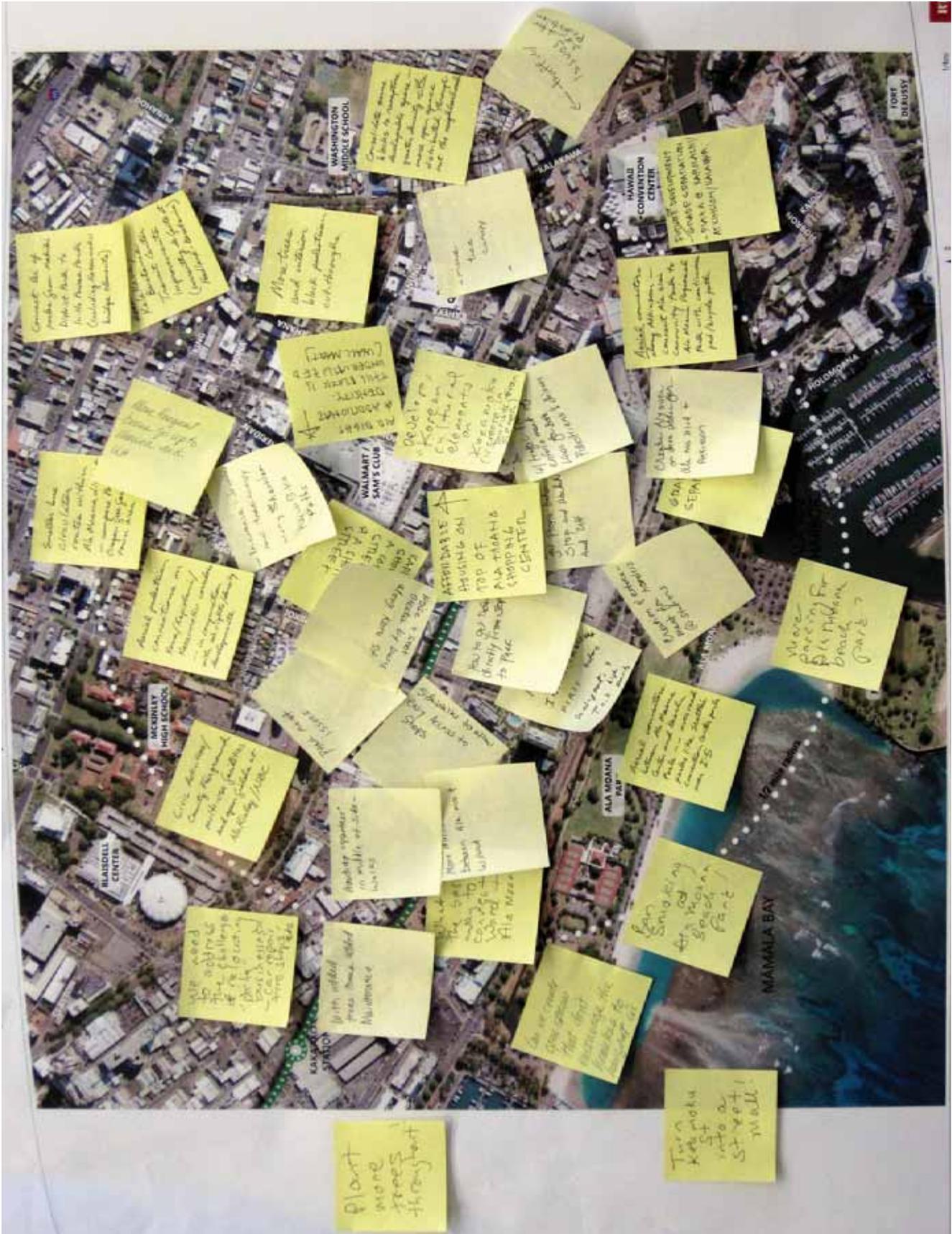
TOD - IS the infrastructure there? available?



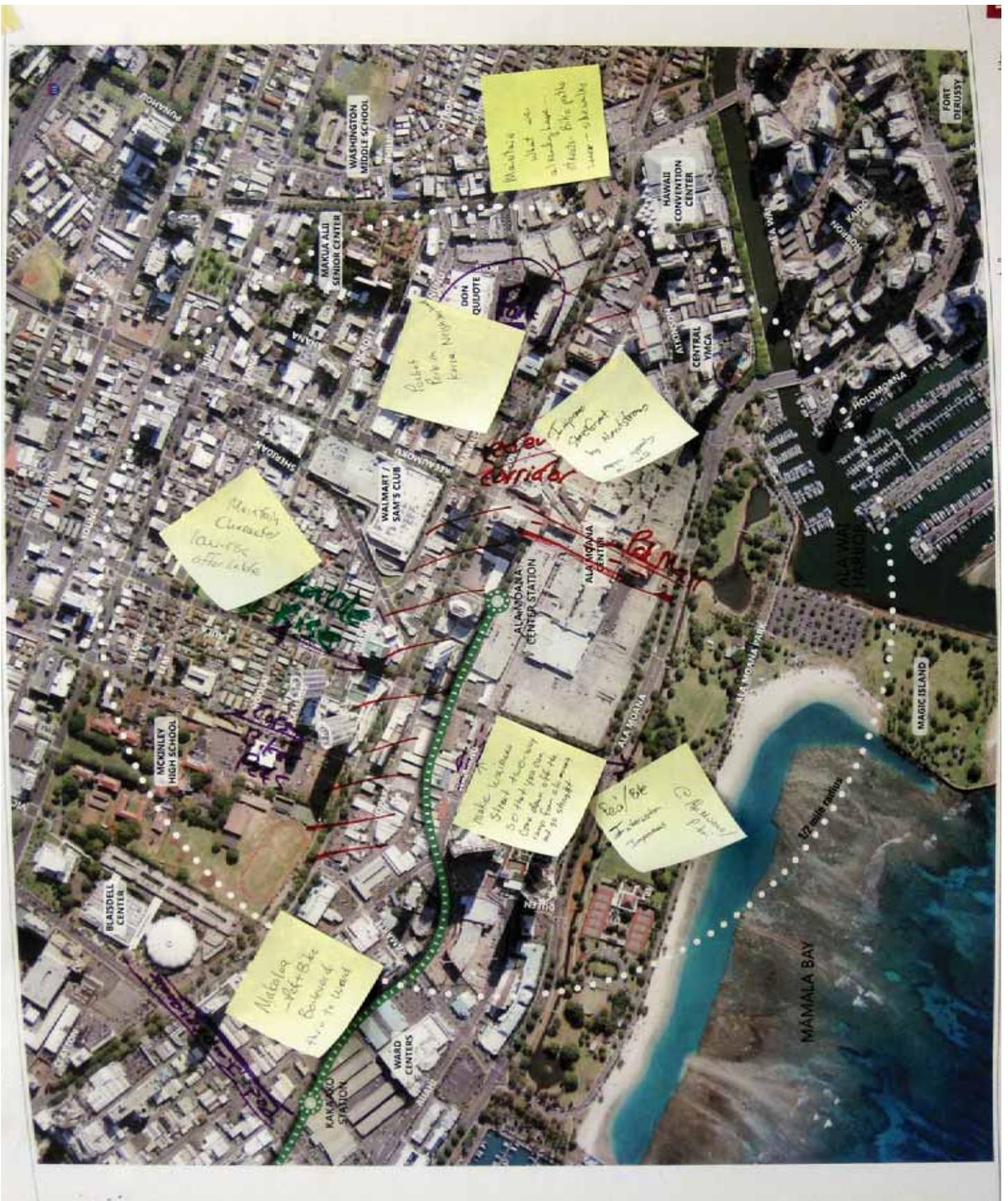




APPENDIX C - COMMUNITY MAPPING











More consistency in light fixtures

Pedestrian walkway to don Quijote

Additional signage for bus stop, bus stop, bus stop, bus stop, bus stop

Reversing Pitkin/Pensacola

More bike lanes & bicycle parking at rail station

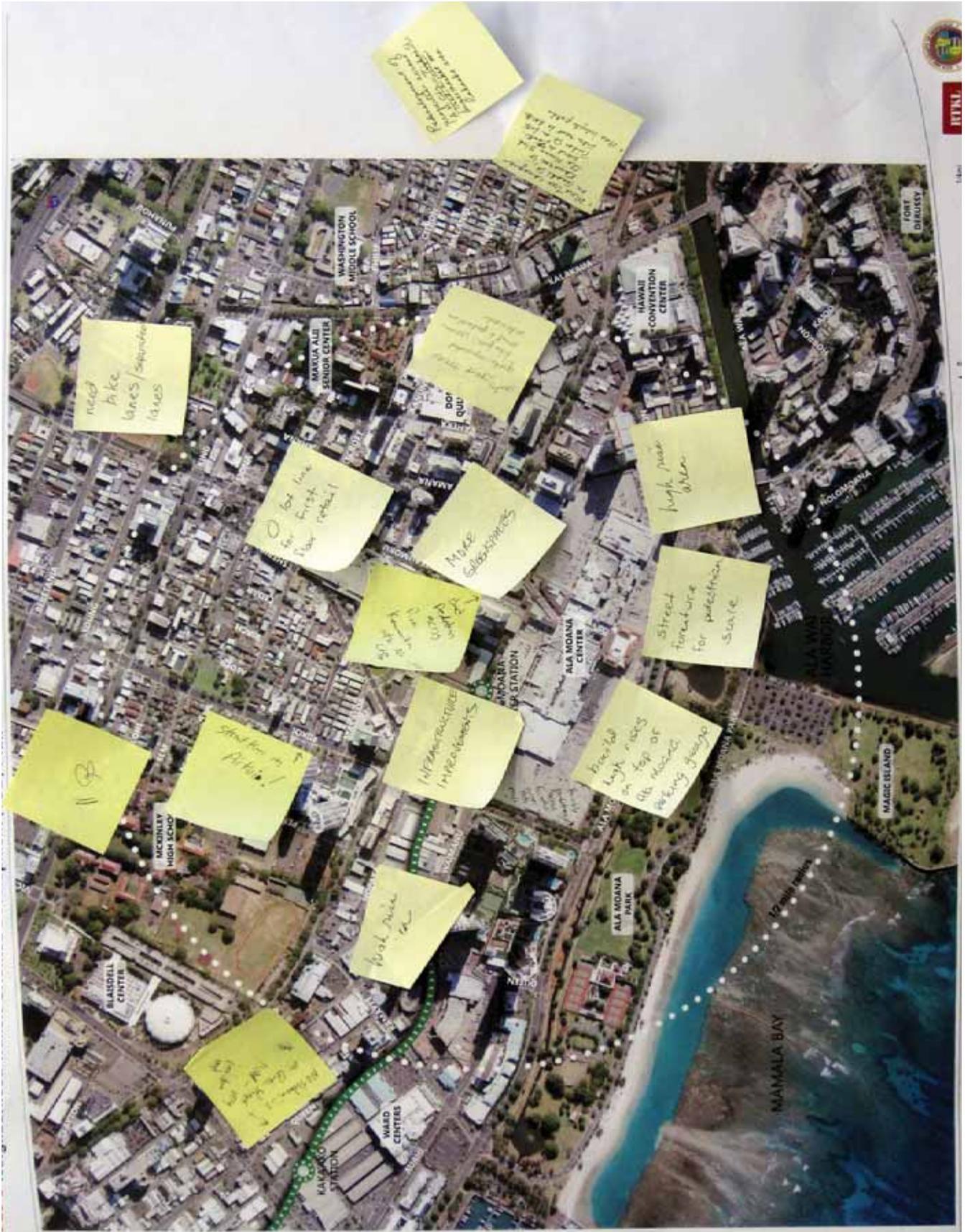
Pedestrian walkway thru Ala Moana Ctr.

More trees

Wider sidewalks Queen St.

Better lighting





APPENDIX D - WORKSHOP PRESENTATION



ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan

Agenda

Part 1: Setting the Scene

Honolulu at a Glance
What is Transit Oriented Development?

Part 2: The Site

Key Features
Activity: Time Magazine Cover

Part 3: Opportunities & Constraints

Key Observations
Activity: Identify Opportunities & Constraints on Maps

Part 4: Wrap Up



Ground Rules of Engagement

This is about sharing ideas- consider them equally

Listen Actively- avoid interrupting

Allow everyone a chance to speak

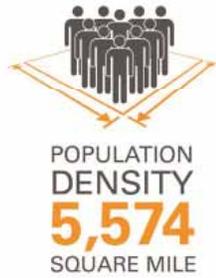
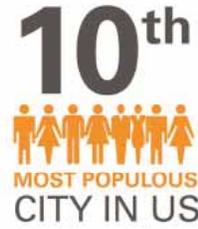
Speak with Respect – especially when giving or receiving contrary opinions

Disagree without being disagreeable

Honolulu is Growing- here is your chance to make a difference!



Honolulu at a Glance



Honolulu at a Glance

WORST TRAFFIC
IN UNITED STATES



HOURS WASTED
IN CONGESTED
TRAFFIC



4TH HIGHEST
USE OF MASS-TRANSIT
IN UNITED STATES

Worst Traffic in North America



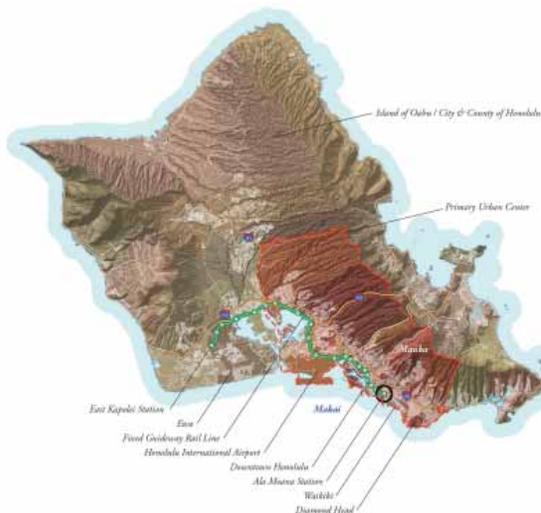
Honolulu at a Glance



Streetcar moving along King St



Diamond Head Streetcar 1930s streetcar moving down urban hillside



Land Management – keeping country country



Honolulu at a Glance



Overview of HART System





ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan

What is Transit-Oriented Development?

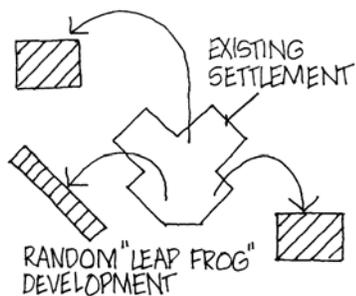
SPRAWL VS. TOD

Coordinated development with infrastructure

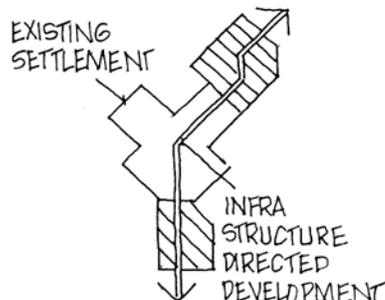


What is Transit-Oriented Development?

SPRAWL



TOD



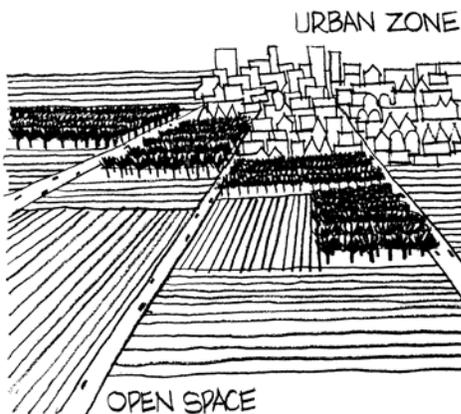
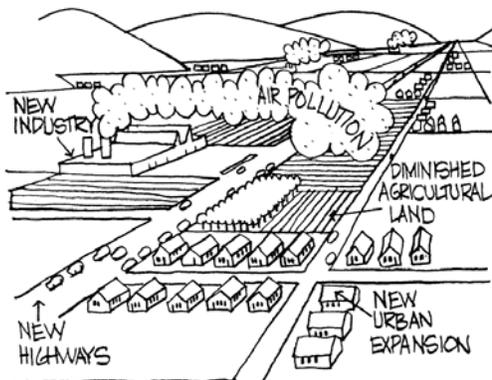
Coordinated development with infrastructure



What is Transit-Oriented Development?

UNSUSTAINABLE

MORE SUSTAINABLE

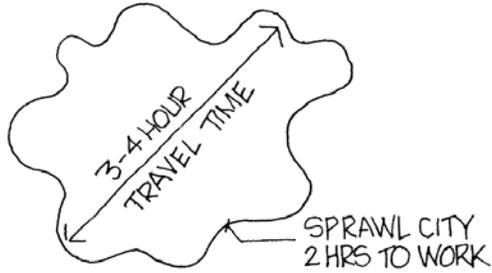


Unsustainable vs. Sustainable Growth



What is Transit-Oriented Development?

UNSUSTAINABLE



SUSTAINABLE

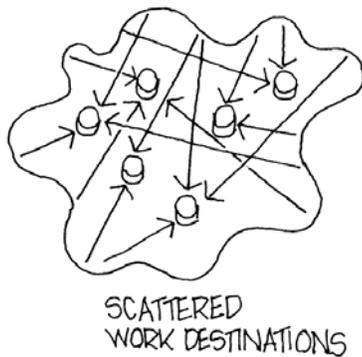


Mixed Uses / proximity

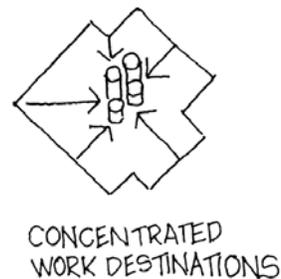


What is Transit-Oriented Development?

UNSUSTAINABLE



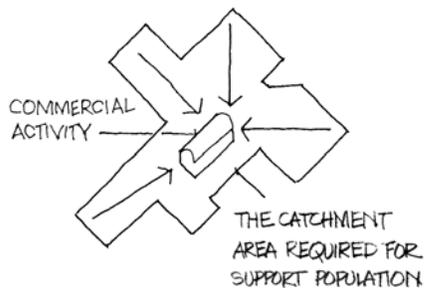
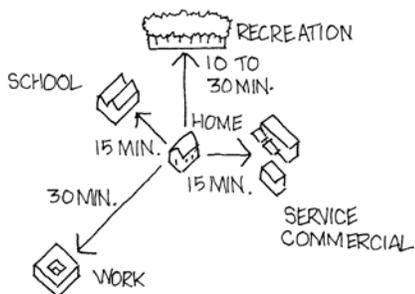
SUSTAINABLE



Mixed Uses / proximity



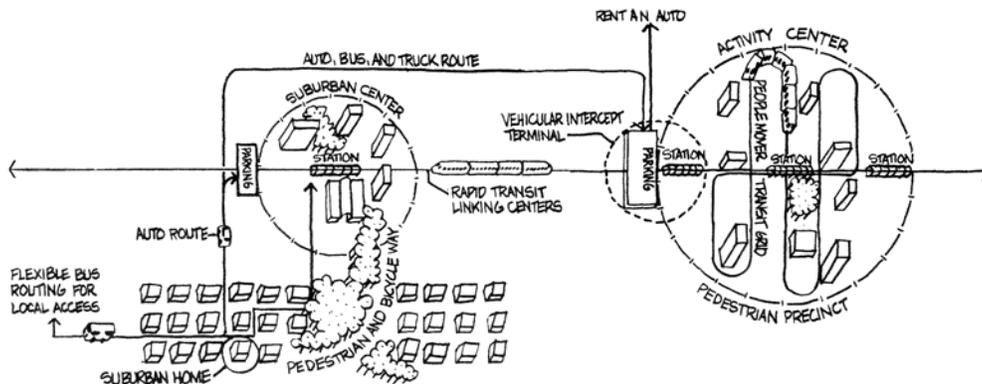
What is Transit-Oriented Development?



Mixed Uses / proximity



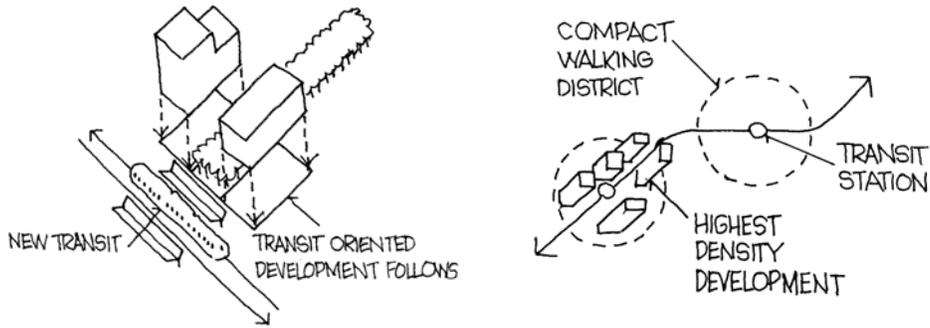
What is Transit-Oriented Development?



Unsustainable vs. Sustainable Growth



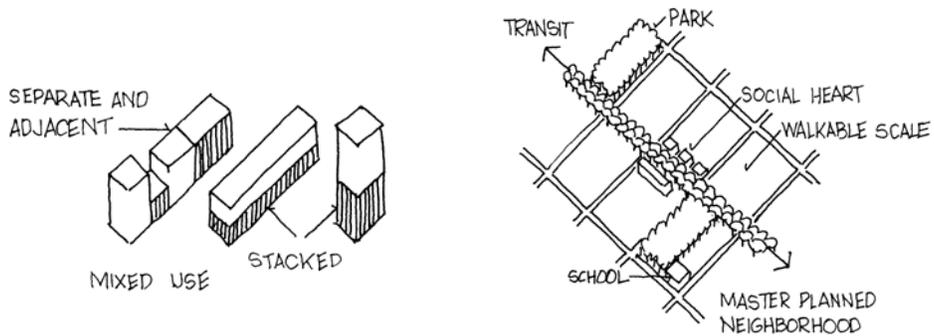
What is Transit-Oriented Development?



Density/ Transit Linkage



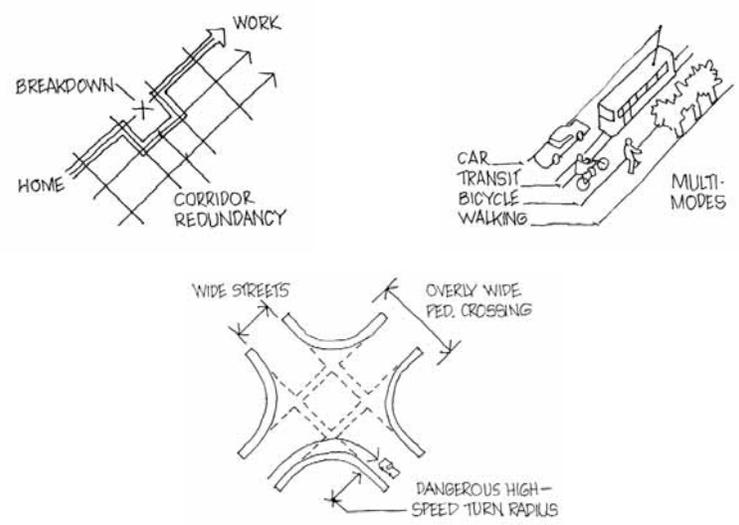
What is Transit-Oriented Development?



Mixed Uses / proximity



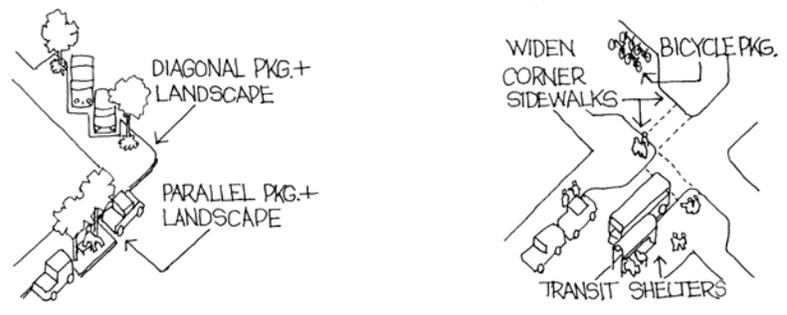
What is Transit-Oriented Development?



System Redundancy



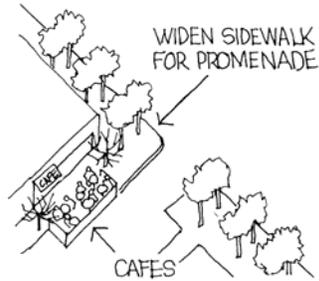
What is Transit-Oriented Development?



High quality street environment



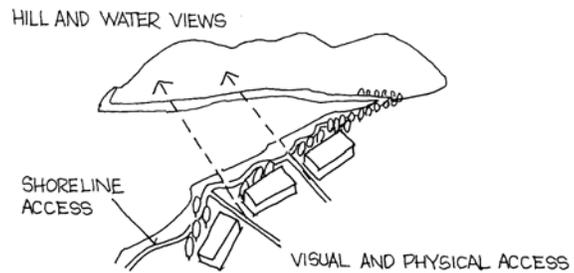
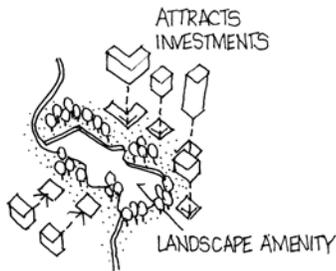
What is Transit-Oriented Development?



High quality street environment



What is Transit-Oriented Development?



Coordinated Open Space Networks



Questions



Planning Area



Diverse Districts
Abrupt Transitions



Community Population

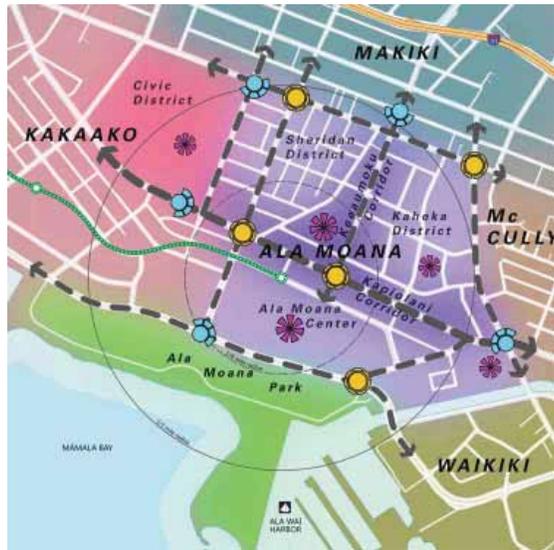
Characteristic	Ala Moana District	Oahu
Population	11,014	953,207
Age (Median)	41	38
Population under 18 years old	14%	22%
Population over 65 years old	20%	14%
Male / Female	48% / 52%	50% / 50%
Race		
Asian	63%	45%
Japanese	22%	17%
Filipino	4%	15%
Chinese	10%	4%
Korean	18%	2%
Other	7%	5%
White	18%	21%
2 or more	12%	12%
Native Hawaiian and Pacific Islander	5%	9%
Black	1%	2%
American Indian/Alaska Native and Other	1%	1%

Characteristic	Ala Moana District	Oahu
Language spoken other than English	53%	28%
Median household income	\$48,789	\$70,093
Jobs	6,985	439,691
Housing		
Renter occupied	56%	45%
Average persons per household (Owned / Rented)	1.9 / 1.9	1.1 / 2.7
Education Attainment		
% High school graduate or higher	88	90
% Bachelor's degree or higher	36	11
Transportation		
Mean travel time to work (minutes)	19	27
Commuting to work		
Driving alone	53%	64%
Carpool	10%	16%
Public transportation	15%	8%
Walk	10%	8%
Other means	3%	3%
Worked at home	3%	3%

- Older
- Large Korean Presence
- Higher Percentage Renters
- Better Educated
- More Transit Ridership and Walking



Community Structure



- Keeaumoku and Kapiolani the hub
- Other major streets: Piikoi, King, Kalakaua, Ala Moana
- Neighboring Kakaako, Waikiki



Land Use



- Commercial Corridors
- Residential Neighborhoods
- Institutional Uses
- Major Parks



Existing Height Limits



- Do existing height regulations match up with station location?



The Site – Looking Mauka



Existing Building Heights



- Density in neighboring Waikiki, Kaka ako Districts
- Moderate to Low Density in Residential areas
- Lack of Density at Shopping Center, Walmart



Cultural / Historic Resources



- McKinley School
- Ala Wai Canal
- Ala Moana Park
- Kapiolani Blvd Trees



Parks and Open Space



- Enough Local Parks?



Street Network



Intersection at Keeaumoku and Kapiolani



- Emphasis on Automobile Movement
- One Way Couplets
- Intersection Islands
- Contraflow Streets



Bicycle / Pedestrian Circulation



- Limited existing bike network
- Many cyclists using sidewalk



Activity

It's the year 2032. Imagine TIME MAGAZINE is writing a story on TOD in the Ala Moana District. What would the headline be?





ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan

Sidewalk Width



- Many Sidewalks 5' or less
- Other Obstructions in ROW



Tree Canopy



- Inconsistent Canopy
- “Heat Island Effect”
- Keeaumoku, Piikoi, Rycroft: key streets to consider



Hard / Soft Analysis



- Many Opportunities along Kapiolani, Keeaumoku, and Kalakaua (Orange)
- Surface Lots (hatched)



Block Sizes



- Bringing Blocks through promotes pedestrian movement
- Don't have to be streets (can be passages, bikeways, etc.)



Activity



Use the Map, Post its, and Markers to identify areas of interest or challenge you think the Plan should address.



Things to think about

Height guidelines do not match up with station location. Should this change to promote **density closer to the station**?

Where should new **development/investment** be targeted? What type is appropriate?

Street network emphasizes auto movement, how to promote **bike movement**? Which streets should we target?

What can be done to improve **pedestrian safety and comfort**, especially at intersections?

Do community parks and amenities work effectively? Is a **public plaza** needed? If so, where?

Do **streets and sidewalks** effectively promote connections between major attractions and community open spaces? If not, what can we change to improve them?



APPENDIX D - COMMENTS

COMMENTS

WORKSHOP #1 - AUGUST 2012

If you have any additional comments that you feel were not addressed during today's workshop, please let us know your thoughts.

When doing ped/bike boulevards don't just end them
somewhere because it get inconvenient. If it is
Makala don't end at McKinley H.S., find a way
to go thru that portion of the school. Etc...

Please mail forms to: RTKL Associates, Attn: Ala Moana TOD, 333 S Hope St C-200, Los Angeles, CA 90071
Email responses to: Robert Vorsilak rvorsilak@rtkl.com



COMMENTS

WORKSHOP #1 - AUGUST 2012

If you have any additional comments that you feel were not addressed during today's workshop, please let us know your thoughts.

Please build the rail.

I'm okay with more density around
Ala Moana

I want to be able to take rail when
I am old and can no longer drive

I would also take it now

Make transit stations like in Japan -
when you get off of the train
you can get everything you need
before you go home.

keep commercial/retail rents/leases
affordable so that small local
businesses can locate near
stations - not all national
chains like ~~Starbucks~~ Starbucks or
McDonalds!

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COMMENTS

WORKSHOP #1 - AUGUST 2012

If you have any additional comments that you feel were not addressed during today's workshop, please let us know your thoughts.

The Land Use Commission is approving developments that leave no compromises for open space - as briefed here. Examples are its approval for Ho'opili, in the East Kapolei area of the second rail station, and Koa Ridge, which may someday be part of rail expansion to Central O'ahu. Even the Department of Planning and Permitting is ignoring TOD guidelines - with the most recent draft showing a change in the Ho'opili area on the Eira Development Plan for "high-rise" to "medium-rise" residential.

Significant high-rise development in the Ho'opili TOD zone could enable all of D.R. Horton's planned homes (11,750 units) to be built within 160 acres of TOD (the high-rises) and another (roughly) 740 acres (for the other homes) - leaving at least 500 acres of agricultural land in the (D.R. Horton-owned) area. The city, administration, LUC, and DPP must "practice what it preaches." The biggest problem is a lack of compromise between the developer and those trying to kill the project. Perhaps the city can step in - if it really wants West O'ahu to be the "second city" rather than an extension of the "strip mall" in West Kapolei that only adds to its being the primary suburb. I believe TOD is more important to ridership for commuters from West O'ahu than from multiple high-rises (to even 650 feet) in Ala Moana and Kaka'ako - where bus service is convenient.

Frank Genadio
672-9170

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