

ALA MOANA NEIGHBORHOOD TOD PLAN

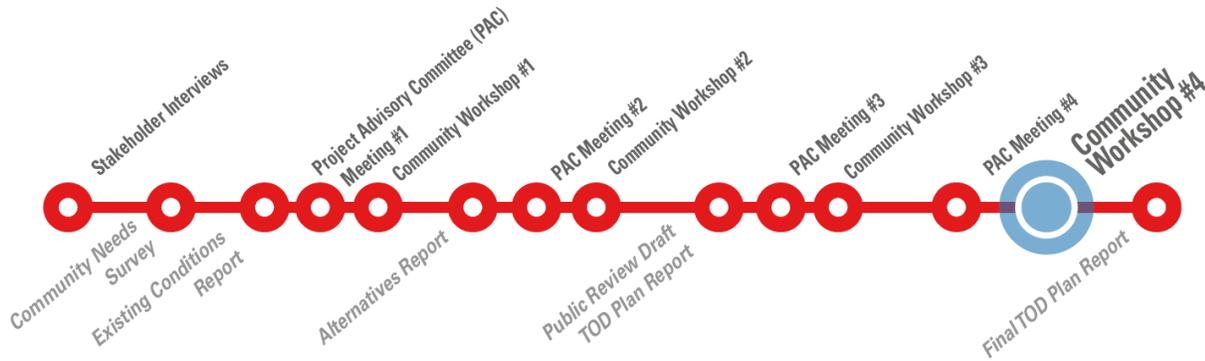
Community Meeting #4 Summary



Introduction

This summary describes the fourth community meeting for the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan, held on March 9, 2016, at Washington Middle School. The public meeting was an opportunity for the community to learn about the Ala Moana TOD Plan and the changes that have been made since the Public Review Draft (PRD) was published in 2014.

Community meetings and workshops are a key component of the public participation process for the Ala Moana TOD Plan, as shown in the graphic schedule below. Community involvement has been integral to shaping the Plan, with neighborhood board meetings, public workshops, stakeholder interviews, a resident survey, and a project website providing opportunities for input throughout the planning process.



The public was notified of the meeting via postcards mailed to property owners and an email sent out to the project mailing list. The Draft Final TOD Plan was made available to the public prior to Community Meeting #4 on the TOD Honolulu website, and several community comments from that meeting (as detailed in this summary) are being incorporated into the document before transmission to the Planning Commission in spring of 2016. Public hearings at the Planning Commission and City Council will provide additional opportunities for public input. This planning process will conclude with formal adoption by resolution by the City Council.

Meeting Format

Approximately 145 community members attended Community Meeting #4. After signing in, each attendee was provided with a summary brochure of the Plan and was asked to place a dot on a map of the Ala Moana neighborhood indicating where they live (yellow dot) and/or work (blue dot), if they had not previously done so. This same poster had been used at the three previous Ala Moana TOD Plan community workshops and now shows cumulative community participation in the creation of the Plan.

The objectives of the meeting were to present and discuss changes to the Ala Moana TOD Plan and confirm that the Plan still represents the goals and visions of the community.



Following an open house at the beginning of the event, the formal presentation began with a welcome by Department of Planning & Permitting (DPP) Director, George Atta, and opening remarks by the City's TOD Administrator, Harrison Rue.

DPP staff then presented an overview of the Ala Moana TOD Plan and the major changes that have been made since the 2014 PRD. The presentation (attached to this summary) was followed by an opportunity for audience questions and comments.



The group was invited to stay afterwards for additional open house time where participants could review plan details on large posters (the posters used are attached to this summary). The posters covered the plan vision and principles, views, development estimates, neighborhood subdistricts, circulation and streetscape improvements, zoning, building heights and

FAR, phasing, and open space. HART was also present with posters of the rail station design, and the Neighborhood Commission Office had a booth encouraging people to get involved in the neighborhood board system.

Public Comments

The following questions/comments were made by participants following the presentation:

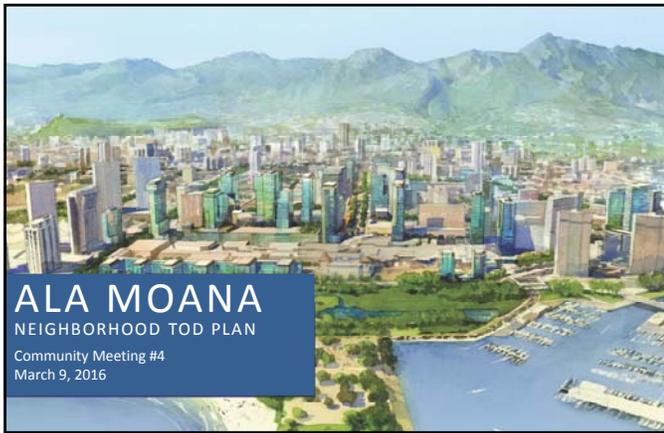
- A representative from Saints Peter and Paul Church expressed concern about conceptual plans to provide a new roadway connection through the block bounded by Kanunu, Makaloa, Amana, and Kaheka Streets. *The City will remove this proposed connection and instead recommend a new pedestrian connection in its place.*
- There was concern about sea level rise, flooding, and global disasters affecting coastal areas such as the Ala Moana neighborhood.
- There was concern about the cost of the rail project and maintenance of the rail system. Another comment raised the perception that rail only benefits one third of the island.
- One community member was particularly frustrated with the missing crosswalk on the diamond head side of the intersection of Kalakaua Avenue and Kapiolani Boulevard, as well as the inability to cross Kalakaua Avenue when walking or biking on the mauka side of the Ala Wai Canal promenade. He was pleased to see the TOD Plan address these deficiencies. *It was also noted that the City Department of Transportation Services has more detailed Complete Streets designs for this area on their website.*
- An attendee inquired about the status of the Lei of Parks concept and its relationship to the TOD Plan. Another recommended extending the beach at Ala Moana Park towards Kewalo Basin, and yet another expressed concern about homeless individuals in parks.
- A comment was provided on the need to preserve the healthcare providers in the Ala Moana Building at 1441 Kapiolani Boulevard.
- A question was raised about the availability of sewer capacity in the neighborhood to accommodate future development.
- One individual expressed support for the Plan but asked how he can ensure that the Plan is actually implemented over time.

Participants were also encouraged to share any additional comments on flip charts located next to the plan posters and/or cards provided by the City. Flip chart comments included the need to pass laws to reduce urban noise pollution; the desire to preserve and protect Saints Peter and Paul Church; the need to upgrade the currently substandard and dangerous pedestrian environment along Pensacola Street makai of Kapiolani Boulevard; and doubt that McKinley High School would allow the community to use the football field and track currently under construction at the corner of Pensacola and Kapiolani. Comments provided on comment cards included the previously mentioned desire to preserve area healthcare providers and the concern about flooding and global disasters; the issue of homeless individuals taking over public bus stops; and support for many elements of the Plan.

Next Steps

DPP will be incorporating appropriate changes and then submitting the Plan to the Planning Commission and City Council for adoption. Following adoption of the Plan, the DPP will prepare draft TOD zoning for the Ala Moana station area and again provide opportunities for the community to review and comment at community meetings and Planning Commission and City Council hearings. DPP will review development proposals in the TOD Zone for consistency with the vision and recommendations in the Plan.

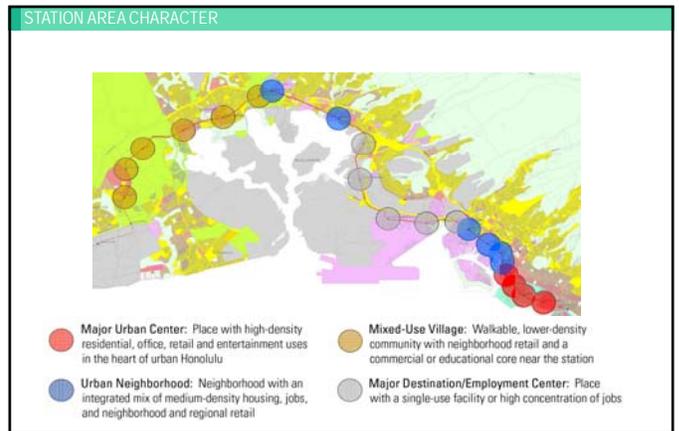
Other implementation elements, including a new transit plaza, upgrades to infrastructure systems, and pedestrian and bicycle access projects, will continue to move forward in anticipation of rail operations in 2022.



HONOLULU'S TOD VISION

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



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HRT A CENTURY AGO



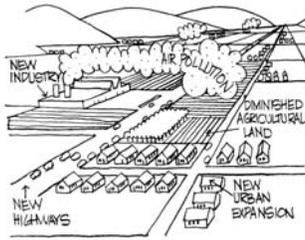
WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HRT TODAY



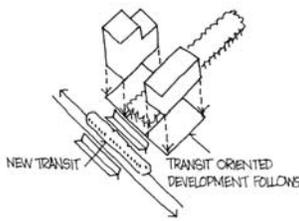
WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

SPRAWL

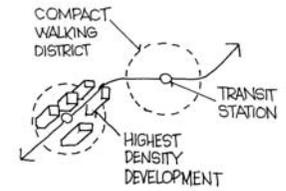


WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HIGHEST DENSITY AT STATION



WALKING DISTANCES & DENSITY



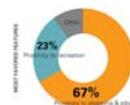
COMMUNITY WORKSHOP #1



COMMUNITY SURVEY

COMMUNITY AMENITIES

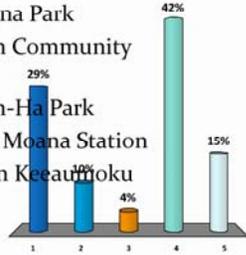
- The location is great
- Parks are well used, but there are some safety concerns
- There are some areas for improvement



COMMUNITY WORKSHOP #3: PUBLIC REVIEW DRAFT

What open space strategies are most important to you?

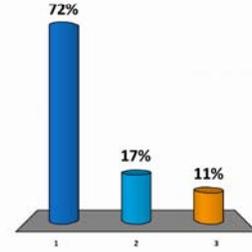
1. Improving Ala Moana Park
2. Improving Sheridan Community Park
3. Improving Pawa In-Ha Park
4. New plaza near Ala Moana Station
5. New events plaza on Keeaumoku



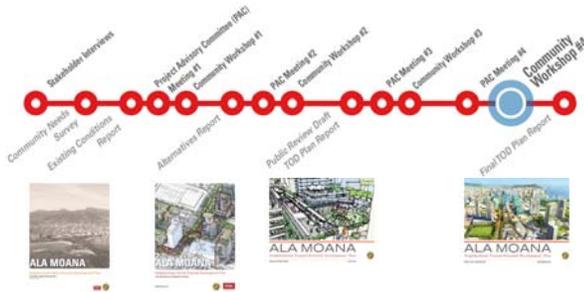
COMMUNITY WORKSHOP #3: PUBLIC REVIEW DRAFT

Is the draft plan moving in the right direction??

1. Yes
2. No
3. Abstain



PROJECT TIMELINE



PLANNING AREA



DEVELOPMENT YIELD POTENTIAL

DEVELOPMENT SUMMARY BY LAND USE

LAND USE	SQ FT	%
Retail	800K	10%
Office	1.2M	15%
Hotel	400K	5%
Residential	5.6M (5600 DU)	70%
TOTAL	8M	100%

PROPOSED MIX & ITS IMPACT



DISTRICT-WIDE DENSITY IMPACT



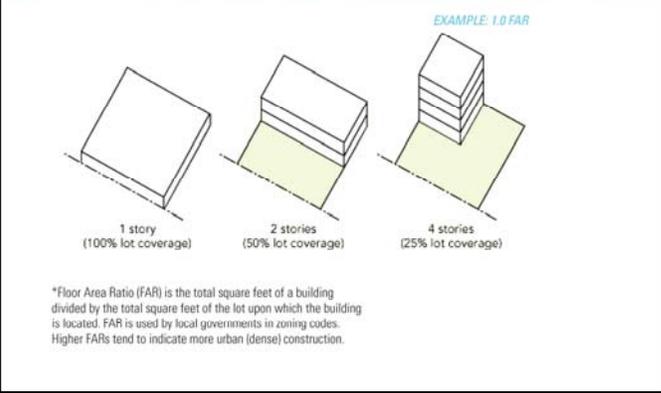
DEVELOPMENT TYPES



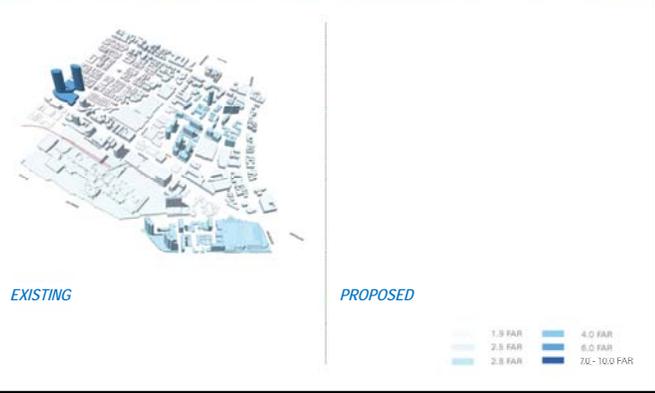
PROPOSED ZONING



PROPOSED FLOOR AREA RATIO*



PROPOSED FLOOR AREA RATIO



PROPOSED HEIGHT LIMITS WITH COMMUNITY BENEFITS

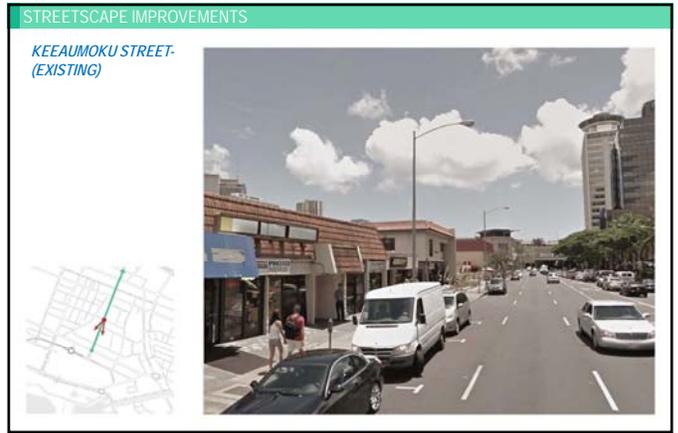
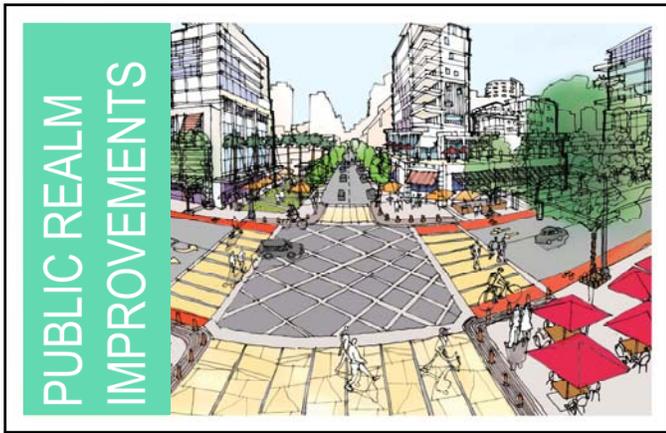
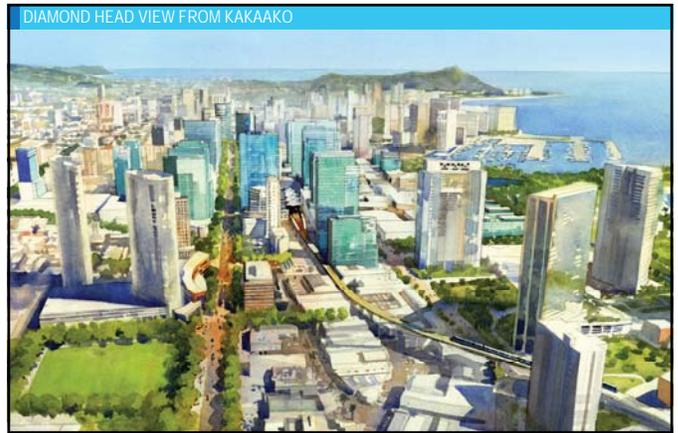


IMPORTANT VIEWSHEDS



IMPORTANT VIEWSHEDS





STREETSCAPE IMPROVEMENTS

KEEAUMOKU STREET- (VISION)

STREETSCAPE IMPROVEMENTS

PIIKOI STREET- (EXISTING)

STREETSCAPE IMPROVEMENTS

PIIKOI STREET- (VISION)

INTERSECTION IMPROVEMENTS

KALAKAUA AVENUE & KING STREET

ALA MOANA BLVD & ATKINSON DRIVE

KAPIOLANI BLVD & KALAKAUA AVE

MAKAI VIEW TOWARDS STATION & BEACH

ALA MOANA PARK

ALA MOANA CENTER STATION

RESILIENT DESIGN

Tree Canopy	Parks + Plazas	Bike Network	Permeable Surfaces
 Existing: 8.2 Acres	 Existing: 3 Acres	 Existing: 3.8 Linear Miles	 Existing: 11 Acres
 Proposed: 25 Acres (17% of overall site)	 Proposed: 20 Acres (18% of overall site)	 Proposed: 18 Linear Miles	 Proposed: 45 Acres (12.5% of overall site)
↑ 300%	↑ 660%	↑ 475%	↑ 400%

GREEN STREET CONCEPT

HEALTHY OCEAN

- Crosswalks with Pervious Sections
- Street Trees with Planted Trench
- Pervious Paving Strips in Sidewalk
- Rain Garden Planter Strip

RYCROFT STREET - EXISTING

POLLUTANT	POTENTIAL REDUCTIONS
NITROGEN	40%
PHOSPHOROUS	50%
SUSPENDED SOLIDS	60%

POTENTIAL REDUCTIONS

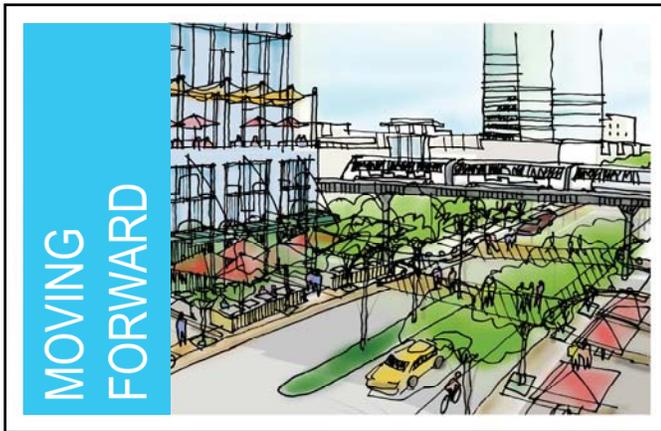
RYCROFT STREET - PROPOSED

10' Travel Lane | 10' Travel Lane w/ Shared Bike Lane | 8' Parking Lane | 8' Sidewalk

IMPLEMENTATION: PHASING

PHASE I

TRANSIT NODE



- KEY PLAN REVISIONS BASED ON PUBLIC REVIEW DRAFT COMMENTS**
- New section on infrastructure that covers water, wastewater, drainage, etc.
 - Clarified HCDA jurisdiction and need for continued coordination
 - Made stronger emphasis on improvements to Ala Moana Park
 - Recognized existing healthcare services and recommended their preservation in Principle #2 and Plan's land use policies
 - Stated need to design streets and public spaces for persons with disabilities
 - Increased maximum FAR along Kapiolani from 7.0 to 10.0 for projects providing exceptional community benefits
 - Removed specific affordable housing requirement percentages (currently being refined in housing strategy)
 - And more

- NEXT STEPS**
- Planning Commission and City Council hearings and adoption
 - Draft TOD zoning (additional public comment opportunities)
 - Development project negotiations through IPD-T permit
 - Streetscape improvements
 - Transit plaza/bus transfer facility
 - Ala Moana Park upgrades underway
 - Islandwide housing strategy
 - Utility capacity
 - Infrastructure finance tools
 - Coordination with State agencies



VISION & GUIDING PRINCIPLES



Ala Moana is envisioned as a **livable urban community** and a model for **walking, biking, and transit usage**. The new rail station and surrounding TOD district will include a mix of uses, spur redevelopment where appropriate, help revitalize neighborhoods, and provide infrastructure improvements for **increased safety, better mobility, and a sustainable environment**. The Ala Moana neighborhood will embody **cultural and income diversity, convenience, and the aloha spirit** - continuing its role as the place where locals and visitors gather together. It will continue to serve as a regional retail destination, and new mixed use development will improve the physical environment, safety, and mobility by providing **community benefits** as a part of each project's implementation.

1	Residential Diversity		Live/Work Townhouses Mid-rise Flats High-rise Condominiums Apartments
2	Mix of Commercial		Local & Regional Retail Personal Services, including Healthcare Restaurants / Coffee Shops Business Hotel Graphic Design / Print Shops
3	Usable Open Space		Open Air Events Plaza Pocket Parks Community Gardens Play Courts Community Pool
4	Complete Streets		Pedestrian Seating & Amenities Consistent Tree Canopy Loop Bus System Wayfinding Bike Lanes & Cycle Tracks
5	Intermodal Connectivity		Multilevel Rail Station Ticket Sales, Route Information, Security Shared Parking & Bike Storage Bus Transfers Pedestrian & Bike Connections
6	Incubator Office & Education		Live/Work Flex Space Office Above Retail Support Commercial Continuing Education & Training
7	Cultural Programs & Public Events		Farmers Markets Concerts Block Parties Cultural Celebrations & Events Community Meetings
8	Public-Private Partnerships		Tax Incentive Programs Special Financing Districts Public Infrastructure Investment Business Improvement Districts Zoning Changes & Incentives

MASTER PLAN



EXISTING DESTINATIONS / COMMUNITY ASSETS

- 1 Ala Moana Center
- 2 Ala Moana Regional Park
- 3 Hawaii Convention Center
- 4 Ala Wai Canal
- 5 Maikiki Stream
- 6 Don Quijote Supermarket
- 7 Walmart/Sam's Club
- 8 Sheridan Community Park
- 9 McKinley High School
- 10 Blaisdell Center
- 11 Pawa In-Ha Park

PROPOSED DESTINATIONS

- 12 Transit Plaza
- 13 Station Mauka/Makai Connection
- 14 Center Stage Mauka-Makai Connection
- 15 Community Plaza
- 16 Community Park
- 17 Convention Center Gateway
- 18 Pedestrian Flyover

- Planning Area
- Ala Moana Center Rail Station
- Fixed Guideway



MAUKA VIEW FROM MAGIC ISLAND



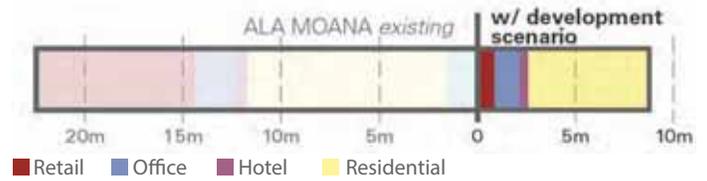
DEVELOPMENT POTENTIAL



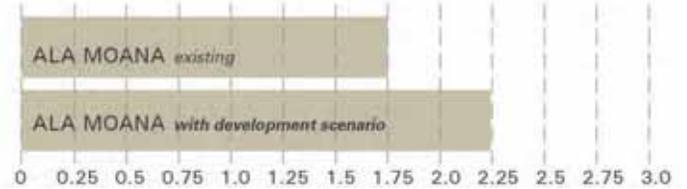
DEVELOPMENT SUMMARY BY LAND USE TYPE

LAND USE	SQ. FT	%
Retail	800K	10%
Office	1.2M	15%
Hotel	400K	5%
Residential	5.6M (5600 DU)	70%
TOTAL	8M	100%

PROPOSED LAND USE MIX



DISTRICT-WIDE DENSITY (FLOOR AREA RATIO)



DEVELOPMENT TYPES



High-rise (residential & hotel)



Low-rise (residential & office)



Podium (retail & parking)



Townhouse (residential & retail)

DIAMOND HEAD VIEW FROM KAKAAKO



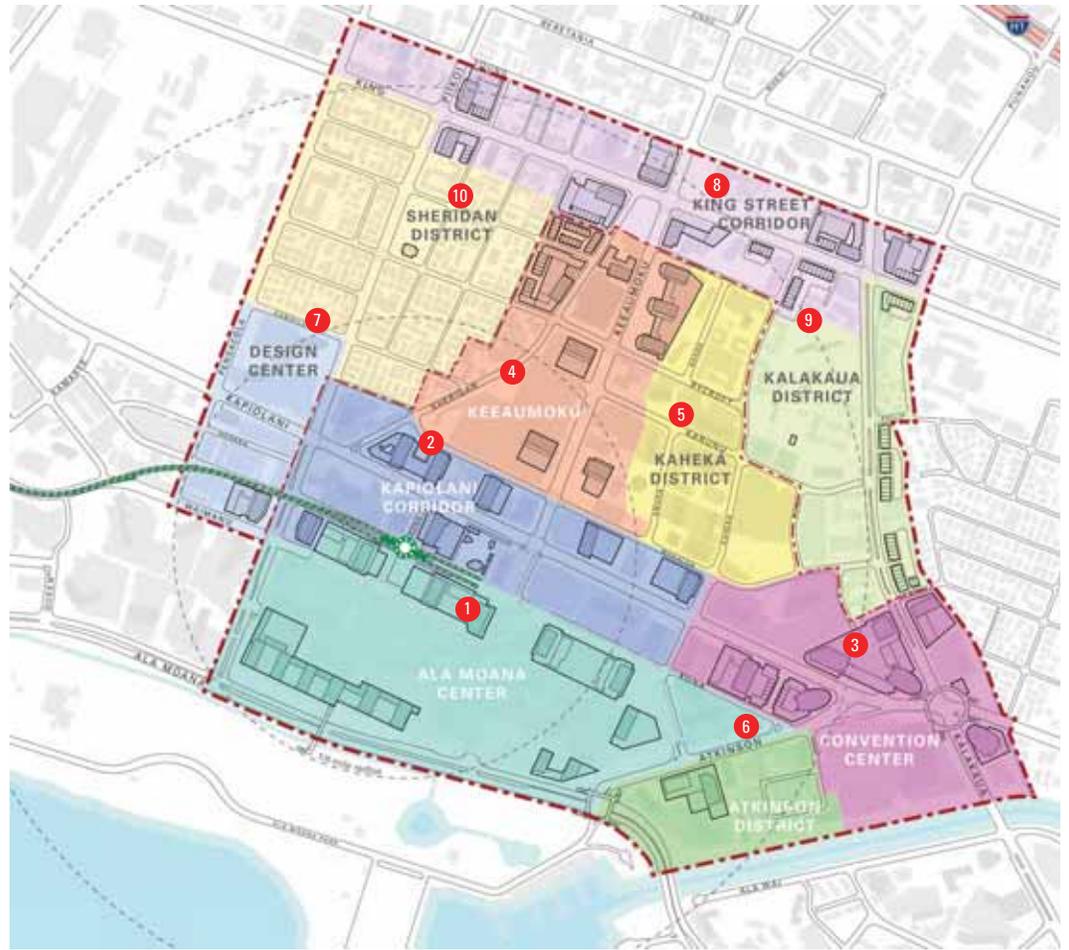
ALA MOANA SUBDISTRICTS



1 *Ala Moana Center*



2 *Kapiolani Corridor*



3 *Convention Center*



4 *Keeaumoku*



5 *Kaheka District*



6 *Atkinson District*



7 *Design Center*



8 *King Street Corridor*



9 *Kalakaua District*



10 *Sheridan District*

VIEWSHEDS



The City's Primary Urban Center Development Plan encourages the preservation of mauka-makai views between Honolulu's open spaces and its urban skyline. The viewshed analysis shows the effect of the hypothetical buildout scenario on views. A mauka-makai orientation of towers would help preserve visibility of the Koolau Mountains beyond.

- Mauka (Mountain View) Corridor
- Makai (Ocean View) Corridor
- Towers as View Frames
- Towers as Focal Points
- View Points
- View Corridor Streets
- Planning Area
- Ala Moana Center Rail Station
- Fixed Guideway



EXISTING FROM MAGIC ISLAND (FROM MAGIC ISLAND)



FULL BUILDOUT (FROM MAGIC ISLAND)



VIEW ANALYSIS



STREETSCAPE CONCEPTS



KAPIOLANI BOULEVARD



KALAKAUA AVENUE



PIIKOI STREET



KEEAUMOKU STREET



KONA STREET



RYCROFT STREET



FLOOR AREA RATIO*



EXISTING

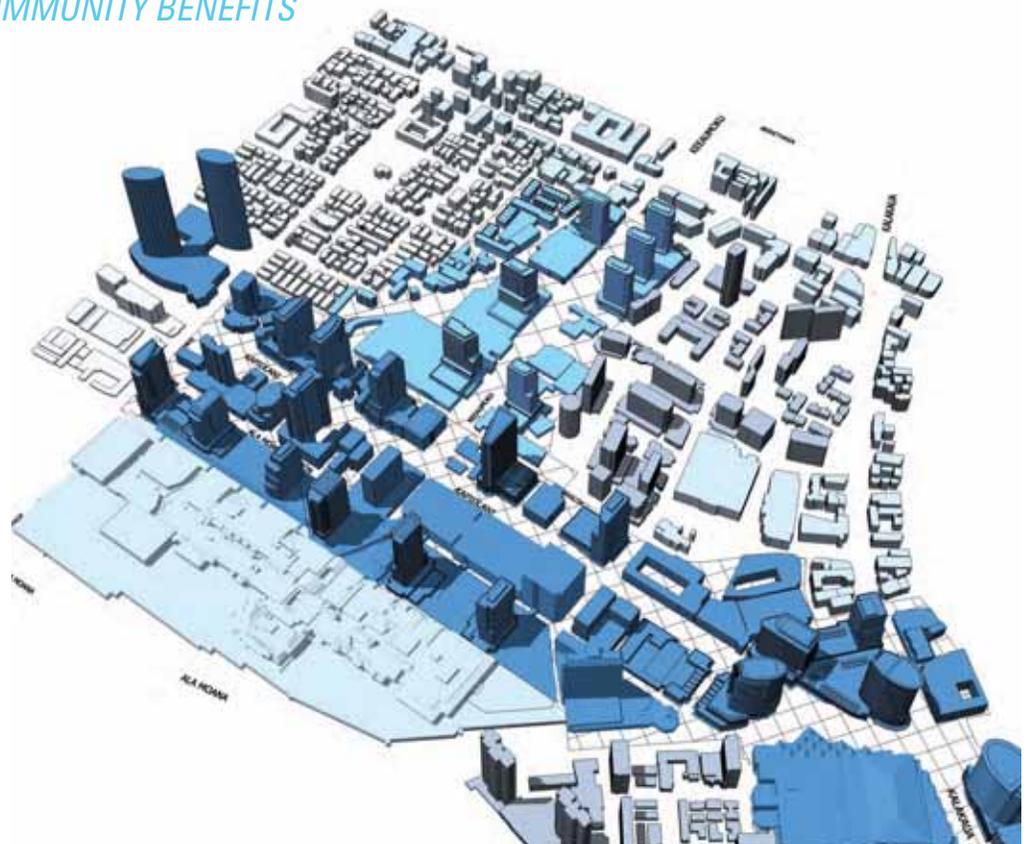
Throughout the district a base FAR per zone is established for potential development. Within the TOD Precinct, key areas have the potential for a higher FAR if certain mitigation measures are met.

- 1.5 FAR
- 1.9 FAR
- 2.5 FAR
- 2.8 FAR
- 4.0 FAR
- 7.0 - 10.0 FAR

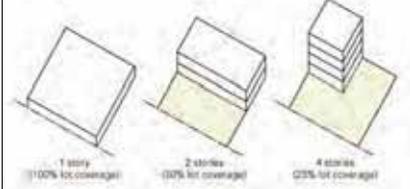


POTENTIAL BUILDOUT WITH COMMUNITY BENEFITS

Additional building density may be granted, provided development provides commensurate community benefits. This additional FAR will be allowed only within the TOD Precinct to encourage more people to live and work near the rail station.



EXAMPLE: 1.0 FAR



*Floor Area Ratio (FAR) is the total square feet of a building divided by the total square feet of the lot upon which the building is located. FAR is used by local governments in zoning codes. Higher FARs tend to indicate more urban (dense) construction.

ZONING & BUILDING HEIGHTS

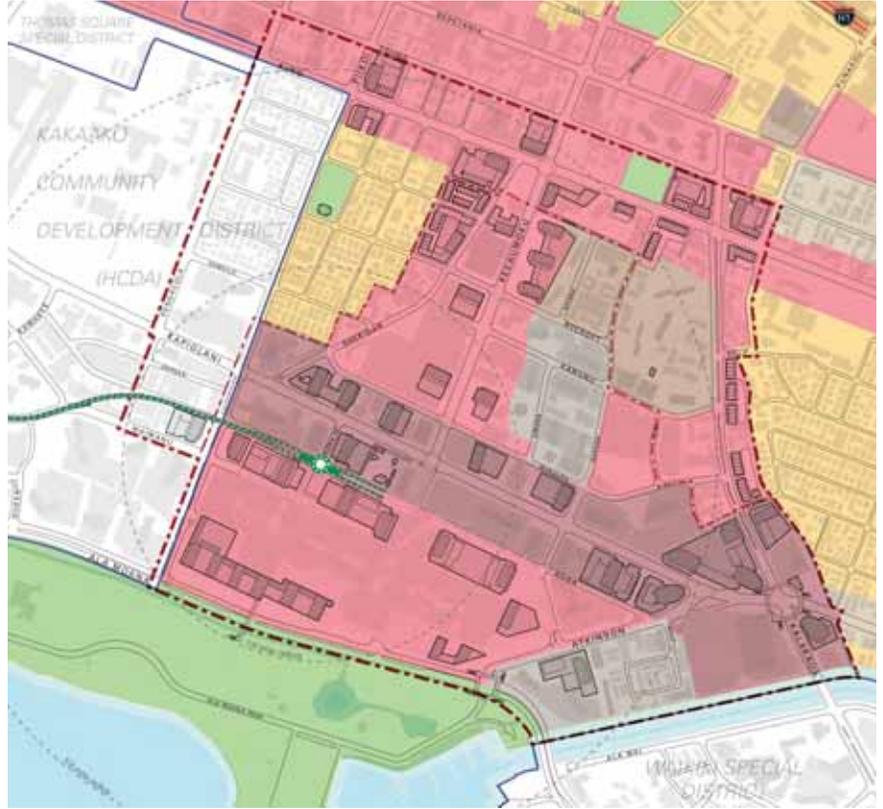


EXISTING ZONING



- Med-Density Apartment (A-2)
- Med-Density Apartment Mixed Use (AMX-2)
- High-Density Apartment (A-3)
- High-Density Apartment Mixed Use (AMX-3)
- Comm. Business Mixed Use (BMX-3)
- Kapiolani Mixed Use (BMX-3B)
- General Preservation (P-2)
- Public Precinct
- Other Planning District
- Ala Moana Special District Boundary
- TOD Precinct/TIZ Precinct Boundary
- Ala Moana Center Rail Station
- Fixed Guideway

PROPOSED ZONING

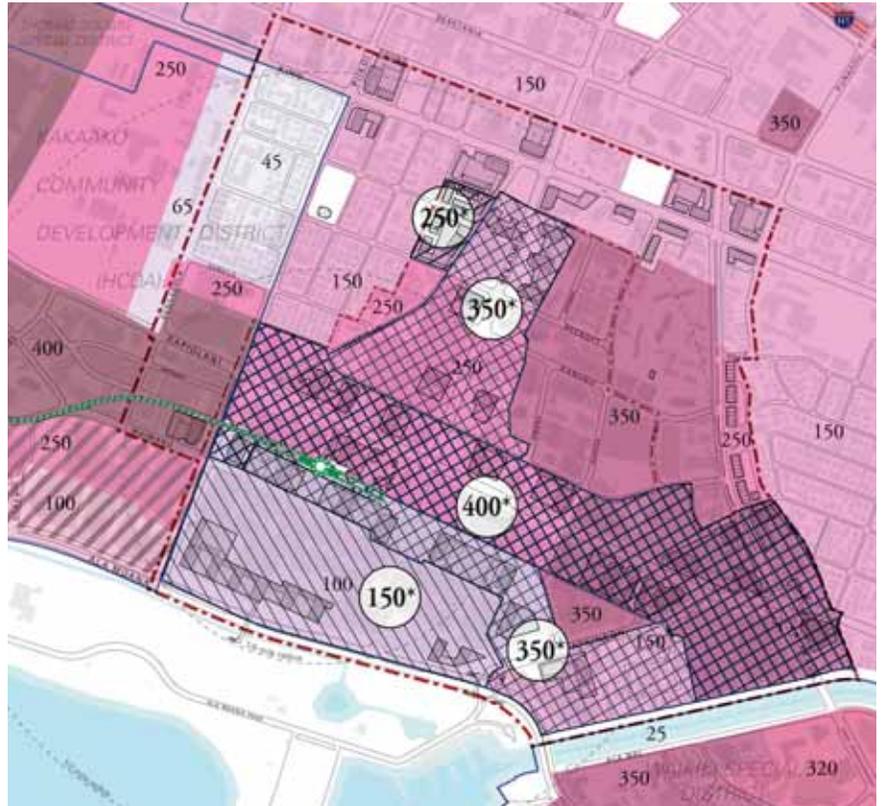


EXISTING HEIGHT LIMITS



- PROPOSED WITH COMMUNITY BENEFITS
- 150' Area
 - 250' Area
 - 350' Area
 - 400' Area
 - Maximum Height *with community benefits
- BASE HEIGHT LIMIT (Source: see height sheet)
- 0'
 - 45'
 - 65'
 - 100'
 - 150'
 - 250'
 - 320'
 - 350'
 - 400'
 - 400' (Kakaako Defined Percentage Zone)
 - Other Planning District
 - Planning Area
 - TOD Precinct/TIZ Precinct Boundary
 - Ala Moana Center Rail Station
 - Fixed Guideway

PROPOSED HEIGHT LIMITS WITH COMMUNITY BENEFITS





PHASE I



TRANSIT NODE

- Transit plaza and community park at station
- Pedestrian improvements to and from beach and neighborhoods
- Multimodal connections: bike, parking, storage, etc.

PHASE II



BACKBONE INFRASTRUCTURE

- Streetscape improvements and bicycle facilities on core streets
- Intersection improvements at busiest locations
- Enhancing existing parks and developing new community parks
- Gateway signage at major district entries

PHASE III



ARTERIAL CONNECTIONS

- Streetscape and bikeway improvements along arterials
- Community plaza at King and Keeaumoku
- Key intersection improvements around district

PHASE VI



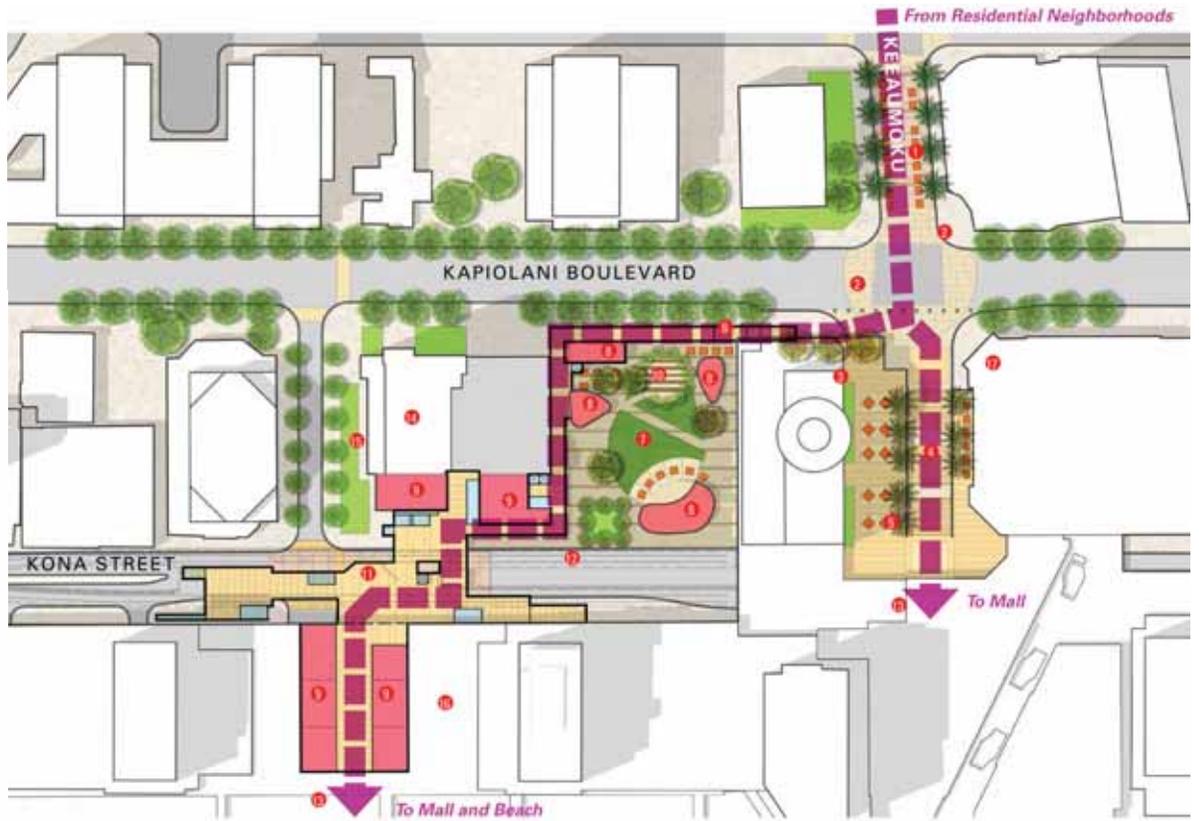
NEIGHBORHOOD CONNECTIONS

- Makiki Stream trail
- Pedestrian improvements connecting Ala Wai Canal
- Street and bicycle improvements along neighborhood connections

TRANSIT PLAZA CONCEPT



- 1 Potential street closure for events along Keeaumoku Street
- 2 Scramble intersection or elevated pedestrian crossing
- 3 Rehabilitated Ala Moana Building with retail frontage
- 4 Grand stair
- 5 Terrace level with F&B
- 6 Elevated connection to rail station
- 7 Community space and lawn
- 8 Retail and F&B
- 9 Convenience retail
- 10 Performance stage
- 11 Ala Moana Center station concourse level
- 12 Ala Moana Center station platform level (above)
- 13 Mall entry
- 14 Mixed-use development
- 15 Ground floor retail and bicycle storage
- 16 Ala Moana Center parking structure
- 17 Retail anchor



MAKAI VIEW TOWARDS STATION AND ALA MOANA CENTER



OPEN SPACE & CIRCULATION



PROPOSED BICYCLE NETWORK



PROPOSED PEDESTRIAN IMPROVEMENTS



RESILIENT DESIGN



Proposed Tree Canopy
25 Acres (7% of overall site)

↑ **300%**



Proposed Parks + Plazas
20 Acres (6% of overall site)

↑ **660%**



Proposed Bike Network
18 Lineal Miles

↑ **475%**



Proposed Permeable Surfaces
45 Acres (12.5% of overall site)

↑ **400%**

OPEN SPACE IMPROVEMENTS



- PARKS
- TERRACED LEVELS
- STATION PLAZA
- EVENTS STREET
- INTERSECTION IMPROVEMENTS
- PEDESTRIAN CONNECTIONS
- TREE CANOPY