Surface parking lots should be repositioned to allow storefronts along sidewalks and walkways. These active uses will in turn support transit ridership.

A mix of residential, retail, parks and public facilities create a new neighborhood within minutes of Downtown.

New High-Intensity Mixed-Use District in Iwilei

Before

WAIAKAMIL

SA

NIMITZ HWY

ND ISLAND PKWY

ORD

0 1,000 2,000 500

MIKOLE ST

KAUMUALII ST

MOOWAA ST

ALAKAWA ST

PACIFIC ST

IWILEI RD

1/2 MILE KALIHI

FEET

MOO

WAIAKAMILO RD

SAND ISLAND PKWY

N. NIMITZ HWY

DILLINGHAM BLVD

CHINATOWN

IWILEI

ALAKAWA ST

PACIFIC ST

IWILEI RD

N. KING ST

MOOKAULA ST

DILLINGHAM BLVD

DOWNTOWN

1/4 MILE RADIUS

PALAMA ST

N. VINEYARD BLVD

1/2 MILE RADIUS

MAUNAKEA ST

N. BERETANIA ST

LILIHA ST

PUA LN

KANOA ST

NUUANU AVE

Hawaii Capital

Special Districts Area (under LUO)

TOD Zone

§¨¦

H1

Chinatown Special District Special district intended to preserve and enhance the historic character of Chinatown, while allowing moderate redevelopment of the edges of the district.

Hawaii Capital Special District Special district established to maintain the historic and architectural character and the general community.

Public/Quasi-Public Intended for a variety of public and quasi-public uses, including schools, community services, and transit stations.

Industrial Allows a range of light and heavy industrial activities.

Commercial Office Intended for commercial office development, accommodating a range of business types and serving several neighborhoods.

Downtown Mixed Use Intended to support Downtown and Chinatown's role as a center of regional importance. Allows a variety of uses in the central business district including: office, development/lab, and public uses.

Urban Mixed Use-High A higher intensity classification of Urban Mixed Use. Accommodates a diverse array of uses, including a mix of commercial, residential, live/work, research and housing in a neighborhood setting with a mix of commercial, residential, and public uses.

Urban Mixed Use-Medium A lower intensity classification of Urban Mixed Use. Supports medium-density housing in a neighborhood setting with a mix of commercial, residential, and public uses.

Medium Density Residential Allows urban residential development typically in a low- to mid-rise setting.

High Density Residential Allows high-density residential development in an urban setting, typically in mid- to high-rise buildings.

Develop a range of retail, entertainment, and community uses that create a regional destination easily accessible by rail.

Revitalization of Aloha Tower and the HECO Site

My role in the TOD planning process is:

1. Community Member
2. Property Owner
3. Business Owner
4. Public Official
5. Consultant
6. Developer
7. Other

My role in the TOD planning process is: 42% Community Member 23% Property Owner 3% Business Owner 3% Public Official 3% Consultant 10% Developer 10% Other

Downtown Neighborhood Transit-Oriented Development Plan

Community Workshop #3
September 25, 2012
Summary Report

Prepared by

DYETT & BHATIA
Urban and Regional Planners

October 2012
Contents

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   Objectives ............................................................................................................... 2
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3 Next Steps ............................................................................................................... 5

Appendix A: Workshop Presentation

Appendix B: Participant Polling Results
1 Introduction

This report describes the results of the third community workshop for the Downtown Neighborhood Transit-Oriented Development (TOD) Plan, held on September 25, 2012. The workshop was designed as an open house to present and solicit feedback on the Public Review Draft of the Downtown Neighborhood TOD Plan.

Community workshops are a key component of the public participation program for the Downtown TOD Plan process, and this report summarizes this important outreach event. The introductory chapter provides an overview of the project, and Chapter 2 describes the format of the workshop and synthesizes the results.

PROJECT SCHEDULE AND PHASES

This project is organized into four phases, as shown in the graphic schedule below. Community involvement has been integral to shaping the plan, with neighborhood board meetings, public workshops, interviews, a survey, and a project website providing opportunities for input during each phase.

The Visioning & Existing Conditions phase included extensive community outreach and technical analyses that resulted in an overall vision and set of planning principles. The Emerging Vision/Concepts phase illustrated the emerging vision for the three station areas and explored options for land use, open space, and circulation. The Framework Plan phase formed the bridge between exploration of various options and the Draft TOD Plan. It outlined the overall concept for each station area and specific land use, circulation, and open space ideas. The Framework Plan was further refined following review by the Advisory Committee, government agencies and other project stakeholders.

The Final TOD Plan phase (underway) involves publishing the Draft TOD Plan; public and agency review of the Draft Plan; public hearings; and formal acceptance by resolution by the City Council.
2 Workshop Structure and Results

The project’s third community workshop was held on Wednesday, September 25, 2012, at the Hawaii Community Development Authority office. Approximately 60 community members participated.

OBJECTIVES

The purpose of this workshop was to present the major strategies and key components of the Public Review Draft of the Downtown TOD Plan and ask for feedback from the public. Community comments will be considered when revising the Plan, before the Plan is prepared for Planning Commission and City Council review and consideration.

FORMAT AND RESULTS

City staff and consultants opened the workshop with an exercise that asked questions and solicited answers from participants in real time using automated response or “clicker” devices. An initial set of questions asked participants some warm-up questions, including whether they lived or worked in the Downtown planning area.

Next, staff and consultants presented information about the project and the planning process and described the major components of the plan, including land use, circulation, parks/open space, and infrastructure strategies. The presentation is provided in Appendix A.

The presentation was followed by a question and answer session and a second round of instant polling answers using the “clicker” devices. As illustrated below, 75 percent of participants agreed or strongly agreed that the TOD Plan generally reflects the community vision. Approximately 14 percent were neutral and only 12 percent disagreed. Complete results from the real time polling exercise are provided in Appendix B.
Next, the workshop moved into an open house format, where participants had an opportunity to review project posters and ask questions of staff and consultants at five “stations” set up around the room:

Stations:

1: Community Vision and Principles
2: Land Use
3: Streets and Transportation
4: Urban Design and Parks
5: Public Facilities and Implementation
Participants also completed individual feedback forms to describe any additional comments on the draft plan.
3  **Next Steps**

Comments on the TOD Plan will be collected through November 2, 2012 and can be sent directly to:

Raymond Young  
City & County of Honolulu  
Department of Planning and Permitting  
650 South King Street, 7th Floor,  
Honolulu, HI 96813  
(808) 768-8049  
ryoung@honolulu.gov

Comments will be reviewed and the Public Review Draft Downtown Neighborhood TOD Plan will be revised, as appropriate. Next, a Hearing Draft version of the TOD Plan will be prepared for review by the Planning Commission and City Council to consider for adoption.
City and County of Honolulu Downtown Neighborhood TOD Plan

Community Workshop #3: Public Review Draft Plan

September 25, 2012

Agenda

- Presentation:
  - Planning process and timeline
  - Plan purpose and principles
  - Major plan strategies and improvements
  - Next steps
- Open House:
  - Self-Paced Tour of Five Stations
  - Feedback Form

Background: Honolulu Rail Transit

Downtown Neighborhood TOD Planning Area

Context:
1/4-Mile Radius (5-Minute Walk)
1/2-Mile Radius (10-Minute Walk)

TOD Zone:
Most viable sites for TOD; Special District Regulations will apply

Purpose

- Integrate transportation and land use planning to create a community vision that includes:
  - Land use and urban design strategies
  - Transportation and infrastructure improvements
  - Community needs (e.g. parks, public facilities, streetscapes)
- Result in zoning changes (TOD Special District) and strategies for public improvements

Process and Timeline

Visioning & Existing Conditions
Dec. 2010 - June 2011

Emerging Vision/Concepts
July - Oct. 2011

Framework Plan

Draft & Final TOD Plan
April 2012 - Adoption

Community Outreach
Appendix A: Workshop #3 Presentation

Community Visioning
- Stakeholder Meetings
- Community Workshops
- Community Needs Survey
- 1,088 responses (28% response rate)

Community Survey Highlights
- Prioritize safety measures, cleanliness, aesthetics, and solutions to homelessness
- Support improvements in landscaping, gathering spaces/seating, and bus shelters
- Value Chinatown, other historic resources, markets, and small shops in the community;
- Support improving sidewalks, adding street lights, providing more on-street parking and bike lanes; and expanding bus service
- Support additional services for homeless individuals, including job training, medical/mental health facilities, and emergency and transitional shelters

Technical Analyses
Existing Conditions Analysis:
- Land Use
- Transportation
- Environment
- Infrastructure
Market Demand Study:
- Economic Trends
- Projections by Use

Emerging Vision/Concepts:
Corridor from Middle Street to Downtown

Advisory Committee Meetings

TOD Plan Contents
1. Introduction
2. Land Use
3. Mobility
4. Urban Design
5. Public Facilities, Services, and Infrastructure
6. Implementation

Goals and policies within Chapters 2, 3, 4 & 5
Community Vision

Downtown Honolulu will continue to be the region’s premier employment center, together with a substantial residential population and easy access to stores and everyday amenities.

An accessible and activated waterfront with promenades and community uses, a vibrant, historic Chinatown, and a new high intensity mixed-use Iwilei district as an extension of Downtown, will create a new image for Downtown Honolulu.

Guiding Principles

1. Develop a Vibrant Mixed-Use Downtown
2. Enhance Downtown’s Waterfront Orientation
3. Expand Housing Opportunities and Provide a Range of Housing Types
4. Balance Density with Green Space
5. Create an Integrated and Convenient Transportation Network
6. Provide Quality Public Improvements

TOD Plan Concept

Iwilei Station Area

- Most transformative
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- New streets and paths

Downtown Corridor Looking from the Harbor

hypothetical
Chinatown Station Area

- Retain historic character and scale
- Redevelop surface parking lots on Nimitz Highway with taller buildings
- Encourage new uses and public services that accommodate seniors, children, and families
Appendix A: Workshop #3 Presentation

**Downtown Station Area**
- Retain employment center
- Expand mix of evening uses: retail, entertainment
- Create a regional destination with new waterfront activities:
  - Revitalize Aloha Tower
  - Redevelop HECO power plant site
  - Develop waterfront promenade

**Land Use Plan**
- New mixed use district
- Historic Chinatown retained
- Greater range of retail, entertainment, and waterfront uses

**Development Potential**

<table>
<thead>
<tr>
<th></th>
<th>Residential (DUs)</th>
<th>Commercial Retail (Ft. Fl.)</th>
<th>Office/R&amp;D/Light Industrial (Ft. Fl.)</th>
<th>Public/Parks (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>8,800</td>
<td>6,290,000</td>
<td>10,810,000</td>
<td>16.2</td>
</tr>
<tr>
<td>TOD Plan (Net New Development)</td>
<td>6,500</td>
<td>632,000</td>
<td>1,077,000</td>
<td>10.6</td>
</tr>
<tr>
<td>Gross Future Development</td>
<td>15,300</td>
<td>6,922,000</td>
<td>11,887,000</td>
<td>46.6</td>
</tr>
</tbody>
</table>

- 13,400 new residents (nearly 28,000 total)
- 4,100 new jobs (plus HPU and other public)
- Most growth around Iwilei Station

**Waterfront Promenade**
- Existing
- Hypothetical

**Looking Makai from Nimitz Highway toward Aloha Tower**
Active Frontage and Pedestrian-Oriented Design

Circulation Plan Overview

New streets in Iwilei

Improved crossings and new pedestrian bridge across Nuuanu Stream

Waterfront promenade as major pedestrian/bike route

Improved mauka-makai bicycle access

New Street Network

Parking Strategy

- Require bicycle parking
- Exempt small retail establishments from parking requirements
- Remove minimum parking requirements in highest density areas

Bicycle Network

Open Space and Public Realm

New community parks

"Green Street" connections

Improvements to Aala Park and Irwin Park

Waterfront promenade
Public Facilities and Services

- Affordable housing
- Social services
- Police and fire services
- Schools and other education institutions

Public Realm & Infrastructure Implementation

- Develop Downtown Infrastructure Facilities and Financing Plan to identify:
  - Park locations, acquisition strategy, and funding
  - Locations for new streets
  - Streetscape, sidewalk, crossing improvements
- Address wastewater capacity constraints: update East Mamala Bay Facility Plan and continue to implement listed projects

Next Steps

- Comments accepted through November 2, 2012
- Contact City & County of Honolulu, Department of Planning and Permitting:
  Raymond Young
  (808) 768-8049
  ryoung@honolulu.gov
- Planning Commission and City Council Hearings

Project Website:
http://dev.honoluludpp.org/planning.aspx

Open House

FIVE “STATIONS”

1. Overview: Vision & Principles
2. Land Use
3. Streets and Transportation
4. Urban Design and Parks
5. Public Facilities and Implementation
How did you get here tonight?

1. Car
2. Bus
3. Walk
4. Bike

Is this your first TOD workshop?

1. Yes
2. No
I live in:

1. Downtown
2. Chinatown
3. Iwilei
4. Other

I work in:

1. Downtown
2. Chinatown
3. Iwilei
4. Other
My role in the TOD planning process is:

1. Community Member
2. Property Owner
3. Business Owner
4. Public Official
5. Consultant
6. Developer
7. Other
Which TOD benefit is most important to you?

1. Less auto dependency
2. Neighborhood revitalization
3. Improved connectivity
4. Lower housing & transportation costs
5. Reduced environmental & land use impacts

The highest priority for public investment should be at which station area?

1. Downtown
2. Chinatown
3. Iwilei
The Downtown TOD Plan generally reflects the community’s vision.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

The Plan vision, principles, and recommendations are valid even without rail.

1. Strongly Agree
2. Agree
3. Neutral/Don’t Know
4. Disagree
5. Strongly Disagree
Is the November 2\textsuperscript{nd} deadline enough time to provide your feedback?

1. Yes
2. No

The “clickers” enhanced my workshop experience.

1. Yes
2. No