



City and County of Honolulu

Downtown Neighborhood Transit-Oriented Development Plan Community Workshop #1 June 28, 2011 Summary Report

Prepared by

DYETT & BHATIA
Urban and Regional Planners

July 2011



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1 Introduction

Transit-Oriented Development (TOD) is the development of compact, walkable communities centered around high-quality transit systems. This report describes the results of a community workshop on the Downtown Neighborhood TOD Plan held on June 28, 2011. The workshop was designed to engage a broad spectrum of community members and provide opportunities for discussion of and input into the community's vision for TOD in the Downtown neighborhood.

This report is a compilation of responses from the community workshop and its findings will be part of the public input portion of the planning process. This introductory chapter provides an overview of the project. Chapter 2 describes the format of the workshop, and Chapter 3 synthesizes the results. Finally, a set of appendices provides a record of the materials provided to participants and feedback received during the workshop.



PROJECT BACKGROUND

The City is preparing neighborhood plans that integrate land use and transportation planning around the rail stations in anticipation of the rail project.¹ Closer integration of transportation and land use will help support transit ridership, minimize traffic congestion as more people use transit, decrease the need for parking and even car ownership, and enable more people to live and/or work close to a rail station. The goal is that community members will be able to walk to the station to get to their job or school, or shop or recreate more easily using the new rail system. The Downtown TOD Plan will address community needs, land use, local transportation, and economic, and infrastructure planning around three planned stations: Downtown, China-

¹ The U.S. Department of Transportation Federal Transit Administration and the City and County of Honolulu are undertaking a project that will provide rail transit service on Oahu. The Honolulu High-Capacity Transit Corridor is approximately 20 miles and will run from East Kapolei in the west to Ala Moana Center in the east, with subsequent phases to the Kapolei, the University of Hawaii at Manoa, and Waikiki. The fixed guideway system will operate in an exclusive right-of-way to ensure speed and reliability and avoid conflicts with vehicles and pedestrians. The service will connect employment and residential centers and provide access via feeder buses at stations to areas not served by the rail.

town, and Iwilei. The TOD Plan, which is intended to address opportunities for increased density and diversity and better urban design, can help to holistically plan for orderly growth in the area.

COMMUNITY PARTICIPATION

Throughout the planning process, community members will be offered a variety of opportunities to help develop a vision and plan for these station areas that reflects the community’s most important values and priorities. Outreach activities include stakeholder interviews, community workshops (the subject of this report), a community needs assessment survey, an advisory committee, and ongoing updates to the City’s project webpage.

PROJECT SCHEDULE AND PHASES

This project is arranged in five phases, as shown in the graphic schedule below. Community outreach activities are an integral part of the process, with workshops and advisory committee meetings held in each phase. The Existing Conditions Report has recently been completed and includes findings that provide a foundation for the rest of the planning process. Development of an overall vision and set of planning principles is in progress, synthesizing concepts and objectives expressed during community outreach activities to provide a framework for plan and policy development.



Next, the planning team will prepare preliminary alternatives, analyzing future land use and development possibilities, and share preliminary ideas and possibilities with community members in the fall of 2011. Based on feedback on a revised set of alternatives, a Preferred TOD Plan will be prepared, outlining the preferred neighborhood character for each station area, including the vision, land uses, circulation, and key characteristics. Finally, the Downtown Neighborhood TOD Plan will be prepared, providing a land use and circulation plan; goals and policies for the station areas; implementation actions and zoning recommendations; and a conceptual phasing plan.

2 Workshop Structure

The project's community workshop was held on Tuesday, June 28, 2011, at the Hawaii Community Development Authority conference room. More than 110 community members participated.

OBJECTIVES

The purpose of this first workshop was to share how the introduction of rail can benefit the areas around the Downtown stations, and to give interested members of the public an opportunity to brainstorm about their visions for the future of Downtown. The workshop agenda articulated the following objectives: introduce the project and planning process; describe the concept and qualities of TOD; and brainstorm issues and visions for the Downtown Neighborhood TOD Plan area.

FORMAT

The workshop agenda is provided in Appendix A. As participants arrived and registered, they were asked to orient themselves to the Planning Area by placing sticker dots on a large map depicting where they live or work in or near the corridor. City staff and consultants presented information about the project, planning process, and format of the workshop. The workshop presentation is provided in Appendix B.

The workshop was divided into two main exercises:

- **Exercise #1: Visions of TOD** – Participants were asked to assume the role of a reporter writing a cover story on the impact of TOD in Downtown in the year 2030 and use words and/or illustrations to create a headline. First, participants developed and shared their individual headlines. Next, they worked together in groups of 10-12 persons to develop a collective group headline to share with the workshop at-large. These headlines are summarized in Chapter 3 and provided in Appendix C.
- **Exercise #2: Community Mapping** – Participants were asked to respond to the following questions by placing post-it notes with their comments on large poster-sized maps of each station area:
 - What do you like most about living, working, or spending time in Downtown?
 - What specifically can be improved to make the station areas more transit-oriented and livable?

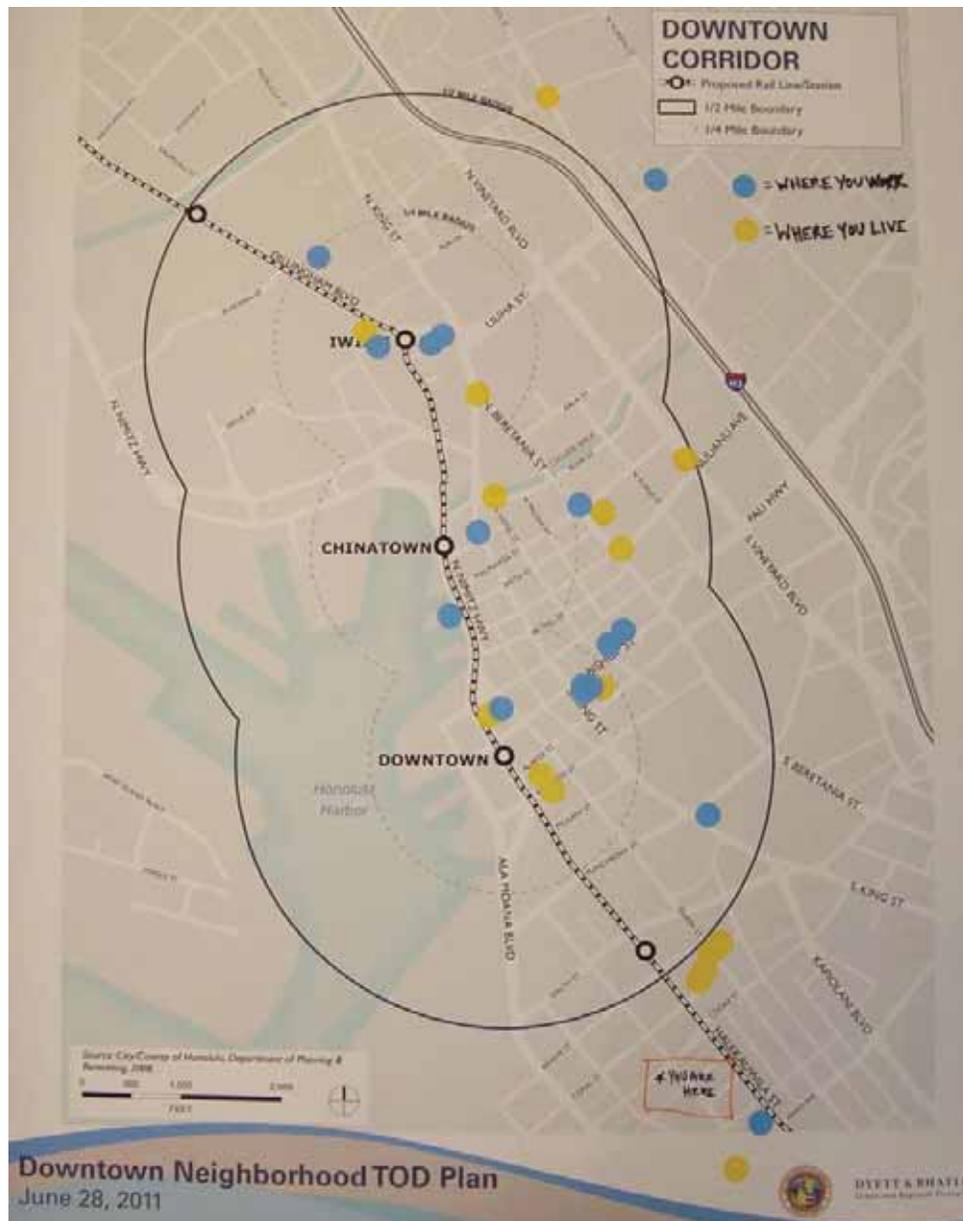
Results of both of these exercises are summarized in Chapter 3 of this report.

3 Workshop Results

This chapter summarizes feedback from the workshop participants including the orientation, visioning, and community mapping exercises.

ORIENTING PARTICIPANTS TO THE PLANNING AREA

To orient themselves to the Planning Area, participants placed dots on a map of Downtown depicting where they live or work (yellow or blue dots, respectively). Of those participants who took part in this activity, slightly more stated that they work, rather than live, in the Downtown area. Residents and employees were represented around all three stations.



EXERCISE #1: VISIONS OF TOD

Participants shared their visions for the future of the planning area by creating mock magazine headlines. Individual headlines are documented in Appendix C and a few examples are shown on the following page. Many of these headlines envisioned a vibrant Downtown, bolstered by the arrival of rail transit. Headlines described a range of residential, commercial, day and evening uses, an opportunity to celebrate local culture. Other headlines were more apprehensive, expressing concern about constraints on infrastructure and high costs.

Each table of 12-15 participants worked together to develop a group headline:

- Mixed Use, New Opportunities, New Growth, Mixed Feelings
- Rail Mo Better Than Expected: More people, more diversity, more ways to get around
- Vibrant Neighborhoods Come True: Harbor Enhanced by Rail
- Concerns and Uncertainty Continue about Impacts of TOD on Community: Rail fails to realize full potential
- Revitalizing and Reshaping Downtown with Smart, Sensitive Development
- Small Businesses Thriving in Vibrant, Historic Downtown



EXERCISE #2: COMMUNITY MAPPING

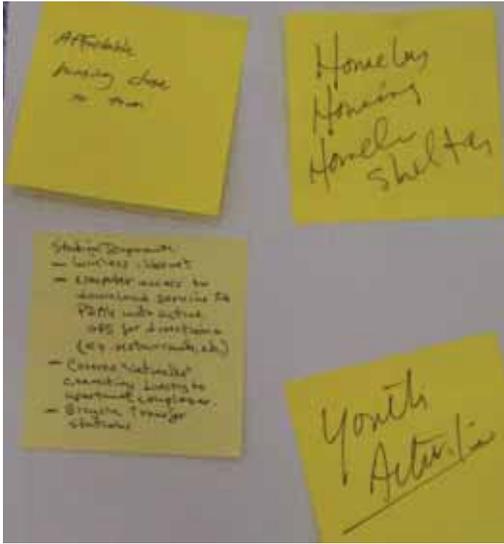
During this activity, participants described things they like or elements that they would like to change or improve around each station. The following set of bullets summarizes overall comments (made about two or more stations); next, feedback is summarized for each station area.

Overall

- Increase public safety and encourage patronage of Downtown businesses by expanding hours of operation, providing more uses that attract people in the evenings, increasing security and police presence, providing shelter solutions for the homeless population, and improving amenities such as street lighting and public space.
- Expand the mix of businesses, especially entertainment, cultural, and retail/restaurant uses in the afternoon and evenings. Support small local businesses and avoid displacement of existing homes and businesses. Coordinate with DOT Harbors Division and other State agencies about waterfront opportunities.
- Provide basic amenities at each station, such as: public restrooms, cafes, shopping, banks, and day care.
- Support multi-cultural communities and respect Hawaiian burials.
- Improve overall accessibility and encourage multi-modal transportation by integrating and upgrading existing mobility networks, including rail, bus, ferry, bicycle, pedestrian, and vehicle facilities and circulation.
- Use technology to prioritize transit, provide current information about departure and arrival times (e.g. through a cell phone application), and provide wireless internet access.

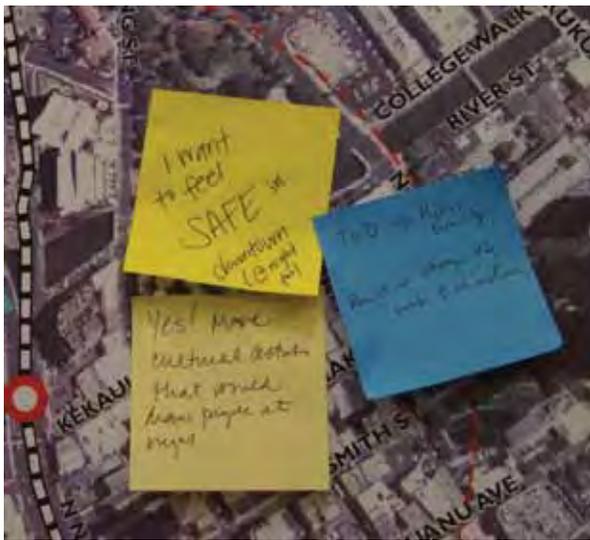
Iwilei Station Area

- Capitalize on access to Downtown: develop new commercial, residential, and mixed uses, provide connections to Chinatown and Downtown, and plant landscaping and street trees along Dillingham Boulevard.
- Provide affording housing, but avoid concentrating it in a single location. Ensure that communities have a mix of income levels.
- Balance new development with consideration for the working waterfront and existing/potential employment.
- Ensure provision of social services: medical care, housing for homeless, youth activities.



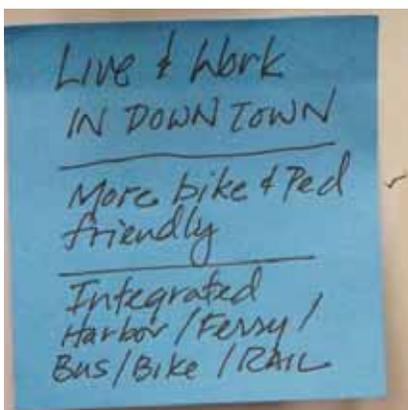
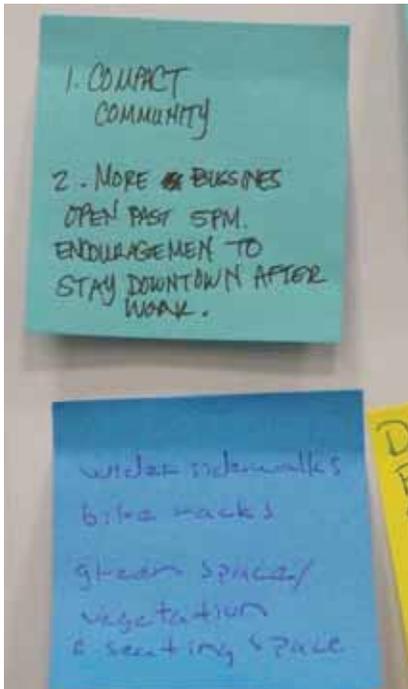
Chinatown Station Area

- Maintain and enhance opportunities for small businesses. Promote restaurants and local produce.
- Expand arts and culture offerings and spaces, such as theaters.
- Design TOD for seniors and multi-ethnic residents (e.g. multi-lingual signage).



Downtown Station Area

- Improve connections to the waterfront area through new and revitalized businesses and uses at Aloha Tower: housing, mixed use, and redevelopment of the Maritime Museum.
- Improve the appearance and mix of uses along Fort Street Mall.
- Provide sustainability measures: charging stations for electric vehicles, solar power, and opportunities to participate in community supported agriculture.



Appendices

APPENDIX A: WORKSHOP AGENDA

APPENDIX B: WORKSHOP PRESENTATION

APPENDIX C: VISIONS OF TOD – MAGAZINE HEADLINES

Appendix A: Workshop Agenda

City and County of Honolulu
Downtown Neighborhood TOD Plan

Community Workshop #1

Tuesday, June 28, 2011 • 6-8pm

*Makai Conference Room, Hawaii Community Development Authority,
461 Cooke Street, Honolulu, HI, 96813*

Objectives

- Introduce the project and planning process
- Educate community members about transit-oriented development (TOD)
- Brainstorm issues and vision for the Neighborhood TOD area

Agenda

Sign-in and Registration: identify where you live or work in the planning area.

1. Welcome (Raymond Young)
2. Neighborhood TOD Planning (D&B)
3. Exercise #1: Visions of TOD
 - Develop and share individual headlines
 - Develop and share group headline
4. Exercise #2: Community Mapping (D&B; staff)
 - Self-paced, 40 minutes
 - What do you like most about living, working, or spending time in the Downtown area?
 - What specifically can be improved to make the station areas more transit-oriented and livable?
 - Debrief by facilitators
5. Conclusion and Next Steps (Raymond)

Please fill out and return a survey!



Appendix B: Presentation

**City and County of Honolulu
Downtown Neighborhood TOD Plan**



Workshop #1: Community Visioning

June 28, 2011

DYETT & KRATZ
Urban and Regional Planners

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Agenda

1. Neighborhood TOD Planning
2. **Exercise #1: Visions of TOD:**
 - Individual headlines
 - Group headlines
 - Report-back
3. **Exercise #2: Community Mapping:**
 - Downtown
 - Chinatown
 - Iwilei
4. Conclusion and Next Steps



Neighborhood TOD Planning

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Urban and Regional Planners

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TOD in History: Honolulu's Streetcar Suburbs

- Electric streetcars began operation in 1901
- Private transit operators developed real estate along the trolley lines



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Background: Honolulu High-Capacity Transit Corridor

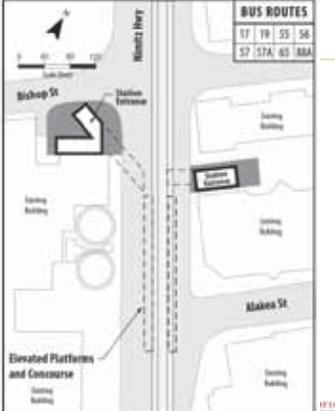
HONOLULU HAIL TRANSIT PROJECT



www.HonoluluTransit.org

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Downtown



CFPA

**Background:
Neighborhood
TOD Project
Location**



**What is the Purpose of the Downtown
Neighborhood TOD Plan?**

- 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, strategies for public improvements

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Urban & Regional Planners

Downtown Station



Chinatown Station



Iwilei Station



What is Transit-Oriented Development (TOD)?

- The development of compact, walkable communities centered around high quality transit systems
- Successful TODs share several characteristics, which can be summarized under the rubric of three "Ds":



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Density

- Enables more people to live or work near transit
- Housing choices and affordability
- Walkable districts; support for businesses
- Less land (and costs) devoted to parking and infrastructure

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Diversity

- Mix of uses in corridor
 - Vitality throughout the day ("eyes" on the street)
 - Ability to link errands/activities
 - Shared parking opportunities
- Diversity of housing, businesses, incomes

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Design

- Safe pedestrian and bike access
- Small blocks and connected streets
- Frequent crossings
- Active uses at the ground-level

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How Can TOD Benefit Me?

- Easier and safer to get around on foot, bicycle or transit
- Healthier lifestyle, more walking
- No need to buy a second (or third) car
- Convenient shops, parks and community facilities
- Reduced pollution and environmental impacts
- Housing options
- Savings on housing and transportation costs

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Plan Process and Schedule

Visioning & Existing Conditions Dec. 2010-June 2011	Preliminary Alternative Concepts July 2011	Refined Alternatives August-September 2011	Preferred Plan October-December 2011	Draft & Final Plan
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Community Outreach

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Public Participation Program

- Stakeholder Meetings
- Advisory Committee Meetings
- Community Workshops
- Community Needs Survey
- Project Website



Exercise #1: Visions of TOD

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Exercise #1: Visions of TOD

- Imagine you are a reporter writing a cover story on the impact of TOD in Downtown in the year 2030
 - Use words and/or illustrations!
 - 4 or 5 minutes to write headline
 - 8 minutes to share with the group
 - 20 minutes to work on group headline



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Exercise #2: Community Mapping

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Exercise #2: Community Mapping

Use the post-it notes and pens provided to share your thoughts for each station:

1. What do you like most about living, working, or spending time in the Downtown area?
 - Specific places? Qualities or characteristics?
2. What specifically can be improved to make the station areas more transit-oriented and livable? (think: density, diversity, and design ideas)
 - Parks and community facilities?
 - New land uses?
 - Street and streetscape improvements?
 - Social services?
 - Public safety?

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Conclusion and Next Steps

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Next Steps

- Please complete a Community Survey!
- Visit the project website for updates: www.honoluludpp.org/planning
- Attend the next Community Workshop (Fall 2011)

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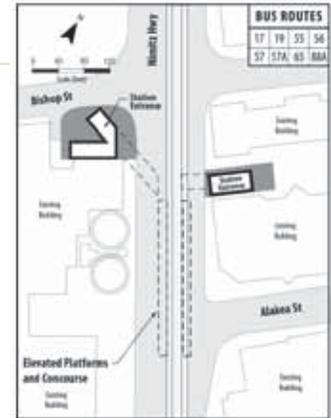


Workshop #1: Community Visioning

June 28, 2011

DYETT & BHATTA
Urban and Regional Planners

Downtown



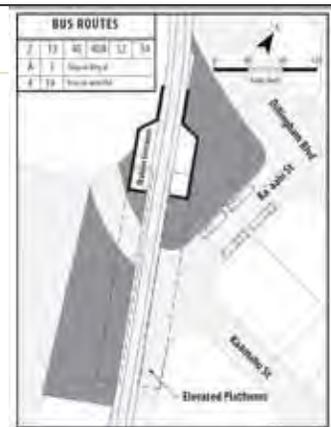
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Chinatown



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Iwilei



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Appendix C: Magazine Headlines

HONOLULU TODAY

DEVELOPMENT STALLED DUE TO
LACK OF SEWER & INFRASTRUCTURE
AVAILABILITY

HONOLULU TODAY

SINCE A LARGE PART OF
THE TRIBUTARY WALKING AREA
IS IN WATER ARE WE
DESIGNING FOR BOAT PEOPLE?

DOWN TOWN FEATURES WALKING
ON WATER

DOWN TOWN STATION GREAT
LOCATION FOR CRUISE SHIPS

HONOLULU TODAY

GRIDLOCK GRIPS

DOWNTOWN ~~TRANSIT~~

~~ROADS~~

MAYOR CALLS FOR PUBLIC ~~CO-~~

CO-OPERATION

HONOLULU TODAY

YEAR 2030

NEIGHBORS ARE COMPLAINING
THE NOISE LEVEL OF THE RAIL SYSTEM

CACOPHONY OF KAKAOKO

HONOLULU TODAY

YEAR 2030

HOMELESS FOUND SHELTER

MTV RAIL STATION

↓
DOWNTOWN

HONOLULU TODAY

Traffic Crunch
Decimates Downtown

Smart Growth Dumbed-Out

City Council Abolishes
Private Cars IN URBAN CORE

HONOLULU TODAY

*Down Town moves Toward
becoming an integrated
residential community*

2030

HONOLULU TODAY

—A city connected by bike
lanes, pedestrian walkways,
light rail.

HONOLULU TODAY

Downtown Traffic overwhelms
Parking Facilities

HONOLULU

The New Town meets the Old town

TODAY

Downtown transit Centers^{continue to} help new graduates
~~A~~ transition into the business world by
offering small business frontage with low
rent in high foot traffic areas!

Bronzen
Hahn tE

HONOLULU TODAY

CONVENIENCE!

- HANDICAP ACCESS TO VARIOUS
POINTS IN CITY
- ZONING HAS PUT HOUSING
& MARKETS CLOSE-UP
WE ARE NEAR TO HOSPITALS
& MEDICAL SERVICES
- WE NOW AVOID ALL TRAFFIC

HONOLULU TODAY

HONOLULU

COPES

WITH NOISE

FROM RAIL TRANSIT

HONOLULU TODAY

Twenty YEARS AFTER OAHU RAPID
TRANSIT SYSTEM PROVES HUGE
SUCCESSFUL, RELUCTANT
NATIVE HAWAIIAN GROUPS
MARCH ON STREETS IN
FULL SUPPORT OF
RAIL AND TOD BUSINESSES

HONOLULU TODAY



What's happening
across Honolulu?

Guy's who go to
the dry cleaners
pressing out the
wrinkles

People who wear T-shirts to
work "ironed" out of
their neighborhoods by
people who stop by the
dry cleaners every day
when they get off
the train

No clotheslines allowed

HONOLULU TODAY

The Downtown in my crystal ball 20 years hence will have lost its Oahu Island Paradise appearance. It will look like a mainland big city. The elevated rail line will obliterate the harbor ocean view and the possession that sense will less the quality of life. Homeless congregating Downtown will increase

DOWNTOWN QUALITY WILL DETERIORATE

HONOLULU TODAY

Neighborhoods around rail stations
found to be cleaner, safer, &
relatively crime free over the
past 20 yrs.

HONOLULU TODAY

TOD BENEFITS:

- MORE RESIDENTIAL AND MIXED-USE DEVELOPMENTS
INVIGORATE THE DOWNTOWN AREA.
- DOWNTOWN AND CHINATOWN BECOME MORE VIBRANT
COMMUNITIES.

HONOLULU TODAY

- Removal of blight areas = Revitalization
- Reduced need for parking spaces

HONOLULU TODAY

Oahu Residents Desire Urban Lifestyle

- Mixed income neighborhoods attract wide range of residents from young families to seniors
- Survey shows families spend more time together and less time commuting
- Overall quality of life ~~increases~~ improves

-

HONOLULU TODAY

KAKAIAO STATION

(1) New Bento Shop opened -
Nearby

(2) Not enough bicycles stored

(3)

RAIL HODS ^{40 - BETTA} ~~BETTER~~ THAN
~~EXPECTED~~

HONOLULU TODAY

①

Rich cultural heritage + natural assets +
economic vibrancy = Honolulu's most livable
community

Chinatown

②

HONOLULU TODAY

Less
Traffic

HONOLULU TODAY

Iwilei: The New Hot Spot

- bars
- restaurants
- shopping
- loft apartments
- for singles, seniors,
families alike

HONOLULU TODAY

SUCCESSFUL RAIL
EXPANDS TO EAST OAHU

HONOLULU TODAY

TOD - BROKEN PROMISES -
WHAT HAPPENED TO
AFFORDABLE HOUSING ???

HONOLULU TODAY

RAIL RIDERSHIP REACHES 1 MILLION

HONOLULU TODAY

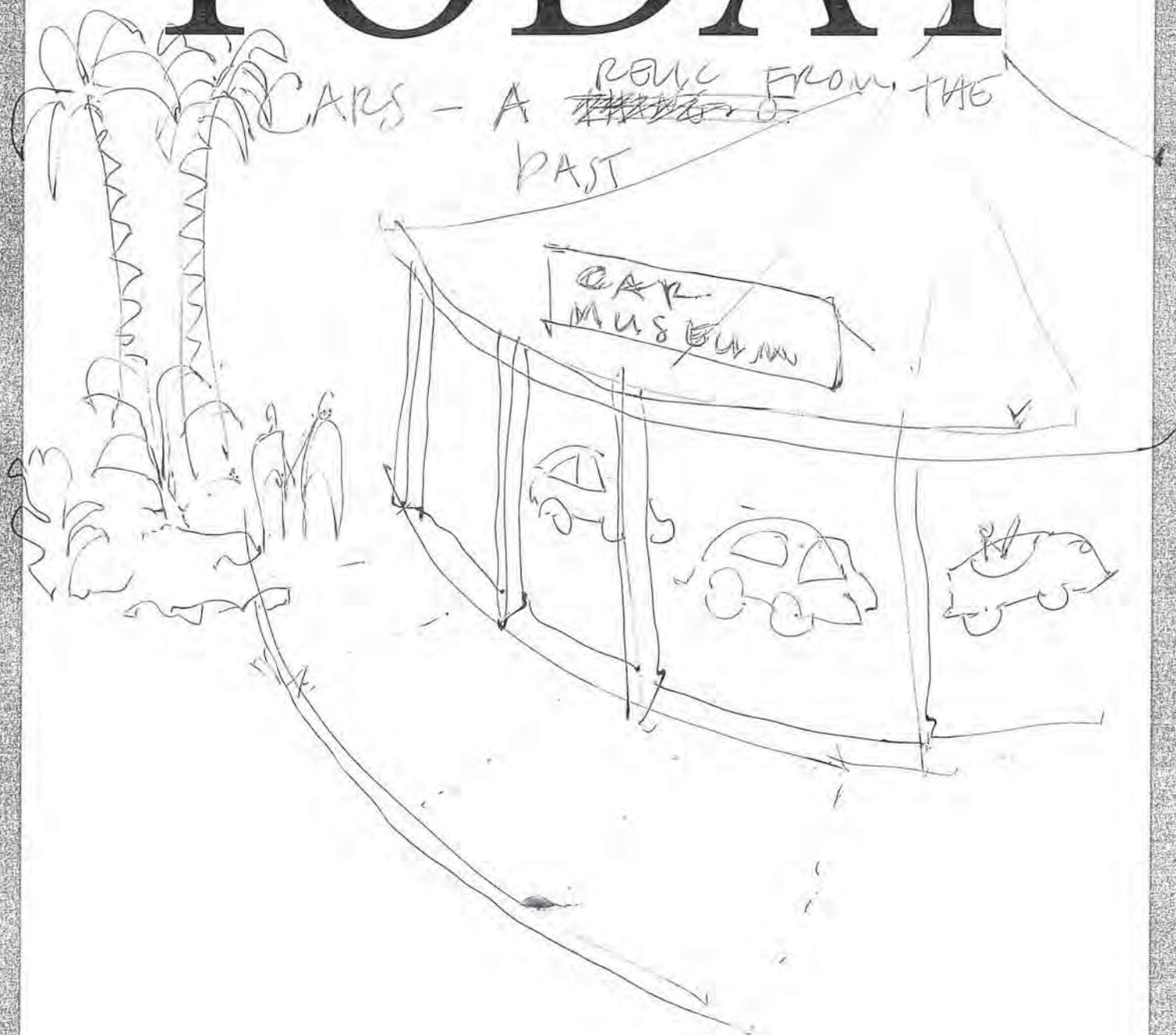
The Dream of a Vibrant Neighborhood ~~Area~~
~~Community~~ Comes True
~~Residents~~

HONOLULU TODAY

More time for family
and fun: remembering days
of old when I spent two hours
a day driving in traffic.

HONOLULU TODAY

CARS - A ~~REVIEW~~ ^{ROLL} FROM THE
PAST



HONOLULU TODAY

Down town Honolulu: A
Trip Down Memory
LANE

- walkable
- tree-lined
- inviting
- refreshing
- friendly

HONOLULU TODAY

LIVE, WORK
CENTERS THRIVE
AROUND TRANSIT
STATIONS.

HONOLULU TODAY

Honolulu Starting

~~because MARITIME~~

~~Shipping Restricted~~

~~by RAIL!~~

~~because of RAIL~~

HONOLULU TODAY

*How the Downtown will service renewable
Energy?*

*How the Downtown TOD
will service
renewable energy?*

HONOLULU TODAY

NEW SHOPPING CENTER
OPENS FOR
CHINATOWN RESIDENTS

HONOLULU TODAY

C-LINE PRODUCTS, INC.

JOE SMITH

v.

UNITED STATES OF AMERICA

LOOPHOLE DISCOVERED:
(EMINENT DOMAIN REVISITED)

HONOLULU TODAY

*Transit Stop Reduces Need for
Downtown Parking Garages*

HONOLULU TODAY

year 2030

note people walking in downtown

~~in~~

Bishop Street / Nimitz Hwy

Downtown Station

Aloha Tower

Market Place

Fort Street Mall

- 40 Increased ~~to~~ pedestrian
traffic around the DT.
Station brings news, retail /
entertainment possibilities.
to the area. 12

HONOLULU TODAY

Affordable Housing in Honolulu

FINALLY!

- improvements in safety
we can walk around after dark
w/o fear
- Homelessness addressed
- A mix of incomes = a healthy neighborhood
- Urban / w/ Hawaii feel.

Preserving Cultural history & **Invigorating** our ^{livable} Community.

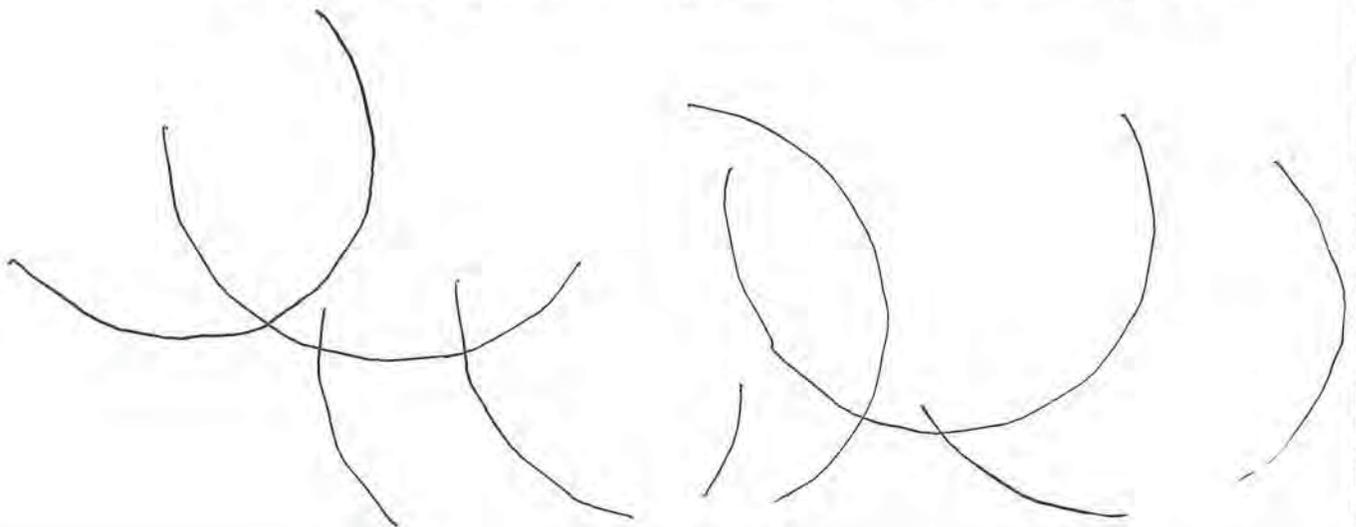
Healthy Communities - Economic ^{Stability} & Lifestyle

HONOLULU TODAY

NEW SMALL
BUSINESSES

THRIVE IN T.O.D.

AREAS DOWNTOWN



HONOLULU TODAY

Grand Son, I used to take me an hour & some change to dive have to buy vegetables to buy crawl & see the homeless.



Now I can do it in less than 48 minutes B. Breath better air! In place that looks A.



HONOLULU TODAY

- Downtown rail station
hubs spur vibrant
new community development
- accessible housing alternatives
 - new business development
 - community open space
 - convenient access to airport,
west Oahu, Ala Moana Center

HONOLULU TODAY

TOD. ^A Inspires Robust
Cultural Activity Downtown,
Integrates Formerly Homeless
into Community Life.

HONOLULU TODAY

SUSTAINABLE ENERGY EFFICIENT
HONOLULU RAPID TRANSIT SYSTEM
IS FINALLY HERE

HONOLULU NAMED AS
SMART CITY IN THE
WORLD

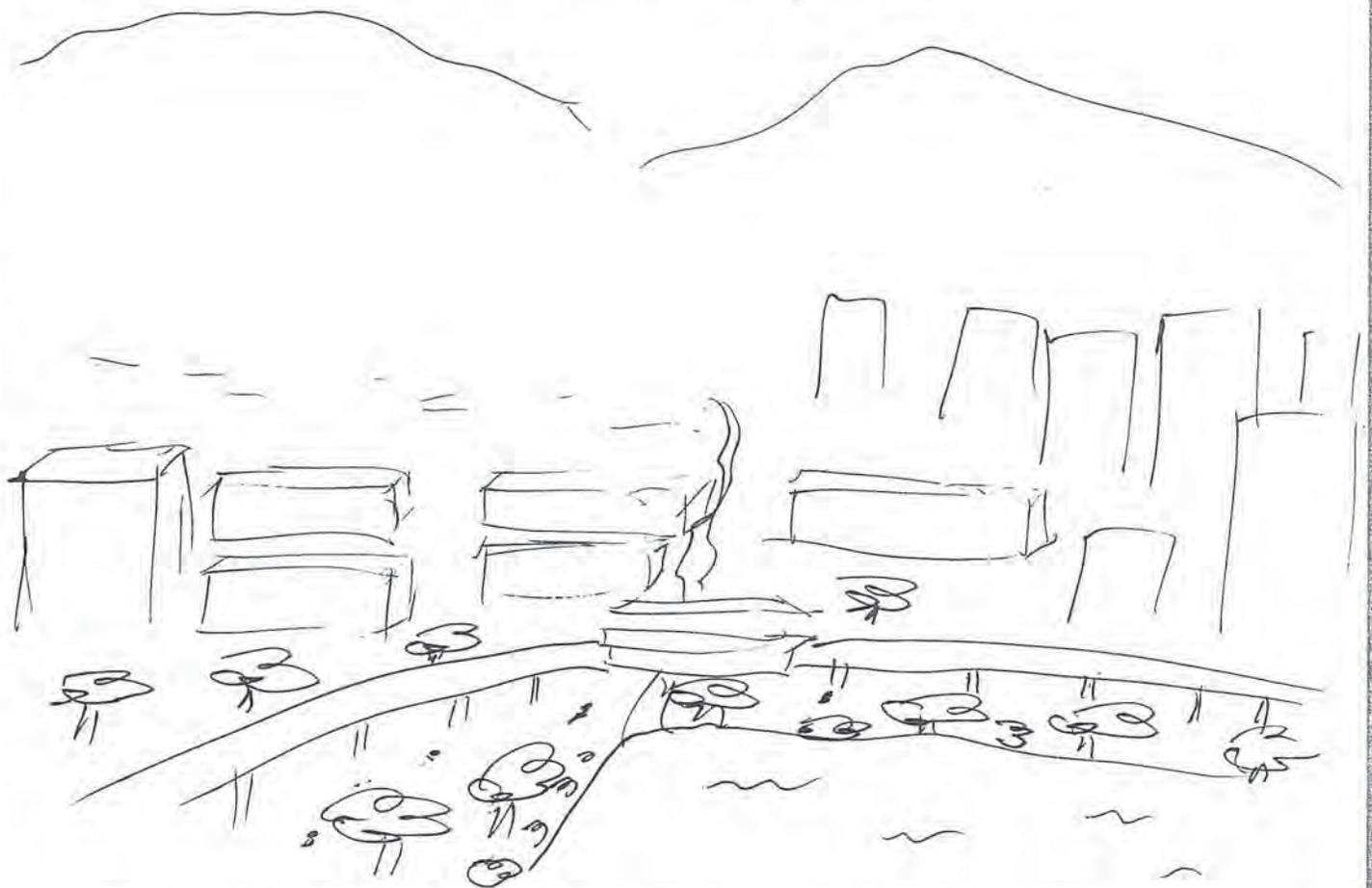
THE WORLD TRADE
ORGANIZATION HAS NAMED
HONOLULU AS ONE OF
THE WORLD'S BEST PLACES
TO VISIT & PROMOTE TRADE
NEGOTIATIONS

HONOLULU TODAY

Aloha Tower Marketplace finally comes alive
with Honolulu Rail Transit Station. After
~~decades of vacancies, the~~

HONOLULU TODAY

The Center of Everything



TOP revitalizes Honolulu's oldest neighborhoods.

HONOLULU TODAY

BETTER TRANSIT...

BETTER HONOLULU...



BETTER

YOU!!!

HONOLULU TODAY

Introduction of ~~new~~ loft housing ~~apart~~ living provides ~~new~~ opportunity for younger generation to return home.

- Locals return home because of a new housing product - loft living in downtown Honolulu -

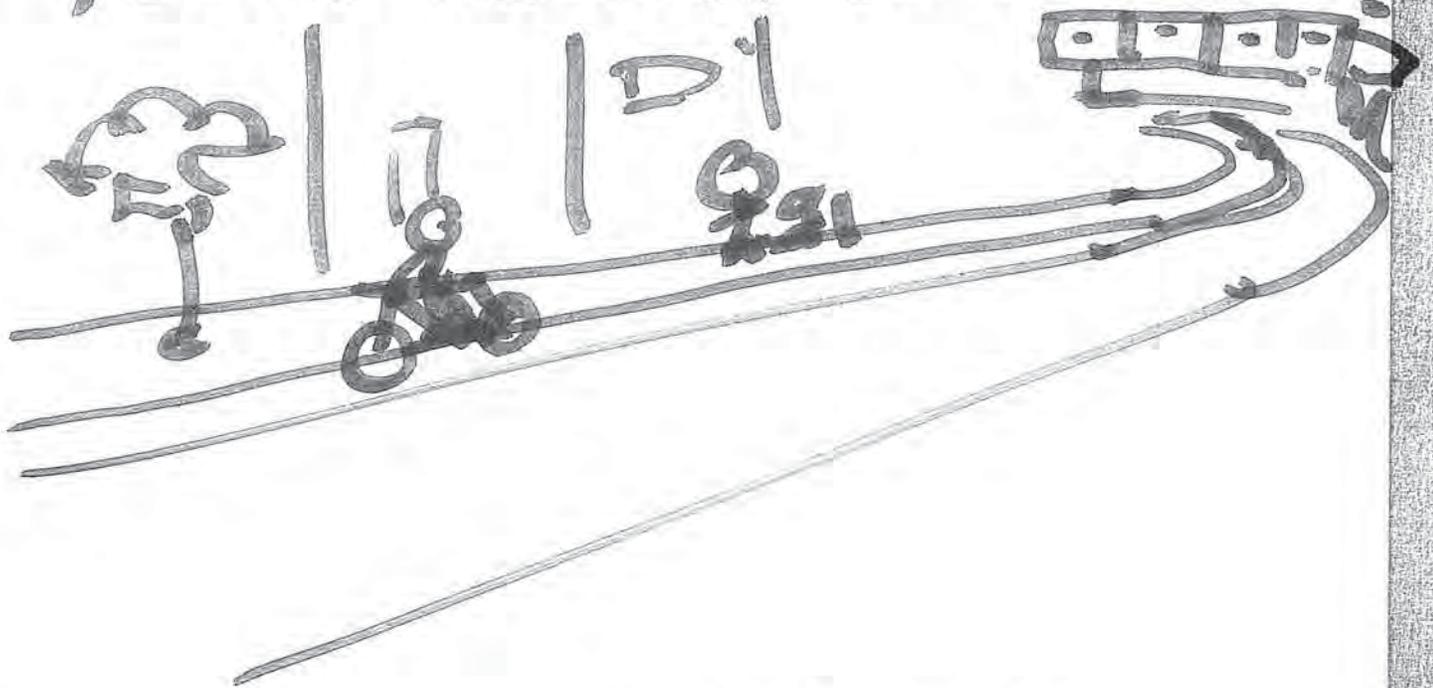
- mixed-use spaces reconnecting downtown Honolulu's maikai mukai communities.



HONOLULU TODAY

ALOHA!

YOUTH RETURN TO ISLANDS



OPPORTUNITY . INNOVATION .
SUSTAINABLE .

HONOLULU TODAY

Cluster Communities ~~provide~~ attract diversity
of services to support living/working +
recreating ~~around~~ in proximity to T.O.D.

HONOLULU
TODAY

To SEE & HEAR
THE TRAIN GO
PAST my window.

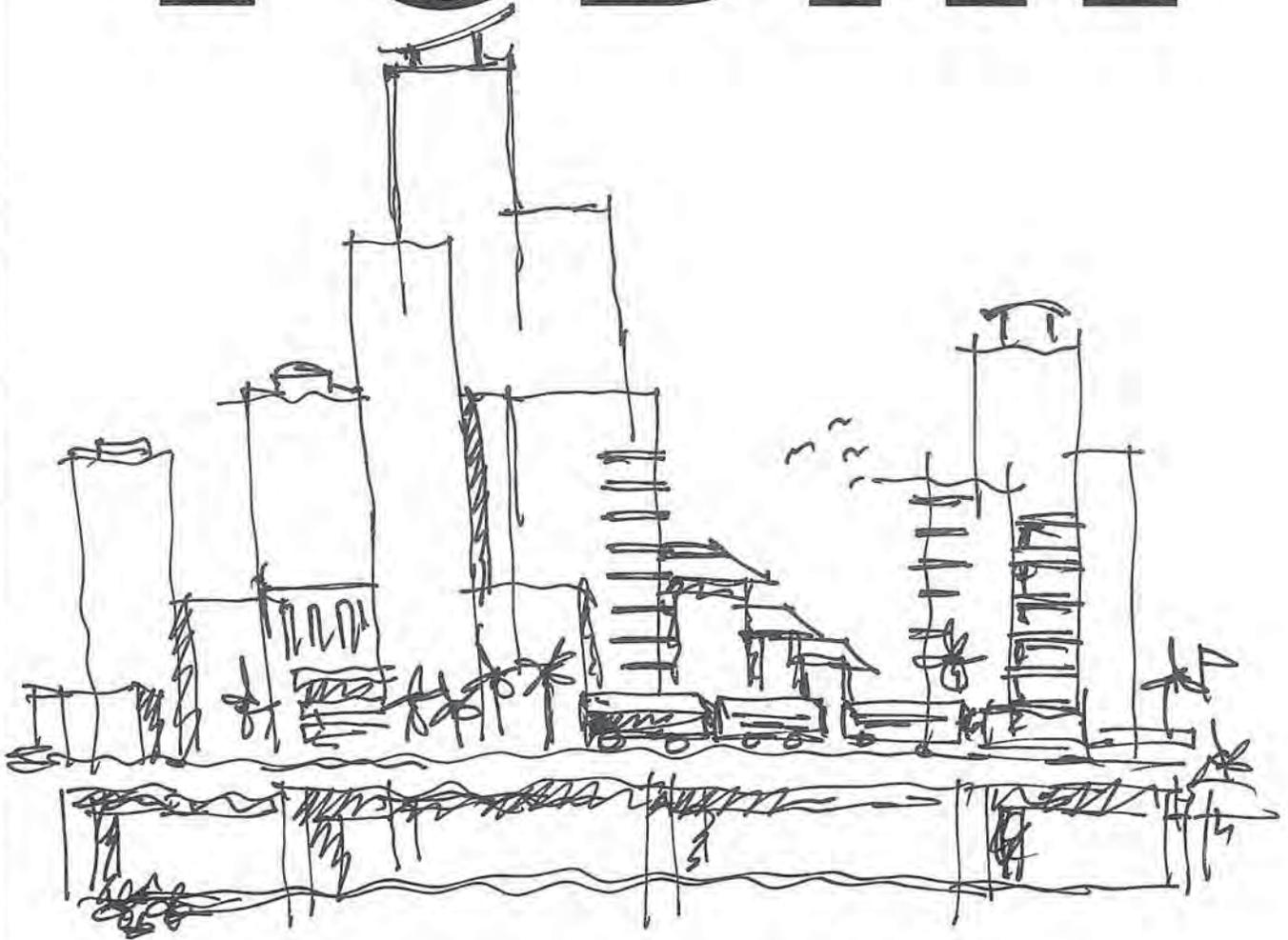
HONOLULU TODAY

~~DOWNTOWN PARKING LOTS BEING REDEVELOPED~~

THE CHANGING FACE OF
DOWNTOWN PARKING

TRANSIT ALLEVIATES DOWNTOWN PARKING CRUNCH

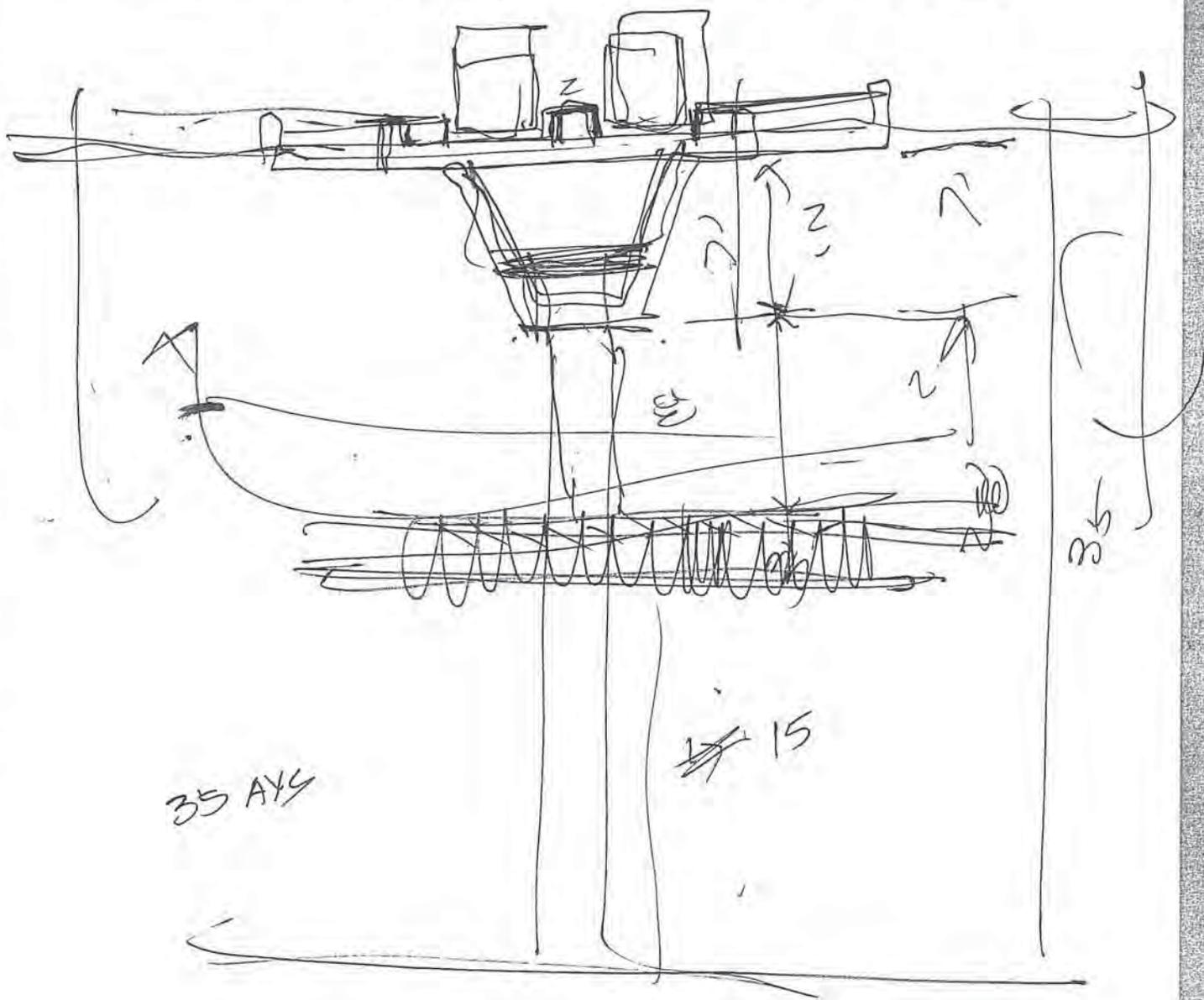
HONOLULU TODAY



~~THE~~ A NEW VISION
FOR HONOLULU

TOO POSITIVE EFFECT ON
URBAN GROWTH

HONOLULU TODAY



HONOLULU TODAY

Safe, clean, commutes (Transit/Bike)
walking
Friendly Downtown Honolulu

HONOLULU TODAY

How Transit Improved
Honolulu - 20 Year Retrospective

No more cars

Small business
boom

Stronger communities

No more
reliance on
gas & oil

HONOLULU TODAY

TAKING YOU

— THERE —

No worries, No headaches with traffic congestion, No hassle with car problems, We'll take you there in comfort. Let us do the driving. Sit back, Relax and enjoy the beauty of Hawaii on the Rail.

Headline

Brought ^{the} ~~our~~ people of
Hawaii together.

When you ride the rail
we're all equal.

by Eva Gallegos
295-6699

HONOLULU TODAY

MORE VIBRANT

CHINA TOWN — CLEANER,

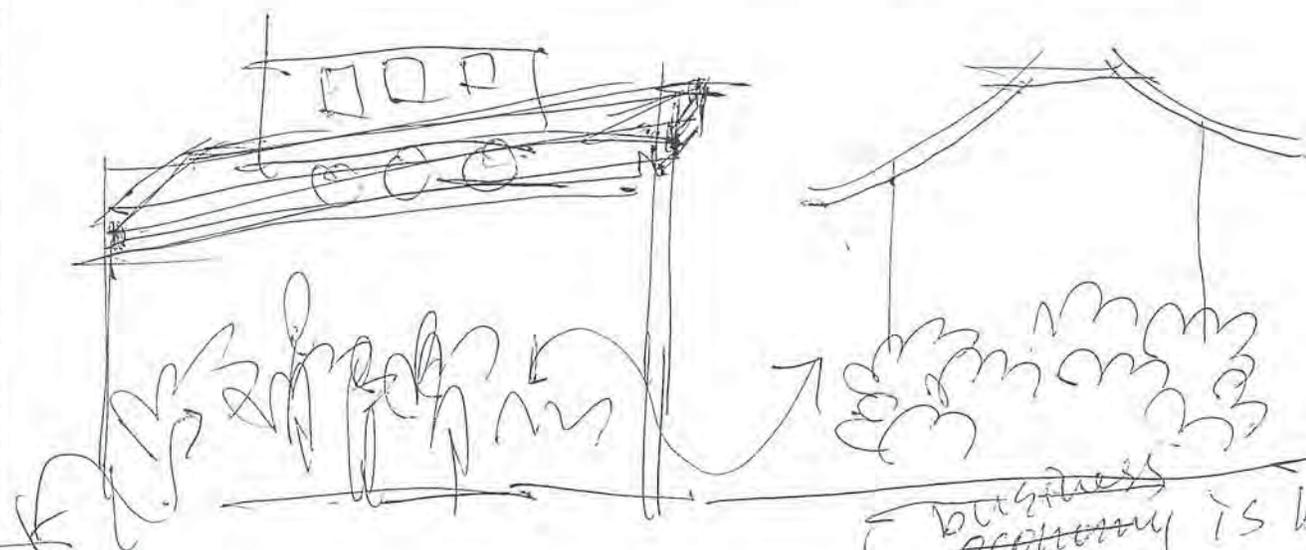
CRIMELESS ?

BEAUTIFUL !

AFFORDABLE HOUSING !

VIBRANT, INTERNATIONAL;
ECONOMIC

HONOLULU TODAY



business
economy is better
but the culture
stays
the same

- * Tourists / foot traffic
come to Chinatown, the China town
economy ~~is~~ goes up.
- * Homeless issue is
still a problem
- * modern development affect
historic remnants?
- * economy goes up, better retail
* view?

- smart & sensitive development

* Innovation

* housing

* green space

* community garden

* connection



take advantage of bus
system

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Urban and Regional Planners

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