



HALAWA AREA

Transit-Oriented Development (TOD) Plan

COMMUNITY WORKSHOP #1 SUMMARY REPORT

MARCH 17, 2015
ALOHA STADIUM





Participants interacted with City personnel prior to the meeting



HART provided informational posters and a representative to answer questions



At least 51 participants attended the community workshop



Several Stadium personnel and Stadium Board members were present



Meeting participants participated in dot voting activities



Maps and drawing materials were provided to facilitate table exercises

HALAWA AREA

Transit-Oriented Development (TOD) Plan

COMMUNITY WORKSHOP #1

SUMMARY REPORT

The City and County of Honolulu held the first community workshop for the Halawa Area Transit-Oriented Development (TOD) Plan to solicit comments from the surrounding communities and from area stakeholders. This meeting took place on Tuesday, March 17th, 2015 from 6-8 PM at the Aloha Stadium Hospitality Room.

PART 1. INTRODUCTION

1.1 INTENT

Community Workshop #1 is the first in a series of focused community-based planning efforts led by the City and County of Honolulu to channel new growth through Transit-Oriented Development (TOD) around the Aloha Stadium Station in the Halawa area. During the planning process for the Halawa Area TOD Plan, the opinions and values of the community will play an integral role in developing the final document. This community workshop is the first of four outreach meetings to establish a public perspective on major issues, ideas, and concerns related to development of the Halawa area, particularly as it concerns the future rail station, as well as neighboring Aloha Stadium. This effort targeted the community at large, and allowed the public to view and participate in the planning process. This report compiles the materials presented, workshop exercises, and participant responses to serve as a tool in future stages of the planning process.

1.2 PROCESS

After participants were signed in, they were directed to a series of informational posters and poster activities. These poster activities enabled the participants to communicate their preferences through dot voting, while other posters helped participants indicate to the City what was of concern to them. Further discussion on poster activities is located in Part 3. Honolulu Authority for Rapid

Transportation (HART) staff were also in attendance, providing informational posters.

At selected intervals during the evening's Power Point presentation, given by the consultant team (RTKL Associates), participants were guided through a series of questions for discussion at their break-out tables to ensure everyone had a chance to give their opinions. Each table was accompanied by City or consultant personnel, who facilitated discussion and wrote key points on an easel pad. The results of these table discussions are located in Part 4 of this document. A session for questions and answers also allowed participants to ask questions about the ongoing plan.

1.3 PARTICIPANTS

At least 51 individuals attended the community workshop. In addition to individual residents from surrounding communities, participant affiliations included various local neighborhood boards and community associations, non-profit groups, HART, local government organizations (such as the Honolulu City Council and the Department of Transportation Services), State organizations such as the State Senate and the Stadium Authority, and Federal organizations such as the National Park Service and the Navy. At least 1/3 participated in the dot voting exercises, and some participated in the other poster activities.

PART 2. MEETING SUMMARY

The following is a chronology of Community Workshop #1:

2.1 PRE-MEETING: CHECK-IN & POSTER EXERCISES (5:45 - 6:15 PM)

1. Upon sign-in, participants were given a pen and an envelope containing post-it notes and adhesive dots to use for the poster activities. The handout also contained reference maps and images for use in the table activities.
2. Light refreshments were served.
3. On display were two informational boards:
 - a. *Planning Area Surrounding Context, an aerial perspective of the site and its surroundings*
 - b. *Existing Conditions, a series of five maps that document current site conditions within a 1 mile radius from the future Aloha Stadium Station. Addition informational boards on the Aloha Stadium Station and the fixed guideway were provided by HART.*
3. Arriving participants were encouraged to complete the poster and dot voting activities. Further discussion of these activities is located in Part 3 of this document.

2.2 WORKSHOP INTRODUCTIONS (6:15 - 6:30 PM):

1. The meeting began with a welcome by Charles Toguchi, Chairperson of the Stadium Authority Board.
2. Next, a brief introduction of the planning process was provided by Harrison Rue, TOD Administrator with the Department of Planning and Permitting. He stated:
 - *The purpose of TOD Honolulu and the component plans that compliment the upcoming HART rail system are to benefit the Halawa area*
 - *The first phase of the rail system is to be completed by 2018 and entire system completion in 2020*
 - *The intent of the workshop is to gain input from the community*
3. Irwin Raij of Foley & Lardner LLP next spoke about his firm's and the Stadium Authority's role as a partner in the planning process. This included:
 - *The Halawa Area TOD planning process has begun with stakeholder interviews, the Halawa Area Community Survey, and the Project Advisory Committee (PAC) meeting that was held the previous night*
 - *The City's DPP staff, their Consultant team (RTKL Associates), and representatives from the State and the Stadium Authority were in attendance to help facilitate the meeting and discussion*
4. Nathan (Nate) Cherry of the consultant team, RTKL Associates, also added some introductory remarks, including:
 - *The great potential that the plan has to improve the Stadium area, provide a complete community*



Charles Toguchi, Chairperson of the Stadium Authority welcomes attendees



Irwin Raij speaks about partnership in the planning process

for its residents, and to improve the neighborhood's connectivity for residents and visitors

- *These goals can be accomplished because of the potential dynamism of the site as well as its community*

2.3 POWER POINT PRESENTATION & TABLE EXERCISES (6:30 - 8:00 PM)

Nate Cherry began the presentation, explaining to the audience that there would be three intervals for table discussions. Images of each Power Point slide are provided in Part 5 of this document.

1. Presentation Part 1: Introduction/Stadium & Station Area

The information provided during this portion of the Power Point presentation focused on:

- *A description of the site on Oahu and the proposed rail transit station*
- *An explanation of transit-oriented development (TOD) and how it can provide more choices, a mix of uses, greater transportation options, sustainability, and improved urban design*
- *Summary of the planning area (approximately 1 mile radius from the proposed Aloha Stadium Station), its historic significance, land uses, attractions, and topography*

- *Community demographics and survey results, which indicated while residents enjoyed their neighborhood and Aloha Stadium, they wished for additional open spaces, an improved public realm, and affordable housing*
- *The Stadium and station area portion highlighted the issues confronted by Aloha Stadium (outdated facility, deferred enhancements, lack of events, and inconvenient parking)*
- *A sports and entertainment district located at the stadium area may provide a smaller venue, a mix of land uses (including additional entertainment facilities, food and culture, a hotel, and other alternatives), improved transit connections, and a programmed central event space that could accommodate tailgating and the Swap Meet*

2. Table Exercises Part 1: Stadium & Station Area

The first table exercise was commenced and discussions were based on the following questions:

- *What is your opinion of the project area and Aloha Stadium site?*
- *What types of land uses should be considered in the future to create a sports & entertainment district?*
- *How can transit enhance the experience of the Stadium & station area?*
- *How can we integrate the Swap Meet and tailgating with future plans?*

A summary of these discussions are found in Part 4.1 of this report.

3. Presentation Part 2: Complete Community

The complete community portion of the presentation focused on:

- *Lack of housing choices in a predominantly single-family suburban study area*
- *A mixed income community, located within the station area, can provide a mix of housing types and a contingent of affordable housing*
- *A lack of proximity to amenities can add to vehicular traffic congestion; an urban lifestyle centered in a mixed-use hub can provide retail and service choices in a central location, within walking distance of transit and housing*

- *Green spaces are fairly abundant within the study area, but some are in poor condition while others are usually restricted from public use*
- *A network of green spaces, focused on a central town green, can provide a community amenity, and can be connected by pedestrian and bicycle facilities to improved neighborhood parks*
- *The goal of the open space strategy is to reclaim the community's mauka-makai connection; neighborhoods should have access to the Pearl Harbor waterfront*
- *Halawa Stream has a potential to act as a community resource and open space*
- *A revitalized Halawa Stream could be activated, adjacent to the stadium area, and act as a green connection*
- *Complete street improvements to major existing streets as well as creating a new gridded street pattern of streets in the station area*
- *Multimodal connections at the station area can maximize convenience and mobility, multiple transportation nodes, rail, bus, bicycle, shuttle*
- *Ideas for "streets for people" focuses on three locations: a) Kamehameha Highway (create a pedestrian and bicycle greenway to connect the station with Pearl Harbor attractions); b) Salt Lake Boulevard (creation of a multi-modal arterial with Bus Rapid Transit (BRT) and bicycle facilities, in conjunction with moderate intensity mixed-used development); and c) Salt Lake Boulevard at Kamehameha Highway (creation of a primarily pedestrian street adjacent to the station, with a variety of modes sharing the street)*

4. Table Exercises Part 2: Complete Community

The second table exercise began and discussions were based on the following questions:

- *What types and intensities of housing are most appropriate for the Halawa area?*
- *The safety and quality of existing parks is an issue often mentioned in surveys. What types of parks do you want and where? How can they be better managed?*
- *Which types of events and activities are not currently being provided in the Halawa area?*
- *What types of local retail and services are currently missing?*

A summary of the responses during these discussions are found in Part 4.2 of this report.

5. Presentation Part 3: Neighborhood Connectivity

The section on neighborhood connectivity focused on:

- *The primary public realm issue was the poor pedestrian realm experienced while walking along the study area's main roads, especially Kamehameha Highway and Salt Lake Boulevard*
- *Lack of quality pedestrian facilities, lack of shade, poor crosswalks, lack of mid-block crossings, generally a very poor, unsafe pedestrian experience*
- *The solution is to create "streets for people", by creating improved streets that feature outdoor dining, residential/retail frontage, additional shade and greenery, and bicycle facilities*

6. Table Exercises Part 3: Neighborhood Connectivity

With the Power Point presentation complete, table exercises and discussion were based on the following questions:

- *What improvements are needed around the station itself? (bus routes and stops, crosswalk improvements, traffic signalization)*
- *What new street patterns will improve connections within the Halawa area?*
- *Which existing streets are most in need of improved safety and beautification?*
- *Where should bike and pedestrian trails be expanded?*

A summary of the responses during these discussions are found in Part 4.3 of this report.

2.4 WORKSHOP CONCLUSION

1. With the Power Point presentation and table exercises concluded, participants were allowed time to ask general questions.
2. Before the tables were dismissed, Nate and Harrison spoke briefly about next steps in the Halawa Area TOD Plan, including the potential timeframe for future documents and community workshops.
3. Participants were reminded to complete the poster exercises, and the workshop was completed.

The second poster asked:

"What words *BEST* describe the Halawa area today?"

Participants were encouraged share their current thoughts on the planning area, in the form of phrases on sticky notes.

HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

Place post-it notes representing your thoughts

What words *BEST* describe the HALAWA AREA TODAY?

March 17, 2015

Participant Captions:

- "Prison"
- "Great"
- "Great Location (amid traffic)"
- "Getting Very Busy!"
- "Congested due to Salt Lake Blvd widening not completed"
- "Lots of Potential"
- "More Dining Options"
- "Bottle Neck"
- "No Parking, Traffic, Stinky Stream (obstruction when Aloha Run to enter housing)"
- "Large Parking Lot Underutilized"
- "Nice Viewplanes"
- "Needs Improvements"
- "Congested dangerous roads for pedestrians and cyclist"
- "Easy access to multiple freeways"
- "Tired, dying, boring, ugly, beat up"
- "Great Location, Future?"
- "Aging"

3.2 COMMUNITY THEMES & STRATEGIES VOTING

This poster, *"What are the three most important issues to you?"* listed several overarching community themes and strategies. Each participant could vote up to three times with three different dots, numbered according to their first, second, and third most important issue. There were 55 votes cast. The results of this exercise showed the largest allocation of points went to **improving the Stadium and station area**. This may be in relation the belief that the Stadium and the new rail station represent the best opportunity to provide a better community, as well as the belief that the Stadium could act as a valued community resource. The second and third highest votes go to **increasing parks, open spaces, and amenities**, and **expanding bicycle and pedestrian networks**, respectively. This could be in direct response to the site's perceived poor pedestrian and public realm condition.



Point tally: For the purposes of determining the most important issues, it is assumed that the 1st choice equals 5 points, the second choice equals 3 points, and the third choice equals 1 point.

16 points

11 points

19 points

10 points

23 points 3rd

33 points 1st

4 points

3 points

18 points

25 points 2nd

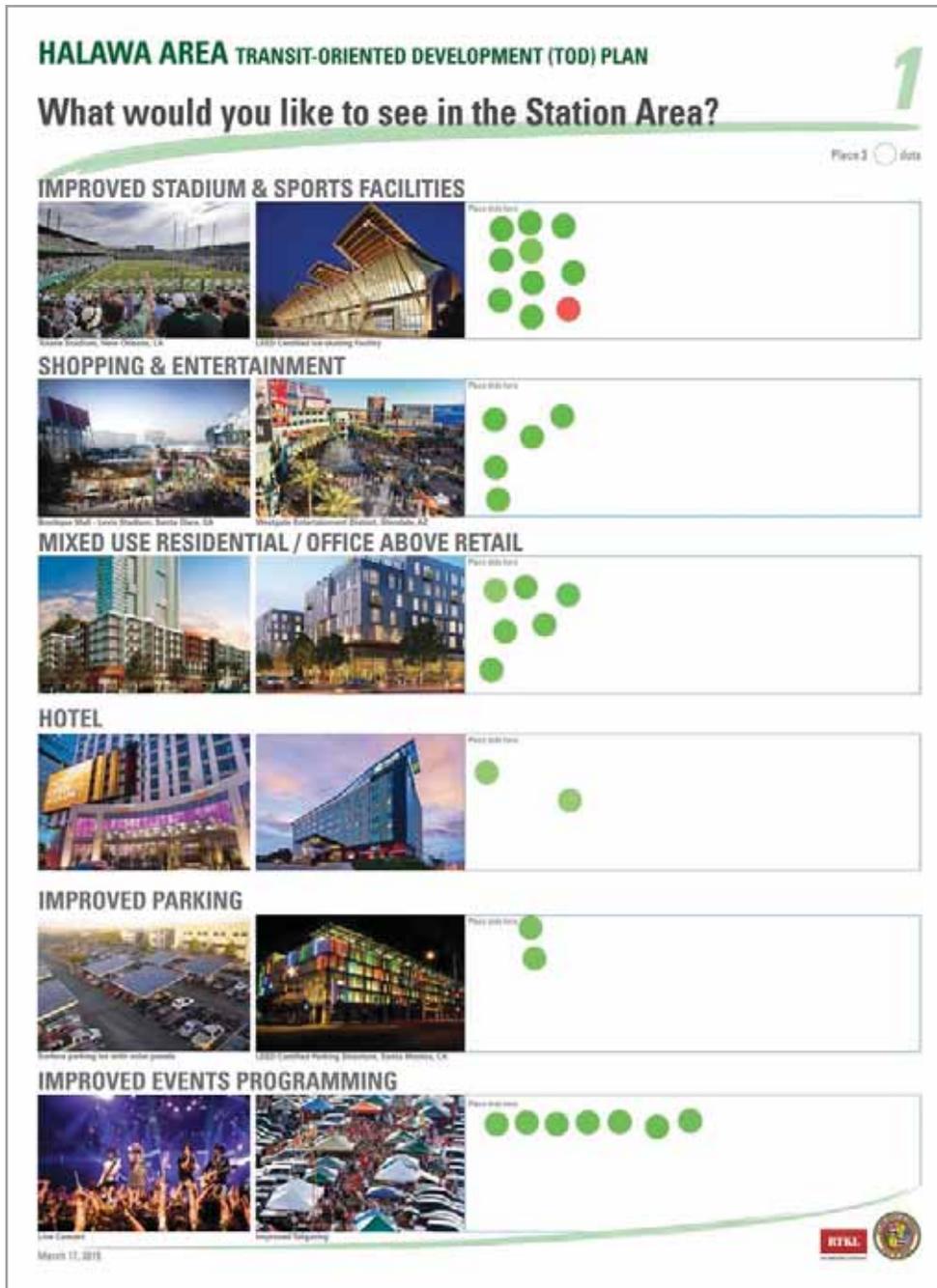
7 points

3.3 ISSUE DOT VOTING

Participants were encouraged to present their opinions on issues, land uses, or design features by placing a green dot on two items per poster. Voting took place generally before the workshop began, but some votes were cast after its conclusion.

“What would you like to see in the Station Area?”

This poster provided a list of potential open space types that may be appropriate throughout the planning area. There was a total of 32 votes cast.



Key Findings:

10 votes

This item received the most votes, indicating that providing an improved stadium facility was most important for the community.

5 votes

6 votes

This item received the third most votes, showing that housing and convenience to services was appealing to participants.

2 votes

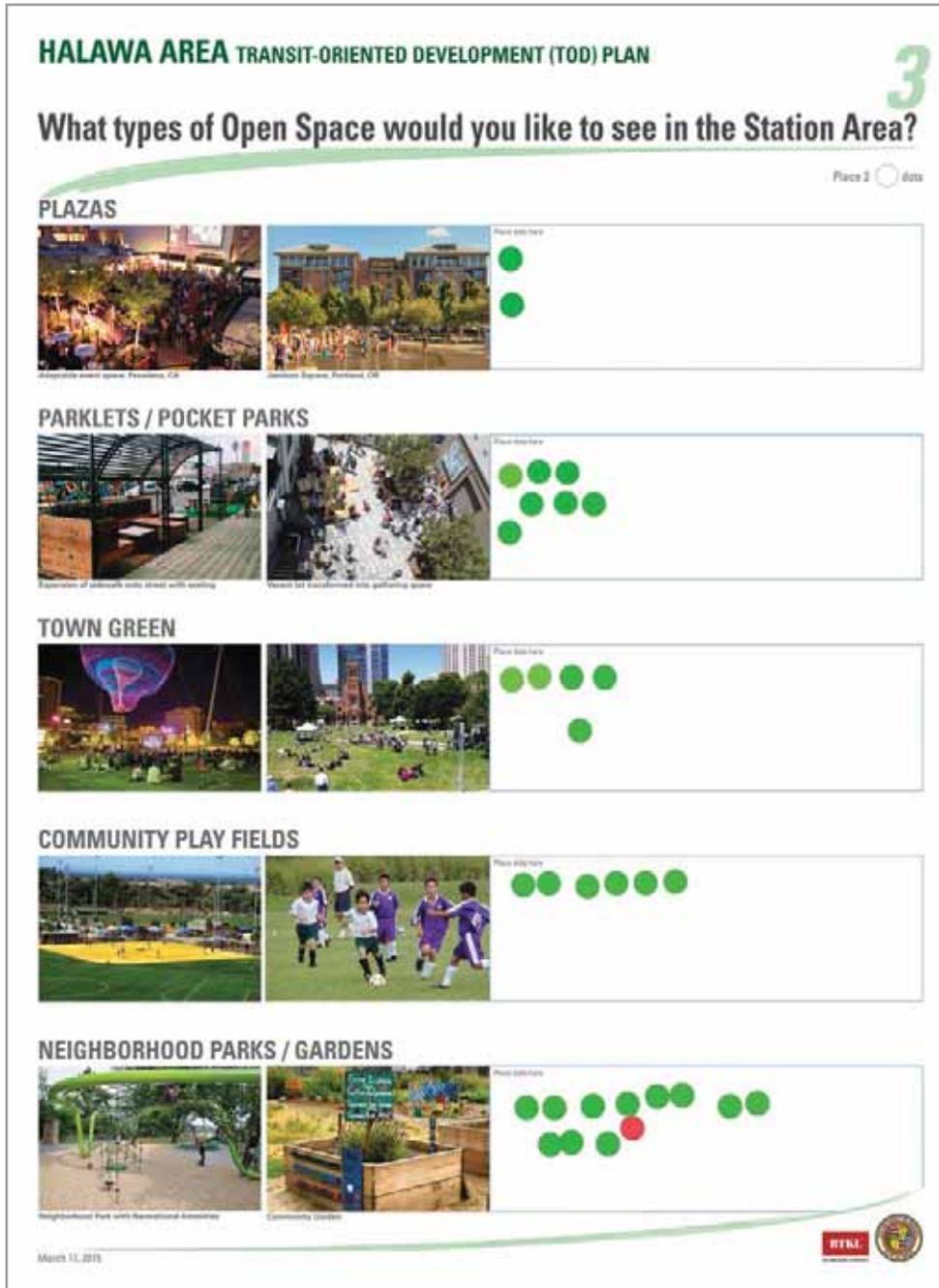
2 votes

7 votes

This item received the second most votes, indicating that participants were concerned about the lack of events at the Stadium.

"What types of Open Space would you like to see in the Station Area?"

This poster provided a list of potential open space types that may be appropriate throughout the planning area. There was a total of 32 votes cast.



Key Findings:

2 votes

7 votes

This item received the second most votes, indicating that new smaller parks would be an attractive option for some participants.

5 votes

6 votes

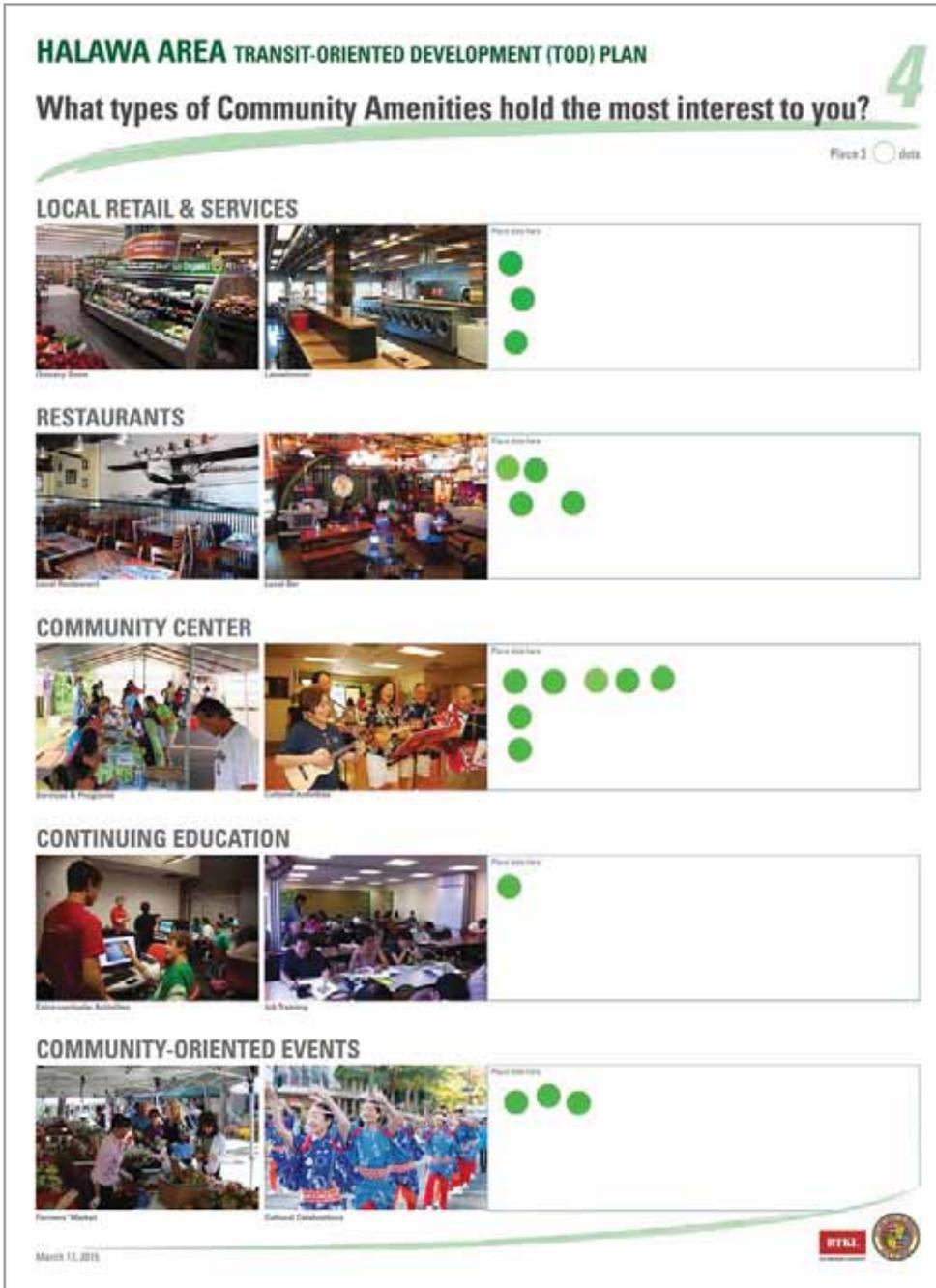
This item received the third most votes, perhaps in response to the lack of publicly accessible athletic fields in the planning area.

12 votes

This item received the most votes, making it clear that new or improved neighborhood parks would be welcome in the planning area.

"What types of Community Amenities hold the most interest to you?"

This poster provided a list of community amenities, such as retail, community services, and events. There was a total of 18 votes cast.



Key Findings:

3 votes

4 votes

7 votes

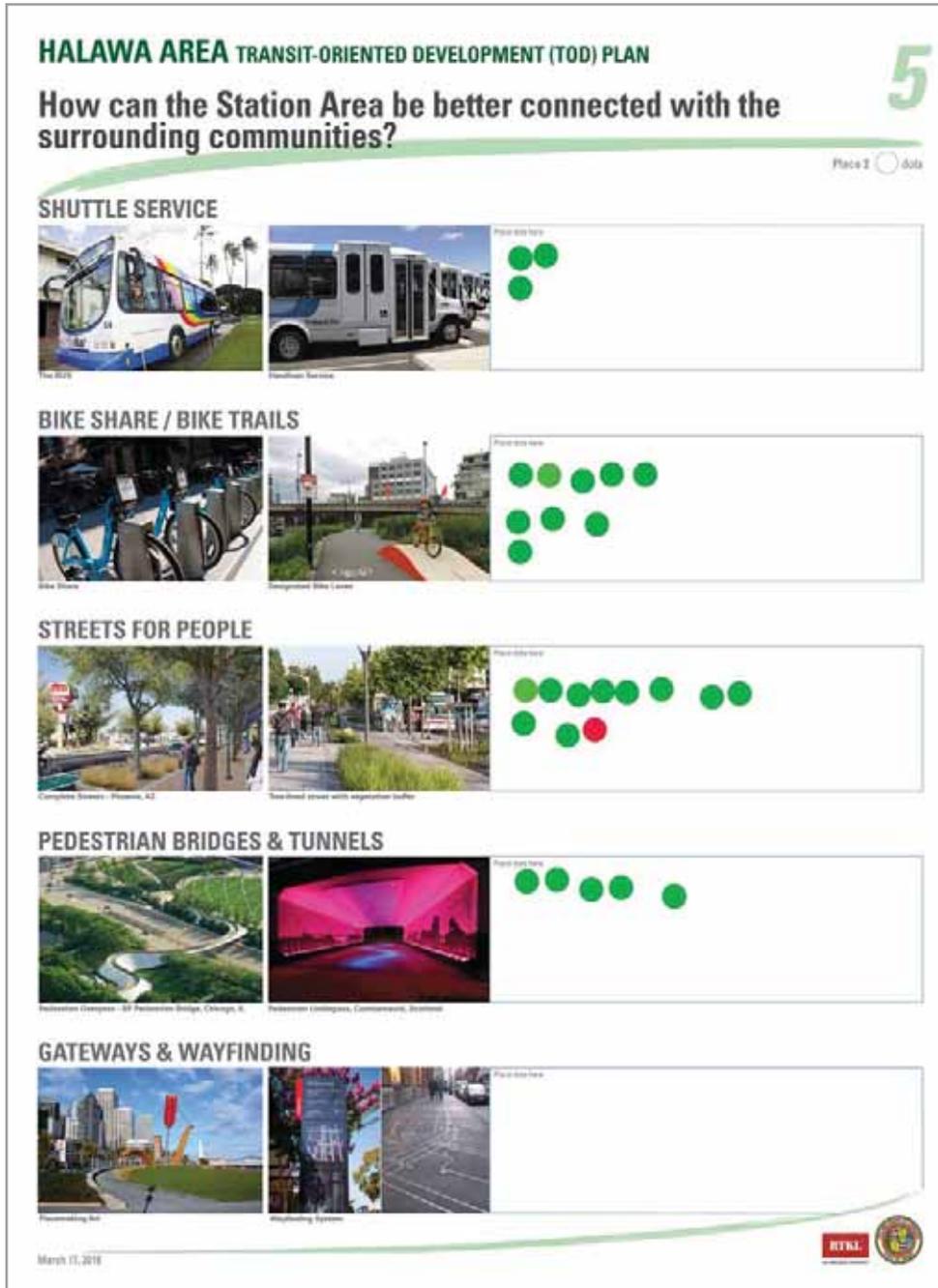
This item received the most votes, indicating that participants perceive a need for a community center in the planning area.

1 vote

3 votes

"How can the Station Area be better connected with the surrounding communities?"

This poster provided a list of alternative transportation options and public realm features. There was a total of 28 votes cast.



Key Findings:

3 votes

9 votes

This item received the second most votes, indicating that additional bicycle facilities would be welcomed by the community.

11 votes

This item received the most votes, indicating that improving the pedestrian realm was a very important issue for many participants.

5 votes

This item received the third most votes, showing additional off-street pedestrian facilities would help to improve connectivity within the planning area.

0 votes

"Which 'Complete Streets' Improvements would you most like to see?"

This poster provided a list of features characteristic to complete streets, designed to improve pedestrian and bicycle mobility. There was a total of 35 votes cast.

HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

Which "Complete Streets" improvements would you most like to see?

Place 2 dots

IMPROVED CROSSWALKS / BUS STOPS




Place dots here



MEDIAN IMPROVEMENTS / SLOWER TRAFFIC



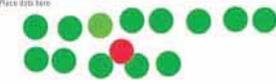

Place dots here



MORE TREES & SHADE




Place dots here



BICYCLE FACILITIES




Place dots here



SIDEWALKS WITH STREET FURNITURE




Place dots here



March 17, 2015



Key Findings:

8 votes

This item received the second most votes, showing that safer pedestrian crossings and increased transit options were important.

5 votes

14 votes

This item received the most votes, indicating that providing trees and shade is a very important feature needed on streets in the planning area.

5 votes

6 votes

This item received the third most votes, indicating that complete streets would benefit from seating and potential further activity such as outdoor dining.

3.4 TIME MAGAZINE HEADLINE

At the conclusion of the community workshop, City personnel encouraged participants to share their ideas on the future of the Halawa area. They were asked to imagine what the planning area would be like twenty years from now, assuming that TOD had been successfully implemented. Seven participants provided potential magazine headlines, in the form of phrases or sentences on sticky notes.



Participant Headlines:

- *"Welcome to the New Aloha (Stadium)"*
- *"First Green City in Hawaii - Cars Not Needed"*
- *"Halawa Station Area is a unique stop to spend the day, enjoying pedestrian paths, outdoor concerts, and museums/attractions."*
- *"The Aloha of the Pacific"*
- *"Halawa: 'The' Gathering Place to Be!"*
- *"Halawa: Valley of the Stars!"*
- *"New Development Brings Life Back to Aiea's Old Neighborhood"*

PART 4. TABLE EXERCISES

Table exercises allowed participants to discuss key issues specific to the Stadium & station area, complete communities, and neighborhood connectivity. Participants were given ten minutes to discuss each topic, and each table was attended by City or RTKL personnel, acting as facilitator and discussion leader. In addition to aids such as maps, markers, post-it notes, and handouts, an easel pad allowed the facilitator to write down the participant's ideas in the form of key points. In general key points did not directly answer the questions; rather, the questions served as points of departure for further discussion. The following section contains comments from each table regarding the subject posed at the time during the community workshop.

4.1 TABLE EXERCISE 1: STADIUM & STATION AREA

Below are the key points from the table exercises concerning the Stadium & station area:

- *The Stadium area is a good location for more intensive development, take advantage of rail*
- *Pedestrian infrastructure needed; is existing infrastructure sufficient?*
- *Cars take up a lot of space; partial closure of Salt Lake Boulevard, to parking and vehicular traffic*
- *Access to stadium area during non-event days, better pedestrian connections through the stadium, such as the existing pedestrian bridge*
- *Make the swap meet more compact, and have it at different times during the day (midday is too hot, and other time could attract different types of users), integrate with mixed-use development*
- *New events can be attracted to planning area, such as Great Aloha Run*
- *Transit poses opportunity for connections to Pearl Harbor Historic Trail*
- *Stadium is underutilized and outdated; there should be more reasons to come to the stadium, rather than one event*
- *An open space near the stadium should act as a green lawn, and designated areas for vendor use, farmers market, concerts in the park*
- *Residential, hotel should be integrated into sports and entertainment district*
- *Station is in a good location to take advantage of pedestrian travel to the stadium and Pearl Harbor Visitor Center*
- *The stadium can be rebuilt at a different location, on the same property, and at a smaller size; integrate public open space*
- *Though located adjacent to Pearlridge Center and significant shopping, planning area lacks family activities*

- Lower parking standards can be developed near station, to allow moderate density mixed use; mixed use will alleviate congestion after major stadium event
- How to accommodate tailgating with additional development in stadium area?
- There will be a segment of population who will be concerned about noise and traffic
- The community should be involved in selection of land uses in the Stadium Area; share vision of a sports and entertainment district



Images from table exercises

4.2 TABLE EXERCISE 2: COMPLETE COMMUNITIES

Below are the key points from the table exercises concerning complete communities:

- *Town square or town green located by rail station that branches out towards Stadium Area*
- *Market rate housing by station integrated with amenities; low income housing may reduce existing property values; no luxury housing*
- *How to balance additional density with more livable community features? All age groups should be able to live here safely and comfortably*
- *Need abundance of 1-2 bedroom units as well as multigenerational units; multifamily for sale and rental*
- *Instead of low-income housing, mixed use, mixed income at Puuwai Momi*
- *Residential units should integrate retail on ground floor; restaurants in path between station and Stadium*
- *Other uses could be medical offices, business incubators, local restaurants and bars, senior centers, daycare, police substation*
- *Neighborhoods distant to existing community parks should connect to open space network or create adjacent pocket parks*
- *No highrises; planning area is not Kakaako; though mid-rises are okay*
- *Improved and incentivized maintenance of infrastructure; safer utilization of existing community parks*
- *How can open space makai of Kamehameha Highway be publicly utilized?*
- *Increased planning can buffer sound from rail guideway and sports and entertainment district*
- *Need for a central green space as a focus of the community, as well as better designed spaces for active use and play areas for families*
- *Additional pedestrian/bicycle trails located off-street, utilizing natural features like Halawa Stream*
- *Other green space types include swimming pools, basketball courts, skate parks, athletic fields, community gardens*
- *Halawa Stream should primarily be an amenity for the local community*

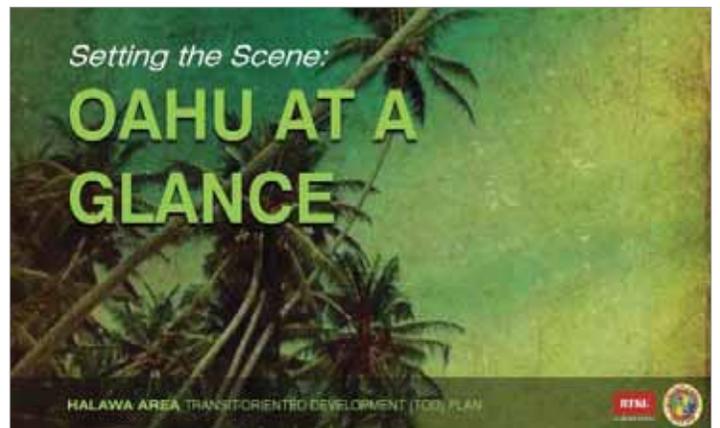
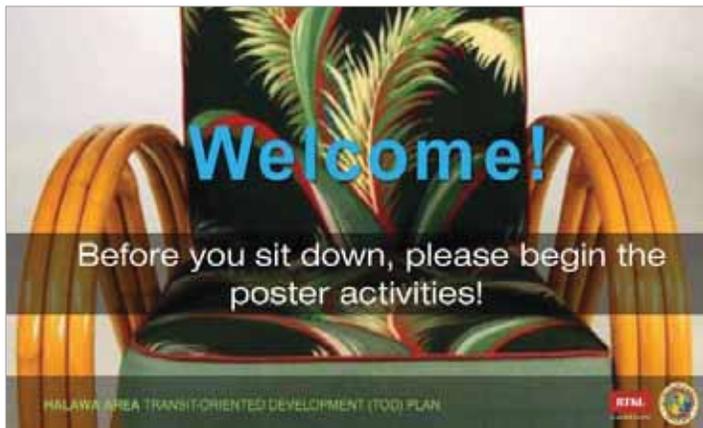
4.3 TABLE EXERCISE 3: NEIGHBORHOOD CONNECTIVITY

Below are the key points from the table exercises concerning neighborhood connectivity:

- *Improve sidewalk conditions on Kamehameha Highway and Salt Lake Boulevard*
- *Increase pedestrian connectivity in existing neighborhoods; provide paths at cul-de-sacs*
- *Investigate traffic calming measures; reduce travel speeds on main streets as well as within neighborhoods, more effective signal timing*
- *Protect Puuwai Momi residents from noise, and congestion, and allow safe connections to Aiea schools and parks*
- *Increase and streamline bus service, but increase bus service along Salt Lake Boulevard to connect to station*
- *Close and narrow couplet of Salt Lake Boulevard between station and Stadium*
- *Include pedestrian mobility features for elderly; crosswalk islands, benches*
- *The Pearl Harbor Historic Trail must be completed, and additional bike connections from the station/ Stadium should be made*
- *Complete Streets should include more trees, greenery, lighting*
- *Break up parking lot into walkable, bikeable urban grid for mixed-use development*
- *More direct pedestrian and bicycle connections to Stadium; widen existing pedestrian bridge from Aiea to Stadium; keep bridge open year-round*
- *Mid-block crossings are welcome should be placed in safe locations for pedestrians*

PART 5. COMMUNITY WORKSHOP #1 POWER POINT PRESENTATION

A copy of the presentation presented by RTKL Associates is provided on the following pages.





OAHU AT A GLANCE

Rail is coming!

- Completion in 2017 (East Kapolei to Aloha Stadium)
- Full completion in 2019 (Aloha Stadium to Ala Moana Center)
- Salt Lake Boulevard and Kamehameha Highway

Setting the Scene:

THE VALUE OF TOD

HALAWA AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

THE VALUE OF TOD

SPRAWL VS. TOD

Coordinate development with infrastructure

THE VALUE OF TOD

SPRAWL

Coordinate development with infrastructure

THE VALUE OF TOD

UNSUSTAINABLE

MORE SUSTAINABLE

Unsustainable vs. Sustainable Growth

THE VALUE OF TOD

UNSUSTAINABLE

Mixed Uses / Proximity

THE VALUE OF TOD

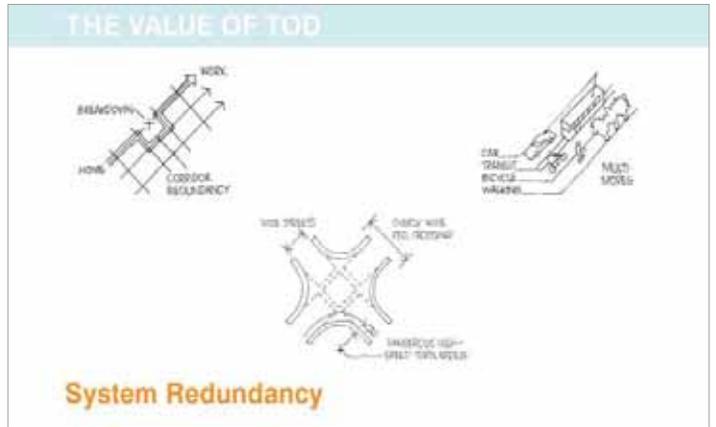
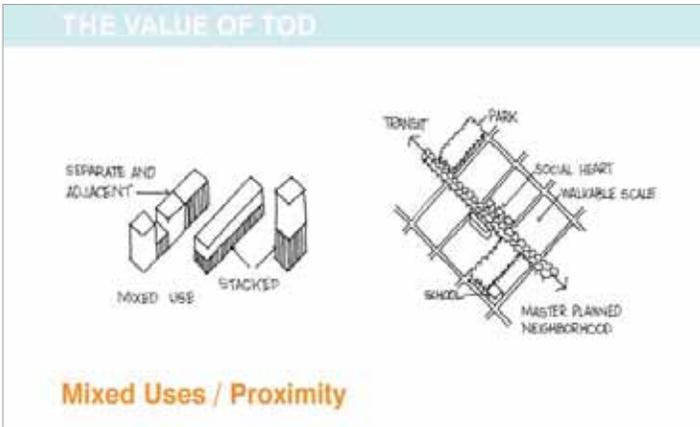
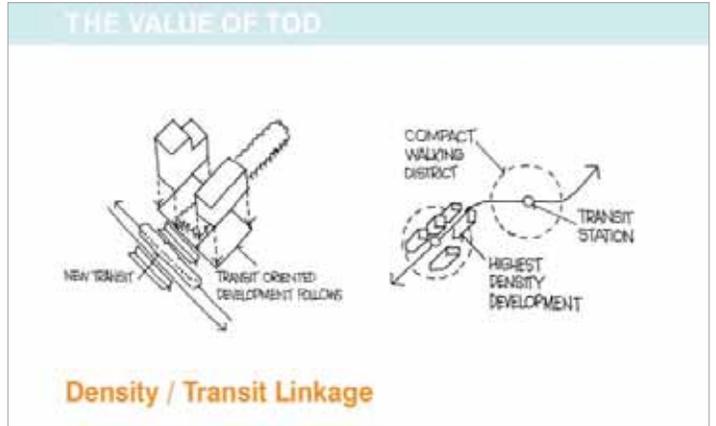
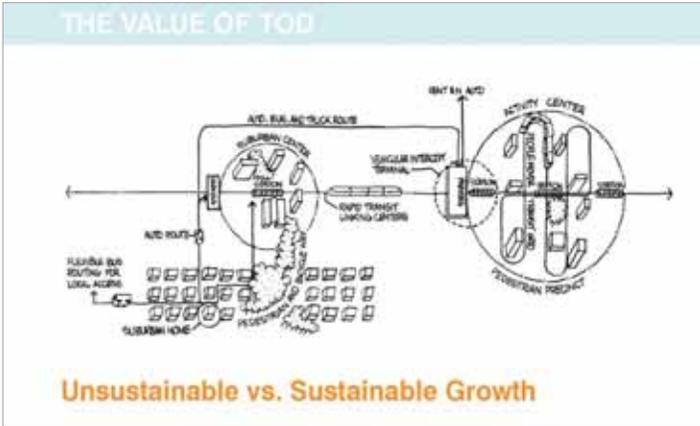
UNSUSTAINABLE

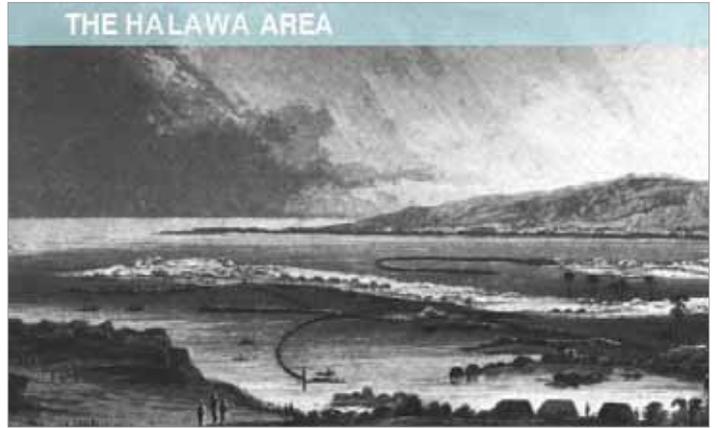
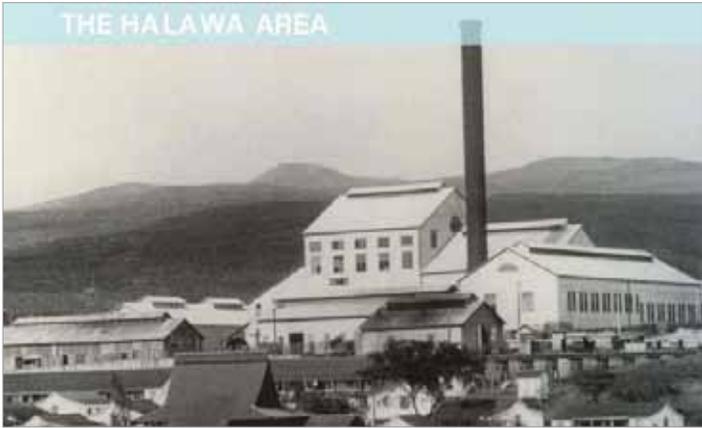
Mixed Uses / Proximity

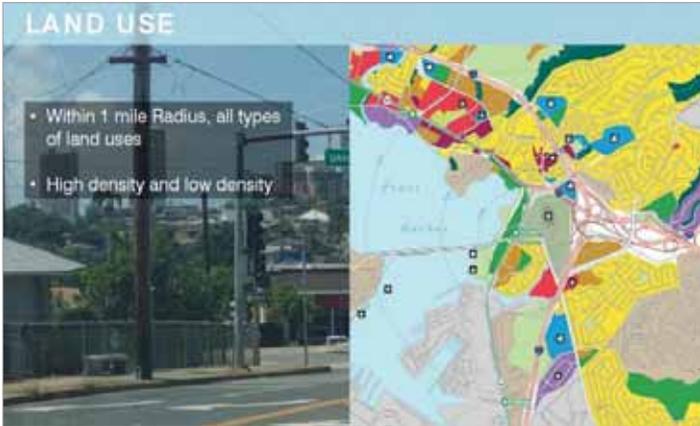
THE VALUE OF TOD

SUSTAINABLE

Mixed Uses / Proximity









AREA ATTRACTIONS

- Hawaii's top tourist attractions
- Local landmarks and institutions
- New community institutions
- Mix of tourists and locals

AREA ATTRACTIONS

- Valor in the Pacific National Monument-highest level
- Makai of Kamehameha Highway: Pearl Harbor National Historic Landmark
- Other sites have significance to community
- How can we connect these sites?

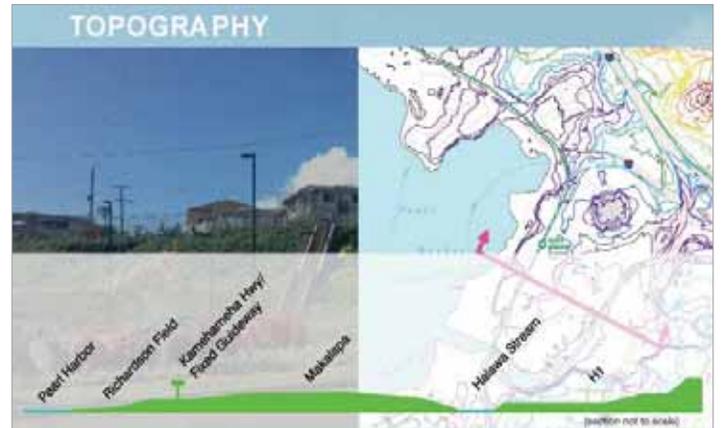
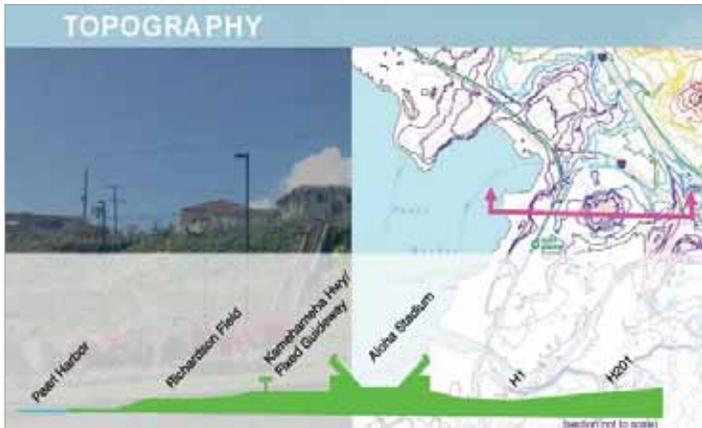
TOPOGRAPHY

- Elevations range from sea level to 100'
- Elevation changes impact pedestrian mobility

TOPOGRAPHY

Pearl Harbor Kamehameha Hwy/ Ford Gulchway H201 Moanialua Road H1 Halawa Heights

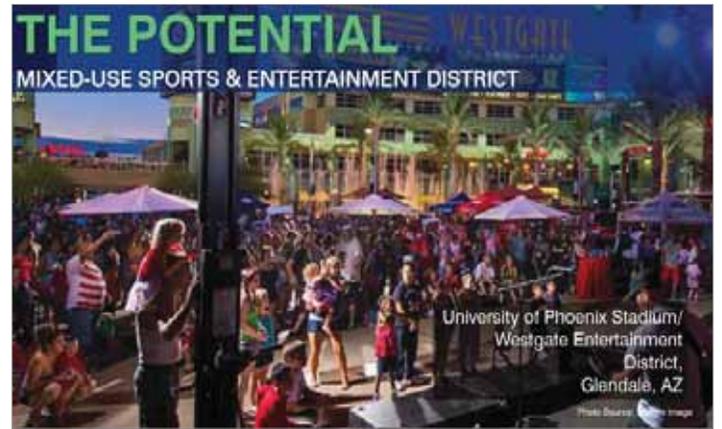
(section not to scale)













FOOD & CULTURE

- Local Restaurants
- Outdoor Dining
- Sports Bar
- Karaoke Bars
- History Museum
- UH Hall of Fame
- Cultural Center

TRANSIT LINKAGES

- Shared Parking
- Bike Share / Valet
- Tailgate on Top Level
- Loop Shuttle service
- Connection to H3
- Park and Ride
- Better Bus Linkages

EVENT SPACE

- Open Air Concert Venue
- Town Green
- Multimedia component
- Tailgate Zone
- Swap Meet

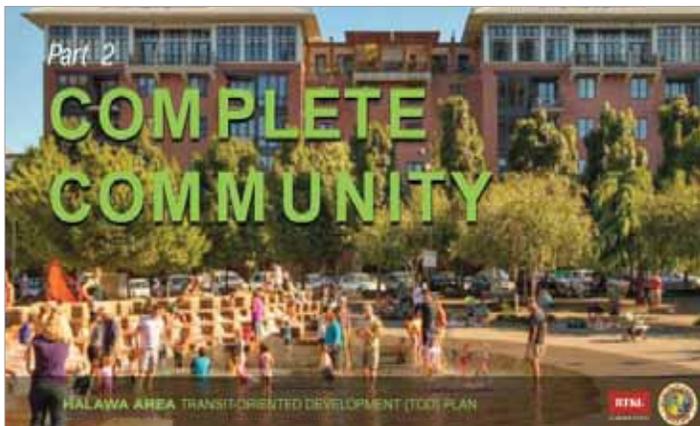
EVENT SPACE

SAME AMOUNT OF SPACE PER VENDOR
MORE TO DO- MORE FLEXIBLE-
MORE EXCITEMENT/MORE REVENUE



PART 1 QUESTIONS:

1. What is your opinion of the **project area** and **Aloha Stadium Site**?
2. What types of **land uses** should be considered in the future to create a **sports & entertainment district**?
3. How can transit **enhance** the experience of the Stadium & Station Area?
4. How can we **integrate** the **Swap Meet and tailgating** with future plans?



LACK OF AMENITIES



- Amenities found in shopping centers only
- Adds to overall traffic congestion
- Long time to cross station area



THE POTENTIAL : URBAN LIFESTYLE



- Urban grocery store
- Daycare
- Entertainment uses
- Residential over shops
- Work near where you live

URBAN LIFESTYLE



- Local Groceries
- Mom-Pop Stores
- Convenience Stores
- Laundromat / Dry Cleaners
- Local Restaurants
- Family Entertainments (theaters)
- Bars / Nightclubs

URBAN LIFESTYLE



Mixed use Hub will reduce traffic and add convenience

Amenities close to rail station



THE CHALLENGE : LACK OF ACCESSIBLE PARK SPACES

16% OF PARK LAND WITHIN A 1/2 MILE RADIUS IS PUBLICLY ACCESSIBLE

Richardson Field:
restricted for use; periodically opened to the Public

PARKS & OPEN SPACES

ONE ACRE OF PARK LAND WITHIN A 1/2 MILE RADIUS

38 ACRES TOTAL

6 ACRES PUBLICLY ACCESSIBLE

Public access to shoreline broken

THE POTENTIAL : PLACES FOR PEOPLE TO GATHER

- Farmers market
- Movies in the Park
- Fun run
- Concert series

PLACES FOR PEOPLE TO GATHER

Multifunctional spaces with active events schedule
Reorganized Swap Meet
Farmer's market
Cultural celebrations
Neighborhood park improvements

PLACES FOR PEOPLE TO GATHER

Town Green:
Multifunctional Space for people to gather

A nighttime photograph of a town square with people gathered around a central area. To the right is a map of the Halawa area with a green circle highlighting a specific location.

PLACES FOR PEOPLE TO GATHER

Neighborhood Park Improvements:
Increase safety and improve facilities

A daytime photograph of a colorful playground with slides and climbing equipment. To the right is a map of the Halawa area with a green circle highlighting a park area.

PLACES FOR PEOPLE TO GATHER

Green Links:
Connect open spaces

A daytime photograph of a paved path with trees and people walking. To the right is a map of the Halawa area with green lines connecting various open spaces.

PLACES FOR PEOPLE TO GATHER

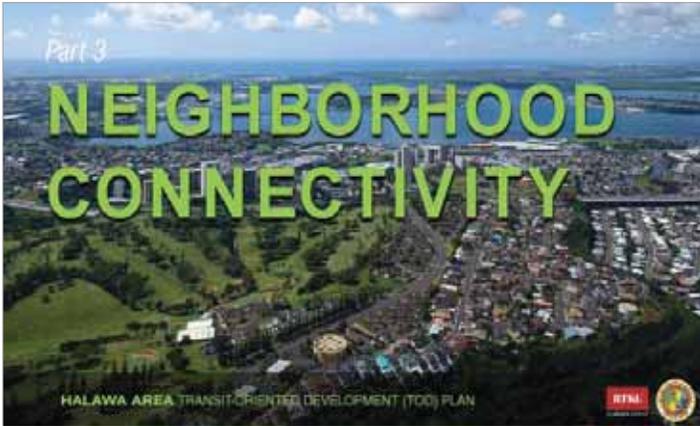
Reconnect to nature:
Reclaim Mauka-Makai connection

A daytime photograph of a large group of people sitting on a lawn under a clear sky. To the right is a map of the Halawa area with a green line connecting the mauka and makai sides.



PART 2 QUESTIONS:

1. What new **types of housing** are most appropriate for Transit?
2. The safety and quality of existing Parks is an issue often mentioned in surveys. What **types of parks** do you want and **where**? How can they be **better managed**?
3. Which types of **events and activities** would you like to see in the Halawa area?
4. What types of desired local **retail and services** are currently missing?



THE CHALLENGE :

LACK OF CONNECTION

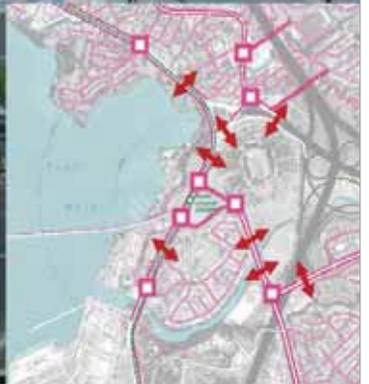
- lack of connections around Aloha Stadium and highway interchanges
- narrow, lack shade and can be downright unpleasant



THE CHALLENGE :

UNSAFE STREET CROSSING

- Lack of crosswalks in station area
- Lack of pedestrian safety due to speeding vehicles and short crossing times
- Mid-block crossings needed



THE CHALLENGE :

LACK OF TREE CANOPY

- Tree canopy located along waterfront and in Stadium parking lot
- Very little/no tree canopy on major streets



THE CHALLENGE :

LACK OF LINKAGES



THE CHALLENGE : INCOMPLETE BIKE TRAILS

- Very few dedicated bicycle facilities
- Pearl Harbor Bike trail is incomplete
- Bicyclists on large streets share road with speeding vehicles



THE POTENTIAL : STREETS FOR PEOPLE

- Restaurants with outdoor dining
- Bike lanes
- Crosswalk improvements
- Residential / Office over Shops



A NETWORK OF STREETS

- Targeted street and intersection improvements
- Sidewalk improvements
- Mid-block crossings
- Additional tree planting
- Bicycle facilities
- Street furniture



GRIDDED STREET PATTERN

- Break up 'superblocks'
- More connections thru site and beyond
- Integrate Mixed use development



NEW BIKE PATHS

- Introduce alternate pedestrian and bike connections
- Elevated connections; connect to neighborhoods over highways
- Underground pedestrian connections

MULTIMODAL CONNECTIONS

- Focus alternative transportation nodes at station area
- Maximize convenience and mobility





STREETS FOR PEOPLE – SALT LAKE BOULEVARD



STREETS FOR PEOPLE



PART 3 QUESTIONS:

1. What **improvements** are needed around the **station** itself?
 bus routes and stops
 crosswalk improvements
 traffic signalization
2. What new **street patterns** will improve connections within the Halawa Area?
3. Which **existing streets** are most in need of **improved safety and beautification**?
4. Where should **bike and pedestrian trails** be expanded?

