

1 Introduction

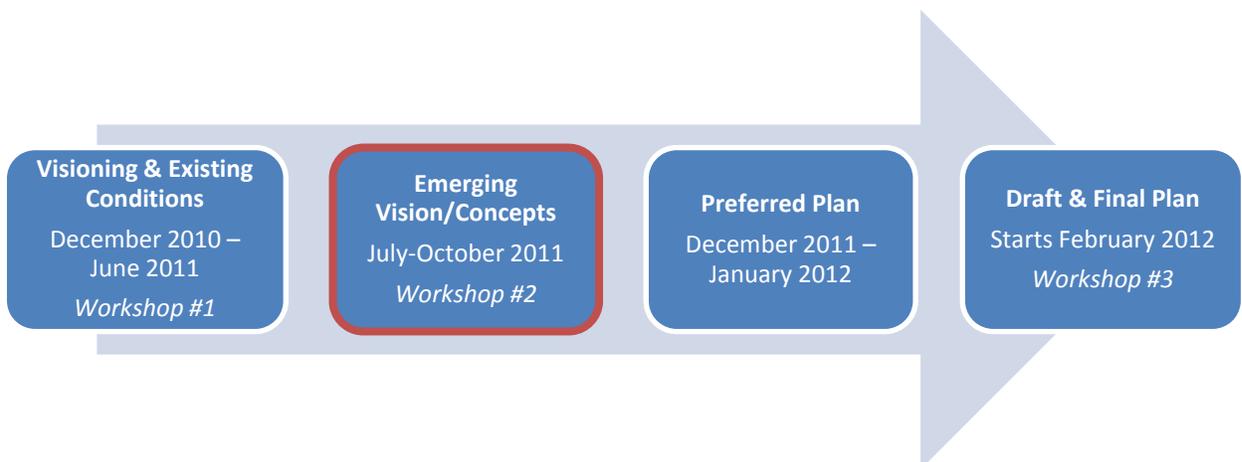
This report describes the results of the second community workshop on the Kalihi Neighborhood Transit-Oriented Development (TOD) Plan, held on October 25, 2011. The workshop was designed to engage a broad spectrum of community members and provide opportunities for discussion of and input into the emerging concepts for TOD in the Kalihi neighborhood.

Community workshops are a key component of the public participation program for the Kalihi 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 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 throughout the planning process. The Visioning & Existing Conditions phase included community outreach and technical analyses that resulted in development of an overall vision and set of planning principles, as well as an Emerging Vision and Concept for each sta-



tion area, which were reviewed during this second community workshop. (Note that this phase was conducted instead of an analysis of distinct alternatives since community members expressed substantial consensus toward an emerging vision.)

Based on feedback herein, 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. Following further stakeholder feedback on the Preferred Plan and any still unresolved issues, the Draft Kalihi 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 and Results

The project's second community workshop was held on Tuesday, October 25, 2011, at Farrington High School. More than 60 community members participated.

OBJECTIVES

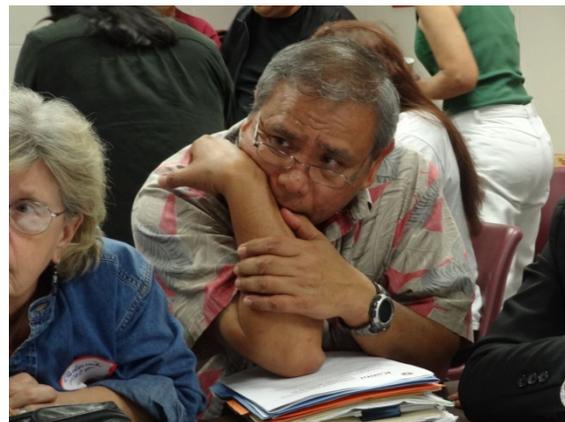
The purpose of this workshop was to present the Emerging Concepts for the Kalihi TOD Plan and progress on the project, including results from the community needs assessment, market study, and existing conditions analysis. Attendees were asked to confirm objectives and ideas generated to date through the community outreach process and to provide feedback on the emerging vision and concepts to help identify a preferred plan direction.

FORMAT

City staff and consultants first presented information about the project, planning process, progress to date, and format of the workshop. This information is provided in Appendix A. Next, participants worked in small groups, reviewing the Emerging Concept for each station. These concepts synthesized issues and opportunities identified during technical studies and community outreach for each station. Participants discussed whether they agreed or disagreed with the emerging consensus and answered a series of questions about unresolved issues.

KEY FINDINGS

According to small group discussions, participants generally supported the emerging consensus for each station, including a multi-modal transportation hub at Middle Street, targeted improvements around the Kalihi station, and a new mixed-use district around the Kapalama station taking advantage of the nearby presence of Honolulu Community College. Specific findings by each station area follow.



Middle Street Station Area

Participants supported the emerging vision of Middle Street station as a major multi-modal hub. However, they expressed mixed opinions about whether to encourage new uses in the area, as the area is predominately in a flood hazard district and surrounded by state highways. Participants' conversations focused on the following components of the vision:

- Maintain Industrial/Warehouse Uses: Participants generally supported maintaining the industrial and warehouse uses around the station, especially those dependent on the harbor and airport. Still, there was some support for new low-intensity uses, such as transitional and affordable housing and commercial development, particularly mauka of Dillingham Boulevard and outside the floodplain area.
- Expand Recreation and Open Space Opportunities: Participants supported improved connections to nearby recreational uses, including Keehi Lagoon Park, the adjacent peninsula (currently occupied by a paintball park), and Sand Island Recreation Area. Available land, including land with potential flooding constraints, would be appropriate for open space development.



Kalihi Station Area

Participants agreed with the emerging vision for the Kalihi station area—revitalize the community by allowing some higher-density residential development and continuing to support small businesses. Participants’ conversations focused on the following components of the emerging vision:

- Provide New and Improved Residential Units: Participants confirmed that the residential area mauka of Dillingham Boulevard could benefit from home improvements and code compliance, as well as higher density residential development in targeted locations.
- Balance Residential and Industrial/Commercial Uses: Participants expressed mixed opinions about two areas that are currently a patchwork of industrial, commercial, and residential uses: the Bannister/Gulick area between the Kalihi and Middle Street stations and the area between Dillingham and Nimitz. There seemed to be support for allowing these areas to continue as they are or with a more industrial character. Participants agreed that the Kalihi-Kai area, makai of Nimitz, should remain industrial.
- Relocate OCCC in the Long-Term: Participants supported relocation of Oahu Community Correctional Center and redevelopment of the site into uses that are more compatible with the nearby residential community and Puuhale Elementary School, including parks/open space, new residences, and community services (e.g. medical care).



Kapalama Station Area

Participants supported the emerging vision for the Kapalama station area to transition into a high-intensity mixed-use district. Participants' conversations focused on the following components of the vision:

- A New Mixed-Use District and Education Hub: Participants agreed with the vision to provide new residential units along the canal and throughout the district, office and research and development centers that capitalize on student talent from Honolulu Community College, and retail, restaurants and entertainment uses that help to create vibrant nightlife. At the same time, participants want to see some light industrial uses retained.
- Kapalama Canal Improvements and Public Open Space: Participants expressed clear support for a promenade along Kapalama Canal that would provide opportunities for passive and active enjoyment, and a safe walking path during the day and evening. In addition, participants agreed that new parks and open spaces must be included with new development to ensure that existing and new residents have access to open space and the waterfront. Open spaces could be in the form of community gardens and rooftop spaces, in addition to traditional parks.
- Uncertain Future for Big Boxes: Participants expressed mixed opinions about the future of the big box uses. Some groups thought they should relocate (e.g. closer to Nimitz), other groups thought they should be redeveloped at higher intensities and with residential uses, while other groups thought they should be replaced with employment uses or remain as they are in their current locations.



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Workshop #2: Emerging Concepts

October 25, 2011

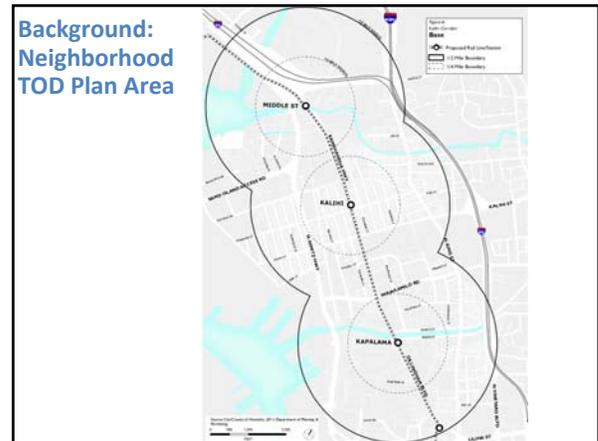
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Agenda

1. Review of Project and Process
2. Summary of Technical Studies and Community Visioning
3. **Emerging Concepts Exercise:**
 - Emerging Vision
 - Group Discussion (by station)
 - Report Back
4. Conclusion and Next Steps



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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

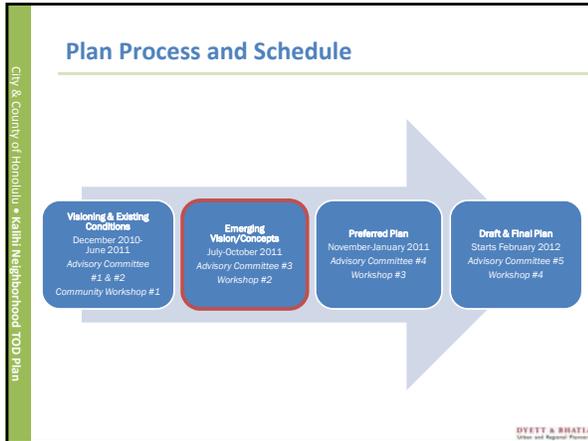
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What is Transit-Oriented Development (TOD)?

- 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":







Progress to Date

- Technical Analysis
 - Existing Conditions Analysis
 - Market Demand Study
- Community Visioning
 - Community Workshop #1
 - Community Needs Survey
 - Stakeholder Interviews
 - Advisory Committee

→ Emerging Concepts reflect these activities

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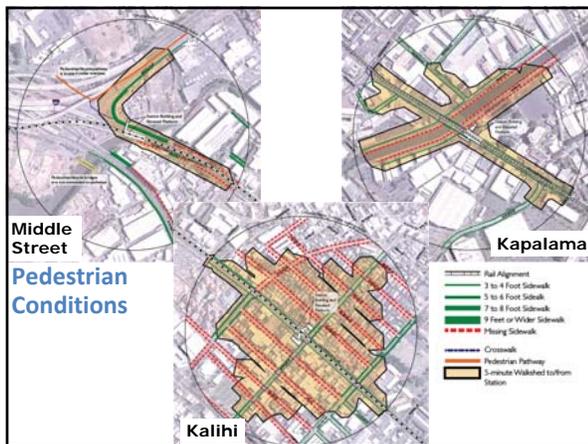
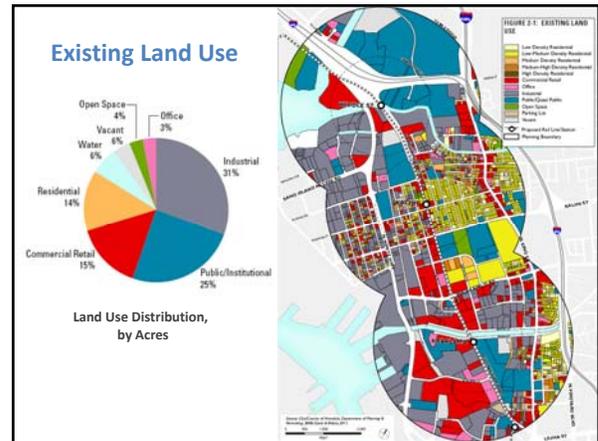
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Existing Conditions Analysis: Opportunities & Constraints

Available at:
www.honoluluapp.org

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Park Deficiency

Park	Acres
Kalakaua District Park	7.8
Kanoa Mini Park	0.4
Mokauea Street Mini Park	0.3
Total	8.5

- Approximately 0.7 acres of parkland per 1,000 residents
(City standard is two acres/1,000 residents)

Environmental Constraints: Flood Zones

Development Proposals

- Honolulu Community College**
 - New school facilities (2-6 stories)
 - Pedestrian-only mall leading to the rail station
 - Parking garage (with potential for ground-floor commercial and housing above parking deck)
- Kamehameha Schools**
 - Redevelopment of retail ground lease sites around Kapalama station
 - Mid-rise housing and commercial development

Potential Opportunity Sites

- Vacant sites
- Surface parking lots
- “Underutilized” (low intensity or assessed building value)

Potential Opportunity Sites & Development Constraints

Market Demand Study

- Assesses the potential market demand for a variety of residential and commercial land uses
- Identifies the opportunities and constraints for development of these uses

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Demographics & Employment

- 34,900 residents (within one-mile radius of stations)
- 3.63 average household size (vs. 2.78 on Oahu)
- \$41,700 median income (40% lower than citywide)
- 85% of jobs in: services, industrial, retail, and transportation/utilities



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Residential

Trends

- Decline in construction
- Slight decline in home values
- Pent up demand for rental units
- Long-term outlook positive

Projections

- +/- 4,000 new units
- Low- and mid-rise buildings
- TOD increases “capture rate” (share of Honolulu’s total housing stock)
- Potential around Kapalama Station

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Other Uses

- Retail: ± 465,000 sq. ft.
- Office: ± 575,000 sq. ft. (1,600 jobs)



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Community Workshop #1



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Visioning: Group “Headlines”

- Kalihi Beautification on Track with High Density Walkable Neighborhoods: Rail System Finally Finished
- TOD Brings New Life to Kalihi with New Shops, Upgraded Neighborhoods, and a Healthy Affordable Living Environment
- Homelessness Has Been Solved Permanently Around Stations. Small local businesses still thrive.
- Improved Communities: Development of Business; Apartments; Neighborhood Clean-Up.
- Back to the Future! 1950s, 1930s. 60-70s too auto oriented, more/better sidewalks, strengthen businesses, apartments, revive Kalihi – clean it up.
- Traffic fixed by rail. Safer neighborhoods. Security unsolved. Questions cost/taxes Light industry grows, community development.
- Kalihi: Revitalize & Preserve

HONOLULU TODAY
Group Headlines

HONOLULU TODAY
Fixed Rail Fixes Traffic

Local Business lose some jobs, but improve due to rail station.
Fix traffic and for good vendors.

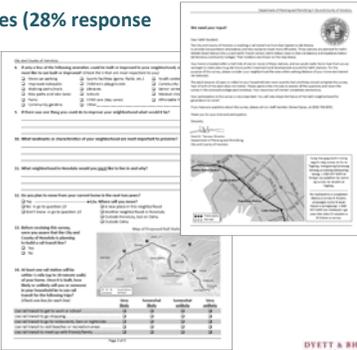
SPECIAL EDITION:
KALIHI NEIGHBORHOOD TOD

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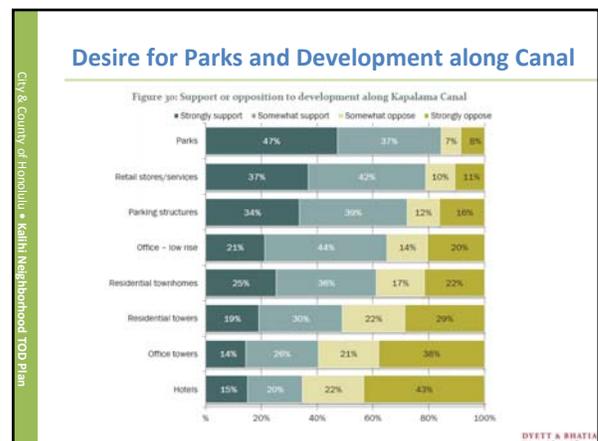
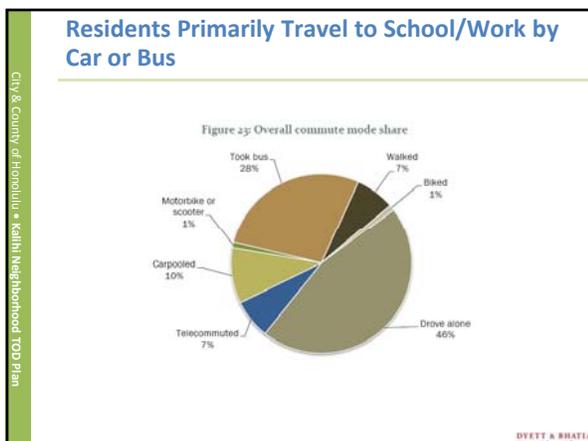
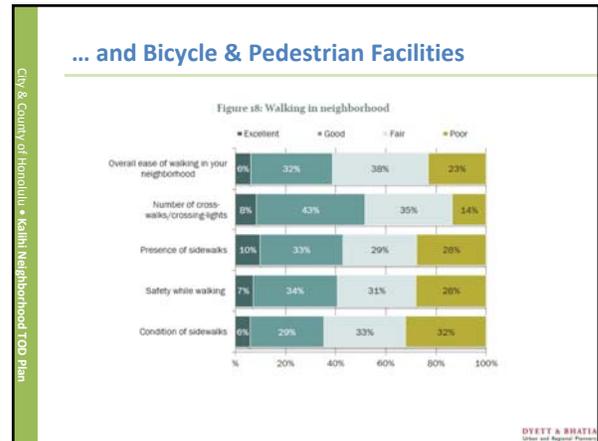
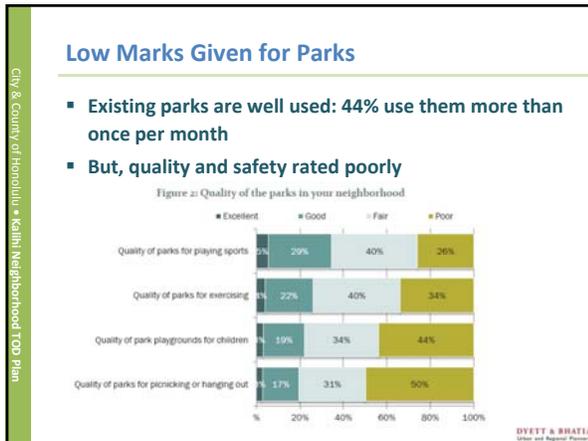
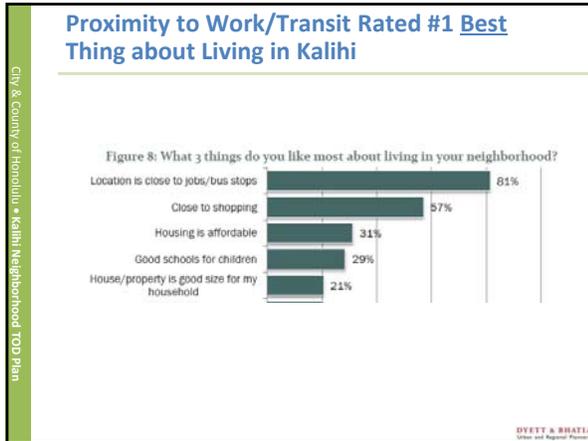
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Community Needs Survey

- 1,100 responses (28% response rate!)



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Emerging Concepts Exercise

- Overall Emerging Vision
- Individual Stations (Middle Street, Kalihi, Kapalama)
 1. *Issues Affecting Transit-Oriented Development (Existing Conditions Analysis and Market Study)*
 2. *Community Feedback (Community outreach and visioning results)*
 3. *Emerging Concepts (Synthesis of #1 and #2 above)*
- Does your group agree (✓) or disagree (X) with the Emerging Concept Items?
- As a group, please respond to each question on the worksheet.

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Emerging Vision: Corridor from Middle Street to Downtown

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WALIMI Station Area

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Middle Street Station: 1. Issues Affecting TOD

- Pedestrian access and comfort is severely lacking, but the new bus transfer station will provide convenient bus transfers and parking
- Security measures and the nature of Oahu Community Correctional Center and Fort Shafter military base limit potential neighborhood "livability"
- Industrial properties are well-leased
- Freeways, overpasses, and major through streets create barriers to walking, but facilitate regional vehicular access
- Kalihi Stream and the peninsula makai of H-1 is difficult to access now, but can become an open space amenity with access and landscape improvements
- 100-year floodplain limits potential development density and type

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Middle Street Station: 2. Community Feedback

- Coordinate with long-term plans for Fort Shafter. Encourage military involvement and integration with uses in the station area
- The new bus transfer center will provide convenient transfer and parking for employees, residents, and visitors
- Expand land use options: residential, services, child care, or alternative energy
- Maintain and enhance pedestrian and bike connections between the Middle Street Station, Ke'ahi Lagoon Park, Sand Island State Recreation Area, and Downtown

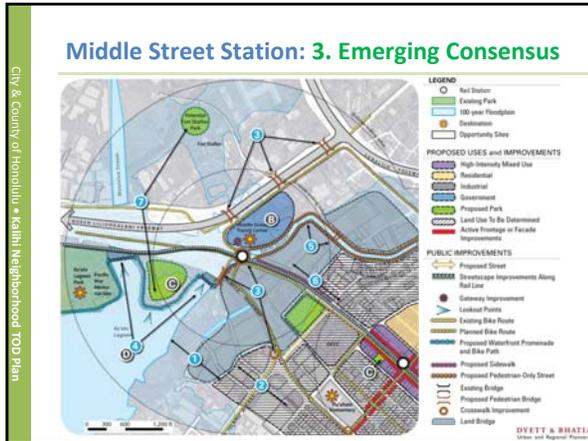
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Middle Street Station: 3. Emerging Consensus

VISION: Middle Street has become a major multi-modal hub where residents and employees can easily arrange local or regional trips throughout Oahu. Coordination with Fort Shafter has resulted in improved access in the station area.

- A) Provide a greater intensity and mix of uses: potentially additional industrial, wholesale and distribution uses, as well as some residential uses.
- B) Provide community services, an active public plaza, and retail uses (satellite city hall, police station, farmers' market, food vendors) at the transit center
- C) Enhance recreational resources by building on existing parks
- D) Improve pedestrian and bicycle connections from the station to Sand Island State Recreation Area, Ke'ahi Lagoon Park, future park at Fort Shafter, Mapunapuna bike path Ewa of station area, and Downtown

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Middle Street Station: Questions

1. What type of development or uses should be located within the 100-year floodplain?
2. In the areas outside the 100-year floodplain, continue existing manufacturing, distribution, and wholesale uses?
OR Encourage new uses that capitalize on airport and freeway access such as airport hotel, mixed-income housing, big-box retail stores, and industrial spaces for offices?

Middle Street Station: Questions

What can we do to improve pedestrian and bicycle connection in this area? Potential ideas include:

3. Public access to bridges connecting to Ke'ehi Lagoon Park and the peninsula area
4. Pedestrian bridge over Kalihi Stream and sidewalk along Kalihi Stream
5. Continuous sidewalk along Dillingham Boulevard, especially to the transit center and bus stops
6. Where would you like to see new public parks and recreation centers? Potential sites include publicly owned areas designated as general preservation and potential locations within Fort Shafter

Kalihi Station: 1. Issues Affecting TOD

Issues Affecting TOD:

- Small parcels and individual property owners make land assembly and redevelopment challenging
- Many homes are in disrepair and out of conformance with city codes
- Seek solutions for parking, especially if streets are targeted for improvements and sidewalks (e.g. roll curbs, parking district, diagonal parking?)
- Fee simple titles allow for individual property ownership

Kalihi Station: 2. Community Feedback

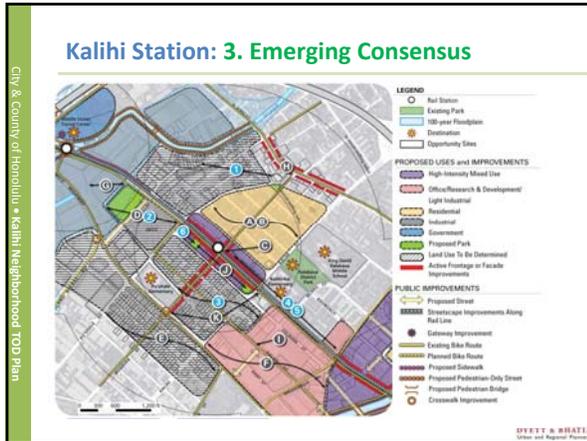
Community Feedback:

- Concern that new developments may push out small businesses
- Intensify residential use and rehabilitate older housing
- Emphasize K-12 education facilities
- Relocate bus transit routes to improve access to key destinations
- Relocate Oahu Community Correctional Center
- Enhance the existing community with more retail and restaurants

Kalihi Station: 3. Emerging Consensus

VISION: Newly built low- to mid-rise residential developments provide a range of housing options for families who seek easy access to nearby schools, local stores, and jobs Downtown.

<ol style="list-style-type: none"> 1. Encourage homeowners to rehabilitate properties 2. Increase mixed-use residential and housing density in targeted locations 3. Allow convenience retail around the station 4. Consider new uses at Oahu Community Correctional Center 5. Maintain affordable housing opportunities and small businesses 6. Intensify commercial and industrial employment uses 	<ol style="list-style-type: none"> 7. Target sites for redevelopment and revitalization to attract new housing, neighborhood retail, jobs and other economic opportunities 8. Encourage facade improvement programs at ground floor retail stores along King Street, Dillingham Boulevard, and Mokuauia Street 9. Bicycle "boulevards" on parallel side streets instead of major arterial roads such as Dillingham Boulevard 10. Provide new parks/open spaces 11. Ensure safe pedestrian routes and crossings to schools
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Kalihi Station: Questions

1. Considering the area's proximity to the freeway, potential improvements to Kalihi Stream, and retail along King Street, continue existing mix of industrial and residential apartments?
2. Should OCCC be relocated in the long term, what type of uses would be ideal here?
3. Retain the largely industrial character or encourage more mixed-use development?

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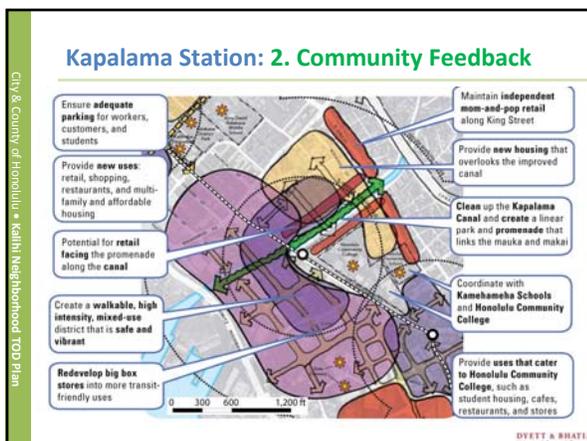
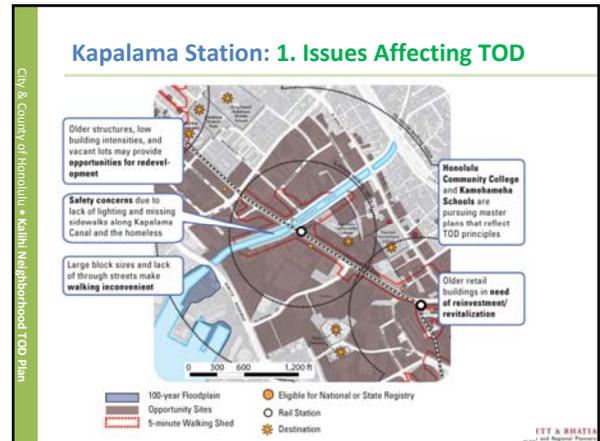
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Kalihi Station: Questions

4. A) Which streets should have highest priority in improving as safe pedestrian and bicycle routes?
B) Which streets best connect schools, the station, and other community landmarks?
5. What type of street improvements would create an inviting and safe environment and which streets need them most?
6. Is this [vacant site on Dillingham] a good location for a new playground/urban park?

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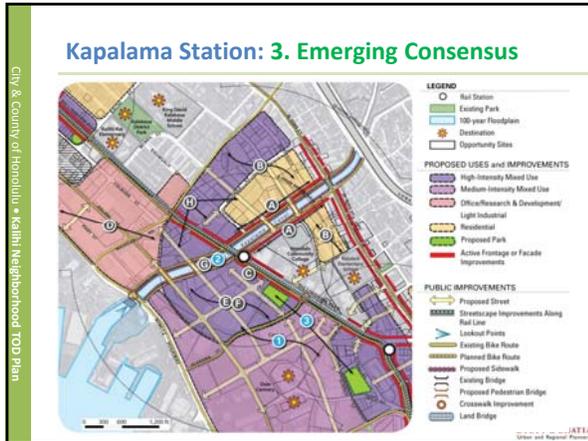
Kapalama Station: 3. Emerging Consensus

VISION: Kapalama has become a desirable new neighborhood due to additional parks, improved walkability, and new transit-friendly low- to mid-rise housing, retail, and restaurants that have replaced some of the big box stores.

1. Allow retail stores and active uses at ground-floor level along Kapalama Canal
2. New housing near campus, preferably in areas overlooking the canal
3. Create an education hub centered around Honolulu Community College (HCC) (e.g. employment, training, student housing, bookstore)
4. Maintain employment uses (e.g. Dillingham Boulevard (i.e. R&D, industrial, high-tech, harbor-related) and East of canal)
5. A new walkable, high intensity, mixed-use district that capitalizes on the presence of HCC, proximity to downtown, and the stream
6. New housing in a mixed-use district near the station to accommodate Downtown workers who can easily access the train
7. Create a promenade or greenway along the canal
8. Develop new streets/pedestrian routes to improve access to the station and surrounding uses

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- Kapalama Station: Questions**
1. Integrate big box stores with new mixed-use development? Or are there other uses or mixes of uses that should be prioritized here? (e.g. housing, office, research and development)
 2. What type of improvements and features should the promenade along Kapalama Canal include? (e.g. lighting, boat access, bike paths)
 3. What type of new parks would best serve this community and where would they be located?
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Report Back

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- Next Steps**
- Refine Emerging Concept
 - Determine appropriate heights, densities, intensities
 - January/February 2012 Community Workshop
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**City and County of Honolulu
Kalihi Neighborhood TOD Plan**

Workshop #2: Emerging Concepts

October 25, 2011

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