

**AIRPORT AREA**  
Transit-Oriented  
Development Plan

Alternatives  
Summary Report

*October 2015*

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# ALTERNATIVES SUMMARY

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## OVERVIEW

This report summarizes the alternatives explored for the Airport Area Transit-Oriented Development (TOD) Plan, which covers the Pearl Harbor, Airport, and Lagoon Drive rail station areas. TOD concepts were primarily focused on the quarter- to half-mile areas surrounding each rail station.

The alternatives developed included a draft vision and conceptual ideas for future land use and development possibilities near each station. These were prepared based on the opportunities and issues evaluated during the existing conditions analysis and ideas received from early community engagement, including community and business (employee and employer) surveys.

Alternative concepts with supporting maps and other displays were presented to the community at a community workshop in February 2015 and smaller stakeholder meetings during winter and spring of 2015 to illustrate the potential opportunities in each station area and to solicit input on the various features shown on the maps. These materials included the following:

- TOD Alternative Concept Maps (see attachments)
  - *Airport Area Stations Overview Map*
  - *Pearl Harbor Station Area*
  - *Airport Station Area*
  - *Lagoon Drive Station Area*
- Supporting Materials
  - *TOD Concept Examples*
  - *Relevant Case Studies*
  - *Station Area Market/Economic Summaries*

The TOD alternative concept maps depicted how each station area could be structured in terms of overall character, land use, transportation, and public improvements. Some of these improvements would be

necessary for access to the rail stations, and others represent potential long-term changes capitalizing on the introduction of rail service.

This report also summarizes the feedback received by the public, community stakeholders, and various business/property owners on the draft alternative concepts and key features prepared for the Airport Area TOD Plan. The feedback has helped direct and shape the preferred plan.

## SUMMARY AND FEEDBACK

### Airport Area Stations Overview

The Airport Area Overview Map shows the three Airport station areas with existing circulation features including the road network, pedestrian features, and bike and bus routes. The map also shows proposed features that could improve overall circulation in this area such as bike lane connections, bus extensions to the stations, and sidewalk improvements.

The community's vision is that the Airport area re-captures its emphasis as the gateway to Hawaii and continues to grow into one of Oahu's premier employment centers. Employers would continue to be able grow their industrial, commercial, and office spaces with rail transit easing employee commutes. Visitors would be welcomed by a Hawaiian sense of place, combined with convenient options within walking distance. Nearby residents would work and play close to their homes. A diverse and connected transportation network would enhance the area's role as a hub for local, interisland, and international travel. The neighborhood would provide something for everyone and be a dynamic center for trade, commerce, and military operations in the region.

Of those that provided feedback on the overview map, all were supportive of the above vision and proposed circulation improvements including enhanced pedestrian

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features (e.g., sidewalks, road crossings, and signage).

## **Pearl Harbor Station Area**

The Pearl Harbor station area is envisioned to transform over time into a mixed-use community that provides a range of housing and employment options within easy walking distance of the rail station. The development area would offer convenient proximity to Joint Base Pearl Harbor-Hickam (JBPHH); The Mall at Pearl Harbor; and other nearby commercial, retail, dining, and grocery options. The area would provide attractive and affordable housing options for military families and civilians.

A major short-term recommendation for the Pearl Harbor station area is improved pedestrian access. In particular, recommendations focus on crossing improvements at the Kamehameha Highway and Radford Drive intersection and the creation of a more pedestrian-friendly experience along Radford Drive. General circulation-related improvements near the station are recommended, particularly, Kamehameha Highway, Radford Drive, Center Drive and Bougainville Drive. These include a passenger “kiss-n-ride” (Radford Drive), additional bicycle lanes, sidewalk extensions, widening and other related enhancements, as well as direct bus service to the station.

With regard to land use alternatives, major redevelopment is envisioned for Area C (Little Makalapa) and Area E (Naval Facilities Engineering Command [NAVFAC] Hawaii) on the alternative concept map. Potential future uses for Area C include residential, convenience retail, civic uses, expansion of the Federal Fire Department, and a small park/plaza next to the station offering food service and convenience retail. Discussions with NAVFAC Hawaii have indicated they may consider relocating their facilities within the main JBPHH installation, potentially freeing

up Area E for redevelopment in the long term. If this were to occur, this area could be redeveloped into multi-family residential use with neighborhood commercial, retail, and dining options.

There was general agreement with the highlighted potential future uses as shown on the map. Input received on Area C (Little Makalapa) and Area E (NAVFAC Hawaii) indicate agreement that redevelopment of these areas would be beneficial over the long term. Many agreed that the close proximity of Area C to the station and the underutilized nature of about half of the site (dilapidated and vacant Navy housing) make it a prime location for TOD opportunities. There was some interest was expressed in adaptive re-use of the historic structures. In the long term, should the Navy relocate NAVFAC Hawaii to another location (i.e., on JBPHH main base), commenters thought that nearby (a half- to quarter-mile area) TOD opportunities at this location, as described on the concept map, would be appropriate.

## **Airport Station Area**

The community envisions a welcoming sense of arrival for locals and visitors alike at the Airport station. The station would provide clear and easy transfer from terminal to train for arriving and departing passengers. The community, including input received from the business surveys, further envisions this area providing lodging, dining, and office options with connections that allow safe, convenient movement throughout, and without the need for a vehicle. Similar to the Pearl Harbor area, one of the primary recommendations for the Airport station area was improved circulation, including enhanced pedestrian and bicycle access, increased vehicular safety, mauka-makai street connections, and improved wayfinding.

With regard to land use alternatives, the community would like retail and dining

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options, a bus transfer station, and enhanced lei stands in Area A adjacent to the station and outside the terminal. To better utilize the large open space adjacent to the post office (currently used for parking), additional retail and dining options, office, commercial, or general/light industrial manufacturing could be introduced. Displaced parking could be structured or relocated elsewhere based on demand. The currently mixed industrial and commercial area between the Airport station and Lagoon Drive station was divided into Areas C and D. Area C runs along roadways that will likely have the most pedestrian traffic and visibility. Alternative uses for Area C include retail, office/commercial, light industrial, hotel/lodging, and enhanced landscape features. Area D land uses could include convenience retail, office/commercial, ware-housing/distribution centers, general or light industrial, and manufacturing.

Most community members agreed that retail and dining should be accommodated in Area A. Most also agreed that the airport would benefit from an iconic place-making element (i.e., something that characteristically lets people know they had arrived in Hawaii or conversely were leaving the islands). There was generally a desire to see more dining and convenience retail near the station, particularly in Area C near Paiea Street. All commenters agreed that Area D and some of Area C should remain as light and mixed industrial (e.g., warehousing at ground level and other industrial above). Most also agreed that the area should be improved for better and safer modes of transportation (vehicular, bicycle and pedestrian).

## Lagoon Drive Station Area

The vision for the Lagoon Drive area near the station is a mixed-use, walkable district. Alternatives include housing, employment uses, convenient access to the rail station,

and an improved Keehi Lagoon Beach Park. The area immediately near the station would feature a pedestrian-focused core, while the wider station area incorporates office, industrial, and the existing auto-oriented uses that would benefit from transit access. Transitioning the area to smaller block sizes would promote walking while maintaining flexibility for a wide variety of uses.

Circulation improvements proposed in the Lagoon Drive station area include a “kiss-n-ride” on Waiwai Loop adjacent to the station, bus service to the station, enhanced pedestrian facilities, and new mauka-makai connections. A pedestrian access could also be created between the rail station and Keehi Lagoon Beach Park along Waiwai Loop where the rail guideway extends into the park.

Major area stakeholders agreed that Area D should remain for industrial and warehousing. Most agreed that the area should be improved for various modes of transportation (vehicular, bicycle and pedestrian), but did not like the idea of breaking the parcels up by developing interior roads/alleyways. There was also broad support for increased dining and convenience retail near the station, specifically along Lagoon Drive between Nimitz Highway and Ualena Street.

Area C (along Nimitz Hwy) and Area E (lower Mapunapuna area) did not receive many comments; however, those providing feedback expressed that the areas should remain in their current uses, particularly given how industrial and warehousing close to downtown Honolulu is becoming a rarity, causing displacement and increased demand (e.g., Kakaako redevelopment).

Area G (Waiwai Loop area) received mixed reviews. Some community members supported the concept of housing and/or hotel development in this area. However, most property owners, and business

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commenters do not want to see housing or increased hotel development in this area. They prefer that the area remain as is – primarily industrial and warehousing – with the possibility of increasing density by rebuilding vertically. Also, they do not support breaking the parcels up by developing interior roads/alleyways or creating pedestrian pathways between this area and Keehi Lagoon Beach Park. The Hawaii Department of Transportation Airports Division commented that whatever is proposed in Area G needs to comply with Federal Aviation Administration regulatory-allowable uses, including adherence with nearby runway protection zones.

## **NEXT STEPS**

Based on community feedback, the City and County of Honolulu (City) will move forward and draft a preferred plan for the three TOD areas while recognizing the important regional characteristics surrounding the Airport Area. Once a draft plan has been prepared, further dialog will take place between the City, stakeholders, and the community-at-large on the preferred direction for each of the station areas. The plan will then be further refined based on the input received during these discussions. Ultimately, a final plan will be prepared and sent to the City Council for adoption. Implementation measures, such as zoning changes, will follow plan adoption.

**Attachments – TOD Alternative Concept Maps**

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# Airport Area Stations Overview

## Vision

The Airport area is the gateway to Hawaii and one of Oahu's premier employment centers. Employers thrive with the capacity to grow their industrial, commercial and office spaces, and rail transit eases employee commutes. Visitors are welcomed by a Hawaiian sense of place and convenient uses within walking distance. Nearby residents work and play close to their homes. A diverse and connected transportation network enhances the area's role as a hub for local, interisland and international travel. This working neighborhood provides something for everyone and is a dynamic center for trade, commerce, and military operations in the region.

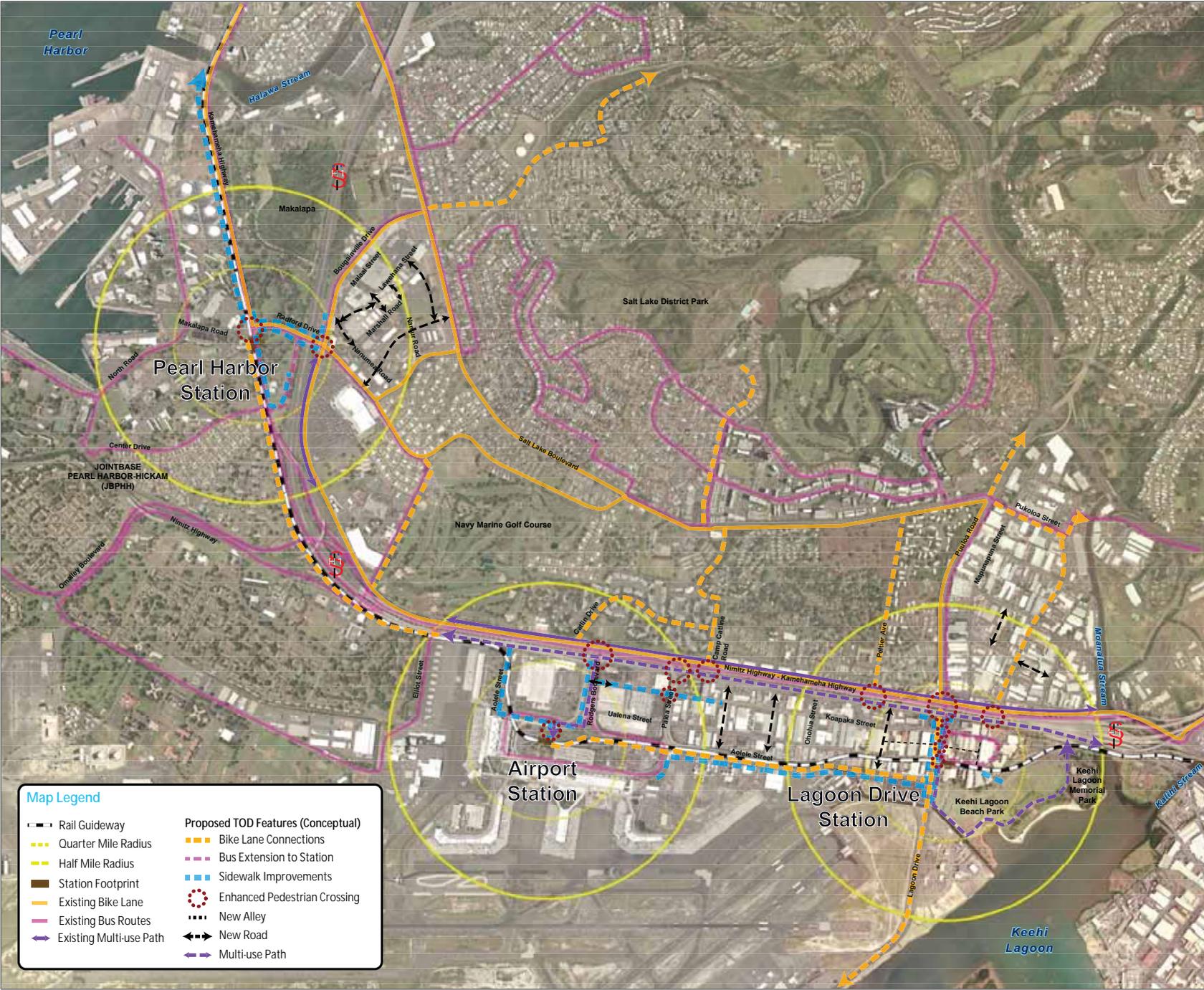
## Principles

- Preserve the area as a primarily industrial employment center.
- Provide a transportation network of streets and paths that balance efficient vehicular and freight access with safe pedestrian, bicycle, and transit travel.
- Encourage dense, job-rich uses adjacent to the rail stations by ensuring adequate infrastructure capacity, including drainage and sea-level rise accommodations.
- Introduce urban land uses near Lagoon Drive to take advantage of the rail station, Keehi Lagoon Beach Park, and harbor views.
- Create a sense of arrival by encouraging gateway features at the main entrances to the military base and Airport, supported by wayfinding elements throughout the area.
- Utilize urban design elements that draw from and enhance the unique historical, cultural and physical aspects of each station area.
- Integrate neighborhood-scale gathering spaces in a way that promotes safety and a sense of ownership.



**AECOM**

Date: February 2, 2015



# Pearl Harbor Station Vision

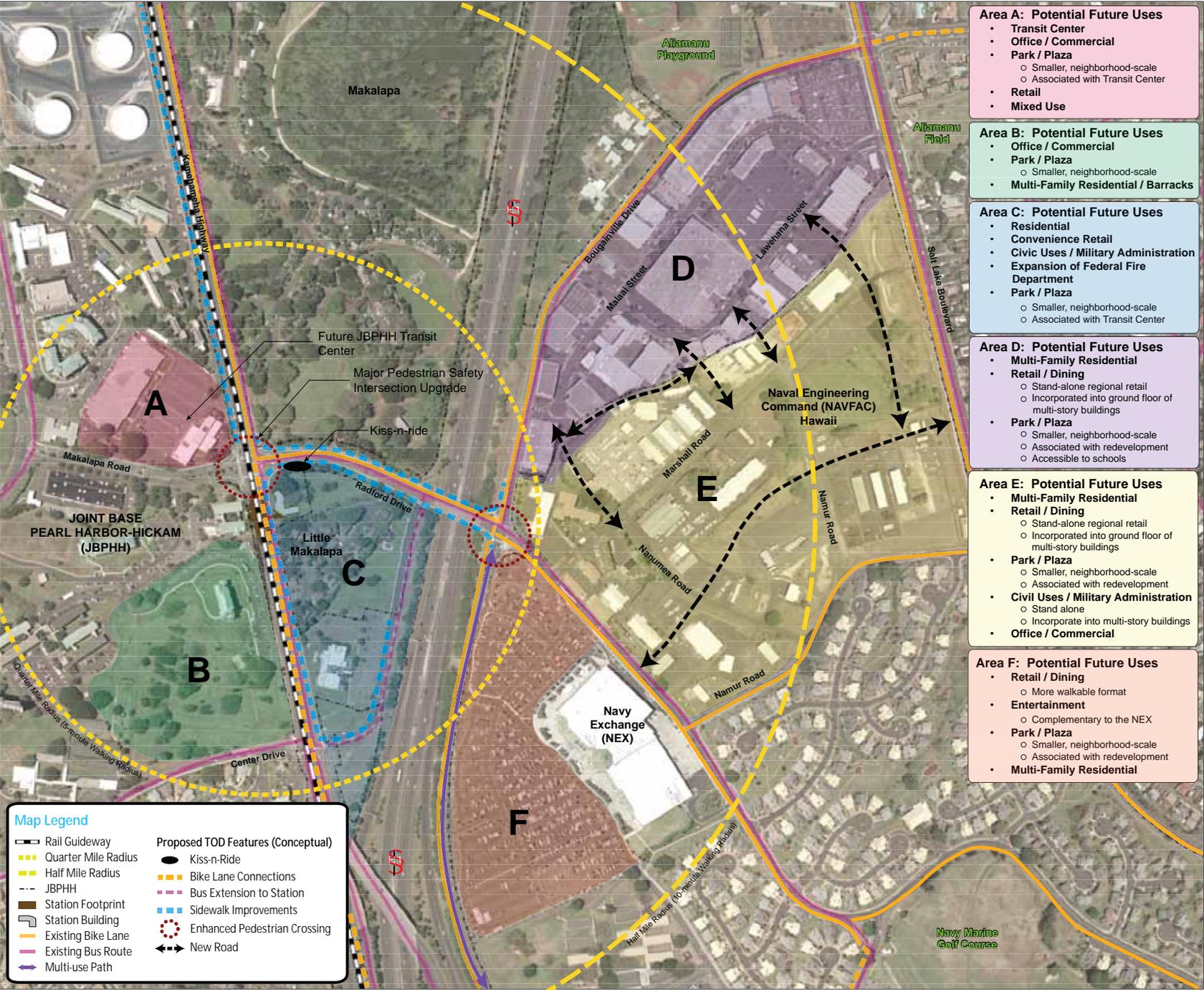
Pearl Harbor station area is a mixed-use community that provides a range of housing and employment options within easy walking distance of the rail station. This area offers convenient proximity to Joint Base Pearl Harbor Hickam (JBPHH), the Mall at Pearl Harbor, Naval Facilities Engineering Command (NAVFAC) Hawaii, retail, dining, and grocery. The area will provide attractive and affordable housing options for both military families and civilians.

## Key Parcels

- Open space adjacent to station, Little Makalapa and Federal Fire Department site - Area C

## Suggested Circulation Improvements

- Direct bus service to the station
- Kiss-n-ride at the intersection of Kamehameha Highway and Radford Drive
- Pedestrian enhancements along Radford Drive
- JBPHH Transit Center (circulator pick-up/drop-off, bike share, parking)
- Pedestrian enhancements along Bougainville Drive
- Bicycle facilities
  - Salt Lake Boulevard
  - Radford Drive
  - Namur Road



- Area A: Potential Future Uses**
  - Transit Center
  - Office / Commercial
  - Park / Plaza
    - Smaller, neighborhood-scale
    - Associated with Transit Center
  - Retail
  - Mixed Use
- Area B: Potential Future Uses**
  - Office / Commercial
  - Park / Plaza
    - Smaller, neighborhood-scale
  - Multi-Family Residential / Barracks
- Area C: Potential Future Uses**
  - Residential
  - Convenience Retail
  - Civic Uses / Military Administration
  - Expansion of Federal Fire Department
  - Park / Plaza
    - Smaller, neighborhood-scale
    - Associated with Transit Center
- Area D: Potential Future Uses**
  - Multi-Family Residential
  - Retail / Dining
    - Stand-alone regional retail
    - Incorporated into ground floor of multi-story buildings
  - Park / Plaza
    - Smaller, neighborhood-scale
    - Associated with redevelopment
    - Accessible to schools
- Area E: Potential Future Uses**
  - Multi-Family Residential
  - Retail / Dining
    - Stand-alone regional retail
    - Incorporated into ground floor of multi-story buildings
  - Park / Plaza
    - Smaller, neighborhood-scale
    - Associated with redevelopment
  - Civic Uses / Military Administration
    - Stand alone
    - Incorporate into multi-story buildings
  - Office / Commercial
- Area F: Potential Future Uses**
  - Retail / Dining
    - More walkable format
  - Entertainment
    - Complementary to the NEX
  - Park / Plaza
    - Smaller, neighborhood-scale
    - Associated with redevelopment
  - Multi-Family Residential



**Map Legend**

Rail Guideway	<b>Proposed TOD Features (Conceptual)</b>
Quarter Mile Radius	Kiss-n-Ride
Half Mile Radius	Bike Lane Connections
JBPHH	Bus Extension to Station
Station Footprint	Sidewalk Improvements
Station Building	Enhanced Pedestrian Crossing
Existing Bike Lane	New Road
Existing Bus Route	
Multi-use Path	

# Airport Station Area Vision

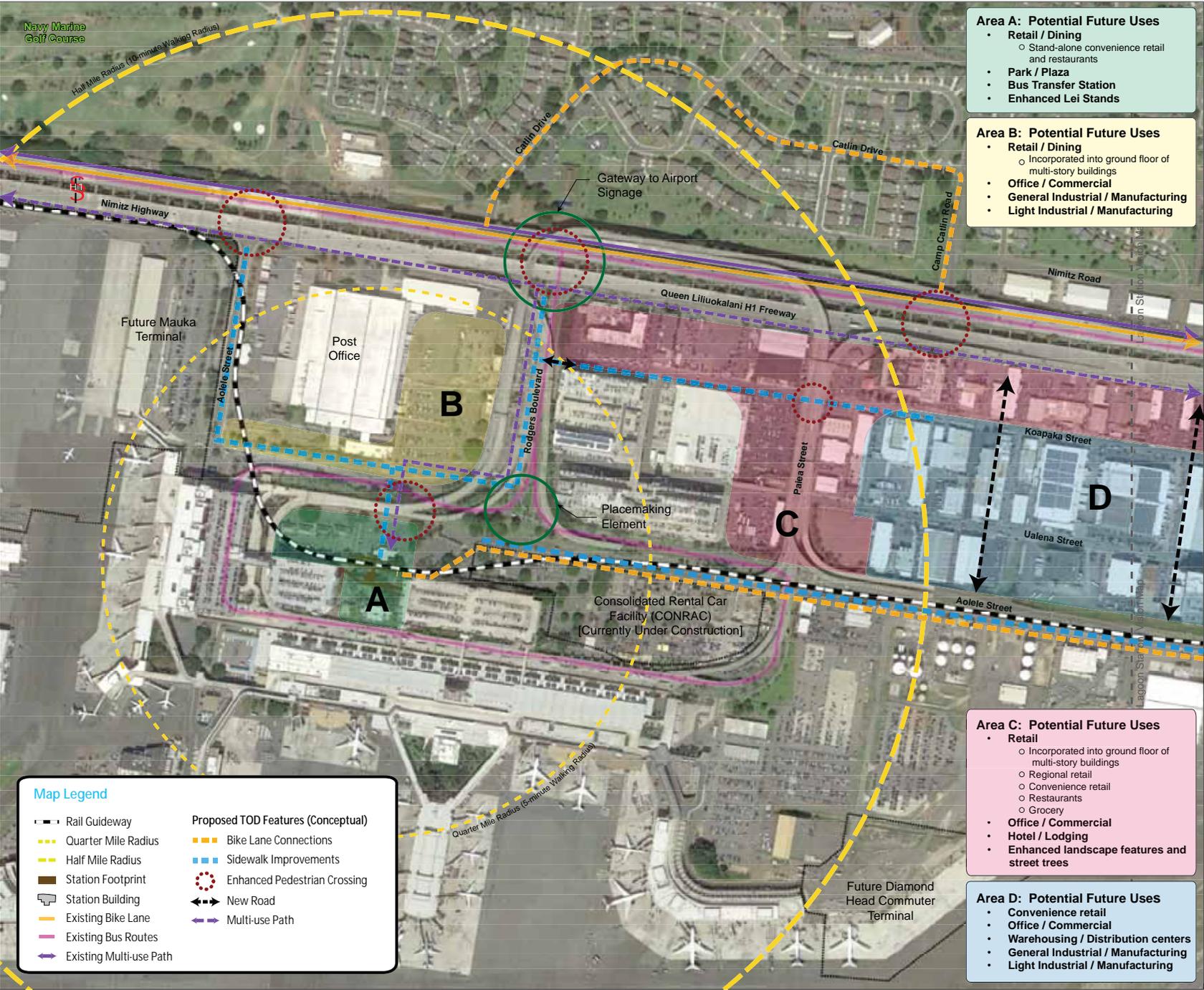
The Airport station area is welcoming to locals and visitors alike. The station provides clear, easy transfer from terminal to train and sets the island image for arriving passengers. The station area provides lodging and office options in an airport-adjacent location and convenience retail for new and existing employees with connections that allow safe, convenient movement throughout the station area without the need for a vehicle. Urban design elements and wayfinding signage direct users between station area destinations.

## Key Parcels

- Parking lot adjacent to (mauka of) station - Area A

## Suggested Circulation Improvements

- Enhanced multi-use paths along Nimitz Highway and Aolele Street
- Bicycle and pedestrian improvements from Nimitz Highway to station/terminal
- Secure bicycle storage
- Enhanced pedestrian crossings of Nimitz Highway at airport entry road (immediately Ewa of Aolele Street), Rodgers Boulevard and Camp Catlin Road
- Bicycle/pedestrian crossing and mitigation of pedestrian/vehicular conflicts at Koapaka Street and Paiea Street
- Pedestrian and landscape enhancements along and Nimitz Highway Frontage Road
- New mauka-makai street connections between Aolele Street and Nimitz Highway
- Improved wayfinding
- Off-loading on private property rather than on public streets
- Connect Koapaka Street and Rodgers Boulevard for pedestrians



- Area C: Potential Future Uses**
- **Retail**
    - Incorporated into ground floor of multi-story buildings
    - Regional retail
    - Convenience retail
    - Restaurants
    - Grocery
  - **Office / Commercial**
  - **Hotel / Lodging**
  - **Enhanced landscape features and street trees**

- Area D: Potential Future Uses**
- **Convenience retail**
  - **Office / Commercial**
  - **Warehousing / Distribution centers**
  - **General Industrial / Manufacturing**
  - **Light Industrial / Manufacturing**

- Area E: Potential Future Uses**
- **Enhanced building faces along Puuloa Road**
  - **Convenience retail**
  - **Commercial**
  - **Warehousing / Distribution centers**
  - **General Industrial / Manufacturing**

- Area F: Potential Future Uses**
- **Park Enhancements Associated with Nearby Redevelopment**
    - Neighborhood-scale park area
    - New facilities/amenities
    - Additional shade trees/structures
    - Additional wayfinding

- Area G: Potential Future Uses**
- **Multi-Family Residential**
    - With internal (not surface) parking
  - **Retail / Dining**
    - Incorporated into ground floor of multi-story buildings
    - Restaurants
    - Grocery
  - **Hotel**
    - Branded / business-oriented
  - **Office / Commercial**
  - **Park / Plaza**
    - Small-scale to provide employee amenity

## Lagoon Drive Station Area Vision

The Lagoon Drive station area is a mixed-use community that provides housing, employment, and recreation with convenient access to the rail station and Keehi Lagoon Beach Park. The station area features a dense, pedestrian-focused core with residences and neighborhood-serving retail, while the wider station area incorporates office, industrial and auto-oriented uses that would benefit from transit access. Smaller block sizes promote walking while maintaining flexibility for a wide variety of uses.

### Key Parcels

- Station-adjacent parcels (Diamond Head of Lagoon Drive, both sides of Waiwai Loop)
- Parcel(s) underneath guideway between Waiwai Loop and Keehi Lagoon Beach Park
- Parcels abutting Lagoon Drive (makai of Nimitz Highway)
- Corner parcels at intersection of Lagoon Drive and Nimitz Highway

### Suggested Circulation Improvements

- Bus service to the station
- Kiss-n-ride at the station
- Enhanced multi-use paths along Nimitz Highway and Aolele Street
- Pedestrian connection from Waiwai Loop into Keehi Lagoon Beach Park
- Enhanced pedestrian crossings of Nimitz Highway at Peltier Avenue, Lagoon Drive, Puuloa Road, and Ahua Street
- New mauka-makai connections between Aolele Street and Nimitz Highway
- Multi-use bicycle trail from station, through Keehi Lagoon Beach Park, to Nimitz Highway
- Street trees along Lagoon Drive and Puuloa Road and other streets leading to station

### Map Legend

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>— Rail Guideway</li> <li>--- Quarter Mile Radius</li> <li>--- Half Mile Radius</li> <li>■ Station Footprint</li> <li>■ Station Building</li> <li>— Existing Bike Lane</li> <li>— Existing Bus Routes</li> <li>— Existing Multi-use Path</li> </ul> | <ul style="list-style-type: none"> <li>--- Bike Lane Connections</li> <li>--- Bus Extension to Station</li> <li>--- Sidewalk Improvements</li> <li>● Enhanced Pedestrian Crossing</li> <li>--- New Alley</li> <li>--- New Road</li> <li>--- Multi-use Path</li> </ul> |
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Date: February 2, 2015

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