

Airport Area Transit-Oriented Development Plan Community Workshop #3 Summary

April 26, 2017

5:30 - 7:30 p.m.

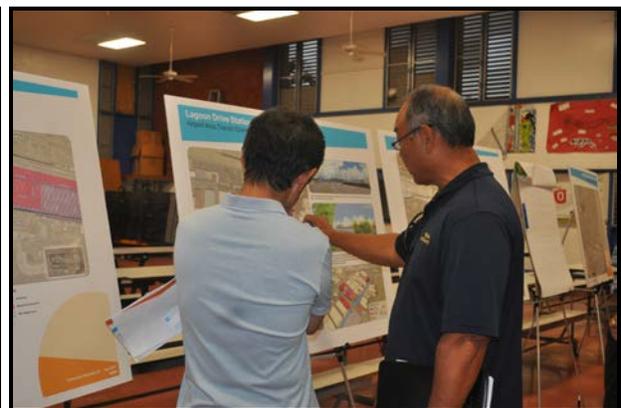
Aliamanu Middle School Cafeteria

Overview

This summary describes the third community workshop on the Airport Area Transit-Oriented Development (TOD) Plan, held on April 26, 2017. The workshop was designed to engage community members and stakeholders, while providing an opportunity for discussion and input on the Public Review Draft of the Airport Area TOD Plan. Upon entry and signing-in, attendees were provided with a summary pamphlet and blank comment cards.

A total of 52 people signed into the meeting. Large posters were displayed around the cafeteria for the public to peruse before and after the workshop program. Consultants and Department of Planning and Permitting (DPP) staff were on hand to answer questions and provide other requested information regarding the posters. The posters displayed the following information:

1. Area-Wide Overview – Community Vision and Guiding Principles, Proposed Land Use/Zoning
2. Area-Wide Existing and Proposed Circulation
3. Pearl Harbor Station Development Plan – Proposed Circulation and Land Use/Zoning
4. Pearl Harbor Station Development Plan – Illustrative Plan and Massing
5. Airport Station Development Plan – Proposed Circulation and Land Use/Zoning
6. Airport Station Development Plan – Illustrative Plan and Massing
7. Lagoon Drive Station Development Plan – Proposed Circulation and Land Use/Zoning
8. Lagoon Drive Station Development Plan – Illustrative Plan and Massing
9. Implementation and Next Steps – Implementation Strategies, Station Area Infrastructure Cost Estimates, Planning Process, and Next Steps
10. Rail Transit Project – Pearl Harbor, Airport, and Lagoon Drive Stations



Event Summary

Renee Espiau, Lead TOD Planner with the DPP, welcomed attendees and briefly explained the meeting agenda. Ms. Espiau then provided a summary of the City's TOD program and the focus for this workshop being the Pearl Harbor, Airport, and Lagoon Drive Station Areas (see attached presentation). She explained that the City just released the Public Review Draft of the TOD Plan for these station areas and that the purpose of the workshop is to present it and solicit feedback that will be used in formulating the final TOD Plan. Ms. Espiau then summarized the work that had already been done, including community visioning (through workshops, stakeholder meetings, and a community needs survey), various technical analysis and studies, and alternative concepts that emerged from these efforts.

Kevin Butterbaugh, Vice President with AECOM, followed by presenting a summary of the Airport Area TOD Plan Public Review Draft. He began by emphasizing that this plan's foundation fits the community's vision and the guiding principles formed from this vision. He explained that the individualized plan for each station area describes five major elements: (1) Vision and Overall Structure, (2) Connectivity and Circulation, (3) Open Space and Parks, (4) Land Use, and (5) Urban Form. Mr. Butterbaugh also described these elements for each of the three station areas. He concluded with the recommended implementation strategies, and the estimated infrastructure costs anticipated for each station area, specifically for stormwater/drainage, potable water, wastewater, and transportation.



The remainder of the meeting allowed for community input and interaction with project staff. The feedback (including notes on poster boards) is summarized below:

- Development near Waiwai Loop:
 - The bike path shown in Keehi Lagoon Beach Park is an error and will not affect existing buildings.
 - Verify the greenery shown on curb cuts along Waiwai Loop (ewa side of HART property).
 - Are proposed commercial uses on HART property consistent with surrounding industrial uses?
- Is an elevated crossing possible at Nimitz Highway/Lagoon Drive?
- Can phasing be shown across station areas?

- Engage congressional representatives to back the TOD Plan. A top-down approach may help influence the local Navy Command to implement the plan, particularly in the Pearl Harbor Station area.
- Transportation improvements are needed to benefit the residents of Salt Lake. Need good connections to rail stations since the rail alignment was moved out of this community.
- Will affordable housing be addressed on Navy land (including lands leased by Navy) since federally zoned?
- Are climate change and sea level rise being addressed?
- The infrastructure costs are high. Need to consider the return on investments, especially federal lands.
- The Koapaka Street extension has logistical challenges since it will cut through private land.
- Questions related to pedestrian/bicyclist interface considerations at the new freeway overpass intersection near the NEX.
- Concerns with how TOD Special District regulations will work with industrial operations on small lots.

The meeting adjourned at 7:30 p.m.

April 26, 2017



Community Meeting #3



AGENDA

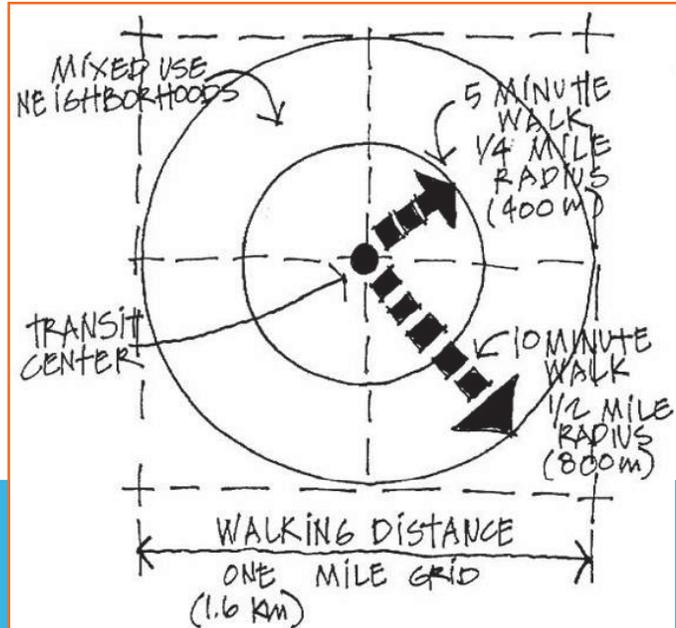
- ❖ **Presentation:**
 - Background
 - Planning Process
 - Vision and principles
 - Station Area Improvements
 - Plan Implementation Strategies
- ❖ **Open House:**
 - View display boards and ask questions
 - Written feedback through comment forms



TRANSIT-ORIENTED DEVELOPMENT → TOD



TOD is compact, mixed-use development within easy walking distance of a transit station



WHERE WE'RE GOING

Create choices and a high-quality, healthy urban lifestyle

- Series of **walkable**, diverse, age-friendly neighborhoods
- **Connect** homes with jobs, goods, services & parks
- Station areas have their own **unique identity**
- Scale of new development fits **community** context
- **Revitalize** older communities
- Use land more **efficiently**

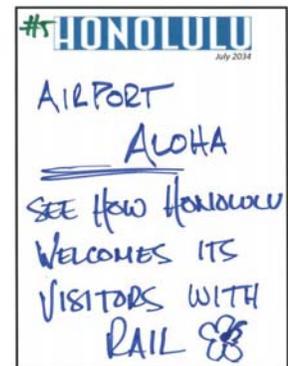


PLANNING PROCESS



COMMUNITY VISIONING

- ❖ Community Workshops
- ❖ Stakeholder Meetings
- ❖ Resident, Employer & Employee Surveys



TOD HONOLULU
Live Work Connect

Airport Area Transit-Oriented Development Plan
Comment Sheet

How did you hear about this meeting?

When is the best time for you to attend a meeting? (After work, Lunch, Weekend?)

Describe existing issues within the community:
 Pearl Harbor Naval Station:

Describe existing community landmarks or assets you would like to preserve and/or enhance:
 Pearl Harbor Naval Station:

What would you like to see improved in the community?
 Pearl Harbor Naval Station:

Other comments/ideas?
 Pearl Harbor Naval Station:



COMMUNITY SURVEY HIGHLIGHTS

Resident Survey

- **Walking** is easiest way to navigate neighborhoods
- Opportunities to **improve travel by bike**
- Most drive **alone** to **commute** to work or school
- Many **eager to use new rail** transit line for access to shopping, restaurants, etc.
- Supported a **variety of amenities** near the new rail stations
- **Improvements to major streets** received strong support
- Wished to see **more affordable housing** and **improved parking**

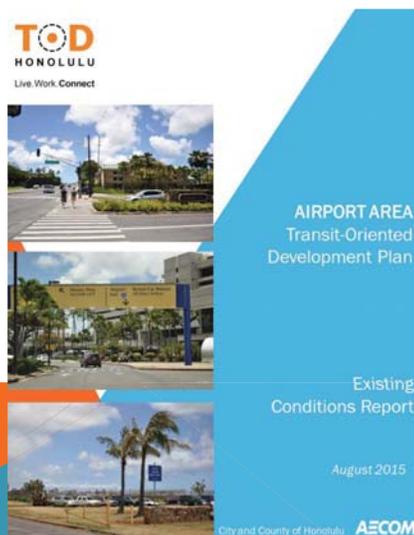
Employer/Employee Surveys

- **Liked** their **location** and long-time businesses
- Employees and customers **primarily drive**
- **Walking and bus transit** infrastructure rated highly
- **Poor traffic flow** and **heavy traffic** during peak hours cause negative impacts
- **Concerned with safety**, homelessness, parking, vandalism, and lighting
- **Supportive of rail transit** and redevelopment efforts

TECHNICAL ANALYSES

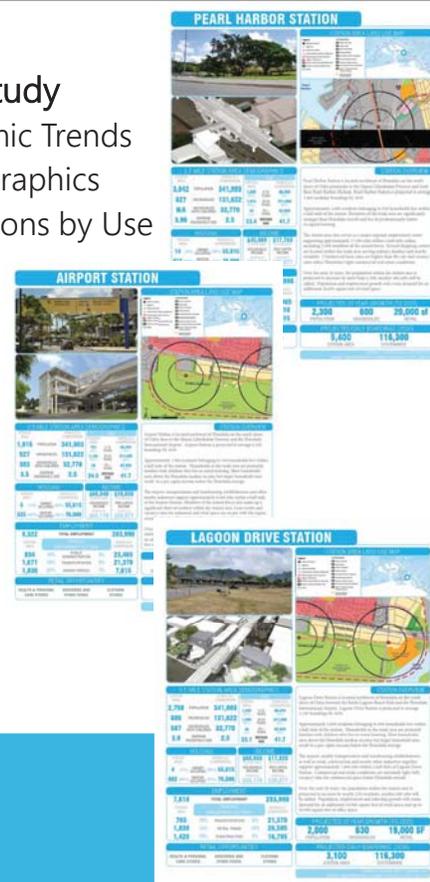
Existing Conditions Report

- Land Use
- Transportation
- Environmental
- Infrastructure



Market Study

- Economic Trends
- Demographics
- Projections by Use



COMMUNITY VISION

The Airport area — including the three subject rail Stations — is envisioned as the **gateway to Hawaii** and one of Oahu's **premier employment centers**. The Airport area includes thriving and growing industrial, commercial, and office spaces. The rail stations support economic vitality by providing transportation for employees and customers.

Visitors are welcomed by a **Hawaiian sense of place** and convenient amenities 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.



GUIDING PRINCIPLES

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

EMERGING CONCEPTS & ALTERNATIVES

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, Keolu 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.

0 1,000 2,000 Feet
0 0.25 0.5 Miles



AECOM
Date: February 2, 2015



TOD HONOLULU
Live Work. Connect

Community Workshop #2
February 2, 2015

EMERGING CONCEPTS

The development of emerging and alternative concepts represents the next important step in the preparation of the Airport Area Transit-Oriented Development (TOD) Plan, which covers the Pearl Harbor Naval Base, Honolulu International Airport, and Lagoon Drive rail station areas. This pamphlet presents the draft vision and proposals for the future of the overall Airport area, regional circulation improvement proposals that will enhance access to the rail stations, and more specific station area concepts.

A draft vision and specific proposals for each of the station areas show conceptual ideas for future land use and development possibilities. These were prepared based on the opportunities and challenges evaluated during the existing conditions analysis and suggestions received from the community.

The maps in this pamphlet depict how each station area could be structured in terms of transit character, land use, transportation, and public improvements. Some of these improvements are necessary for access to the rail stations, and others represent potential long-term changes brought about by the introduction of rail service. These are all preliminary ideas on which we want your feedback.

Workshop Polling Number: 656-600-9046
Workshop Polling Mobile WebSite: m.usmapoll.net

AECOM

AIRPORT AREA TOD PLAN – PUBLIC REVIEW DRAFT

Contents

1. Introduction
2. Existing Conditions
3. Plan Overview
4. Pearl Harbor Station Area
5. Airport Station Area
6. Lagoon Drive Station Area
7. Implementation



AECOM

TOD HONOLULU
Live Work. Connect

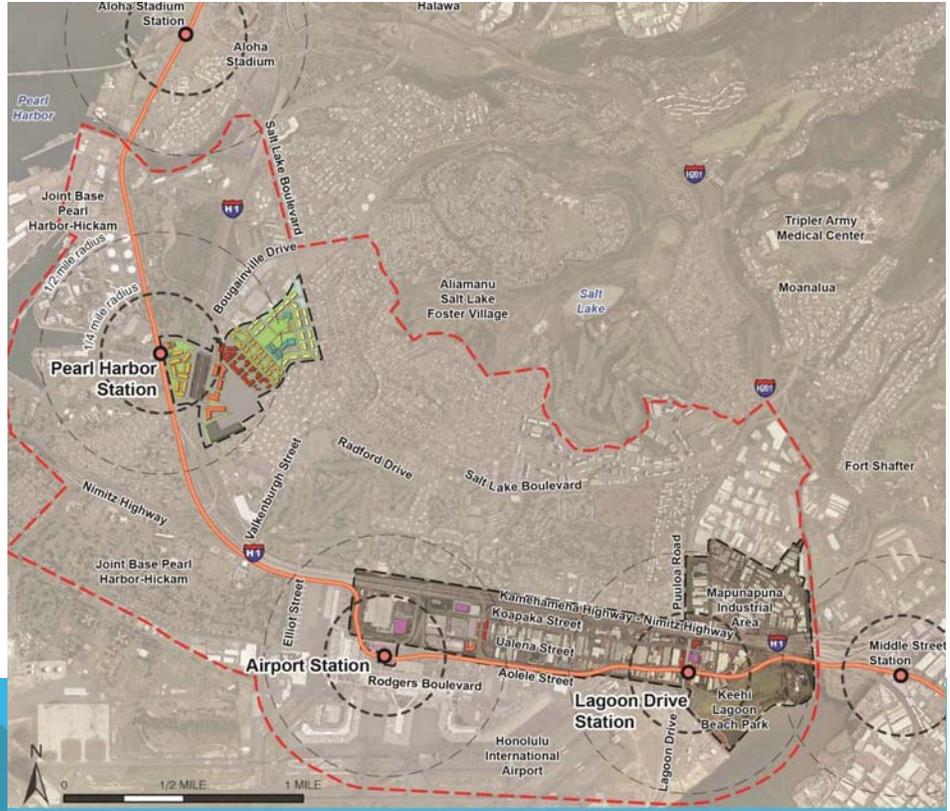
Airport Area Transit-Oriented Development Plan
Public Review Draft
March 2017

City and County of Honolulu
Department of Planning and Permitting

TOD CONCEPT PLAN

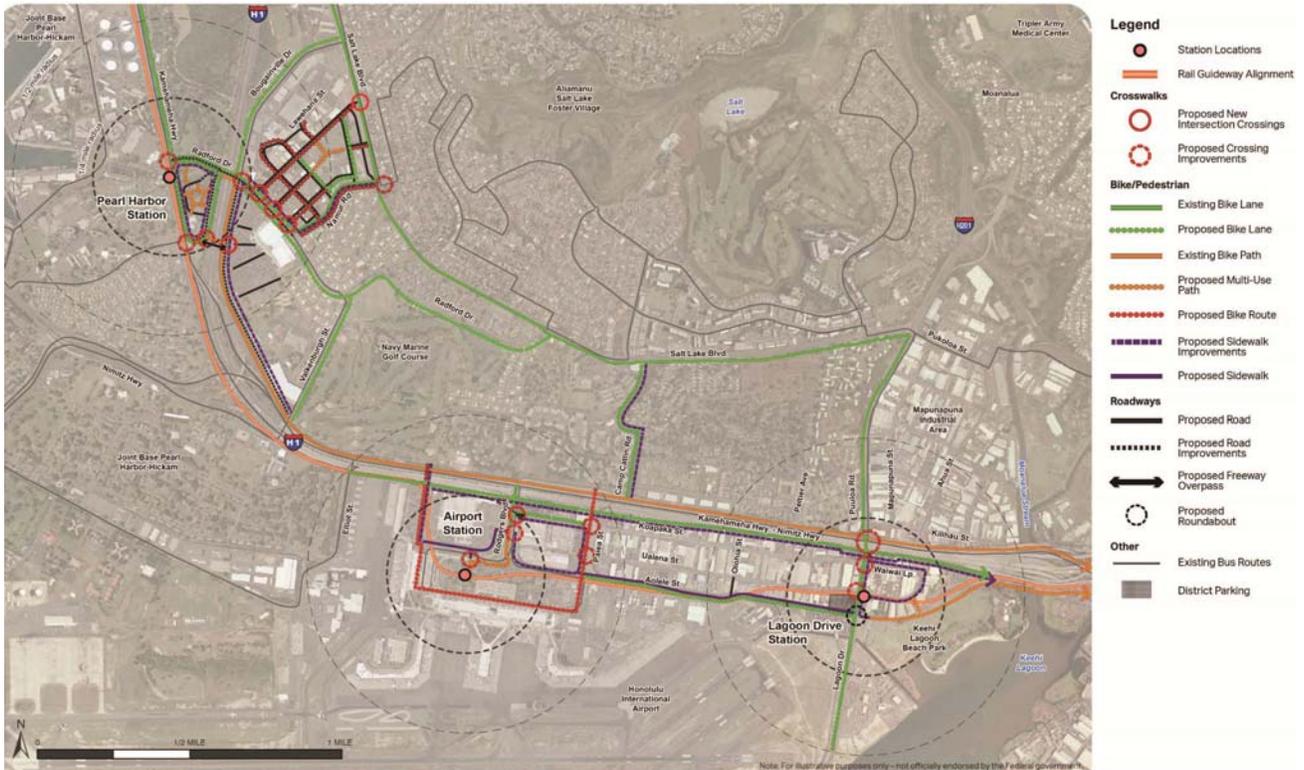
Each Station Area Plan addresses:

- Vision & Overall Structure
- Connectivity & Circulation
- Open Space & Parks
- Land Use & TOD Special District Boundaries
- Urban Form



NOTE: This concept has not been officially endorsed by the Federal government. **Figure 3-1: Overview Map**

AREAWIDE CIRCULATION



NOTE: This concept has not been officially endorsed by the Federal government.

Figure 3-2: Area-Wide Existing and Proposed Circulation

PEARL HARBOR STATION AREA



Existing view and conditions at the intersection of Radford and Bougainville Drives looking over the H-1 Freeway overpass, with NAVFAC Hawaii on the left

Vision and Overall Structure

The Pearl Harbor Station is envisioned as a new mixed-use community providing a range of housing and jobs within easy walking distance of the station.



View of proposed conditions: pedestrian/bicyclist-friendly Radford Drive H-1 Freeway overpass with redeveloped mixed-use commercial on NAVFAC Hawaii site (Note: For illustrative purposes only - not officially endorsed by the Federal government)

PEARL HARBOR STATION AREA

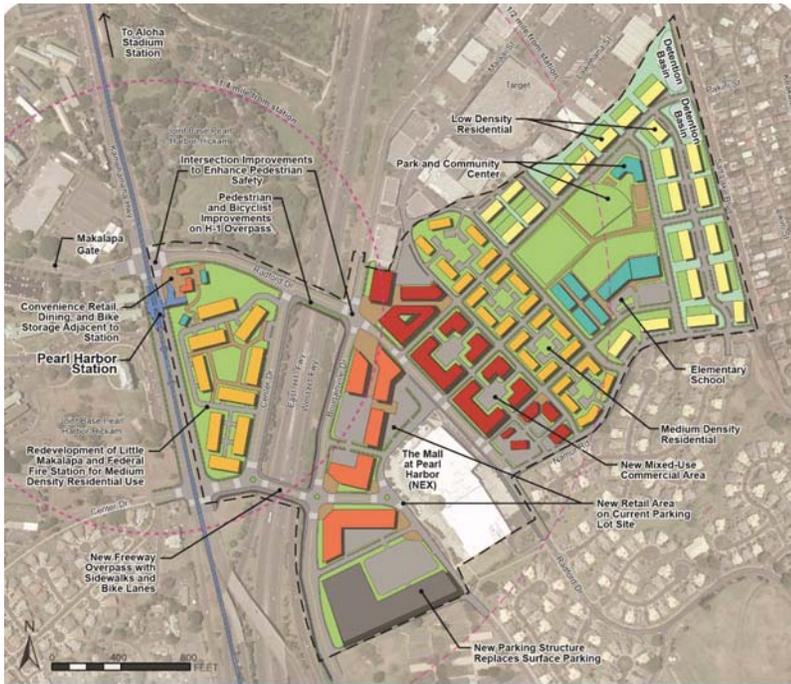


Figure 4-1: Pearl Harbor Station Area Illustrative Plan

Legend

- | | | |
|-------------------------------------|-------------------------|--------------------|
| Rail Guideway Alignment and Station | Low Density Residential | Other: |
| Building Type Key: | Public/Education | TOD Zone |
| Mixed-Use Commercial | Structured Parking | Roads/Parking |
| Retail | | Plaza and Pathways |
| Medium Density Residential | | |

NOTE: This concept has not been officially endorsed by the Federal government.

Vision and Overall Structure

PEARL HARBOR STATION AREA



Example of a secure bicycle storage area or "bike park" proposed adjacent to the station (thewashcycle.com)



Protected bicycle lane, landscape strip with street trees, and wide sidewalk (treehugger.com)

Connectivity and Circulation

An important element of the Plan is to create convenient and safe connections that encourage walking and bicycling to and from the Pearl Harbor Station.



Complete street concept illustrating wide sidewalks adjacent to retail and commercial establishments, landscaped medians, and differentiated crosswalks (hawaii.gov)

PEARL HARBOR STATION AREA

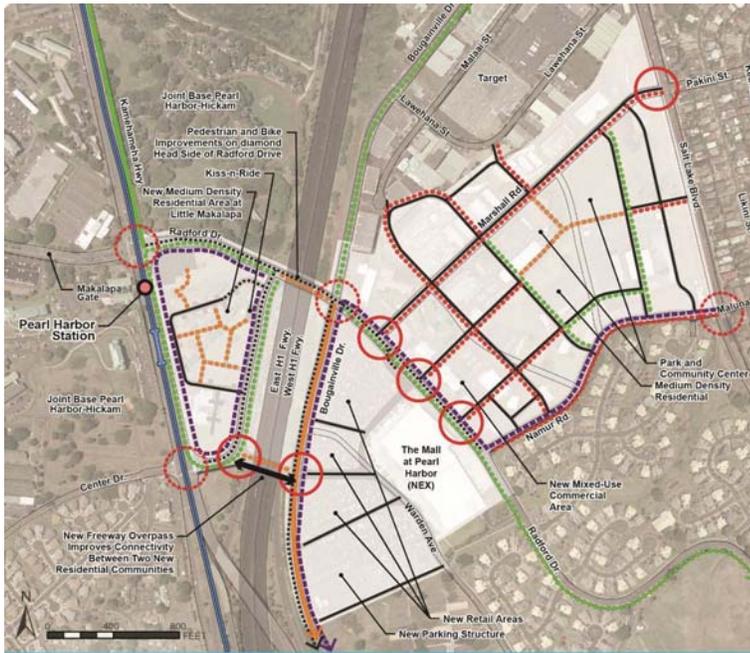


Figure 4-2: Pearl Harbor Station Area Existing and Proposed Circulation



Connectivity and Circulation

PEARL HARBOR STATION AREA



Existing view of the Pearl Harbor Station location on the corner of Kamehameha Highway and Radford Drive



An active transit plaza adjacent to the Pearl Harbor Station with convenience retail, dining, bicycle facilities, and a park

The creation of open space, parks, and facilities for civic activities is at the heart of the two proposed residential communities near the Pearl Harbor Station.

Open Space and Parks

PEARL HARBOR STATION AREA

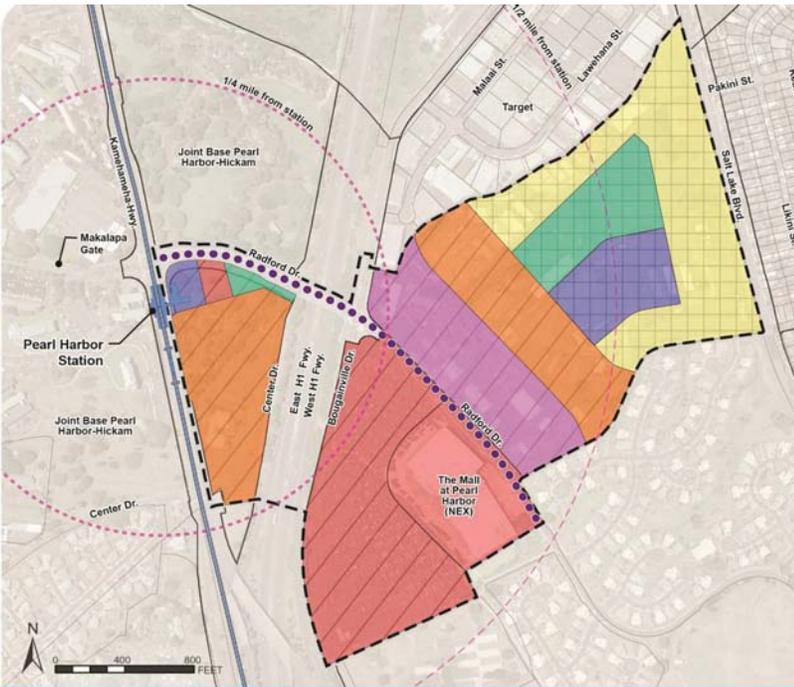


Figure 4-3: Pearl Harbor Station Area Proposed Land Use/Zoning

Legend

- Rail Guideway Alignment and Station
- TOD Zone
- TMK Parcel
- Key Street

Proposed Land Use/Zoning:

- Low Density Residential
- Medium Density Residential
- Mixed-Use Commercial
- Park
- Public/Education
- Retail
- 60' Height Limit
- 90' Height Limit

NOTE: This concept has not been officially endorsed by the Federal gov't.

New mixed-use communities will offer a range of housing, parks, community facilities, commercial, and retail space.

Table 4-1: Pearl Harbor Station Area Proposed Development by Land Use Type			
Land Use	Square Feet	Dwelling Unit	Percent
Low Density Residential*	390,000	330	17%
Medium Density Residential**	67,000	1,188	25%
Medium Density Residential (above mixed-use commercial)	372,400	370	16%
Mixed-Use Commercial	372,400	NA	16%
Retail	411,400	NA	18%
Public Facilities	188,800	NA	8%
Total	2,302,000	1,888	100%

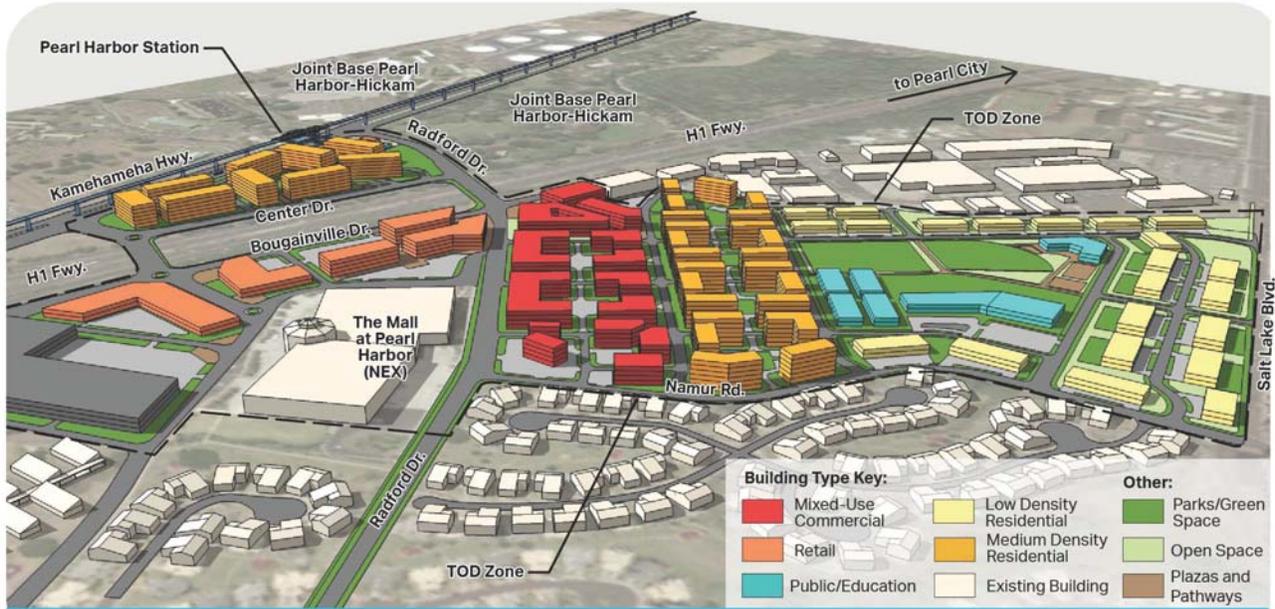
Notes:
 *Low Density = 1,200 square feet per unit
 **Medium Density = 1,000 square feet per unit
 NA = Not Applicable

Land Use

PEARL HARBOR STATION AREA

The Plan focuses primarily on medium-density development within ¼ mile of the Pearl Harbor Station

Urban Form



NOTE: This concept has not been officially endorsed by the Federal government.

Figure 4-4: Pearl Harbor Station Area Illustrative Massing

AIRPORT STATION AREA

Vision and Overall Structure

The Airport Station Area should convey a distinct island image and sense of place for Honolulu International Airport passengers.



HONOLULU INTERNATIONAL AIRPORT

Day and night images of the iconic Arthur Godfrey Fountain that graced the front of the Honolulu International Airport from 1963 to the mid-1970s (google.com)



AIRPORT STATION AREA

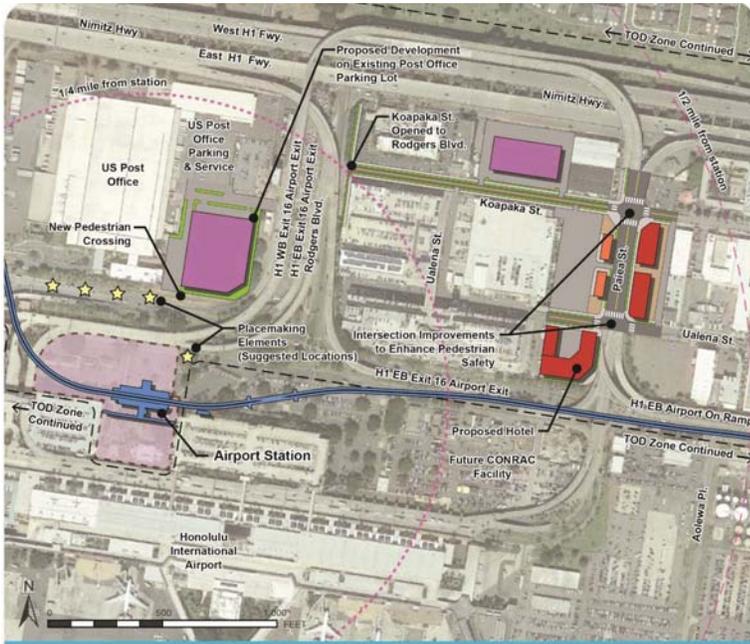


Figure 5-1: Airport Station Area Illustrative Plan

Legend

- Rail Guideway Alignment and Station
- Mixed-Use Commercial
- Retail
- Mixed-Use Industrial
- Roads

Building Type Key:

- Mixed-Use Commercial
- Retail
- Mixed-Use Industrial

Other:

- Roads

- Parking
- Enhanced Landscaping
- Plaza and Pathways
- Potential Future Development
- TOD Zone

Key Map



Vision and Overall Structure

AIRPORT STATION AREA

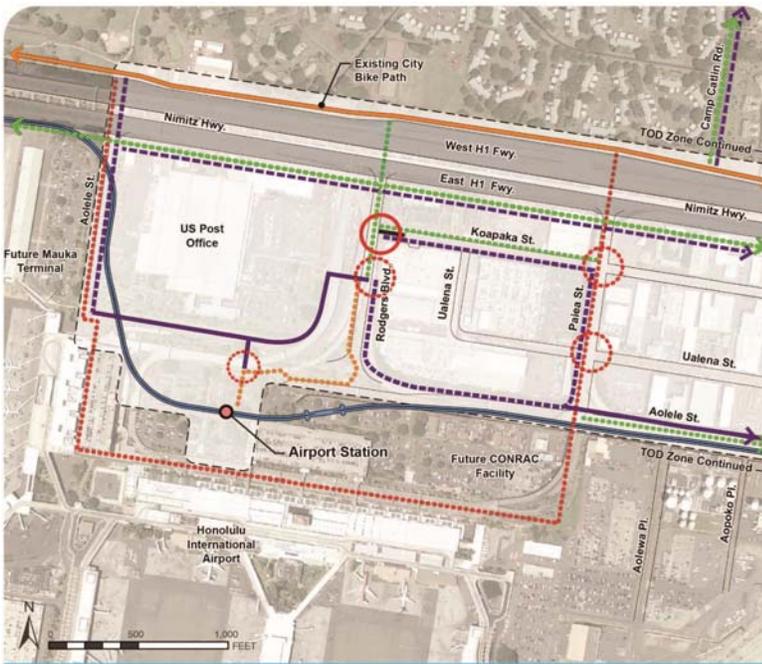


Figure 5-2: Airport Station Area Existing and Proposed Circulation

Legend

- Station Location
- Rail Guideway Alignment and Station
- TOD Zone
- Proposed New Intersection Crossings
- Proposed Crossing Improvements

Bike/Pedestrian

- Proposed Bike Lane
- Proposed Bike Route
- Proposed Sidewalk
- Proposed Sidewalk Improvements
- Proposed Multi-Use Path
- Existing Bike Path

Roadways

- Existing Roadway
- Proposed Road

Connectivity and Circulation

AIRPORT STATION AREA



Existing view at the intersection of Koapaka and Palea Streets looking makai with the H-1 offramp overhead and commercial building and warehouses on either side of Palea Street



TOD vision of the Koapaka/Palea Street intersection with additional retail, dining, hotel and enhanced pedestrian and bicycle facilities

Open Space and Parks

AIRPORT STATION AREA

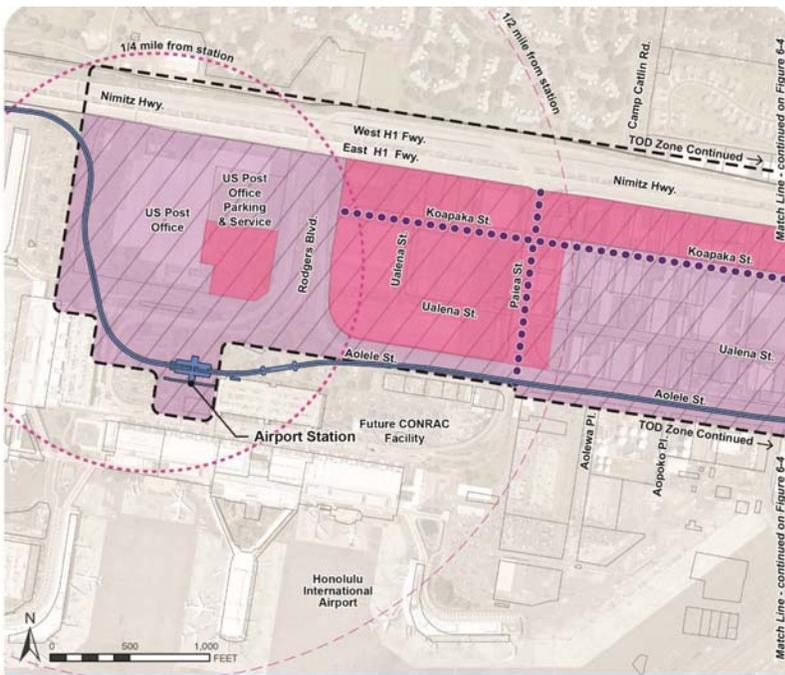


Figure 5-3: Airport Station Area Proposed Land Use/Zoning

Land Use	Square Feet	Percent
Mixed-Use Industrial	410,000	54%
Mixed-Use Commercial	115,200	15%
Retail	11,000	1%
Hotel	216,400	29%
Total	752,600	100%

Legend

- Rail Guideway Alignment and Station
- TOD Zone
- TMK Parcel
- Key Street

Proposed Land Use/Zoning:

- Industrial
- Mixed-Use Industrial
- 160' Height Limit

Key Map



Land Use

AIRPORT STATION AREA

Urban Form

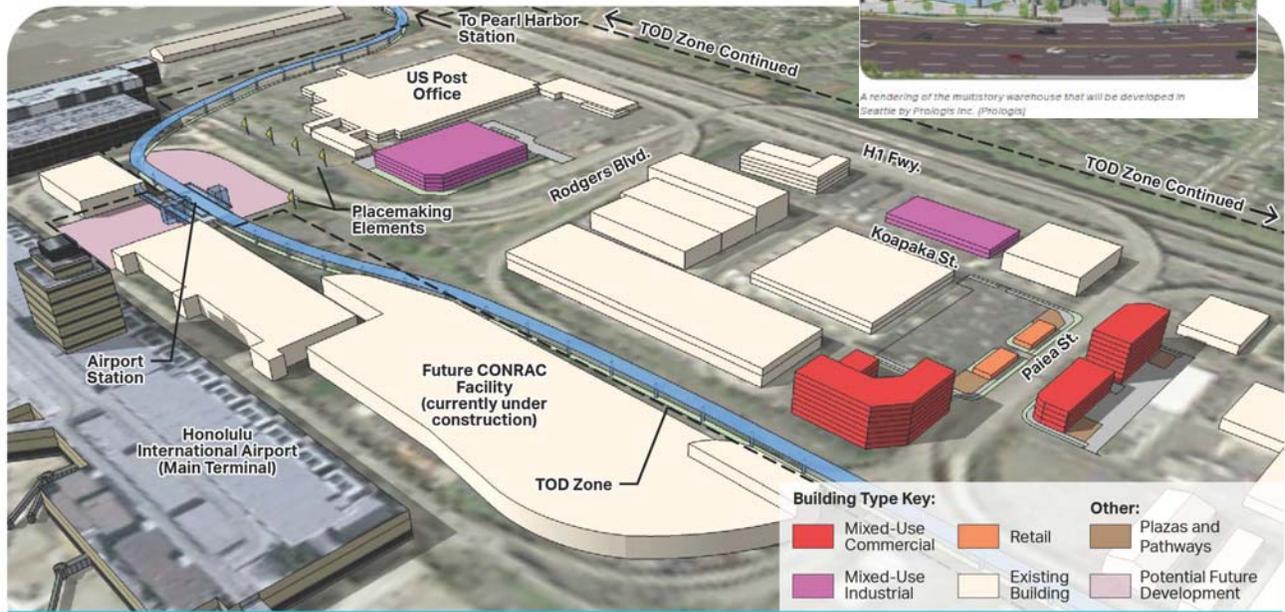


Figure 5-4: Airport Station Area Illustrative Massing

LAGOON DRIVE STATION AREA



The Lagoon Drive Station area is envisioned as an employment-focused TOD area providing convenient access to jobs located in the Waiwai Loop district, Airport industrial corridor, and Mapunapuna industrial area.



Vision and Overall Structure

LAGOON DRIVE STATION AREA



Figure 6-1: Lagoon Drive Station Area Illustrative Plan

Legend

Rail Guideway Alignment and Station

Building Type Key:

- Mixed-Use Commercial
- Retail
- Mixed-Use Industrial

Other:

- Roads
- Parking
- Enhanced Landscaping
- Plaza and Pathways
- TOD Zone

Key Map



Vision and Overall Structure

LAGOON DRIVE STATION AREA

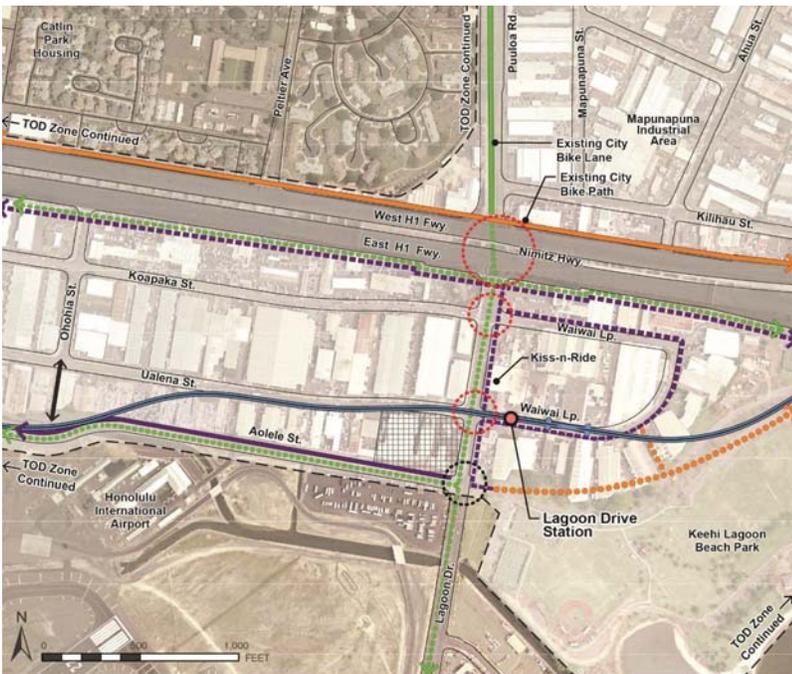


Figure 6-2: Lagoon Drive Station Area Existing and Proposed Circulation

Legend

- Station Location
- Rail Guideway Alignment and Station
- TOD Zone

Crosswalks

- Proposed Crossing Improvements

Bike/Pedestrian

- Existing Bike Lane
- ⋯ Proposed Bike Lane
- Proposed Sidewalk
- ⋯ Proposed Sidewalk Improvements
- ⋯ Proposed Multi-Use Path
- Existing Bike Path

Roadways

- Existing Roadway
- ⇄ Proposed Road
- Proposed Roundabout

Other

- District Parking

Connectivity and Circulation

LAGOON DRIVE STATION AREA



View from Keehi Lagoon Beach Park looking toward the existing buildings on HART's Waiwai Loop property



View from Keehi Lagoon Beach Park of a new multi-story mixed-use commercial building proposed adjacent to HART's maintenance yard with adjoining multi-use path to connect Waiwai Loop and Keehi Lagoon Beach Park

Open Space
and Parks

LAGOON DRIVE STATION AREA



Figure 6-4: Lagoon Drive Station Area Proposed Land Use/Zoning

- Legend**
- Rail Guideway Alignment and Station
 - TOD Zone
 - TMK Parcel
 - Key Street
 - Proposed Land Use/Zoning:**
 - Mixed-Use Commercial
 - Mixed-Use Industrial
 - Park
 - 60' Height Limit
 - 160' Height Limit
 - Industrial

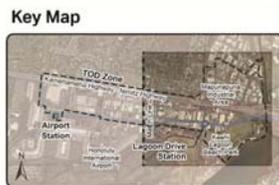


Table 6-1: Lagoon Drive Station Area Proposed Development by Land Use Type

Land Use	Square Feet	Percent
Mixed-Use Industrial	96,000	23%
Mixed-Use Commercial	267,600	65%
Retail	48,300	12%
Total	411,900	100%

Land Use

LAGOON DRIVE STATION AREA

Urban Form

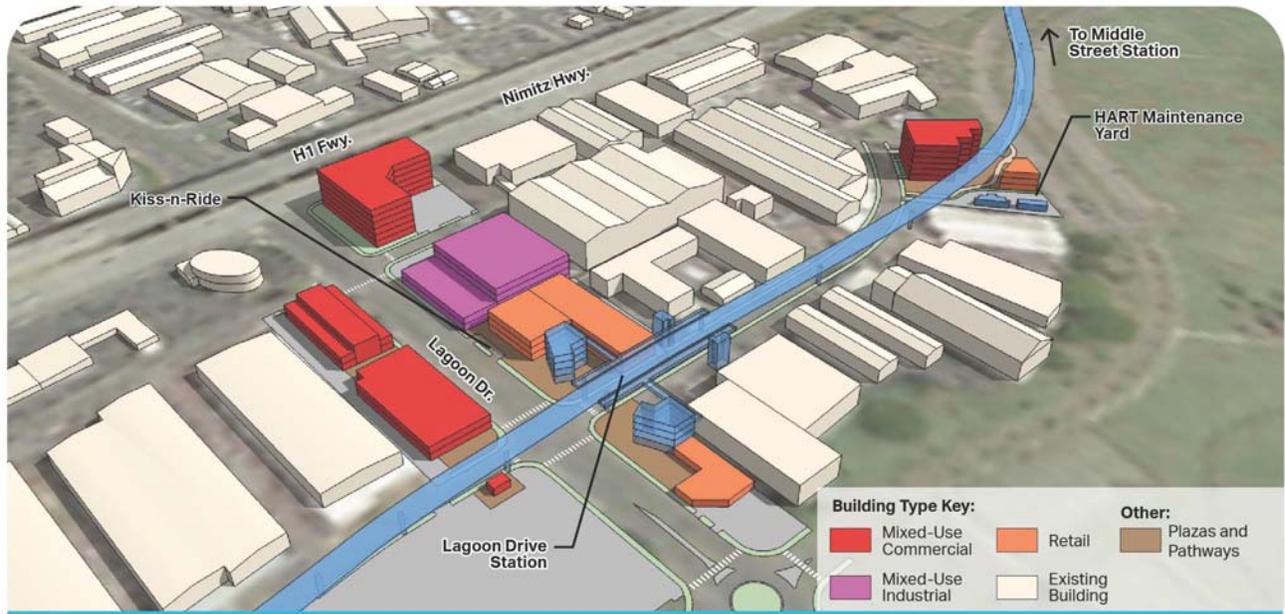


Figure 6-5: Lagoon Drive Station Area Illustrative Massing

PLAN IMPLEMENTATION

Implementation Strategies:

1. TOD Special District
2. Revisions to Previous Plans
3. Environmental Design
4. Affordable Housing
5. Streets and Connectivity
6. Open Space
7. Infrastructure
8. Finance and Maintenance of Public Improvements
9. Implementation Partners
10. Action Plan and Phasing

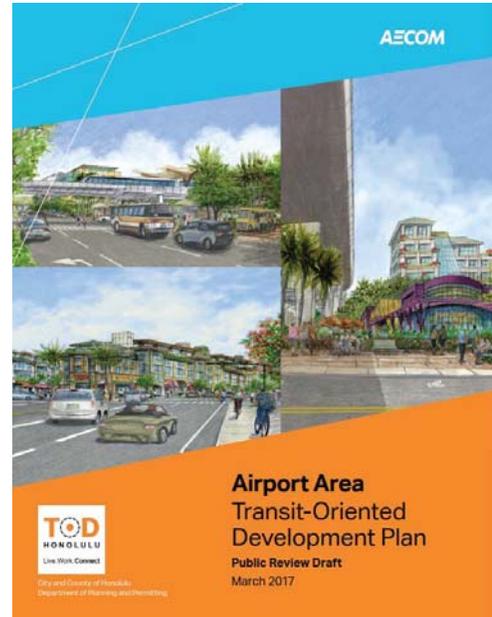
Table 7-1: Station Area Infrastructure Cost Estimates			
Infrastructure	Pearl Harbor Station Area	Airport/Lagoon Drive Station Areas*	Total
Stormwater/Drainage	\$4.9 M	\$2.0 M	\$6.9 M
Potable Water	\$27.4 M	\$2.0 M	\$29.4 M
Wastewater	\$38.0 M	\$0.30 M	\$38.3 M
Transportation	\$37.8 M	\$9.7 M	\$47.5 M
Total	\$108.1 M	\$14.0 M	\$122.1 M

Note: *Infrastructure cost estimates are specific to the areas shown in the illustrative plans, i.e., Figures 4-1, 5-1 and 6-1.



NEXT STEPS

- Public/agency comments on Public Review Draft due May 12
- Update Plan based on comments
- Approval by Planning Commission
- Adoption by City Council
- Draft and adopt TOD zoning
- Begin infrastructure upgrades
- Private and public projects



MAHALO !

www.todhonorolulu.org



www.Facebook.com/TODHonolulu



AECOM