COMMUNITY WORKSHOP #1
COMMUNITY WORKSHOP #1

The opinions and values of the community play an integral role in developing the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan. As the planning process unfolds, a series of community outreach events will be held to gather input from the public and involve stakeholders in creating the neighborhood TOD plan for the area. This report describes the results of the first workshop and summarizes the many questions, comments, and ideas gathered from the participants, and is designed to serve as a tool in future stages of the planning process.

INTRODUCTION

1) PURPOSE & PROCESS

Throughout the planning process, community members are offered a variety of opportunities to interact with the planning team to develop a plan for the area that reflects the community’s most important values and priorities. Outreach activities include stakeholder interviews, community workshops, a community needs assessment survey provided in multiple languages, advisory committee meetings, neighborhood board meetings, press and media releases, and ongoing updates to the City’s TOD webpage. Community Workshop #1 is the first of 3 community workshops, and was held on August 7th, 2012, in the McKinley High School cafeteria.

The primary purpose of this portion of the outreach was to get the larger community’s perspective on major issues, ideas, and concerns related to development and public space in the neighborhood, particularly as it concerns the future transit station. An informational overview was first given about what TOD is and how it might benefit the Ala Moana area in the future. A brief review of the existing conditions in the area followed to set the scene and guide the participants to focus on the most pressing issues.

This effort targeted the community at large and allowed the public to discuss opportunities and constraints for the Ala Moana area. The participants were broken into smaller groups, in the second half of the workshop, enabling everyone to have a chance to share their opinions. Time was also incorporated to allow participants to ask questions about TOD.

A total of 83 individuals participated in the workshop. Activities included dot voting, creating headlines for the area 20 years in the future, and marking up maps with improvement ideas. Mayor Carlisle was present during the beginning stages of the workshop, along with certain media groups, and gave an opening statement about rail and TOD.

The entire workshop ran about 2.5 hours, including the opening statement, the main presentation (located in appendix E), and all activities. Comment sheets were also passed out to encourage additional feedback from participants who might otherwise be reluctant to voice their opinions in a public setting. The few that were returned are provided in appendix F.

Participants engaged in idea-generating activities.


**WORKSHOP RESULTS**

1) **DOT VOTING**

The dot voting exercise was an interactive way to ready the participants for the workshop. It was designed to help them visualize the area and start thinking about neighborhood issues and aspects of Transit-Oriented Development that may be of interest to them.

**Exhibit 1** - The first exhibit asked participants to indicate where on the map they live and/or work. Yellow dots indicate where participants live, blue dots represent where they work. Of those who participated in this activity, 11 live within the ½ mile planning area, 10 live nearby, and 11 live elsewhere. 4 participants work in the area, 5 work nearby, and 10 work elsewhere.

**Exhibit 2** - The next exhibit asked participants to place three green dots on goals that are most important to them, and one red dot on the goal that concerns them the least. The following is a list of the goals sorted from most important to least important.

1. Making Streets More Pedestrian/Bike Friendly
2. Improving Transit Options
3. Reducing Crime/Homelessness
4. Diverse/Mixed-Income Neighborhoods
5. Improving the Environment/Sustainability
6. Promoting Local Shops and Businesses
7. Parks and Recreational Green Spaces
8. Redevelopment of Blighted Commercial Areas
9. Expanded Educational Opportunities
10. Opportunities for Funding Public Improvements

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**Phases of the planning process**

1. Stakeholder Interviews
2. Visioning & Existing Conditions
   - Community Workshop #1
3. Area Alternatives
   - Community Workshop #2
4. Preliminary TOD Plan
5. Preferred Plan
   - Community Workshop #3
**Exhibit 3** - The third exhibit asked participants to place two dots on what features most encourage transit usage. Starting with the most popular, the categories included:

1. Multi-modal Connections
2. Walkable Streets
3. Residential
4. Employer Incentives
5. Convenience Retail

Options for multi-modal connections, including increased circulator buses and bicycle amenities, were the most popular among participants. Second most popular was creating walkable streets, including a wider array of pedestrian level amenities (i.e. wider sidewalks, more shade trees).

**Exhibit 4** - The fourth exhibit asked participants what uses currently work well in the area, and what they’d like to see more of in the future. Based on general conversations during the voting process, the participants who live among the high rise condominium towers in the area were more likely to vote for additional high rises, whereas those who live in the Sheridan neighborhood were more likely to be against development of new condo towers. A strong majority favored mixed use as being the best use for the area. Many also believe residential towers would work well as they provide private amenity decks and garage parking. Multi-level retail was the third most popular choice.

Participants may see this option as being less likely due to the presence of the Ala Moana Shopping Center. There are not many hotels in the Ala Moana area, and with the proximity of the Waikiki resort district, participants did not think hotels would work well in the area.

**Exhibit 5** - The last dot voting exhibit asked participants what types of open space they’d like to see improved or added in the area. While the votes were spread very evenly across the board, the option for Community Parks took the lead. Some of the existing parks in the area are not maintained very well and attract a number of homeless. Generally, participants see great opportunity for community parks to be improved and revitalized, and better connected with tree-lined streets and better lighting. Even though the results were fairly equally distributed, the following are listed in order of popularity:
2. Tree-lined Streets
3. Trail Network
4. Events Plaza
5. Parklets

2) TIME MAGAZINE HEADLINES

One of the activities during the workshop involved creating brief headlines for the area 20 years in the future. The general consensus of the magazine covers reflects a positive vision for the future of Ala Moana and Transit-Oriented Development, although some still have reservations about rail and TOD.

The community hopes TOD will revitalize the district, but not completely alter its diversity and cultural assets. The community would like to see an increase in affordable housing, less traffic, better walkability, continued diversity, a healthy community, better accessibility to education, improved quality of life, sustainability, preservation of existing assets, increased visitor activity, better connections throughout the area, less dependence on cars and imported fossil fuels, and a vibrant, distinctive neighborhood. The community wants to avoid a high-rise jungle, inflated expectations of TOD, the creation of a ghost town where nobody interacts on the street, an overload on infrastructure capacities, and ruining the diversity and cultural aspects of the area.

Following are a sample of headlines that fit into a number of categories.

**Success** - The following headlines emphasize the success of TOD and how it revitalized the area into a well-known, model district.

1. Honolulu’s most livable community: Did TOD make it happen?
2. Ala Moana station: A success story – How the public and private sectors can work together
3. Transit-Oriented Center Converted into an Island Paradise
4. Looking Back – A preserved neighborhood that defied urbanization/gentrification 20 years ago
5. Rail increases commercial and residential activity in key Ala Moana area. Shopkeepers and residents pleased with new vibrant center.
**Walkability** - The following headlines reflect the participants’ desire and excitement to see more walkable solutions in the future. More connections and walkable pathways are the main ideas behind these headlines.

1. Ala Moana – The melting pot of Honolulu, walks to the beach
2. A walk in paradise, with walkable beach access and shade all over
3. Honolulu – a walkable city with diverse residential opportunities
4. Car free days made possible by success of TOD and new pathways.
5. Ala Moana area is the model ride, walk & bike community

**Quality of Life** - Many participants foresee a future in which TOD provides a better quality of the array of options for the members of the community.

1. Ala Moana district in Honolulu voted as nation’s healthiest population
2. Quality of life – It’s Honolulu!
   - Bike share program – Great success

3. Enjoy, thrive & stay
4. It’s possible to have a great quality of life and not own a car
   - The Ala Moana area will have the feeling of a distinct neighborhood
5. The Sheridan Neighborhood becomes the national model for a livable community/urban village. McKinley High is redeveloped to become a high-tech school and residential mixed use, Hawaiian Harvard Yard – Connected to public transportation.
   - Connected mauka-makai to water. (Blow up the shopping center – a little bit)

**Diversity & Affordability** - Diversity and affordability were both major topics of discussion throughout the workshop. The concern of not diminishing the current diversity and affordability of the area are reflected among the following headlines.

1. Honolulu’s newest people place
2. Diversity thrives in mixed use Ala Moana
3. TOD = America’s most diverse Community: Ala Moana Neighborhood
4. Ala Moana, Honolulu – The City’s most accessible mixed use neighborhood for residents and visitors.
5. Preserve small business & affordable housing on small Lots
3) COMMUNITY MAPPING

This activity was designed to give attendees a chance to tell the planning team about their ideas for improving the study area. Participants wrote comments on post-it notes and tacked them onto maps of the area near the location of concern. The following summarizes these comments. See appendix C for detailed maps.

**Unwanted Businesses** – many businesses in the Ala Moana area are auto oriented businesses. These include a number of car repair shops, tire centers, and other auto shops. A number of warehouses are located in the area, along with a prominence of gentlemen’s clubs and adult bars. The planning process should address how these businesses will be dealt with in the grand scheme: Will they remain intact, be incorporated into new development, relocated into a tighter cluster, or completely eliminated from the area?

**Parks/Open Space** – There are a number of parks in the area, but many are disconnected from each other or only cater to specific uses. Parks and open space should be multi-functional for everyone in the community. In particular, the fields at McKinley High School and the open space surrounding Neil Blaisdell Center could be open to the public for community use. It was noted numerous times that the area needs more trees throughout. Piikoi, Keeauumoku, and Sheridan Streets were specifically called out in needing a better tree canopy. More urban green space is desired among many of the participants, with planters and flower boxes located throughout the area. Added green space could also include mini parks, parklets, pocket parks, and leash-free dog parks. Public plazas are lacking in the area, and could serve as urban public amenities. A public plaza connecting the rail station on Kona Street and the main Kapiolani Avenue corridor could serve as a welcoming feature to the area, creating a hub for pedestrians and transit riders. It was also noted that a plaza could be located at the intersection of Kalakaua and Kapiolani, forming a possible gateway into the neighborhood. Other comments to consider:

- All open space should be designed to minimize the desirability for the homeless.
- Consolidate some lots to recapture developable space, allowing more room for open space
- Connect the lei of parks from Makiki District Park to Pawaa In-Ha Park (including Keeaumoku bridge elements)
- Add parking and ban smoking at Ala Moana Beach Park

**Pedestrian Improvements** – Many improvements were suggested to enhance the pedestrian experience including avoiding obstructions in the middle of the sidewalk, creating grade separations between pedestrians and vehicles (as seen next to Walmart on Keeaumoku), and creating a consistent network of wider, safer sidewalks, as well as adding sidewalks to streets without. Sidewalks could use more pedestrian amenities including furniture and flower boxes, and improvements could be made to areas where sidewalks are fronted by empty walls from the back of large buildings. Better and more consistent lighting is needed throughout the area, but specifically noted as being necessary on Sheridan Street. There are some large blocks in the area, and more mid-block pedestrian connections would help unify the district. Better pathways through Ala Moana Center should be considered to connect the mauka side of the neighborhood with Ala Moana Park and the waterfront. Dangerous intersections for pedestrians have been noted to include Ala Moana/Piikoi, Ala Moana/Atkinson, Kalakaua/Kapiolani, and Keeaumoku/Kapiolani. Other comments to consider area:

- Traffic enforcement of laws for both pedestrians and drivers
- Inability to cross Kalakaua mid-block
- Reconfigure intersections to make them safe (i.e. scramble crosswalks, raised intersections, etc.)
- 3-4 pedestrian walkways over Ala Wai Canal
- Better pathway all along Ala Wai Canal with better dredging (i.e. San Diego)
**Elevated Pedestrian Bridges** – Some comments were gathered suggesting pedestrian bridges across busy streets and intersections. For example, the intersection of Keeaumoku and Kapiolani presents a unique situation with the ramp into the Ala Moana Center parking structure, and a pedestrian walkway across Kapiolani could cater to the high volume of pedestrian activity going to and from the shopping center. On the makai side of the shopping center, Ala Moana Boulevard creates a barrier to the waterfront. Pedestrian bridges over the boulevard could connect to the park and waterfront. There is currently a bicycle path running through Ala Moana Park, and continuing along the Ala Wai Promenade could benefit from a bridge over the boulevard, or a tunnel underneath to create a seamless connection between the two parks.

**Area/regional Connections** – The larger area surrounding the Ala Moana Center station was considered by participants, and various ideas for improved connections were noted. Smaller bus or shuttle circulator routes could travel within the Ala Moana district and connect the rail station to Waikiki and University of Hawaii frequently. The current bus station area by Foodland on Beretania Street could use some improvements. New bicycle paths could help connect the surrounding areas and promote alternative methods of traveling to and from the rail station. More accommodations are needed for bikes, separate from pedestrian areas. Bike sharing programs could be very beneficial. Other comments to consider involving vehicular improvements include:
- Reversing Piikoi/Pensacola
- Make Waimanu Street two-way so you can come down off the ramp from Ala Moana and go straight
- Design details on Ala Moana bridge to signal entrance/exit to Ala Moana/Waikiki

**New Development** – While participants discussed the idea of building on top of the Ala Moana parking garage, there were multiple comments about keeping any redevelopment on the makai side of Kona Street below a 200 foot height limit to maintain ocean views for the area mauka of the shopping center. Keeaumoku is seen as a retail corridor and could be built up with a higher density to create a pedestrian oriented street, and any new high rise buildings should be clustered around existing towers. Other comments received include:
- Adding a new school
- Implementing zero-lot lines for first floor retail
- Providing new supermarket in Kakaako area
- Creating a healthy and safe environment
- Build a water park as a source of revenue

**Cultural** – Ala Moana is a diverse district with many cultural influences, and the participants would like to preserve those aspects as much as possible. These cultural assets can be used to the benefit of the district to create an identity for the area. Keeaumoku could use more Korean design elements, which could increase the amount of tourists and create an area for cultural events. Many of the businesses in the area are still locally owned and managed, creating an informal cultural network of restaurants and shops.

**Affordability** – A large concern among many of the participants was about creating more opportunities for affordable housing. As property values continue to rise, affordable options will be necessary to keep the community as diverse as it is now. In general, affordable housing is desired throughout the urban core, with ideas proposed of setting aside a percentage of new units for affordable housing. Comments were received about adding affordable housing on top of the low-rise Ala Moana Shopping Center, and even above the Walmart parking structure. Multifamily workforce rental housing was discussed among participants, along with maintaining the character of the area.
4) COMMUNITY CONCERNS

During the activities of this first community workshop, most of the feedback was positive and constructive. However, there were some concerns that certain attendees expressed and should be taken into account during the planning process. The concerns can be grouped into two main categories. The first encompasses concerns for what might happen if the rail, and subsequent TOD, is not realized in the future. The second highlights concerns for what some of the participants fear will come with rail and TOD.

Without Rail Transit / TOD - Some participants’ Time magazine headlines reflected the possibility of rail and the surrounding TOD not happening in the next 20 years and their fear for what might become of the community without it. These reflect the negative impacts of green house gases and more cars conflicting with the rising senior population.

Negative Outcome - Few of the participants disagreed with the general consensus that TOD would bring a positive outcome in the future. Those concerns included not enough diversity among the built environment, too many condos used as second homes, creating a ghost town during certain times of the year, and high property values that induce gentrification and eliminate population diversity.
APPENDIX

CONTENTS

A) DOT VOTING EXHIBITS
B) TIME MAGAZINE COVERS
C) COMMUNITY MAPPING
D) WORKSHOP PRESENTATION
E) COMMENT SHEETS
APPENDIX A - DOT VOTING EXHIBITS
What is important to you?

- Reducing Crime/Homelessness
- Diverse/Mixed-Income Neighborhoods
- Improving Transit Options
- Making Streets More Pedestrian/Bike Friendly
- Redevelopment of Blighted Commercial Areas
- Promoting Local Shops and Businesses
- Expanded Educational Opportunities
- Improving the Environment/Sustainability
- Parks and Recreational Green Spaces
- Opportunities for Funding Public Improvement
What encourages transit usage?

RESIDENTIAL

CONVENIENCE RETAIL

WALKABLE STREETS

MULTI-MODAL CONNECTIONS

EMPLOYER INCENTIVES

Commuter Choice Program

Bicycle Friendly Business
What uses work well in this area?

RESIDENTIAL TOWERS

MIXED USE

HOTEL

MULTI-LEVEL RETAIL
What types of open space would you like to see?

TREE-LINED STREETS

PARKLETS

EVENTS PLAZA

COMMUNITY PARKS

TRAIL NETWORK
APPENDIX B - TIME MAGAZINE HEADLINES
ALAMA OANA 2032

ENJOY, THRIVE, STAY

ALAMA OANA 2032

Walkable Community Award Winner

ALAMA OANA 2032

Rising Sea Levels Wipe Out Urban Honolulu

ALAMA OANA 2032

Preserve Small Business & Affordable Housing on Small Lots.
ALA MOANA SHOPPING CENTER - GREATER THAN EVER!

MORE SENIOR POPULATION - BIKE AND PEDESTRIAN ACCIDENTS CONTINUE TO INCREASE

No building less than 40 stories high!
ALAMA MOANA 2032

Critics wrong!
Community revitalized by
Transit Project!
TOD!

ALAMA MOANA 2032

QUALITY of LIFE
It’s Honolulu!

Bike share program a GREAT success.
City exceeds expectations in providing
affordable housing in the urban core.
Live, Work, Shop, Recreate - Honolulu, the
US’s #1 city for
Quality of Life -
365 Days of the year!
Caucasian healthiest in the nation -
Active, on the move
Air quality stunning, solar and wind power achieved
Sustainability achieved on an island!

ALAMA MOANA 2032

Was it the right move?
Positive + remarkable impacts on the city

ALAMA MOANA 2032

Why did it take so long?
Is the TOD already out of date?
Honolulu’s Most Liveable Community: Did TOD Make It Happen?

International retail chains say their highest profits from stores in Honolulu’s Ala Moana Center, thanks to a new rail connection.

Ala Moana, the melting pot of Honolulu, Walks to the Beach. Diversity thrives in Mixed use Ala Moana.
A WALK IN PARADISE
with water-fee beach access.
Shade all one

HONOLULU RAIL TO EXTEND TO HAWAI'I KAI

Ala Moana Dist
proposes new
Mauka Connection
to Makiki

Transit-oriented
center makes a
island paradise
Car-free days made possible by success of TOD and new pathways.

Looking back:
A preserved neighborhood that defied urbanization and gentrification 20 years ago.

Who needs a car? Not in Honolulu.

The Pacific Manhattan:
Broadway, Central Park, and 5th Ave.
Tropical Translation
 Connectivity in a futuristic paradise.

Elvis' Blue Hawaii in New Jersey.

If you're thinking of the grass is always greener, think again!
It's possible to have a great quality of life and not own a car.

1. The Ala Moana area will have the feeling of a distinct neighborhood.

2. Rail increases commercial and residential activity in key Ala Moana area. Shopkeepers and residents pleased with new vibrant center.

TOD = America's Most Diverse Community

TOD - is the infrastructure there available?
Finally the 21st century arrives in Honolulu.

Connected mauka-makai to waikiki.

The Sheridan Neighborhood becomes the national model for a livable community/urban village. McKinley High is redeveloped to become a high tech school & residential mixed use Hawaiian Harvard Yard-connected to public transportation.

Looking back

20 years ago Ala Moana was a dense neighborhood, ethnically diverse. Not solely today where gentrification has resulted in a higher income, less diverse high rise area.

Hawaiian Sovereignty restored--after US destroys their Aina. Much work needed--willingness is undivided. Waikiki sinks-Pearl Harbor biased because of level of pollution.
ALA MOANA | Neighborhood TOD Plan - Community Outreach Summary

Honolulu, a walkable city with diverse residential opportunities.

Ala Moana, Honolulu - Not just another pretty beach and shopping center... the city's most accessible mixed-use neighborhood for residents and visitors.

Ala Moana Area is the model for walkable communities.

Remember When? Paradise was home.
THE TRUE CENTER OF THE PACIFIC RIM COUNTRIES
APPENDIX C - COMMUNITY MAPPING
APPENDIX D - WORKSHOP PRESENTATION

ALA MOANA
NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT PLAN
Community Workshop #1 - August 7, 2012

Agenda

Part 1: Setting the Scene
Honolulu at a Glance
What is Transit Oriented Development?

Part 2: The Site
Key Features
Activity: Time Magazine Cover

Part 3: Opportunities & Constraints
Key Observations
Activity: Identify Opportunities & Constraints on Maps

Part 4: Wrap Up
Ground Rules of Engagement

This is about sharing ideas - consider them equally.

Listen Actively - avoid interrupting.

Allow everyone a chance to speak.

Speak with Respect - especially when giving or receiving contrary opinions.

Disagree without being disagreeable.

Honolulu is Growing - here is your chance to make a difference!

Part 1

Setting the Scene

HONOLULU AT A GLANCE
Honolulu at a Glance

- 70% of state population lives in metro area
- 1,260,000 state of Hawaii
- 943,000 metro Honolulu

Population Density
- 5,574 square mile

10th most populous city in US

470 high rises
- 4th behind New York, Chicago, and Los Angeles

Worst Traffic in North America
- Hours wasted in congested traffic: 58 hours in 2011
- 4th highest use of mass-transit in United States
Honolulu at a Glance

Land Management – keeping country country

Overview of HART System
Part 1
Setting the Scene
TRANSIT-ORIENTED DEVELOPMENT

What is Transit-Oriented Development?

SPRAWL VS. TOD

Coordinated development with infrastructure
**ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan**

**What is Transit-Oriented Development?**

**SPRAWL**

*Coordinated development with infrastructure*

**TOD**

**UNSUSTAINABLE**

*Unsustainable vs. Sustainable Growth*

**MORE SUSTAINABLE**
ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan

What is Transit-Oriented Development?

**UNSUSTAINABLE**

**SUSTAINABLE**

- 3+ HOUR TRAVEL TIME
- SPRAWL CITY
- 2 HRS TO WORK
- 1 HOUR TRAVEL
- COMPACT CITY
- 30 MIN. TO WORK

Mixed Uses / proximity

**UNSUSTAINABLE**

**SUSTAINABLE**

- SCATTERED WORK DESTINATIONS
- CONCENTRATED WORK DESTINATIONS

Mixed Uses / proximity
What is Transit-Oriented Development?

Mixed Uses / proximity

Unsustainable vs. Sustainable Growth
What is Transit-Oriented Development?

Density/ Transit Linkage

Mixed Uses / proximity
What is Transit-Oriented Development?

System Redundancy

High quality street environment
AL A MO A N A Neighborhood Transit-Oriented Development (TOD) Plan

What is Transit-Oriented Development?

High quality street environment

Coordinated Open Space Networks
Questions

Part 2
The Site
ALAMOANA Neighborhood Transit-Oriented Development (TOD) Plan

Existing Conditions Report
Available online
www.honoluludpp.org/planning

ALAMOANA Neighborhood Transit-Oriented Development Plan
EXISTING CONDITIONS REPORT
AUGUST 2012

The Site - Looking Diamond Head
AL A M O A N A Neighborhood Transit-Oriented Development (TOD) Plan

Planning Area

Diverse Districts
Abrupt Transitions

AL A M O A N A Neighborhood Transit-Oriented Development (TOD) Plan

Community Population

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<td>Age (Median)</td>
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<td>Population under 18 years old</td>
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<th>Characteristic</th>
<th>Ala Moana District</th>
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<td>Language spoken other than English</td>
<td>51%</td>
<td>28%</td>
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<td>Education Attainment</td>
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<tr>
<td>% High school graduate or higher</td>
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<td>% Bachelor’s degree or higher</td>
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<td>Transportation</td>
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<td>Carpool</td>
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<td>Other means</td>
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<td>Worked at home</td>
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<td>3%</td>
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- Older
- Large Korean Presence
- Higher Percentage Renters
- Better Educated
- More Transit Ridership and Walking
ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan

Community Structure

- Keeaumoku and Kapiolani the hub
- Other major streets: Piikoi, King, Kalakaua, Ala Moana
- Neighboring Kakaako, Waikiki

Land Use

- Commercial Corridors
- Residential Neighborhoods
- Institutional Uses
- Major Parks
• Do existing height regulations match up with station location?
AL爱尔莫纳  繁忙走廊

**Neighborhood Transit-Oriented Development (TOD) Plan**

**Existing Building Heights**

- Density in neighboring Waikiki, Kaka'ako Districts
- Moderate to Low Density in Residential areas
- Lack of Density at Shopping Center, Walmart

**Cultural / Historic Resources**

- McKinley School
- Ala Wai Canal
- Ala Moana Park
- Kapiolani Blvd Trees
**ALA MOANA Neighborhood Transit-Oriented Development (TOD) Plan**

### Parks and Open Space

- Enough Local Parks?

### Street Network

- Emphasis on Automobile Movement
- One Way Couplets
- Intersection Islands
- Contraflow Streets
Bicycle / Pedestrian Circulation

- Limited existing bike network
- Many cyclists using sidewalk

Activity

It’s the year 2032. Imagine TIME MAGAZINE is writing a story on TOD in the Ala Moana District. What would the headline be?
Part 3
Opportunities & Constraints

- Many Sidewalks 5’ or less
- Other Obstructions in ROW
**Tree Canopy**

- Inconsistent Canopy
- "Heat Island Effect"
- Keeaumoku, Piikoi, Rycroft: key streets to consider

**Hard / Soft Analysis**

- Many Opportunities along Kapiolani, Keeaumoku, and Kalakaua (Orange)
- Surface Lots (hatched)
• Bringing Blocks through promotes pedestrian movement
• Don’t have to be streets (can be passages, bikeways, etc.)

Activity

Use the Map, Post its, and Markers to identify areas of interest or challenge you think the Plan should address.
Height guidelines do not match up with station location. Should this change to promote **density closer to the station**?

Where should new **development/investment** be targeted? What type is appropriate?

Street network emphasizes auto movement, how to promote **bike movement**? Which streets should we target?

What can be done to improve **pedestrian safety and comfort**, especially at intersections?

Do community parks and amenities work effectively? Is a **public plaza** needed? If so, where?

Do **streets and sidewalks** effectively promote connections between major attractions and community open spaces? If not, what can we change to improve them?
Next Steps

Advisory Committee Meeting #1

Economic Market Analysis, Infrastructure, and Transportation Existing Conditions Summary

Ongoing meetings with business owners and individual property owners

Gather and review results from community needs survey

Station Area Alternatives (including Land Use, Zoning, Open Space, Streets, etc.)

Alternatives presented at Community Workshop #2

What have we left out of the discussion that we need to address moving forward?
If you have any additional comments that you feel were not addressed during today's workshop, please let us know your thoughts.

When doing ped/bike boulevards don't just end them somewhere because it gets inconvenient. If it is Makalae don't end at McKinley H.S., find a way to go thru that portion of the school. Etc.
If you have any additional comments that you feel were not addressed during today’s workshop, please let us know your thoughts.

Please build the rail.

I’m okay with more density around Ala Moana.

I want to be able to take rail when I am old and can no longer drive.

I would also take it now.

Make transit stations like in Japan - when you get off of the train you can get everything you need before you go home.

Keep commercial/retail rents/leases affordable so that small local businesses can locate near stations - not all national chains like Starbucks or McDonalds.

Please route forms to: RTKL Associates, Attn: Ala Moana TOD, 333 S Hope St, C-206, Los Angeles, CA 90071
Email responses to: Robert Vossilak rvossilak@rtkl.com

ALA MOANA Neighborhood Transit Oriented Development Plan
COMMENTS

If you have any additional comments that you feel were not addressed during today’s workshop, please let us know your thoughts.

The Land Use Commission is approving developments that leave no compromises for open space—as briefed here. Examples are the approved for Ho`opili, in the East Kapolei area of the second rail station, and the Ridge, which may someday be part of rail expansion to Central O‘ahu. Even the Department of Planning and Permitting is ignoring TOD guidelines with the most recent draft showing a change in the Ho`opili area in the Sew Development Plan for “high rise” to “medium rise” residential.

Significant high rise development in the Ho`opili TOD zone could enable all of D.R. Horton’s planned homes (11,750 units) to be built within 160 acres of TOD (the high rise) and another (proposed) 740 acres (for the other homes) leaving at least 500 acres of agricultural land in the D.R. Horton owned area. The city, administration, Liko, and DPP must practice what it preaches.

The biggest problem is a lack of compromise between the developers and those trying to kill the project. Perhaps the city can stop in— if it really wants Ho`opili to be the “second city” rather than an extension of the ‘Aiea mall in West Kapolei that only adds to traffic, the primary subject. I believe TOD is more important to ridership for commuters from West O‘ahu than from multiple high rise locations at even 600 sets in Ala Moana and Kahala also—where bus service is convenient.

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