

# ALA MOANA

## Neighborhood Transit-Oriented Development Plan

STATION AREA ALTERNATIVES REPORT

FEBRUARY 2013



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## STATION AREA ALTERNATIVES REPORT

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# TABLE OF CONTENTS

<b>0</b>	<b>EXECUTIVE SUMMARY</b>	
<b>1</b>	<b>COMMUNITY OUTREACH</b>	
	<b>1.1 STAKEHOLDER INTERVIEWS</b>	<b>10</b>
	1) Purpose & Process	10
	2) Participants	10
	3) Local & Tourist Economy	11
	4) Urban Population	11
	5) Housing Mix / Affordable Housing	12
	6) View Corridors	12
	7) Station Design & Operation	14
	8) Multi-Modal Connections	14
	9) Pedestrian & Bicycle Mobility	14
	10) Infrastructure / Streetscape Improvements	15
	11) Land Assembly / Redevelopment	15
	12) Implementation Measures	16
	13) Community Benefit	16
	<b>1.2 COMMUNITY WORKSHOP #1</b>	<b>17</b>
	1) Purpose & Process	17
	2) Dot Voting	18
	3) Time Magazine Headlines	20
	4) Community Mapping	22
	<b>1.3 PAC MEETING #1</b>	<b>24</b>
	1) Purpose & Process	24
	2) Overview	25
	3) Key Concepts	25
	<b>1.4 COMMUNITY NEEDS SURVEY</b>	<b>28</b>
	1) Survey Purpose	28
	2) Survey Methods	28
	3) Community Amenities	29
	4) Neighborhood Mobility	29
	5) Development Opportunities	30
	6) Understanding the Results	31
<b>2</b>	<b>VISION &amp; PRINCIPLES</b>	
	<b>2.1 VISION</b>	<b>34</b>
	<b>2.2 PRINCIPLES</b>	<b>34</b>
	1) Residential Diversity	36
	2) Mix of Commercial	37
	3) Diversity of Open Space	38
	4) Multifunctional Streets	39
	5) Incubator Office & Education	40
	6) Intermodal Connectivity	41
	7) Cultural Programs & Public Events	42
	8) Public-Private Partnerships	43

## 3 PRECEDENT STUDIES

<b>3.1 STATION AREA PRECEDENTS</b>	<b>46</b>
1) La Live, Los Angeles, CA	46
2) Pearl District, Portland, OR	48
3) Lakeshore East, Chicago, IL	50
4) False Creek, Vancouver, BC	52
5) Riverfront Park, Denver, CO	54
6) West Village, New York City, NY	56
7) Harbor Steps, Seattle, WA	58
<b>3.2 PRECEDENT COMPARISONS</b>	<b>60</b>
1) Scale Comparison	60
2) Land Use Mix	62
3) Development Intensity (FAR)	62
4) Key “Take Aways” From Precedent Studies:	63

## 4 STREETScape CONCEPTS

<b>4.1 STREETScape DIAGRAMS</b>	<b>66</b>
1) Purpose	66
2) Expanded Bike Connections	68
3) The Need for a Strong Link between the Elevated Station & Street Level	70
4) Ewa View along Kona Street	72
5) Mauka View up Keeaumoku Street	73
6) Ewa View at Kapiolani Street	74
7) Diamond Head View Looking up Kanunu Street	75
<b>4.2 STREETScape ENHANCEMENTS</b>	<b>76</b>
1) Kapiolani Boulevard	76
2) Kalakaua Avenue	78
3) Piikoi Street	80
4) Pensacola Street	82
5) Keeaumoku Street	84
6) Kona Street	86
7) Sheridan Street	88
8) Rycroft Street	90
9) Makaloa Street	92
<b>4.3 INTERSECTION IMPROVEMENTS</b>	<b>94</b>
1A) Ala Moana Blvd & Atkinson Dr. Option 1	94
1B) Ala Moana Blvd & Atkinson Dr. Option 2	96
2) Ala Moana Blvd & Piikoi Street	98
3) Kalakaua Ave & King Street	100
4) Kona St. & Mahukona Street	102
5) Kapiolani Blvd & Kalakaua Ave	104

## 5 ALTERNATIVE DEVELOPMENT SCENARIOS

<b>5.1 OPPORTUNITIES &amp; CONSTRAINTS</b>	<b>108</b>
1) Ala Moana Center Station Advantages (Opportunities)	108
2) Barriers to Development (Constraints)	108
3) Redevelopment Approach Summarized	110
4) Key Questions (Calculating the Value of Benefits & Incentives)	111
5) Community Benefits Implementation Alternatives	111
<b>5.2 ALTERNATIVE 1: STATUS QUO</b>	<b>112</b>
<b>5.3 ALTERNATIVE 2: MIXED USE AT KEY NODES</b>	<b>118</b>
<b>5.4 ALTERNATIVE 3: DENSITY ALONG MULTI-MODAL CORRIDORS</b>	<b>124</b>
<b>5.5 ALTERNATIVE 4: STATION-CENTRIC DEVELOPMENT</b>	<b>130</b>
<b>5.6 ALTERNATIVE 5: DISTRICT-WIDE INCENTIVIZED BUILD OUT</b>	<b>136</b>
<b>5.7 ALTERNATIVES COMPARISON &amp; EVALUATION</b>	<b>142</b>
1) Development Potential	142
2) Viewshed Analysis	144
3) Far Adjustments	146
4) Height Limit Modifications	147
5) Alternatives Evaluation	148

## LIST OF FIGURES

### 0 EXECUTIVE SUMMARY

### 1 COMMUNITY OUTREACH

FIGURE 1-1: Community Outreach Process	10
FIGURE 1-2: Mauka-Makai View Corridors	12
FIGURE 1-3: Community Outreach Process	13
FIGURE 1-4: Community Workshop Exhibit 1	18
FIGURE 1-5: Community Workshop Exhibit 2	18
FIGURE 1-6: Community Workshop Exhibit 3	19
FIGURE 1-7: Community Workshop Exhibit 4	19
FIGURE 1-8: Community Workshop Exhibit 5	20
FIGURE 1-9: Bus Transit Routes	25
FIGURE 1-10: Existing Street Patterns	25
FIGURE 1-11: City Designated Land Use	26
FIGURE 1-12: Existing Land Use	26
FIGURE 1-13: Site Character	27
FIGURE 1-14: Development Potential	27
FIGURE 1-15: Survey Purpose	28
FIGURE 1-16: Most Favored Features	29
FIGURE 1-17: Least Favored Features	30
FIGURE 1-18: Features that Need Improvement	31

### 2 VISION & PRINCIPLES

### 3 PRECEDENT STUDIES

FIGURE 3-1: LA Live Precedent Analysis	46-47
FIGURE 3-2: Pearl District Precedent Analysis	48-49
FIGURE 3-3: Lakeshore East Precedent Analysis	50-51
FIGURE 3-4: False Creek Precedent Analysis	52-53
FIGURE 3-5: Riverfront Park Precedent Analysis	54-55
FIGURE 3-6: West Village Precedent Analysis	56-57
FIGURE 3-7: Harbor Steps Precedent Analysis	58-59
FIGURE 3-8: Ala Moana Scale Comparison	60
FIGURE 3-9: Precedent Scale Comparison	61
FIGURE 3-10: Land Use Comparison	62
FIGURE 3-11: FAR Comparison	63

### 4 STREETScape CONCEPTS

FIGURE 4-1: Existing Street Network	66
FIGURE 4-2: Proposed Vehicular & Pedestrian Interventions	67
FIGURE 4-3: Oahu Bike Plan Proposal	68
FIGURE 4-4: Proposed Expanded Bicycle Circulation	69
FIGURE 4-5: Kapiolani & Keeaumoku Existing Aerial View	70
FIGURE 4-6: Kapiolani & Keeaumoku Proposed Aerial View	71
FIGURE 4-7: Ewa View along Kona Street Perspective View	72
FIGURE 4-8: Mauka View Up Keeaumoku Street Perspective View	73
FIGURE 4-9: Ewa View at Kapiolani Street Eye-level View	74
FIGURE 4-10: Diamond Head View Looking Up Kanunu Street Perspective View	75
FIGURE 4-11: Kapiolani Blvd Streetscape Enhancements	76-77
FIGURE 4-12: Kalakaua Ave Streetscape Enhancements	78-79
FIGURE 4-13: Piikoi St Streetscape Enhancements	80-81
FIGURE 4-14: Pensacola St Streetscape Enhancements	82-83
FIGURE 4-15: Keeaumoku St Streetscape Enhancements	84-85
FIGURE 4-16: Kona St Streetscape Enhancements	86-87
FIGURE 4-17: Sheridan St Streetscape Enhancements	88-89
FIGURE 4-18: Rycroft St Streetscape Enhancements	90-91
FIGURE 4-19: Makaloa St Streetscape Enhancements	92-93
FIGURE 4-20: Ala Moana Blvd & Atkinson Dr Intersection Improvements Option 1	94-95
FIGURE 4-21: Ala Moana Blvd & Atkinson Dr Intersection Improvements Option 2	96-97
FIGURE 4-22: Ala Moana Blvd & Piikoi St Intersection Improvements	98-99
FIGURE 4-23: Kalakaua Ave & King St Intersection Improvements	100-101
FIGURE 4-24: Kona St & Mahukona St Intersection Improvements	102-103
FIGURE 4-25: Kapiolani Blvd & Kalakaua Ave Intersection Improvements	104-105

## 5 ALTERNATIVE DEVELOPMENT SCENARIOS

FIGURE 5-1: Hard/Soft Analysis	109
FIGURE 5-2: Redevelopment Opportunity Sites	109
FIGURE 5-3: Alternative 1 Aerial View	113
FIGURE 5-4: Alternative 1 Land Use Analysis	114
FIGURE 5-5: Alternative 1 Illustrative	115
FIGURE 5-6: Alternative 1 Open Space	116
FIGURE 5-7: Alternative 1 Parking	116
FIGURE 5-8: Alternative 1 Zoning Designations	117
FIGURE 5-9: Alternative 1 Height Limits	117
FIGURE 5-10: Alternative 2 Aerial View	119
FIGURE 5-11: Alternative 2 Land Use Analysis	120
FIGURE 5-12: Alternative 2 Illustrative	121
FIGURE 5-13: Alternative 2 Open Space	122
FIGURE 5-14: Alternative 2 Parking	122
FIGURE 5-15: Alternative 2 Zoning Designations	123
FIGURE 5-16: Alternative 2 Height Limits	123
FIGURE 5-17: Alternative 3 Aerial View	125
FIGURE 5-18: Alternative 3 Land Use Analysis	126
FIGURE 5-19: Alternative 3 Illustrative	127
FIGURE 5-20: Alternative 3 Open Space	128
FIGURE 5-21: Alternative 3 Parking	128
FIGURE 5-22: Alternative 3 Zoning Designations	129
FIGURE 5-23: Alternative 3 Height Limits	129
FIGURE 5-24: Alternative 4 Aerial View	131
FIGURE 5-25: Alternative 3 Land Use Analysis	132
FIGURE 5-26: Alternative 4 Illustrative	133
FIGURE 5-27: Alternative 4 Open Space	134
FIGURE 5-28: Alternative 4 Parking	134
FIGURE 5-29: Alternative 4 Zoning Designations	135
FIGURE 5-30: Alternative 4 Height Limits	135
FIGURE 5-31: Alternative 5 Aerial View	137
FIGURE 5-32: Alternative 5 Land Use Analysis	138
FIGURE 5-33: Alternative 5 Illustrative	139
FIGURE 5-34: Alternative 5 Open Space	140
FIGURE 5-35: Alternative 5 Parking	140
FIGURE 5-36: Alternative 5 Zoning Designations	141
FIGURE 5-37: Alternative 5 Height Limits	141
FIGURE 5-38: Alternative Development Potential Comparison	142-143
FIGURE 5-39: Magic Island Viewshed Alternative Comparison	144-145
FIGURE 5-40: Alternative Far Comparison	146
FIGURE 5-41: Alternative Height Limit Comparison	147
FIGURE 5-42: Alternatives Evaluation	148-149

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# ALA MOANA

Neighborhood Transit-Oriented Development Plan

## STATION AREA ALTERNATIVES REPORT

*This Alternatives Report summarizes project analyses, outreach and vision, and proposes five Alternative Scenarios for future buildout around the Ala Moana Center Station. It studies the impact of alternative land use, circulation, open space, and infrastructure approaches and evaluates their ability to support transit oriented development. Later phases of the project will refine these ideas into a preferred plan and final recommendations.*

# 1 COMMUNITY OUTREACH

*This chapter summarizes the major outreach efforts to date for the Ala Moana Neighborhood Transit Oriented Development (TOD) Study. An existing conditions report was drafted and stakeholder interviews were completed. Next, a community workshop was held to gather further information regarding the area. The information collected from the stakeholder interviews and community workshop was then discussed during a Project Advisory Committee (PAC) meeting in order to fully understand opportunities and areas of concern. Residents were also mailed a community needs survey, in which they could help pinpoint the issues that require attention, and the needs of the community to become a more desirable neighborhood.*

## 1.1 STAKEHOLDER INTERVIEWS

*In order to gather necessary background information about the area, a series of “stakeholder interviews” soliciting input from key community representatives were conducted.*

### 1) PURPOSE & PROCESS

The primary purpose of these interviews was to get a preliminary take on major issues, ideas, and concerns related to development of the neighborhood, particularly as it relates to the planned transit station. In turn, this will allow the consultants to engage the broader community in a more informed manner with a more comprehensive community outreach program.

This effort targeted individuals representing a variety of community interests and organizations; representatives from pertinent public agencies and community organizations, as well as business and property owners from the neighborhood were interviewed in one-on-one or small group settings. The small group nature of these

discussions enabled individuals to be more candid than they otherwise might be in a larger community forum. Moreover, discussions could be focused on topics and issues pertinent to each individual and their organization. Participants were also provided the opportunity to supplement their verbal responses by completing a brief written questionnaire. Interviews were conducted in person by Department of Planning and Permitting staff and consultants from RTKL Associates, Inc. on May 23rd and 24th, 2012.

### 2) PARTICIPANTS

A total of 43 individuals participated in 16 interview sessions; three interviewees completed the supplementary questionnaire. Stakeholders are identified in Table 4.1. The following summary discusses in a general manner, the major topics addressed by these stakeholders. In order to keep the comments anonymous, specific comments are not assigned to any one participant.



FIGURE 1-1: COMMUNITY OUTREACH PROCESS

### 3) LOCAL & TOURIST ECONOMY

Foremost among Ala Moana's assets, the stakeholders identified its strategic location as part of urban Honolulu, highlighted by proximity to two major economic drivers – the Ala Moana Center and Waikiki. Although expressing unease over the current pervasiveness of massage parlors, hostess clubs, “cheap” retail and similar establishments, they are also well aware of the area's redevelopment potential, and its desirability as an urban district with convenient access to a wide range of shopping and services.

Located between Waikiki and downtown Honolulu, the Ala Moana neighborhood appeals to both locals and



Waikiki shuttle bus for tourists travelling to Ala Moana Center

tourists. The Ala Moana Center (Hawaii's largest shopping mall) is the area's chief tourist attraction and regional draw for local islanders. Its proximity to nearby Waikiki makes it a popular alternative shopping destination. The neighboring Convention Center is another magnet, creating surges in activity during conventions, expos, and other events. Residents of the area are also drawn by the neighborhood's affordable and convenient housing options combined with shopping and services located close at hand. In addition to the shopping mall, a major shopping hub comprised of Walmart, Sam's Club and Don Quijote serves various residential zones. This mix of retailers is highly valued, and locals seem to rarely make the trip to Waikiki for more expensive goods.

Despite these assets, there is a considerable stock of underutilized parcels apparently ripe for redevelopment, most notably along the area's major commercial streets -- Kapiolani, Kalakaua, and Keeaumoku. Even so, stakeholders understand that there are numerous barriers hindering redevelopment efforts, but some see new opportunity in the future rail station and associated planning for transit-oriented development.

### 4) URBAN POPULATION

While noting the area's ethnic diversity, stakeholders identified two key population groups that readily embrace urban living – a burgeoning Korean population, as well as a significant number of elderly residents (from a variety of demographic groups including Japanese, Polynesian, and Korean). Both groups choose the convenience of residing in close proximity to shopping and services, rely on walking and transit to get around, and will likely welcome the benefits that accompany rail service and the urban character of transit-oriented development.



Ala Moana Neighborhood

The recent designation of “Korea Town” speaks to the large Korean population and its influence upon the area. This includes a predisposition toward an urban lifestyle that has attracted many Korean immigrants to the area, and consequently, many do not own or drive cars.

Similarly, the elderly population has established a “senior corridor” along Kalakaua, mainly due to the public housing (catering largely to an elderly and disabled population) and the associated Makua Alii senior center.



Many seniors also choose to reside in this area because of proximity to shopping, transportation, and medical services, while available housing opportunities coincide with their wish to downsize. Few of the senior residents within the public housing community own cars, and instead walk to local shops and services.

In summary, residents decide to live in Ala Moana largely because its dense, urban pattern supports convenient access, allowing them to meet day-to-day needs without reliance on the automobile.

A wide range of shopping choices and services (i.e., the Ala Moana Center and businesses along Keeaumoku) are within walking distance, and quality bus service provides access to more distant destinations. It is anticipated that residents will utilize rail and support transit-oriented development to the extent that it reinforces this lifestyle.



5) HOUSING MIX / AFFORDABLE HOUSING

Stakeholders wish to see more diversity in residential product, in particular, the provision of moderate income housing. There is concern that new housing will be dominated by high-rise, luxury condo development. In addition to advocating affordable housing set-asides associated with new high-rise condos, there is at least some interest in exploring the potential for low- and mid-rise housing product.

While there is a general acceptance among stakeholders that future residential development will entail urban densities, especially in proximity to the transit station, they



Moderate density vs. high rise residential

caution that some resistance to additional density within the area is possible. Stakeholders, however, expressed their concern that new residential development will be uniform in scale and limited to high-rise condos. In fact, they see this as the most likely outcome based on foreseeable market conditions, conditioned by high land values. A preferred

outcome comprises a diversity of housing price points, incorporating at least some low and mid-rise dwellings. Although not expressly named as such, gentrification is an important consideration here. Requirements for affordable housing set-asides in conjunction with new residential development are an additional recommendation from some of the stakeholders for addressing the issue.

6) VIEW CORRIDORS

The anticipated densification of Ala Moana shall respect that which is valued by the community, namely mauka-makai (mountain to ocean) view corridors that reinforce the sense of place. Stakeholders agree that the alignment of new high-rise towers must respect view corridors, and as far as feasible, taller, thinner towers (i.e., point towers) are preferred.

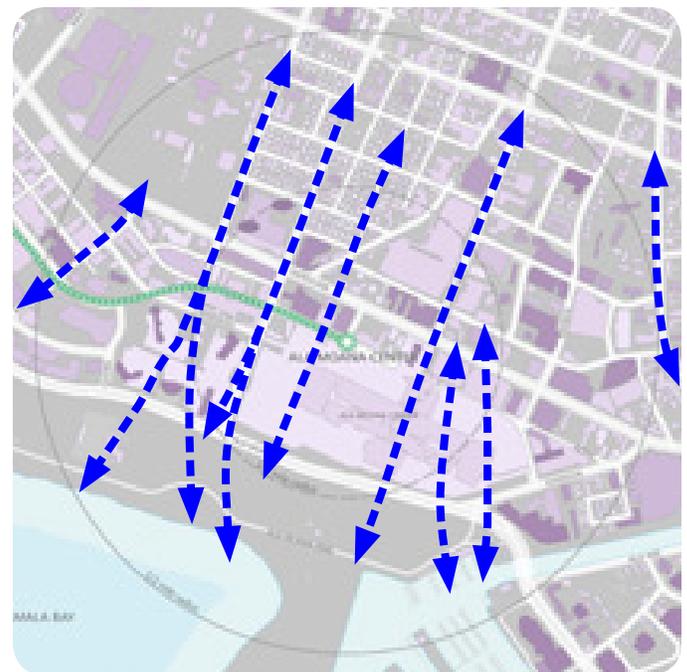


FIGURE 1-2: MAUKA - MAKAI VIEW CORRIDORS



## 7) STATION DESIGN & OPERATION

*Stakeholders express concern regarding aesthetics and safety in the design of the rail station; the proposed elevated design concept causes particular uneasiness. These issues are important from both a local and tourist point of view, especially given the proposed station location at the popular Ala Moana Center.*



*Hoopili Station concept; Ala Moana Center Station is similar in design*

Although there is some petty crime in the area (e.g., graffiti, thefts, etc.), major crime is generally not an issue. Nonetheless, some stakeholders are concerned that the rail station's presence could attract additional crime and become a haven for the homeless. Some of this uneasiness is related to the elevated design creating a dark and foreboding place; other worries include general maintenance and cleanliness. As a result, stakeholders expect quality design and on-going maintenance. Station appearance and safety is of special interest to the Ala Moana Center and Walmart shopping centers. An additional issue relative to the station location is parking, and the fact that it is the end of the line. Future negotiations will determine the extent to which the Ala Moana Center will accommodate parking for station users.

## 8) MULTI-MODAL CONNECTIONS

*Connectivity is a key issue. Stakeholders regularly raised the following points: 1) the area is well served by the current bus system; 2) existing pedestrian linkages are weak; and 3) bus routes and sidewalks must tie into the rail station to create a seamless network.*

Ala Moana is projected as the largest boarding station along the rail line (22,000+ daily boardings anticipated

by 2030). As most of these arrivals are expected by bus, the integration of rail and bus transit without a decline in available bus service is critically important to stakeholders. The greatest opportunity lies in an improved feeder bus system. As rail comes online, redundant bus routes may be converted to feeder routes, covering expanded service in a mauka-makai direction.



Stakeholders also expressed strong support for improving pedestrian access to the station. There is considerable concern associated with pedestrian-vehicle conflicts at intersections near the station and throughout the area. These conflicts may be resolved through sidewalk and intersection improvements that will enhance pedestrian comfort and safety. Keeaumoku provides an especially important and direct mauka-makai link to the station, and with its abundance of shopping and services it is viewed as having the potential to become a great walking street.

## 9) PEDESTRIAN & BICYCLE MOBILITY

*Walking and cycling will become increasingly important modes of travel in Ala Moana, yet there are serious constraints on pedestrian and bicycle mobility including unsafe crossings at major intersections. Stakeholders recommend investment in streetscapes to rectify the problem and maximize pedestrian and bicycle circulation.*



*Cyclists on Piikoi St*

As pedestrian volumes increase with the opening up of the rail station and the associated transit-oriented development, it is imperative that the neighborhood become more walkable, and friendlier to those choosing not to drive. While the uniform planting of monkeypod trees greatly enhances Kapiolani, many of the area's streets lack similar identity, shade, or even sufficiently wide sidewalks, including those most frequented by pedestrians, such as Keeaumoku. Unsafe crossings at major intersections present another constraint. High traffic volumes and speeds make crossings daunting and dangerous, especially for the area's elderly. The intersection at Kalakaua and King is among those cited as most hazardous. Piikoi & King, Piikoi & Kapiolani, Piikoi & Ala Moana, Atkinson & Kapiolani, and Kapiolani & Kalakaua are similarly dangerous. Cycling along the area's streets is unsafe, and many cyclists take to the sidewalks, further endangering pedestrians. Stakeholders stress the need for comprehensive streetscape improvements, addressing sidewalks and intersections, as well as suitable bike lanes and bike parking facilities. Adequate bike storage within the station area will be an important asset to promoting ridership. Recent passage of a complete streets ordinance will make it easier to incorporate streetscape elements that promote multi-modal movement.

### 10) INFRASTRUCTURE / STREETSCAPE IMPROVEMENTS

*Stakeholders acknowledge that it will be necessary to upgrade Ala Moana's infrastructure in order to attract and support redevelopment. While some (development interests in particular) addressed the need for additional water and sewer capacity, demand for an improved public realm was perhaps the most widely discussed topic during the interview process.*



*King St & Kalakaua Ave - dangerous intersection for pedestrians*

Redevelopment in Ala Moana is highly dependent on infrastructure improvements, including increased sewer and water capacity, as well as streetscape improvements that will enhance the area's image and support multi-modal movement. Major residential construction may also impact public schools. However, no public monies (i.e., dedicated funding sources) are currently allocated to support comprehensive infrastructure upgrades. Additional developer exactions are not seen as a potential solution, as they risk a chilling effect on new construction, while typically permitting only piecemeal solutions. Stakeholders propose alternative implementation measures, such as Special Financing Districts, Tax Abatement, and other incentives to induce privately funded improvements.

### 11) LAND ASSEMBLY / REDEVELOPMENT

*Stakeholders recognize a key opportunity in the redevelopment of rundown, underutilized commercial properties, especially along Kapiolani and Keeaumoku. Nonetheless, they also pinpoint critical barriers to such redevelopment, and are concerned that land owners will "sit on property" without proper incentives to develop.*



*Underdeveloped lots along Kalakaua Ave*

Participants enumerated the following barriers to redevelopment of Ala Moana:

- *There is an overabundance of small parcels -- large, vacant parcels are much easier to redevelop, but are nonexistent.*
- *Property values in the area are artificially high, impairing efforts at consolidation and exerting pressure toward significantly higher development densities.*

- *The marketplace for development is limited* (especially for residential condos), with the nearby Kaka'ako as a key competitor. HCDA rules allow more height and density, and thereby provide a competitive advantage.
- *Developer's fees are already high*, with additional fees to secure necessary public improvements likely to further discourage redevelopment.
- *Existing streets perform in a manner that discourages mixed use development and local shopping on foot*, and instead emphasizes high speed regional thru-traffic. Sidewalks do not encourage walking due to their narrowness and lack of shade.

Recommendations from stakeholders to overcome barriers include public incentives to consolidate and develop property, noting that the City & County does not directly assist in the assembly and development of land. Additionally, available public assistance should focus on “higher potential” opportunity sites, as defined by location and lot size.

## 12) IMPLEMENTATION MEASURES

*Stakeholders call for multiple measures and incentives to spur development, offering a range of suggestions, and emphasizing those that increase development potential and promote flexibility in the Zoning Code. They caution that some approaches are more politically acceptable than others, and generally recognize that the City and County is limited in its ability to directly fund public improvements.*



*Kapiolani Blvd*

Participants identified numerous tools and incentives to promote development and secure necessary infrastructure improvements:

- *Tax Increment Financing (TIF)* is a common tool for funding public improvements, but regarded as not politically viable in the City and County of Honolulu.
- *Special Financing Districts*, such as 1) community facilities districts; 2) business improvement districts, and 3) parking improvement districts, are widely used mechanisms for funding public improvements and services (e.g., sewer improvements, streetscape enhancements, congregate parking, etc.) and should be considered. Nonetheless, any of these may prove controversial with local property owners, as they require a special tax or fee.
- *Zoning Code Revisions*, particularly increased height and density limits that will compete with Kaka'ako and take full advantage of the opportunity provided by transit-oriented development are strongly recommended by the development community.
- *Flexible Zoning* is also encouraged; for example, a key recommendation is to reduce parking requirements and promote shared parking in proximity to the rail station.
- *Incentive Zoning* has a number of advocates; this approach offers height, density or similar development bonuses in exchange for the provision of one or more defined community benefits.
- *Modified Park Exactions*, allowing park dedications and fees to accommodate streetscape enhancements and urban plazas, is aimed at improving the public realm. This is seen as a potential solution to funding a comprehensive streetscape network.
- *Property Tax Abatement* is another available tool to support economic development, and is typically used to encourage a business to locate, expand or redevelop within a targeted area. Abatements are often used as an alternative to TIF.

## 13) COMMUNITY BENEFIT

*Most stakeholders see transit and TOD planning as a community building opportunity, linking the concepts of development incentives and community benefits. Questions that arise are as follows: Which incentives are to be provided? What community benefits are needed and desired? While stakeholders offered their thoughts and opinions, they readily*

*acknowledge the need for further discussion and input from the community as part of the TOD visioning process.*

The development community is particularly interested in incentive zoning that ties community benefits to greater development potential -- namely increased height and density limits. Desirable community benefits most frequently cited by stakeholders include:

- *Affordable housing set-asides.*
- Funding for *streetscape enhancements*, including sidewalk and intersection improvements.
- Provision of open space, including *urban parks and plazas.*
- Inclusion of *community facilities*, such as community meeting space.

## 1.2 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. This section 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.*

### 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 website. 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.



*Mayor Carlisle giving opening statement during Community Workshop #1*

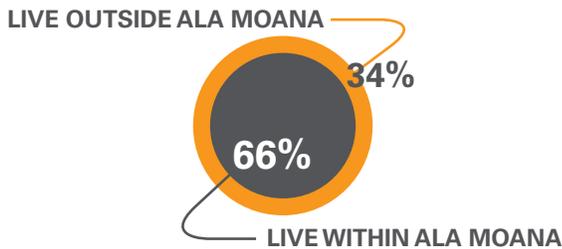
2) DOT VOTING

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.



Where do you live or work?



Many participants live outside the Ala Moana Neighborhood, yet still show a strong interest in the neighborhood and how the future transit and rail station will affect the area.

FIGURE 1-4: COMMUNITY WORKSHOP EXHIBIT 1

**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 (green) to least important (red).



What is most important to you?

Issues in order of importance:

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

MOST IMPORTANT ISSUES BY PERCENTAGE

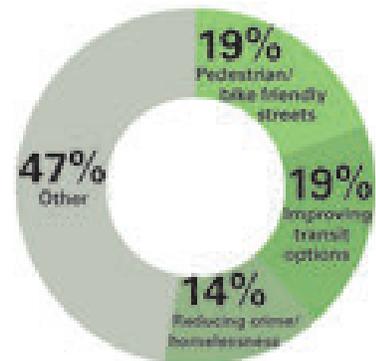


FIGURE 1-5: COMMUNITY WORKSHOP EXHIBIT 2

**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:



What encourages transit usage?

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 trees).

FEATURES THAT ENCOURAGE TRANSIT USAGE BY PERCENTAGE

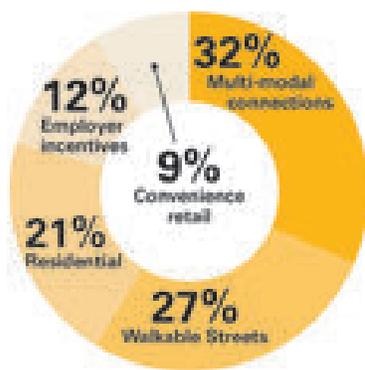


FIGURE 1-6: COMMUNITY WORKSHOP EXHIBIT 3

**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. The least popular choice was hotels. 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.



What uses work well in this area?

USES THAT WORK WELL IN THE AREA BY PERCENTAGE

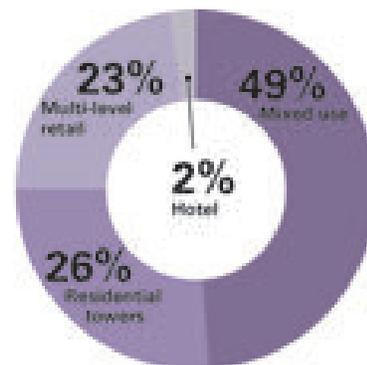


FIGURE 1-7: COMMUNITY WORKSHOP EXHIBIT 4

**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 Community Parks were most desirable. Concerns were raised about park maintenance, as well as homelessness. 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:



What types of open space would you like to see?

1. Community Parks
2. Tree-lined Streets
3. Trail Network
4. Events Plaza
5. Parklets

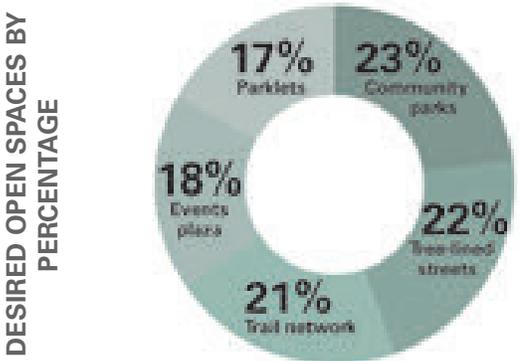


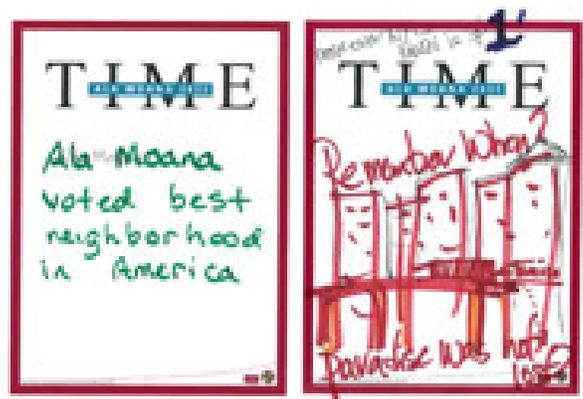
FIGURE 1-8: COMMUNITY WORKSHOP EXHIBIT 5

### 3) 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.

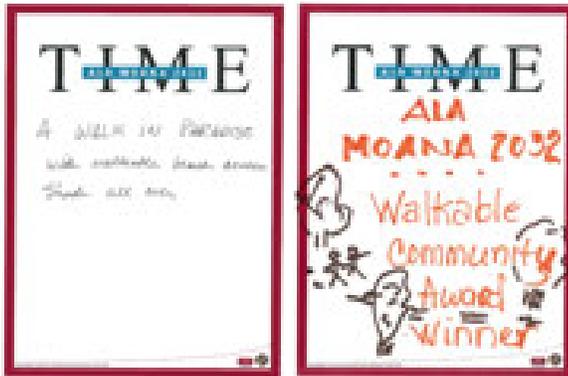
Following are a sample of headlines that fit into a number of categories.



**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.*

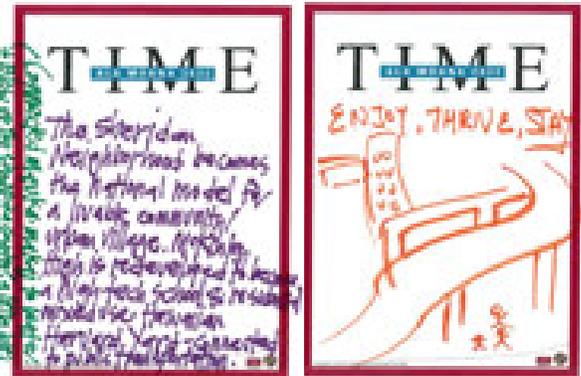


**Walkability** - The following headlines reflect the participants' desire and excitement to see more walkable solutions in the future. More connections and walkable pathways are the main ideas behind these headlines.

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*

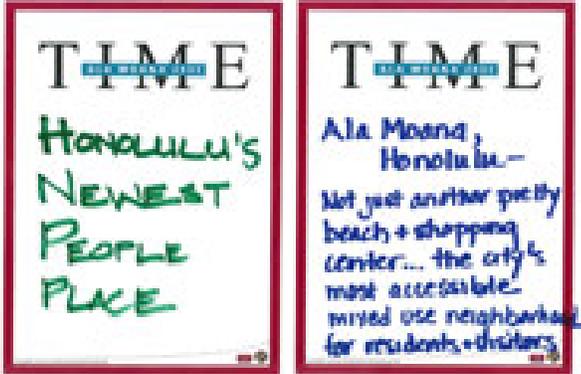


Participants engaged in outreach activities



**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*
  - *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!*
  - *Citizens healthiest in the nation – Active, on the move*
  - *Air quality stunning, solar and wind power achieved*
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*



#### 4) 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.



Activity: Mapping your community

**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, Keeaumoku, 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 with frequent connections to Waikiki and University of Hawaii. 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 that are separate from pedestrian areas. Bike sharing programs could be very beneficial. Other comments to consider involving vehicular improvements include:

- Reversing one way directions of Piikoi/Pensacola
- Make Waimanu Street two-way to allow a straight movement off the ramp from Ala Moana
- Improve signal at Ala Moana bridge that augments entrance/exit to Ala Moana/Waikiki

***Affordability*** – A large concern among many of the participants was about creating more opportunities for affordable housing. As property values continue to rise, moderate cost housing will be necessary to keep the community diverse. In general, affordable housing is desired throughout the urban core, with ideas proposed including setting aside a percentage of new affordable units. Another idea involved 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 also proposed by participants, along with maintaining the existing affordable housing stock into the area.

**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 Kaka'ako 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.



*Time Magazine covers and maps for community outreach*

## 1.3 PAC MEETING #1

*Key stakeholders from the area, many interviewed during the initial outreach effort as part of the Existing Conditions component, were invited to be part of the Project Advisory Committee (PAC) and participate in meetings to provide further insight about the area. PAC meeting #1 enabled PAC members to get together and build on comments and concerns addressed during Community Workshop #1. The summary follows:*

### 1) PURPOSE & PROCESS

The purpose of PAC Meeting #1 was to gather additional feedback about the planning area to add more detail to the comments and questions raised during the community workshop. As a critical component of the project's public outreach, the primary role of PAC is to provide the planning team with in-depth local knowledge and expertise on a more intimate basis than what is possible during a public workshop. The meeting opened with an overview of the project process and the role of PAC. A presentation was 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 was also given to set the scene, and guide the committee members to focus on the most pressing issues.

The PAC then engaged in detailed discussions about the major issues and concerns in the area. Ideas brought up during the community workshop were discussed in an open conversation with all of the committee members.



*Public outreach with media coverage*

## 2) OVERVIEW

The discussion focused on how to maximize the current assets of the neighborhood, and create a more livable community for the future using rail transit and its beneficial aspects as a catalyst.

## 3) KEY CONCEPTS

**Transit** – The benefits of transit are many. The Ala Moana area is already well served by Honolulu's *The Bus*, and the residents in the area take advantage of the routes that the bus network provides. The future location of the rail station already functions as a major bus depot area where many bus routes converge. There is already a significant presence of pedestrians, as well as the foundation for developing a better connected community through TOD.

Improving connectivity is a key component of this project. Pedestrian connections need to be maximized to create seamless transitions between rail and its station locations throughout the entire guideway. Many of the Ewa-Diamond Head bus routes will be reworked to function in collaboration with the rail. It was discussed that elevated rail lines are in fact more efficient – without the constraints and conflicts on the street level, travel times are more predictable, and delays in service are minimized. An issue

that will need to be addressed is how to create a positive interaction between the elevated station and street level below, and how that connection may facilitate other modes of transportation.

In order to promote transit ridership, and non-vehicular modes of transportation, it was suggested that required parking ratios for new developments need to be reduced. This would minimize the amount of on-site floor area dedicated to parking, spur new development, and get people out of their cars. A reduction in parking requirements could also help reduce the amount of curb cuts along any given block, thereby enhancing the sidewalk environment, and potentially increasing the space for on-street parking.

**Circulation** – Streets play a major role in how interconnected and accessible an area can be. In the case of the Ala Moana neighborhood, high volumes of traffic traverse the area going to and from Downtown and Waikiki. Throughput of vehicular traffic dominates the physical environment. Members of the PAC discussed that a TOD plan should try to maintain current levels of throughput as much as possible. Any improvements made to the quality of the pedestrian environment need to keep traffic flow under consideration, but ultimately will be determined based on public input and support.

With many large blocks in the area, connectivity between



FIGURE 1-9: BUS TRANSIT ROUTES



FIGURE 1-10: EXISTING STREET PATTERNS

the neighborhood's different districts is a challenge. It was discussed that inner-block pedestrian connections could unite the area physically, as well as socially and economically. Promotion of bike usage will ultimately help mitigate the usage of cars. An expanded bike network would further improve access to the area, and create connections to the surrounding communities. A bike sharing program could provide convenient access to bikes and to the rail station for those living or working further away. Improved bike storage near the station is also important.

Intersections play a major role in circulation, as all modes of transportation use them. The intersection of Ala Moana Boulevard and Atkinson Drive is a busy intersection for vehicular and pedestrian traffic going to and from Waikiki, and crossing from Ala Moana Center to Ala Moana Beach Park. The intersections of Keeaumoku and Kapiolani, Kalakaua and Kapiolani, and Kalakaua and King each rank among the worst for accidents between vehicles and pedestrians. These intersections could benefit from redesign to improve future usability and safety.

**Uses** – PAC members discussed that there is already great land use diversity within the Ala Moana neighborhood, but the location of these different uses should be more

strategic. Particularly near the Convention Center at the intersection of Kapiolani and Kalakaua, there is nothing enticing convention patrons to stay in the area once conventions are finished for the day. Shuttle buses run frequently to Waikiki, providing easy access out of the area. The concentration of adult bars nearby can also hinder the sense of safety and desire to remain in the area. The location of the Ala Moana neighborhood near tourist-centric Waikiki, the Ward Centers in Kaka'ako, and the Ala Moana Center may make it tough for additional retail to compete. A possible solution to these issues would be to increase the number of restaurants and entertainment related businesses in the area, increasing the options for dining and creating an increased level of activity during evening hours. PAC members also discussed that the area would do well by increasing the allowable Floor Area Ratio (FAR) along the major corridors of Kapiolani and Keeaumoku, spurring development along these key streets. Doing so would help the Ala Moana area compete with Waikiki and the Kaka'ako district.

**Public Realm** – The current physical environment is dominated by the automobile, and vehicular throughput is a priority. Dramatic improvements to the pedestrian environment favoring the pedestrian over the automobile would impact throughput for vehicular traffic. PAC



FIGURE 1-11: CITY DESIGNATED LAND USE



FIGURE 1-12: EXISTING LAND USE

*There are discrepancies between land uses defined by the city (diagram shown on the left), and the actual existing land uses (shown on the right). These should be addressed in future citywide planning updates.*

members discussed the desirability of a more balanced approach where both vehicular and pedestrian traffic are dominant.

PAC members discussed what they believe to be the heart of the Ala Moana neighborhood. The intersection of Keeaumoku and Kapiolani is a high volume area for vehicles and pedestrians traveling between Ala Moana Center and other businesses nearby. Center Court at Ala Moana Center is a busy area inside the shopping center and was considered the heart by some, as was the Don Quijote property. The Centerstage in the Ala Moana Center works well for small performances, but is not designed as a public gathering space. These places are heavily dominated by food, but lack adaptable public spaces. The entire neighborhood is lacking a good central public space, which would help unite the different districts within, and help blend the social "cliques" that currently exist. Other concerns that were discussed include the need to create a stronger sense of security for people, enabling a more active crowd during non-peak hours of the day. There is a need for organic and walkable connections and a desire to create more distinct districts while keeping things locally oriented.

**Affordability** – The Ala Moana area is currently frequented by a diverse clientele. The desire of the committee members and the larger community to maintain the current diversity in the area is very strong. New development and revitalization of the area may increase land values and make it more difficult for current residents to remain in the area. Options for affordable housing should be provided, and while rental housing is not common in the area, PAC members discussed that mid-rate rental units would serve well in maintaining diversity in the area.

**Funding** – As the City isn't always able to fund public improvements on its own, innovative funding strategies need to be set in place to maintain the upkeep of the district. As many of these strategies involve a special tax or fee, it is crucial to develop a strategy that keeps the diversity and affordability of the area intact.

**Development Potential** – There is major development potential around the major intersections, particularly at the intersection of Keeaumoku and Kapiolani where pedestrians and vehicles interface at one of the key entrances to Ala Moana Center. PAC members discussed

that development is possible, both on vacant land, and as redevelopment of blighted areas. This would be beneficial around the Convention Center and help create an iconic gateway into the area. There are, however, many barriers to development, including the proliferation of small parcels, which are difficult to assemble for redevelopment. Infrastructure capacities also present barriers to new development with the increased load it would add to current systems. With Waikiki on the Diamond Head side, and the Kaka'ako district on the Ewa side, there are many competitive forces surrounding Ala Moana. PAC members also discussed how necessary it is for the City to provide a level of certainty for developers. Without predictability, it will be difficult to attract new investors to the Ala Moana neighborhood.



FIGURE 1-13: SITE CHARACTER

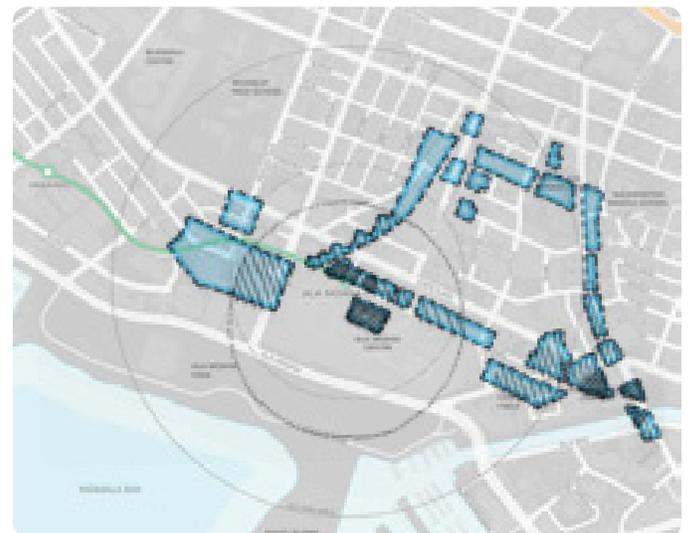


FIGURE 1-14: DEVELOPMENT POTENTIAL

## 1.4 COMMUNITY NEEDS SURVEY

A random sample of 1,350 residents who lived within a half mile of the planned Ala Moana rail station were surveyed by mail during August and September, 2012. Twenty-eight percent of delivered surveys were completed and returned. The survey elicited resident perspectives on a variety of community planning issues related to transit-oriented development (TOD): community amenities, civic connection, neighborhood mobility and development opportunities. This summary of the survey shows the findings across the entire Ala Moana sample and highlights differences by gender and tenure (whether the resident owns or rents their home).

### 1) SURVEY PURPOSE

Staff of the Department of Planning and Permitting of the City and County of Honolulu sought to capture the perspectives of residents in the Ala Moana neighborhood around the planned Ala Moana Center rail transit station. National Research Center, Inc. (NRC) was contracted to conduct a survey to assess resident’s perceptions about their neighborhood and opinions about potential transit-oriented development in these areas.

Results of the survey will help staff make plans to guide future public investment and development around the rail stations, in conjunction with technical studies and other community input received through various venues.

### 2) SURVEY METHODS

The randomly selected sample of households were 11% of the total number of households (12,797) estimated to be within a half mile of the proposed station.

The survey was in English, and the cover page included text in Korean telling residents how to request a Korean version of the survey if they preferred to respond in that language. Four residents requested Korean surveys, and 2 residents completed and returned a Korean survey. Of the 1,350 mailed surveys, 1,302 were delivered to occupied households. A total of 373 completed surveys were returned, for a response rate of 28%; this is a strong response rate compared to those that NRC typically sees for surveys in large cities.



FIGURE 1-15: SURVEY PURPOSE

Survey results were weighted so that respondent age, gender, ethnicity, housing tenure (rent or own) and housing unit type (attached or detached) were represented in the proportions reflective of the entire adult population living in Census blocks within a half mile of the proposed station (as reported from the 2010 U.S. Census and the 2005-2009 American Community Survey). The margin of error is plus or minus five percentage points around any given percent for the entire sample.

### 3) COMMUNITY AMENITIES

***The location is great*** – Ala Moana residents said that what they like most about their neighborhood is its proximity to jobs, shopping, parks and beaches. Businesses of all types are close by and residents gave them good marks for quality. The downside is that the neighborhood is noisy and expensive.

***Parks are well used, but there are some safety concerns*** – Most Ala Moana residents use their local parks; a majority use them at least a few times a month and many use them a few times a week. Residents feel safe in the parks during the day but less so at night. Most feel unsafe when homeless people are in the park.

***There are some areas for improvement*** – Residents said they want more parking options in their neighborhood and also improved sidewalks, bike paths and bike lanes. When asked if only one thing could be done, addressing homelessness was the most frequently mentioned item. Improving sidewalks, bike paths and bike lanes was second, and reducing noise was third.

### 4) NEIGHBORHOOD MOBILITY

***Walking is easy*** – When asked about getting around Ala Moana, ease of walking received great ratings. Getting around on the bus is generally good, car travel is more challenging, and bike travel is the most difficult. While finding and using buses is generally considered easy, residents have some concerns about the safety and condition of bus stops. When asked about car travel, parking and traffic flow were rated as fair or poor by 8 in 10 residents. Most residents do not own bikes, and most said the availability and condition of bike lanes and paths are poor as is safety while biking.

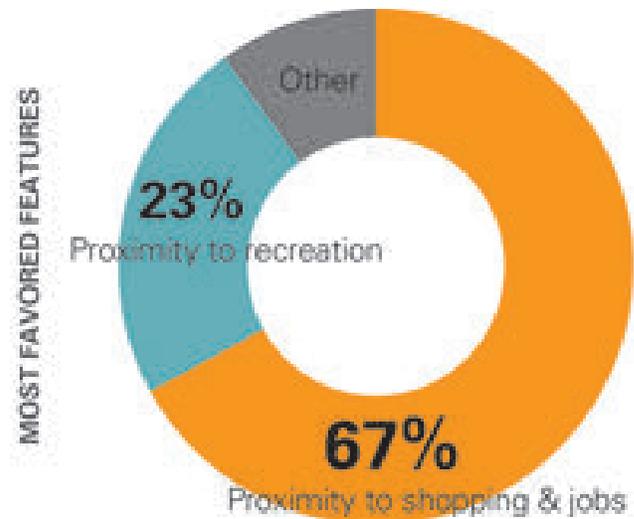


FIGURE 1-16: MOST FAVORED FEATURES



Ala Moana Beach Park - one of the City's most popular parks



Central shopping corridor at Ala Moana Center

**Alternate transport is used for about half of Ala Moana commutes** – When Ala Moana residents go to work or school they drive alone about half the time. Otherwise they use transit (19%), walk (15%), carpool (6%), bike (4%), telecommute (3%) or use a motorbike or scooter (1%). Many of the commutes are short: 23% to Downtown, 19% within Ala Moana, and 10% to Waikiki.

**Most have heard that rail transit is coming, around half will use it** – Almost all surveyed residents were aware of the rail transit project before they received the survey, and about half of the respondents said they are somewhat or very likely to use rail transit when it is built. They are least likely to use it for their work commute and more likely to use it for social reasons.

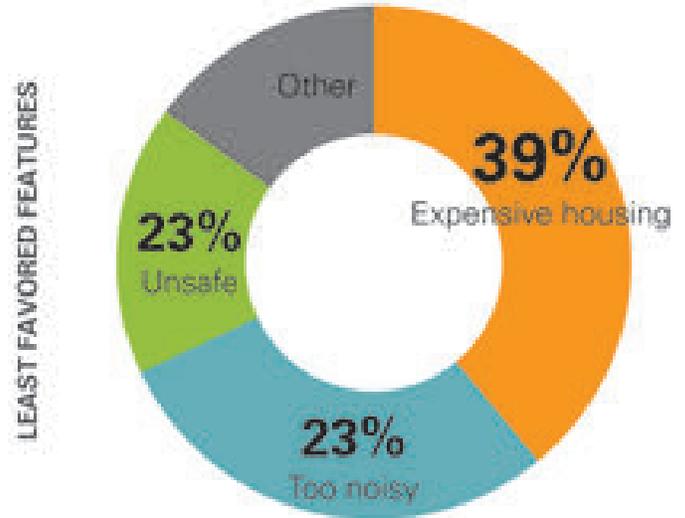


FIGURE 1-17: LEAST FAVORED FEATURES

**5) DEVELOPMENT OPPORTUNITIES**

**Streetscapes can always be improved** – Almost no one opposes improvements to streetscapes. The most support is for improved landscaping, adding places to sit, bicycle parking, planting trees, adding lighting, improving sidewalks, and adding trash bins and crosswalks.

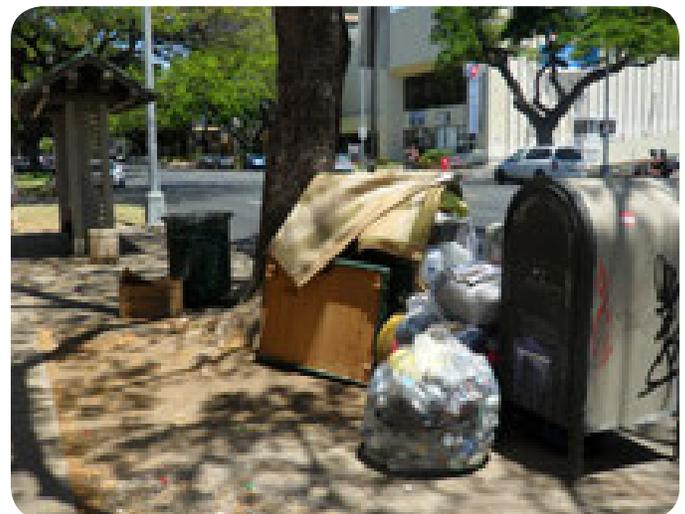
**Affordable housing is more controversial** – Just over half of residents strongly (27%) or somewhat (28%) support building affordable housing near the proposed Ala Moana Center Station. Renters are more supportive than home owners, and men are more supportive than women.

**Kapiolani, Keeaumoku, and Piikoi are most in need of improvement** – These three streets were the most frequently mentioned as being uncomfortable or dangerous for pedestrians. The most common reasons for this discomfort are poor pedestrian crossings, signs, lights and signals, as well as the inattentiveness of drivers. Many residents just feel these streets are too busy to be safe for pedestrians.

**Parks and parking are most desired** – When asked how much they support various types of new development near Ala Moana Center, developing parks and parking structures received the strongest support, followed by retail stores and services, and residential townhomes. There is majority opposition to the development of hotels, residential towers, and offices (both low-rise and towers).



Expensive housing in residential towers



Large presence of homeless

## 6) UNDERSTANDING THE RESULTS

**How the Results Are Reported** – Results for the whole sample are shown in the body of the report and in Appendix A: Survey Results. Results were also compared by selected subgroups: the respondent’s gender and whether the respondent owned or rented their home. These comparisons can be found in Appendices B and C and are mentioned in the body of the report when there are significant differences.

**Precision of Estimates** – It is customary to describe the precision of estimates made from surveys with a “level of confidence” (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus five percentage points around any given percentage answer reported for the entire sample (373). Where estimates are given for subgroups, they are less precise. For each subgroup from the survey, the margin of error rises to as much as plus or minus 14% for a sample size of 50 to plus or minus 7% for 200 completed surveys.

**“Don’t Know” Responses and Rounding** – On many of the questions in the survey, respondents were able to answer “don’t know.” However, these responses have been removed from the analyses presented in the body of the report. The majority of the tables and graphs in the body of the report display the responses of respondents who had an opinion about a specific item. The proportion of respondents giving a response of “don’t know” is shown in the full set of responses included in Appendix A: Survey Results and is mentioned in the body of this report if it is 20% or greater.

For some questions, respondents were permitted to select more than one option (i.e., a multiple response question). When the total exceeds 100% in a table for a multiple response question, it is because some respondents were counted in more than one category. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of rounding percentages to the nearest whole number.

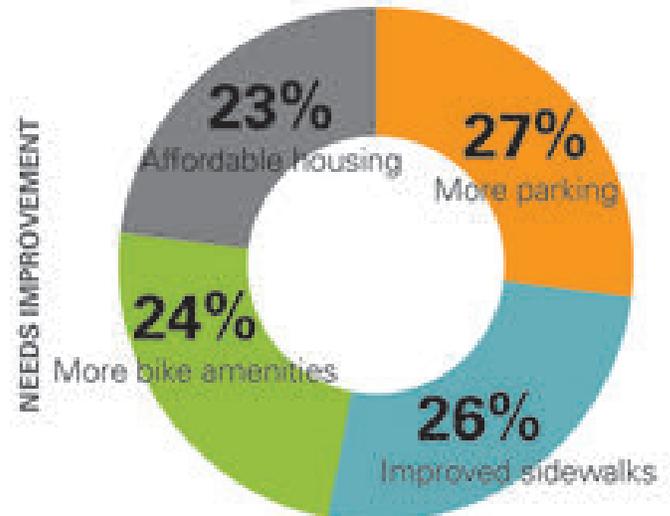
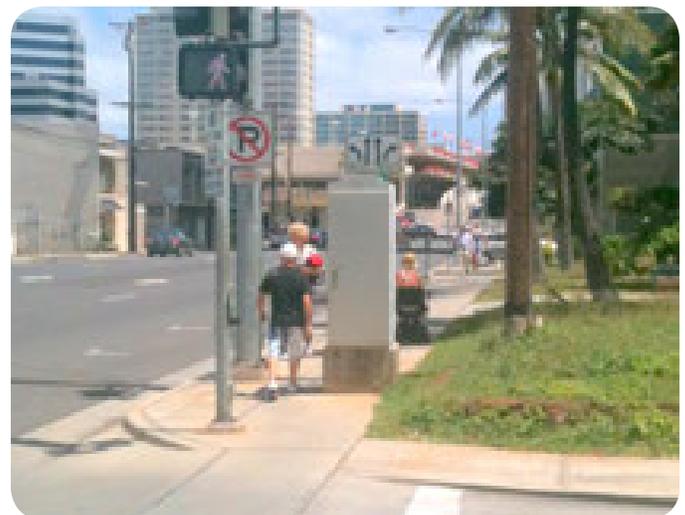


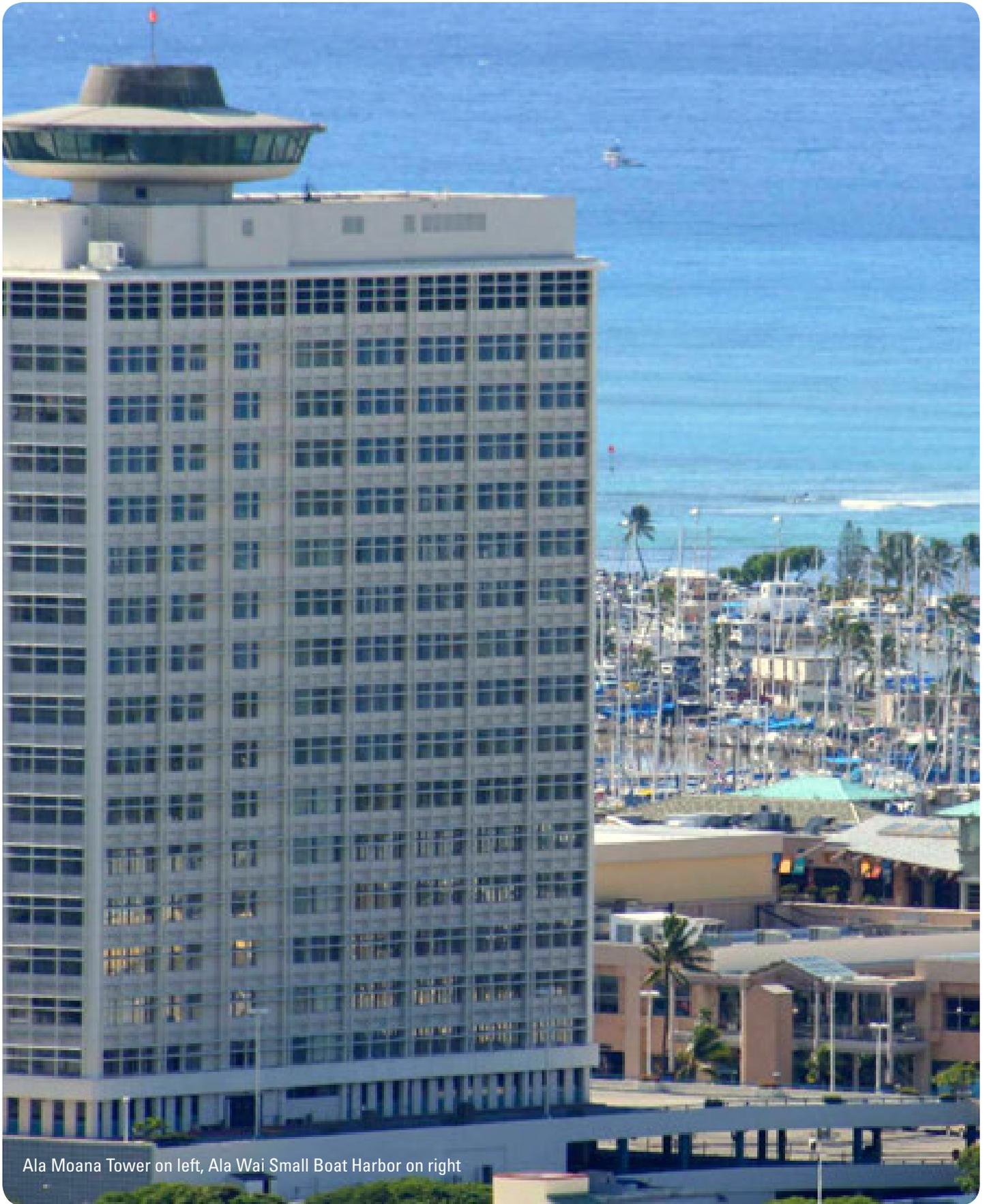
FIGURE 1-18: FEATURES THAT NEED IMPROVEMENT



*Sidewalk improvements are needed*



*More bicycle amenities are needed*



Ala Moana Tower on left, Ala Wai Small Boat Harbor on right

# 2

## VISION & PRINCIPLES

# 2 VISION & PRINCIPLES

*The Ala Moana District's proposed rail station, part of a 21 stop light rail system, is to be completed in 2017. The Ala Moana District is one of the most urban and complex neighborhoods along the rail corridor. Its needs and opportunities are unique and particular to its place and its people. The following vision and principles respond to the comments and concerns from the Ala Moana community and their vision for the future. They are intended to serve as a guide by which alternatives can be evaluated as part of the neighborhood TOD planning process.*

## 2.1 VISION

Ala Moana will become Honolulu's most livable urban community and a model for encouraging walking, biking and transit usage. The new rail station and surrounding TOD will include a mix of uses, spur redevelopment where appropriate, eliminate blight, and provide infrastructure improvements for increased safety, better mobility, and a sustainable environment. The Ala Moana neighborhood will embody cultural and income diversity, convenience, and the aloha spirit - and will continue its role as the place where locals and visitors gather together.

## 2.2 PRINCIPLES



### 1 RESIDENTIAL DIVERSITY



### 2 MIX OF COMMERCIAL



### 3 DIVERSITY OF OPEN SPACE



### 4 MULTIFUNCTIONAL STREETS



### 5 INCUBATOR OFFICE & EDUCATION



### 6 INTERMODAL CONNECTIONS



### 7 CULTURAL PROGRAMS & PUBLIC EVENTS



### 8 PUBLIC-PRIVATE PARTNERSHIPS

**"NATION'S HEALTHIEST POPULATION"**

**"THE MODEL RIDE, WALK, AND BIKE COMMUNITY"**

**"WALKABLE COMMUNITY AWARD WINNER"**

**"ALA MOANA BECOMES HONOLULU'S NEWEST  
PEOPLE PLACE"**

**"VOTED BEST NEIGHBORHOOD IN USA"**

**"HONOLULU'S MOST LIVABLE COMMUNITY"**

**"A WALKABLE CITY WITH DIVERSE RESIDENTIAL OPPORTUNITIES"**

*Representative quotations from outreach efforts previously gathered during the project*

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# RESIDENTIAL DIVERSITY

Residential diversity entails a wide variety of housing to accommodate diverse lifestyles and varying income levels. The Ala Moana district enjoys a wide diversity of housing types, from the low scale historic bungalows of the Sheridan neighborhood to the mix of towers and midrise buildings within the Kaheka District, as well as the highrise towers along Piikoi and Kapiolani. However, the community needs additional housing to attract young families, empty nesters, and singles, all of which tend to use transit, walk, or bike to a higher degree. A mix of for-sale and rental housing within a range of prices would help attract a wider demographic, making local neighborhoods stronger and more sustainable. New affordable housing designed around walkable streets, mauka-makai views, prevailing breezes, and rooftop amenities would offer an affordable urban alternative and promote greater diversity, safety, and activity.

*Live/Work | Townhouses | Midrise Flats | Highrise Condominiums | Apartments*



*Clockwise from top-left: Midrise affordable lofts cater to younger population; Live/Work lofts; Highrise condominiums above retail*

## 2 MIX OF COMMERCIAL

A mix of commercial uses adds variety for the consumer by bringing together large retailers, small storefronts, and local shops. Ala Moana Center is a great asset in the community and serves as a regional draw for locals and tourists alike. It plays a major role in the local community, providing a large variety of shopping and dining choices, and acting as a point of departure for local bus connections. Walmart and Sam's Club are also important regional destinations for both residents and visitors. Restaurants such as the Like Like Drive-Inn are local destinations, as are the Korean and Japanese grocery stores. However, the district is lacking street-level shops that promote convenience and walkable streets. These businesses would benefit from outdoor dining areas, free public Wi-Fi, shared parking, and promotion of the district. The Convention Center would benefit from better surrounding uses such as a business and convention hotel, which would help create a gateway into the Ala Moana District.

*Local Retail | Personal Services | Restaurants | Coffee Shops | Graphic Design, Print Shops | Business Hotel*



*Clockwise from top-left: On street local retailers; Corner restaurant with outdoor seating; Commercial mix - fitness center*

# 3 DIVERSITY OF OPEN SPACE

Public open spaces are venues for community events, informal interactions, and many forms of play and relaxation. The Ala Moana district enjoys access to one of the most significant regional parks in Honolulu -- Ala Moana Park. This park is a regional draw and provides a variety of play fields, beaches, passive recreation areas, performance spaces, and much more. In addition, several open spaces are located throughout the community, including Sheridan Community Park, Pawaa In-Ha Park, and the Ala Wai Promenade. These parks, however, have potential for more intensive uses and tend to be located on the perimeter of the Ala Moana district. A variety of smaller urban parks, plazas and gardens that are integrated into the fabric of the neighborhood would complement this urban community. These new spaces would provide respite from the hardscape and pace of the city, and provide cool, contemplative spaces, active recreation areas, and a home for public events.

*Open Air Event Plaza | Pocket Parks | Community Gardens | Play Courts | Community Pool*



*Clockwise from top-left: Open air multiuse event space; Active fountain provides play area for children; Plaza space with art fair*

# 4 MULTIFUNCTIONAL STREETS

Multifunctional streets act as more than just corridors for moving traffic, they host the public life of the city. The Ala Moana district includes a grid of arterial streets that handle much of the automobile traffic through the area. Many of the streets are designed for a high flow of automobile traffic, with one way streets, coordinated lights, and generous turning radii at intersections. With seniors and young children walking and biking along these arterials, the current configuration is often inadequate, and safety is compromised. These streets arterials would benefit from a consistent tree canopy, wayfinding, wider sidewalks, curb extensions, and other amenities that promote walking and biking without significantly compromising the level of service for cars. Identifying alternate paths for pedestrian and bike routes along local roads that parallel the major arterials would minimize conflicts between vehicular traffic and other modes. A circulator bus system in the district would provide improved access to housing, local shopping, medical services, businesses, and cultural activities.

*Widened Sidewalks / Improved Street Furniture | Consistent Tree Canopy |  
Loop Bus System | Bike Lanes | Wayfinding*



*Clockwise from top-left: Pedestrian alley with outdoor dining space; Wide sidewalks and bike lanes; Curb extensions and raised pedestrian crosswalks*

# INCUBATOR OFFICE & EDUCATION

Bringing rail transit to the area will make office space within walking distance of the station even more desirable. A mix of office spaces that complements the residential and retail in the area, allowing for business start-ups or incubator facilities, would attract a younger population to the area. Flexspace would allow small businesses to grow while supporting local businesses already established in the area. A suite of support services -- clerical, legal, graphic design, printing and shipping, catering, and other services -- would help office tenants become more efficient. Opportunities for Continuing Education is another key component to promoting the district, providing options for career advancement or career changes. Heald College and McKinley Community School for Adults, which specialize in important disciplines such as skilled nursing, electronics, software programming, and clerical work. Ensuring convenient access to clusters in medical, computers, and services would support both the existing residential population and students, while attracting a daytime workforce to the area.

*Live/Work | Flex Space | Office Above Retail | Support Commercial*



*Clockwise from top-left: Large livelwork with sidewalk access; Livelwork loft; Office above retail*

# 6 INTERMODAL CONNECTIVITY

Intermodal connectivity allows for seamless transfer between two or more modes of transportation. As Honolulu ranks 4th highest in the nation for mass transit usage, connections between transit and other modes should be hassle free. The Ala Moana Center rail station should also act as a hub for buses, bikes, taxis, and pedestrians within a concentrated area. Park and ride facilities would allow for easy vehicular connections with the station. Wayfinding, lighting, and public artwork are important to guide users and create a pleasant pedestrian environment, and should be integrated into the neighborhood. To enhance the user experience, ticket sales should be automated, information kiosks and security should be located in immediate proximity, and key retailers near the station should address the convenience needs of the commuter. In order to cater to pedestrians and bicyclists, the underside of the transit right of way should be carefully designed along Kona Street to promote an attractive and safe environment.

*Multilevel Rail Station | Ticket Sales, Route Information, Security | Shared Parking | Bike Storage  
Bus Transfers | Pedestrian & Bike Connections*



*Clockwise from top-left: Feeder buses arriving near the rail transit station; Bike sharing station; Elevated transit station rendering*

# CULTURAL PROGRAMS & PUBLIC EVENTS

Cultural programs and public events draw people together and into public spaces. Near the train station, a multifunctional plaza or street should act as the community gathering space for the district, highlighting the many cultures in the Ala Moana area. Celebrating the “aloha spirit” shared in the community. The cultures in the area -- Korean, Japanese, and Polynesian, among others -- create endless potential for developing a rich calendar of events that could be programmed throughout the year. In addition, sponsorship by Ala Moana Center, other local businesses, and the residential neighborhoods in the area create additional opportunities for hosting programs and events. A business improvement district, or other entity, would help schedule, oversee, and create funding for events on the annual calendar. A community meeting hall would also benefit the area, located near the public event space and the rail station, where neighborhood organizations would be able to hold their monthly meetings and social events.

*Farmers Markets | Concerts | Holiday Parties | Block Parties  
Cultural Celebrations & Events | Fun Runs | Community Meetings*



*Clockwise from top-left: Local art fair; Korean Festival in Kapiolani Park; Cultural movies in the park*

# 8 PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships (PPP's or P3), help provide public services that may otherwise not be available by having private entities provide assistance. Reinvestment would help eliminate blight, increase safety and security, improve the quality of the public environment, and increase the economic, environmental, and social viability of the area. Venues for resident involvement already exist, however, local businesses and neighborhood organizations could play a more active role with improvement of the overall community. A Business Improvement District would help stimulate local efforts to upgrade the neighborhood. Through tax increment financing, tax abatement, and infrastructure upgrades, public agencies can “prime the market” for more long term investment in the area.

*Tax Incentive Programs | Special Financing Districts | Public Infrastructure Investment  
Business Improvement Districts Code Enforcement | Zoning Changes and Incentives | Land Assembly*



*Public workshop in Ala Moana*





Magic Island

# 3

## PRECEDENT STUDIES

# 3 PRECEDENT STUDIES

*This chapter presents a series of development precedents which feature active, mixed use neighborhoods served by rail or bus transit, located in comparably dense, urban areas throughout North America. The key characteristics of each precedent are briefly described and graphically depicted. Special consideration is also given to the “lessons learned” from each precedent that may be applied to the planning and development of the Ala Moana neighborhood.*

## 3.1 STATION AREA PRECEDENTS

### 1) LA LIVE, LOS ANGELES, CA

**Summary Description:** LA Live serves as an entertainment complex in downtown Los Angeles. Completed in 2008, it has become home to some of the best events and attractions in LA, and has received multiple awards for its success.

**Key Characteristics:**

- Site: 33 acres
- 6,000,000 ft<sup>2</sup> of mixed use space
- FAR: 1.75
- Includes apartments, bars, concert and movie, theaters and a 54-story hotel and condo tower
- Supported by the Staples Center sports arena and the LA Convention Center
- Nokia Plaza - 40,000 ft<sup>2</sup> urban plaza located two blocks from light-rail
- Several on site parking garages

**Lessons Learned:**

- 1200 events per year draw pedestrians to the district
- Small size of Nokia Plaza allows for more adaptability for different uses and events
- Orientation allows plaza to open onto secondary street which can be closed down to expand the usable plaza space
- Over 3000 residential units have been built near LA Live in the past decade, 10% of downtown population
- Small blocks, transit access, tree lined streets, and shared parking improve walkability.

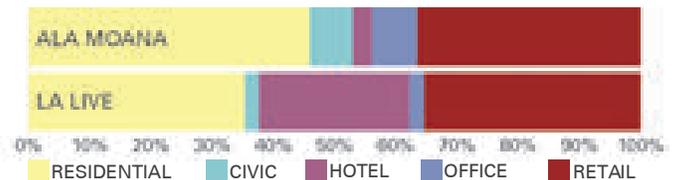


LA Live is a entertainment complex in Downtown Los Angeles

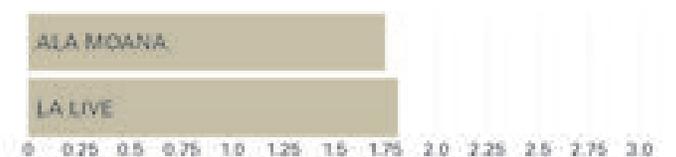


Street closure allows for expansion of plaza space

**Land Use Mix**



**FAR**





Ala Moana 1/4 mile radius



LA Live study area

0 500 1000 Feet

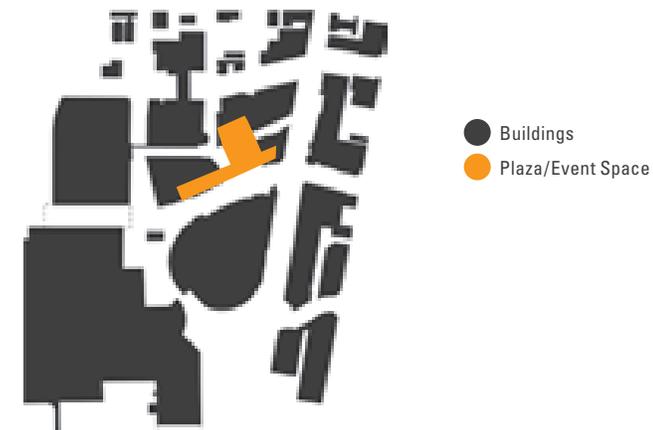
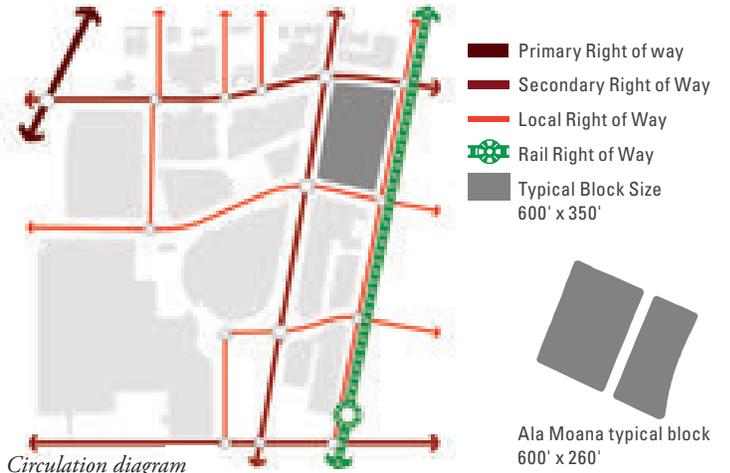


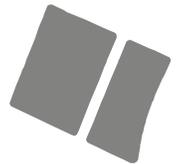
Figure ground

- Buildings
- Plaza/Event Space

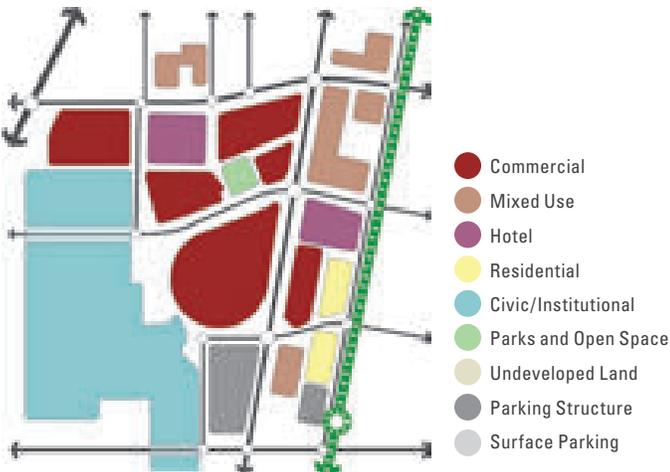


Circulation diagram

- Primary Right of way
- Secondary Right of Way
- Local Right of Way
- Rail Right of Way
- Typical Block Size 600' x 350'

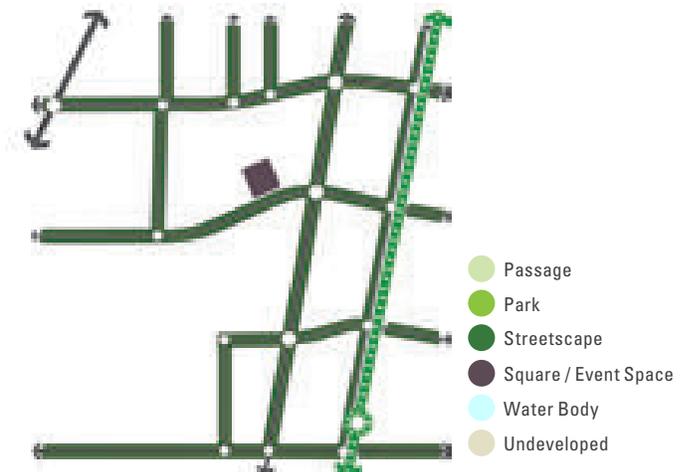


Ala Moana typical block 600' x 260'



Land Use diagram

- Commercial
- Mixed Use
- Hotel
- Residential
- Civic/Institutional
- Parks and Open Space
- Undeveloped Land
- Parking Structure
- Surface Parking



Streetscape plan

- Passage
- Park
- Streetscape
- Square / Event Space
- Water Body
- Undeveloped

FIGURE 3-1: LA LIVE PRECEDENT ANALYSIS

2) PEARL DISTRICT, PORTLAND, OR

**Summary Description:** This neighborhood, formerly a warehouse district, received its moniker due to its revitalization. Many of the then run-down buildings now house galleries and artist's lofts, which are seen as 'pearls'. The implementation of the Portland Streetcar helped to further redevelop the neighborhood this area and turn it into a round the clock, livable neighborhood.

**Key Characteristics:**

- FAR: 2.5
- Formerly occupied by warehouses, light industry and railroad classification yards
- Infill development and rehabilitation led and funded by Portland Development Commission
- Tanner Springs Park was latest addition in 2005
- Over 6,000 existing and planned residential units in the area
- Noted for its art galleries, upscale businesses and residences
- Consists mostly of mid-rise condominiums and warehouse-to-loft conversions
- Two parks in the area - Jamison Square, and Tanner Springs Park - occupy two city blocks with pedestrian oriented streets linking them
- Fountains and grassy areas with trees provide repose on warmer days

**Lessons Learned:**

- Small block configuration
- Easy to travel by foot throughout the area
- Built configuration allows for infill development
- Successful partnerships with community to create and support cultural spaces and activities
- High quality sidewalks and presence of outdoor dining
- Lack of regional retail improves pedestrian experience by limiting cars
- District served by light rail, bus, and bike lanes



Medium to high density mixed use and residential

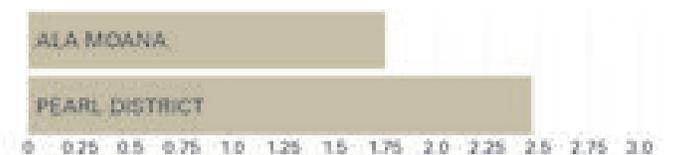


Aerial view of Jamison Square

**Land Use Mix**



**FAR**





Ala Moana 1/4 mile radius



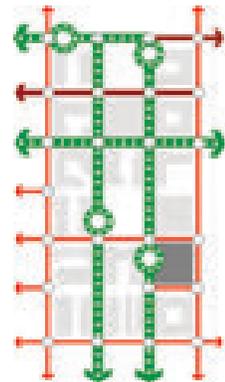
Pearl District study area

0 500 1000 Feet



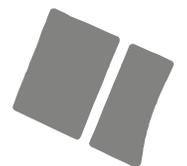
- Buildings
- Plaza/Event Space

Figure ground

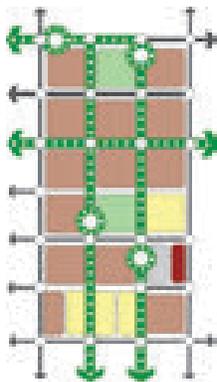


- Primary Right of way
- Secondary Right of Way
- Local Right of Way
- Rail Right of Way
- Typical Block Size 200' x 200'

Circulation diagram

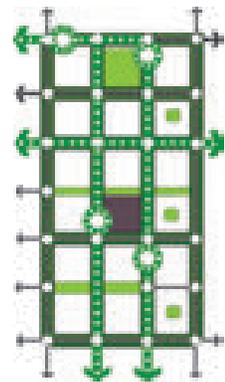


Ala Moana typical block 600' x 260'



- Commercial
- Mixed Use
- Hotel
- Residential
- Civic/Institutional
- Parks and Open Space
- Undeveloped Land
- Parking Structure
- Surface Parking

Land Use diagram



- Passage
- Park
- Streetscape
- Square / Event Space
- Water Body
- Undeveloped

Streetscape plan

FIGURE 3-2: PEARL DISTRICT PRECEDENT ANALYSIS

3) LAKESHORE EAST, CHICAGO, IL

**Summary Description:** This is one of Chicago's newest master-planned communities and is comprised of high rise condos and apartments, parkhomes, shops, and a central botanical park. It is recognized as one of the greenest communities in the city.

**Key Characteristics:**

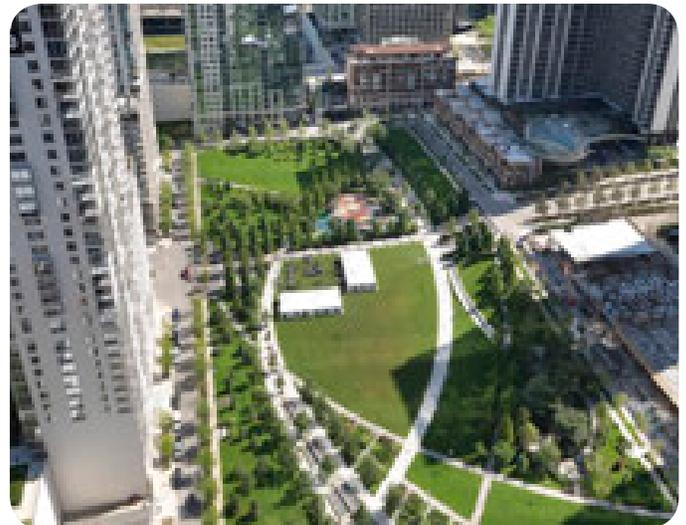
- Site: 28 acres
- FAR: 2.5
- Multiple developers with joint venture
- Final completion date set for 2013
- 9.7 million ft<sup>2</sup> of buildable area
- Includes 4,950 residences, 2.5 million ft<sup>2</sup> of commercial space, 1,500 hotel rooms, and a school
- Includes townhouse and high-rise residential
- 40% of project area dedicated to green and open space, including a 6 acre botanical park
- Park funded by public park district and contributions from private condo residents
- Within the 1/2 mile radius of Chicago's elevated train and commuter rail

**Lessons Learned:**

- Existing residential and office high rises integrated into the project with a shared green space in the center of the district
- Interconnected sublevel parking and pedestrian circulation serves residents and public
- Parking capped with park and other amenities open to public
- Newer towers designed to allow maximum views of central botanical park and Lake Michigan
- Lack of street retail creates low energy street experience
- High density towers create challenges with shadowing and wind
- Auto dependent development pattern limits pedestrian activity

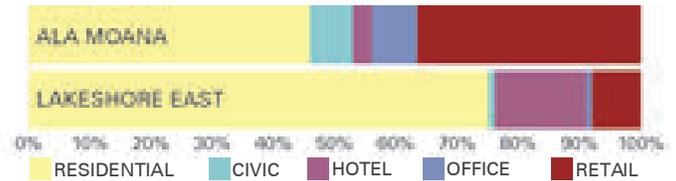


Residential high rises surrounding central green space

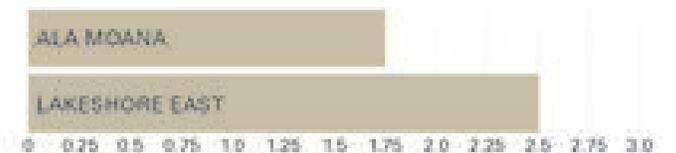


Almost 40% of the project is dedicated to green space

**Land Use Mix**

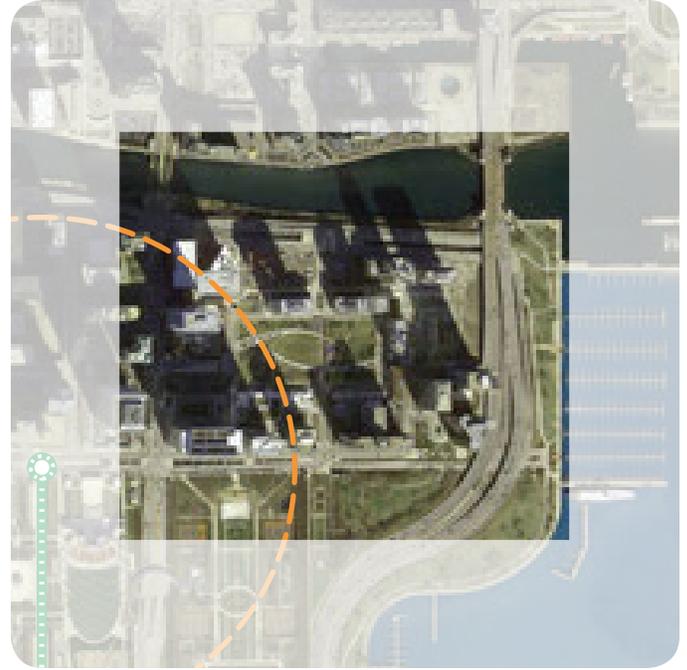


**FAR**





Ala Moana 1/4 mile radius



Lakeshore East study area

0 500 1000 Feet

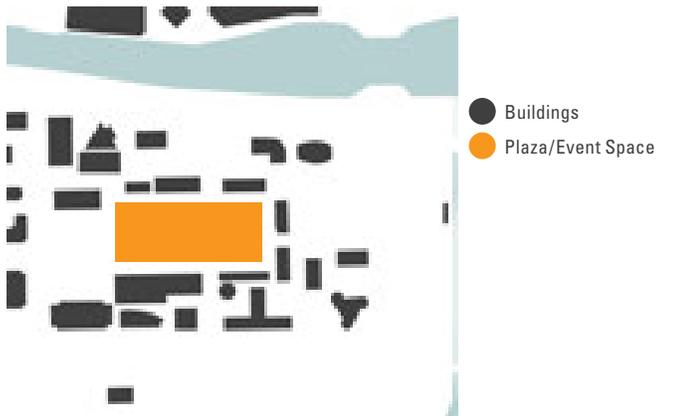
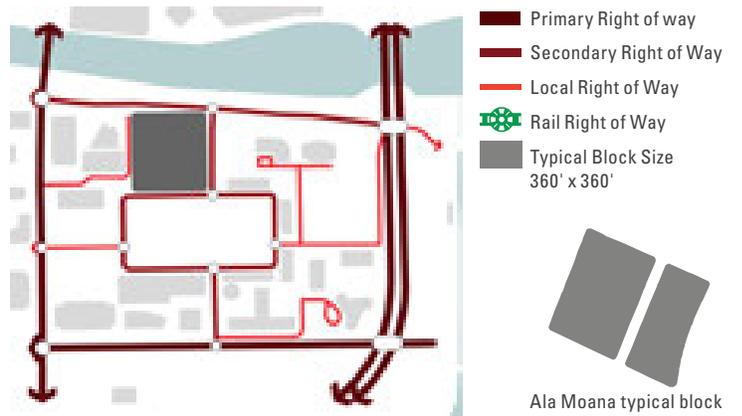
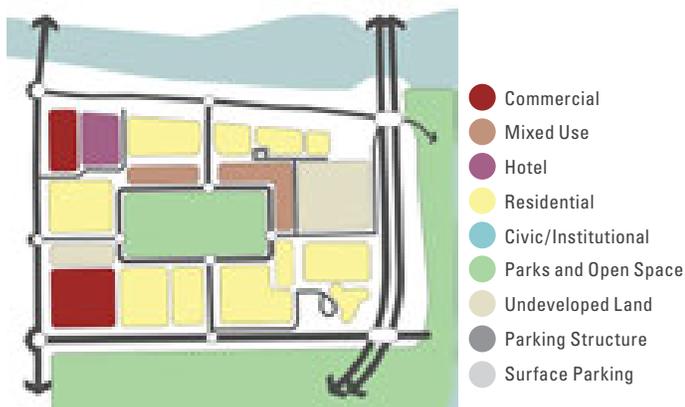


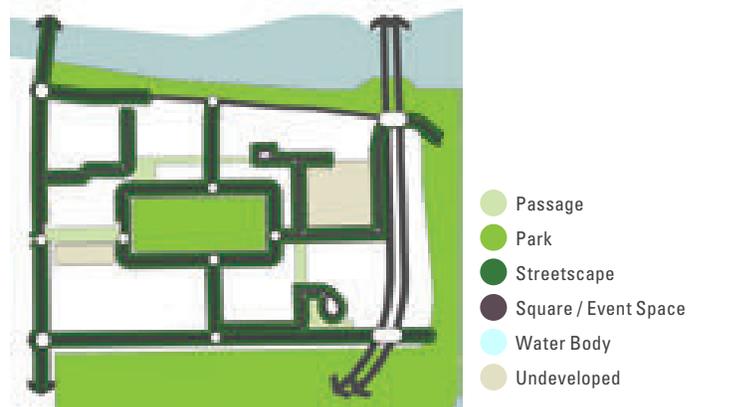
Figure ground



Circulation diagram



Land Use diagram



Streetscape plan

FIGURE 3-3: LAKESHORE EAST PRECEDENT ANALYSIS

4) FALSE CREEK, VANCOUVER, BC

**Summary Description:** This district, composed of clusters of largely residential high rises, lines the waterfront of Vancouver's False Creek. It takes advantage of a waterfront promenade, bike paths, and connected open space along the shoreline.

**Key Characteristics:**

- Site: 600,000sm (North), 425,000sm (Southeast)
- FAR: 2.5
- Southeast False Creek and northernmost portion are still undergoing redevelopment efforts
- Accessible waterfront seawall
- Public harbor promenade links False Creek neighborhoods
- Yaletown-Roundhouse Sky Train Canada Line Station located nearby
- Seaside bicycle route follows shoreline through site
- David Lam Park covers 10.6 acres and includes intricate mix of active and passive recreation opportunities
- Sculptures lining waterfront emphasize changing of the tides

**Lessons Learned:**

- Numerous interconnected open areas along waterfront promote pedestrian activity
- Great city to waterfront connections provided for pedestrians and bicyclists
- Sports courts for active recreation
- Large lawns provide passive recreation
- Nearby Vancouver Skytrain station limits auto dependency
- High quality sidewalks and public areas promote pedestrian use
- Small point towers allow solar access and views while increasing density
- District served by light rail, bus, and bike lanes

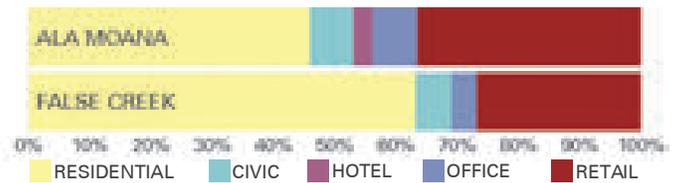


Waterfront residential towers in False Creek



David Lam Park during festival

**Land Use Mix**



**FAR**





Ala Moana 1/4 mile radius

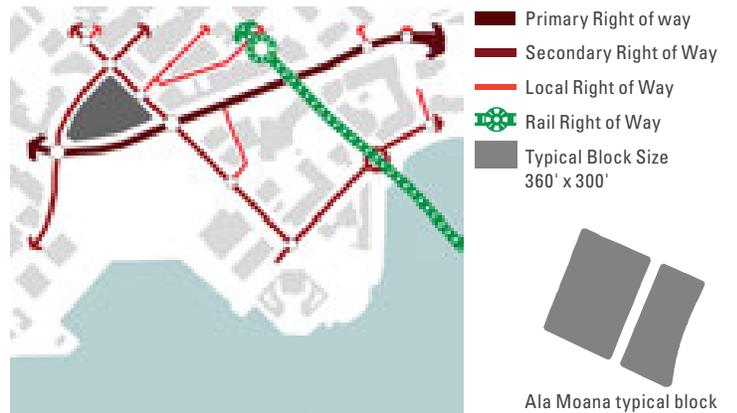


False Creek study area

0 500 1000 Feet

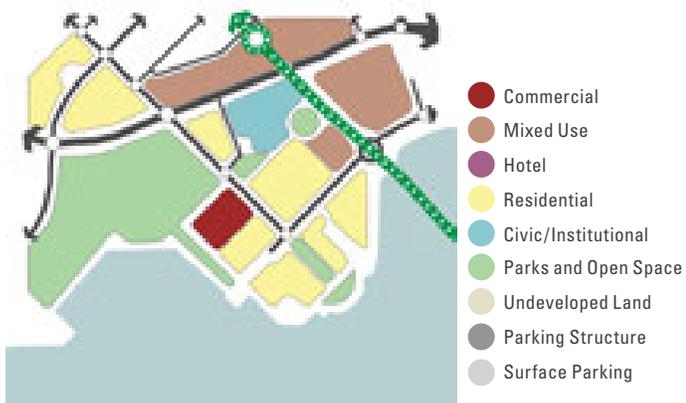


Figure ground



Circulation diagram

Ala Moana typical block 600' x 260'



Land Use diagram



Streetscape plan

FIGURE 3-4: FALSE CREEK PRECEDENT ANALYSIS

5) RIVERFRONT PARK, DENVER, CO

**Summary Description:** Riverfront Park is the residential center of downtown Denver. Overlooking Commons Park and the South Platte River, it is an urban master planned neighborhood with lofts, condominiums, and apartments as well as shops and services. It is part of a larger effort to revitalize the LoDo area of Denver around its historic Union Station train terminal. New pedestrian connections have been made to connect the Highland district across the river.

**Key Characteristics:**

- Site: 100 acres
- FAR: 2.5
- Mostly complete, only a few blocks still await plans for redevelopment
- Riverfront Park is located within LoDo, the lower downtown area of Denver and is also known as the Central Platte Valley District
- Mixed-use historic district, known for its nightlife
- The 70+ bars and restaurants in the historic district provide a positive economic impact for the city
- LoDo is a vibrant mix of older warehouses & industrial buildings renovated into offices, lofts and retail space, and new townhomes

**Lessons Learned:**

- Numerous parks with open lawn areas for passive recreation match residential character
- Galleries, bars & restaurants give the area an edgy but fashionable flair
- Amenities provided for dog owners
- South Platte River Trail provides bicycle and pedestrian connections
- Iconic pedestrian bridges have been created to cross the train tracks and the river, effectively connecting Downtown Denver with the riverfront
- Convenience retail and lifestyle based shopping
- Extensive use of indigenous materials and methods
- District served by light rail, bus, and bike lanes

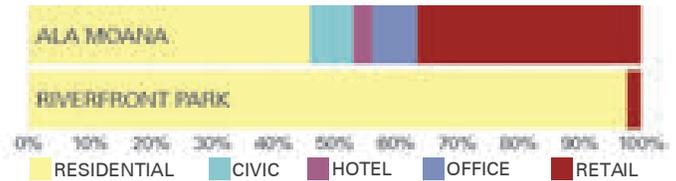


Integration of Commons Park with South Platte River



Midrise and hi-rise commercial and residential fronting Commons Park

**Land Use Mix**



**FAR**



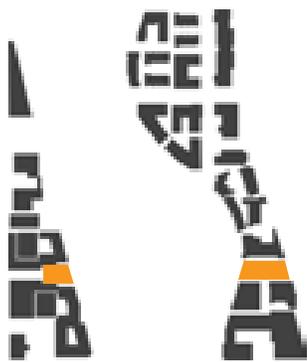


Ala Moana 1/4 mile radius



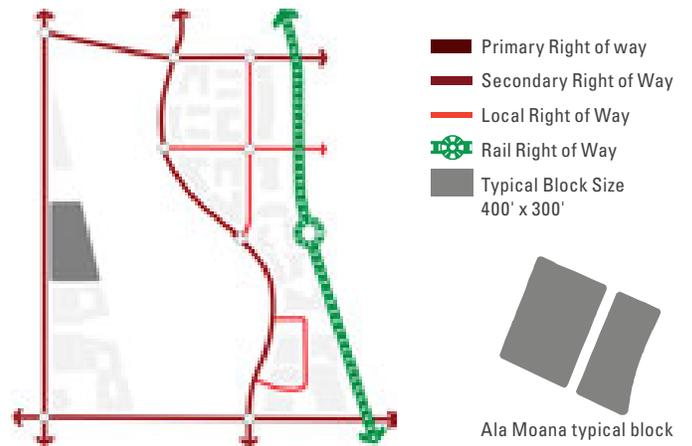
Riverfront Park study area

0 500 1000 Feet



- Buildings
- Plaza/Event Space

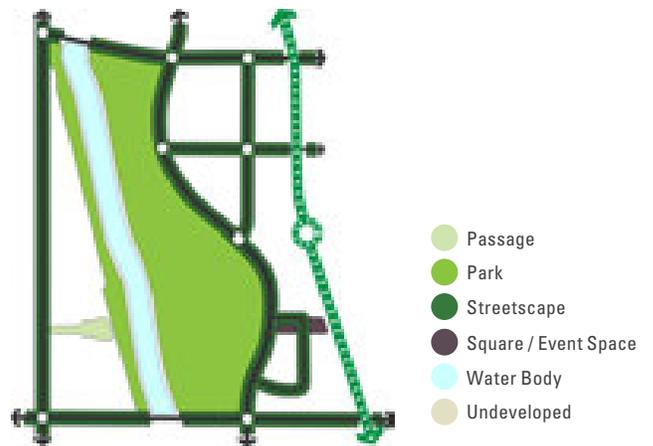
Figure ground



Circulation diagram



Land Use diagram



Streetscape plan

FIGURE 3-5: RIVERFRONT PARK PRECEDENT ANALYSIS

6) WEST VILLAGE, NEW YORK CITY, NY

**Summary Description:** Situated on Manhattan's west bank, this neighborhood is one of the oldest in the city. It has a quaint beauty with a thriving restaurant scene, and a historical component relating to artists, musicians, and writers.

**Key Characteristics:**

- FAR: 2.75
- The neighborhood is almost completely built out
- Primarily residential with a multitude of small restaurants, shops and services.
- Residential types range from townhouses, artists lofts to new mid-high rise towers
- The elevated train tracks running parallel to Tenth Avenue have been converted to an open greenway, the High Line
- Abingdon Square Park and Bleeker Playground are the largest of the many small pocket parks dotted throughout the neighborhood
- Nearby linear park located along the Hudson River waterfront

**Lessons Learned:**

- High density exists here without extensive use of high rises
- New development has similar character to existing midrise density
- Individual lots provide developers with different infill projects
- Small blocks and grid pattern help to mitigate vehicular traffic
- Limited parking - heavily dependent on transit
- District served by subway, bus, bike lanes, and high quality sidewalks

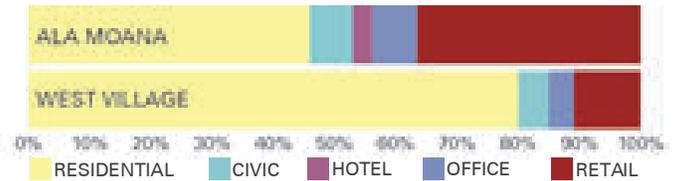


Mid rise density throughout neighborhood

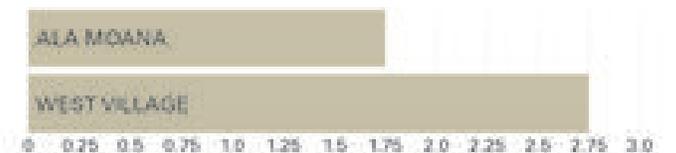


Tree lined, narrow streetscape

**Land Use Mix**



**FAR**





Ala Moana 1/4 mile radius



West Village study area

0 500 1000 Feet

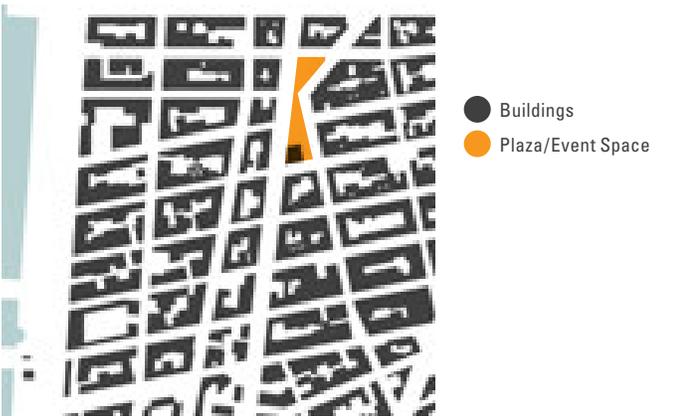
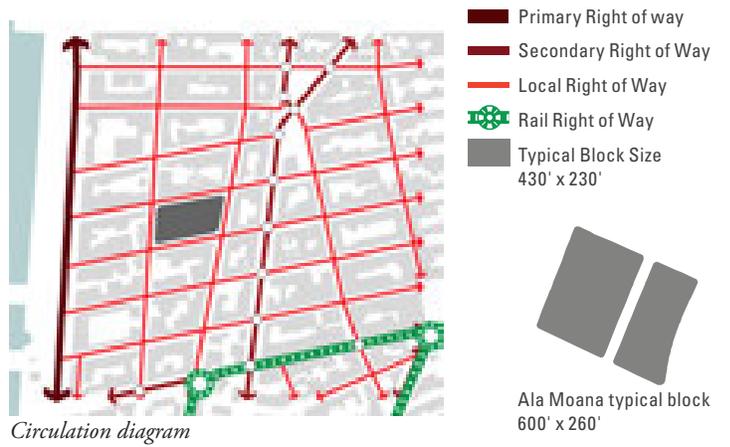
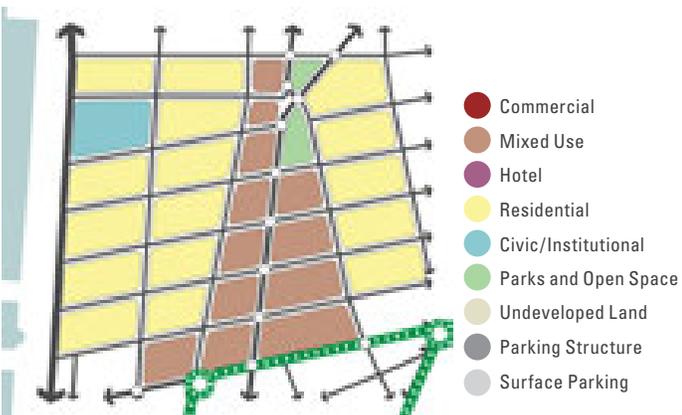


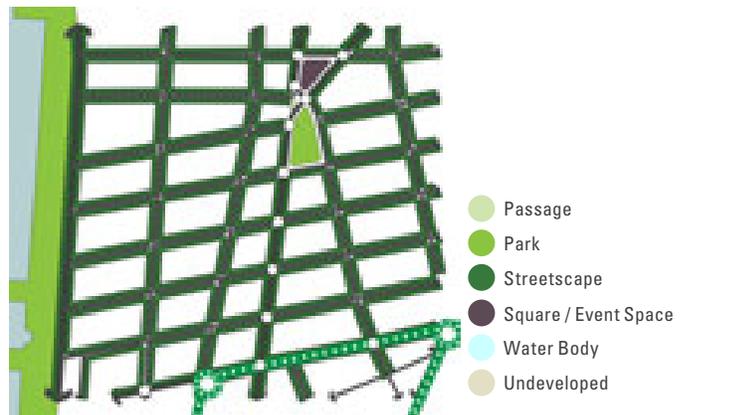
Figure ground



Circulation diagram



Land Use diagram



Streetscape plan

FIGURE 3-6: WEST VILLAGE PRECEDENT ANALYSIS

7) HARBOR STEPS, SEATTLE, WA

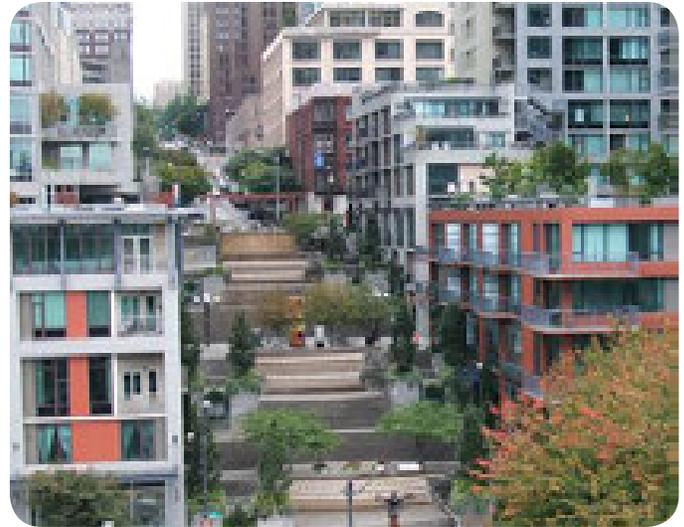
**Summary Description:** Harbor Steps is a mixed-use urban redevelopment project, centered around Harbor Steps Park overlooking Puget Sound, completed in 2000. The site contains four mixed-use buildings, and is a ULI award winner.

**Key Characteristics:**

- Site: 3 acres
- FAR: 3.0
- Harbor Properties development in collaboration with private funding sources
- 16,300 ft<sup>2</sup> dedicated to Harbor Steps Park
- The steps provides a valuable pedestrian connection between Seattle’s vibrant business district and revitalized waterfront
- 4 mixed-use buildings include 734 apartment units, 31,000 ft<sup>2</sup> of office space, a 25 room boutique hotel, 51,600 ft<sup>2</sup> of retail space, and 282,000 ft<sup>2</sup> of underground parking
- Central Link light rail stations are located nearby
- Surrounded by hotels, numerous art galleries, restaurants, theaters, stores, residences, and a conference center
- Cascading fountains complement the stairway

**Lessons Learned:**

- Private funding of the project with collaboration from the City of Seattle
- City created infrastructure necessary for project, while Developer maintains and enhances public accessibility
- Direct path creates an important pedestrian link between Downtown Seattle and the waterfront
- Path also creates an axis for neighborhood development, amenities, and events
- Diversity of housing, local shopping, and dining
- District served by light rail, bus, bike lanes, and high quality sidewalks

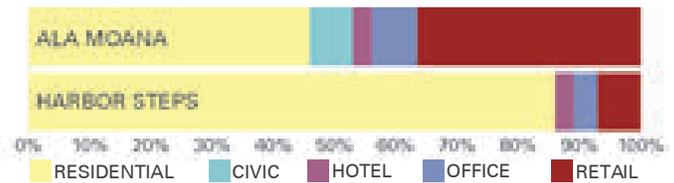


Harbor Steps connects downtown Seattle with the waterfront



Amphitheater style use of Harbor Steps during event

**Land Use Mix**



**FAR**





Ala Moana 1/4 mile radius



Harbor Steps study area

0 500 1000 Feet

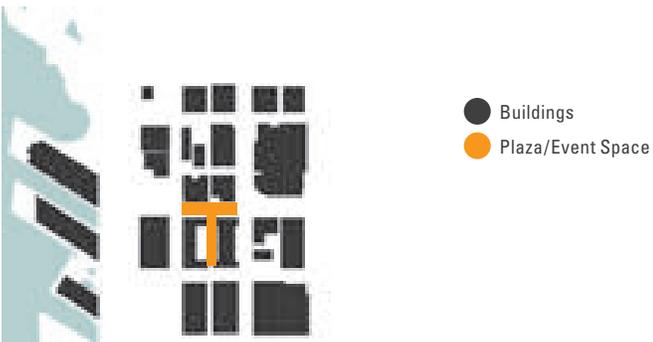
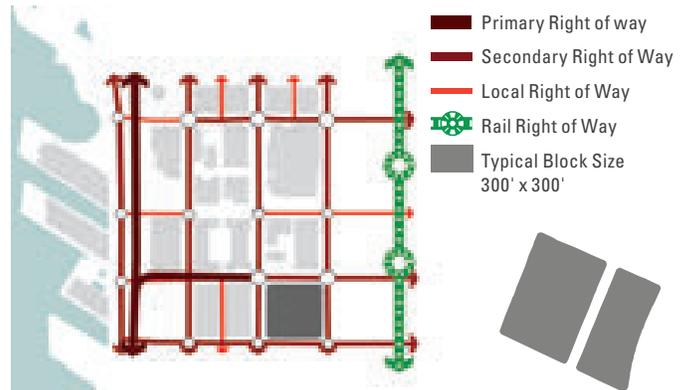


Figure ground

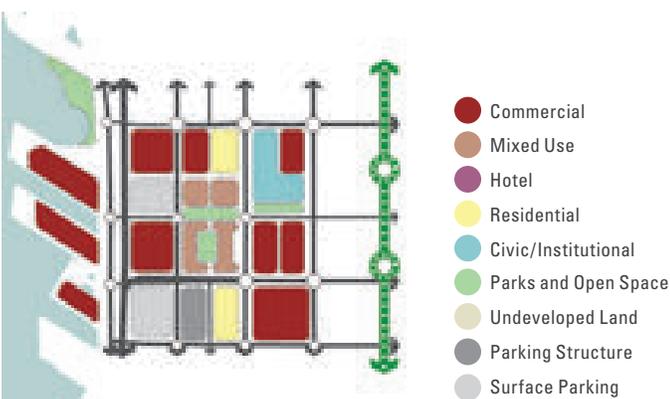
- Buildings
- Plaza/Event Space



Circulation diagram

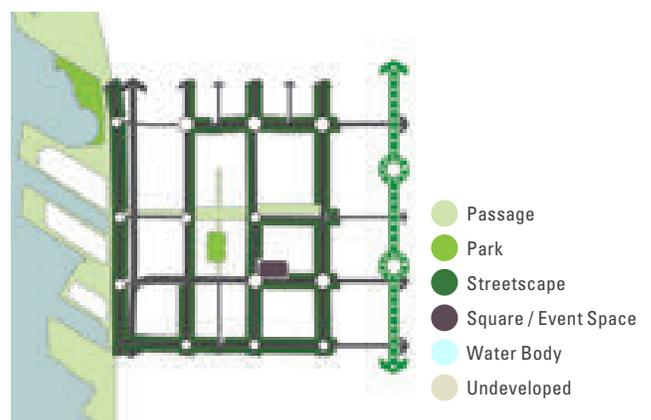
- Primary Right of way
- Secondary Right of Way
- Local Right of Way
- Rail Right of Way
- Typical Block Size 300' x 300'

Ala Moana typical block 600' x 260'



Land Use diagram

- Commercial
- Mixed Use
- Hotel
- Residential
- Civic/Institutional
- Parks and Open Space
- Undeveloped Land
- Parking Structure
- Surface Parking



Streetscape plan

- Passage
- Park
- Streetscape
- Square / Event Space
- Water Body
- Undeveloped

FIGURE 3-7: HARBOR STEPS PRECEDENT ANALYSIS

## 3.2 PRECEDENT COMPARISONS

### 1) SCALE COMPARISON

Several features stand out when comparing the Ala Moana neighborhood to these precedents.

**District Size:** The Ala Moana neighborhood is vast, almost nine times the size of some of the precedents.

**Transit:** Only a portion of the district is served by light rail. Bus lanes and bikeways will need to support the remainder.

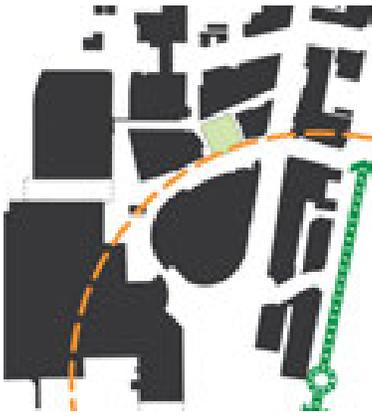
**Blocks:** The Ala Moana Center, Walmart, and the Convention Center are 'superblocks' that break pedestrian flow.

**Open Space:** There is no central park or plaza unlike the precedents.

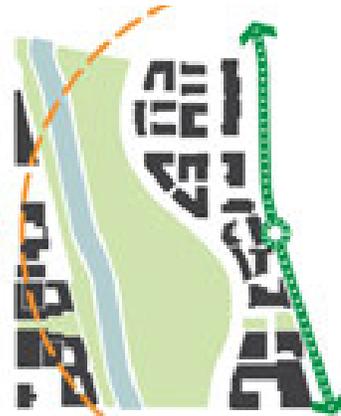


*Ala Moana, Honolulu, HI*

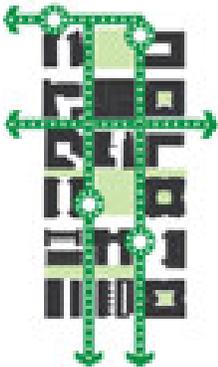
FIGURE 3-8: ALA MOANA SCALE COMPARISON



*LA Live, Los Angeles, CA*



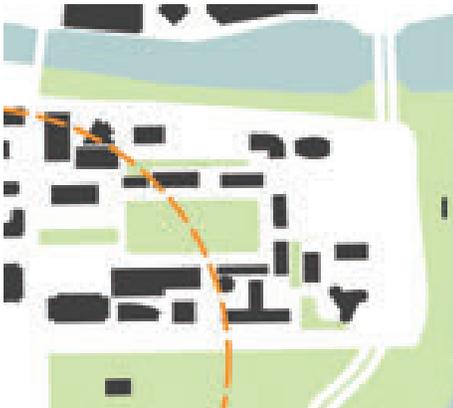
*Riverfront Park, Denver, CO*



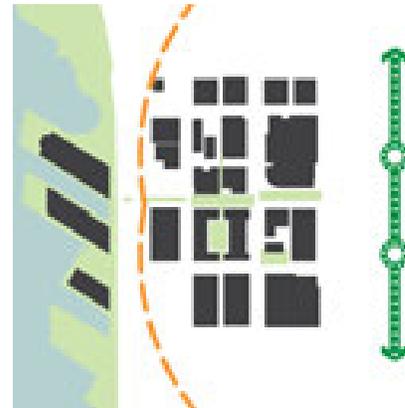
*Pearl District, Portland, OR*



*West Village, New York City, NY*



*Lakeshore East, Chicago, IL*



*Harbor Steps, Seattle, WA*



*False Creek, Vancouver, BC*



- Buildings
- Parks and open space
- Rail right of way
- 1/4 mile radius



FIGURE 3-9: PRECEDENT SCALE COMPARISON

2) LAND USE MIX

The Ala Moana district has more regional retail than any TOD precedent studied. This results in the district accommodating a large percentage of car trips from the region, putting a greater need on jobs and housing-based growth as a means of balancing trip patterns through the day. Pedestrian and intermodal improvements will also improve walkability.

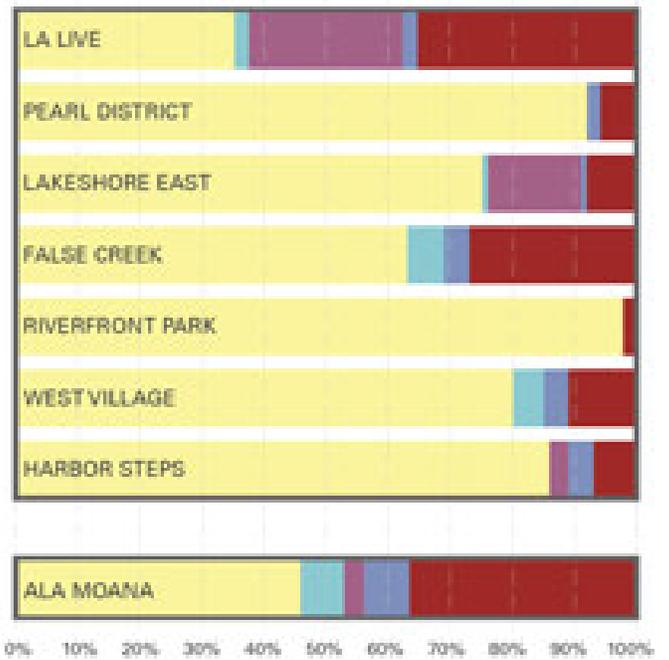


FIGURE 3-10: LAND USE COMPARISON

3) DEVELOPMENT INTENSITY (FAR)

Every TOD district studied in this chapter had a higher density than Ala Moana. Although existing neighborhoods should not be altered significantly, there is an opportunity to build with higher densities, specifically around the transit station itself, which will help the district safer and more sustainable.

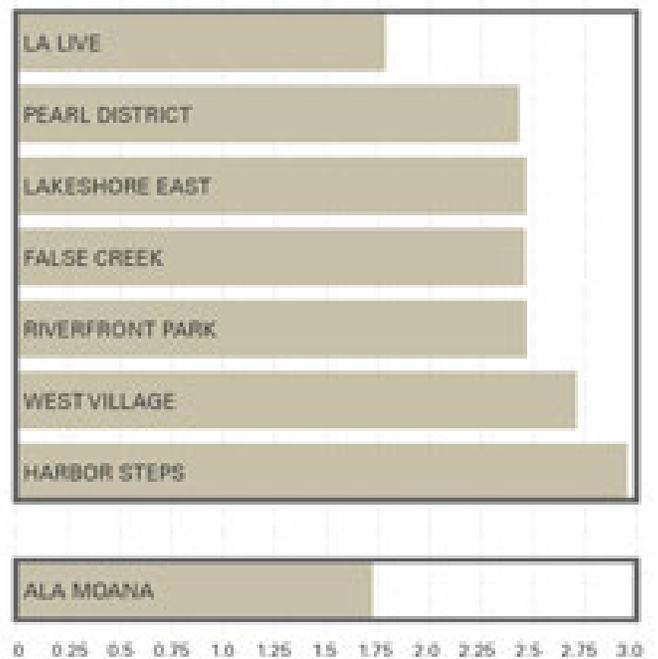


FIGURE 3-11: FAR COMPARISON

#### 4) KEY “TAKE AWAYS” FROM PRECEDENT STUDIES:

The precedents are generally characterized by the following:

- **Higher density** that supports transit better
- FAR typically exceeds **1.75**, the existing Ala Moana district's density
- **Complementary mix of land uses** beyond residential high-rises and regional retail
- **Diversity of residential types**, including affordable housing
- **Multi-modal transportation network** (LRT, BRT, bike, pedestrian)
- Safe and comfortable **pedestrian connections** (tree lined sidewalks)
- **Small, walkable blocks** less than three acres in size
- Prominent **open space** adjacent to transit
- District-wide **shared/reduced parking strategies**

By comparison the Ala Moana neighborhood is less dense and less diverse in terms of land use mix. Its streets are overly designed for cars and lack amenity for pedestrians and bikes. There is no major event space, and there are few local parks and play areas.



Makai view of Honolulu

# 4

## STREETSCAPE CONCEPTS

# 4 STREETScape CONCEPTS

*This chapter focuses on improvements to the public realm that are required in order to support the community's desire for improved transit and pedestrian orientation. Physical planning and design recommendations are provided that will augment the existing street network and help achieve the vision for the future within the Ala Moana district.*

## 4.1 STREETScape DIAGRAMS

### 1) PURPOSE

Getting around Ala Moana should be easy, comfortable and safe for pedestrians, bicyclists, transit riders, and motorists. In order to accomplish this, modifications will be required along streets that are highly used in the district. Modifications vary from significant changes in roadway geometry and curbs, often to accommodate wider sidewalks or bicycle lanes, to the addition of pedestrian lighting, benches, and trash receptacles.



FIGURE 4-1: EXISTING STREET NETWORK



*Mid-block pedestrian crossings, ample trees, and lush landscape*



*Wide sidewalks, decorative paving, and ample street furniture*

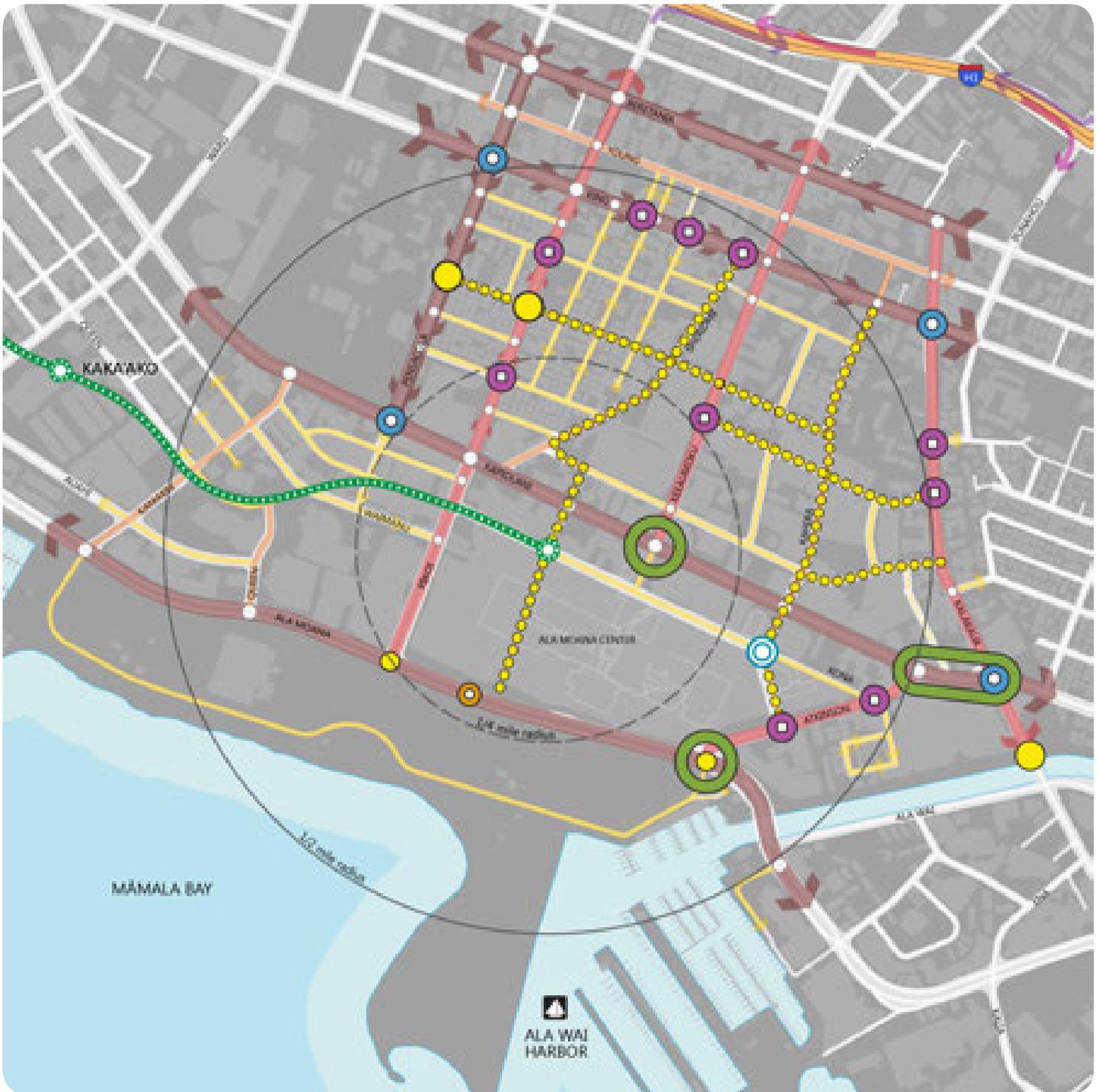


FIGURE 4-2: PROPOSED VEHICULAR & PEDESTRIAN INTERVENTIONS



- Fixed Guideway
- Rail Stations
- New Signal/Pedestrian Signal
- Pedestrian Enhancement (crosswalk)
- Elevated/Direct Ramp
- Intersection Enhancements
- Intersection Modification
- Elevated Pedestrian Flyover or Scramble Phase
- Ped. Priority Street/Connection

2) EXPANDED BIKE CONNECTIONS

This plan proposes bikeable streets in both the mauka-makai and Ewa-Diamond Head directions. It will be important to add local street access, as well as bike service along major corridors, via dedicated bike lanes. A bike lane connection at Kona-Iki street as well as a mid block link proposed between the Ala-wai canal and Atkinson will provide more connectivity throughout the bike system that currently does not exist.

Because development will continue in the area, several elevated pedestrian crossings are proposed, where pedestrian flows and automobile traffic is so significant that grade separation might be appropriate. Significant additional design improvements will increase pedestrian flow throughout the district especially to the light-rail station.

The expanded bike circulation plan proposes an increased number of bikeable streets in both the mauka-makai and Ewa-Diamond Head directions. It will be important to add local streets as well as bike services along major corridors. A bike lane connection at Kona-Iki street as well as a mid block link between the Ala-wai canal and Atkinson will provide more connectivity throughout the bike system to surrounding neighborhoods and improving access to the Ala Moana Center Station.



Bike lanes should integrate into the larger bicycle network



Dedicated bike lane on Kalakaua Ave.



Sharrows as an alternative to bike lanes



FIGURE 4-3: OAHU BIKE PLAN PROPOSAL

The Oahu Bike Plan lacks enough Ewa-Diamond Head connections to the rail station.

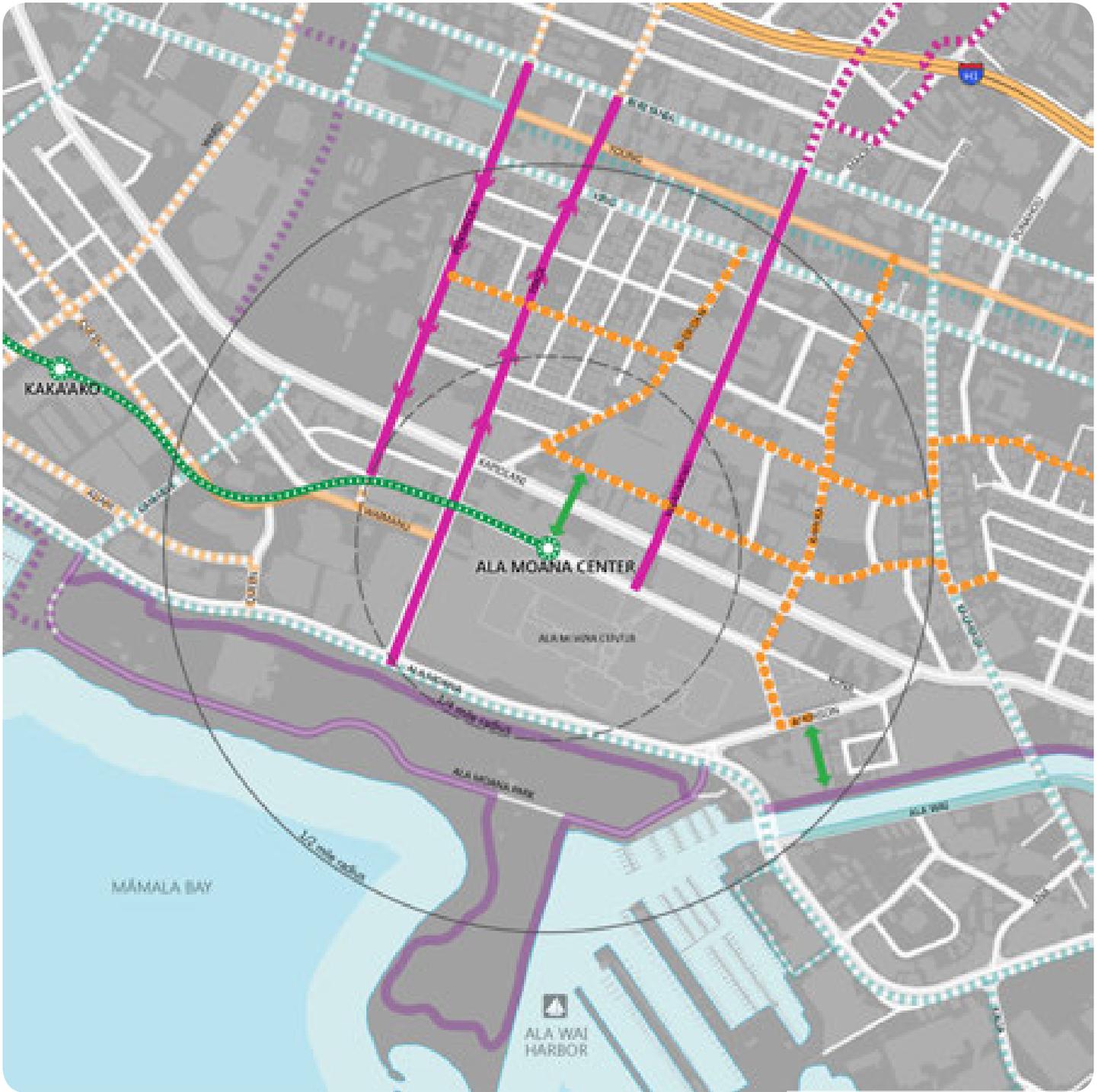
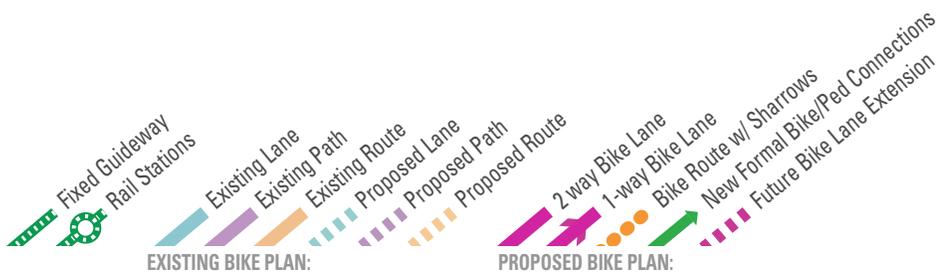


FIGURE 4-4: PROPOSED EXPANDED BICYCLE CIRCULATION



### 3) THE NEED FOR A STRONG LINK BETWEEN THE ELEVATED STATION & STREET LEVEL

The intersection of Kapiolani Boulevard and Keeaumoku Street is the district's perceptual "front door". A series of interconnected improvements that make the pedestrian transition from elevated station to street level is necessary. An interconnected series of improvements will take the pedestrian from this intersection to the station platform. This link, created without confusion or conflict from cars and bikes, is essential to the long-term success of TOD at the Ala Moana Center Station.

#### Places of Interest:

- A Ala Moana Center Station (future)
- 1 Walmart
- 2 Ross Dress For Less
- 3 Nordstrom
- 4 KFC
- Bus stop

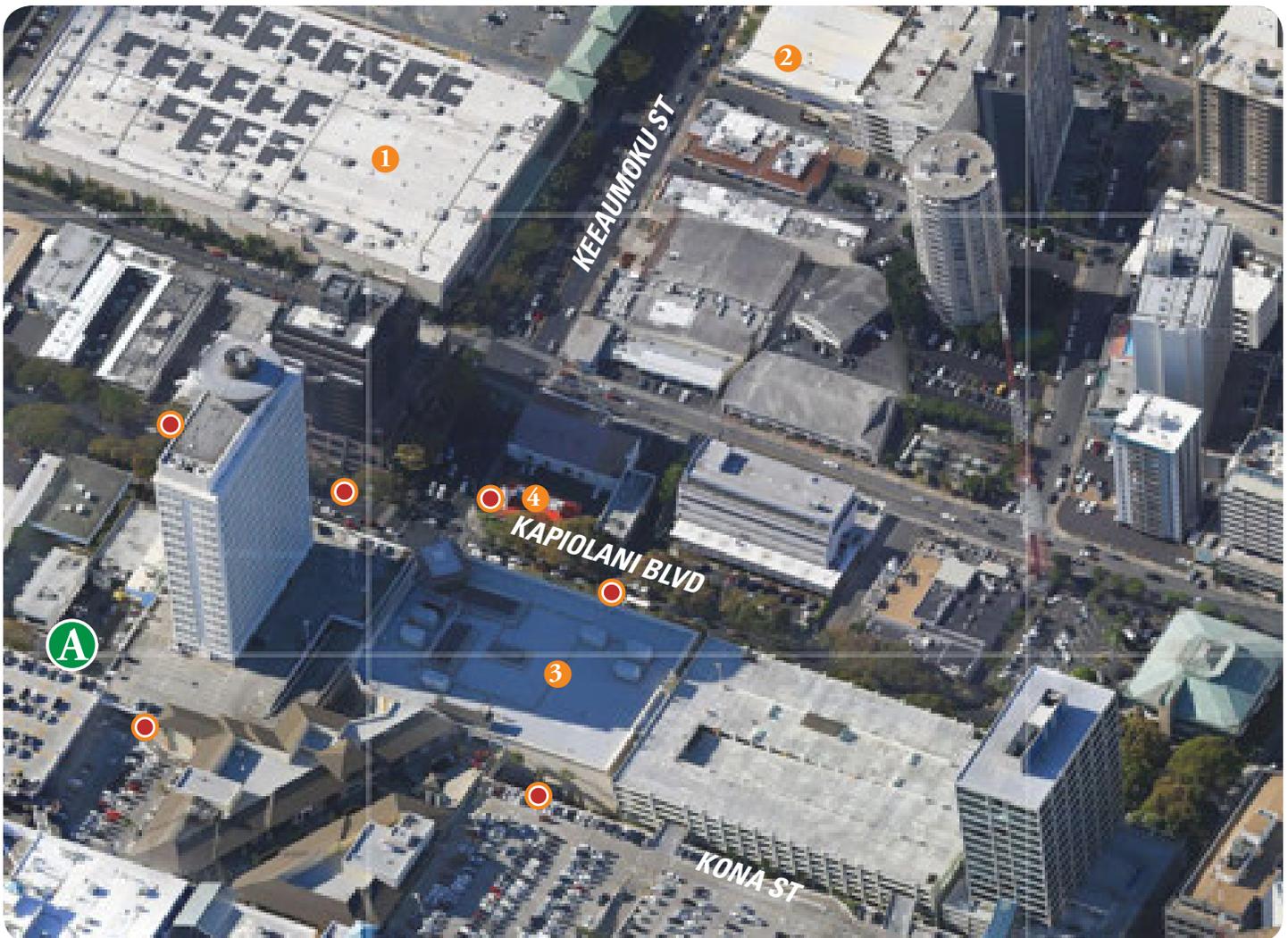
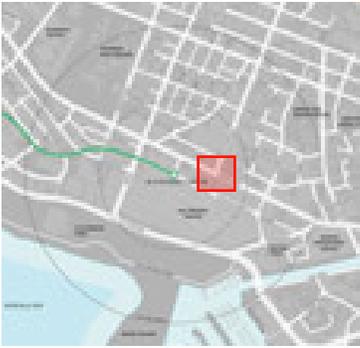


FIGURE 4-5: KAPIOLANI & KEEAUMOKU EXISTING AERIAL VIEW



Key Map

**Key Elements:**

- A** Ala Moana Center Station
- B** Pedestrian Link and Grand Stair
- C** Keeaumoku/Kapiolani Boulevard Flyover
- D** Keeaumoku Street
- E** New development with active ground floor uses along Kapiolani Blvd and Keeaumoku Street

From the station, an elevated pedestrian connection would wrap around the existing Ala Moana tower, leading to a grand stair and pedestrian fly-over connecting to Kapiolani Boulevard. Streetscape improvements along Keeaumoku would include vertical pedestrian circulation (stairs, escalators, elevators) between station and street levels.

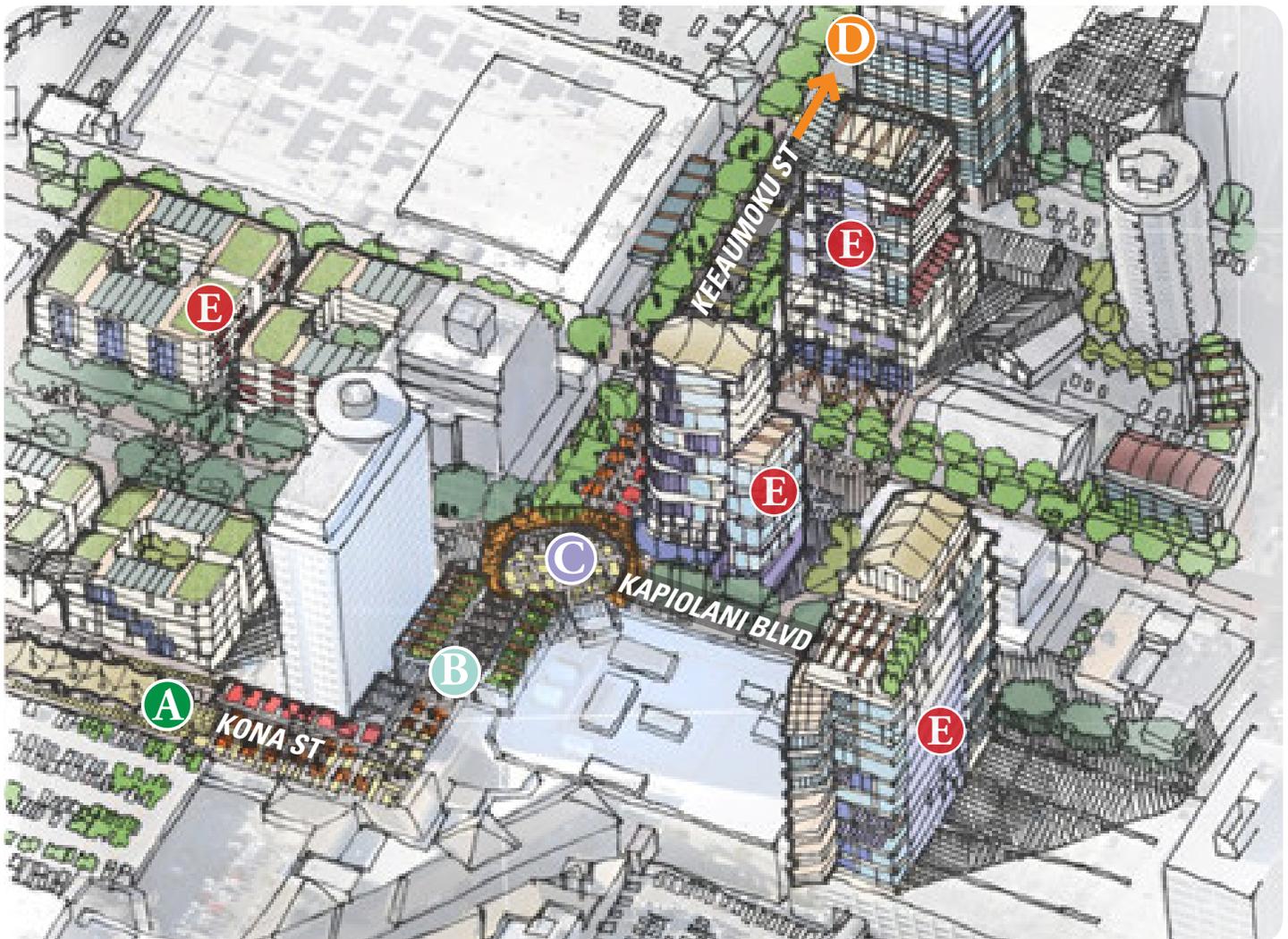
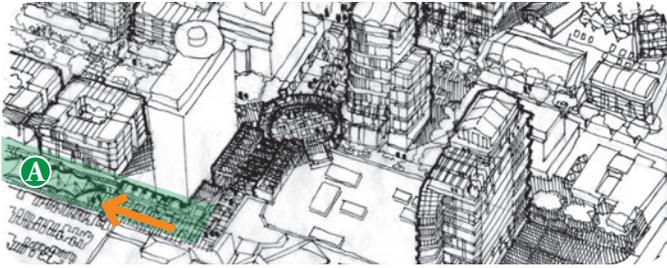


FIGURE 4-6: KAPOLANI &amp; KEEAUMOKU PROPOSED AERIAL VIEW



Area A Key Map



Existing View

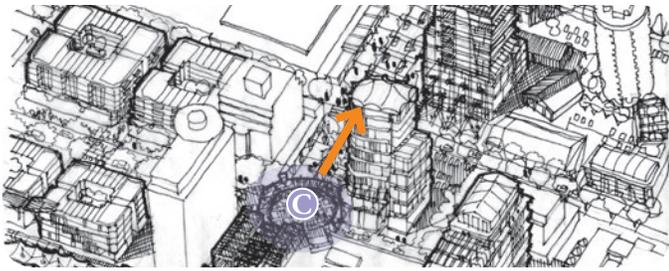
#### 4. EWA VIEW ALONG KONA STREET

##### Recommended Modifications Include:

- ① Elevated rail station
- ② Shade structure
- ③ Outdoor dining and link to Ala Moana Tower
- ④ Median planting
- ⑤ Decorative light columns
- ⑥ Decorative paving at pedestrian crossing
- ⑦ Mixed use development along Kona Street
- ⑧ Elevator and stair connection from street to elevated station



FIGURE 4-7: EWA VIEW ALONG KONA STREET PERSPECTIVE VIEW



Area B Key Map



Existing View

### 5. MAUKA VIEW UP KEEAUMOKU STREET

#### Recommended Modifications Include:

- 1 Pedestrian flyover above street level
- 2 Tensile shade structures
- 3 Special paving at crosswalks and intersection
- 4 Additional street trees for consistent shade along entire street
- 5 Pedestrian scaled street improvements and wayfinding
- 6 Mid-block crossing at Walmart
- 7 New mixed use development (residential and office with ground floor retail) along street.

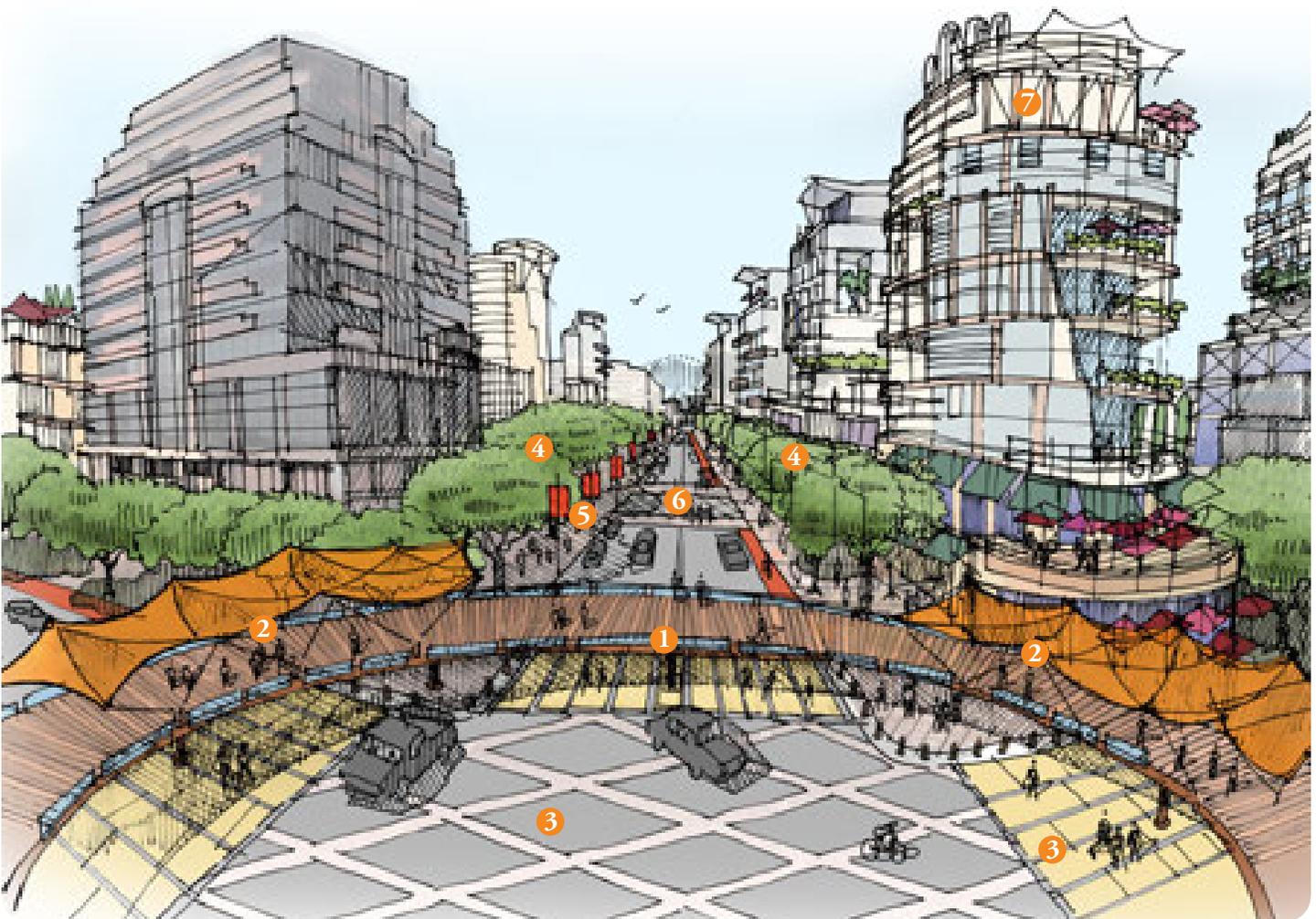


FIGURE 4-8: MAUKA VIEW UP KEEAUMOKU STREET PERSPECTIVE VIEW



Area B Key Map



Existing View

## 6. EWA VIEW AT KAPIOLANI STREET

### Recommended Modifications Include:

- 1 Special paving at crosswalks and intersection
- 2 Pedestrian fly-over
- 3 Grand stair up to station level
- 4 Beginning of bike lane up Keeaumoku Street

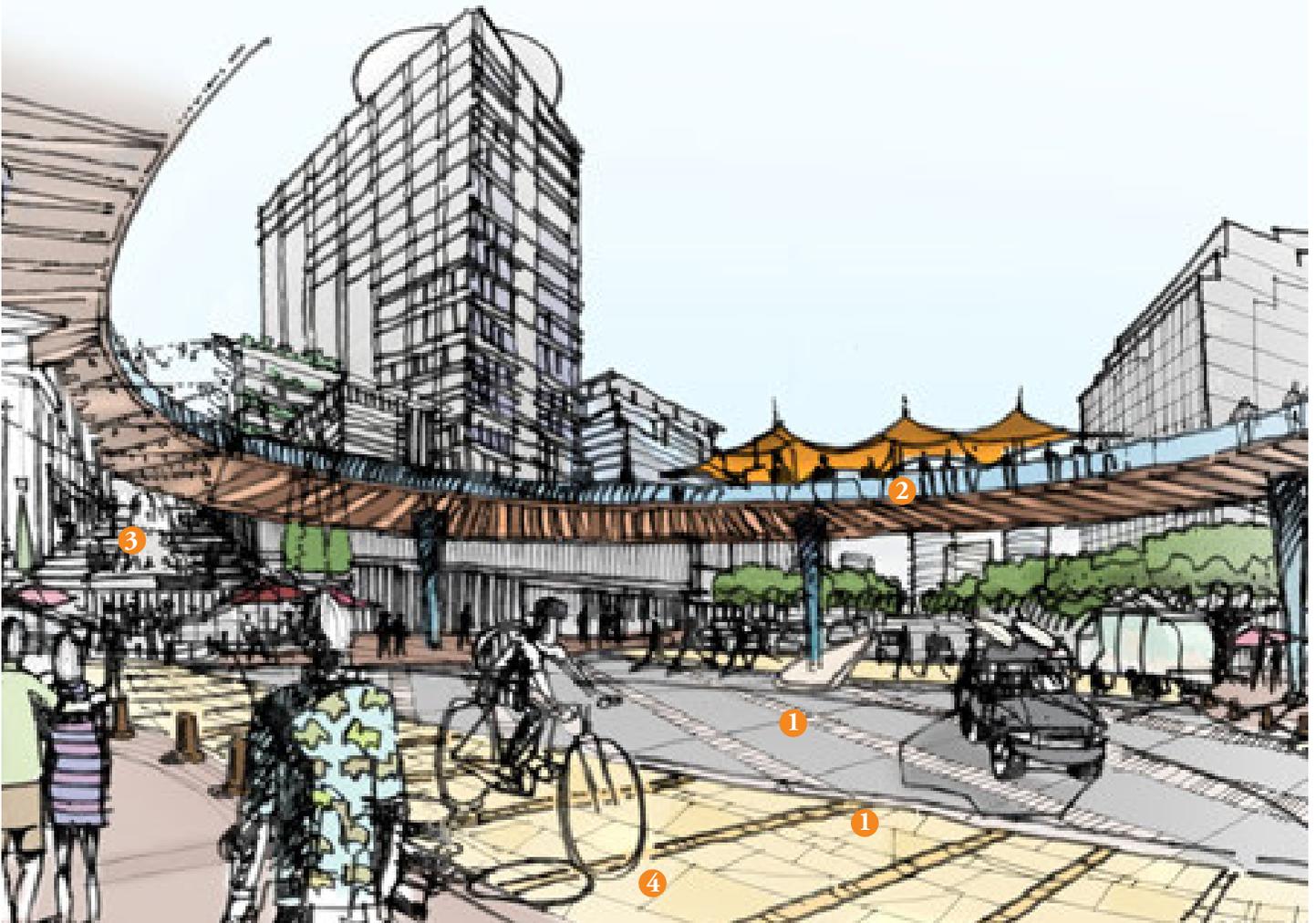
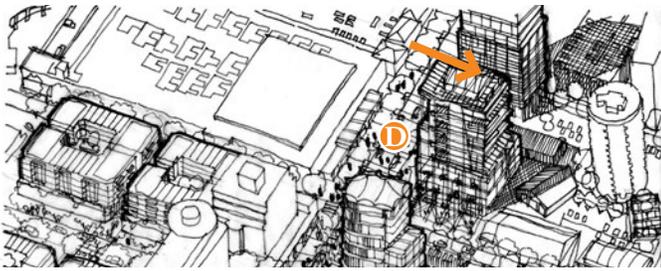


FIGURE 4-9: EWA VIEW AT KAPIOLANI STREET EYE-LEVEL VIEW



Area C Key Map



Existing View

## 7. DIAMOND HEAD VIEW LOOKING UP KANUNU STREET

### Recommended Modifications Include:

- ① Special paving at crosswalks and intersection
- ② Additional street trees for consistent planting rhythm
- ③ Outdoor seating at intersection
- ④ Dedicated bike lanes down Keeaumoku
- ⑤ New community park
- ⑥ Mixed use development along street
- ⑦ Bike sharrows and streetscape improvements down Kanunu Street



FIGURE 4-10: DIAMOND HEAD VIEW LOOKING UP KANUNU STREET PERSPECTIVE VIEW

## 4.2 STREETScape ENHANCEMENTS

### 1) KAPIOLANI BOULEVARD

A major corridor connecting Waikiki to Downtown Honolulu, Kapiolani Boulevard is central to the Ala Moana neighborhood. It is lined with mature Monkeypod trees, creating a desirable environment for pedestrians, although currently lacking on-street retail and adequate sidewalk width in some places.

#### *Recommended Modifications Include:*

- Shops and cafes along blank walls.
- Pedestrian scaled elements (benches, flowerpots, sidewalk lighting to improve pedestrian flow.
- Wider sidewalks where currently inadequate



*Kapiolani Blvd before*



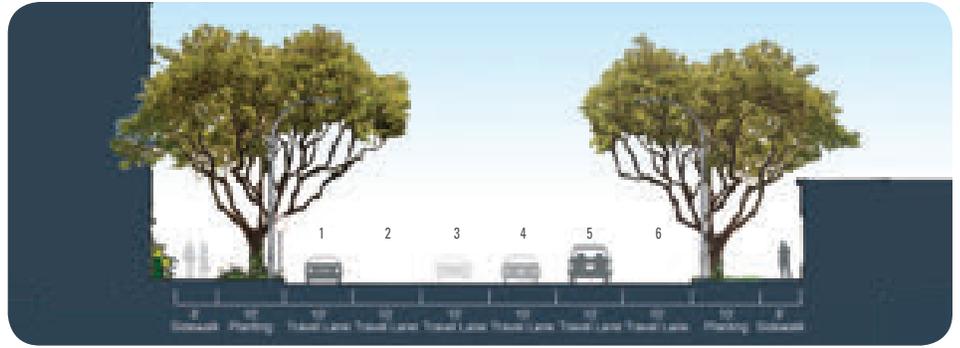
*Kapiolani Blvd after*



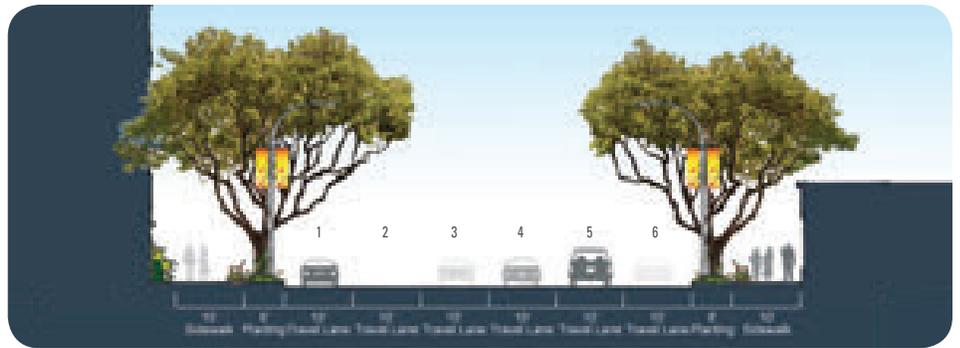
Key Map



Existing Conditions



Kapiolani Blvd - Existing Conditions (R.O.W. 92' / curb-to-curb 60')



Kapiolani Blvd - Enhanced Streetscape (R.O.W. 92' / curb-to-curb 60')

-  Section cut
-  Before/After view

**Recommended Modifications Include:**

- 1 Amenities:** Hang banners on street lights for local events. Add planters, benches, trash cans, and wayfinding.
- 2 Travel Lanes:** Maintain all 6 travel lanes.
- 3 Planting:** Provide native plants in planting area on both sides of street.
- 4 Sidewalk:** Widen both sidewalks by narrowing the adjacent planting area. Add permeable paving.
- 5 Trees:** Maintain large street trees.



Plan View

FIGURE 4-11: KAPIOLANI BLVD STREETSCAPE ENHANCEMENTS

## 2) KALAKAUA AVENUE

Linking to both Beretania and King Streets, Kalakaua Avenue also serves as a major connection into Waikiki and Diamond Head. The Makiki Valley runoff stream is channelized along this corridor and could be turned into a great natural amenity for community enjoyment.

### *Recommended Modifications Include:*

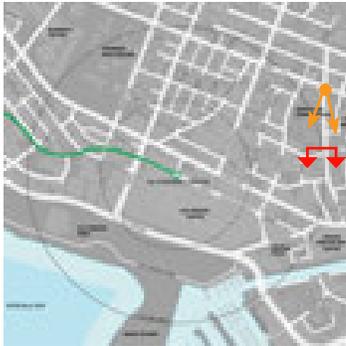
- Enhanced connections across Kalakaua and canal
- New bike lanes
- Trash removal and native planting programs to keep the waterway clean
- Enhance landscaping and natural features



*Kalakaua Ave before*



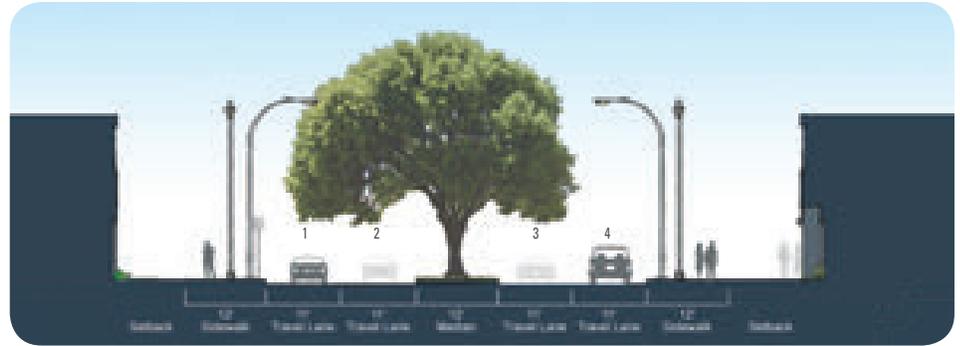
*Kalakaua Ave after*



Key Map



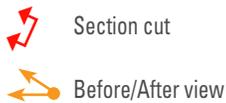
Existing Conditions



Kalakaua Ave - Existing Conditions (R.O.W. 80' / curb-to-curb 56')



Kalakaua Ave - Enhanced Streetscape Option 2 (R.O.W. 80' / curb-to-curb 62')



### Recommended Modifications Include:

- 1 **Median:** Maintain median and trees. Add low ground cover and a mid-block crossing.
- 2 **Amenities:** Use street lighting for banner signage. Add planters, street furniture, bike racks, and wayfinding.
- 3 **Travel Lanes:** Reduce width of travel lanes to gain bike lanes.
- 4 **Bike Lanes:** Create two dedicated bike lanes.
- 5 **Sidewalk:** Narrow sidewalk widths on both sides of street. Add canopy trees for improved pedestrian walkability and appeal.
- 6 **Trees:** Add canopy trees for improved pedestrian walkability and appeal.
- 7 **Utilities:** Bury if possible.

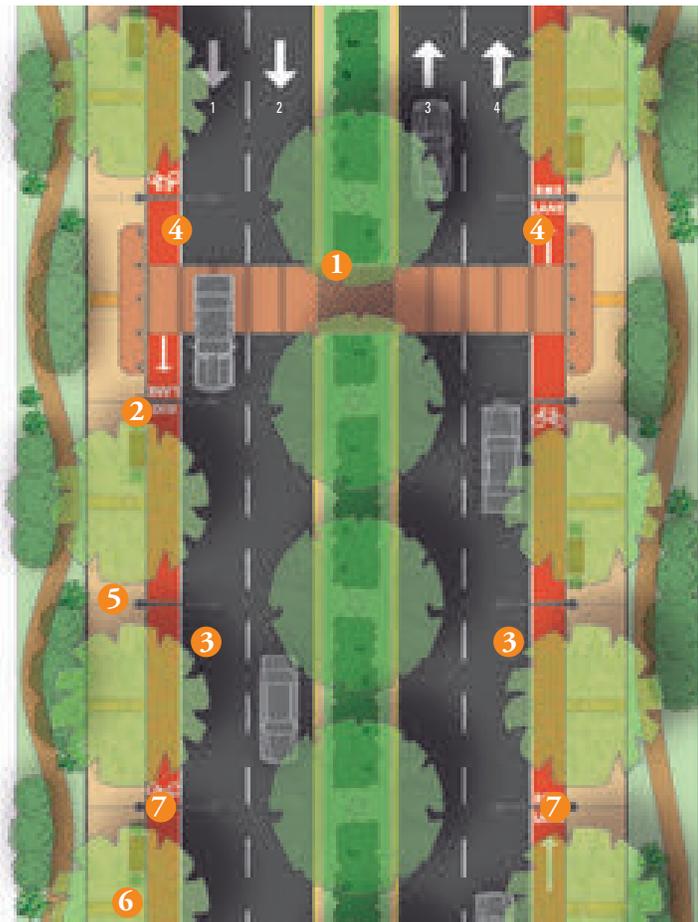


FIGURE 4-12: KALAKAUA AVE STREETSCAPE ENHANCEMENTS

Plan View

### 3) PIIKOI STREET

Piikoi Street is the only mauka-makai connection in the district that connects directly to Ala Moana Park. Traffic flows in the mauka direction parallel to its one-way couplet, Pensacola Street. Many pedestrians utilize Piikoi to reach Ala Moana Park and the beach. A lack of shade along the street exacerbates a heat island effect, making summer temperatures for pedestrians and bikes uncomfortably high.

#### ***Recommended Modifications Include:***

- Native tree planting programs
- New bike lane
- Wider sidewalks
- Buried utilities



*Piikoi St before*



*Piikoi St after*



Key Map

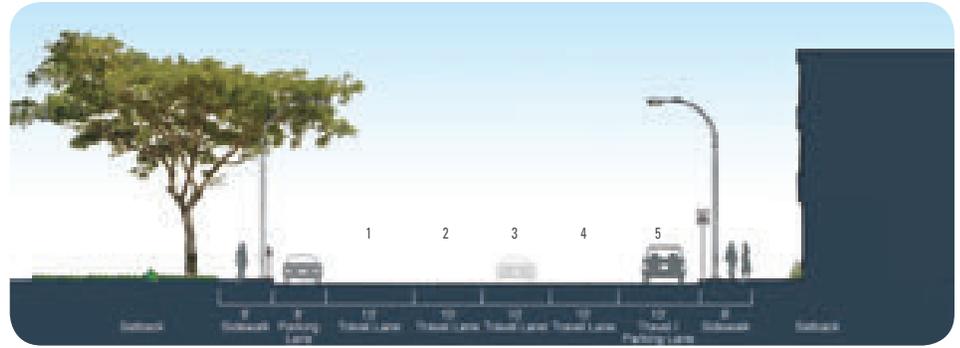


Existing Conditions

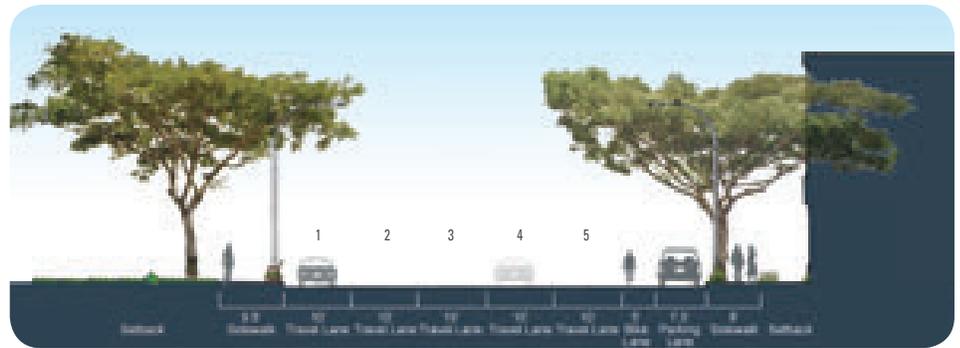
-  Section cut
-  Before/After view

**Recommended Modifications Include:**

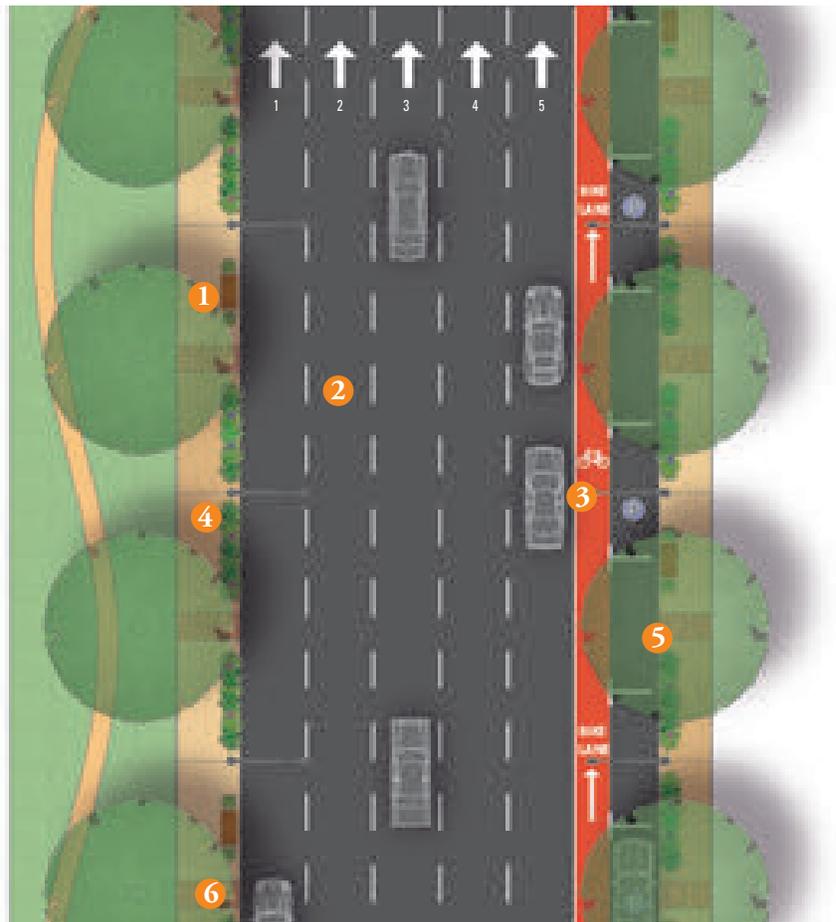
- 1 Amenities:** Add planters, benches, and other street furniture, including bike racks.
- 2 Travel Lanes:** Reduce width of travel lanes, gain a dedicated bike lane.
- 3 Bike Lanes:** Create one dedicated bike lane.
- 4 Sidewalk:** Widen sidewalk on Ewa side for added pedestrian ease. Add permeable paving and planter strips with indigenous species.
- 5 Trees:** Add trees for consistent planting rhythm.
- 6 Utilities:** Bury if possible.



Piikoi Street - Existing Conditions (R.O.W. 80' / curb-to-curb 64')



Piikoi Street - Enhanced Streetscape (R.O.W. 80' / curb-to-curb 64')



Plan View

FIGURE 4-13: PIIKOI ST STREETSCAPE ENHANCEMENTS

#### 4) PENSACOLA STREET

Bringing travelers from the H-1 Freeway, traffic on Pensacola Street flows in the makai direction. Pensacola would benefit greatly from improved sidewalks and safer connections between the Sheridan neighborhood and McKinley High School.

##### ***Recommended Modifications Include:***

- Enhanced pedestrian crossings
- New bike lane
- More consistent planting of street trees
- Additional pedestrian and bike amenities



*Pensacola St before*



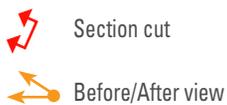
*Pensacola St after*



Key Map

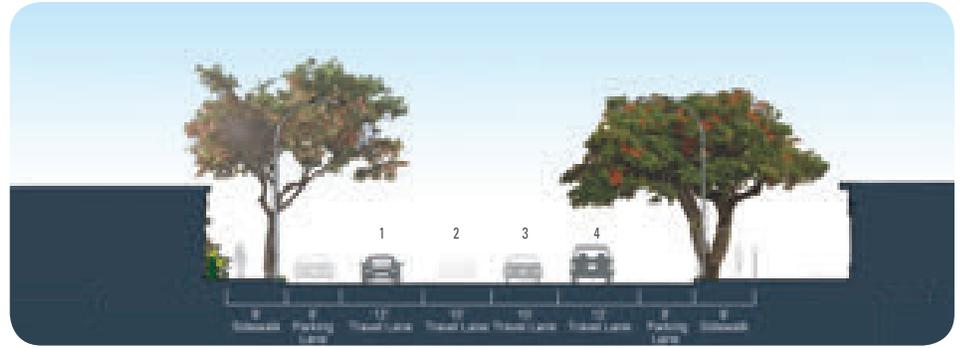


Existing Conditions

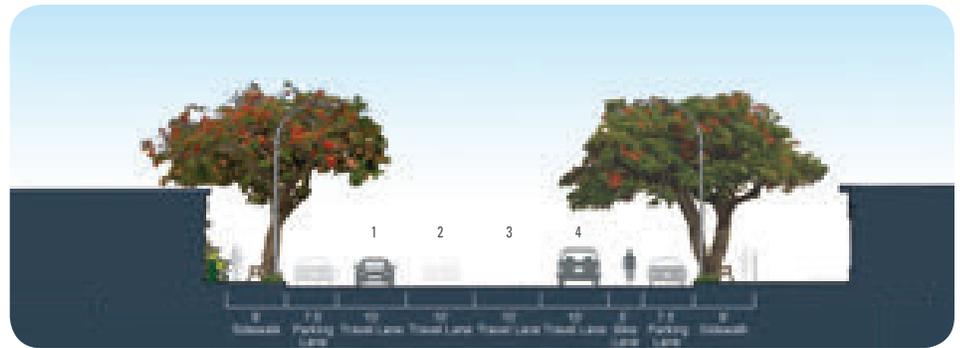


#### Recommended Modifications Include:

- 1 **Amenities:** Add street furniture, including bike racks.
- 2 **Travel Lanes:** Reduce width of travel lanes allowing for bike lane.
- 3 **Bike Lanes:** Create one dedicated bike lane.
- 4 **Sidewalk:** Maintain sidewalk widths on both sides of the street. Add permeable paving and planter strips with indigenous species.
- 5 **Trees:** Add trees for consistent planting rhythm where necessary.



Pensacola Street - Existing Conditions (R.O.W. 78' / curb-to-curb 60')



Pensacola Street - Enhanced Streetscape (R.O.W. 78' / curb-to-curb 60')



Plan View

FIGURE 4-14: PENSACOLA ST STREETSCAPE ENHANCEMENTS

### 5) KEEAUMOKU STREET

Centrally located Keeaumoku Street is one of the most important thoroughfares in the district, providing connections to Ala Moana Center and the future rail station. This street can become extremely hot during the day and unpleasant for pedestrians. Walmart has added lush landscaping on its side of the street, wide sidewalks, as well as some street level food retailers. This approach should be continued along both sides of the street as redevelopment continues to occur.

#### ***Recommended Modifications Include:***

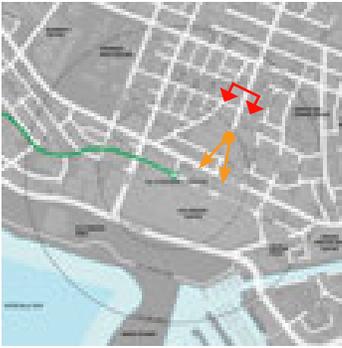
- More landscape and shading features to match the quality of the Walmart improvements
- Enhanced pedestrian crosswalks
- New bike lanes
- New street oriented retail, food and beverage offerings



*Keeaumoku St before*



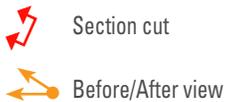
*Keeaumoku St after*



Key Map

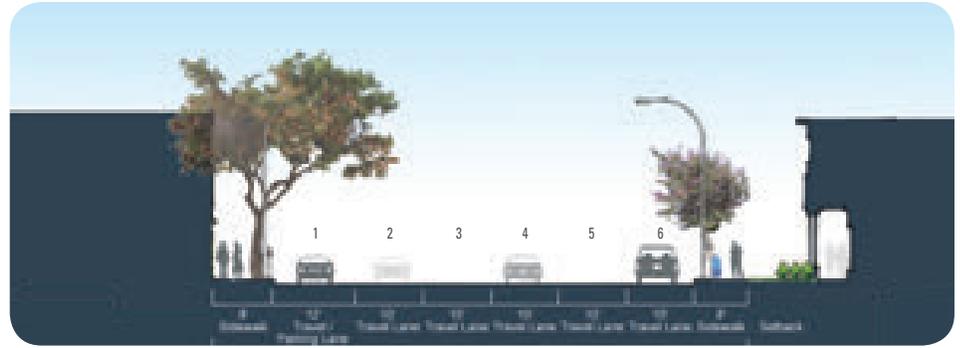


Existing Conditions



### Recommended Modifications Include:

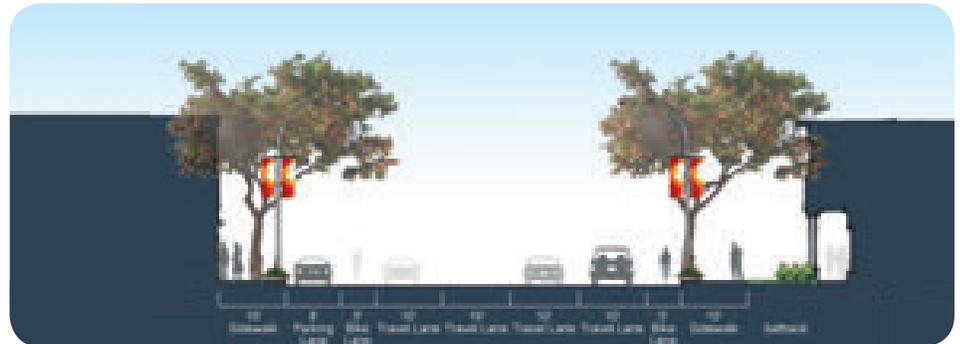
- 1 **Amenities:** Hang banners on street lights for local events, add wayfinding, street furniture, and bike racks.
- 2 **Travel Lanes:** Eliminate one travel lane and one travel/park lane each way to gain bike lanes and permanent parking lane. Add a mid-block crossing.
- 3 **Bike Lanes:** Create 2 dedicated bike lanes (one each way).
- 4 **Sidewalk:** Maintain sidewalk widths on both sides of the street. Add planter strips with indigenous species.
- 5 **Trees:** Add trees for consistent planting rhythm where necessary.



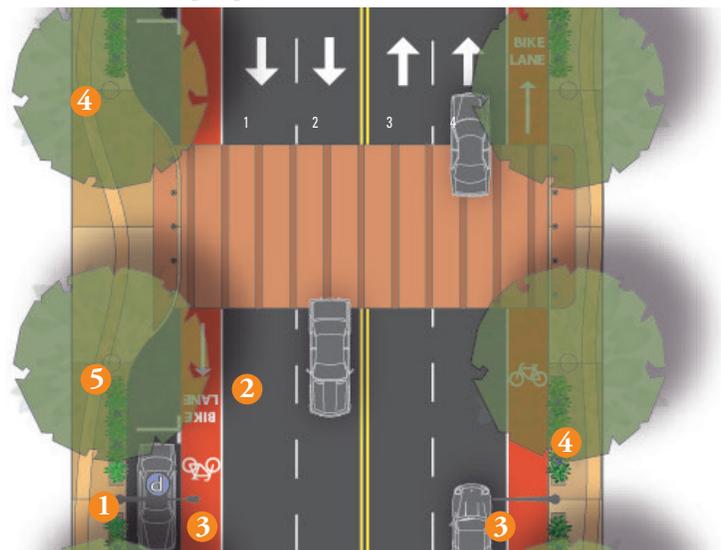
Keeaumoku Street - Existing Conditions (R.O.W. 78' / curb-to-curb 62')



Keeaumoku Street - Enhanced Streetscape Option 1 (R.O.W. 78' / curb-to-curb 62')



Keeaumoku Street - Enhanced Streetscape Option 2 (R.O.W. 78' / curb-to-curb 54')



Plan View

FIGURE 4-15: KEEAUMOKU ST STREETSCAPE ENHANCEMENTS

## 6) KONA STREET

Privately owned and maintained by the owners of Ala Moana Center (General Growth Properties), this street will serve as the location for the elevated tracks and train station. It currently acts as a major bus transfer area, and should be significantly improved as a multimodal hub.

### *Recommended Modifications Include:*

- Wider sidewalks
- Bus stop related convenience retail
- Public artwork and lighting
- Improved planting areas
- Bike storage



*Kona St before*



*Kona St after*



Key Map



Existing Conditions



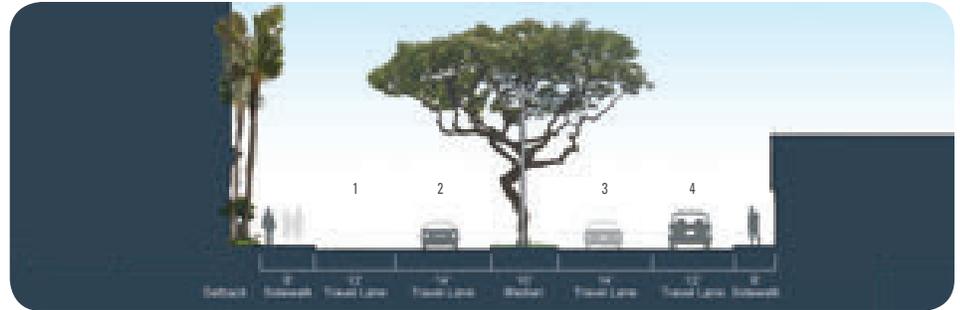
Section cut



Before/After view

**Recommended Modifications Include:**

- 1 **Amenities:** Pedestrian scaled light fixtures for added safety and appeal.
- 2 **Median:** Maintain median. Add mid-block crossing. Add low ground cover. Eliminate median trees to make room for future transit rail.
- 3 **Travel Lanes:** Modify width of inner travel lanes allowing for wider sidewalks.
- 4 **Sidewalk:** Widen sidewalks on both sides. Add planter strips with native species.
- 5 **Trees:** Add small scale flowering trees.
- 6 **Bikes:** Add storage areas in median.



Kona Street - Existing Conditions (R.O.W. 76' / curb-to-curb 62')



Kona Street - Enhanced Streetscape (R.O.W. 76' / curb-to-curb 56')



Plan View

FIGURE 4-16: KONA ST STREETSCAPE ENHANCEMENTS

## 7) SHERIDAN STREET

Sheridan Street is a local connector street offering a convenient mauka-makai connection for pedestrians. It mainly serves the Sheridan neighborhood, and connects King Street with Kapiolani Boulevard. Auto shops and service centers are located along this street.

### ***Recommended Modifications Include:***

- Sharrows for better bicycle connections
- Sidewalk enhancements that cater to local pedestrians
- Canopy trees for shade



*Sheridan St before*



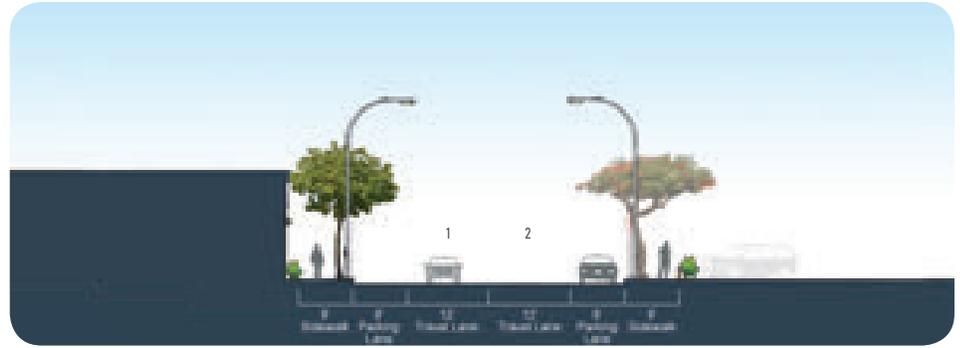
*Sheridan St after*



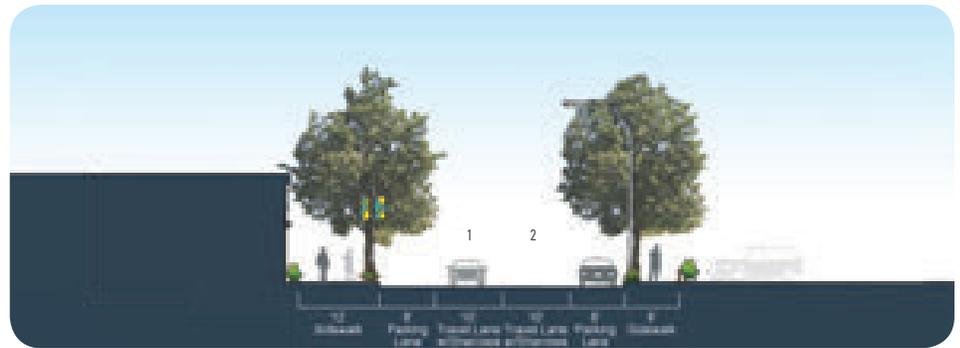
Key Map



Existing Conditions



Sheridan Street - Existing Conditions (R.O.W. 56' / curb-to-curb 40')



Sheridan Street - Enhanced Streetscape (R.O.W. 56' / curb-to-curb 36')



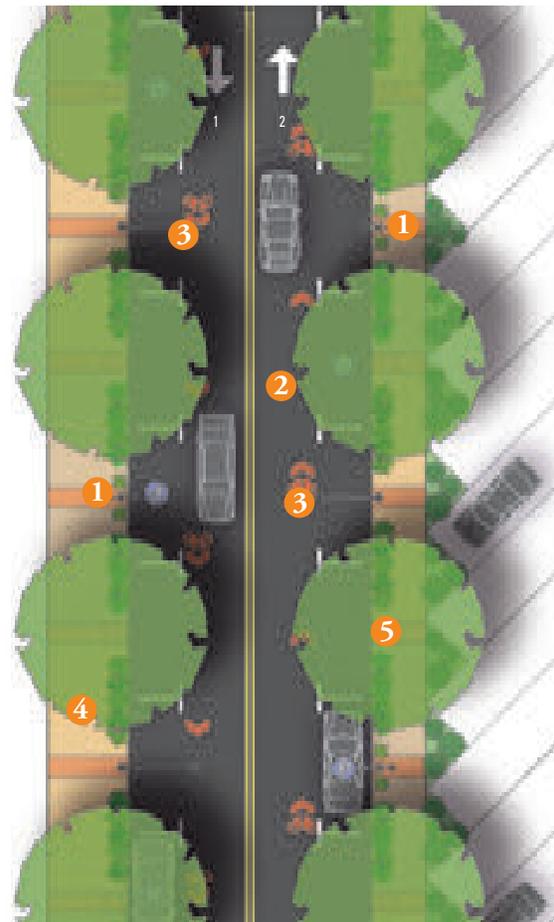
Section cut



Before/After view

### Recommended Modifications Include:

- 1 **Amenities:** Pedestrian scaled light fixtures for added safety and appeal. Add planters and other street furniture, including bike racks.
- 2 **Travel Lanes:** Reduce width of travel lanes allowing for greater sidewalk width.
- 3 **Bike Lanes:** Sharrows in both travel lanes.
- 4 **Sidewalk:** Reduction in width of travel lanes allows for slightly wider sidewalks and curb extensions at intersections. Add planter strips with indigenous species.
- 5 **Trees:** Consistent planting of large canopy trees for increased pedestrian comfort.



Plan View

FIGURE 4-17: SHERIDAN ST STREETSCAPE ENHANCEMENTS

### 8) RYCROFT STREET

Rycroft Street is a local connector street running Ewa-Diamond Head within the Ala Moana area. It connects Pensacola Street and the McKinley High School with Kaheka Street in the eastern portion of the district.

#### ***Recommended Modifications Include:***

- Wider sidewalks with pedestrian lighting
- Place utilities underground
- Additional street trees for consistent shade along entire street
- Curb extensions to increase pedestrian safety.



*Rycroft St before*



*Rycroft St after*



Key Map



Existing Conditions



Section cut



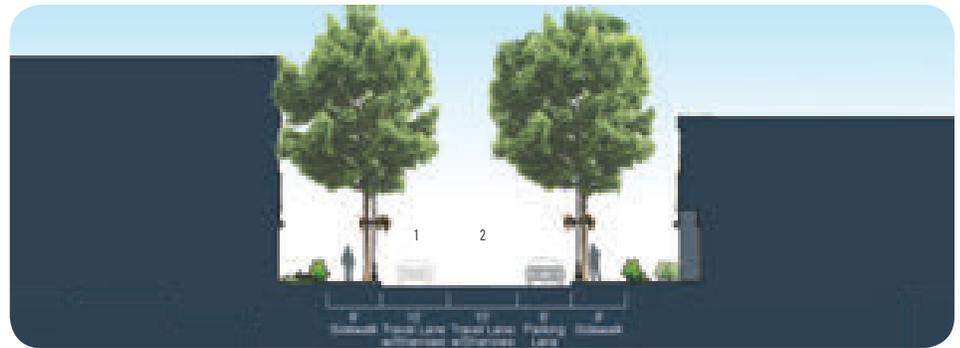
Before/After view

### Recommended Modifications Include:

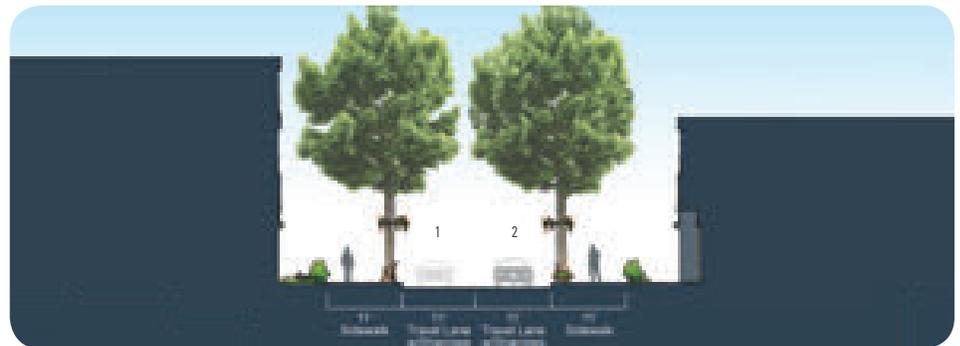
- 1 **Amenities:** Pedestrian scaled light fixtures for increased safety and charm. Add street furniture, including bike racks.
- 2 **Travel Lanes:** Maintain travel and parking lanes.
- 3 **Bike Lanes:** Add sharrows in both travel lanes.
- 4 **Sidewalk:** Add permeable paving strips. (consider widening sidewalks, Option 2)
- 5 **Trees:** Add consistent planting of canopy trees providing shade and comfort for pedestrians as well as added streetscape appeal.
- 6 **Utilities:** Bury if possible.



Rycroft Street - Existing Conditions (R.O.W. 44' / curb-to-curb 28')



Rycroft Street - Enhanced Streetscape Option 1 (R.O.W. 44' / curb-to-curb 28')



Rycroft Street - Enhanced Streetscape Option 2 (R.O.W. 44' / curb-to-curb 22')



Plan View

FIGURE 4-18: RYCROFT ST STREETSCAPE ENHANCEMENTS

### 9) MAKALOA STREET

A local connector street running parallel to Kapiolani Boulevard, Makaloa Street connects Kalakaua Avenue with the Don Quijote market, Walmart, and Sheridan Street.

#### *Recommended Modifications Include:*

- New sharrow painting for bikes
- Wider sidewalks with additional street trees
- Enhanced paving and additional street furniture.



*Makaloa St before*



*Makaloa St after*



Key Map



Existing Conditions



Section cut



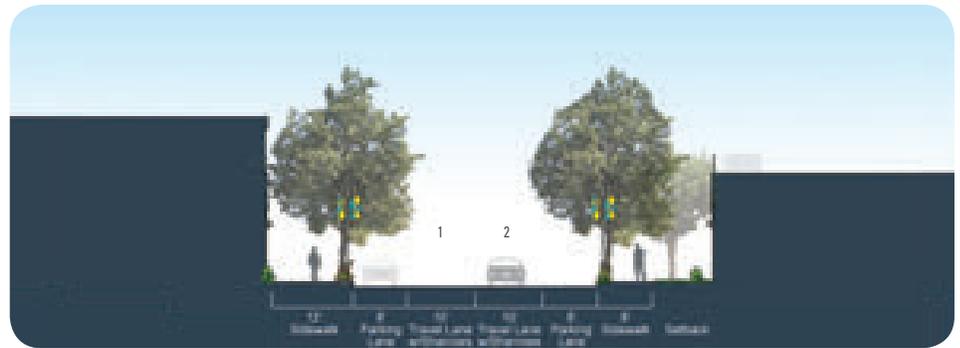
Before/After view

### Recommended Modifications Include:

- 1 **Amenities:** Add pedestrian scaled light fixtures for added safety and appeal. Add benches, planters, trash cans, and bike racks.
- 2 **Travel Lanes:** Reduce width of travel lanes allowing for greater sidewalk width.
- 3 **Bike Lanes:** Sharrows in both travel lanes.
- 4 **Sidewalk:** Reduction in travel lanes allows for wider sidewalk. Add planter strips.
- 5 **Trees:** Consistent planting of canopy trees for increased pedestrian comfort and appeal.



Makaloa Street - Existing Conditions (R.O.W. 56' / curb-to-curb 40')



Makaloa Street - Enhanced Streetscape (R.O.W. 56' / curb-to-curb 36')



Plan View

FIGURE 4-19: MAKALOIA ST STREETSCAPE ENHANCEMENTS

## 4.3 INTERSECTION IMPROVEMENTS

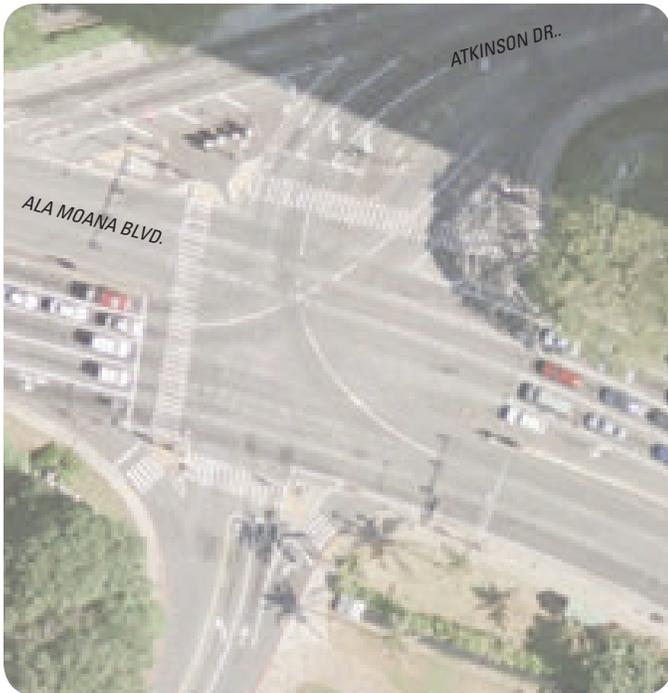
Several key intersections deserve special attention in order to improve the pedestrian connectivity of the Ala Moana district. The five intersection improvements shown in this section are essential to improve safety and ease of movement in the long term.

### 1A) ALA MOANA BLVD & ATKINSON DR. OPTION 1

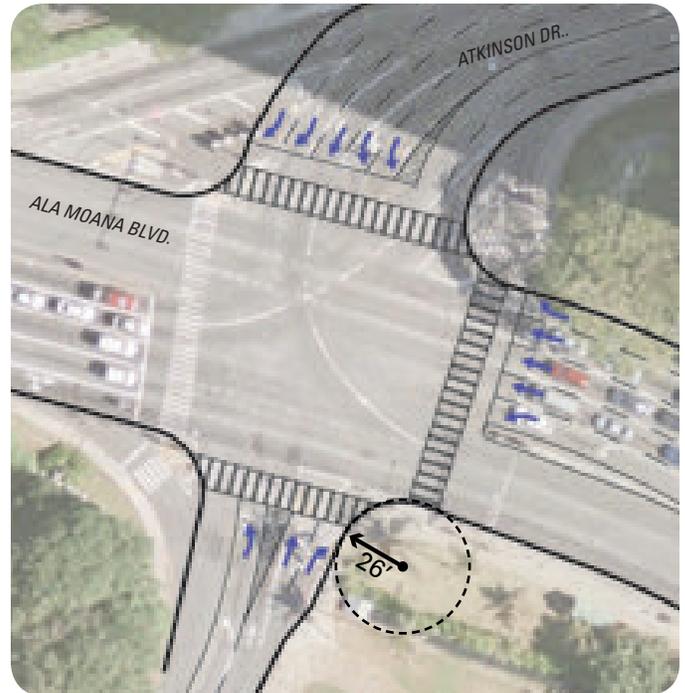
This intersection provides an important connection to Kapiolani Boulevard and is a major corridor for commuters into Downtown Honolulu. Decreasing the turning radii on all four corners as well as expanding crosswalks and special paving treatments will decrease automobile speeds at this busy intersection and improve pedestrian and bike safety.



Street View



Roadway Geometry Before



Roadway Geometry After

#### Key Features:

- Additional crosswalk
- Re-aligned crosswalks
- Altered turning radius at all corners
- Eliminate free right hand turn



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks and corners
- ② Median planting
- ③ Narrower travel lanes/restriping
- ④ Additional street trees and improved sidewalks
- ⑤ Additional hardscape area/plaza

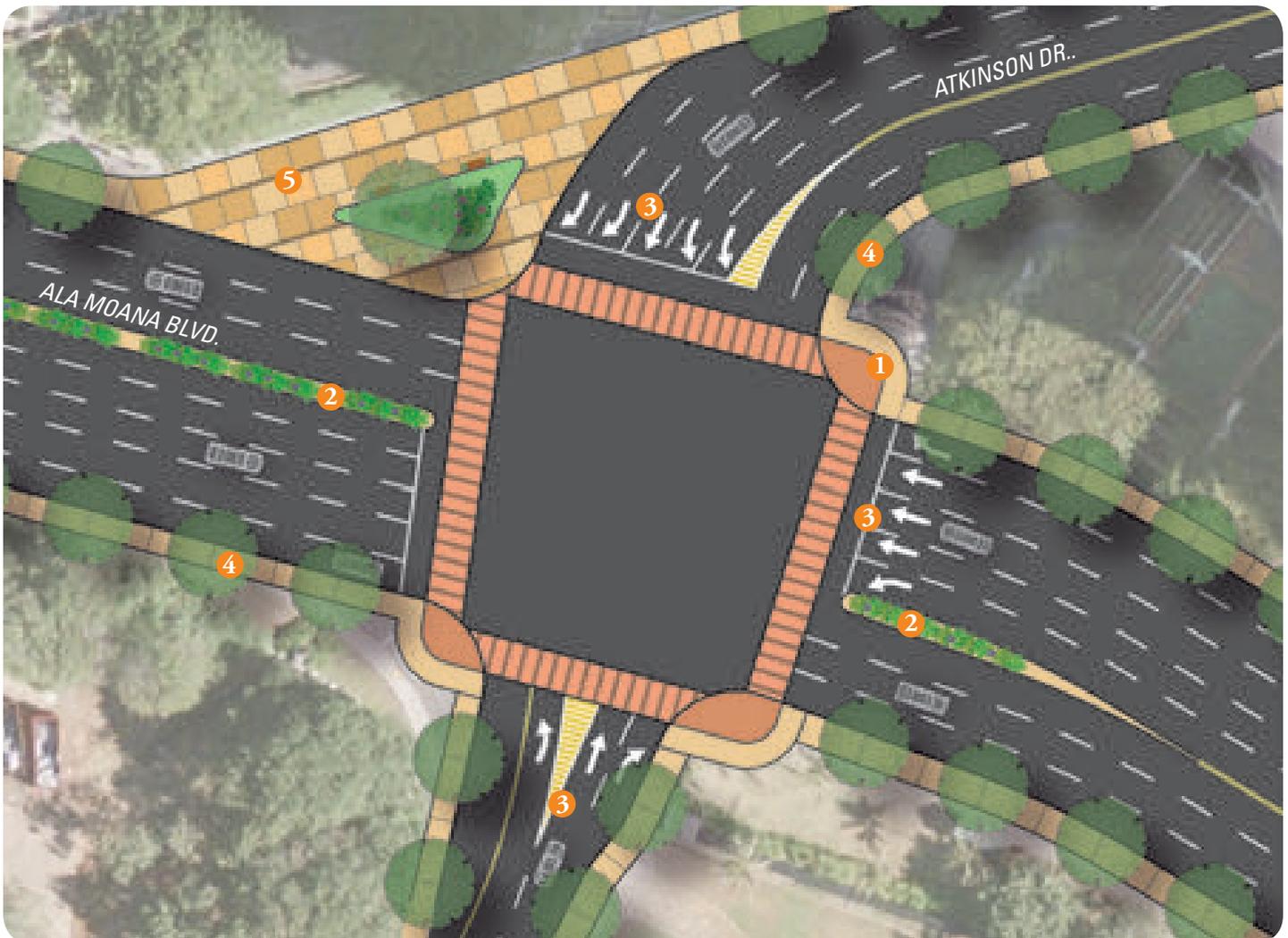


FIGURE 4-20: ALA MOANA BLVD &amp; ATKINSON DR INTERSECTION IMPROVEMENTS OPTION 1

Plan View

**1B) ALA MOANA BLVD & ATKINSON DR.  
OPTION 2**

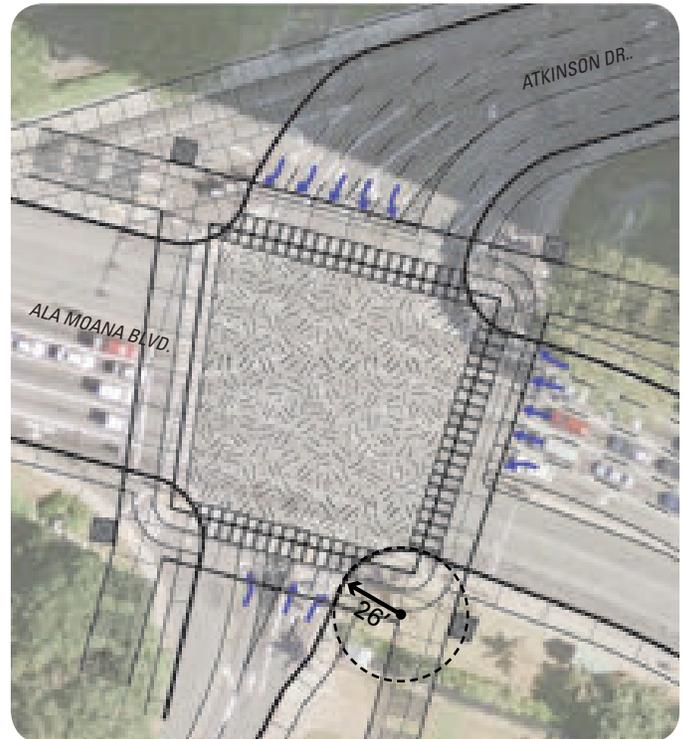
A pedestrian flyover should be considered as part of a long term strategy to enhance pedestrian safety here. Note that providing a pedestrian flyover would require further changes to the existing corners, accommodating access to the stairs, escalators and elevators up to the flyover.



Street View



Roadway Geometry Before



Roadway Geometry After

**Key Features:**

- Additional crosswalk
- Re-aligned crosswalks
- Altered turning radius at all corners
- Pedestrian flyover
- Eliminate free right hand turn



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks and corners
- ② Median planting
- ③ Narrower travel lanes/restriping
- ④ Additional street trees and improved sidewalks
- ⑤ Additional hardscape area/plaza
- ⑥ Pedestrian flyover
- ⑦ Stairways/escalators
- ⑧ Elevators

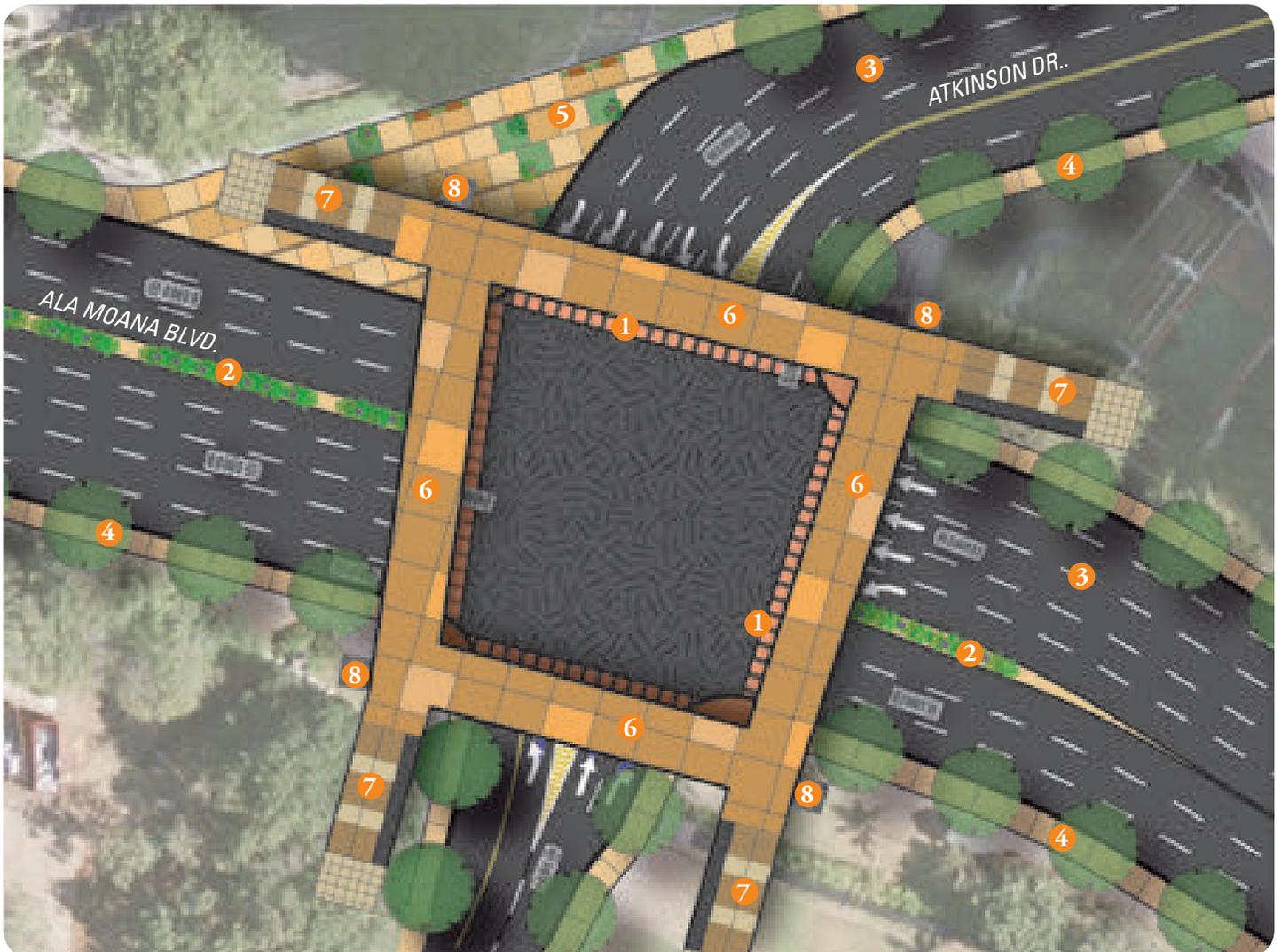


FIGURE 4-21: ALA MOANA BLVD &amp; ATKINSON DR INTERSECTION IMPROVEMENTS OPTION 2

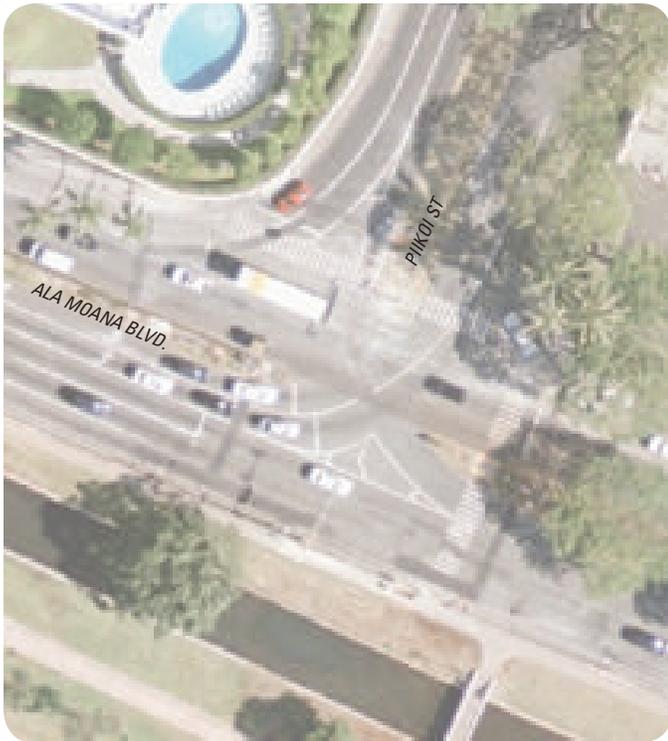
Plan View

## 2) ALA MOANA BLVD & PIIKOI ST

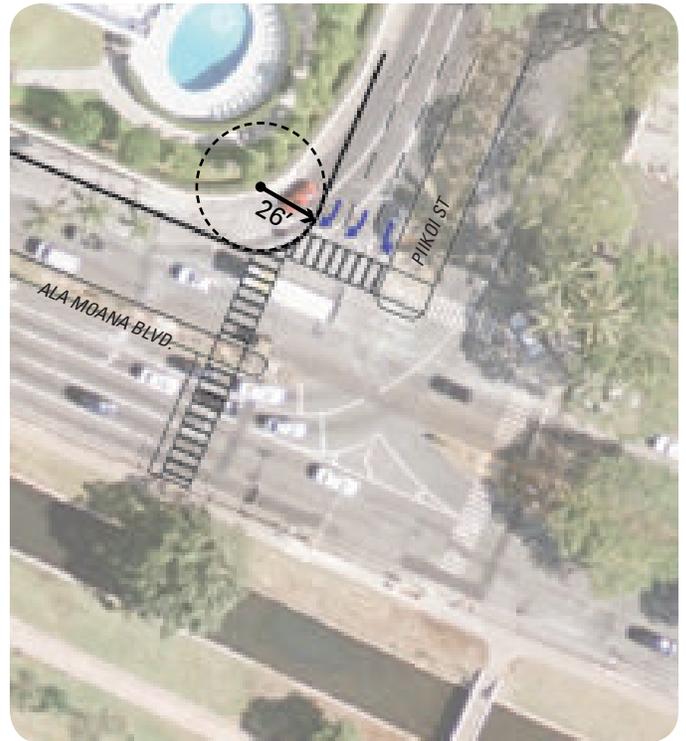
This is an important intersection adjacent to the Ala Moana Center and the Ala Moana Beach Park. Because Piikoi Street is a major pedestrian connection in the area, it is important to include crosswalks on both sides of the street for the most efficient mauka-makai pedestrian flow. Reducing the turning radius at the northwest corner will also benefit pedestrian safety by slowing traffic through the intersection.



Street View



Roadway Geometry Before



Roadway Geometry After

### Key Features:

- Additional crosswalk
- Altered turning radius at northwest corner
- Eliminate free right hand turn



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks
- ② Median planting
- ③ Re-striping travel lanes
- ④ Additional street trees for consistent shade



FIGURE 4-22: ALA MOANA BLVD & PIIKOI ST INTERSECTION IMPROVEMENTS

Plan View

### 3) KALAKAUA AVE & KING ST

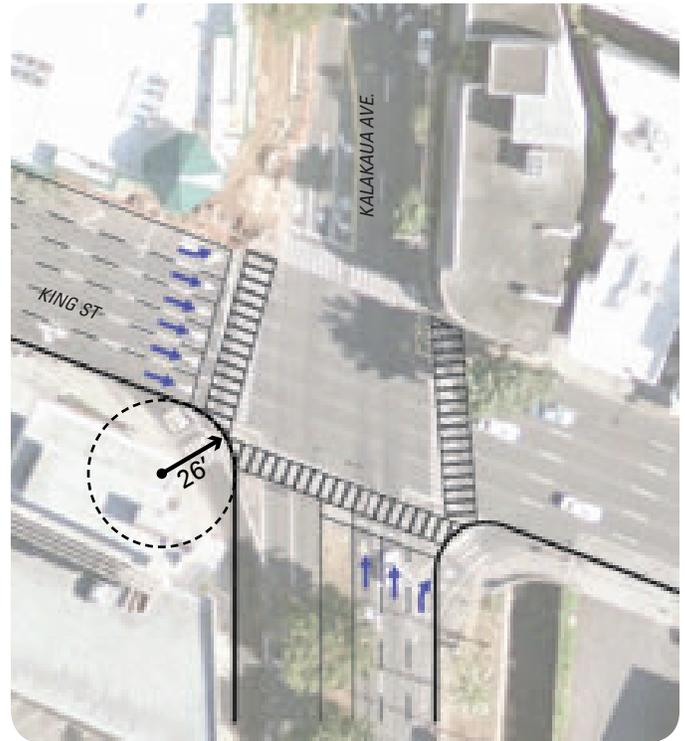
Kalakaua Avenue is a major connection into Waikiki and Diamond Head and will benefit from intersection enhancements and modifications. Reducing the turning radius at Kalakaua Avenue & King Street will slow traffic and augment pedestrian safety and shorten the distance to the other side of the street. Crosswalks should be designed with special paving to improve visibility.



Street View



Roadway Geometry Before



Roadway Geometry After

#### Key Features:

- Re-aligned crosswalks
- Altered turning radius at both southern corners
- Eliminate free right hand turn



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks
- ② Median planting
- ③ Improved sidewalks with additional street trees

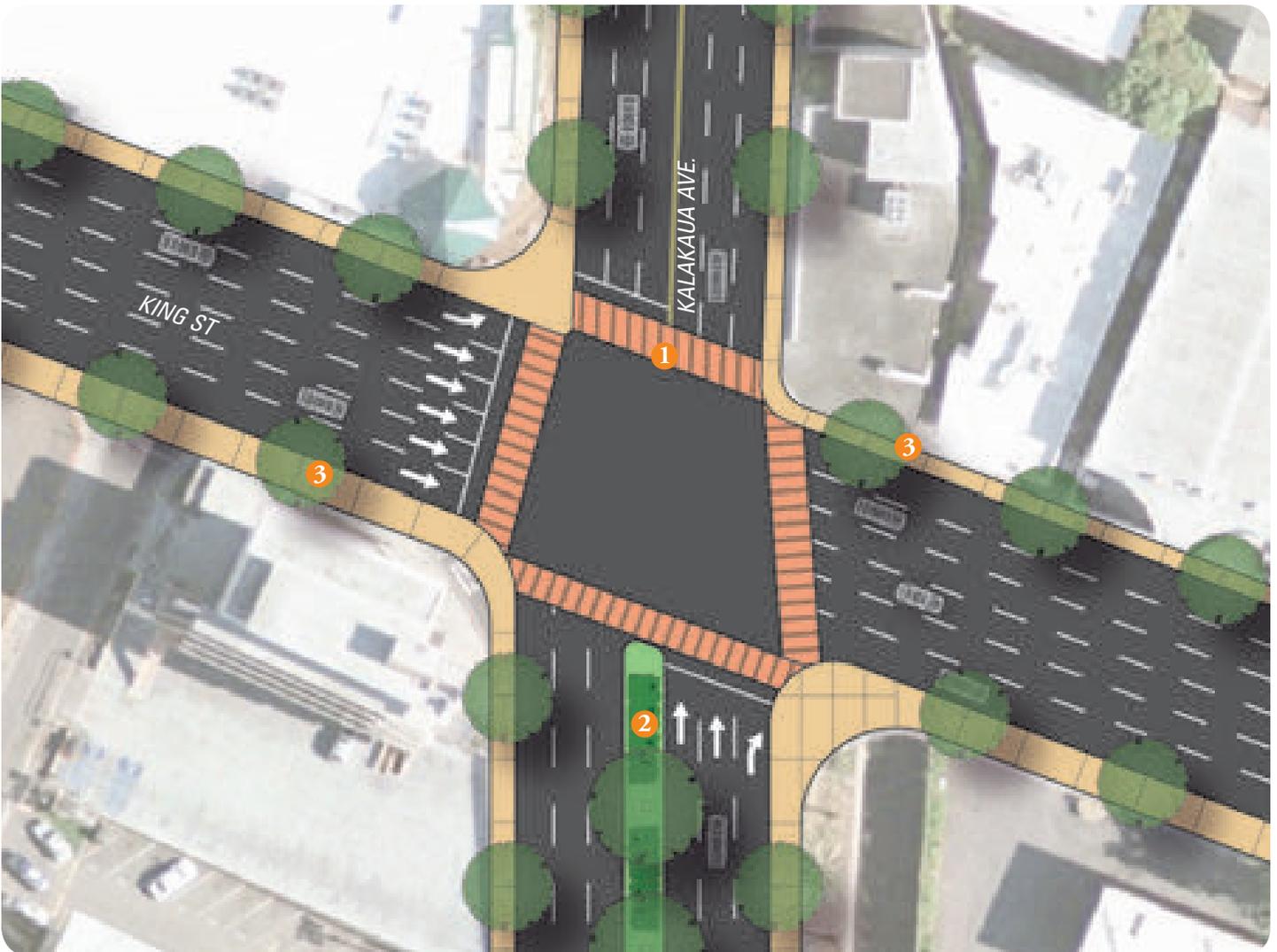


FIGURE 4-23: KALAKAUA AVE &amp; KING ST INTERSECTION IMPROVEMENTS

Plan View

4) *KONA ST & MAHUKONA ST*

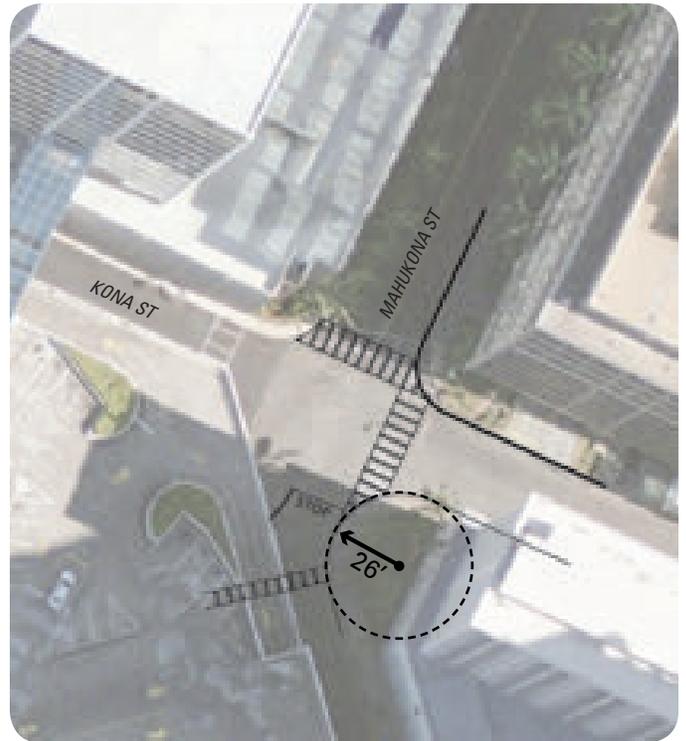
This is a small but important intersection for the Ala Moana Center and its many patrons. Making a few key changes in the configuration of the crosswalks and adding an additional stop sign will improve pedestrian safety.



Street View



Roadway Geometry Before



Roadway Geometry After

**Key Features:**

- Re-aligned curb radii
- Additional crosswalk
- Additional stop sign



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks
- ② Striping for stop sign
- ③ Improved sidewalks

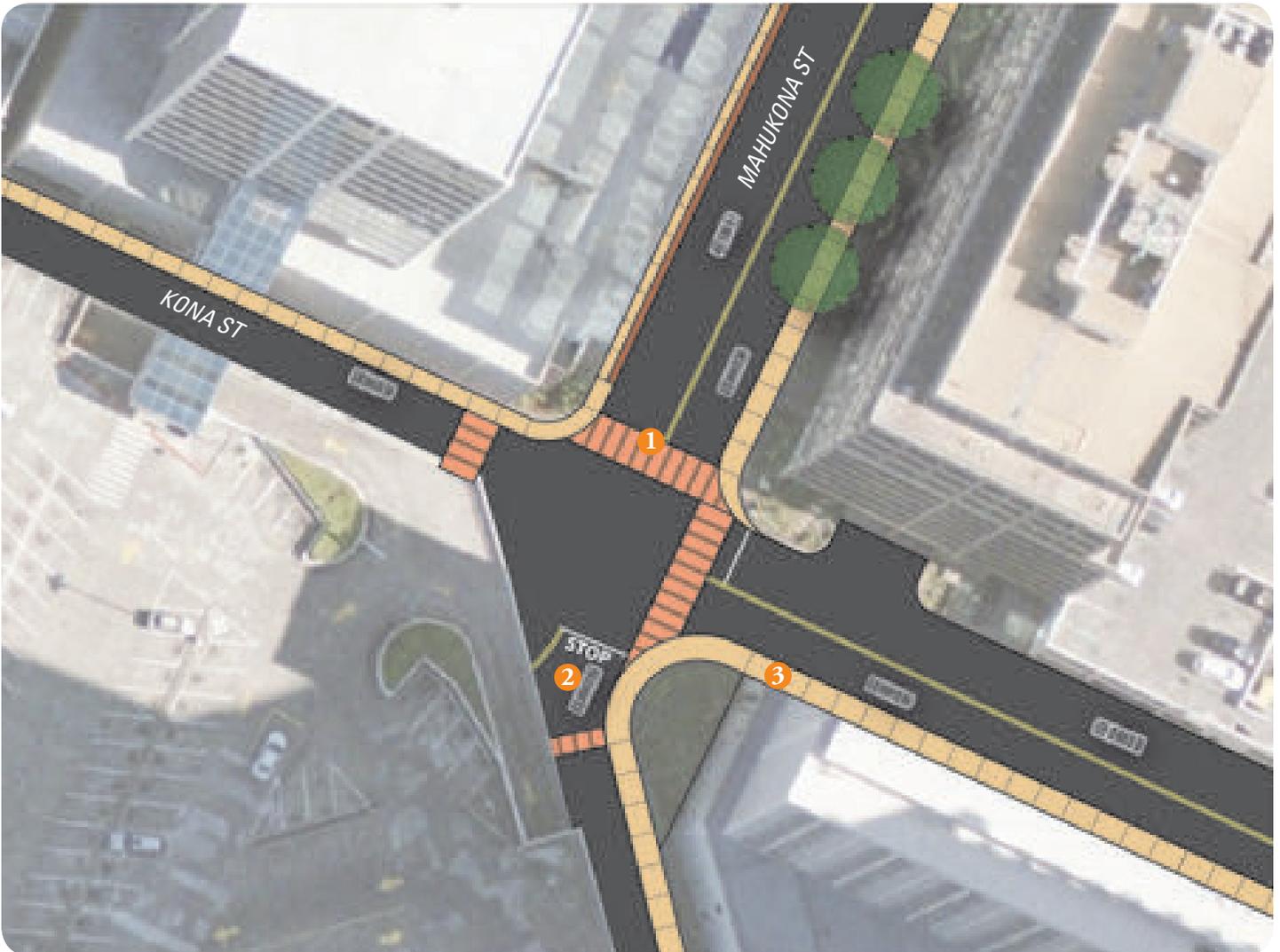


FIGURE 4-24: KONA ST &amp; MAHUKONA ST INTERSECTION IMPROVEMENTS

Plan View

**5) KAPIOLANI BLVD & KALAKAUA AVE**

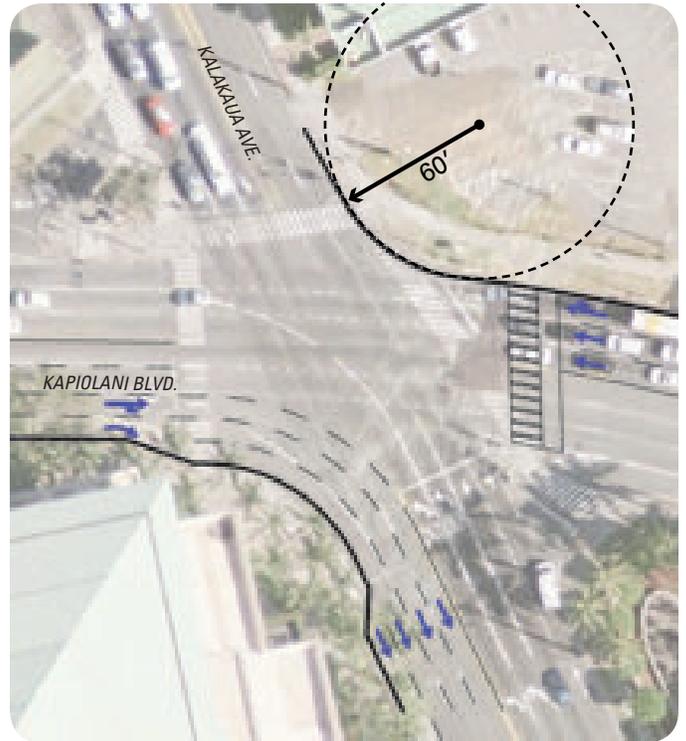
A major intersection and gateway into Ala Moana, this intersection connects two primary arterials and serves as a key linkage to the Hawaii Convention Center. Enhancements such as special paving, re-aligned crosswalks, and tree lawns with generous planting will aid in creating an inviting pedestrian environment. This location may also benefit from a pedestrian fly-over, which not only removes the pedestrian conflicts from the busy intersection below, but could also function as a second pedestrian entry into the Convention Center.



Street View



Roadway Geometry Before



Roadway Geometry After

**Key Features:**

- Re-aligned crosswalk
- Altered turning radius for both northeast and southwest corners



Key Map

***Recommended Modifications Include:***

- ① Special paving at crosswalks and special intersection treatment.
- ② Re-aligned crosswalks
- ③ Re-stripe travel lanes
- ④ Additional street trees + sidewalk improvements
- ⑤ Additional shrubs/planting
- ⑥ Pedestrian flyover
- ⑦ Stairs/escalators
- ⑧ Elevators

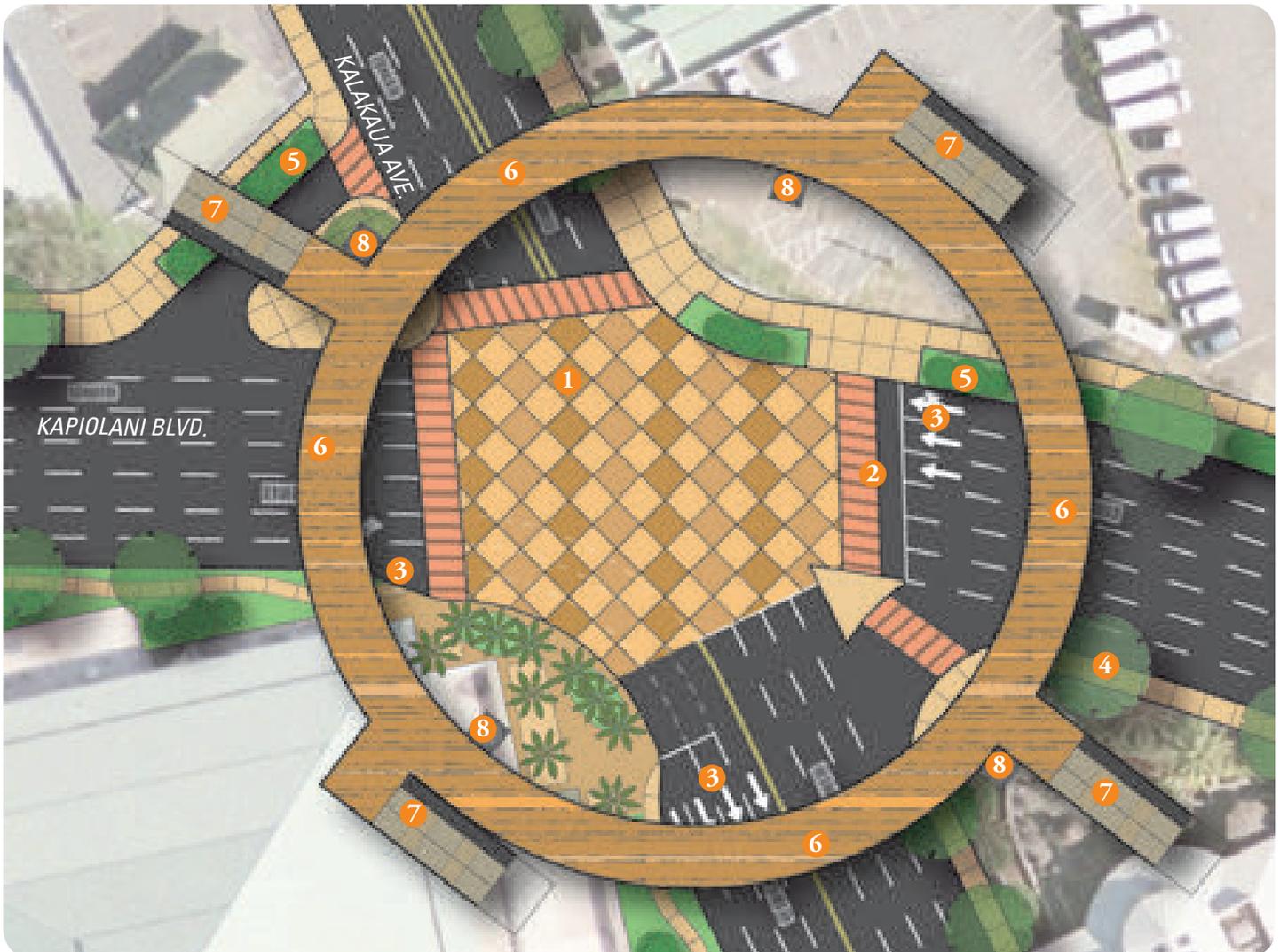


FIGURE 4-25: KAPIOLANI BLVD &amp; KALAKAUA AVE INTERSECTION IMPROVEMENTS

Plan View



Waikiki Beach

# 5

## ALTERNATIVE DEVELOPMENT SCENARIOS

# 5 ALTERNATIVE DEVELOPMENT SCENARIOS

This chapter studies the opportunities associated with new development as a means to promote improved transit orientation and derive multiple community benefits within the Ala Moana neighborhood. It presents five scenarios described as: 1) Status Quo; 2) Mixed Use at Key Nodes; 3) Density along Multi-Modal Corridors; 4) Station-Centric Development; and 5) District-Wide Incentivized Build-Out. They are compared and evaluated according to the Vision and Principles at the end of the chapter.

## 5.1 OPPORTUNITIES & CONSTRAINTS

### 1) ALA MOANA CENTER STATION ADVANTAGES (OPPORTUNITIES)

- Projected as **largest boarding station** along rail line (22,000+ daily boardings).
- Situated between Downtown and Waikiki, this station area offers considerable **locational strengths**.
- Ala Moana functions as **major urban center** and high employment zone.
- Generally regarded as **livable neighborhood** featuring broad mix of uses and access to wide array of civic institutions and community-based facilities.
- Close proximity to major **regional and statewide attractions**: 1) Ala Moana Center; 2) Ala Moana Beach Park; and 3) Hawaii Convention Center.
- Low intensity commercial activity along key corridors suggests **latent potential for targeted redevelopment**.
- Prior study (Jones Lang LaSalle, September 2010) indicates **greatest potential for value capture** among Honolulu's proposed rail stations.
- Opportunity to use value capture to **subsidize community benefits**.
- Pressures of population, tourism, and broader growth of Honolulu economy over the long term will likely generate **market demand**.
- Estimated market absorption of **4 million square feet** through 2035 (3,000 residential units / 600,000SF retail / 400,000SF office).

### 2) BARRIERS TO DEVELOPMENT (CONSTRAINTS)

- Absence of large, vacant parcels ready for development; **built-up character** of environment necessitates redevelopment.
- Prevalence of **small parcels** that require assembly to develop efficiently and support high cost of land acquisition and construction.
- Properties under **multiple ownerships** complicate assembly and increase cost.
- Many properties already generate significant cash flow and/or tenant leases create **existing encumbrances** requiring significant up-front “buy-out” costs.
- Inflated / **artificially high land values** also impair efforts at consolidation and exert pressure toward higher development yields.
- Limitations on **infrastructure capacity** may inhibit high density redevelopment at some locations (esp. sewer capacity).
- Existing **street character** and auto dominated performance discourage pedestrian-oriented, mixed-use development.
- Market **focus on luxury residential** product, rather than transit-oriented models.
- Overly high parking requirements promote an **auto oriented** instead of transit oriented model



- **Zoning standards** (i.e., existing FAR and height limits, parking requirements, etc.) and other regulatory barriers (i.e., development fees, etc.) constrain near term development potential.
- Ala Moana at **competitive disadvantage** compared to nearby Kaka'ako with its more generous entitlements through HCDA regulations (i.e., higher FAR and height limits).
- Proposed large-scale developments in **Kaka'ako may capture demand**, thereby impacting timing and delaying redevelopment in Ala Moana.

### 3) REDEVELOPMENT APPROACH SUMMARIZED

*Intent: Utilize development potential to incentivize transit-oriented development, meet community goals and objectives, mitigate development impacts, and provide community benefits.*

#### **Summary Process:**

1. **Identify additional development potential** related to public investment in transit system, and particular influence of rail station.
2. **Allow higher yields** to achieve potential build out and offset otherwise prohibitive developer costs associated with high land prices, parcel assembly, existing encumbrances, etc.
3. **Use zoning incentives** (i.e., density bonuses, parking reductions, etc.) to support higher yields and promote redevelopment at targeted locations (i.e., station proximity).
4. **Tie incentives to community goals and objectives** that reinforce TOD and enhance neighborhood livability.
5. **Prioritize desired community benefits** and establish nexus with incentivized development.

6. **Assign mitigation measures and “nexus fees”** to offset impacts of additional development and promote community goals and objectives.

7. **Encourage a balanced mix of uses** (that market forces might not otherwise support) to strengthen TOD, including:

- Affordable & workforce housing
- Incubator office
- Neighborhood shops and services
- Accessible open space (ex: parks and plazas)
- Civic and cultural facilities

8. **Fund neighborhood programs and improvement projects** that enhance livability utilizing revenues generated through nexus fees, including:

- Cultural programs and events
- Educational programs
- Façade improvement & code enforcement activities
- Infrastructure upgrades
- Multi-modal improvements /streetscape enhancements
- Public park and open space upgrades
- Hike and bike paths & trails
- Traffic demand management

#### 4) KEY QUESTIONS (CALCULATING THE VALUE OF BENEFITS & INCENTIVES)

- What is the potential value capture associated with the Ala Moana Center Station? How much development yield will maximize value capture?
- How much additional development yield is considered desirable for Ala Moana (balancing political pressures and community concerns)?
- Where are the specific locations to be targeted for redevelopment?
- How much additional yield may be effectively realized at targeted locations?
- What are the anticipated impacts of additional development? How are positive impacts to be leveraged? How may negative impacts be mitigated?
- What zoning incentives are required to facilitate near-term redevelopment? How much density bonus is necessary to entice wanted development activity?
- What goals and objectives are to be achieved through redevelopment? What community benefits are favored? How are these prioritized?
- What is the nexus between development incentives, impacts and proposed community benefits? What community benefits may be (legally and politically) funded through nexus fees?
- What is the proper (legal and political) balance in allocation between City-wide benefits vs. neighborhood benefits?
- How much value is associated with a particular incentive? What are appropriate mitigation measures and fee levels? At what point will nexus fees and other mitigation measures negate value added from zoning incentives?
- How will a mitigation measures / nexus fee program be administered by City staff? What procedures are required? (Which department holds the “purse strings”?)

#### 5) COMMUNITY BENEFITS IMPLEMENTATION ALTERNATIVES

***As-of-Right w/ New Standards:*** Benefits provided through imposition of additional use and design standards required of all new development.

***As-of-Right Combining New Standards w/ Zoning Incentives:*** Benefits provided through imposition of additional use and design standards tied to specific increments of extra development yield.

***“Menu” of Benefits Combined w/ Zoning Incentives:*** Benefits selected by applicant from available list, with point values typically assigned to various mitigation measures (e.g., use, design and fee requirements) and tied to additional development yield. This approach may be administered “as-of-right” or through discretionary review depending on level of flexibility.

***Discretionary Review Combining Mitigation Measures w/ Zoning Incentives:*** Benefits provided through imposition of various mitigation measures (e.g., use, design and fee requirements) tied to additional development yield, as determined through discretionary review process.

***Negotiated Development Agreement:*** Benefits provided through imposition of various mitigation measures (e.g., design, use and fee requirements) tied to additional development yield, as determined through negotiated development agreement.

## 5.2 ALTERNATIVE 1: STATUS QUO

**Description:** *Alternative 1 (Status Quo) maintains current FAR and height standards throughout Ala Moana, while some additional use and design standards may be introduced to further desired community goals and objectives. This alternative involves the most “hands-off” implementation strategy, entailing a minimum of government intervention and public investment, allowing market forces to realize development over the long term based on existing expectations. As such, it does little to address barriers to development or actively promote a transit-oriented development model. Nonetheless, it is anticipated that development will eventually respond to rising demand, and emerge along major corridors and on underdeveloped commercial sites with reinvestment potential, and that market rate high-rise residential will predominate the land use mix. This in turn will allow limited funding of multi-modal circulation, open space enhancements, and generally focus on reinvestment in existing facilities.*

### **Anticipated Advantages:**

- Requires least public investment / intervention.
- Entails minimal changes to Zoning Code,
- Utilizes existing project approval process.
- Employs current fee and tax structures.
- Maintains current expectations.

### **Anticipated Disadvantages:**

- Least likely to maximize value capture.
- Neglects to address existing barriers to development
- Fails to incentivize near-term development or actively promote TOD.
- Offers insufficient funding for extensive program of community benefits.
- Over-emphasizes market-rate housing.

### **Potential Community Benefits / Public Investment Strategy:**

- Reinvest / reprogram existing park space.
- Update standards for usable on-site open space and pedestrian-oriented design.
- Introduce bike lanes (striping) along local streets.
- Enhance pedestrian crossings at key intersections.
- Consider standards for inclusion of affordable housing.

### **Recommended Implementation Approach:**

- Minimize zoning modifications with no changes to current FAR and height standards.
- Introduce use and design standards to address issues of primary concern (i.e., affordable housing, open space, and pedestrian-oriented design).
- Fund limited circulation and open space improvements based on existing fee and tax structures.
- Employ “As-of Right w/ New Standards” as suggested implementation approach.



FIGURE 5-3: ALTERNATIVE 1 AERIAL VIEW

### ESTIMATED DEVELOPMENT POTENTIAL (BASED ON HARD/SOFT ANALYSIS)

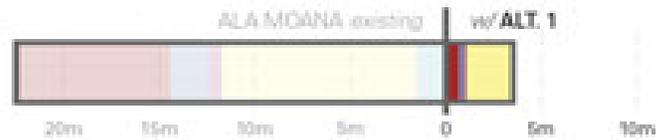
LAND USE	Sq. Ft	%
Retail	525K	15%
Office	350K	10%
Hotel	175K	5%
Residential	2.4M (2400 DU)	70%
<b>TOTAL</b>	<b>3.5M</b>	<b>100%</b>
<b>FAR</b>	<b>Maintain existing FARs</b>	

### POTENTIAL COMMUNITY BENEFITS

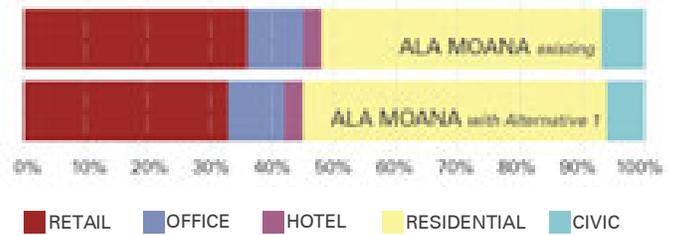
OPEN SPACE	Reprogramming existing parks, onsite residential open space requirements
CIRCULATION	Bike lane restriping of local streets, repainting crosswalks

### LAND USE MIX/FAR COMPARISON

#### DEVELOPMENT AMOUNT



#### LAND USE COMPARISON



#### FAR COMPARISON



FIGURE 5-4: ALTERNATIVE 1 LAND USE ANALYSIS



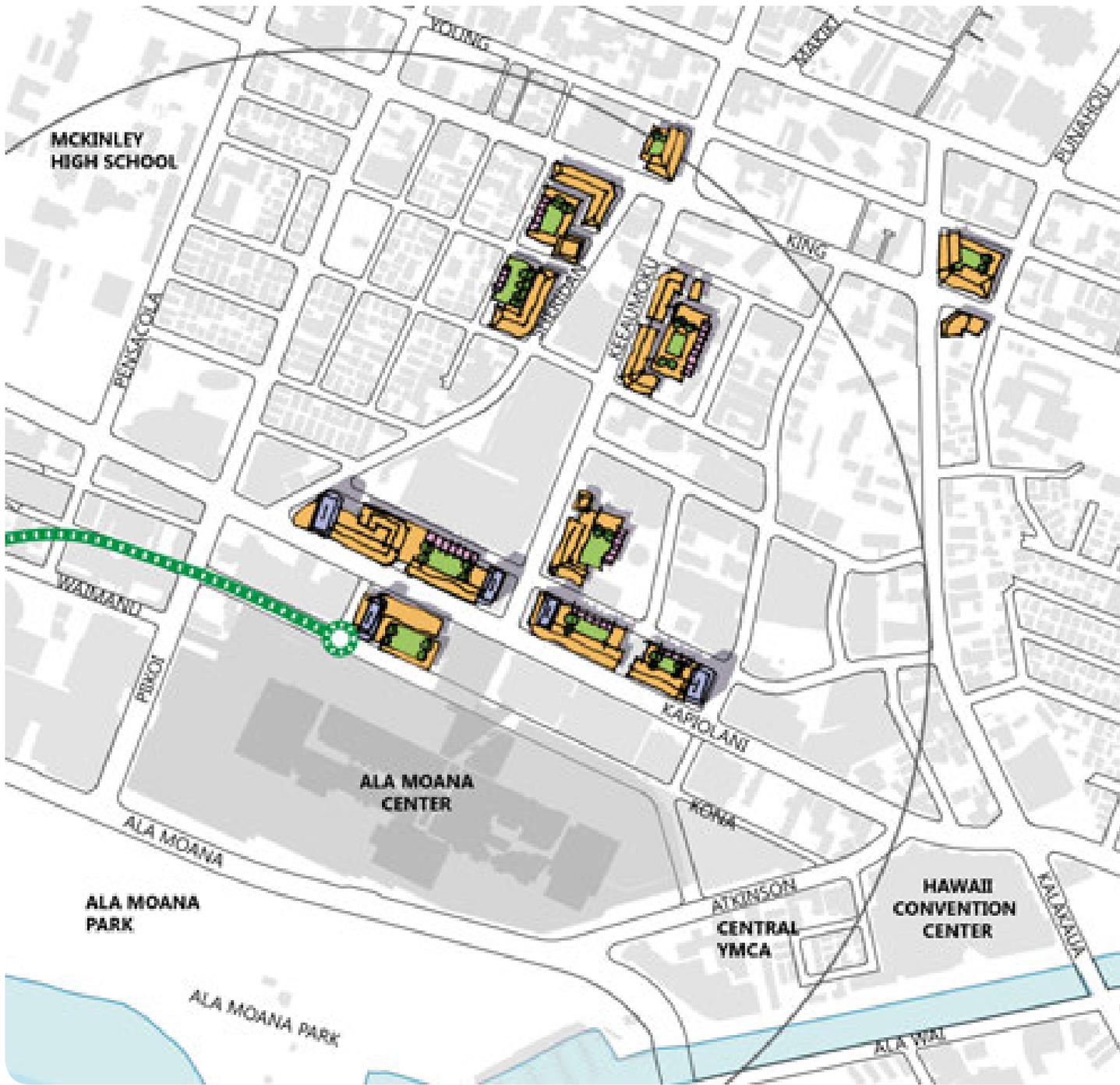


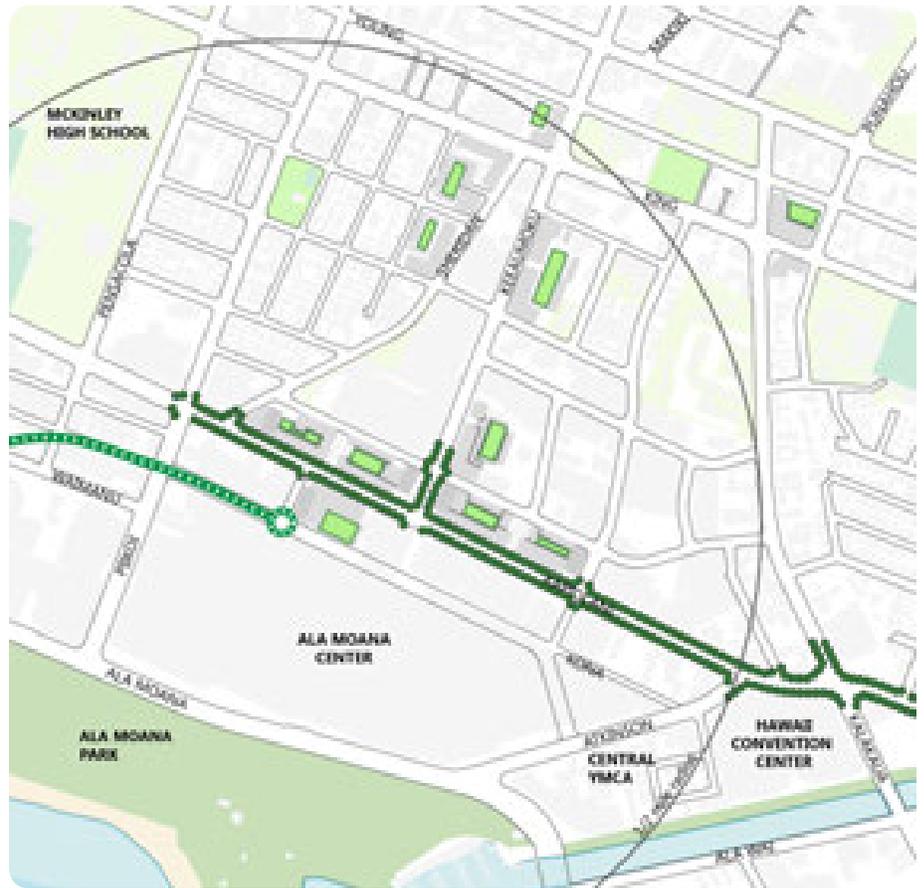
FIGURE 5-5: ALTERNATIVE 1 ILLUSTRATIVE



-  Fixed Guideway
-  Midrise Tower (10-15 Stories)
-  Liner Building (4-6 Stories)
-  Townhouses/Live/Work (2-3 Stories)

**FIGURE 5-6: ALTERNATIVE 1 OPEN SPACE**

-  Fixed Guideway
- Proposed Interventions**
  -  Amenity Deck
  -  Major Streetscape Improvements
- Existing Condition**
  -  Regional Park
  -  Community Park
  -  Athletic Field
  -  Other Landscaped Open Space
  -  Beach



**FIGURE 5-7: ALTERNATIVE 1 PARKING**

-  Fixed Guideway
- Proposed Interventions**
  -  Structured Parking
  -  Building Footprint
- Existing Condition**
  -  Parking Lot

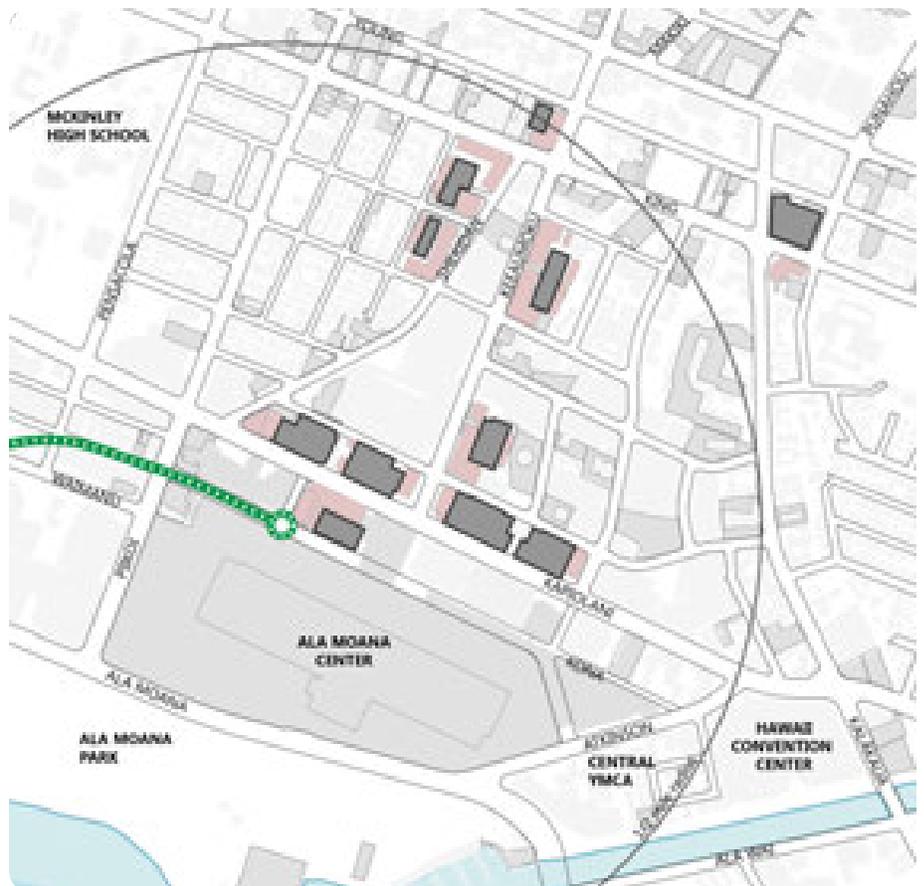


FIGURE 5-8: ALTERNATIVE 1 ZONING DESIGNATIONS

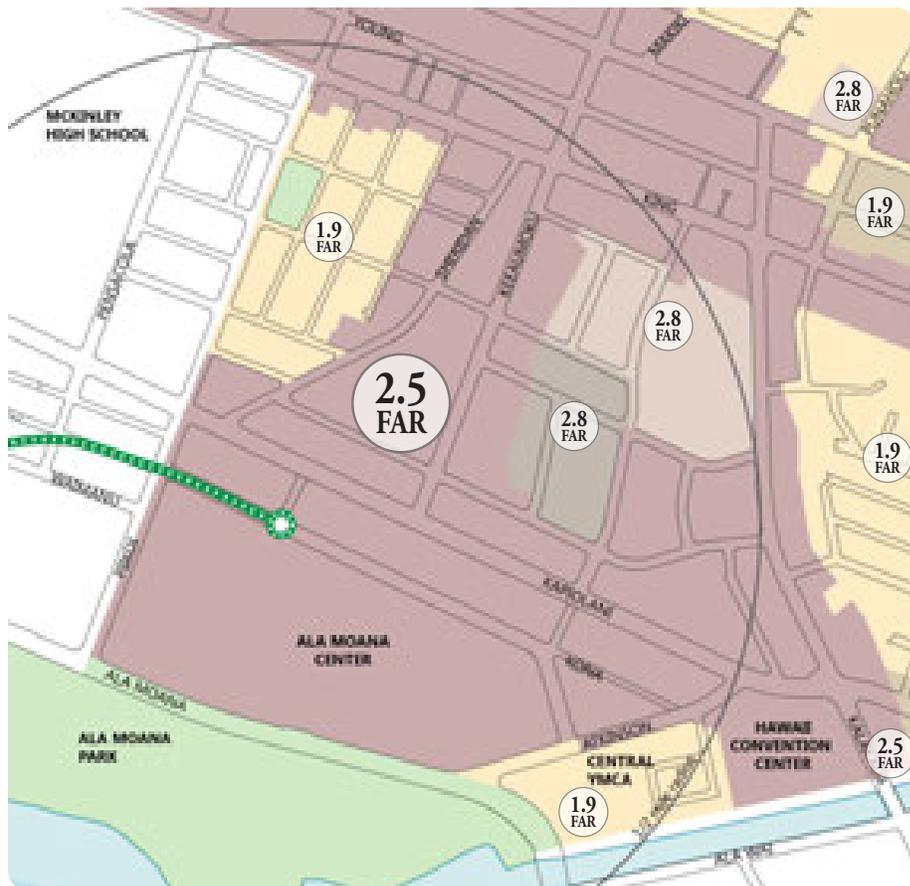
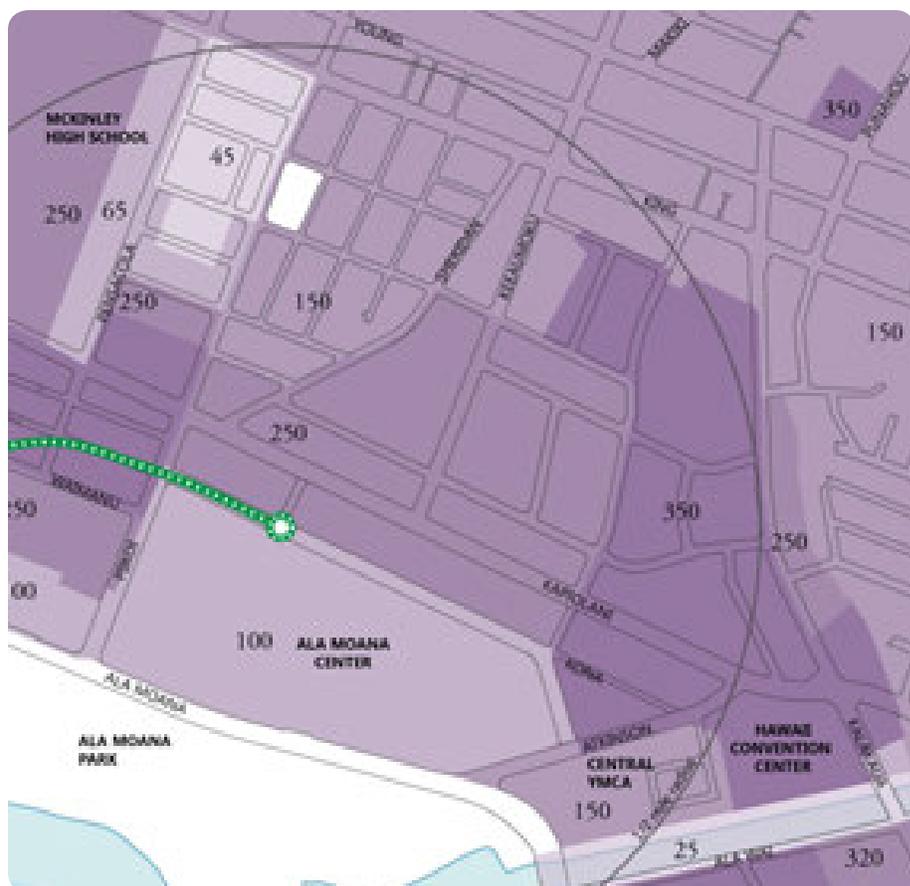
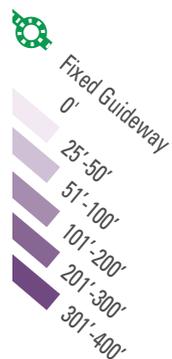


FIGURE 5-9: ALTERNATIVE 1 HEIGHT LIMITS



## 5.3 ALTERNATIVE 2: MIXED USE AT KEY NODES

**Description:** *Alternative 2 targets redevelopment of the neighborhood’s two major activity nodes through provision of a density bonus intended to overcome identified development barriers. The first of these nodes incorporates parcels surrounding the Ala Moana Center Station, emphasizing transit oriented development. Here it is anticipated that a broad mix of uses including residential and office will benefit from proximity to the station. The other node encompasses parcels surrounding the Convention Center, where new development will reinforce convention activity and highlight the gateway between Ala Moana and Waikiki. In both instances, FAR is increased to 4.0 with a corresponding height limit of 400 feet, encouraging point towers that will protect mauka-makai view corridors. Additionally, height is decreased to 250 feet north of Makaloa Street to better focus development on the two nodes. Developers are required to mitigate the impact of additional development provided through the density bonus; this may be accomplished with a combination of additional use and design standards and nexus fees. Because the density bonus is intended to spur near-term development on only a handful of key parcels, it is expected that this alternative will selectively fund additional public improvements, such as pedestrian crossing and streetscape enhancements at priority locations.*

### **Anticipated Advantages:**

- Incentivizes and focuses near-term development at most important locations.
- Capitalizes on existing assets (i.e., Ala Moana Station and Convention Center)
- Emphasizes transit-oriented development and reinforces Convention Center activity.
- Maintains current expectations for remainder of Ala Moana neighborhood.
- Confines negotiations and/or discretionary review to limited number of projects and property owners / developers.

### **Anticipated Disadvantages:**

- Fails to actively facilitate redevelopment outside of key nodes.

- Identifies limited number of property owners / developers as beneficiaries of most advantageous public incentives.
- Generates insufficient development activity to fund costliest community benefits, such as extensive streetscape improvements and additional public park space.
- Requires revised zoning, approval, and fee processes to implement.

### **Potential Community Benefits / Public Investment Strategy:**

- Alternative 1 benefits program, plus...
- Reconfigure major intersections to promote safer pedestrian crossing.
- Introduce streetscape enhancements at key nodes and along Kona.
- Augment affordable housing measures.
- Provide for façade improvement / rehabilitation program.
- Consider other activities such as events programming.

### **Recommended Implementation Approach:**

- Provide incentive zoning /density bonus (e.g., increased FAR and height, reduced parking requirements) for parcels located within key nodes.
- Require mitigation measures to offset impacts of additional development and promote community goals and objectives.
- Mitigation measures may encompass additional use and design standards, and nexus fee requirements.
- Fund community benefits based on existing fee and tax structures, plus additional “nexus fees” associated with density bonus.
- Employ “Discretionary Review Combining Mitigation Measures w/ Zoning Incentives” as suggested implementation approach for designated nodes.



FIGURE 5-10: ALTERNATIVE 2 AERIAL VIEW

### ESTIMATED DEVELOPMENT POTENTIAL (BASED ON HARD/SOFT ANALYSIS)

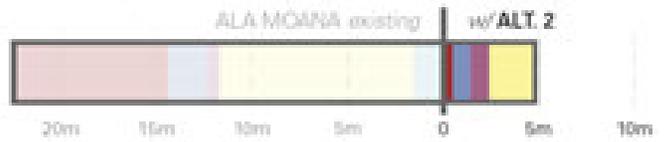
Land Use	Sq. Ft	%
Retail	480K	10%
Office	1M	20%
Hotel	1M	20%
Residential	2.4M (2400 DU)	50%
<b>TOTAL</b>	<b>4.8M</b>	<b>100%</b>
<b>FAR</b>	Upzone at key nodes to 4.0	

### POTENTIAL COMMUNITY BENEFITS

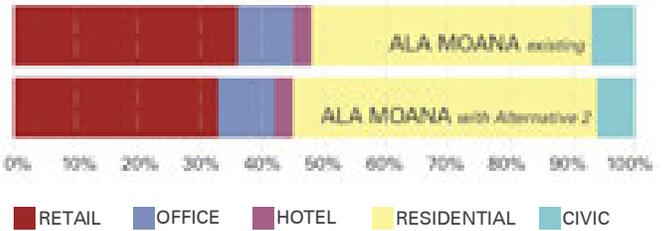
OPEN SPACE	Improved streetscape, street closure for community events near Keeaumoku/Kapiolani
CIRCULATION	Bike lane restriping of local streets, geometric reconfigurations at key intersections

### LAND USE MIX/FAR COMPARISON

#### DEVELOPMENT AMOUNT



#### LAND USE COMPARISON



#### FAR COMPARISON



FIGURE 5-11: ALTERNATIVE 2 LAND USE ANALYSIS



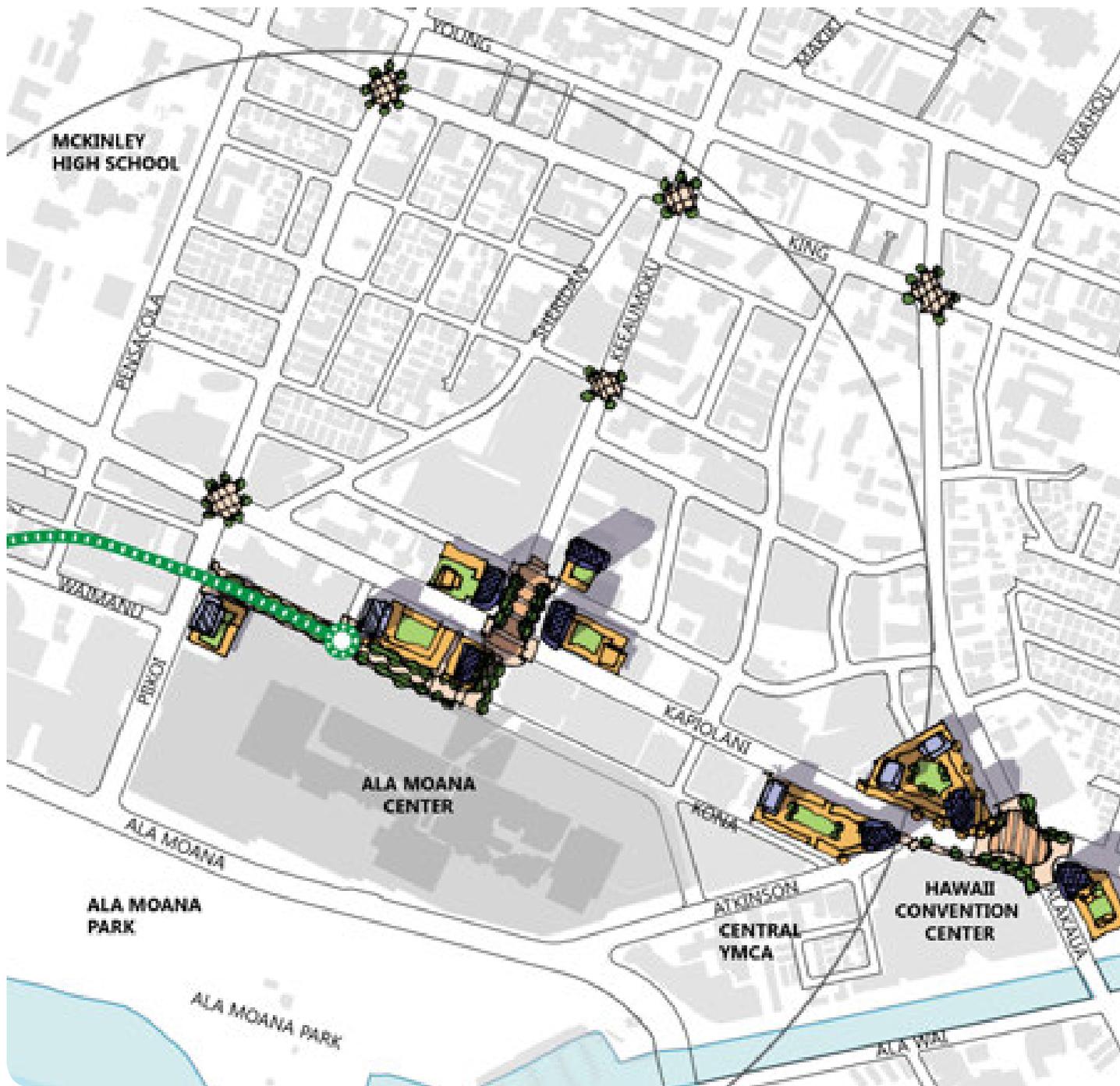


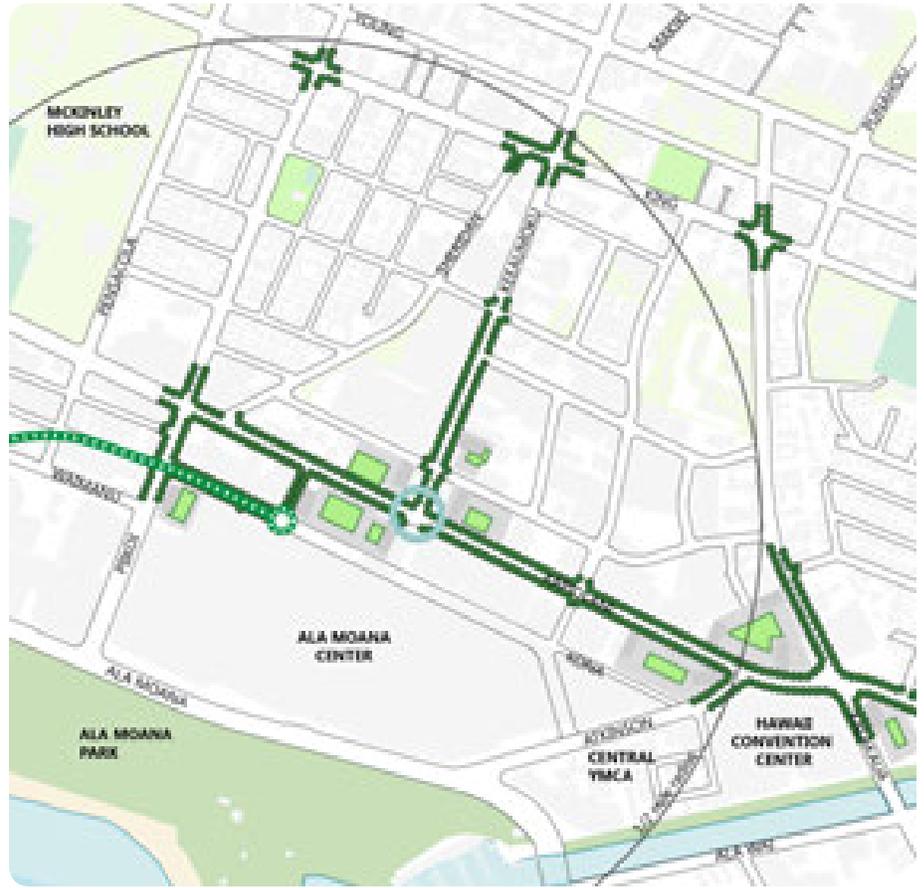
FIGURE 5-12: ALTERNATIVE 2 ILLUSTRATIVE



-  Fixed Guideway
-  High Rises (20+ Stories)
-  Mid Rises (10-15 Stories)
-  Liner Building (4-6 Stories)
-  Intersection Improvement

**FIGURE 5-13: ALTERNATIVE 2  
OPEN SPACE**

-  Fixed Guideway
- Proposed Interventions**
  -  Amenity Deck
  -  Major Deck
  -  Pedestrian Flyover
- Existing Condition**
  -  Regional Park
  -  Community Park
  -  Athletic Field
  -  Other Landscaped Open Space
  -  Beach



**FIGURE 5-14: ALTERNATIVE 2  
PARKING**

-  Fixed Guideway
- Proposed Interventions**
  -  Structured Parking
  -  Building Footprint
- Existing Condition**
  -  Parking Lot

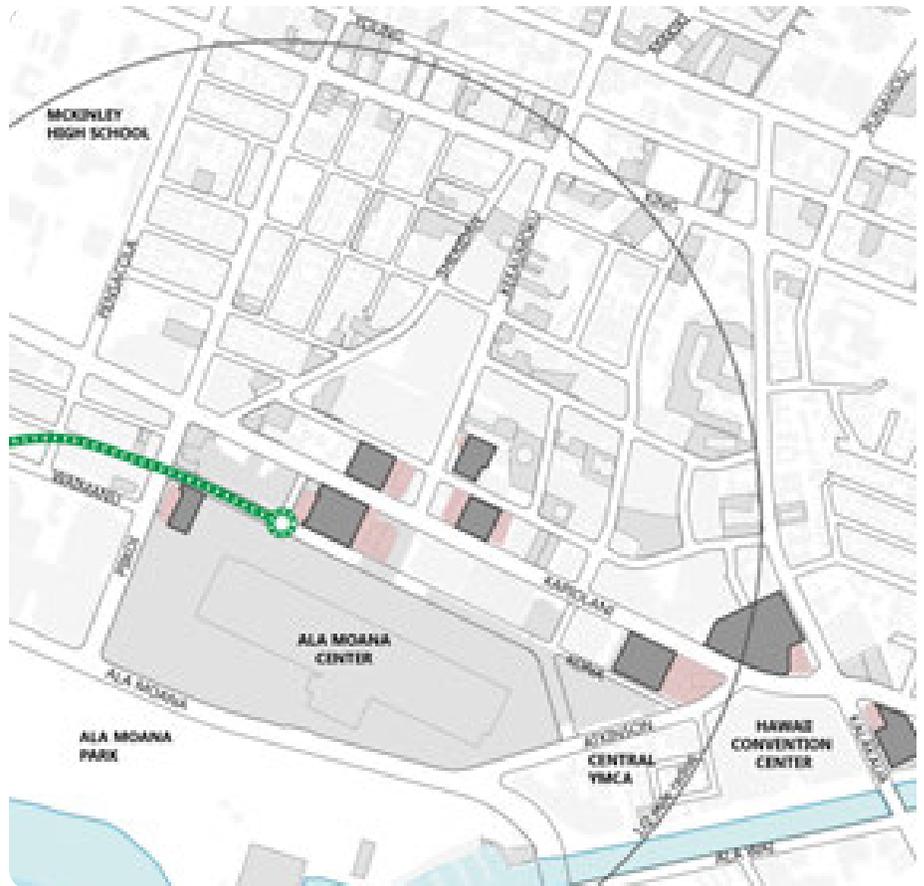


FIGURE 5-15: ALTERNATIVE 2 ZONING DESIGNATIONS

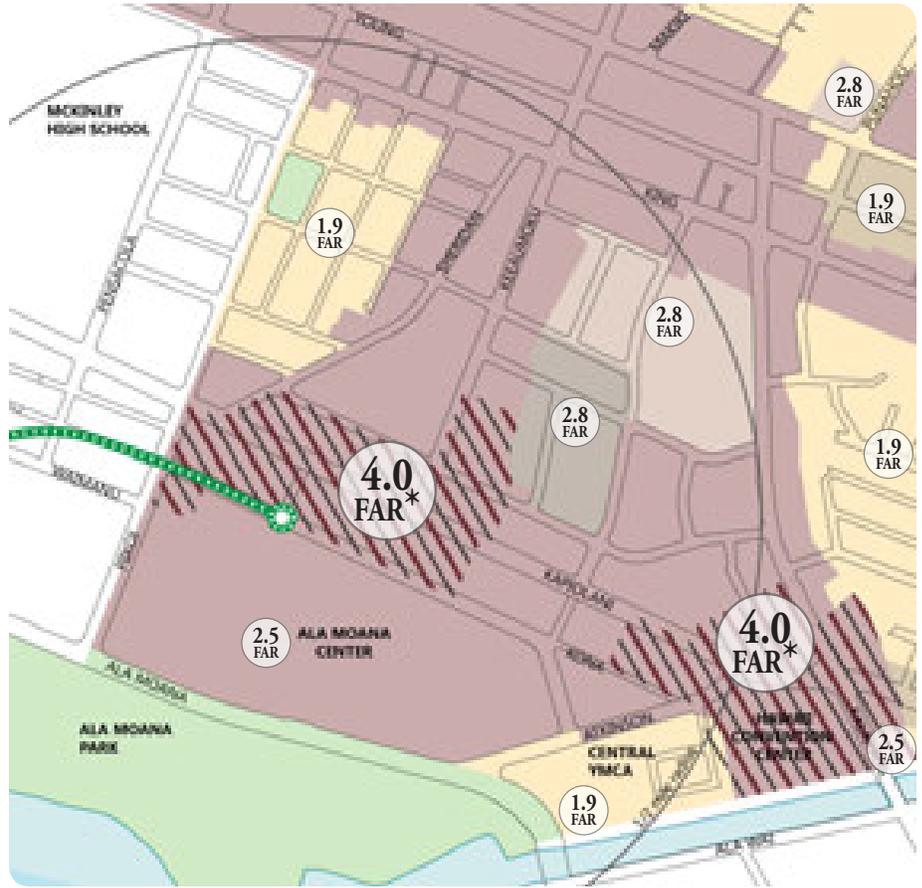
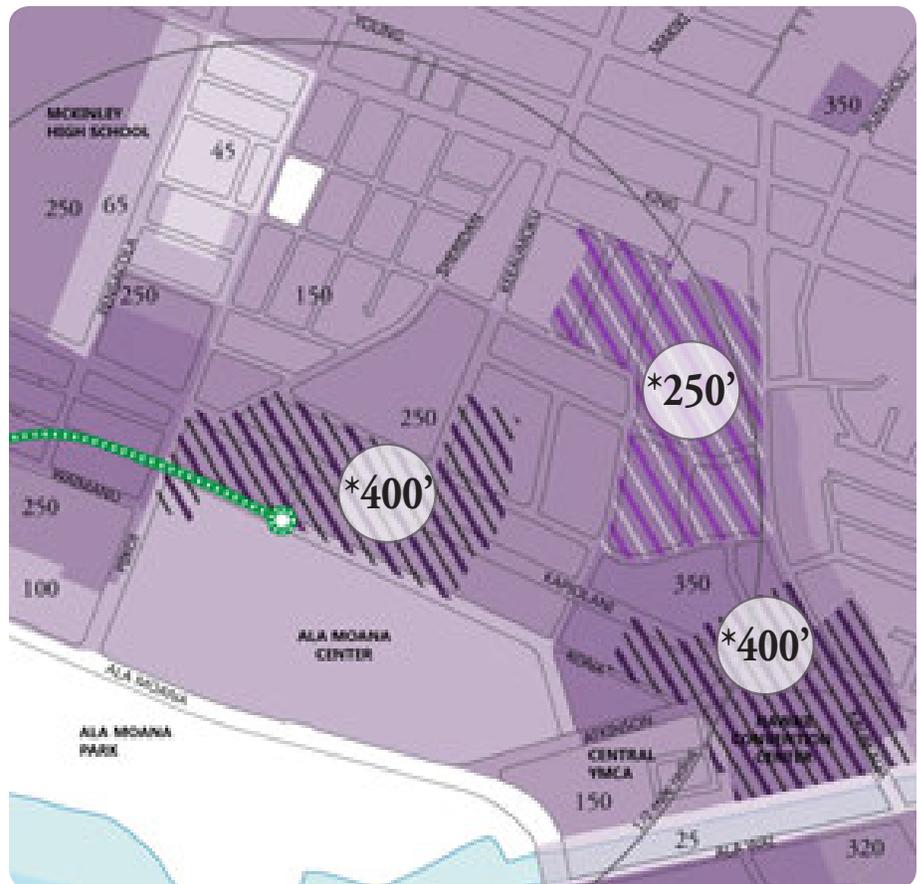
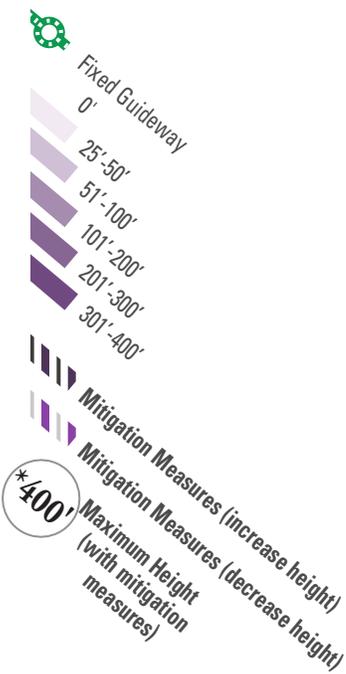


FIGURE 5-16: ALTERNATIVE 2 HEIGHT LIMITS



## 5.4 ALTERNATIVE 3: DENSITY ALONG MULTI-MODAL CORRIDORS

**Description:** *Alternative 3 promotes redevelopment along Ala Moana’s arterial roadways, providing a density bonus that is intended to overcome development barriers and transform these streets into mixed use, multi-modal corridors. The highest maximum FAR of 3.5 is assigned to properties located along Kapiolani, intended to spur near-term activity in close proximity to the rail station. In addition, properties located along Kalakaua, King, Keeaumoku and stretches of Sheridan and Piikoi receive a maximum FAR of 3.0. Maximum heights are similarly modified, including an increase to 400 feet along much of Kapiolani. This approach requires that developers incorporate mitigation measures to offset impacts associated with the additional development intensity, including the payment of “nexus” fees to fund community benefits. Given the long-term potential for high-density build out, it is anticipated that funding could address a wide range of community needs, including comprehensive streetscape improvements that support a multi-modal movement strategy. This approach requires considerable public involvement in administering the community benefits program.*

### **Anticipated Advantages:**

- Facilitates redevelopment along highly visible arterial corridors, with particular emphasis on Kapiolani.
- Expands number of property owners / developers as potential beneficiaries of public incentives.
- Maintains current expectations for residentially dominated interior blocks.
- Generates considerable development activity, helping to fund costliest community benefits, such as multi-modal streetscape improvements.

### **Anticipated Disadvantages:**

- Disperses investment, potentially redirecting and/or delaying development of key sites surrounding train station and Convention Center.
- Permits long-term build out that may strain neighborhood infrastructure and exceed community acceptance.

- Requires considerable restructuring of zoning, approval, and fee processes to implement.
- Involves potential negotiations / discretionary review with numerous projects and property owners/ developers.

### **Potential Community Benefits / Public Investment Strategy:**

- Alternative 1 & 2 benefits program, plus...
- Introduce multi-modal streetscape enhancements throughout neighborhood, including roadway reconfigurations along major corridors.
- Provide additional park & plaza space within the neighborhood, including “transit plaza.”
- Consider supplementary loop bus system associated with corridor improvements to address density increases.

### **Recommended Implementation Approach:**

- Provide incentive zoning / density bonus (e.g., increased FAR and height, reduced parking requirements) for parcels located along major corridors.
- Require mitigation measures to offset impacts of additional development and promote community goals and objectives.
- Mitigation measures may encompass additional use and design standards, and nexus fee requirements.
- Fund community benefits based on existing fee and tax structures, plus additional “nexus fees” associated with density bonus.
- Employ “Discretionary Review Combining Mitigation Measures w/ Zoning Incentives” as suggested implementation approach for designated properties along key corridors.

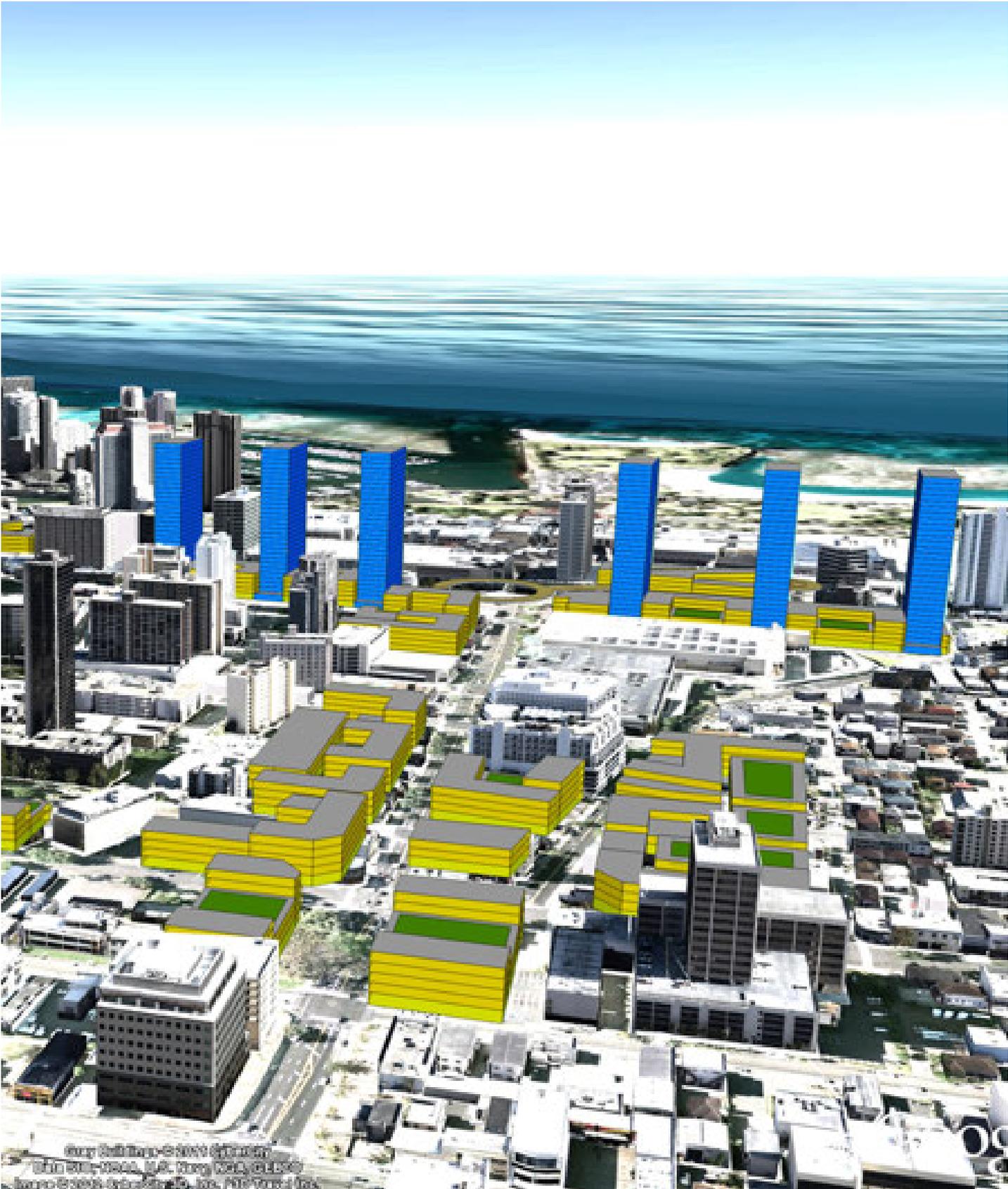


FIGURE 5-17: ALTERNATIVE 3 AERIAL VIEW

### ESTIMATED DEVELOPMENT POTENTIAL

(BASED ON HARD/SOFT ANALYSIS)

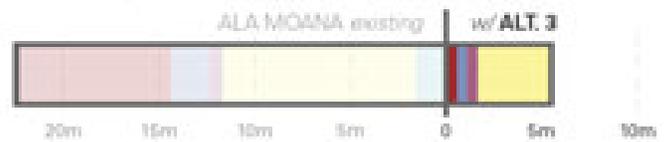
Land Use	Sq. Ft	%
Retail	550K	10%
Office	550K	10%
Hotel	550K	10%
Residential	3.8M (3800 DU)	70%
<b>TOTAL</b>	<b>5.5M</b>	<b>100%</b>
<b>FAR</b>	Upzone to 3.25 along corridors (average)	

### POTENTIAL COMMUNITY BENEFITS

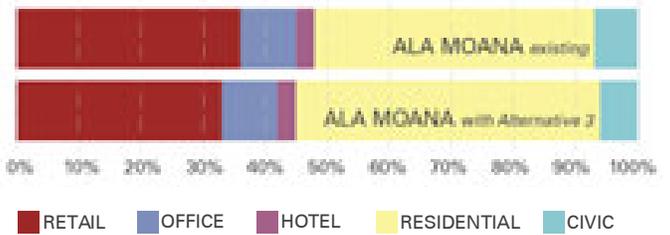
OPEN SPACE	Improved streetscape, special event plaza at intersection of Keeaumoku/Kapiolani
CIRCULATION	Bike lane restriping of local streets, geometric reconfigurations at key intersections and along corridors, loop bus service

### LAND USE MIX/FAR COMPARISON

#### DEVELOPMENT AMOUNT



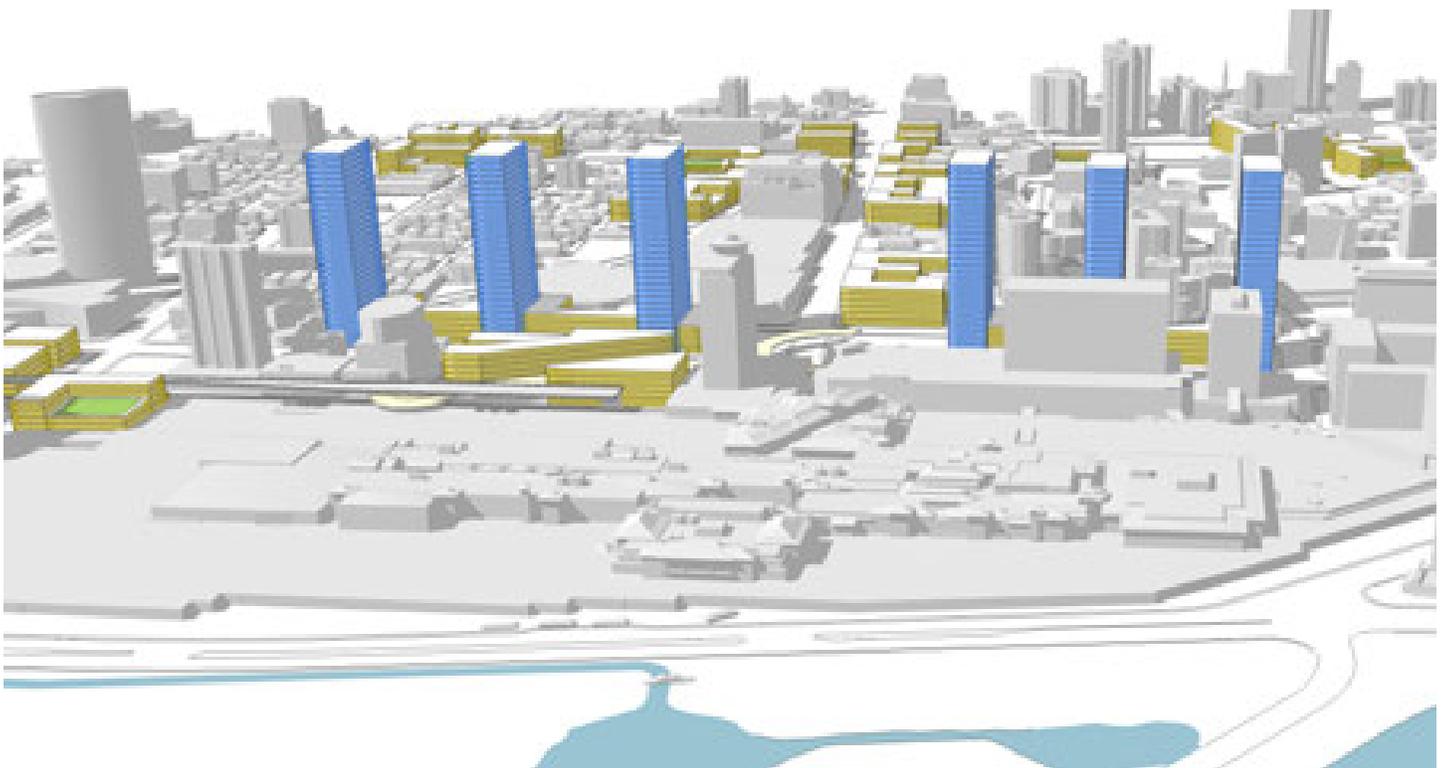
#### LAND USE COMPARISON



#### FAR COMPARISON



FIGURE 5-18: ALTERNATIVE 3 LAND USE ANALYSIS



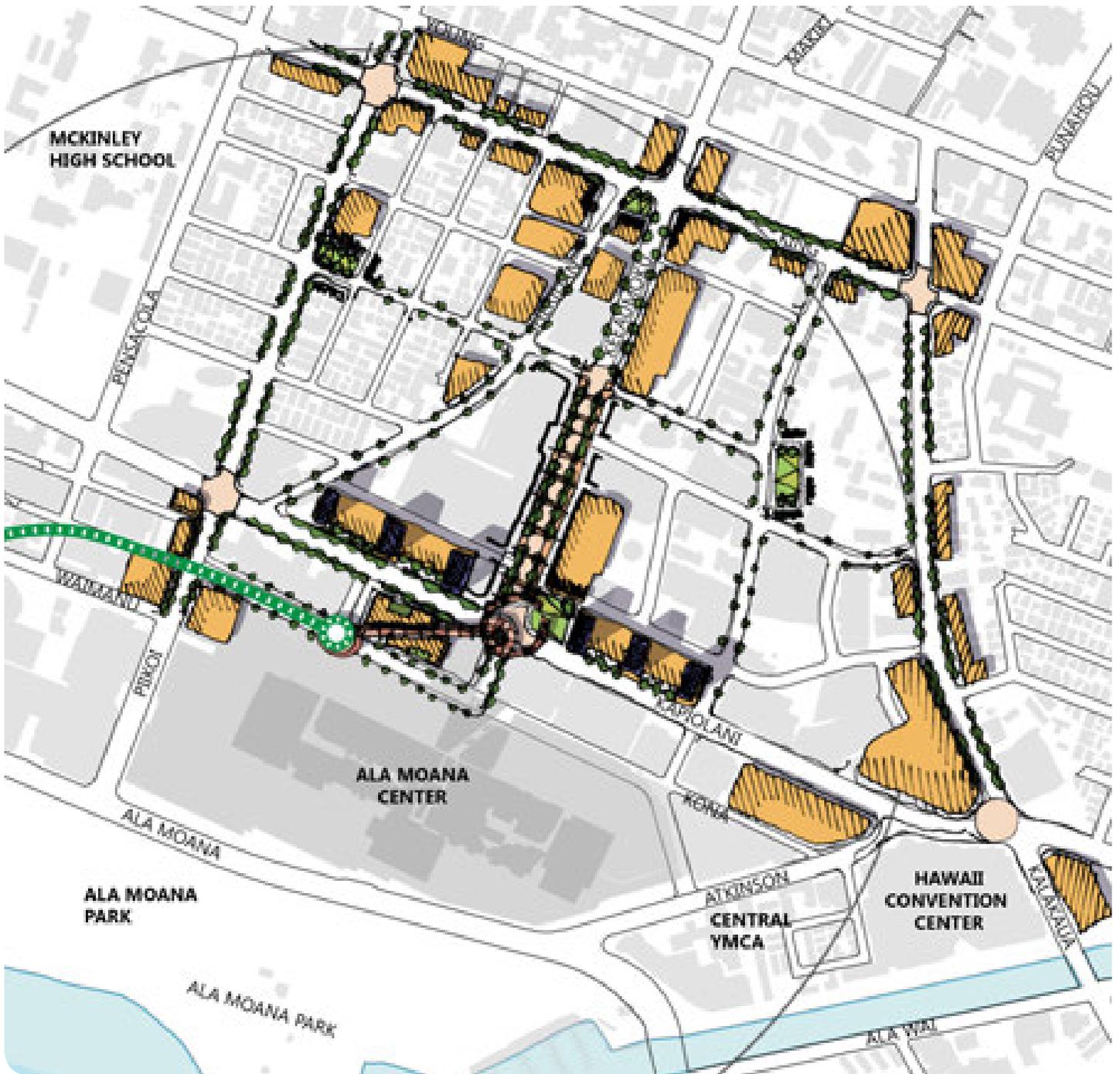
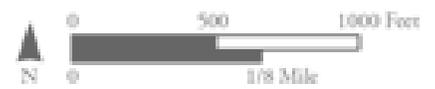


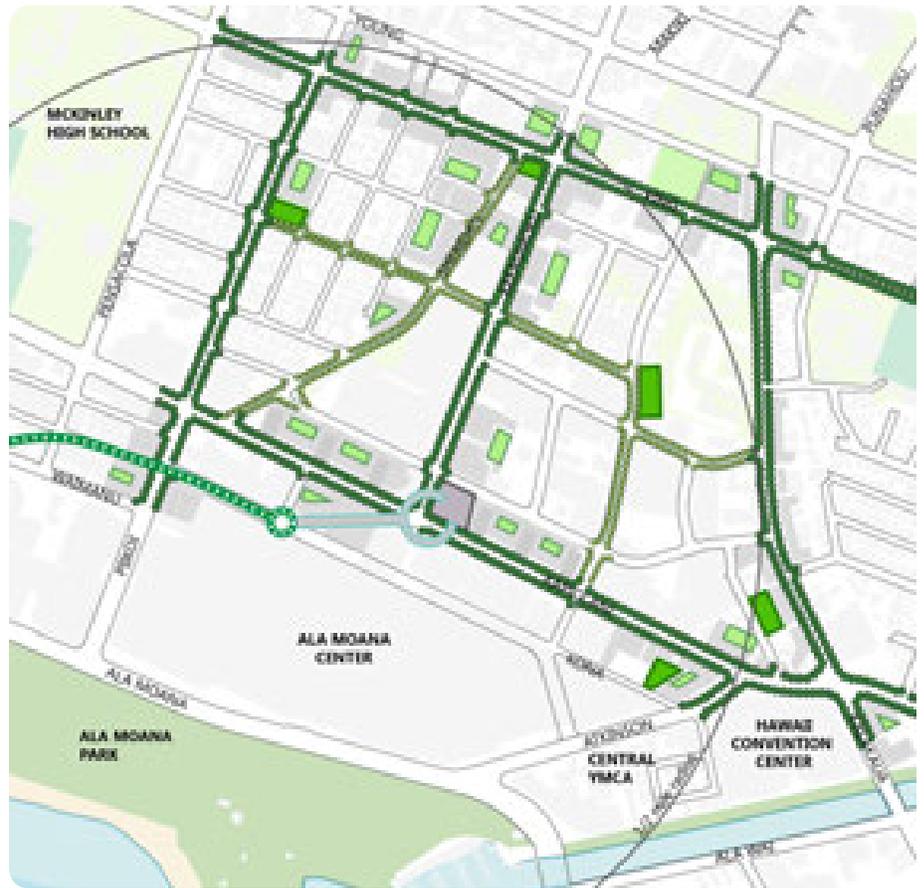
FIGURE 5-19: ALTERNATIVE 3 ILLUSTRATIVE



-  Fixed Guideway
-  Elevated Transit Plaza
-  Improved Intersection
-  Community Park
-  Liner Building (4-6 Stories)
-  Hi Rise Towers (20+ Stories)
-  Special Paving/Streetscape

**FIGURE 5-20: ALTERNATIVE 3  
OPEN SPACE**

-  Fixed Guideway
- Proposed Interventions**
-  Community Park
-  Square/Event Space
-  Amenity Deck
-  Major Deck
-  Other Streetscape Improvements
-  Pedestrian Flyover
- Existing Condition**
-  Regional Park
-  Community Park
-  Athletic Field
-  Other Open Space
-  Beach



**FIGURE 5-21: ALTERNATIVE 3  
PARKING**

-  Fixed Guideway
- Proposed Interventions**
-  Structured Parking
-  Building Footprint
- Existing Condition**
-  Parking Lot

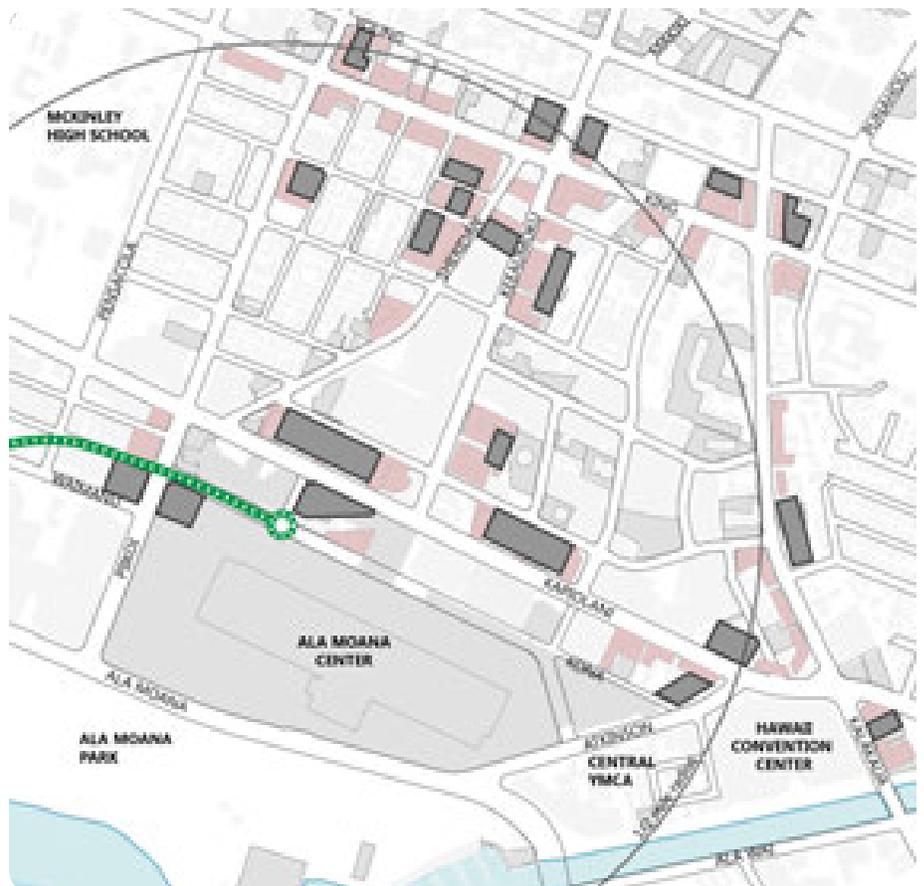


FIGURE 5-22: ALTERNATIVE 3 ZONING DESIGNATIONS

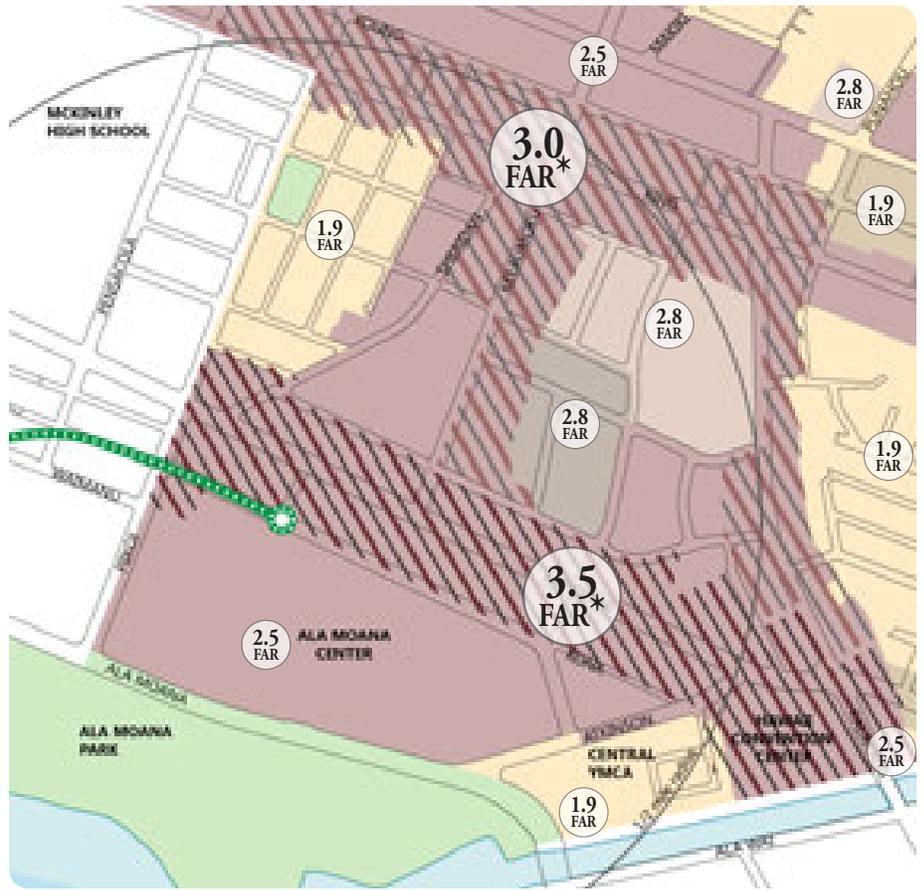
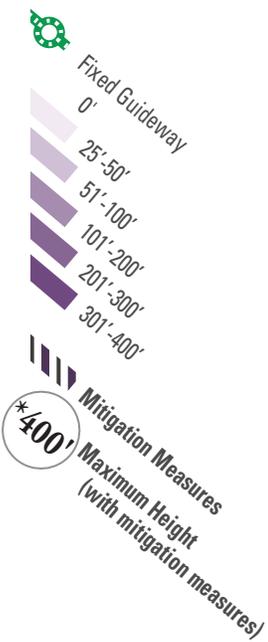


FIGURE 5-23: ALTERNATIVE 3 HEIGHT LIMITS



## 5.5 ALTERNATIVE 4: STATION-CENTRIC DEVELOPMENT

**Description:** *Alternative 4 incentivizes new development immediately surrounding the rail station, while also taking advantage of station proximity to promote densification of the shopping mall site. For those parcels surrounding the station, the density bonus permits a maximum 4.0 FAR and a maximum height of 400 feet. It is anticipated that this will facilitate near-term development of a broad mix of uses, including office and residential. Additionally, the height limit increases from 100 feet to 250 feet for the majority of the shopping mall site. Here it is projected that primarily mid-rise residential development will combine with some commercial expansion to take advantage of the air rights above existing mall parking structures. Additional development achieved through the assigned density bonuses requires mitigation measures, which may include a combination of additional use and design standards and nexus fees. The parcels benefitting from these bonuses are narrowly selected, and therefore, anticipated funding for public improvements will necessarily focus on priority projects. This might include an elevated transit plaza and pedestrian flyover at Kapiolani and Keeaumoku that serves transit and mall patrons.*

### **Anticipated Advantages:**

- Takes advantage of shopping mall site as resource, utilizing air rights above existing parking structures.
- Maximizes use of shopping mall's parking supply, while potentially activating mall street frontage.
- Incentivizes development near transit station.
- Confines negotiations and/or discretionary review to limited number of projects and property owners / developers.
- Maintains current expectations for remainder of Ala Moana neighborhood.

### **Anticipated Disadvantages:**

- Fails to actively facilitate redevelopment at key locations outside of immediate station area and mall property (e.g., surrounding Convention Center).
- Identifies limited number of property owners / developers as beneficiaries of most advantageous public incentives.

- Generates insufficient development activity to fund some high-cost community benefits, such as extensive streetscape improvements.
- Requires revised zoning, approval, and fee processes to implement.

### **Potential Community Benefits / Public Investment Strategy:**

- Alternative 1 benefits program, plus...
- Improve Kona streetscape and environs (e.g., special lighting, public art, etc., to improve appearance of transit right of way).
- Consider elevated transit plaza with pedestrian flyover at Kapiolani & Keeaumoku.
- Explore opportunity for mauka-makai pedestrian passage through shopping mall linking Keeaumoku and Ala Moana Park.
- Augment affordable housing measures.
- Provide for façade improvement / rehabilitation program.
- Consider other activities such as events programming.

### **Recommended Implementation Approach:**

- Provide incentive zoning /density bonus (e.g., increased FAR and height, reduced parking requirements) for shopping mall property and parcels surrounding transit station.
- Require mitigation measures to offset impacts of additional development and promote community goals and objectives.
- Mitigation measures may encompass additional use and design standards, and nexus fee requirements.
- Fund community benefits based on existing fee and tax structures, plus additional "nexus fees" associated with density bonus.
- Employ "Negotiated Development Agreement" as suggested implementation approach for properties benefitting from incentive zoning.

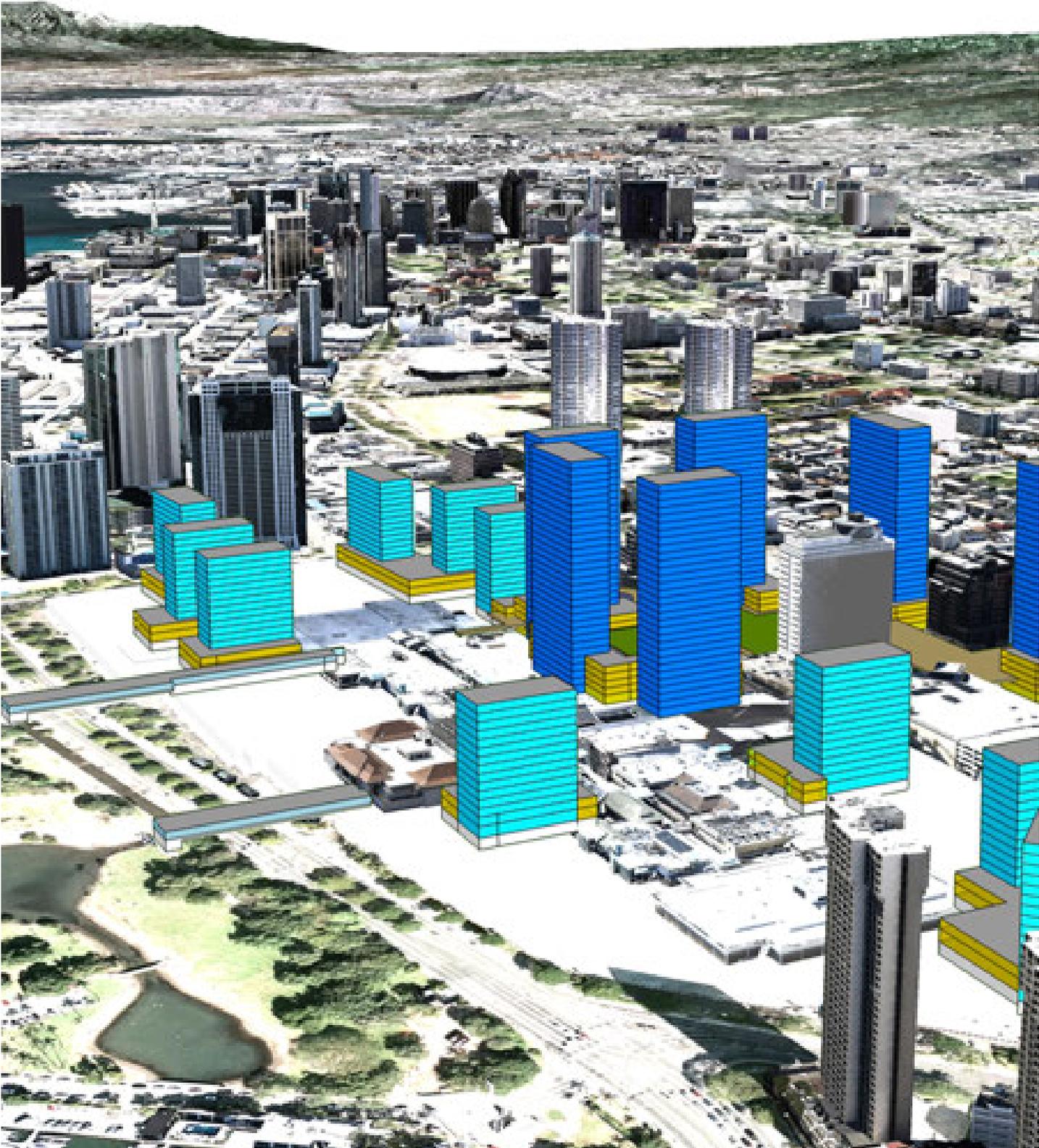


FIGURE 5-24: ALTERNATIVE 4 AERIAL VIEW

### ESTIMATED DEVELOPMENT POTENTIAL

(BASED ON HARD/SOFT ANALYSIS)

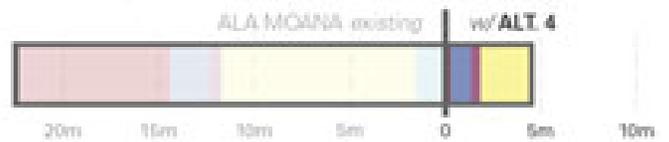
Land Use	Sq. Ft	%
Retail	220K	5%
Office	1.1M	25%
Hotel	450K	10%
Residential	2.6M (2600 DU)	60%
<b>TOTAL</b>	<b>4.4M</b>	<b>100%</b>
<b>FAR</b>	2.5 at Mall, 4 at Kapiolani/ Keeaumoku	

### POTENTIAL COMMUNITY BENEFITS

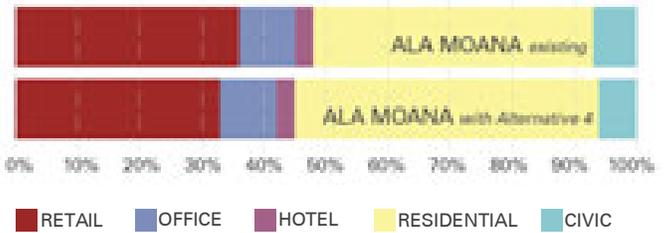
<b>OPEN SPACE</b>	Elevated Plaza and flyover to Keeaumoku connecting mall to transit station and shopping street beyond. Kona street improvements to the transit ROW.
<b>CIRCULATION</b>	Improved mauka / makai pedestrian passage connecting Keeaumoku and Ala Moana Park waterfront

### LAND USE MIX/FAR COMPARISON

#### DEVELOPMENT AMOUNT



#### LAND USE COMPARISON



#### FAR COMPARISON



FIGURE 5-25: ALTERNATIVE 4 LAND USE ANALYSIS



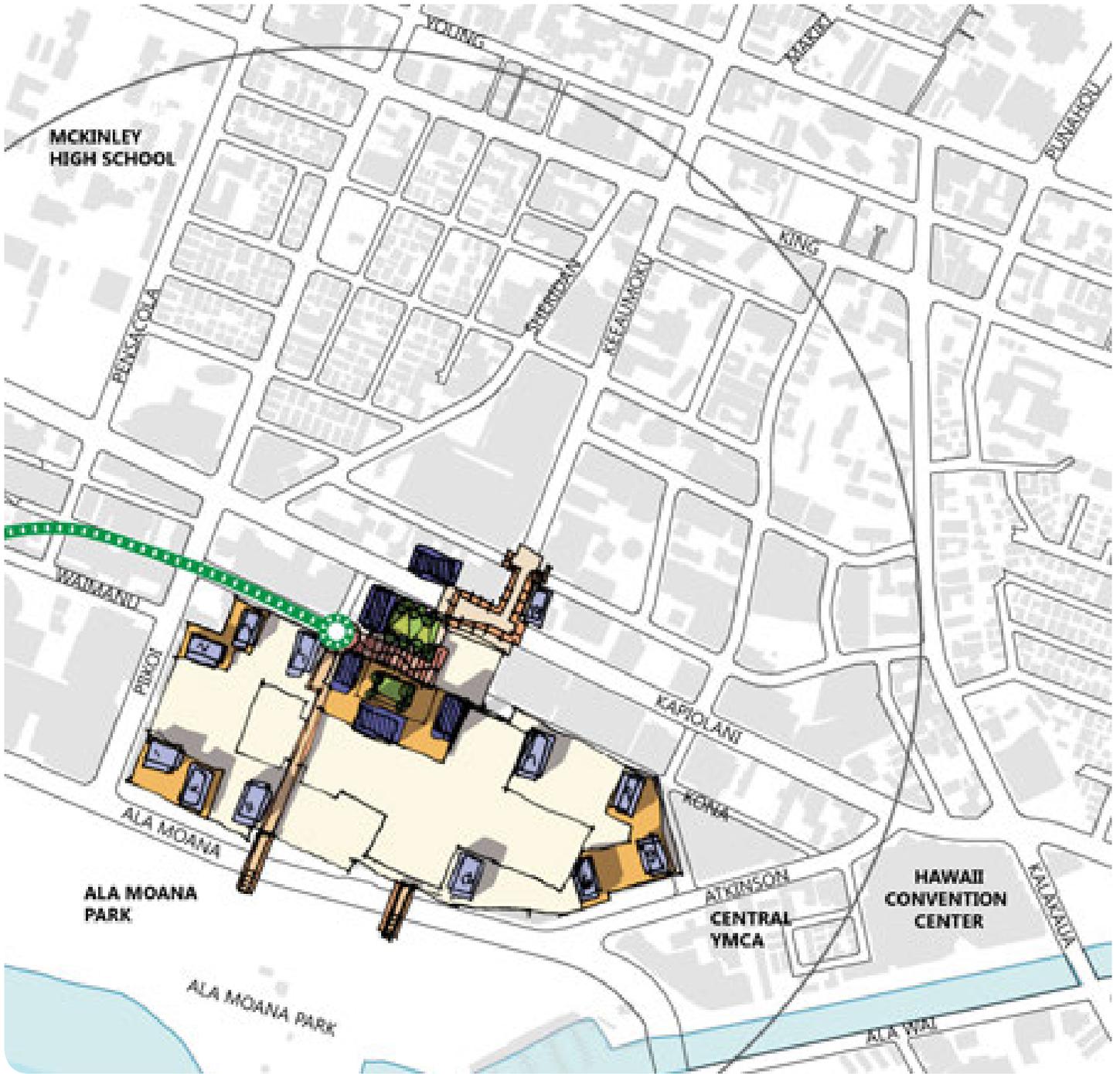


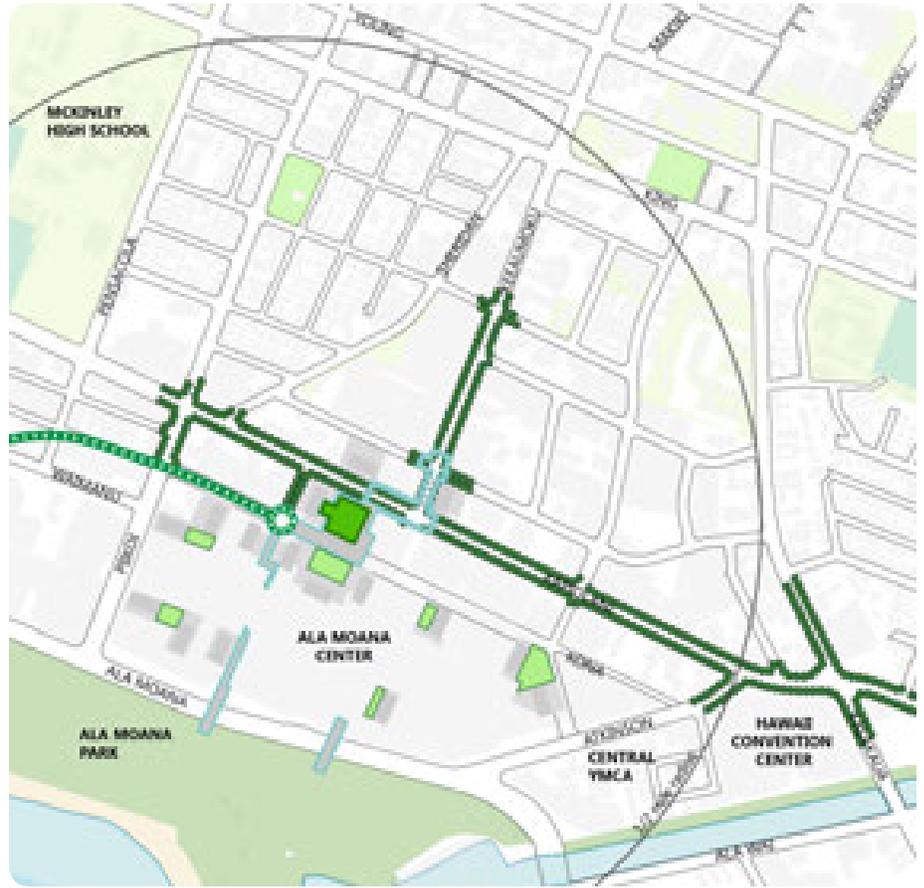
FIGURE 5-26: ALTERNATIVE 4 ILLUSTRATIVE



-  Fixed Guideway
-  Community Park
-  High Rises (30-35 Stories)  
5 x 13k x 35 Stories = 2.3 million
-  Midrise Towers (4-6 Stories)  
12 x 13k x 14 Stories = 2.2 million
-  Tower Podium (2-3 Stories)
-  Elevated Walkway
-  Transit Plaza

**FIGURE 5-27: ALTERNATIVE 4  
OPEN SPACE**

-  Fixed Guideway
- Proposed Interventions**
-  Community Park
-  Amenity Park
-  Major Streetscape Improvements
-  Major Deck
-  Pedestrian Flyover
- Existing Condition**
-  Regional Park
-  Community Park
-  Athletic Field
-  Other Open Space
-  Beach



**FIGURE 5-28: ALTERNATIVE 4  
PARKING**

-  Fixed Guideway
- Proposed Interventions**
-  Structured Parking
-  Building Footprint
- Existing Condition**
-  Parking Lot

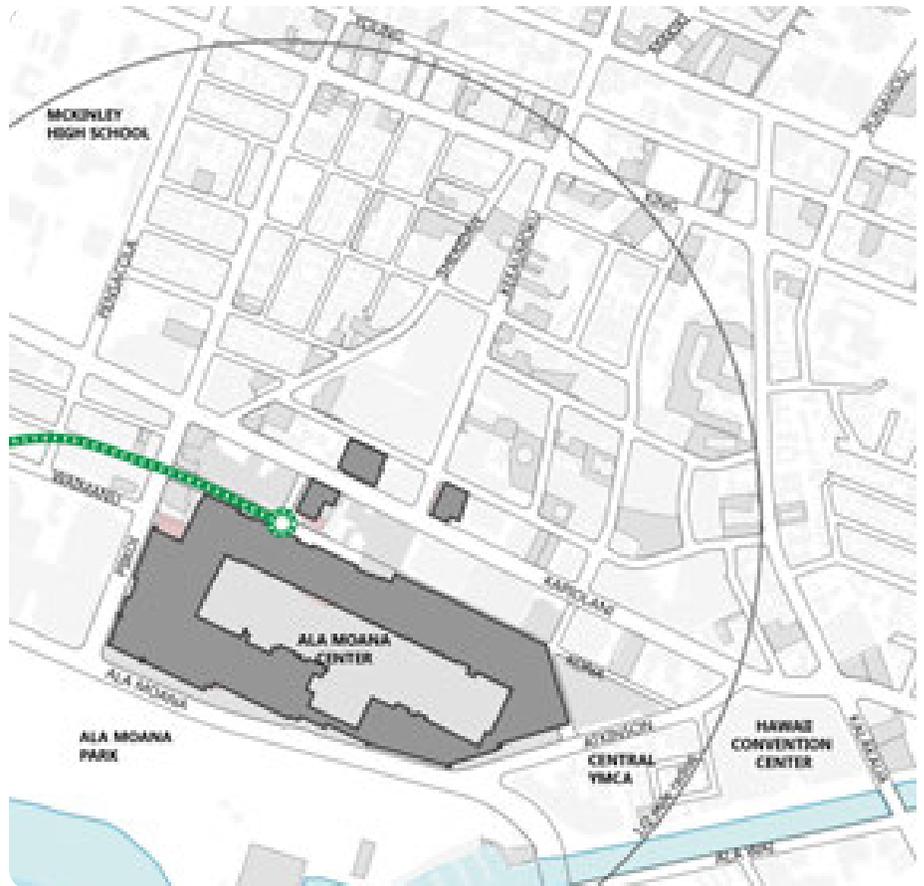


FIGURE 5-29: ALTERNATIVE 4 ZONING DESIGNATIONS

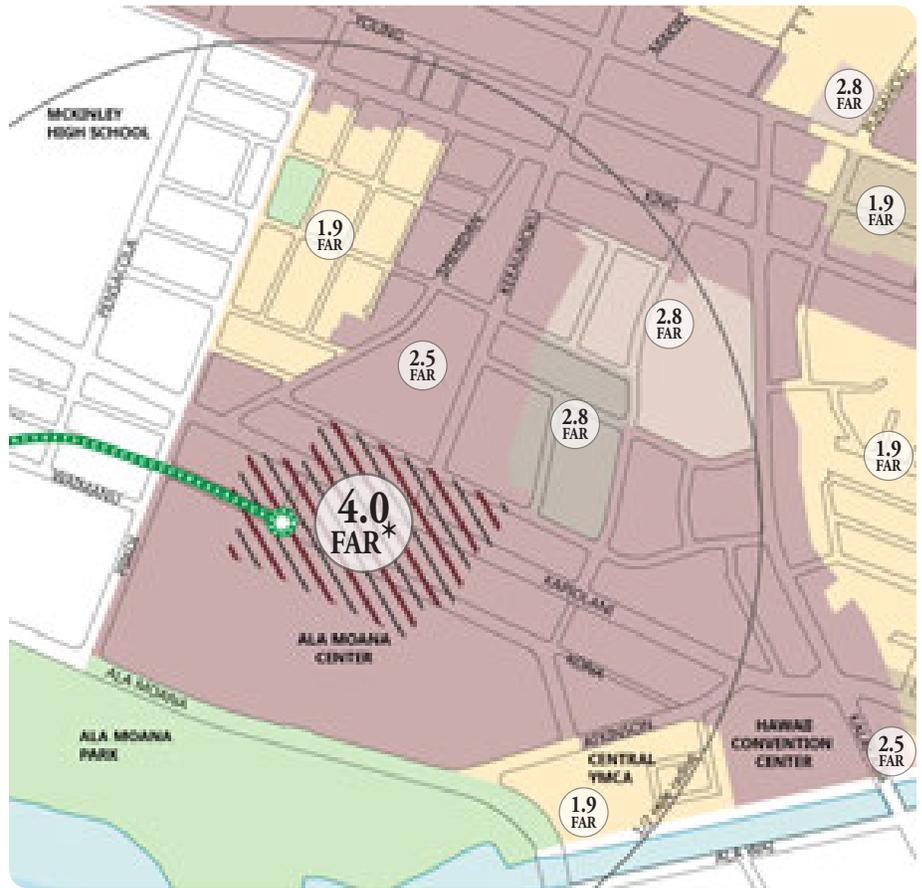


FIGURE 5-30: ALTERNATIVE 4 HEIGHT LIMITS



## 5.6 ALTERNATIVE 5: DISTRICT-WIDE INCENTIVIZED BUILD OUT

**Description:** *Alternative 5 incentivizes redevelopment throughout the Ala Moana neighborhood. This primarily involves a density bonus allowing for a maximum 4.0 FAR and a corresponding maximum height of 350 feet across the district, excluding established residential areas. This approach requires that developers introduce mitigation measures to offset impacts associated with the additional development intensity, including the assignment of “nexus” fees to fund community benefits. Given the long-term potential for high-density build out, it is anticipated that such funding could address a wide range of community needs, including comprehensive streetscape improvements, as well as an upgraded and expanded parks network. While this approach requires considerable public involvement in administering the community benefits program, the entire neighborhood is effectively considered a transit-oriented development zone, and the City takes no active role in further targeting or prioritizing development sites.*

### **Anticipated Advantages:**

- Maximizes number of property owners / developers as potential beneficiaries of public incentives.
- Generates considerable development activity, helping to fund costliest community benefits, such as multi-modal streetscape improvements.

### **Anticipated Disadvantages:**

- Disperses investment, potentially redirecting and/ or delaying development of key sites surrounding train station and Convention Center.
- Permits long-term build out that may strain neighborhood infrastructure and exceed community acceptance.
- Requires considerable restructuring of zoning, approval, and fee processes to implement.
- Involves potential negotiations / discretionary review with numerous projects and property owners/ developers.
- Major impact on existing infrastructure, requiring significant upgrades to accommodate.

### **Potential Community Benefits / Public Investment Strategy:**

- Alternative 1 & 2 benefits program, plus...
- Introduce multi-modal streetscape enhancements throughout neighborhood, including roadway reconfigurations along major corridors.
- Provide additional park & plaza space within the neighborhood, including “transit plaza.”

### **Recommended Implementation Approach:**

- Provide incentive zoning / density bonus (e.g., increased FAR and height, reduced parking requirements) for most properties within Ala Moana, excluding established, lower density residential areas.
- Require mitigation measures to offset impacts of additional development and promote community goals and objectives.
- Mitigation measures may encompass additional use and design standards, and nexus fee requirements.
- Fund community benefits based on existing fee and tax structures, plus additional “nexus fees” associated with density bonus.
- Employ “Menu of Benefits Combined w/ Zoning Incentives” as suggested implementation approach.
- Create infrastructure upgrade funding mechanism as part of overall development costs, on a project basis



FIGURE 5-31: ALTERNATIVE 5 AERIAL VIEW

### ESTIMATED DEVELOPMENT POTENTIAL

(BASED ON HARD/SOFT ANALYSIS)

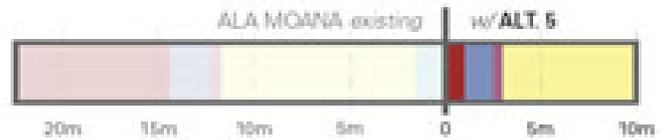
Land Use	Sq. Ft	%
Retail	1.0M	10%
Office	1.5M	15%
Hotel	500K	5%
Residential	7.0M (7000 DU)	70%
<b>TOTAL</b>	<b>10M</b>	<b>100%</b>
<b>FAR</b>	2.5 FAR zones increased to 4 throughout Ala Moana	

### POTENTIAL COMMUNITY BENEFITS

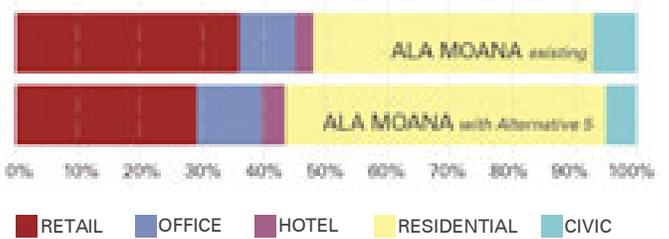
<b>OPEN SPACE</b>	Elevated Plaza and flyover to Keeaumoku, improvement of parks and creation of additional pocket parks
<b>CIRCULATION</b>	Improved mauka / makai pedestrian passages , reconfigurations of key intersections and corridors, loop bus service

### LAND USE MIX/FAR COMPARISON

#### DEVELOPMENT AMOUNT



#### LAND USE COMPARISON



#### FAR COMPARISON



FIGURE 5-32: ALTERNATIVE 5 LAND USE ANALYSIS

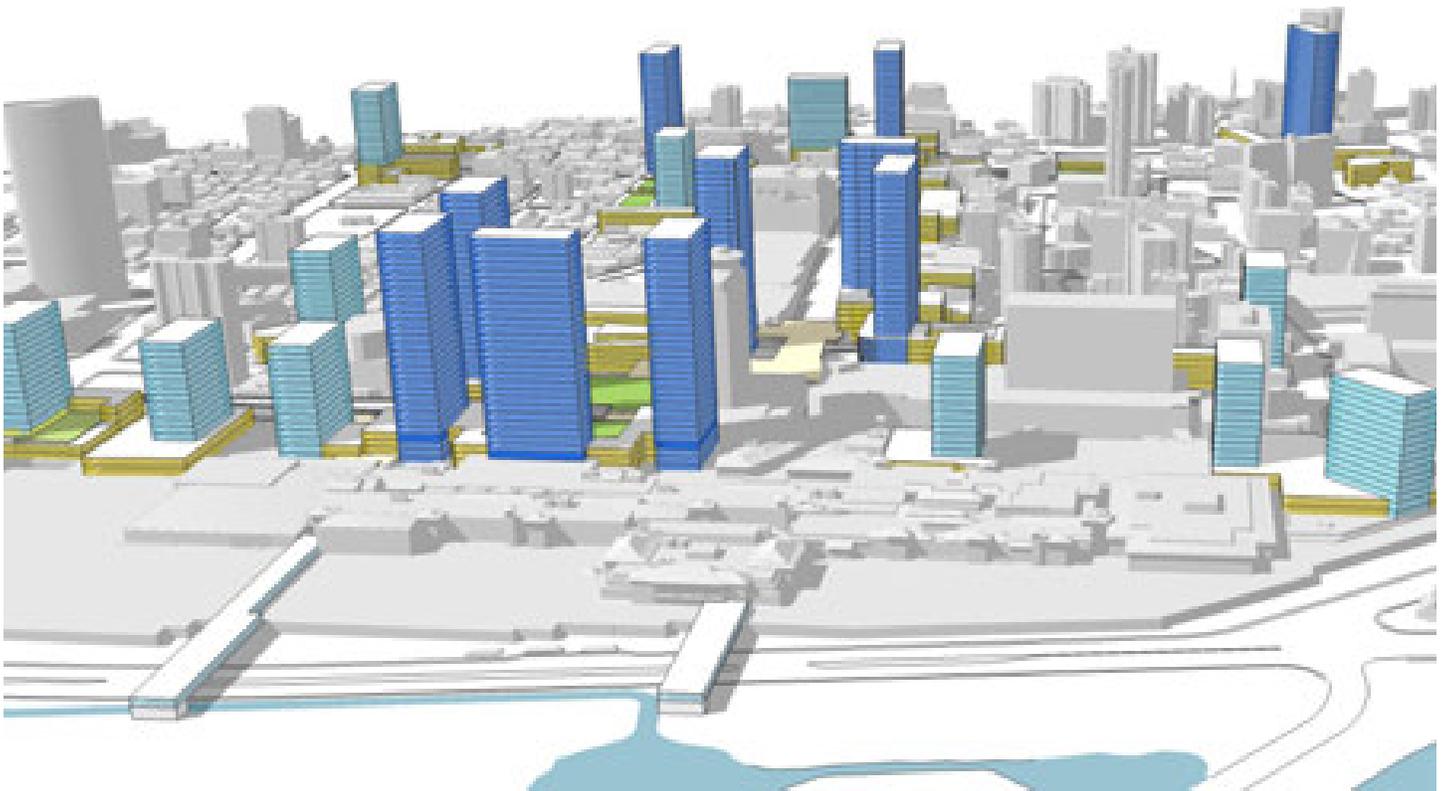




FIGURE 5-33: ALTERNATIVE 5 ILLUSTRATIVE



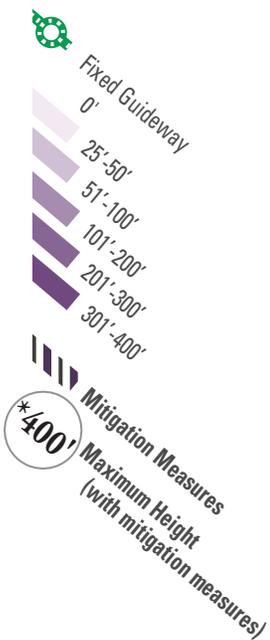
-  Fixed Guideway
-  Elevated Transit Plaza
-  Improved Intersection
-  Community Park
-  Liner Building or Tower Podium (2-6 Stories)
-  Hi Rise Towers (25-30 Stories)
-  Special Paving/Streetscape



FIGURE 5-36: ALTERNATIVE 5 ZONING DESIGNATIONS



FIGURE 5-37: ALTERNATIVE 5 HEIGHT LIMITS

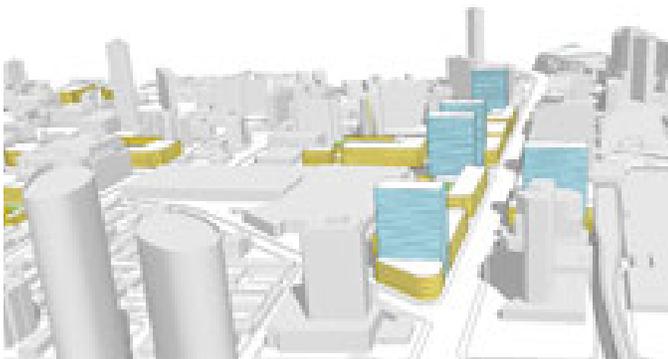


## 5.7 ALTERNATIVES COMPARISON & EVALUATION

### 1) DEVELOPMENT POTENTIAL

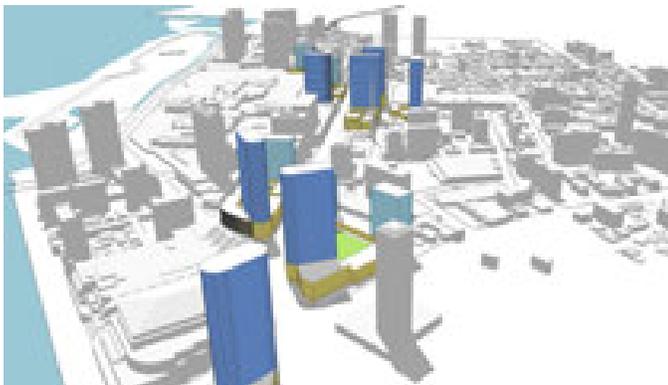
Below, the land use mix for each alternative is compared, specifically the land use mix of each alternative, the total amount of development planned, and the proposed FAR.

#### Alternative 1: Status Quo



Alternative 1 accommodates incremental growth without a means to upgrade infrastructure.

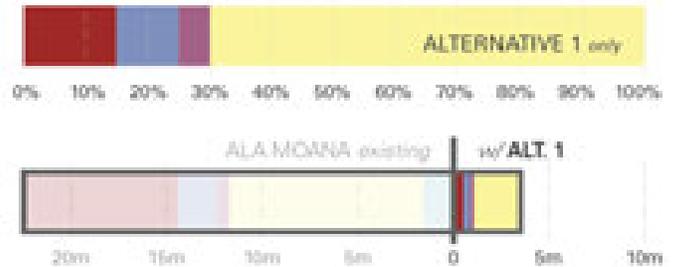
#### Alternative 2: Mixed Use at Key Nodes



Alternative 2 clusters development near transit and creates incentives to improve surrounding infrastructure.

■ RETAIL ■ OFFICE ■ HOTEL ■ RESIDENTIAL ■ CIVIC

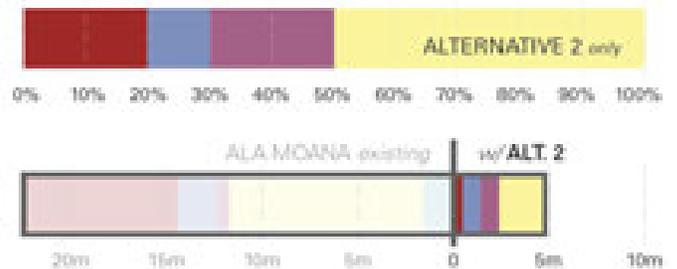
#### PROPOSED LAND USE MIX



#### PROPOSED FAR



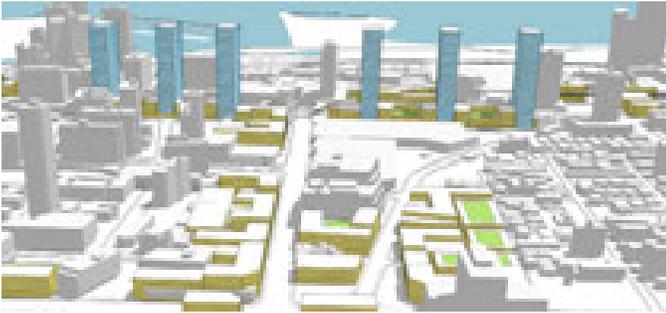
#### PROPOSED LAND USE MIX



#### PROPOSED FAR



**Alternative 3: Density along Multi-Modal Corridors**



Alternative 3 distributes development along major streets and creates revenues for infrastructure upgrades, including parks and open space.

**Alternative 4: Mall-Centric Development**



Alternative 4 focuses development around the mall and station while incentivizing district wide infrastructure improvements.

**Alternative 5: District-Wide Incentivized Build Out**



Alternative 5 significantly increases overall FAR with major impacts on infrastructure, paid for with revenues from development.

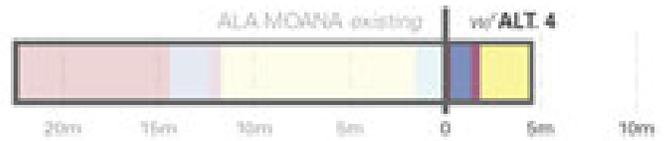
**PROPOSED LAND USE MIX**



**PROPOSED FAR**



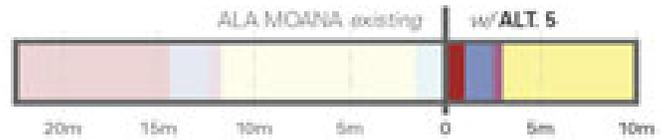
**PROPOSED LAND USE MIX**



**PROPOSED FAR**



**PROPOSED LAND USE MIX**



**PROPOSED FAR**



FIGURE 5-38: ALTERNATIVE DEVELOPMENT POTENTIAL COMPARISON

## 2) VIEWSHED ANALYSIS

The City of Honolulu's planning efforts to date emphasize consideration of preservation of the mauka/makai views, especially when looking from Magic Island. This viewshed analysis of each development alternative shows that views are impacted as development comes closer to the station. Options 4 and 5 make the greatest impact on mountain views. Orientation is also important, as Option 3 shows, where a mauka-makai orientation of towers allows some

mountain views to be preserved while avoiding the effect of a 'urban' wall. Option 1 (Status Quo) would probably impact mauka-makai views the least, however, the distance of new development to transit in this option implies transit usage would probably not as frequent as in other options. In summary, the closer high density development is to the station, the greater the visual impact in mauka-makai views.

### *Alternative 1: Status Quo*



### *Alternative 2: Mixed Use at Key Nodes*



*Alternative 3: Density along Multi-Modal Corridors*



*Alternative 4: Mall-Centric Development*



*Alternative 5: High Density Build Out*



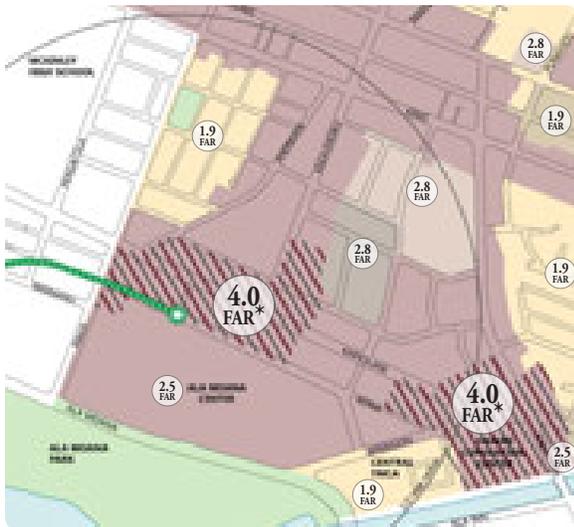
FIGURE 5-39: MAGIC ISLAND VIEWSHED ALTERNATIVE COMPARISON

### 3) FAR ADJUSTMENTS

- Alternative 1 *maintains existing FARs.*
- Alternatives 2-5 *increase FARs at select locations,* dependent on development concept.
- Additional FARs contingent upon *provision of mitigation measures* to offset impacts of additional development.



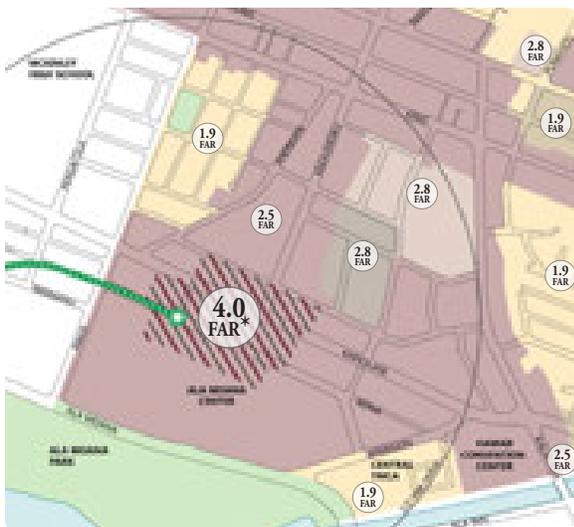
*Alternative 1: maintain existing FARs*



*Alternative 2: upzone at key nodes to 4.0*



*Alternative 3: upzone to 3 or 3.25 along corridors*



*Alternative 4: upzone at Kapiolani/ Keeaumoku to 4.0*

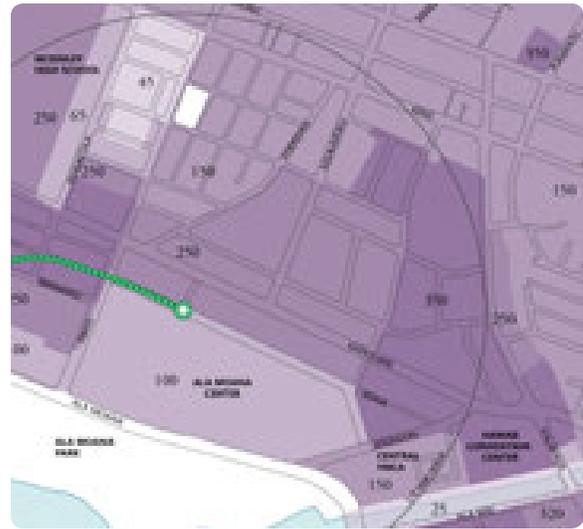


*Alternative 5: upzone throughout district to 4.0*

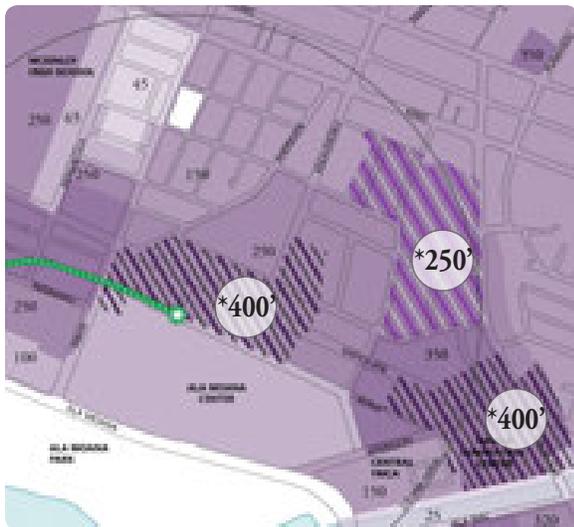
FIGURE 5-40: ALTERNATIVE FAR COMPARISON

4) HEIGHT LIMIT MODIFICATIONS

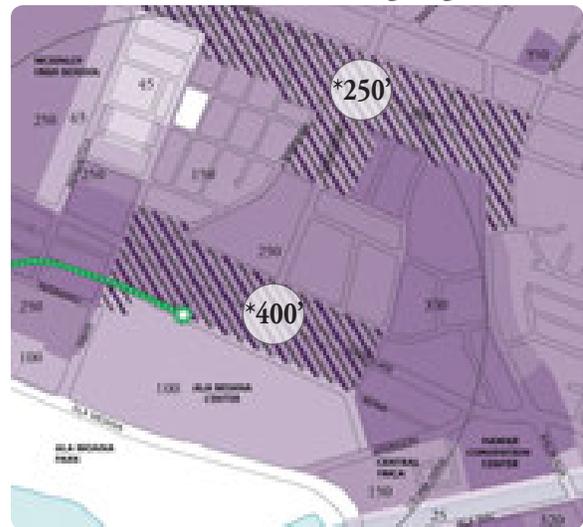
- Alternative 1 *maintains existing height limits.*
- Alternatives 2-5 allow *additional height at select locations*, dependent on development concept.
- Additional height allowance is *contingent upon provision of mitigation measures* to offset impacts of additional development.



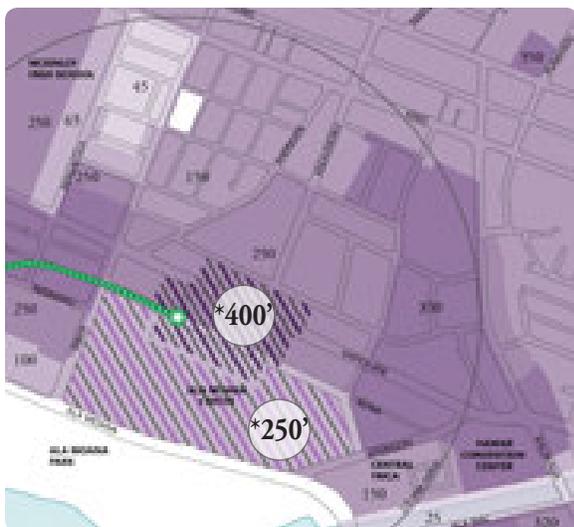
*Alternative 1: maintain existing height limits*



*Alternative 2: increase height limit at key nodes, decrease height to focus development*



*Alternative 3: increase height along Kapiolani and King corridor*



*Alternative 4: increase height at Kapiolani/ Keeaumoku and at mall*



*Alternative 5: increase height limit to 350' throughout district*

FIGURE 5-41: ALTERNATIVE HEIGHT LIMIT COMPARISON

5) ALTERNATIVES EVALUATION

This matrix evaluates the options based upon the vision and principles for the project set out in Chapter 2. While it is difficult to predict the overall feasibility of options at this point, factors such as infrastructure costs, traffic and parking, market feasibility, and land use mix can be tied to relative success in implementing the principles when considering options. Although all of the options have strengths and weaknesses, Options 2,3, and 4 generally hold the best chance of success.

	ALTERNATIVE 1: STATUS QUO	ALTERNATIVE 2: MIXED USE @ KEY NODES	ALTERNATIVE 3: PROMOTE CORRIDORS	ALTERNATIVE 4: STATION-CENTRIC DEVELOPMENT	ALTERNATIVE 5: DISTRICT-WIDE INCENTIVIZED BUILDOUT
<b>OVERALL VISION</b>					
Provides balanced mix of uses	1/4	3/4	3/4	3/4	3/4
Expands mobility options	1/4	3/4	3/4	3/4	3/4
Promotes environmental sustainability	3/4	3/4	3/4	3/4	1/4
Protects mauka-makai views	3/4	3/4	3/4	3/4	3/4
Enhances mauka-makai links	1/4	3/4	3/4	3/4	3/4
Establishes district gateways	1/4	3/4	3/4	3/4	3/4
<b>RESIDENTIAL DIVERSITY</b>					
Generates critical mass	3/4	3/4	3/4	3/4	3/4
Diversifies housing options (ex: ownership vs. rental)	3/4	3/4	3/4	3/4	3/4
Accommodates range of income levels	1/4	3/4	3/4	3/4	3/4
Includes affordable housing	1/4	3/4	3/4	3/4	3/4
Promotes "eyes on the street"	3/4	3/4	3/4	3/4	3/4
<b>MIX OF COMMERCIAL</b>					
Reinforces urban character	1/4	3/4	3/4	3/4	3/4
Strengthens regional draws (Ala Moana Center, Walmart)	1/4	3/4	3/4	3/4	3/4
Augments Local Amenities (Convenience Shopping)	1/4	3/4	3/4	3/4	3/4
Provides informal meeting places (cafes, etc.)	1/4	3/4	3/4	3/4	3/4
Supports Convention Center	1/4	3/4	3/4	3/4	3/4
<b>DIVERSITY OF OPEN SPACE</b>					
Maximizes existing open space	1/4	3/4	3/4	3/4	3/4
Adds new accessible / usable open space	1/4	3/4	3/4	3/4	3/4
Provides events plaza	1/4	3/4	3/4	3/4	3/4
Supports expanded recreational opportunities	1/4	3/4	3/4	3/4	3/4
Improves accessibility to Ala Moana Park	1/4	3/4	3/4	3/4	3/4

ALT. 1 ALT. 2 ALT. 3 ALT. 4 ALT. 5

	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
<b>MULTIFUNCTIONAL STREETS</b>					
Enhances public / street life	●	●	●	●	●
Improves streetscape	●	●	●	●	●
Increases walkability (safety and comfort)	●	●	●	●	●
Supports bicycling (bicycle facilities)	●	●	●	●	●
Decreases auto dependency	●	●	●	●	●
Maintains vehicular level of service	●	●	●	●	●
<b>INCUBATOR OFFICE &amp; EDUCATION</b>					
Increases employment base	●	●	●	●	●
Encourages business start-ups	●	●	●	●	●
Accommodates business support services	●	●	●	●	●
Expands opportunities for continuing education	●	●	●	●	●
<b>INTERMODAL CONNECTIVITY</b>					
Links land use and transit	●	●	●	●	●
Supports transit ridership	●	●	●	●	●
Minimizes conflicts between modes	●	●	●	●	●
Introduces alternative paths (walking & cycling)	●	●	●	●	●
Promotes shared parking	●	●	●	●	●
<b>CULTURAL PROGRAMS &amp; PUBLIC EVENTS</b>					
Reinforces district character	●	●	●	●	●
Protects and enhances cultural assets	●	●	●	●	●
Accommodates public events	●	●	●	●	●
Incorporates community meeting space / hall	●	●	●	●	●
<b>PUBLIC - PRIVATE PARTNERSHIPS</b>					
Requires public-private partnerships	●	●	●	●	●
Increases tax base	●	●	●	●	●
Finances community benefits	●	●	●	●	●
Capitalizes on existing infrastructure (minimizes need for new inf.)	●	●	●	●	●
Minimizes land assembly	●	●	●	●	●
<b>TOTAL</b>					
	●	●	●	●	●

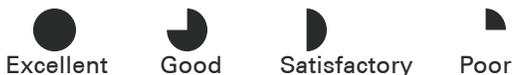


FIGURE 5-42: ALTERNATIVES EVALUATION