



City and County of Honolulu

Downtown Neighborhood Transit-Oriented Development Plan Community Workshop #2 October 24, 2011 Summary Report

Prepared by

DYETT & BHATIA
Urban and Regional Planners

November 2011



1 Introduction

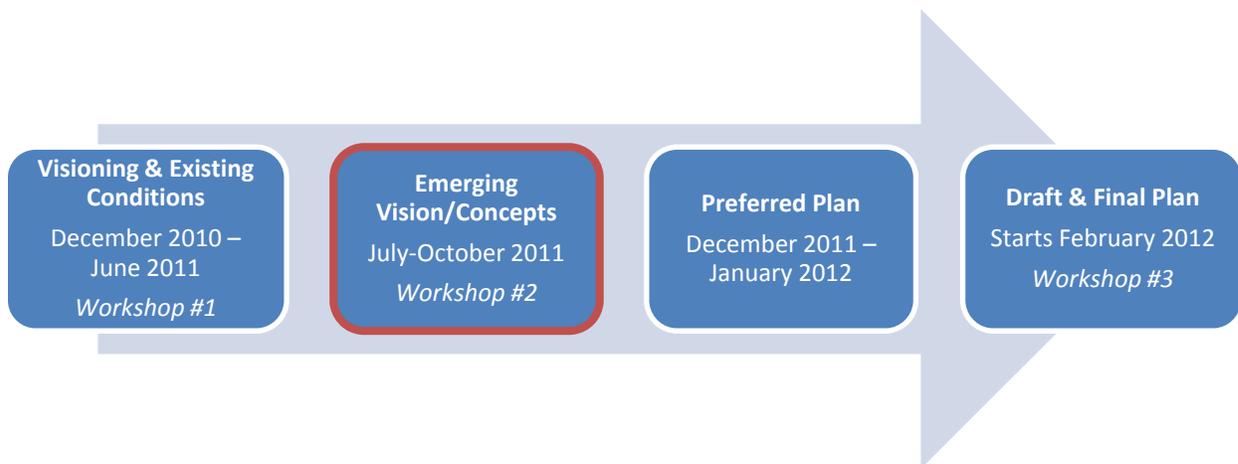
This report describes the results of the second community workshop on the Downtown Neighborhood Transit-Oriented Development (TOD) Plan, held on October 24, 2011. The workshop was designed to engage a broad spectrum of community members and provide opportunities for discussion of and input into the emerging concepts for TOD in the Downtown neighborhood.

Community workshops are a key component of the public participation program for the Downtown TOD Plan process, and this report summarizes this important outreach event. The introductory chapter provides an overview of the project, and Chapter 2 describes the format of the workshop and synthesizes the results.



PROJECT SCHEDULE AND PHASES

This project is arranged in five phases, as shown in the graphic schedule below. Community outreach activities are an integral part of the process, with workshops and advisory committee meetings held throughout the planning process. The Visioning & Existing Conditions phase included community outreach and technical analyses that resulted in development of an overall



vision and set of planning principles, as well as an Emerging Vision and Concept for each station area, which were reviewed during this second community workshop. (Note that this phase was conducted instead of an analysis of distinct alternatives since community members expressed substantial consensus toward an emerging vision.)

Based on feedback herein, a Preferred TOD Plan will be prepared, outlining the preferred neighborhood character for each station area, including the vision, land uses, circulation, and key characteristics. Following further stakeholder feedback on the Preferred Plan and any still unresolved issues, the Draft Downtown Neighborhood TOD Plan will be prepared, providing a land use and circulation plan; goals and policies for the station areas; implementation actions and zoning recommendations; and a conceptual phasing plan.

2 Workshop Structure and Results

The project's second community workshop was held on Monday, October 24, 2011, at the Hawaii Community Development Authority conference room. More than 50 community members participated.

OBJECTIVES

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

FORMAT

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

KEY FINDINGS

According to small group discussions, participants generally supported the emerging consensus for each station, supporting revitalization around the Downtown and Chinatown stations and a new mixed-use district in the Iwilei station area. They also supported development of a promenade along the waterfront through the planning area for walking and jogging, linking existing and new uses on the makai side of Nimitz Highway, and creating a linear open space for exploring the city. To achieve this vision, new destinations must be developed along the waterfront (particularly in the Aloha Tower complex), and pedestrian connections to and from the waterfront must be improved, which could include a pedestrian bridge over Nimitz, narrowing the roadway, and adding sidewalks, crosswalks and bike lanes to Nimitz. Specific findings by each station area follow.

Downtown Station Area

Participants supported the emerging vision of a more vibrant Downtown station area. The following items synthesize the most important components of the vision and represent the primary focus of the discussion:

- More Vibrant Uses: Participants supported a newly redeveloped Aloha Tower complex, Maritime Museum, promenade, and other waterfront attractions to create a real destination beyond the work day. A range of new uses including retail, restaurants, outdoor events, and entertainment would attract residents, Downtown workers, cruise ship passengers, and other tourists to come Downtown. Residences and hotels were also discussed as potential uses.
- Improved Connectivity and Pedestrian-Orientation: Participants agreed with the need for better connections from Fort Street Mall and Bishop Street to Aloha Tower and a new waterfront promenade along Nimitz/Ala Moana Boulevard. They also offered specific suggestions, including a pedestrian overpass linking Downtown to Aloha Tower, narrowing Nimitz to calm traffic (reduce lanes during peak hours, add on-street parking, add a pedestrian refuge/median, reconstruct the roadway underground).

Participants also discussed other recommendations and concerns:

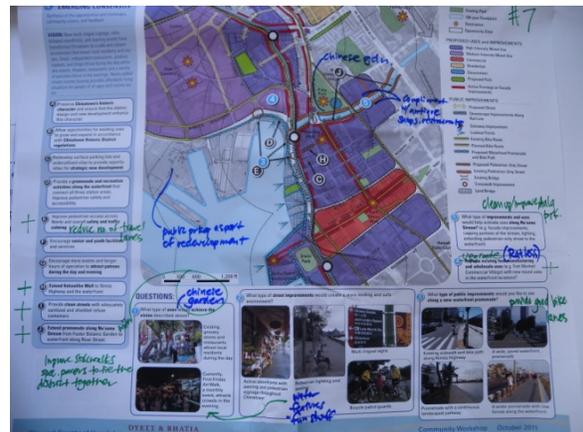
- Expanded Presence of Hawaii Pacific University (HPU): Several groups recommended adding student housing on upper floors and/or shops/restaurants that cater to students to help improve Fort Street Mall and improve general safety, especially during evening hours, with more eyes on the street.
- Mitigate Noise Impacts: While participants agreed with the idea of an expanded mix of uses, they also wanted to ensure that the Plan mitigates noise impacts on residents from night-time uses (e.g. bars, entertainment).



Chinatown Station Area

Participants supported the emerging vision for a safe and vibrant Chinatown station area that engages local residents and visitors. Participants' conversations focused on the following components of the vision:

- Small, Independent Uses and Enhanced District Character: Participants supported restaurants, produce markets, and shops that thrive during the day while arts events, theaters, restaurants and a variety of activities thrive in the evenings. New multi-lingual signage, rehabilitated storefronts, extended hours and evening events bring vitality to the station area, while preserving its character. Create a historic trail or install special sidewalk pavers to identify the district.
- New Development on Vacant Sites: Participants want to redevelop parking lots along Nimitz Highway to provide new high-rise uses, such as mixed-income housing that provides living spaces for people of all ages and income levels.
- Improved Pedestrian-Orientation: Participants expressed a desire for pedestrian-oriented streets that separate pedestrian traffic from vehicular traffic, for example making Hotel Street pedestrian-only. They want wider sidewalks, clean streets, and clear pedestrian paths (i.e. ensure that vendors, street furniture, etc. do not obstruct sidewalks).
- New Open Space and Public Improvements: Participants want a revitalized Nuuanu Stream, for example by cleaning up the canal and providing gondola rides, retail uses and cultural facilities/events. Participants would like to see Aala Park improved by making it safer for pedestrians, freeing it of homeless encampments, and adding uses/events (e.g. a Chinese garden, community center, concerts, etc.). At least one group considered relocating the park altogether since it is surrounded by streets and a river which isolate it from the community.



Iwilei Station Area

Participants supported the emerging vision for an Iwilei station area that has transformed from an industrial area to a vibrant mixed-use district. Participants' conversations focused on the following components of the vision:

- A New Mixed-Use District with a Range of Uses: Participants agreed with the vision to provide residential towers, office and research and development centers, retail stores, restaurants, entertainment, and social services. At the same time, participants want to see some light industrial uses retained, especially along the working waterfront. Participants generally support the continued presence of large-format retail stores (e.g. Costco) but would like to see them integrated as higher-density developments (e.g. integrated in the form of mixed-use development, with shared/structured parking, etc.).
- Public Open Space for New and Existing Residents: Participants believed that new parks and open space must be included with new development to ensure that existing and new residents have access to open space and the waterfront. In addition to traditional parks, open spaces may be in the form of community gardens and rooftop spaces.
- Improved Connections to the Station and Downtown/Chinatown: Participants agreed that since existing blocks are large and street connections are limited in the station area, new streets must be developed to promote a pedestrian and transit-oriented district. New streets and crossings will improve access to new transit-oriented development and existing uses (such as Dole Cannery), as well as ensure convenient connections to Iwilei Station and to Chinatown and Downtown.



City and County of Honolulu Downtown Neighborhood TOD Plan



Workshop #2: Emerging Concepts

October 24, 2011

DYETT & BHATIA
Urban and Regional Planners

Agenda

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



City & County of Honolulu • Downtown Neighborhood TOD Plan

Background: Honolulu High-Capacity Transit Corridor



Station	Distance (miles)
1 East Kapuni	12.0
2 Old Honoaunani	16.0
3 Hahaione	18.0
4 West Loch	19.0
5 Waipahu Transit Center	21.0
6 University City	22.0
7 Pearlridge Center	23.0
8 Ala Moana Center	24.0
9 Pearl Harbor Ferry Base	25.0
10 Honolulu International Airport	26.0
11 Lanikaia	27.0
12 Middle Street	28.0
13 Kalia	29.0
14 Kapiolani	30.0
15 Kakaako	31.0
16 Ala Moana Center	32.0
17 Ala Moana Center	33.0
18 Ala Moana Center	34.0
19 Ala Moana Center	35.0
20 Ala Moana Center	36.0
21 Ala Moana Center	37.0

www.HonoluluTransit.org

Background: Neighborhood TOD Plan Area



Legend: Station Boundary, TOD Plan Boundary, AIA Plan Boundary

What is the Purpose of the Downtown Neighborhood TOD Plan?

- Integrate transportation and land use planning to create a community vision that includes:
 - *Land use and urban design strategies*
 - *Transportation and infrastructure improvements*
 - *Community needs (e.g. parks, public facilities, streetscapes)*
- Result in zoning changes, strategies for public improvements

DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

What is Transit-Oriented Development (TOD)?

- The development of compact, walkable communities centered around high quality transit systems
- Successful TODs share several characteristics, which can be summarized under the rubric of three "Ds":

Density

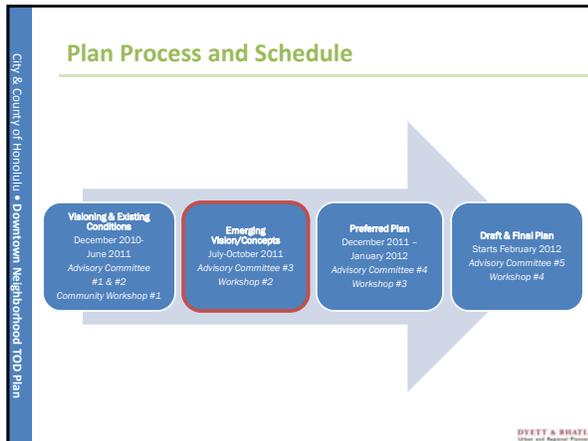
➤

Diversity

➤

Design





Progress to Date

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

→ Emerging Concepts reflect these activities

City & County of Honolulu • Downtown Neighborhood TOD Plan

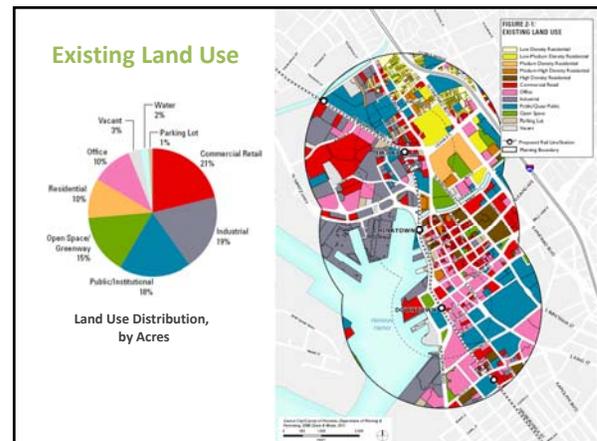
DYETT & BHATIA
Urban and Regional Planners

Existing Conditions Analysis: Opportunities & Constraints

Available at:
www.honoluluapp.org

City & County of Honolulu • Downtown Neighborhood TOD Plan

DYETT & BHATIA
Urban and Regional Planners



Historic Resources

City & County of Honolulu • Downtown Neighborhood TOD Plan

DYETT & BHATIA
Urban and Regional Planners

Park Deficiency

Park	Acres
Aala Park	6.7
Beretania Community Park	5.4
Dr. Sun Yat-sen Memorial Park	0.4
Kauluwela Community Park	2.4
Smith-Beretania Urban Park	1.3
Total	16.2

- Approximately 1.1 acres of parkland per 1,000 residents
(City standard is 2 acres/1,000 residents)

City & County of Honolulu • Downtown Neighborhood TOD Plan

DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

Residential

Trends

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

Projections

- ± 6,000 new units (22,150 presently)
- Low-, mid-, and high-rise buildings
- TOD increases “capture rate” (share of Honolulu’s total housing stock)

DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

Other Uses

- Retail ±485,000 s.f.
- Office ±910,000 s.f.
- Hotel Limited




DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

Community Workshop #1



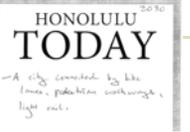



DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

Visioning: Group “Headlines”

- Mixed Use, New Opportunities, New Growth, Mixed Feelings
- Rail Mo Better Than Expected: More people, more diversity, more ways to get around
- Vibrant Neighborhoods Come True: Harbor Enhanced by Rail
- Revitalizing and Reshaping Downtown with Smart, Sensitive Development
- Small Businesses Thriving in Vibrant, Historic Downtown
- Concerns and Uncertainty Continue about Impacts of TOD on Community: Rail fails to realize full potential

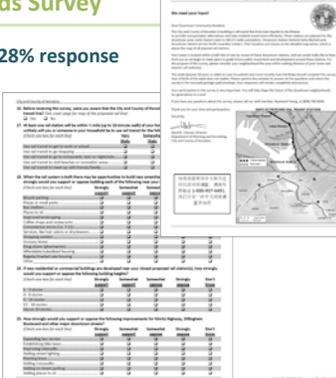



DYETT & BHATIA
Urban and Regional Planners

City & County of Honolulu • Downtown Neighborhood TOD Plan

Community Needs Survey

- 1,088 responses (28% response rate!)



DYETT & BHATIA
Urban and Regional Planners

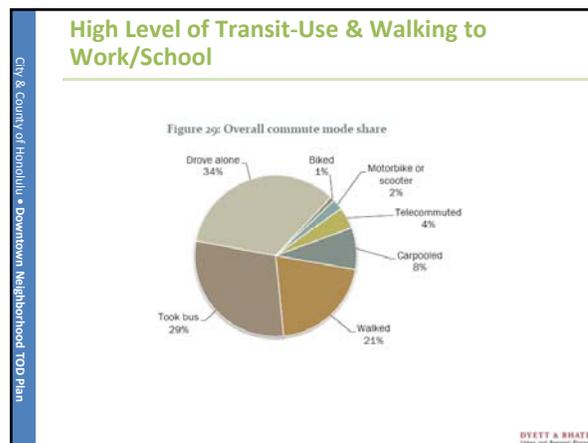
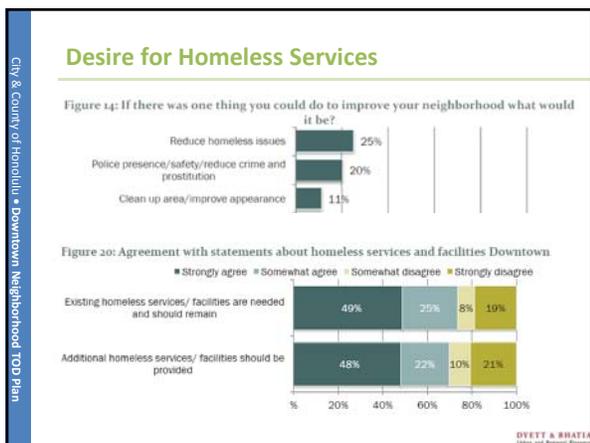
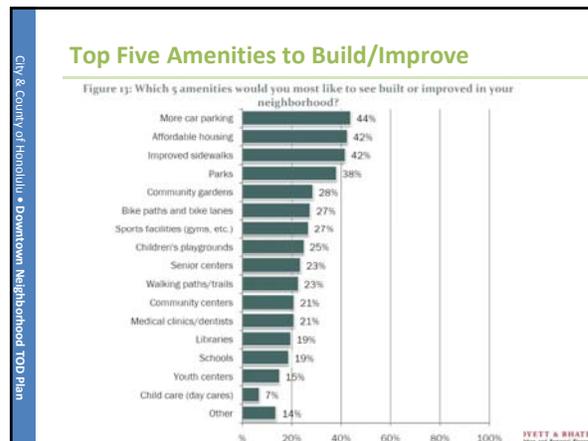
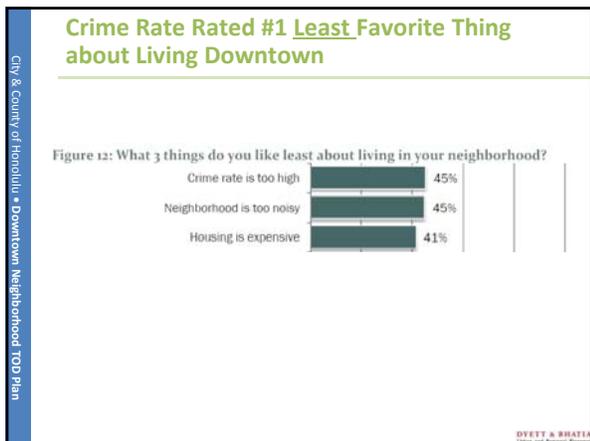
City & County of Honolulu • Downtown Neighborhood TOD Plan

Proximity to Work/Transit Rated #1 Best Thing about Living Downtown

Figure 10: What 3 things do you like most about living in your neighborhood?

Feature	Percentage
Location is close to jobs/bus stops	79%
Close to shopping	66%
Housing is affordable	33%

DYETT & BHATIA
Urban and Regional Planners

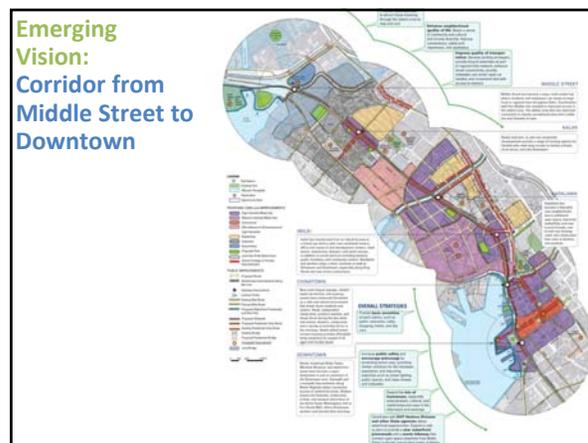


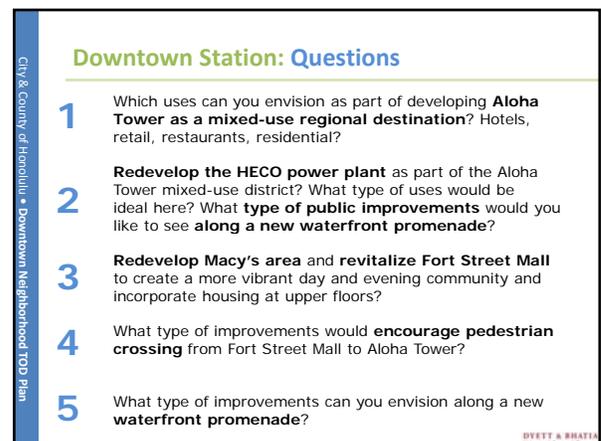
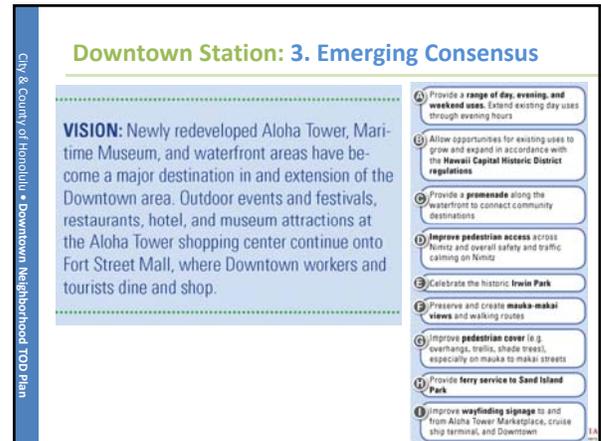
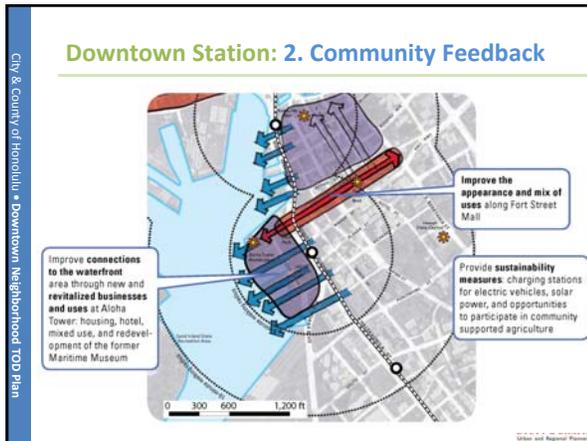
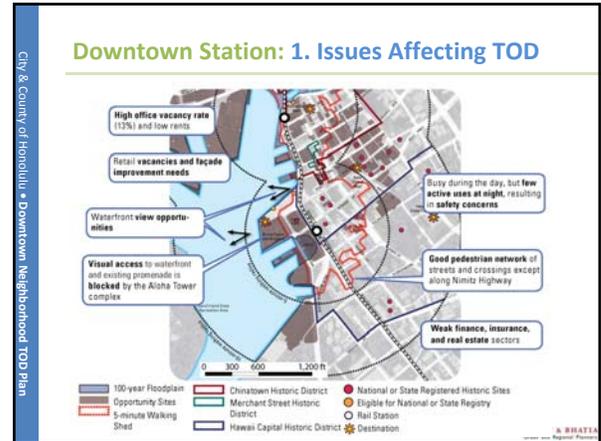
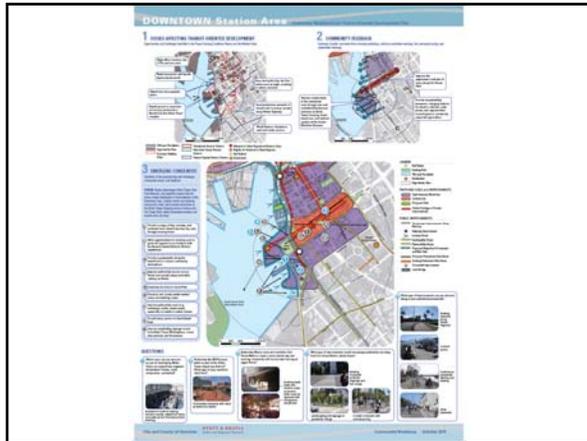
Emerging Concepts Exercise

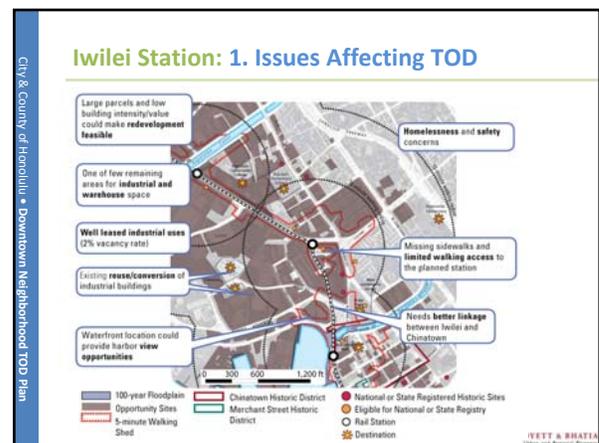
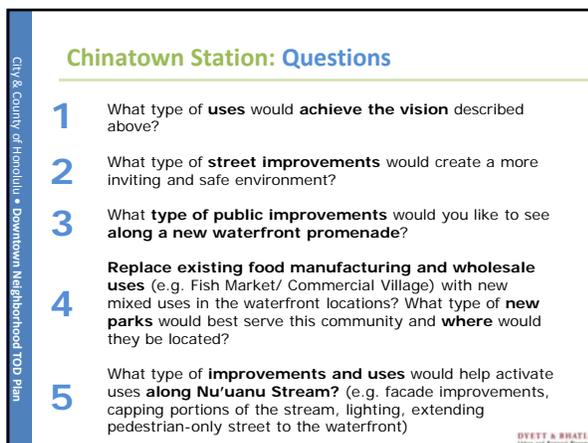
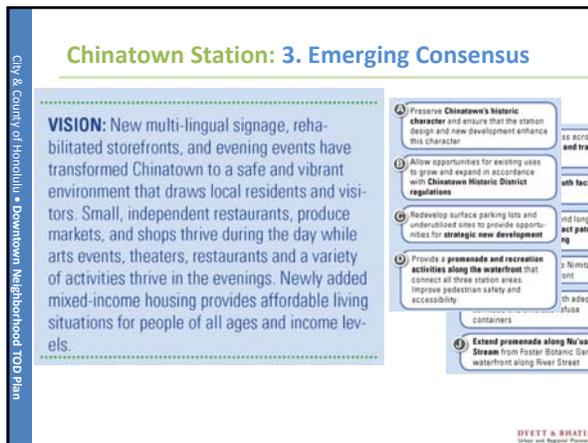
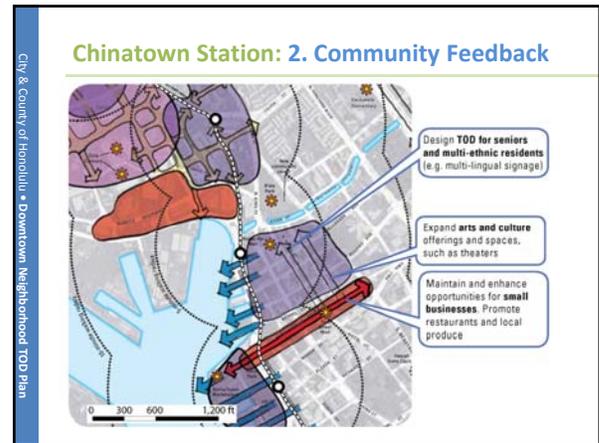
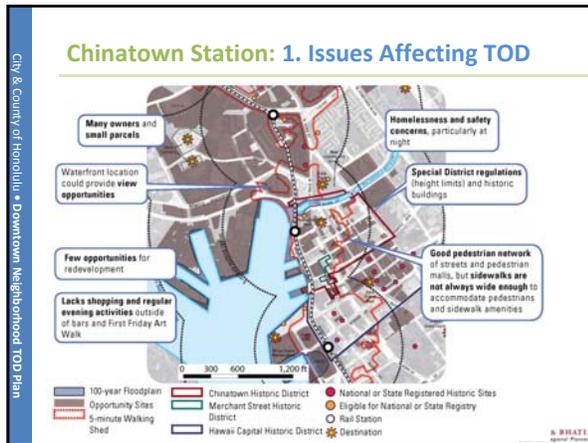
- Overall Emerging Vision
- Individual Stations (Iwilei, Chinatown, Downtown)
 - Issues Affecting Transit-Oriented Development (Existing Conditions Analysis and Market Study)
 - Community Feedback (Community outreach and visioning results)
 - Emerging Concepts (Synthesis of #1 and #2 above)
- Does your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

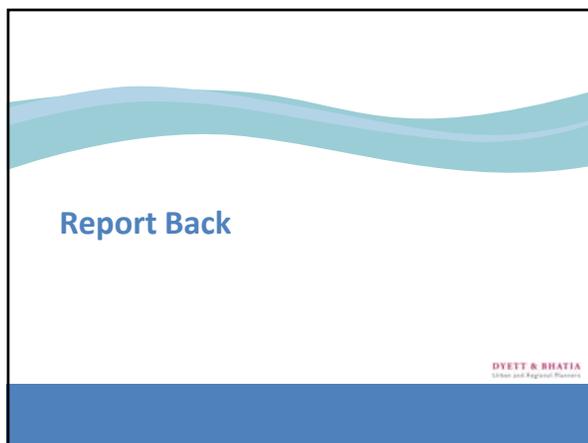
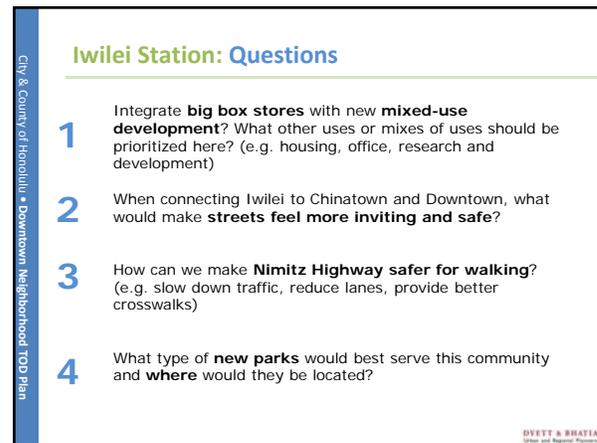
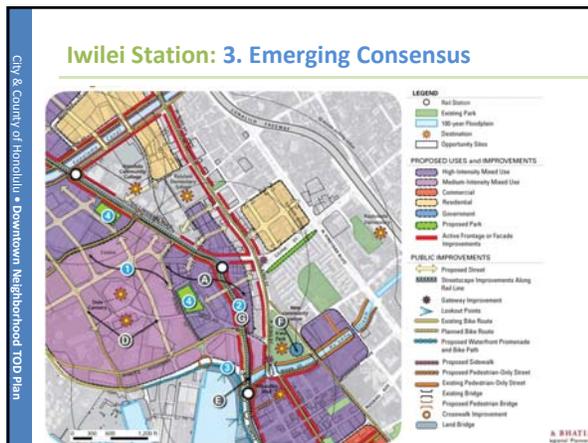
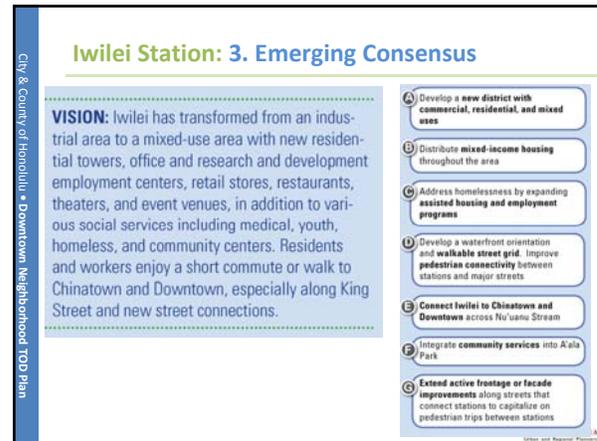
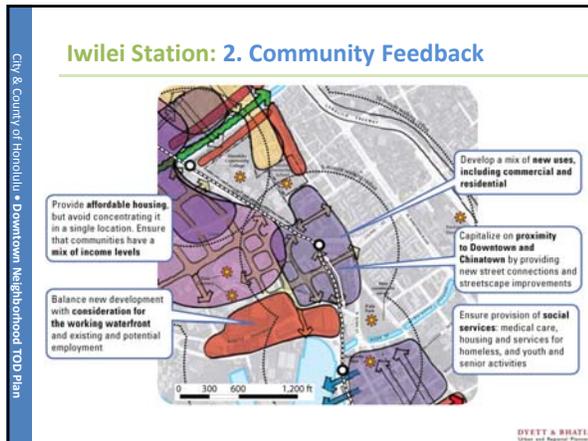
City & County of Honolulu • Downtown Neighborhood TOD Plan

DYETT & BHATIA
Urban and Regional Planning









DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315