

The following is a brief summary of the comments and notes from the Community Workshop 1 for the East Kapolei Neighborhood TOD Plan held on March 18, 2009. Workshop 1 focused on presentation of the Refined Alternatives for the Ho'opili, UHWO and East Kapolei transit stations.

- What is the anticipated % of overall affordable housing from the overall?

1. Group 1

- a. Alternative A: Greenways
 - i. Concern regarding sound – need setback between rail and buildings
 - ii. Safety and security along greenway paths
 - iii. Maintenance of the greenbelt areas – private or public (government)
 1. How financially feasible is this? Who will pay?
- b. Alternative B: Integration
 - i. Vibration is another concern, if train running through buildings
 - ii. Safety and security
- c. UHWO Station
 - i. 5 minute immediate access via bikes to the campus and contiguous walking paths
 - ii. Should be very green and sustainable
 - iii. Should have services (i.e. doctor's offices, pharmacy, grocery store, convenience shopping, etc.)
 - iv. Should have ground floor retail
 - v. Should include day care and senior adult care
- d. General Comments
 - i. Incorporate green design into all stations
 1. Water, energy and electricity
 2. Incorporate tax incentives for green buildings
 3. Open space for walking and biking – doesn't have to be all "green"

2. Group 2

- a. Prefer Greenway plan - meandering path and utilization of space under transit alignment
- b. Consider underground station at UHWO
- c. Prefer alignment through building
- d. UHWO Station should be fitness and health related (24 hours) with a mix of commercial establishments benefiting UHWO students
- e. Day care center at park and ride site at Kroc Center
- f. Some public access to preservation parcel adjacent to Kroc Center
 - i. Could be utilized as a botanical garden

- g. Multi-modal transportation access to stations, shops and other gathering places (i.e. para-transit)
- h. Integrate greenway system with existing railroad (OR&L) for future developments at Ko Olina (Disney)

3. Group 3

- a. Trains will run every 3 minutes during peak times
 - i. It will take approximately 40 minutes to get downtown
- b. Want "stuff" (new development) when train arrives
- c. Existing plans are a starting point
- d. Want parking for people coming from Makakilo
- e. Make sure roads can handle capacity
- f. Circulator buses are important
- g. Love integration, especially across North-South Road
- h. Need education so people become used to walking
- i. Excited about relaxing on the train on the way to work, as an alternative to driving through traffic on H-1
- j. What will building heights be?
- k. Park and rides in surrounding areas
 - i. How do you get in and out of the park and rides?
- l. North-South Road Street Section
 - i. 6 lanes plus drainage
- m. Why isn't the new shopping center (DeBartolo) on the rail line?

4. Group 4

- a. Provide enough parking at the opening of transit service
- b. Is this consistent with the Ewa Development Plan Update?
- c. Need Ewa Beach bus circulator to reach the stations
- d. Need more parking
- e. Need facilities at stations
- f. Overall preference to Alternative A: Greenways
- g. Overall preference to pedestrian oriented retailing
- h. Why two park and rides at UHWO? Why not just have one? This is confusing.
- i. Kroc Center park and ride will be developable in the future when it is no longer the end of the line.
- j. Accommodate transit users who drive to the station not just future development and pedestrians
- k. Critical to have functional and elegant pedestrian overpasses over North-South Road to connect the two projects.
- l. Place day care and senior care facilities near stations
- m. Like the small dispersed parks



*East Kapolei Neighborhood
Transit-Oriented Development Plan
Community Workshop 1 - March 18, 2009*

EAST KAPOLEI | NEIGHBORHOOD TOD PLAN

**VAN METER
WILLIAMS
POLLACK**

AGENDA FOR COMMUNITY WORKSHOP #1 :

- Welcome and Purpose of Meeting
- Transit System Project Update
- Neighborhood TOD Project Overview
- Existing Conditions
- Station Area Principles
- Ho'opili Station Overview
- UHWO Station Overview
- East Kapolei Station Overview
- Clarifying Questions
- Small Group Working Sessions
- Report Back
- Next Steps

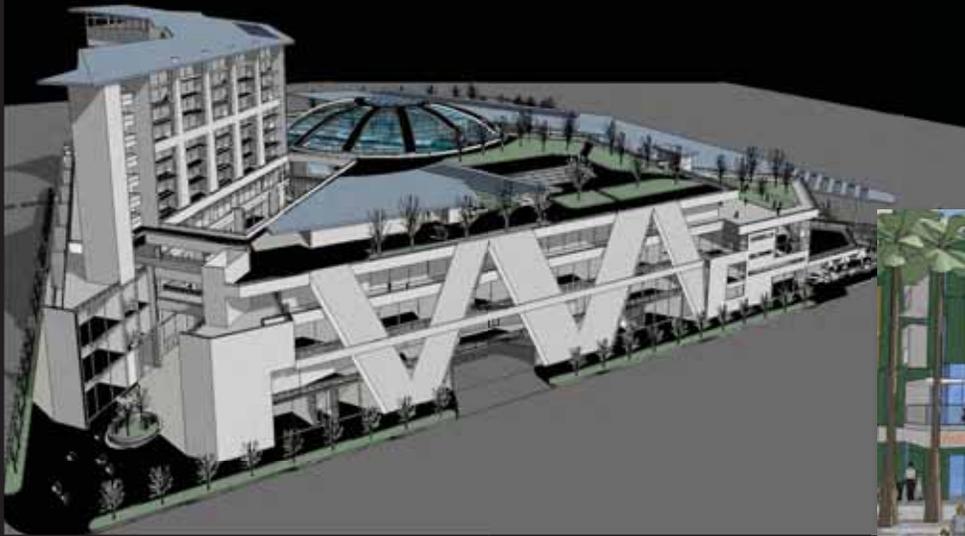
NEIGHBORHOOD TOD PLAN TIMELINE



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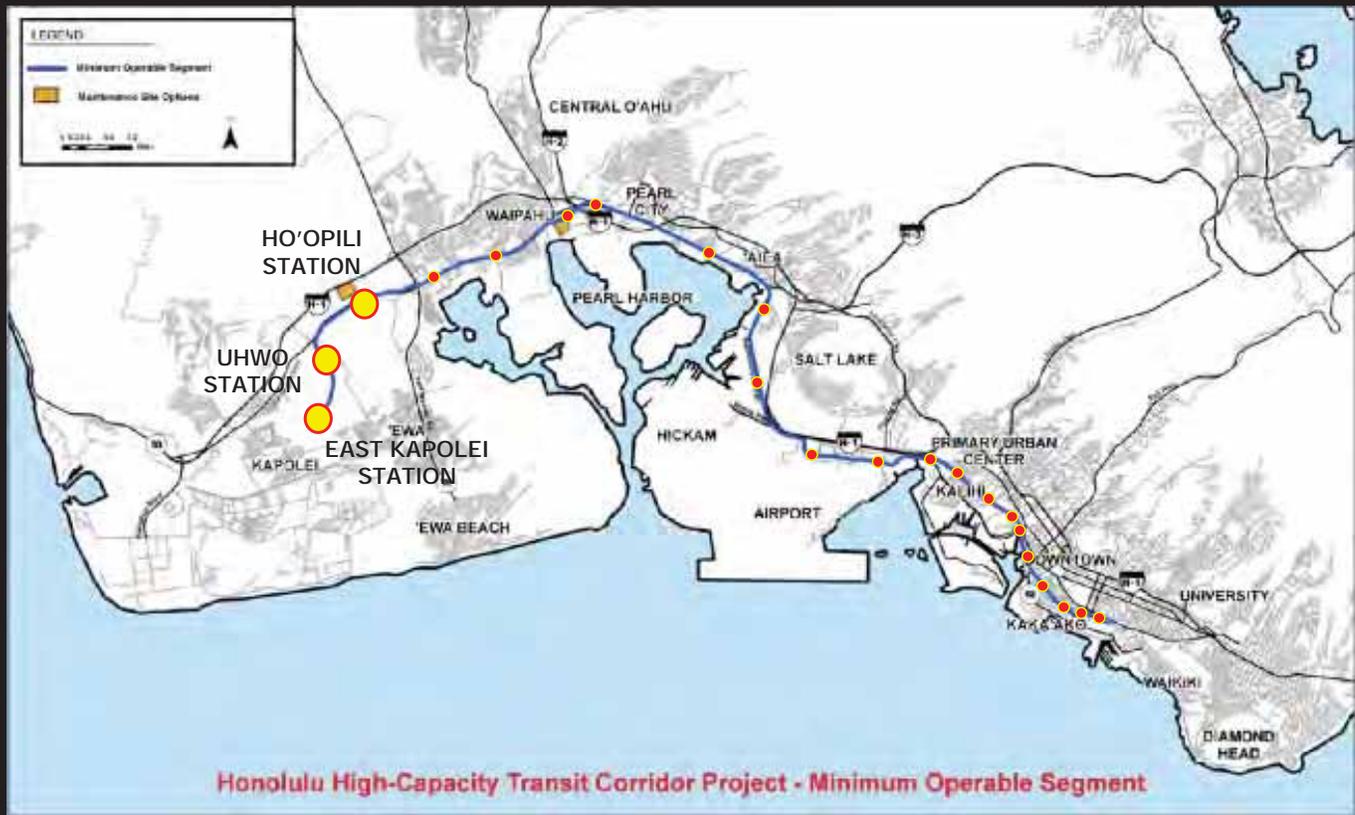
UH ARCHITECTURE STUDIO - STUDENT CONCEPTS



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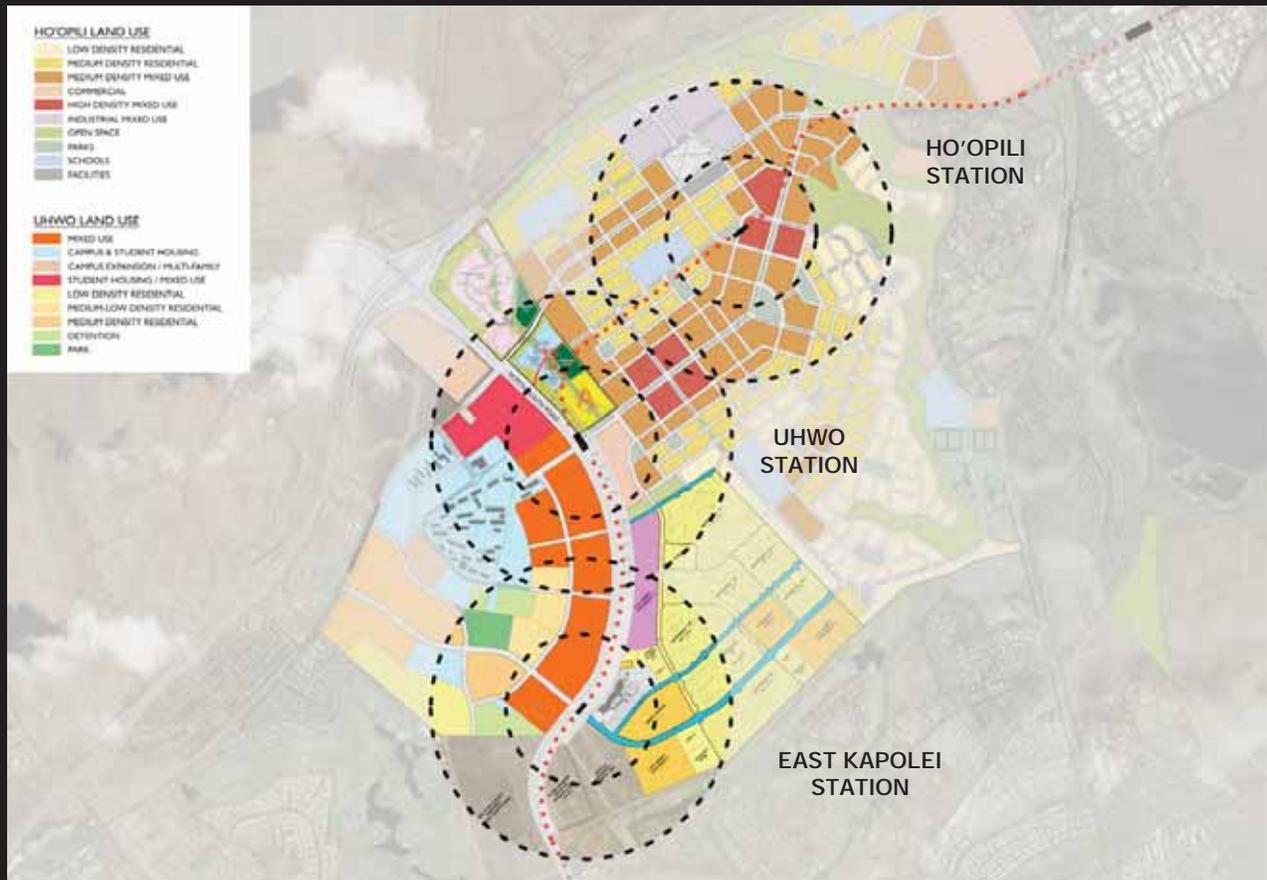
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TOD PLAN AREAS



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TOD PLAN AREAS



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NEIGHBORHOOD PLANNING PRINCIPLES

- 1) MAKE THE CONNECTIONS (Between UHWO and Ho'opili and UHWO and the Region)
- 2) CREATE THE ACCESS (Ease of Use for Bus, Cars, Bikes and Pedestrians)
- 3) MIX IT UP (Create Mixed-Use Places)
- 4) CREATE GATHERING PLACES (Public Places at the Transit Stops)
- 5) DEVELOP UNIQUE TRANSIT IDENTITIES
 - UHWO Station: Regional, Student Oriented, Gateway, Intermodal
 - Ho'opili Stop: Local, Mixed-Use Village
 - East Kapolei Stop: Community Uses and Transit Connections
- 6) PROMOTE A WIDE VARIETY OF HOUSING CHOICES (Including Students, Seniors, Families and the Disabled)
- 7) ENABLE LIVE, WORK, PLAY AND LEARN URBAN ENVIRONMENTS

MAKE THE CONNECTIONS



Connections to Host Culture



Variety of Pedestrian Overpasses

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CREATE THE ACCESS



Bus Integration



Parking for All Modes



Pedestrian Paths and Parks



Linear Open Space Network

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MIX IT UP



Mixed-Use Residential



Employment Uses



Attractive Streetscapes



Regional and Neighborhood Retail

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CREATE GATHERING PLACES



Neighborhood Open Spaces



Regional Amenities



Embracing Arts and Culture



Transit Plazas with Active Uses

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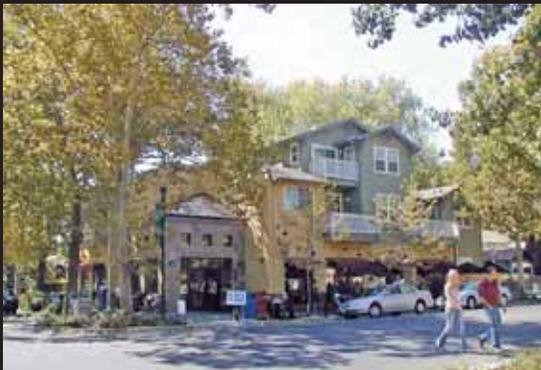
DEVELOP UNIQUE TRANSIT IDENTITIES



Stations and Transit Plazas as Community Gateways



UHWO Station - University Atmosphere



Ho'opili Station - Mixed-Use Village



East Kapolei Station - Community Uses

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PROMOTE A WIDE VARIETY OF HOUSING CHOICES



Live/Work Units



Mixed-Use Residential



Midrise Housing at Key Locations



Multi-family Residential

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ENABLE LIVE, WORK, PLAY AND LEARN URBAN ENVIRONMENTS



Attractive Walkable and Indoor-Outdoor Environment



Family Amenities



Student Amenities



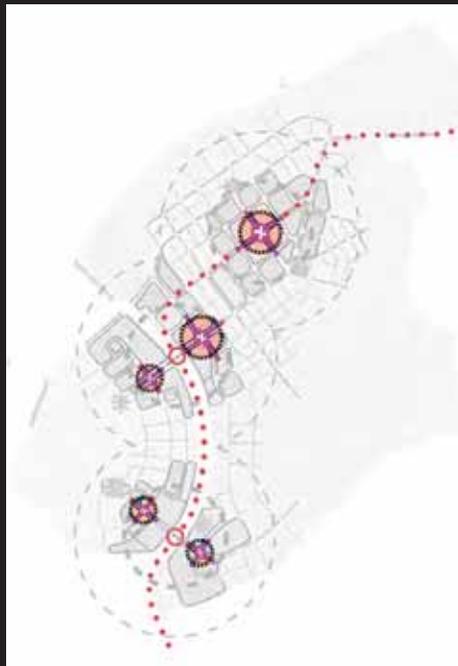
Senior Amenities

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DRAFT ALTERNATIVES - COMMUNITY FRAMEWORKS
JANUARY 2008



**Alternative A:
Greenways**



**Alternative B:
Centers**



**Alternative C:
Integration**

REFINED ALTERNATIVES - COMMUNITY FRAMEWORKS



Alternative A:
Greenways



Alternative B:
Integration

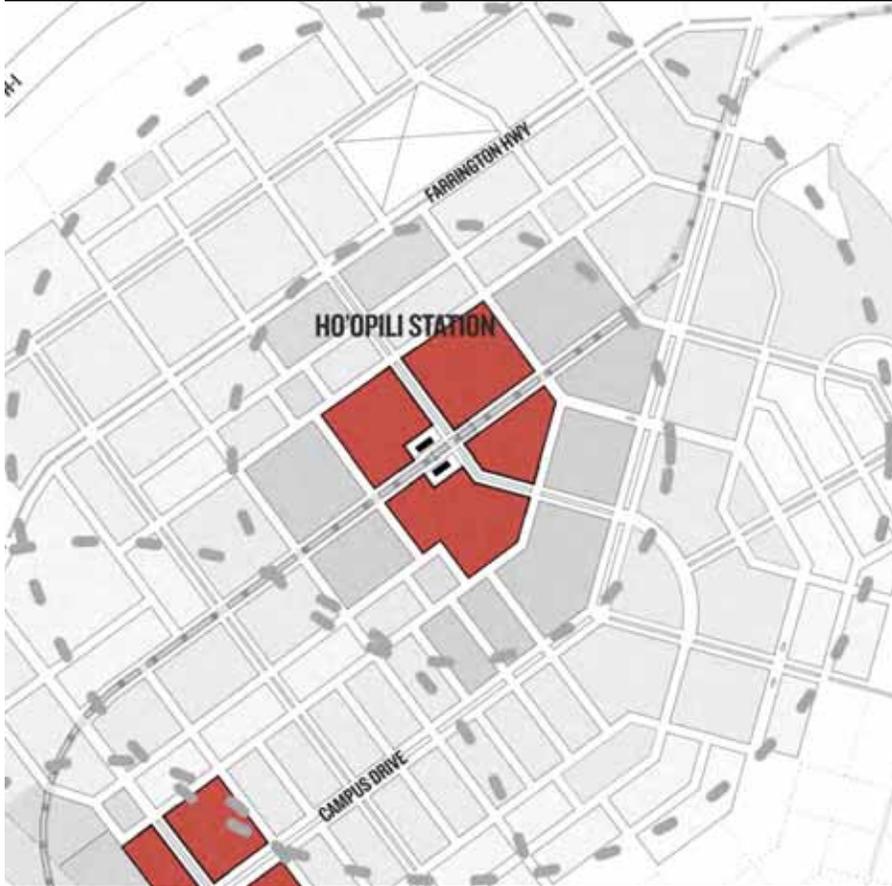
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REFINED ALTERNATIVES - COMMUNITY FRAMEWORKS



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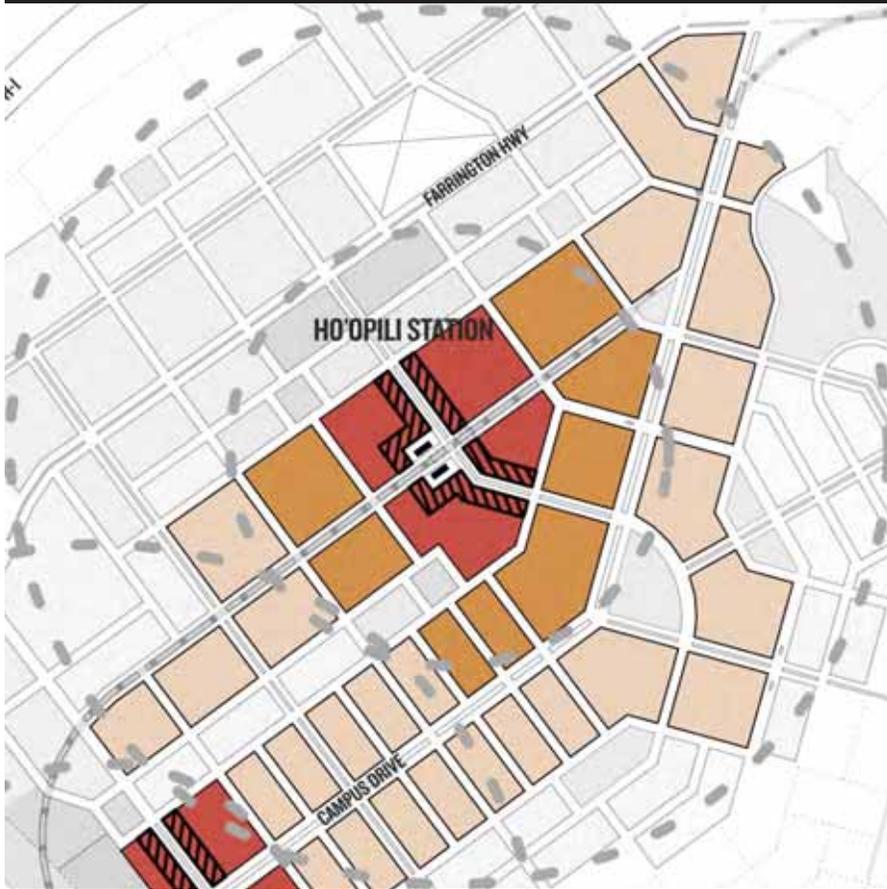
REFINED ALTERNATIVE A - HO'OPILI STATION



Mixed-Use Center

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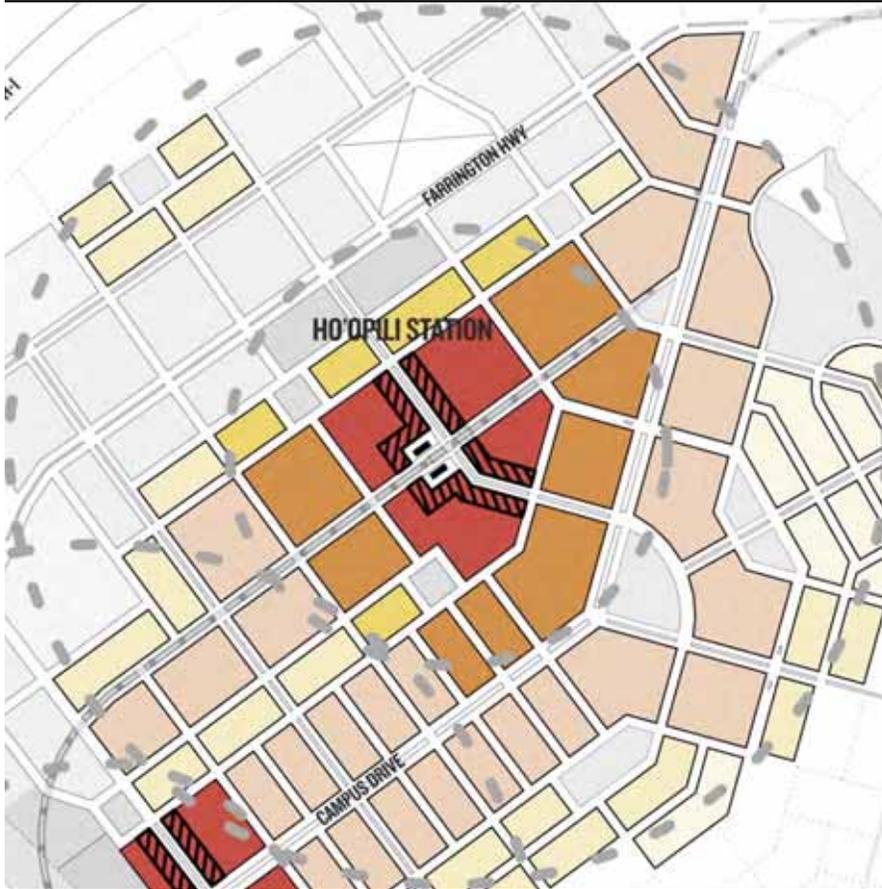


Medium-Density Mixed Use and Active Retail Space

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REFINED ALTERNATIVE A - HO'OPILI STATION

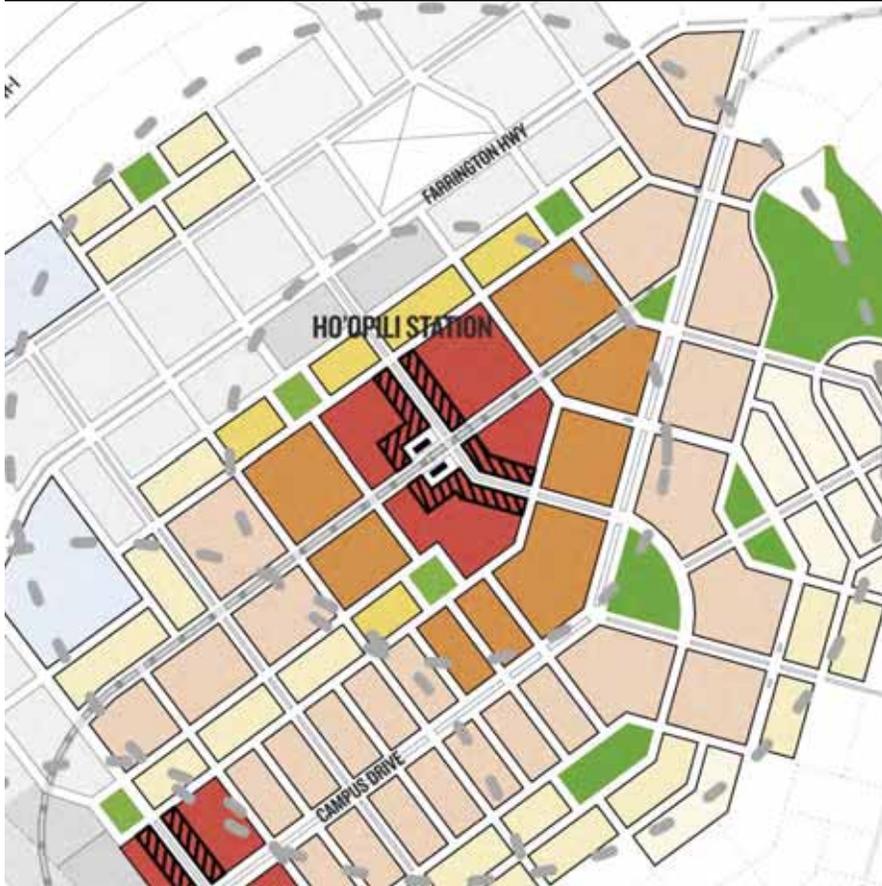


Medium and Lower Density Housing

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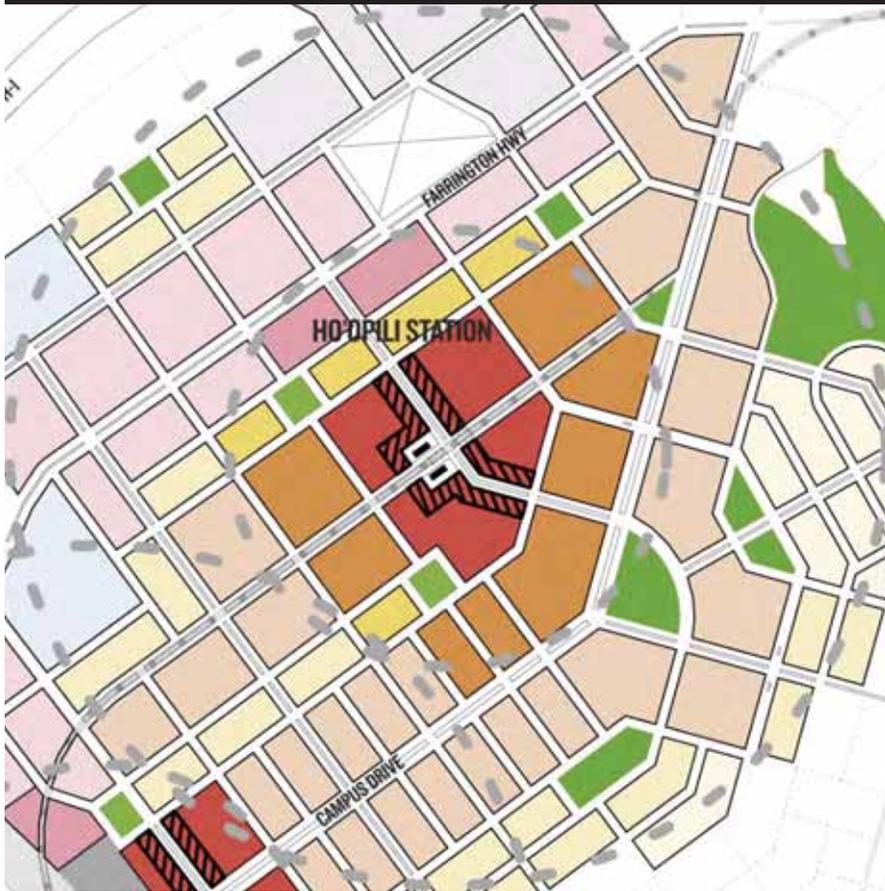


Schools and Parks

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Commercial and Parking

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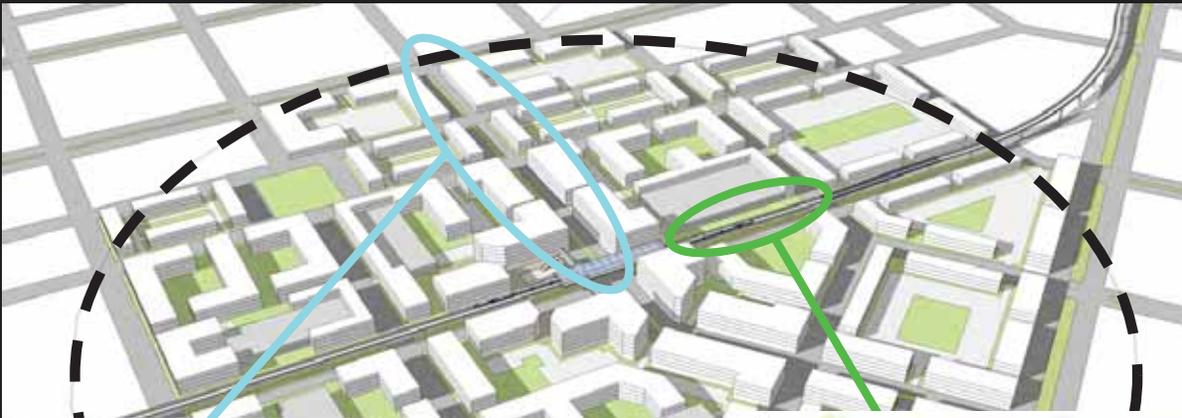


Greenway Under Elevated Rail

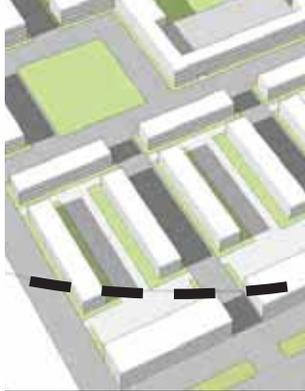
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REFINED ALTERNATIVE A - HO'OPILI STATION



STATION AT CROSSING



GREENWAY

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REFINED ALTERNATIVE A - UHWO STATION



Mixed-Use Center

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Medium-Density Mixed Use and Active Retail Space

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Medium and Lower Density Housing

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Schools and Parks

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Commercial and Parking

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Greenway Under Elevated Rail

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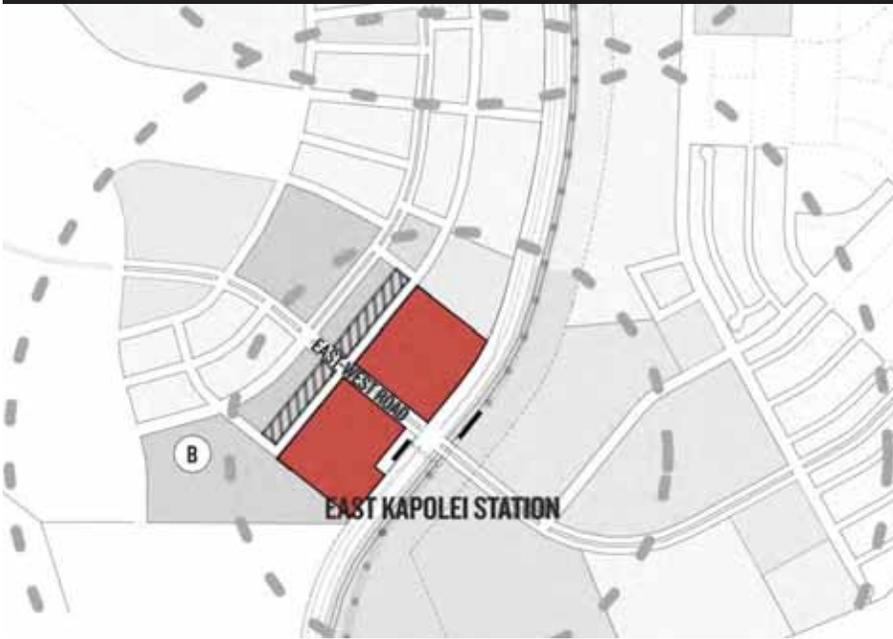
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REFINED ALTERNATIVE A - UHWO STATION



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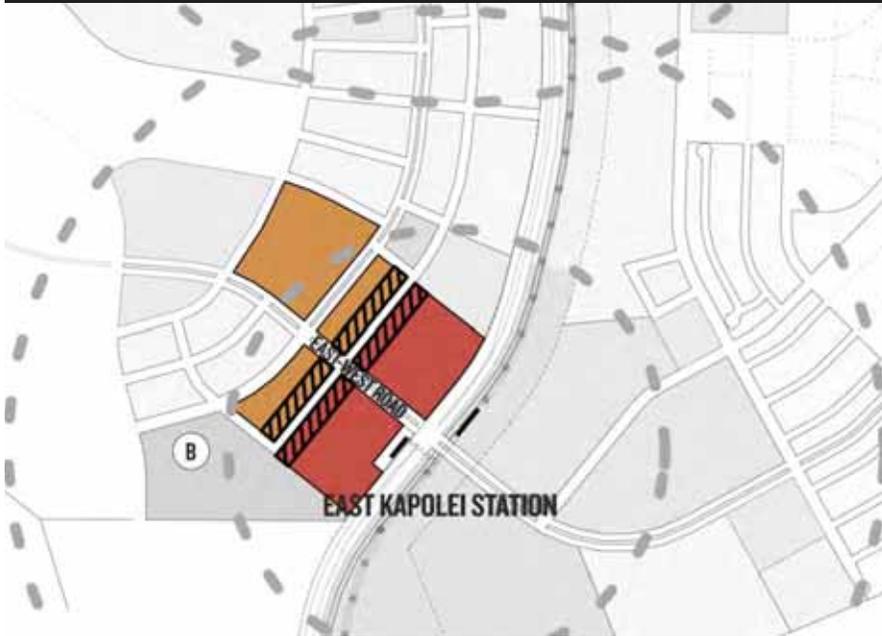
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Mixed-Use Center

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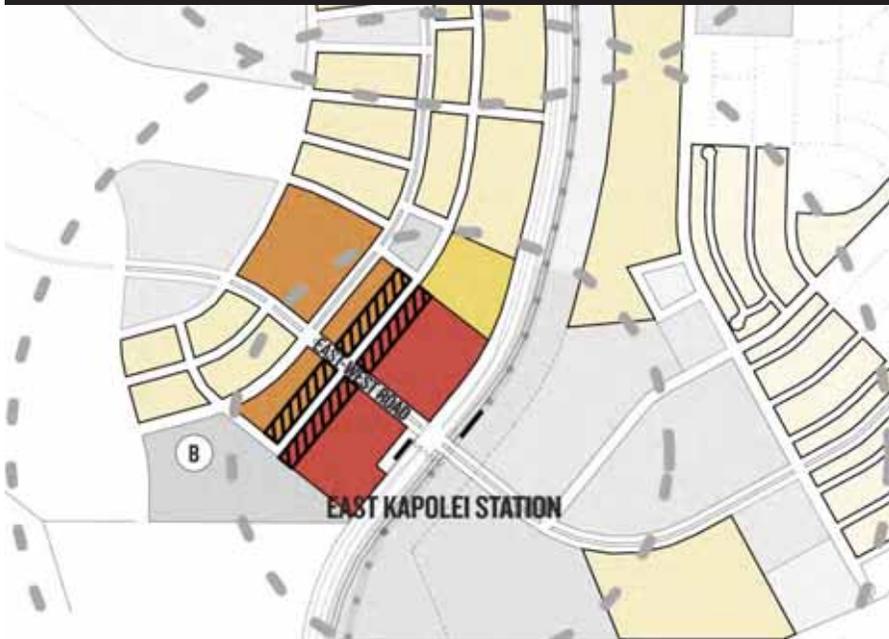
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Medium-Density Mixed Use and Active Retail Space

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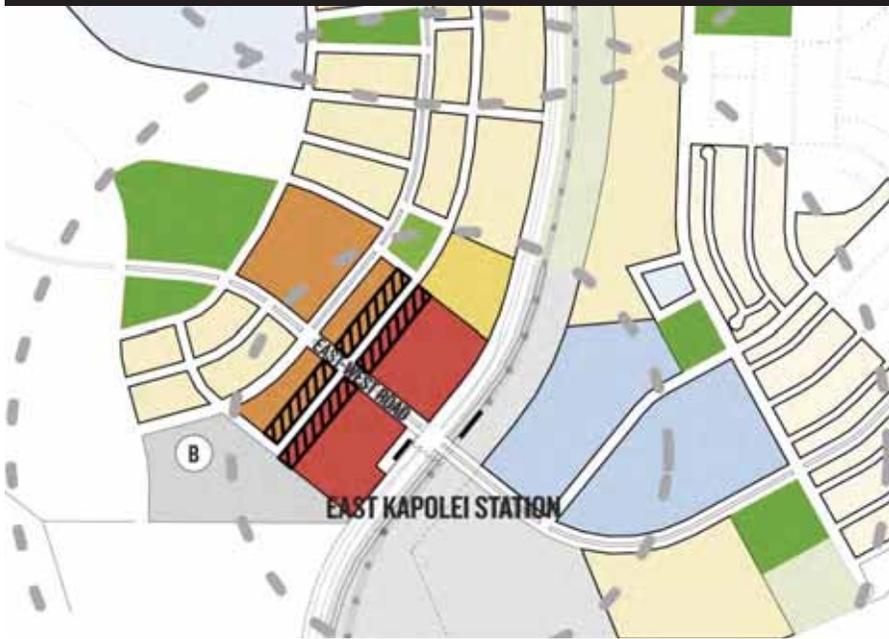
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Medium and Lower Density Housing

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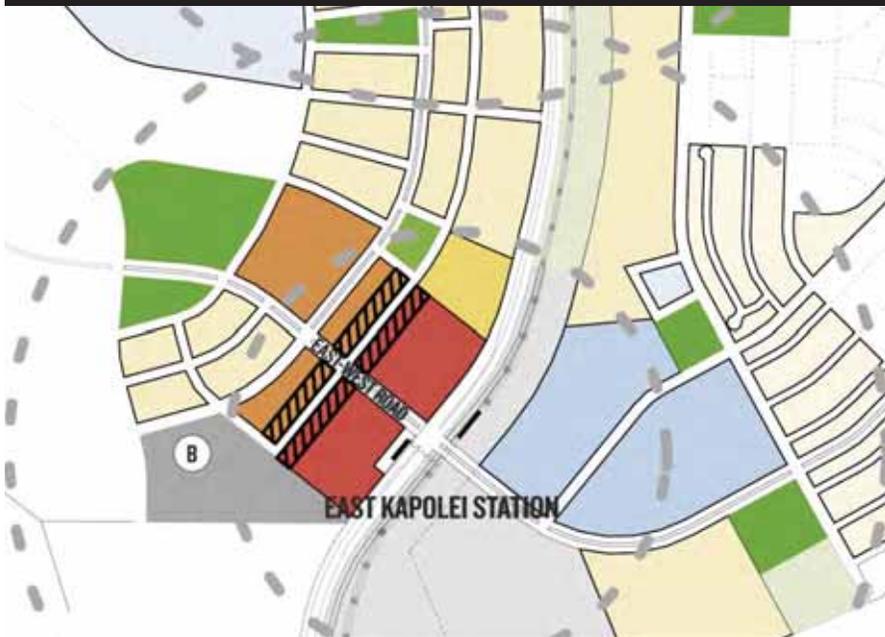
REFINED ALTERNATIVE A - EAST KAPOLEI STATION



Schools and Parks

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REFINED ALTERNATIVE A - EAST KAPOLEI STATION



Commercial and Parking

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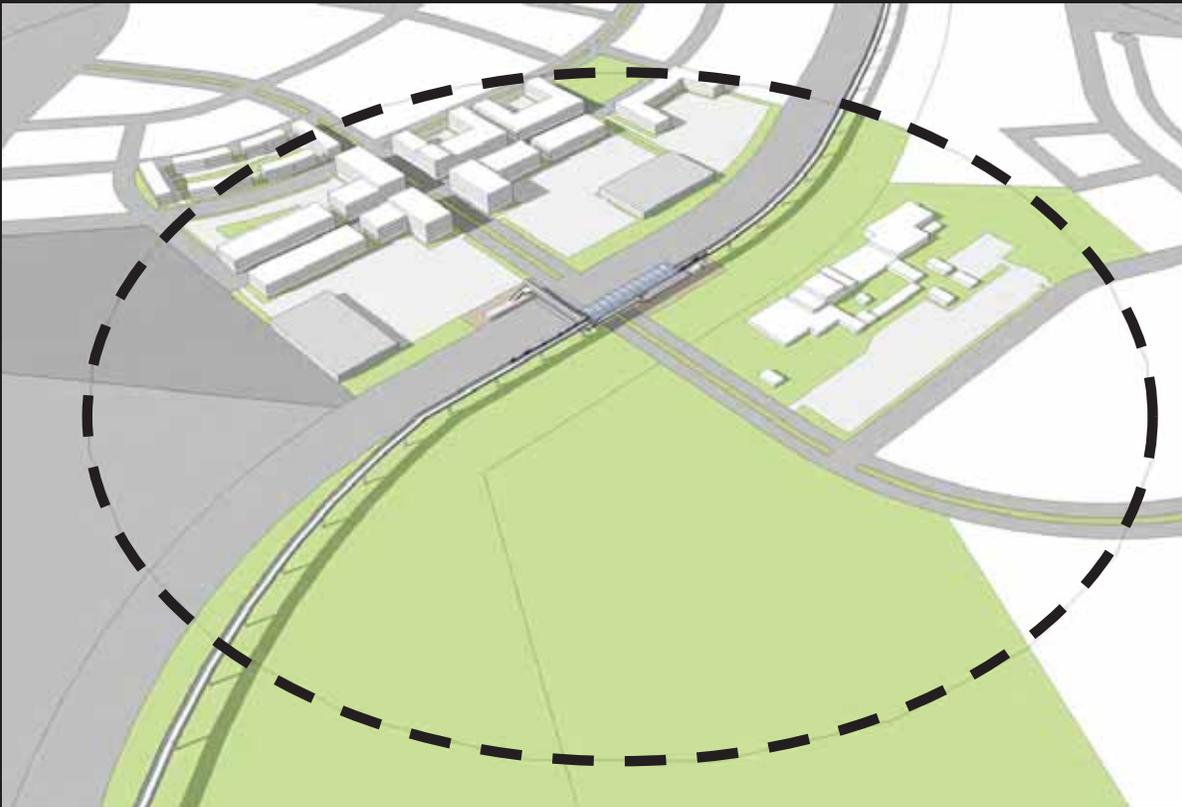
REFINED ALTERNATIVE A - EAST KAPOLEI STATION



Greenway Under Elevated Rail

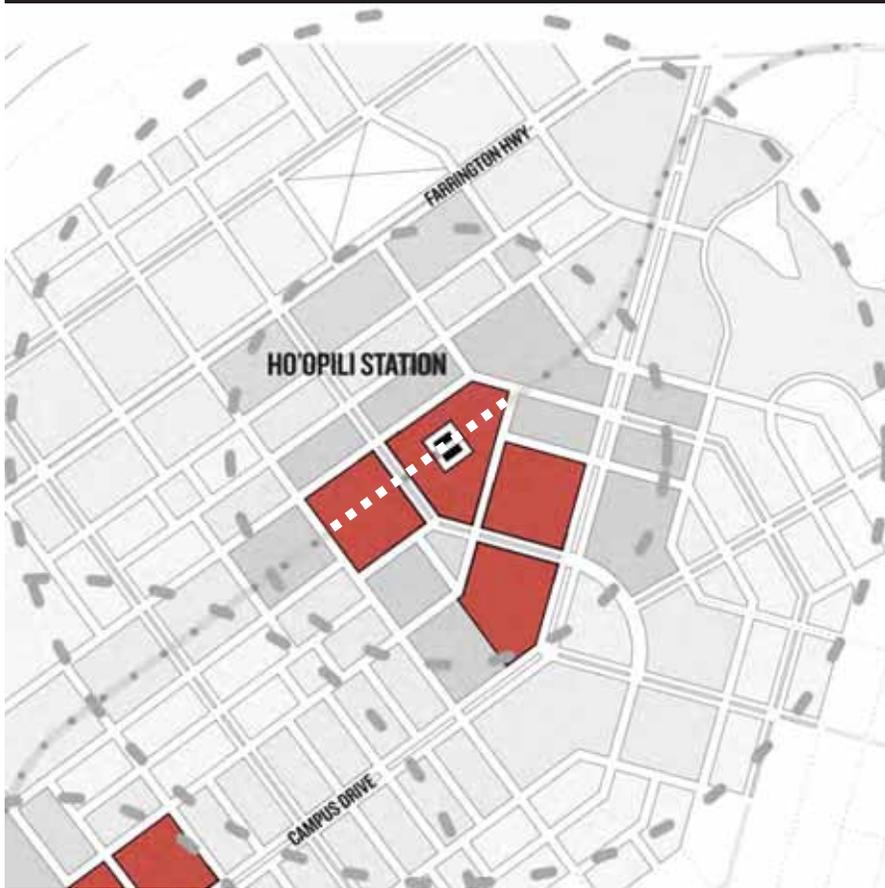
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REFINED ALTERNATIVE A - EAST KAPOLEI STATION



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REFINED ALTERNATIVE B - HO'OPILI STATION

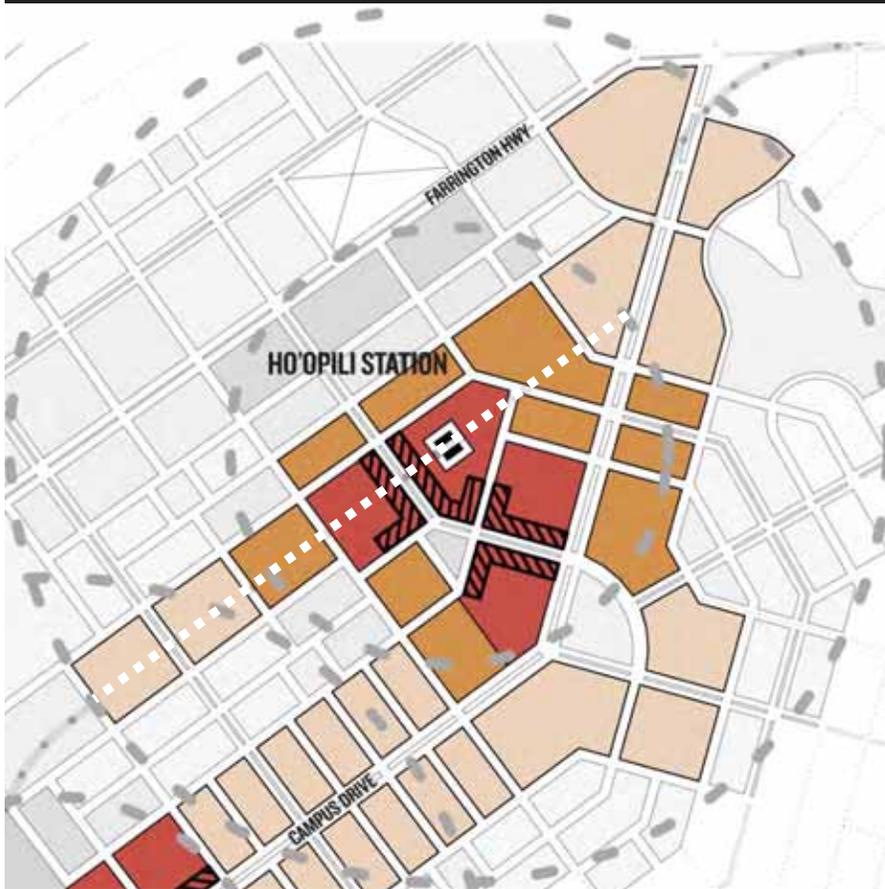


Mid Block Transit Hub and Mixed-Use

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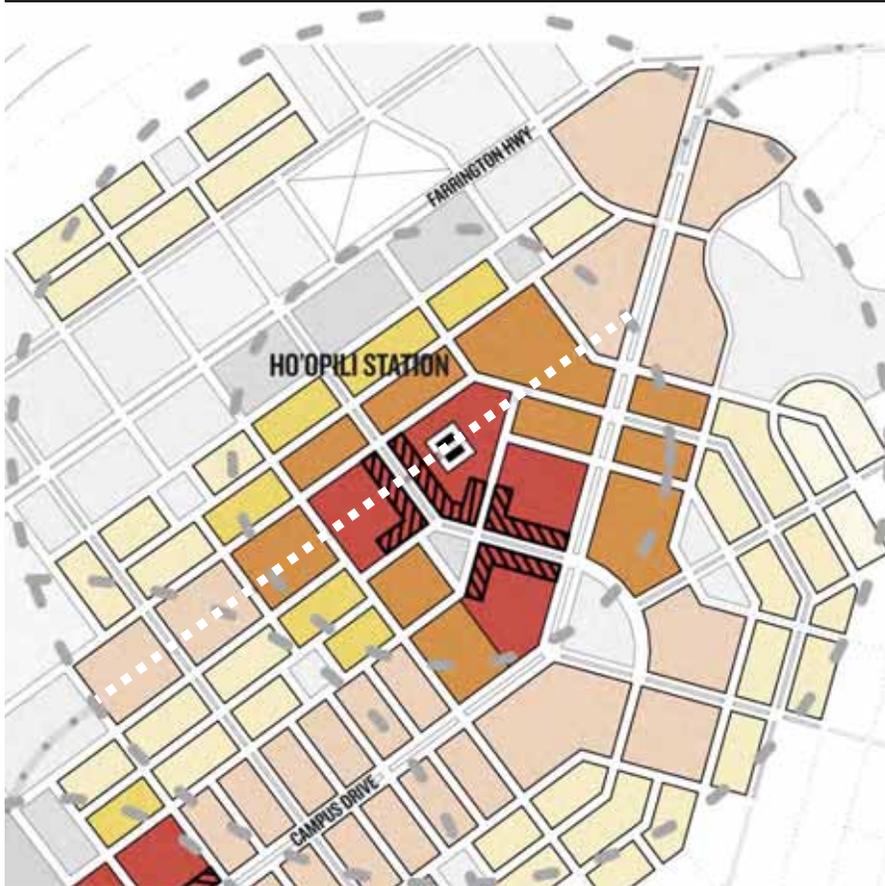


Medium-Density Mixed Use and Active Retail Space

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REFINED ALTERNATIVE B - HO'OPILI STATION

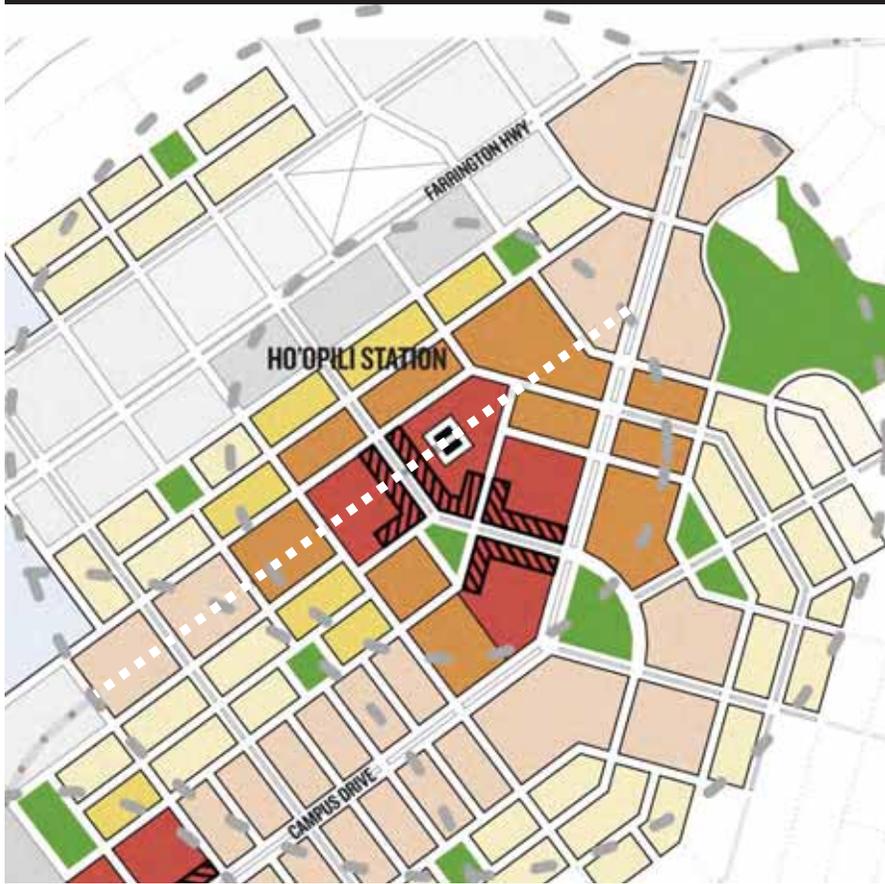


Medium and Lower Density Housing

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REFINED ALTERNATIVE B - HO'OPILI STATION



Schools and Parks

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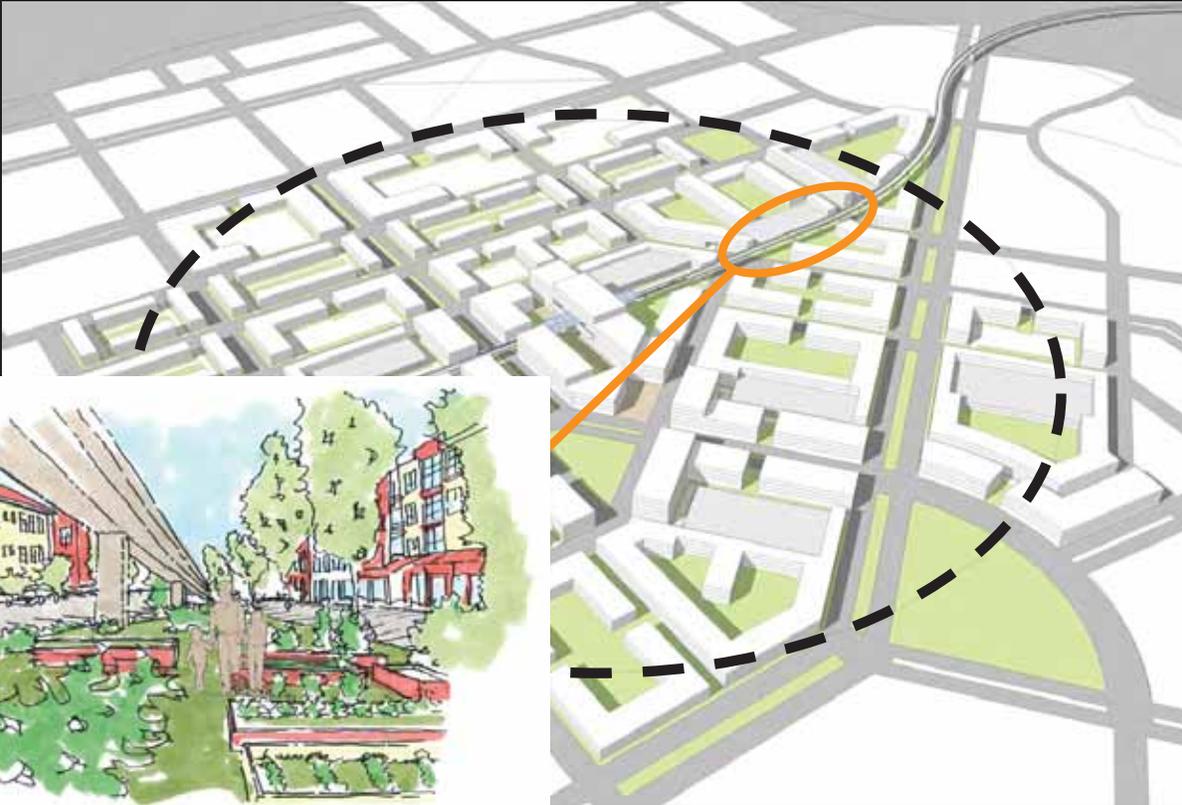


Commercial, Industrial and Parking

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REFINED ALTERNATIVE B - HO'OPILI STATION



MID-BLOCK TRANSIT CORRIDOR

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REFINED ALTERNATIVE B - UHWO STATION



Mixed-Use Center

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Pedestrian Walkways



Medium-Density Mixed Use and Active Retail Space

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Medium and Lower Density Housing

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Schools and Parks

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Commercial, Industrial and Parking

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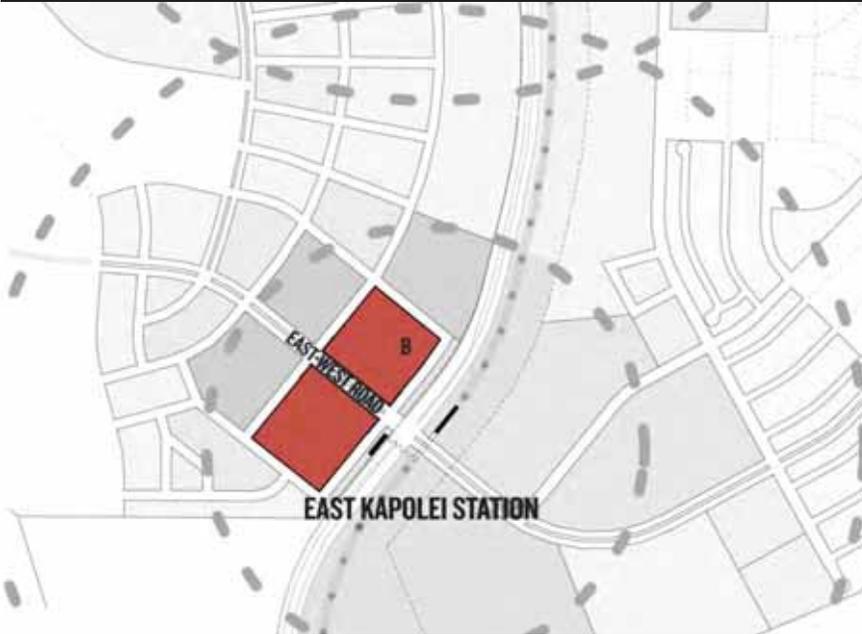
REFINED ALTERNATIVE B - UHWO STATION



STATION THROUGH BUILDING

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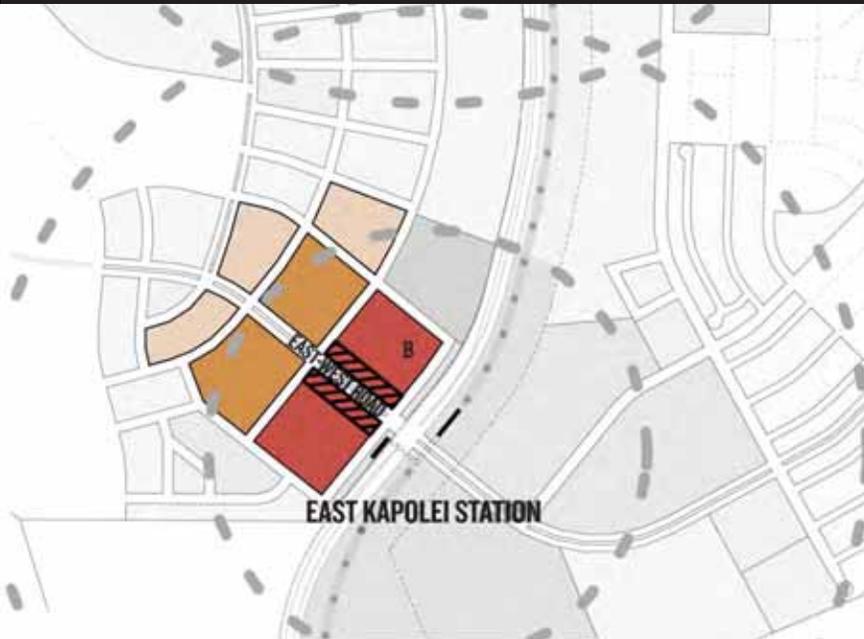
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Mixed-Use Center

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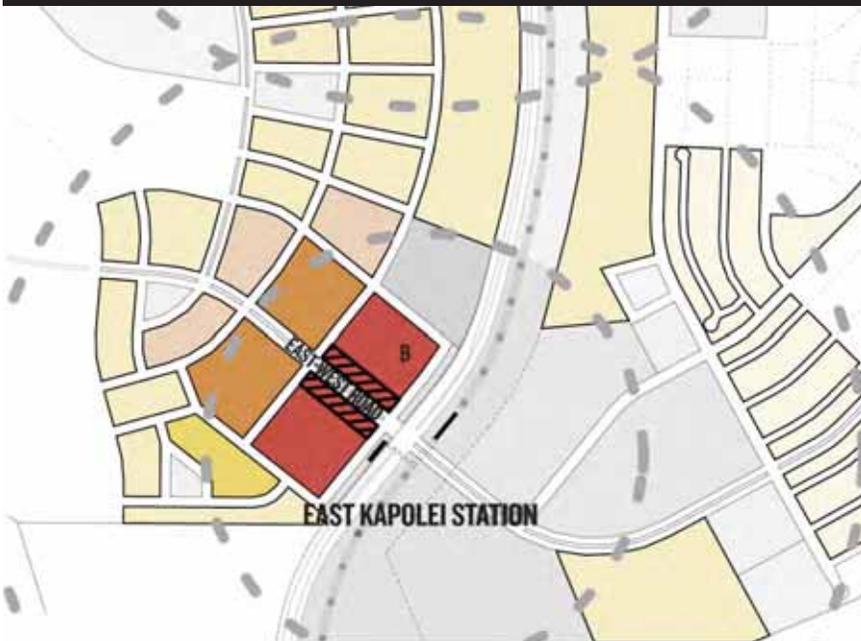
REFINED ALTERNATIVE B - EAST KAPOLEI STATION



Medium-Density Mixed Use and Active Retail Space

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Medium and Lower Density Housing

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Kroc Center



Schools and Parks

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Commercial, Industrial and Parking

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COMMENTS AND FEEDBACK



REVIEW AND COMMENT ON
REFINED ALTERNATIVES



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NEXT STEPS

- 1) DEVELOP PREFERRED ALTERNATIVES BASED ON COMMUNITY FEEDBACK
- 2) TRANSPORTATION, INFRASTRUCTURE AND MARKET ANALYSIS OF ALTERNATIVES
- 3) COMMUNITY WORKSHOP #2 - REFINED ALTERNATIVE
- TENTATIVELY MAY 2009



Need more info? Visit: www.honoluludpp.org/planning

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