

Kalihi Neighborhood Transit-Oriented Development Plan

Community Survey EXECUTIVE SUMMARY

October 2011



Department of
Planning & Permitting



Survey Background

Survey Purpose

The Department of Planning and Permitting (DPP) of the City and County of Honolulu sought to capture the perspectives of residents living near the three planned Kalihi rail transit stations. National Research Center, Inc. (NRC) assisted the City in conducting a survey to assess residents' perceptions about their neighborhood and opinions about potential transit-oriented development opportunities in these areas. The results of the survey, combined with other sources of community input, will help the DPP make plans to guide future public investment and development around the rail stations.

Survey Methods

A randomly selected sample of 4,000 households within a half mile of each of the three proposed stations (Middle Street, Kalihi and Kapalama stations) was mailed the survey. These 4,000 households were 86% of the total number of households (4,665) estimated to be within a half mile of one of the three proposed stations. Of the 4,000 mailed surveys, 3,895 were delivered to occupied households. A total of 1,100 completed surveys were received, for a response rate of 28%; this is a strong response rate compared to those that NRC typically sees for surveys in large cities. The margin of error is plus or minus three percentage points around any given percent for the entire sample.



Survey Reports

This executive summary of survey results highlights key findings across the entire Kalihi sample. A full report of survey methods and results, including the survey itself and responses categorized by location, gender and tenure (whether the resident owns or rents their home), can be found online at: www.honoluluodpp.org/planning.

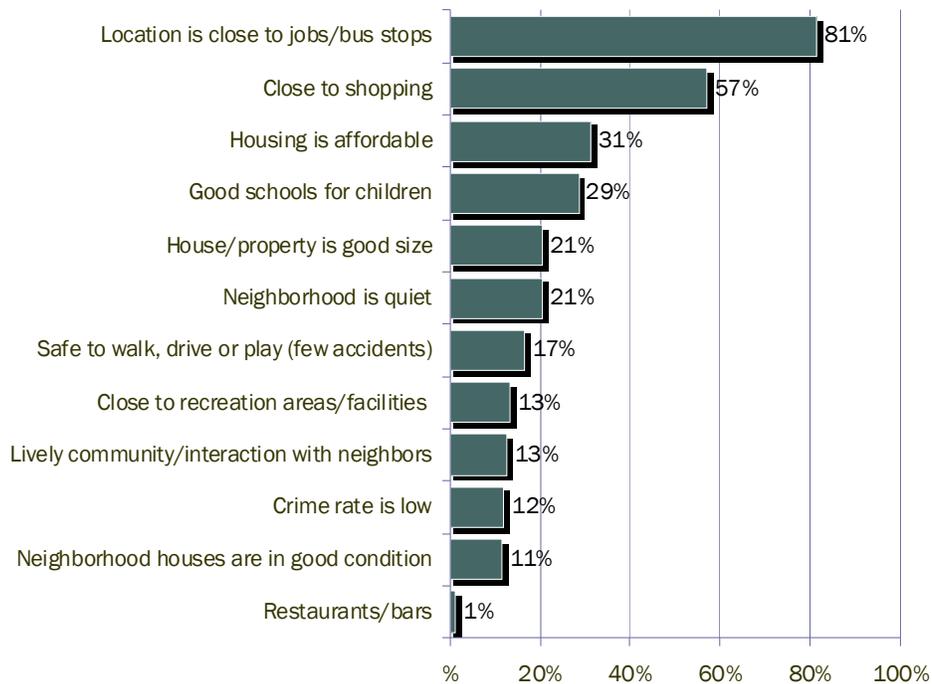
Survey Findings

Neighborhood Values

Convenience to work, transit and shopping are high priorities for Kalihi residents.

Convenient location was clearly identified as the characteristic residents most valued about living in Kalihi. This is also supported by the finding that 43% of residents worked or studied in Kalihi (followed by 18% in Downtown and 17% in Waikiki), demonstrating that Kalihi is already a live-work community.

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



Total exceeds 100% as respondents chose three items.

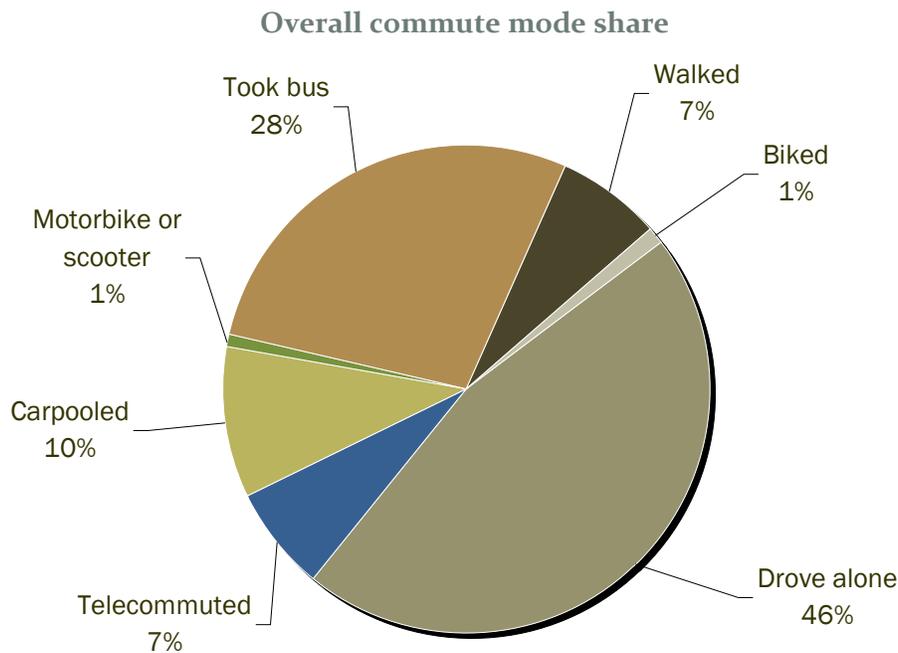
Beyond location, residents value quietude, safety and affordability.

Residents said the worst things about the Kalihi neighborhood were the noise, crime levels, and expense (although residents were split on affordability – it made the list of best things about Kalihi, and being too expensive made the list of worst things). Nearly 40% of residents preferred to live in Kalihi over any other neighborhood in Honolulu, and when asked about what amenities they valued about their preferred neighborhood, again residents most often named convenience, followed by cleanliness and attractiveness, quietude and safety. When asked what one thing they would do to improve their neighborhood they most often said: lower the crime rate, improve the roads, clean up the neighborhood and improve the sidewalks.

Resident Mobility

Kalihi residents frequently commuted by alternate travel modes.

Over half of all the commuter trips that residents reported taking in one week were by “alternate” travel modes (bus, walking, biking, carpooling or telecommuting). Asked to comment on the overall ease of traveling by different modes, bus travel was rated best, followed by driving, walking and then biking. The condition of sidewalks was identified as a challenge for walking, and parking availability was a challenge for driving. Biking amenities (paths, lanes and storage) and safety received mostly poor ratings. The condition of bus stops was of concern for using transit.



Kalihi residents were aware of plans to build the transit line and planned to use it.

Over half the residents said that they were somewhat or very likely to use the new rail transit line to get to work or school, visit beaches and recreation areas, meet up with friends and family, and go shopping. Just under half were somewhat or very likely to use it for going to restaurants, bars and night clubs. Residents who commuted by an alternate travel mode for more than half their trips in the week prior to the survey were more likely to say they would use rail transit than those who typically drove alone, but about half of those who had driven alone to work for more than half their trips in the week prior to the survey also said they were somewhat or very likely to use the rail system.

Community Amenities

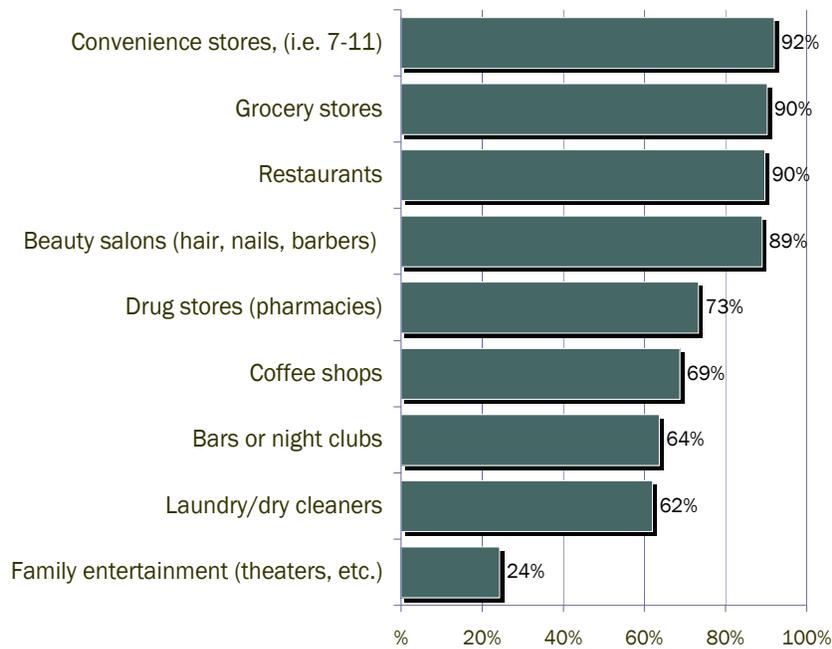
Recreational amenities are valued but could use improvement.

Just under half of residents in the Kalihi neighborhood used parks a few times a month or more frequently. While most residents said they felt safe in parks during the day, few felt safe at night or when homeless people were present. And despite that the majority rated their quality as fair or poor, parks and landscapes were identified as the most important neighborhood landmarks to preserve—followed by schools, local retail and markets, and the Bishop Museum.

Family entertainment businesses were the most lacking in the Kalihi neighborhood.

When asked whether different types of businesses were present in the neighborhood, most residents said grocery, drug and convenience stores and restaurants were nearby and they thought these businesses were of good quality. Businesses that were more often thought to be absent were family entertainment (such as theaters), laundries or dry cleaners, and bars and night clubs.

Presence of businesses in the neighborhood



Total exceeds 100% as respondents could provide more than one response.

Youth, child care, senior and community centers and higher quality affordable housing were missing from the neighborhood.

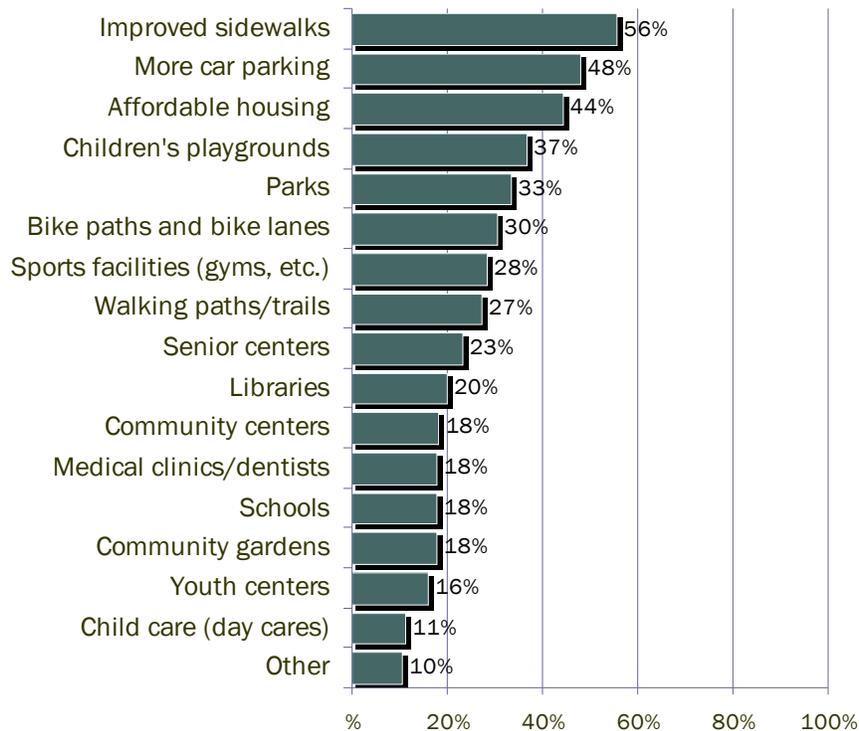
Residents all said there were schools and libraries in the neighborhood and that they were of good quality. Fewer identified the presence of youth, child care, senior and community centers, but they were also thought to be of good quality. Most residents said they knew of affordable housing in the neighborhood and rated it fair or poor.

Development Opportunities

Sidewalks and streetscapes were a top priority for transit-oriented development.

While there was relatively strong support for most development possibilities near the proposed rail stations and along major streets in Kalihi (for new retail, residences and services), improving the streetscape (e.g. adding places to sit, landscaping, and bus shelters) received the strongest support. The amenity that was chosen by most residents when asked to pick 5 amenities to improve in their neighborhood was the condition of sidewalks, followed by car parking, affordable housing, playgrounds and parks.

Which 5 amenities would you most like to see built or improved in your neighborhood?



Total exceeds 100% as respondents chose five items.

Residents prefer low-rise buildings.

Asked how much they would support or oppose new buildings of various heights near the proposed rail station closest to their home, most residents said they would support buildings up to 3 stories tall, half would support buildings 4 to 8 stories, and the majority would oppose buildings taller than 8 stories. Along Kapalama Canal, residents supported parks, retail stores and services, parking structures, low-rise office buildings and residences, but they did not want to see hotels or office towers.

For more information on the Kalihi TOD program and a full report of survey results, please visit www.honoluluodpp.org/planning. This report paid for by the taxpayers of the City & County of Honolulu.