

Airport Area Transit-Oriented Development (TOD) Plan Community Workshop #1 Summary July 22, 2014

Introduction

The purpose of the first Airport Area TOD Plan Community Workshop was to focus on the issues and opportunities in the areas around the rail stations planned at Pearl Harbor Naval Base, Honolulu International Airport, and Lagoon Drive. Planning for these areas will address local issues related to land use, circulation, infrastructure, and community character.

Event Summary

The workshop took place at 5:30 pm on July 22, 2014, in the Aliamanu Elementary School Cafeteria. Members of the public began to arrive around 5:00 pm. The workshop was attended by roughly 77 people.

Large area maps were displayed around the cafeteria for the public to peruse during the brief open house. Maps included: Where Do You Live/Work, Airport TOD Study Areas, and exhibits of TOD examples in other cities. HART set up several posters and were available to answer questions regarding the rail stations and other rail related topics.

Team members asked meeting attendees to share information about where they live, work, or visit. Attendees were asked to put a red dot on the map in the areas where they work, a yellow dot where they live, and a green dot where they conduct other activities in the area (shopping, recreation, etc). The majority of the dots were red and clustered around the Lagoon Drive industrial area.

Harrison Rue, TOD Program Administrator for the City, began the presentation by welcoming attendees to the workshop and explained the agenda, desired outcome, and goals of the meeting. After Mr. Rue described Honolulu's TOD program, Kevin Butterbaugh of AECOM described the Airport area stations, existing community character, and potential TOD opportunities for each station area. Mark Garrity of the Department of Transportation, briefly described the proposed bus to rail integration concepts, and the bike share system which plans to launch by the end of 2015. Mayor Kirk Caldwell briefly addressed the public about TOD and how the public's participation will help shape the plan for the community. The full presentation is included with this meeting summary.

Small Group Discussion

After the presentation, participants broke out into seven small groups. Large aerial maps of the Pearl Harbor and Airport/Lagoon Drive TOD areas were distributed to each group. They were asked to discuss existing issues within the TOD area by marking existing landmarks and assets to be preserved/enhanced and areas where they would like to see improvement and development. The most common issue for the Pearl Harbor station area was the desire for better pedestrian access. Groups suggested that a pedestrian overpass should be developed over Kamehameha Highway, and pedestrian walkways on Radford Drive should be improved.

Many groups would like to see a new hotel developed near the Airport station along with mixed use development. The groups agreed that they want Keehi Lagoon Beach Park preserved as open green space; however, the park needs enhancement with more lighting, more shade, and as an overall safer environment. The idea of creating parking areas for rail users and area workers was prevalent near the Lagoon Drive station and mixed-use development that may include residences. Other common issues/opportunities included better pedestrian access to and from the stations and across Nimitz Highway; lighting and safety; improved bike lanes/paths; addressing homelessness; and additional hospitality and amenities near the airport. One set of maps is attached to this meeting summary.

Participants were then asked to sketch what they envisioned on a 2034 magazine cover about TOD in this neighborhood; producing words or graphics to illustrate their goals for the area. Responses included ideas, goals and desires such as convenience, attractiveness, affordability, efficiency, housing for the homeless, and thriving tourism. The magazine covers are attached to this summary.

Each group summarized their top five issues/opportunities and their selected magazine cover(s) to the entire audience. The list at the end of this summary shows the top five ideas from each group. Some groups chose to list their top five for the Pearl Harbor and the combined Airport/Lagoon Drive stations, while others listed issues/concerns for the entire area.

While each group presented separate ideas, many recurring themes were common across all groups. Common themes included:

- Access, including infrastructure barriers that create pedestrian barriers to the station from surrounding residential areas
- Homelessness in and around the station
- Creating a gateway for travelers arriving at the Honolulu International Airport
- Diversification of uses to allow for greater tourist and economic activity
- Affordable housing opportunity

A word cloud of key words and phrases from each presentation was displayed to participants as a visual representation of group priorities. The word cloud is below.



A common vision that came out of the small groups was the notion that the industrial areas surrounding the Airport and Lagoon Drive business district should be diversified to include hotels, tourist attractions, enhancement of open space, retail, restaurants, and affordable housing. Participants also pointed out the need to improve traffic flow in the areas surrounding all three stations, with auxiliary transit to shuttle people to and from the rail line. Improving safety through better lighting and sidewalks and providing bike lanes were another high priority.

Group 1

- Bike lanes
- Auxiliary transit (walkways, buses, bridge)
- Lighting and safety
- Lodging and amenities (Airport)
- General connectivity (including pedestrian)

Group 2

Pearl Harbor Station

- Shuttle circulator from station (piggyback with existing NEX shuttle)
- Mixed-use development (incorporate big-box at Bougainville Drive)
- Repurpose Little Makalapa

Airport/Lagoon Drive Stations

- Maintain industrial areas and rent rates
- Study pedestrian crossing of Nimitz Highway and all stations
- Improve visitor amenities at Keehi Lagoon Park
- Better pedestrian access to and from station

Group 3

- Address homelessness
- Pedestrian access
- Who does Lagoon Drive Station serve?
- Utilize park as a recreation resource (there are lots of different visions)
- Access to Pearl Harbor (car vs. pedestrian)
- Where is the access to Salt Lake-Aliamanu, Foster Village?
- Where is the access to Tripler Medical Center and Moanalua?
- Middle Street transit station should be part of planning for this area

Group 4

- Housing added in appropriate locations
- Redevelopment of industrial area, cautioned by loss of jobs
- Access from station to terminal
- Access through/across major infrastructure barriers (H1/big industrial area)
- Address homelessness at park and overpass ramps

Group 5

- Convert from industrial to mixed-use at both Airport and Lagoon Drive Stations
- Additional hospitality at Airport
- Add service/amenities at Airport at Lagoon Drive Station
- Better utilization of Keehi Lagoon Park waterfront
- Improve vehicle access to stations
- Better pedestrian connections from stations to surrounding businesses

Group 6

Pearl Harbor Station

- Pedestrian overpass across Kamahameha Highway at station
- Support retail at station (reuse of historical homes)
- Easy/safe access to and from station & commercial use at Target/Navy Exchange areas
- Easy/convenient/safe access between station and Aliamanu residential area

Airport/Lagoon Drive Stations

- Homelessness encampment need to be addressed
- Keehi Lagoon improvements (private/public partner revenues generated need to be retained by Honolulu International Airport)
- Mixed-use retail emphasis at Airport Station to include hotel/lodging
- Pedestrian/bike access from residences mauka of Airport Station to station-also from Mapunapuna Industrial to Keehi Station
- Mixed-use analysis at Keehi Station to address future opportunities

Group 7

Pearl Harbor Station

- Designated bike/pedestrian accessibility
- Improve crossing (Makalapa/Radford)
- Park/café grassy area next to station
- Enhance lighting on current walkway

Airport/Lagoon Drive Stations

- Koapaka/Paiea traffic congestion
- Lighting/homeless/Safety
- Inadequate parking (Lagoon)
- Housing/retail/recreation center
- Airport access/walkways/distance (covered/moving walkway)
- People mover inside the Honolulu International Airport (Wiki Wiki bus extension)

The meeting adjourned at 7:30 pm.




AIRPORT AREA Transit-Oriented Development Plan

Community Workshop #1

July 22, 2014

AECOM 

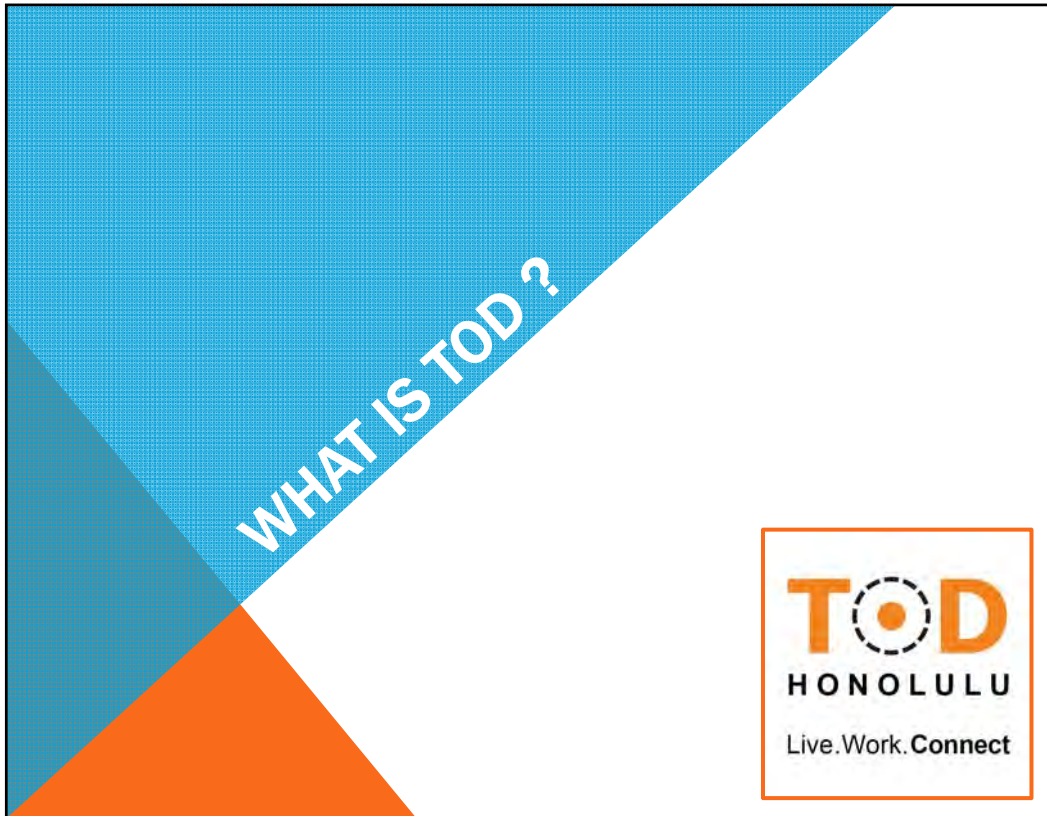
WELCOME

AIRPORT AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) COMMUNITY WORKSHOP #1

Agenda

- What is TOD?
- Honolulu's TOD Program
- Airport Area Stations
- Rail Beyond the Half Mile
- Group Brainstorming & Sharing
- What's Next?
- Closing Remarks

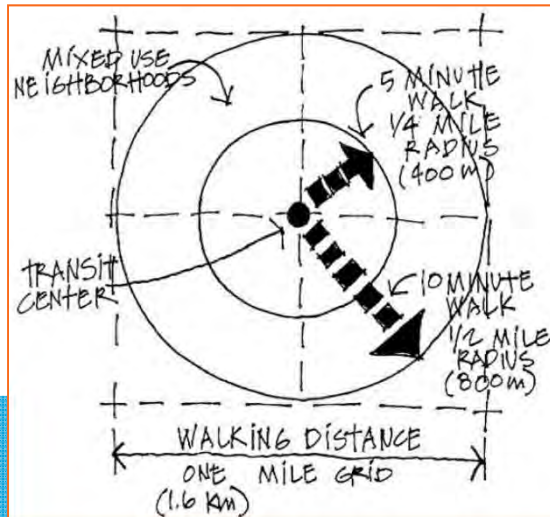
How did you hear about this meeting?



TRANSIT-ORIENTED DEVELOPMENT → TOD



TOD is compact, mixed-use development within easy walking distance of a transit station





ONE ISLAND, ONE COMMUNITY

- Rich history of trains, street cars & bus transit
- Modern rail is a new component of our transportation network
- Spine of an island-wide multimodal system
- Rail transit will help efficiently direct island-wide growth



ONE CITY: TWO PROGRAMS

Transit - HART

- Rail Alignment
- Build Stations
- Apply for Permits
- Land Acquisition / Relocation Assistance
- Adjust Streets
- Public Outreach



TOD - City DPP

- Neighborhood / Area Planning & Implementation
- Build Public-Private Partnerships
- Process Permits
- Zoning
- Connectivity Proposals
- Public Outreach



WHERE WE'RE GOING

Create choices and a high-quality, healthy urban lifestyle

- Series of walkable, diverse, age-friendly neighborhoods
- Connect homes with jobs, goods, services & parks
- Station areas have their own unique identity
- Scale of new development fits community context
- Revitalize older communities
- Use land more efficiently



IT'S ABOUT PEOPLE AND THEIR NEIGHBORHOODS



TOD PLANNING FRAMEWORK

- Seamlessly integrate the roadway, transit, and pedestrian networks
- Have a defined role within the overall regional island-wide transit corridor
- Encourage land uses that compliment the transit system
- Create a framework of affordable communities
- Foster vibrant, mixed-use communities where the automobile is still an option but not a necessity
- Integrate new development with existing communities
- Promote community sustainability and a model for growth



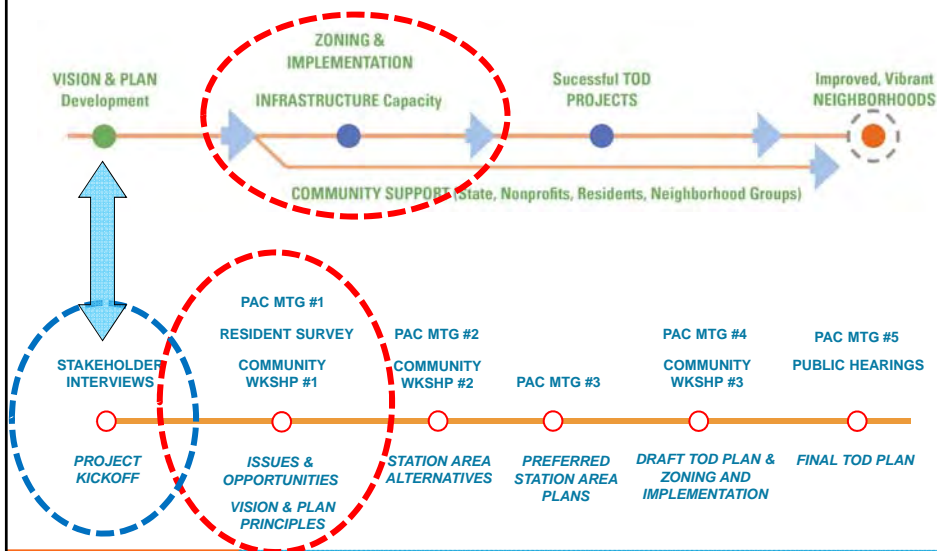
NEIGHBORHOOD AREA TOD PLANS

21 Stations → 8 Area Plans

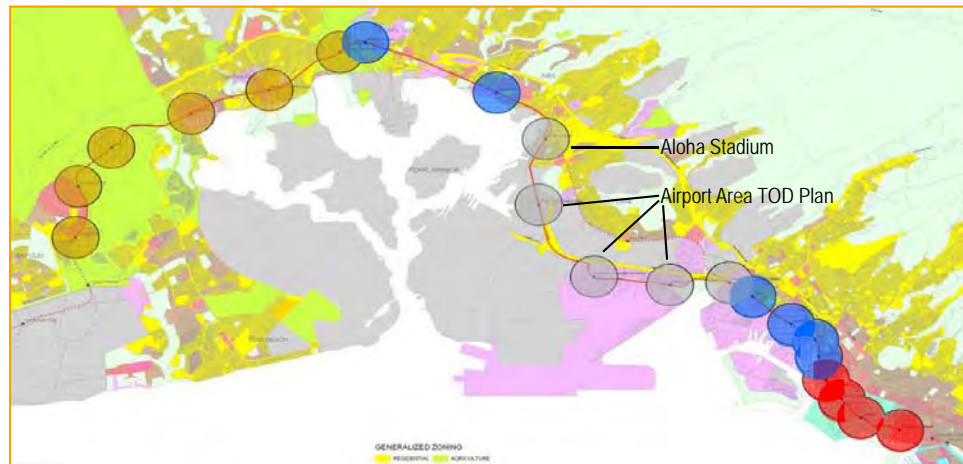
- **Ongoing Plans**
 - Ala Moana
 - Airport Area
- **Remaining Plans**
 - Aloha Stadium
- **Completed Plans**
 - ✓ Waipahu (adopted by Council)
 - ✓ East Kapolei
 - ✓ Aiea-Pearl City
 - ✓ Kalihi
 - ✓ Downtown
 - ✓ Ala Moana



WHERE WE ARE – AND WHERE WE’RE GOING



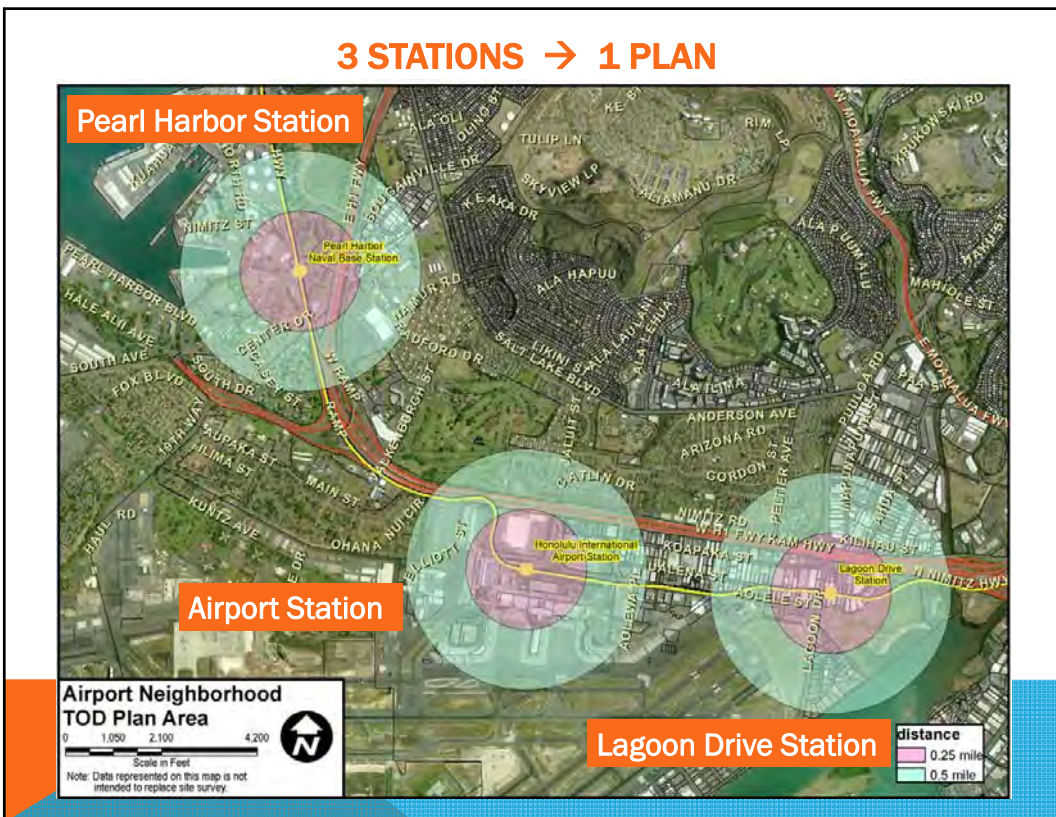
STATION AREA CHARACTER



- | | |
|---|--|
| <ul style="list-style-type: none"> ● Major Urban Center: Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu ● Urban Neighborhood: Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail | <ul style="list-style-type: none"> ● Mixed-Use Village: Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station ● Major Destination/Employment Center: Place with a single-use facility or high concentration of jobs |
|---|--|

TOD IMPLEMENTATION STRATEGY

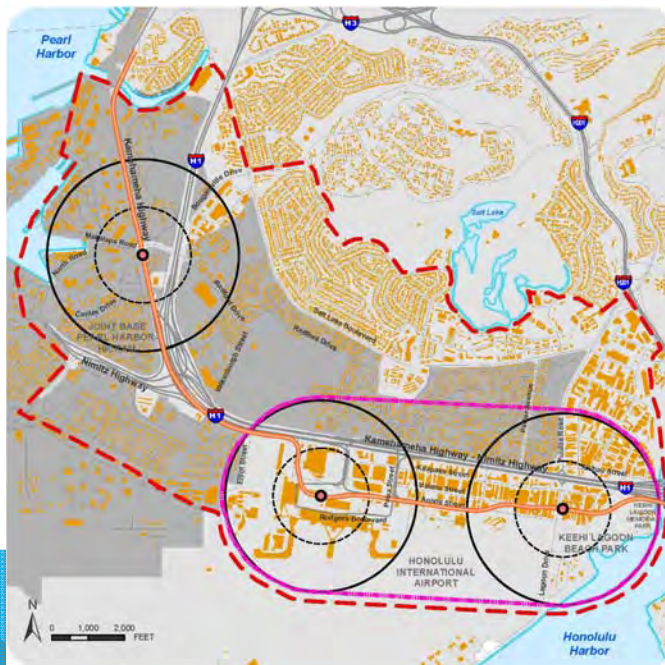
- **TOD Sub-cabinet; coordinate investments**
 - Station walking audits completed; planning under way
- **Finalize and adopt Neighborhood TOD Plans**
 - 15 of 19 station areas have draft TOD Plans complete
- **Implement zoning & process improvements**
- **Develop financing and incentive tools**
- **Develop and implement housing policy**
- **Enhance partner roles in TOD**
- **Develop catalytic projects**
 - PearlrIDGE, Kapalama, Blaisdell Center



PLANNING AREA

5 Focus Areas

- ¼-mile Radius Area
- ½-mile Radius Area
- Pearl Harbor TOD Area
- Airport & Lagoon Drive TOD Area
- Region of Influence



TECHNICAL ANALYSES

Existing Conditions

- Land use & zoning
- Transportation network
- Environmental conditions
- Historic and Cultural Resources
- Infrastructure conditions

Market Analysis

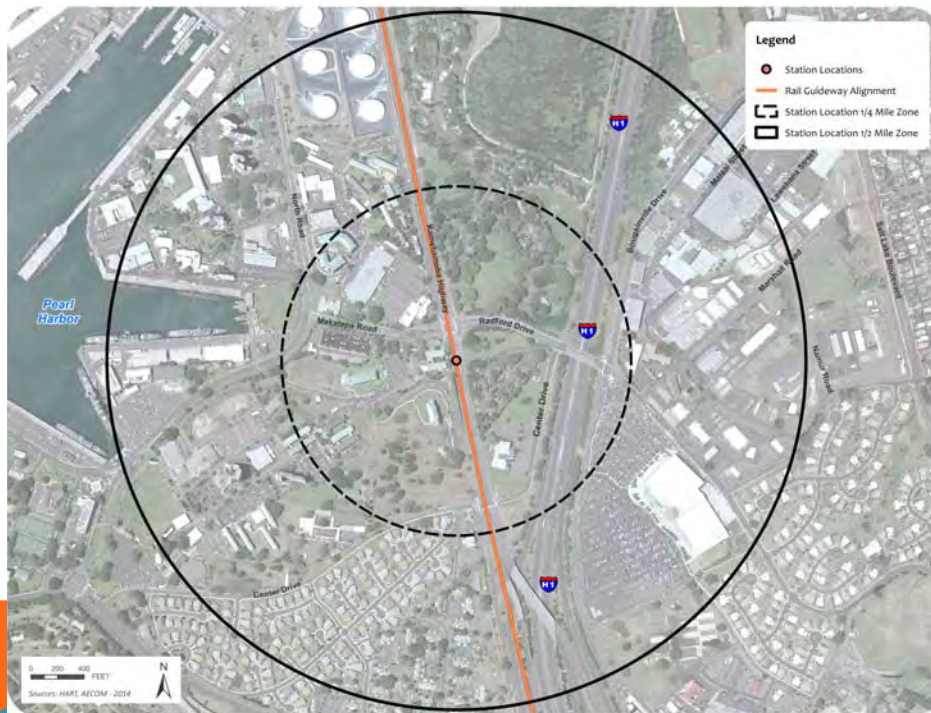
- Economic trends
- Projections by use

Private sector will invest in TOD if conditions are right

EARLY FEEDBACK

- Access to rail from the surrounding neighborhoods
- Concerns about the bus system: efficiency, connections, schedule, reliability, etc.
- Convenient and safe pedestrian access to stations
- Completion of Salt Lake Blvd widening
- Arizona Road issues
- Parking (at stations and in surrounding neighborhoods)
- Need/want for a brand hotel in this area
- Homelessness

PEARL HARBOR STATION



PEARL HARBOR STATION



PEARL HARBOR STATION



PEARL HARBOR STATION – EXISTING CHARACTER AND POTENTIAL OPPORTUNITIES



Pearl Harbor Station site and open grassy field with large shade trees – potential opportunity for small park to be located adjacent to and mauka of station



Abrupt ending to sidewalk adjacent to Kamehameha Hwy. – potential opportunity for better connectivity



Kamehameha Hwy and Radford Drive intersection – potential for improved pedestrian amenities

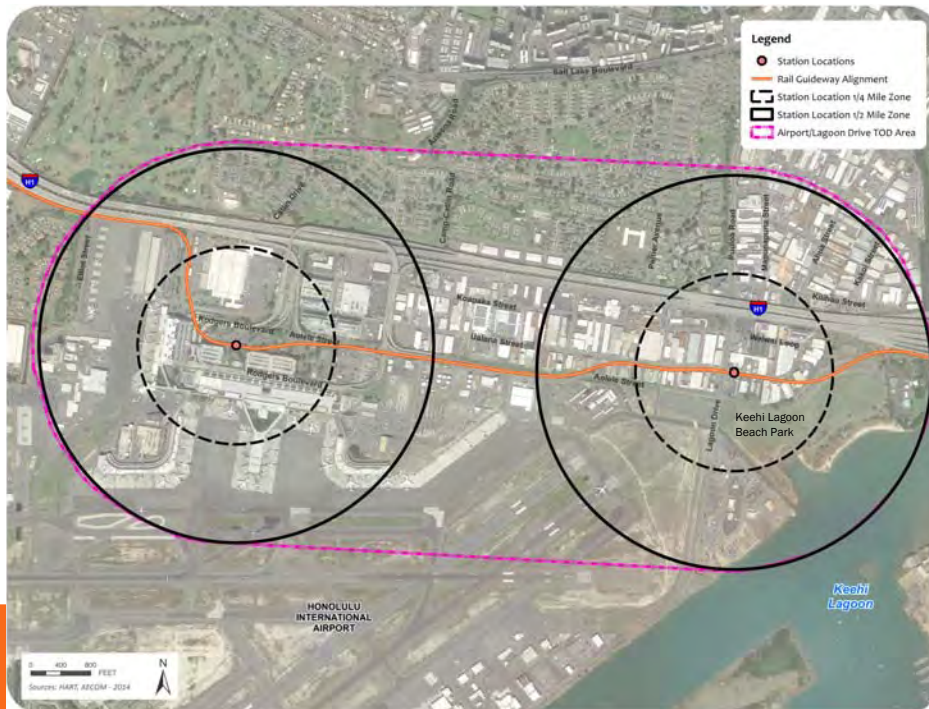


Abandoned Navy housing area adjacent to station – potential TOD opportunity site



Mixed business/commercial area within 1/2-mile area – potential redevelopment opportunities

AIRPORT & LAGOON DRIVE STATIONS



AIRPORT STATION



AIRPORT STATION



Honolulu International Airport Station



AIRPORT STATION – EXISTING CHARACTER AND POTENTIAL OPPORTUNITIES



Paiea St at Koapaka St – dangerous intersection with potential for safer movement/crossings



Sidewalk/landscaping along Aolele St – potential to continue connectivity to station site



Existing open space / dog park near station – potential opportunity area next to station



Street crossings – potential for better wayfinding and safer pedestrian crossings



Airport hotel – potential improvements and redevelopment opportunity



Koapaka Street businesses – potential redevelopment opportunities

LAGOON DRIVE STATION



LAGOON DRIVE STATION



Lagoon Drive Station



AIRPORT STATION – EXISTING CHARACTER AND POTENTIAL OPPORTUNITIES



Lagoon Drive Station at Waiwai Loop and Koapaka intersections – potential opportunities to improved wayfinding, connectivity and pedestrian amenities.



Uelena Street across from station – potential redevelopment opportunity



Nearby buildings – potential redevelopment opportunities



Keehi Lagoon Beach Park and surrounding businesses – Potential park improvements, connections to station, and redevelopment opportunities



RAIL BEYOND
THE HALF MILE...

TOD

HONOLULU

Live.Work.Connect

BUS TO RAIL INTEGRATION

Conceptual 2030 Bus Routes Serving Airport Section

Local/Trunk Routes

- 18 Honolulu International Airport - North Bay (10 minutes, 11 times a day)
- 31 Lagoon Drive Station - Dali Lane (10 minutes, 1 time a day)
- 48 Honolulu - Ala Moana Center (20 minutes, 11 times a day)

Community Circulators

- 204 Aloha Station - Middle Street Transit Center via Dali Lane (15 minutes, 11 times a day)
- 208 Middle Street Transit Center - Tripler Medical Center (10 minutes, 11 times a day)
- 206 Lagoon Drive/Middle Street - Middle Street Transit Center via Moanaloa (10 minutes, 11 times a day)
- 311 Honolulu International Airport - Moanaloa (10 minutes, 11 times a day)

Pearl Harbor Service

- 312 Aloha Station - Pearl Harbor (10 minutes, 11 times a day)
- 313 Pearl Harbor Naval Base Station - Midtown (10 minutes, 11 times a day)
- 314 Aloha Station - Ford Island/Victoria Memorial (10 minutes, 11 times a day)
Note: First and second services are provided by street as well as via rail to the Pearl Harbor Station (10)
- 315 Moanaloa Center - Aloha Station (10 minutes)

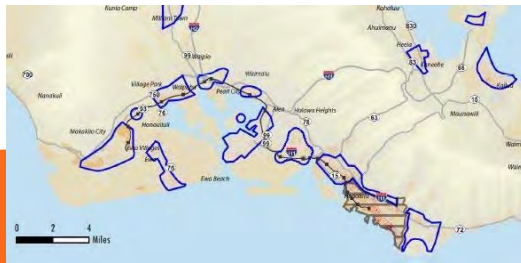
LEGEND

- Rail Transit Corridor
- Rail Transit Station
- Park and Ride and the Transit Center

2030 Bus/Rail Connections Concept
Honolulu Rail Transit Project - Airport Section

BIKESHARE

- **Bikeshare Hawaii** to launch initial system by end of 2015
- 180 stations, 1700 bikes between Chinatown, Waikiki and UH Manoa
- Surplus revenue will be reinvested into system expansion
- Expansion to all neighborhoods along the rail corridor is anticipated by 2019



GROUP BRAINSTORMING
& SHARING



GROUP BRAINSTORMING SHARING ACTIVITY #1 → MAPPING

- Two large maps: Pearl Harbor Station and Airport/Lagoon Drive Station Area.
- Use markers to share write/draw your thoughts on the station areas.
- What are your issues, concerns?
- Identify places that you like/dislike in the area?
- What improvements do you wish to have in the areas surrounding the stations?
 - As a group, write down your top 5 issues, concerns, opportunities, etc.
- Time (30 minutes):
 - 20 minutes to mark up maps and write down/draw out issues, concerns, and opportunities.
 - 10 minutes to discuss and as a group pick / write down on poster paper your group's top 5 choices

GROUP BRAINSTORMING SHARING ACTIVITY #2 → HONOLULU MAGAZINE

- It's the year 2034.
- Honolulu Magazine is featuring TOD on the cover for the Pearl Harbor, Airport, and Lagoon Drive Stations.
- What would the magazine cover look like?
 - Cover design – sketch out your vision for any or all of the 3 station areas
 - Headline – use words to create your story headline
- Time (20 minutes):
 - 5 minutes to write headline and draw illustration
 - 5 minutes to share with the group
 - 10 minutes to discuss all and pick top choices
- Pick a representative to report to all your group's:
 - Top 5 issues/opportunities from Activity #1
 - Top 1 or 2 Honolulu Magazine covers from Activity #2



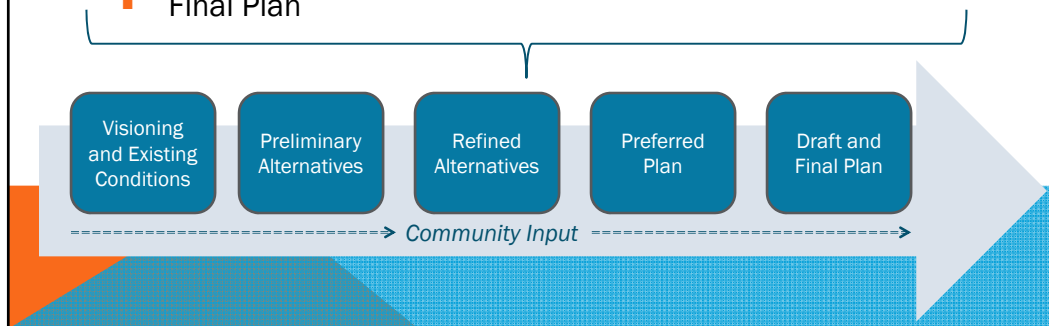
WHAT'S NEXT?

Planning Report

- Existing Conditions Report
- Market Analysis
- Alternatives
- Draft Plan
- Final Plan

Community Outreach

- Resident & Business Surveys
- Community Workshops
- Advisory Committee Meetings



MAHALO !

www.todhonorolulu.org



Facebook: TOD Honolulu

#6



PEARL HARBOR STATION - POTENTIAL OPPORTUNITY AREAS

24/07/2014

Incubation/Enterprise Zone @ HIA

W
R

0 200 400 FEET
Sources: City & County of Honolulu
HART, AECOM - 2014

#6



AIRPORT STATION - POTENTIAL OPPORTUNITY AREAS

24/07/2014

#2

HONOLULU

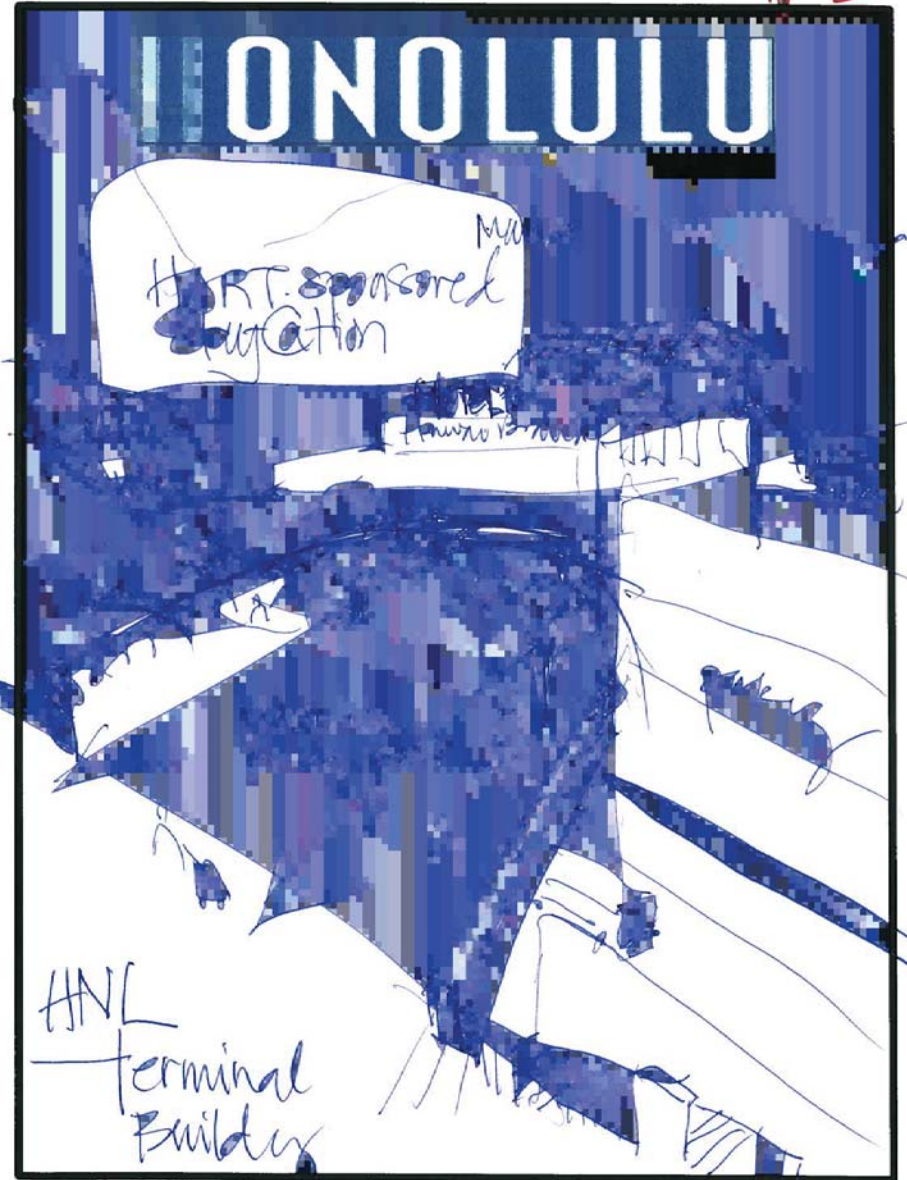
July 2034



If you thought
the airport area
was boring, or
dirty, or undesirable,
think again!

2022 ~~is~~ the new hotspot

#2



1 of 2

#2

HONOLULU

July 2034

TOD success helps state exceed in mtg
multimodal, ~~and~~ carbon reduction, goals
and energy
efficiency

#2

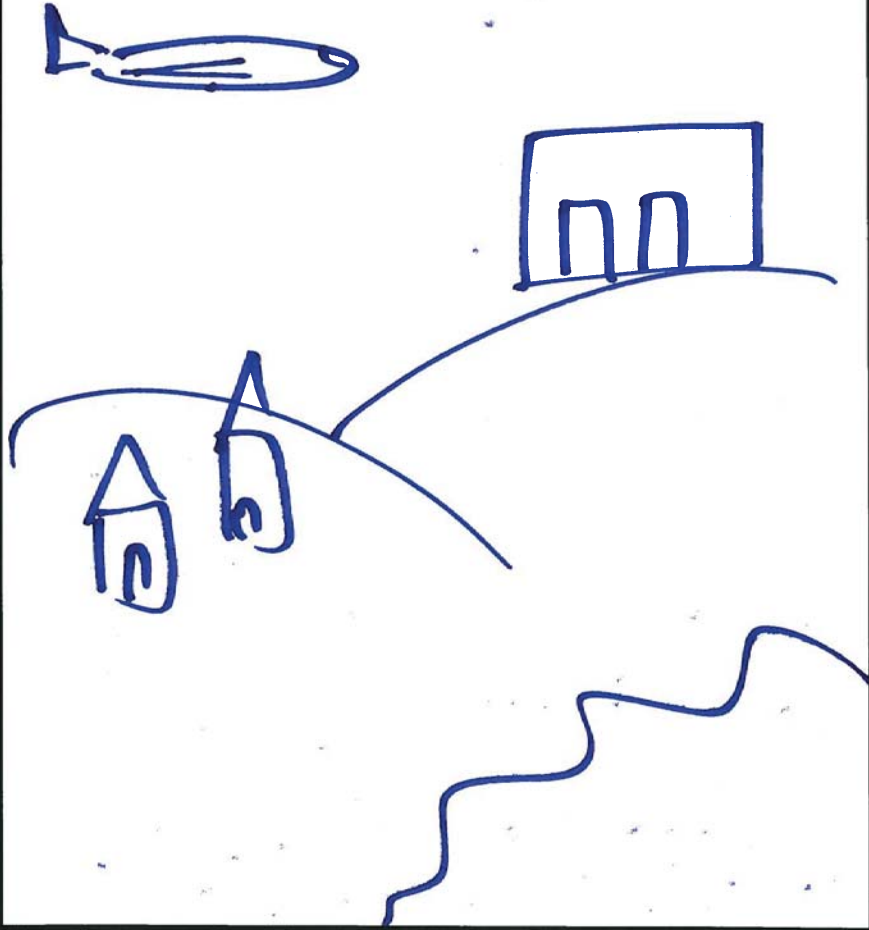
HONOLULU

July 2034

No Personal
Owned Vehicles
Needed for
Airport Connections

HONOLULU

July 2034



#5 HONOLULU

July 2034




#5 HONOLULU

July 2034

AIRPORT

ALOHA

SEE HOW HONOLULU
WELCOMES ITS
VISITORS WITH
RAIL 

#5 HONOLULU

July 2034

TSA WHILE
ON RAIL

CHECK IN TO ~~THE~~ ^{YOUR}
GATE

#5 HONOLULU

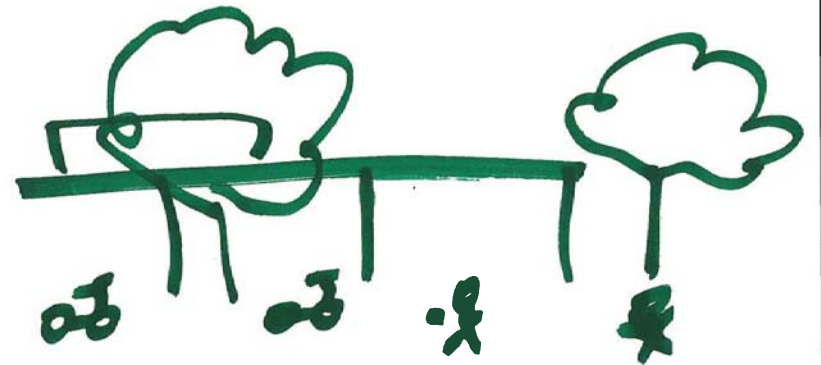
July 2034

Travelor's Paradise

New Waikiki Rail Spur
Makes Airport-Waikiki
Trip Seamless,
Restores Paradise for
Weary Travelers

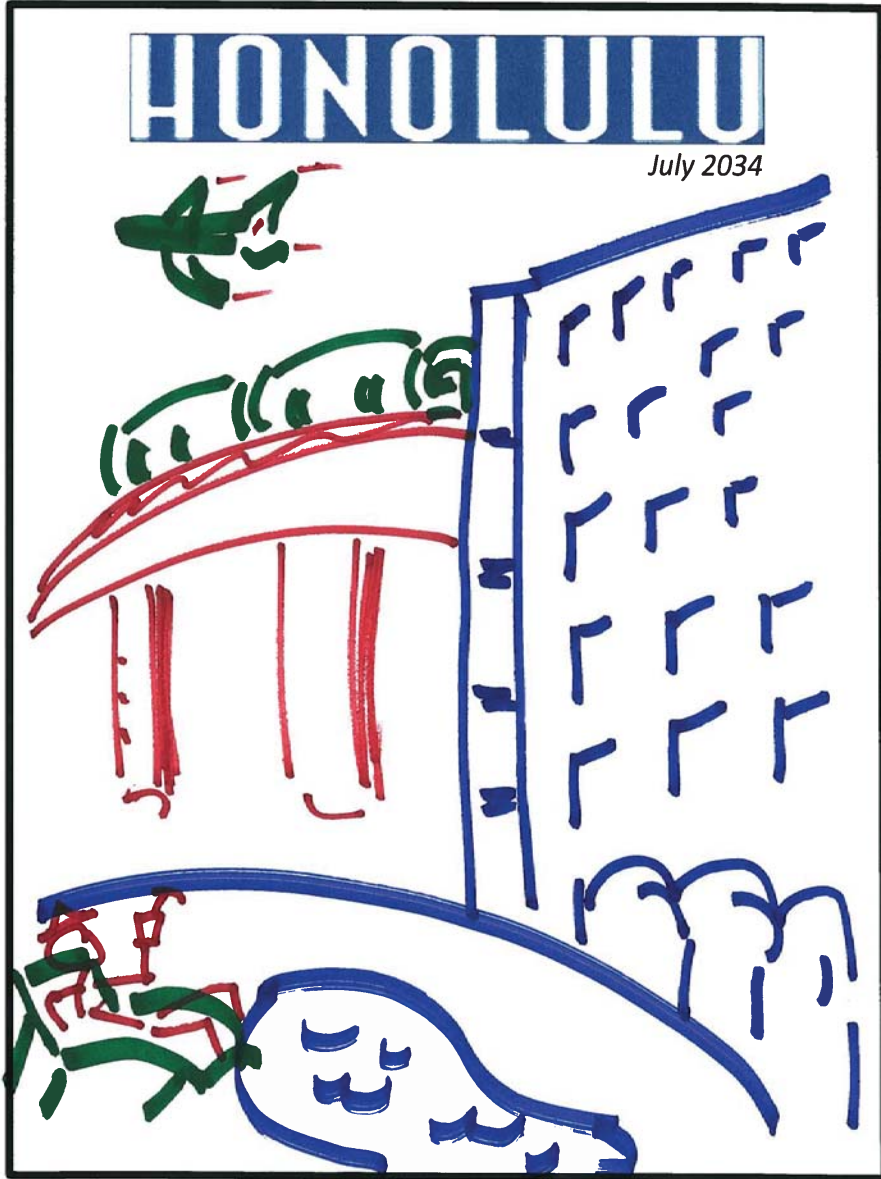
HONOLULU

July 2034

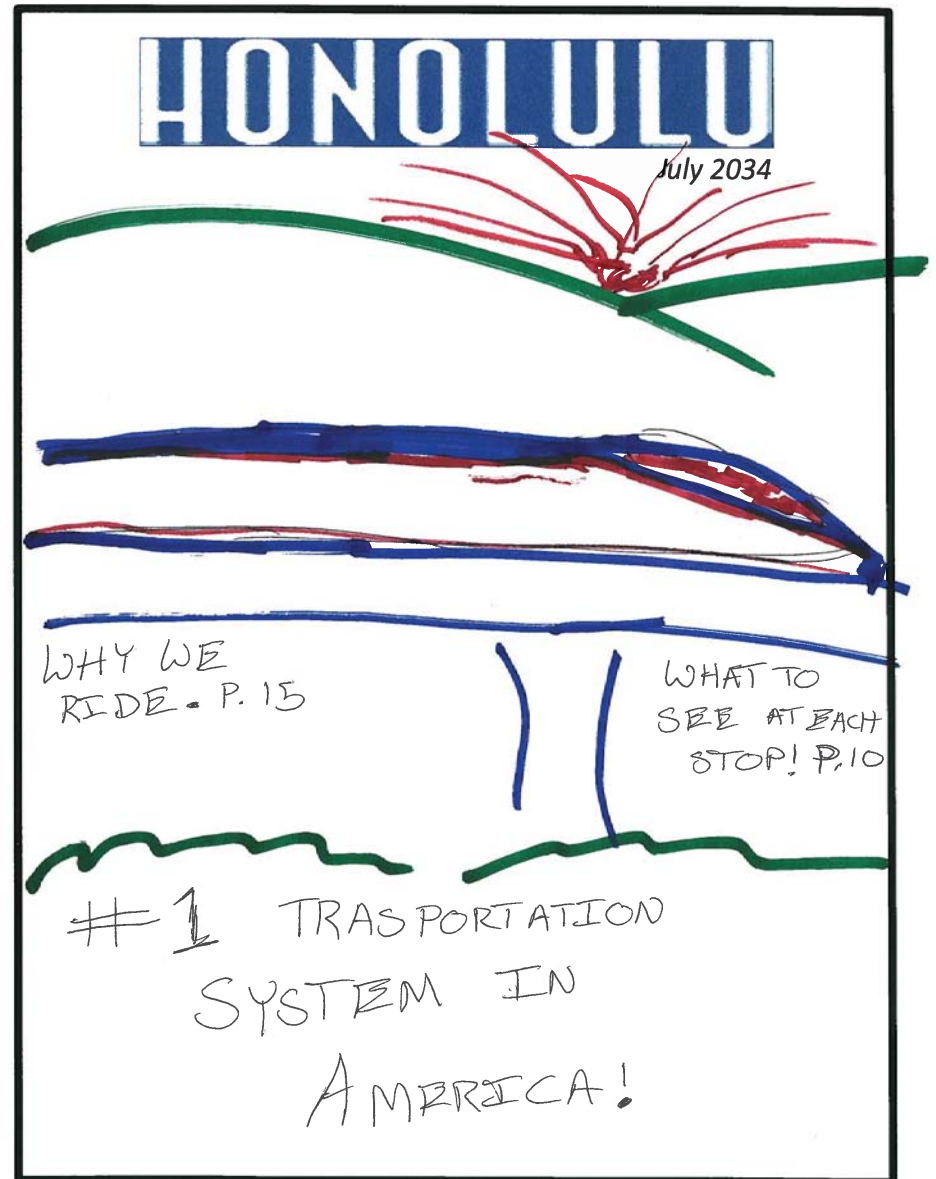


Airport area employees
walk, bike + ride to work
(+ live nearby too)

#7



#7



#1

HONOLULU

July 2034

Restaurant Nando's Peri-Peri at the airport.

- Menu:
- grilled bread
 - grilled corn
 - grilled chicken
 - Margarita.

#1

HONOLULU

July 2034

Secluded Airport Area

Then

Segregated Public/Military

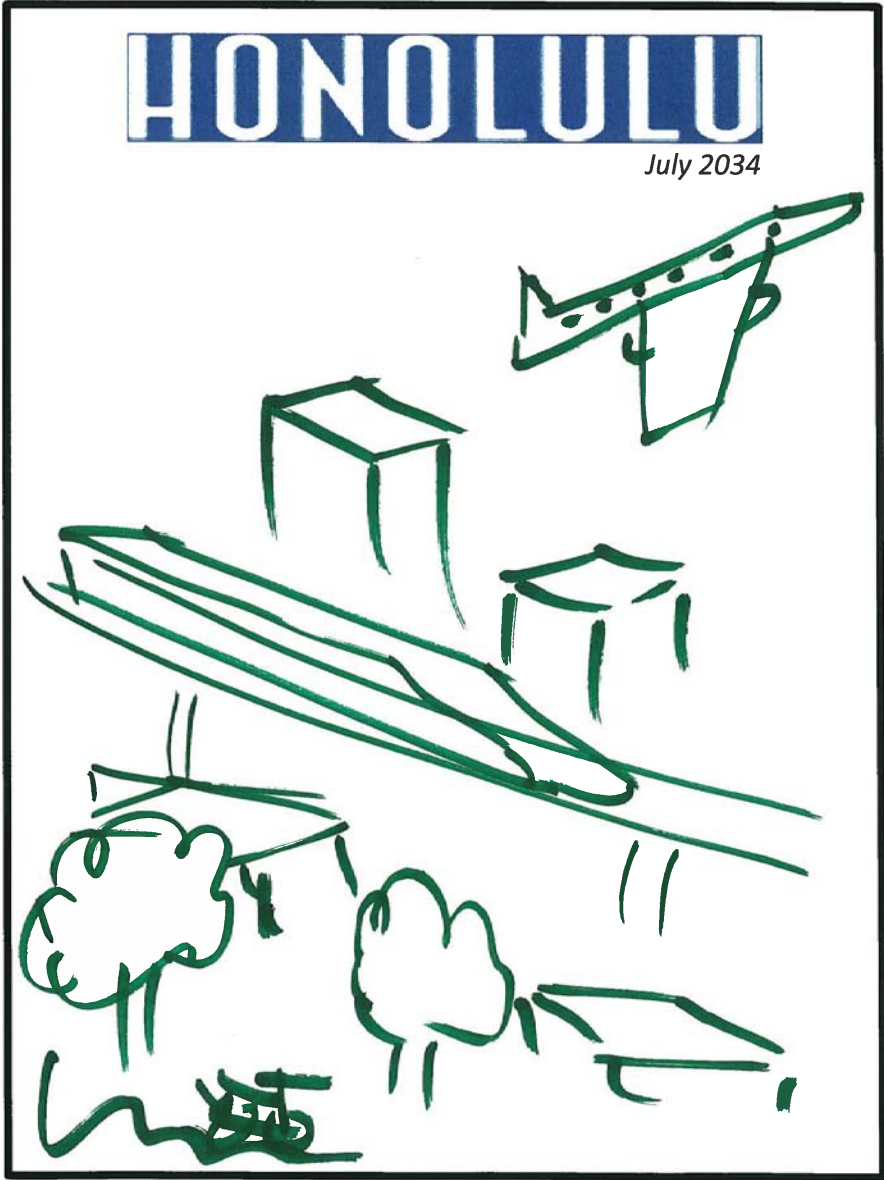
HAPPY 20th Anniversary
 (Shot of thriving Area)
 Pearl Harbor. Airport thrives

Deserted viaduct Area

then

Before Transit!!

#7



#7

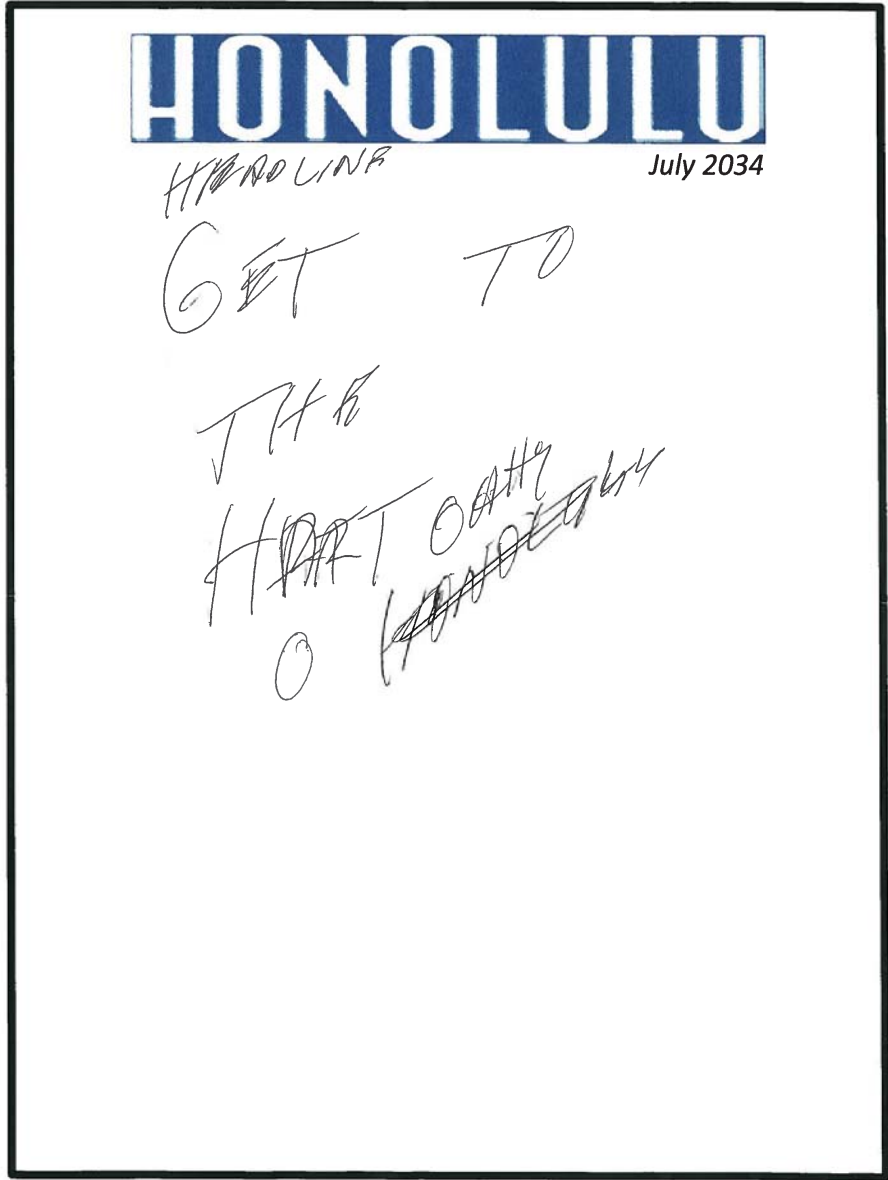


TABLE 4

HONOLULU

July 2034

HART wins TOD
award as most
convenient +
affordable route
to Hawaii
International
Airport.

HONOLULU

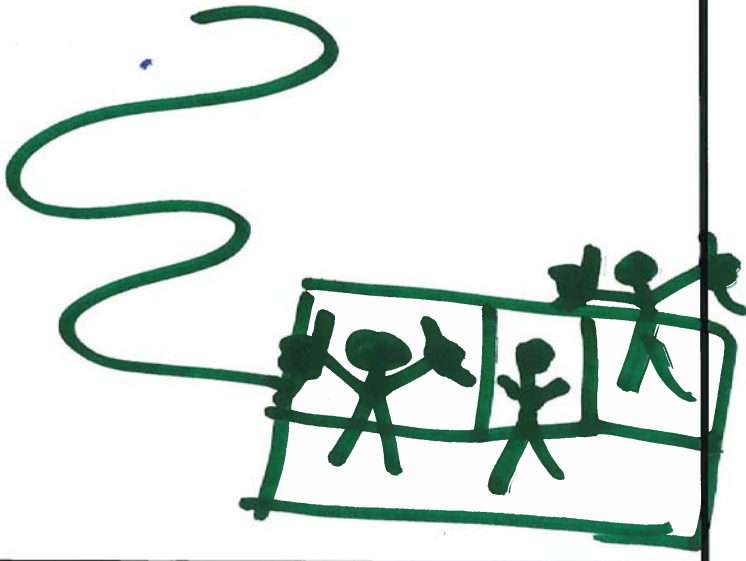
July 2034

Where will
the homeless
go? Can housing
be made available
for the homeless?

HONOLULU

July 2034

NON STOP TO
WAIKIKI AND
UNIVERSITY OF
HAWAII @ MANOA



HONOLULU

July 2034

- Convenience to the airport is better and ~~more convenient~~ less expensive than a taxi
- Non-stop to Waikiki to UH

HONOLULU

July 2034

Honolulu International
Airport wins National
Award for Transit Oriented
Development.

HONOLULU

July 2034

WEEKLY
Honolulu International
TOD Award as
most
convenient and
affordable route
to major
airport

HONOLULU

July 2034

Vacant military housing
used for homeless.
Need DDD cooperation.

HONOLULU

July 2034

Where will buses park to unload or
load residents making in Salt Lake
residential properties/apartments at
the most used of the TOD stations
including the Airport TOD and Pearl
Harbor TOD [Lagoon (Keehi Lagoon Sta.)]

HONOLULU

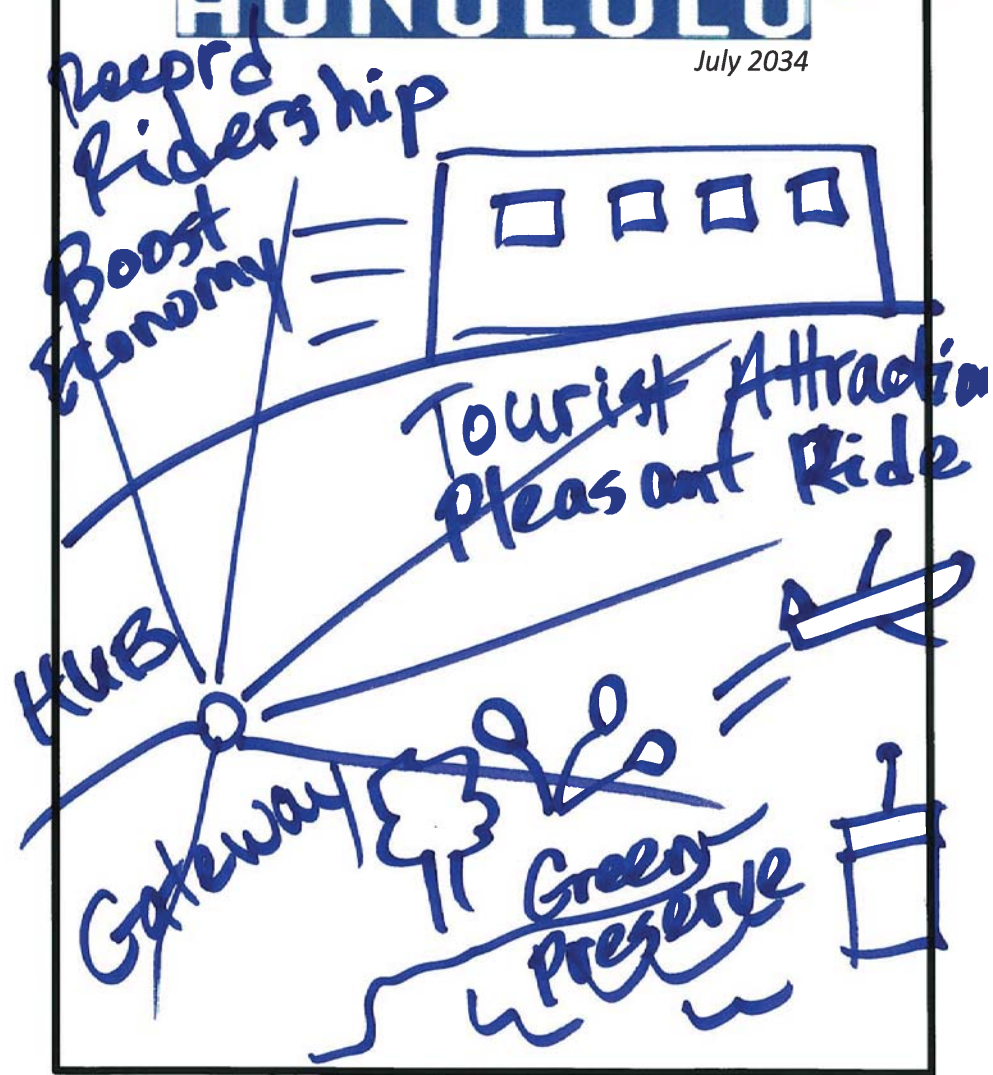
July 2034

Rail connects
Ala Moana Ctr
to UH

E Kono Mai Table #6

HONOLULU

July 2034



6

HONOLULU

July 2034

AIRPORT MARKET

BECOMES THE NEXT

MAJOR ATTRACTION

WITH ... MORE RETAIL,

SECONDARY EVENT CENTER,

HOTELS

~~E Komo Ma~~

6

~~HONOLULU~~

July 2034

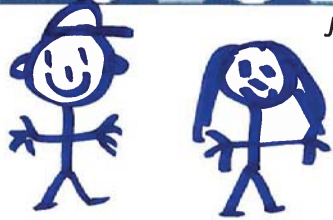
~~ALPHA~~ ~~WORLD~~

THE HUB ON OAHU RUNS

- Historic Connections FROM
- Gateway to the World
-

HONOLULU

July 2034



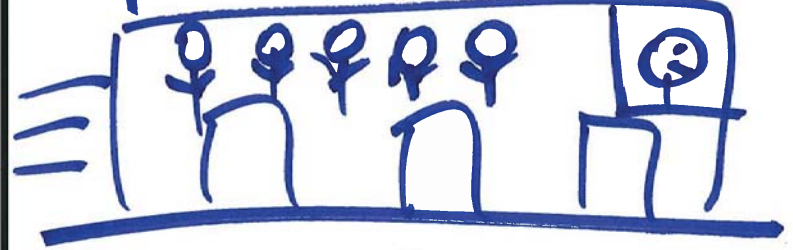
URBAN Density

frees up green
space. Bows
Football record falls
to 2-13

HONOLULU

July 2034

Most Efficient Transit
System in the World



Cleanest Air Metro City
Tourist Attraction

HONOLULU

July 2034 20 yrs



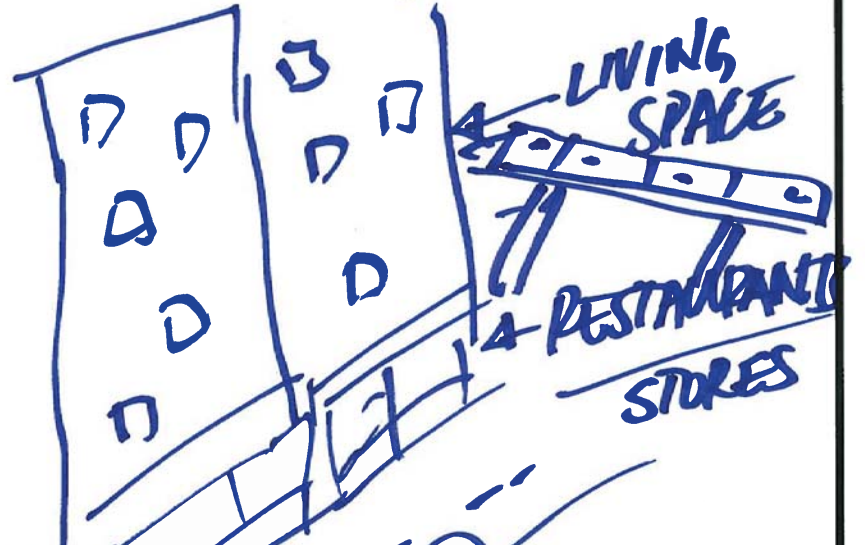
- OAHU
- RAIL
- RIDERSHIP
- PLEASANT
- FUN
- SUCCESSFUL

6

HONOLULU

July 2034

BUSINESS TO PLEASURE



- RAIL DEVELOPMENT UPLIFTS AIRPORT AREA
- FUNCTIONAL & ECONOMIC
- BEST BUSINESS CENTER IN THE PACIFIC "HART CORNER 404"

7

HONOLULU

7

July 2034

BEST BUSINESS
CENTER.

IN THE PACIFIC

HART CONNECTS
YOU

HONOLULU

July 2034

~~WORKERS LOVE T.O.D.~~

WORKERS LOVE
T.O.D.

- Get to work easier.
- No Parking issues
- No Car Expense
- Good to attract employees.