

ALA MOANA NEIGHBORHOOD TOD PLAN

Community Workshop #3 Summary Report

The City held the fourth community workshop for the Ala Moana Neighborhood TOD Plan to accompany the release of the Public Review Draft and to solicit comments. This meeting took place on Wednesday, August 27th, 2014 from 6:00-8:00 PM at Washington Middle School.

1.1 MEETING SUMMARY

It is estimated that over 130 people, plus the media (television and newspapers) attended the event. Those who arrived early perused presentation boards on easels prepared by the City and RTKL. Light refreshments were provided by the City. Additionally, HART also prepared boards and brochures, and sent a representative to the meeting that answered questions on the rail line itself.

The meeting began shortly after 6:00 PM with remarks from Mayor Kirk Caldwell about the possibilities of what TOD can bring to communities that are to be served by rail. Next, Harrison Rue, TOD Administrator at the City and County of Honolulu, spoke about "Honolulu's TOD Vision", and explained how this vision can be reached. He also spoke more specifically about the City's commitment to provide additional choices in mobility and quality of life for residents and explained how community benefits, provided by development in exchange for increased entitlements, could improve the lives of all Ala Moana residents.



Mayor Kirk Caldwell addressing participants at the community workshop

Nathan Cherry, Vice President at RTKL Associates, began the main presentation (attached to this summary) shortly after 6:30 PM. His slideshow began with the project background (the overall vision and progress report on the Plan), the TOD Plan itself (excerpts for the Draft TOD report that is open for public comments), public improvements (primarily focused on the streetscape issues and the transit plaza adjacent to the rail station), and urban resilience (the project's benefits in sustainable terms including increase of transit ridership and reduction of vehicle miles traveled green spaces, better stormwater management, etc.).

After the slideshow was completed, a series of fifteen instant polling questions were asked. See Section 1.2 for further details on the polling questions and results.

Final questions and comments took place after the polling concluded. These questions included:

- What will be the property tax impacts to existing landowners?
- How will TOD be implemented?
- Will people be displaced as a result of development?
- What is the Plan's (and by extension, the City's) definition of affordable housing and how long should it be kept at a lowered rate?
- When will the rail station be operational?
- What was the rationale for the implementation phasing?

- What is the nearest lateral distance of the elevated rail to the surrounding buildings?
- Who owns the land under the station and transit plaza?
- How will bicycle connectivity improve beyond the Ala Moana District?

During and following the question and comment session, meeting participants made additional comments at the display boards, and the meeting concluded around 8:00 PM.

Several participants prepared comments on a handout provided by the city before the meeting began. These were returned to City personnel at the conclusion of the meeting. See Section 1.3 for discussion on these comments.



The slideshow showcased the current state of the plan and provided additional visualizations



Participants utilizing their "clickers" to vote on questions regarding the TOD Plan

1.2 POLLING QUESTIONS

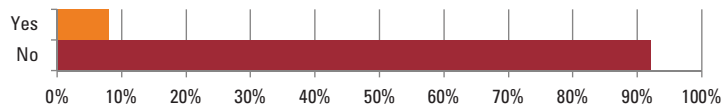
1.2.1. INTENT

The instant polling questions allowed audience participation and reaction to issues specific to the project area. The polling was conducted via electronic voting. There were roughly 55 participants using the polling “clickers.” Generally the audience supported the ideas of the TOD Plan; 72% of those polled thought that the Plan was proceeding in the right direction, while 17% do not support the Plan’s direction. The polling questions and their results are reviewed below.

1.2.2. INTRODUCTORY QUESTIONS

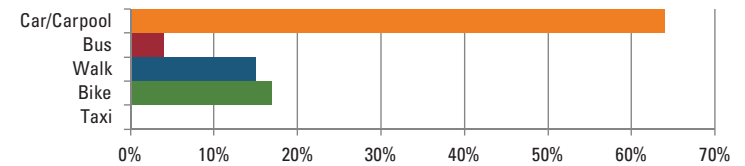
These questions tested the electronic polling system and allowed the participants to see how the results were compiled. Additionally, it allowed the City to examine the voters’ relationship with the neighborhood. The polling results of these introductory questions proved that the Plan was well-distributed and that a solid majority were able to review the document before the meeting.

1. DID YOU ATTEND THE DUKE’S OCEANFEST THIS WEEKEND?



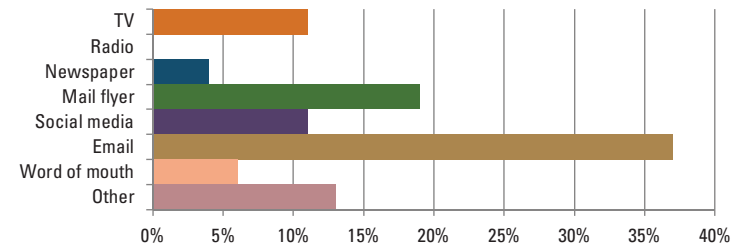
Duke’s OceanFest is an ocean sports festival held in Waikiki every summer.

2. HOW DID YOU GET HERE TONIGHT?



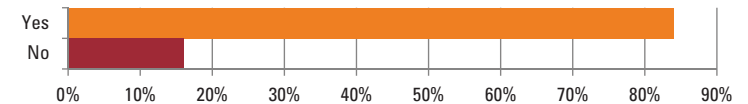
These results prove that traveling by automobile remains the primary mode of transportation within Ala Moana and the surrounding neighborhoods.

3. HOW DID YOU HEAR ABOUT TONIGHT’S WORKSHOP?



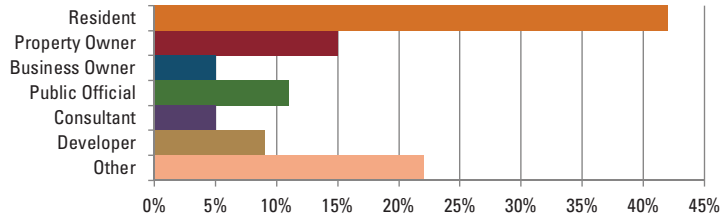
Emails and mail flyers were sent out by the City to potential participants, and there were media appearances advertising the community workshop.

4. IS THIS YOUR FIRST ALA MOANA TOD WORKSHOP?



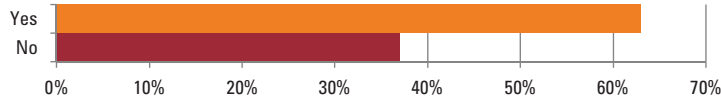
There was a large turnout at the workshop, and this question proved that there were many new participants.

5. MY ROLE IN THE TOD PLANNING PROCESS IS:



While the majority of participants are residents of the Ala Moana neighborhood and vicinity, almost 25% have another connection to the site (perhaps they work in the area?).

6. DID YOU HAVE A CHANCE TO REVIEW THE DRAFT ALA MOANA TOD NEIGHBORHOOD PLAN BEFORE THE MEETING TONIGHT?

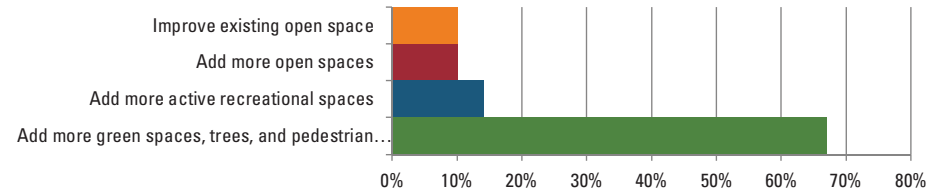


These results show that the Plan was well read by a majority of participants, implying that the Plan was easily accessed electronically.

1.2.3. TOD PLAN QUESTIONS

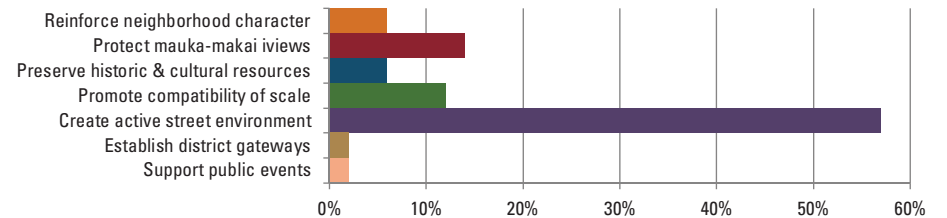
These questions were based on the contents of the preceding presentation and the Public Review Draft. These results generally proved that the Plan encompasses the ideas and recommendations for the neighborhood that the public wanted to see.

7. OF THE OPEN SPACE POLICIES AND DEVELOPMENT STRATEGIES, WHICH IS THE MOST IMPORTANT TO YOU?



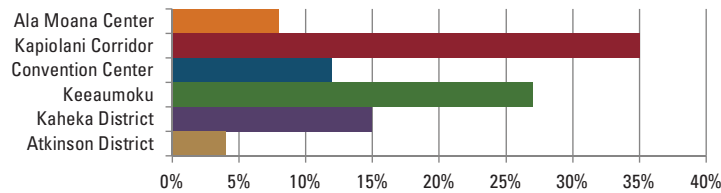
A clear majority of voters believed that streetscape improvement was the most important issue, preferring these at the expense of new or improved open spaces.

8. OF THE URBAN DESIGN POLICIES AND DEVELOPMENT STRATEGIES, WHICH IS THE MOST IMPORTANT TO YOU?



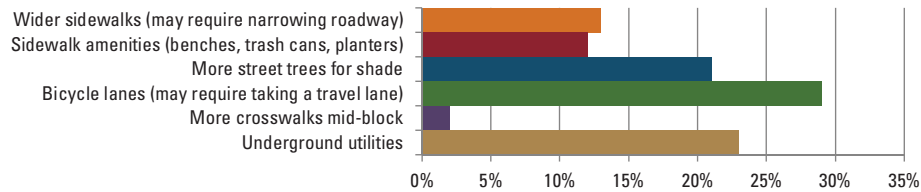
Again, improving the condition of streets was more important than all other issues, though important secondary issues included making sure new development conforms with the overall scale of the neighborhood and that view corridors are protected should .

9. IF YOU COULD DIRECT MONEY TOWARD IMPROVEMENTS, WHICH SUBDISTRICT WOULD YOU MAKE YOUR TOP PRIORITY?



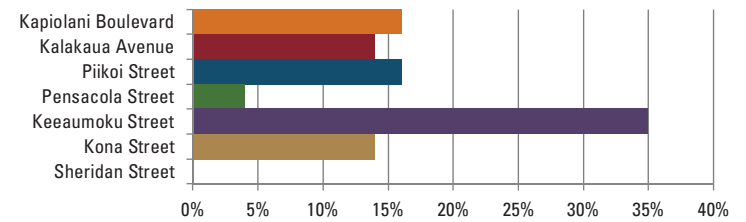
These polling results confirm the TOD Plan’s subdistricting and implementation sections, in that voters believe that the Kapiolani Corridor and Keeaumoku should be the top priorities for improvements.

10. WHICH STREETScape IMPROVEMENTS ARE MOST IMPORTANT TO YOU?



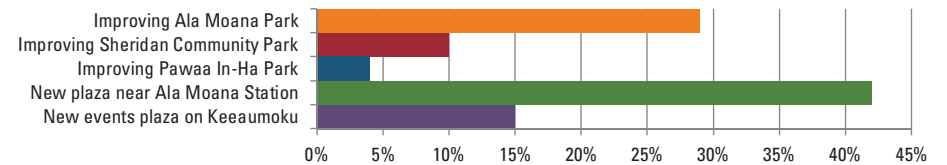
Major physical improvements (bicycle lanes, underground utilities, street trees) are favored over safety and amenity improvements to streets.

11. WHICH STREET IS MOST IN NEED OF STREETScape IMPROVEMENTS?



While it was pointed out by participants that all streets in Ala Moana are in great need of improvements, a majority of voters favored Keeaumoku Street, while the four other streets integral to the Ala Moana district received a roughly equal number of votes.

12. WHAT OPEN SPACE STRATEGIES ARE MOST IMPORTANT TO YOU?



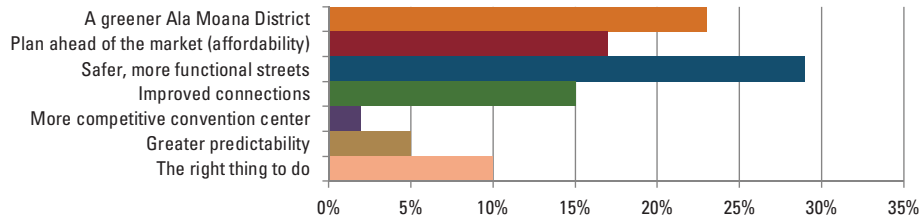
These polling results support one of the TOD Plan’s most important recommendations, the creation of a transit plaza at Ala Moana Center Station. The plaza can also connect, through streetscape and pedestrian circulation strategies, to other open space improvements, such as an additional Plaza on Keeaumoku Street and an improved Ala Moana Park.

13. DO YOU SUPPORT TEMPORARY STREET CLOSURES FOR SPECIAL EVENTS?



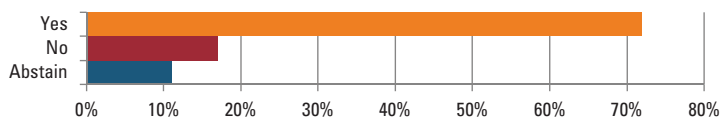
The results show that voters embrace activity and events in the Ala Moana neighborhood, even though some of these may temporarily cause driver inconvenience.

14. WHICH THREE OF THE FOLLOWING REASONS TO IMPLEMENT TOD MOST RESONATE WITH YOU?



Three of the top four issues are related to the condition of the public realm in Ala Moana. These results imply that improving the streets and open spaces of the neighborhood are the best way to improve the experience of those who live and work in the district. The other top reason, Plan ahead of the market, shows that participants see that development is inevitable in the Ala Moana neighborhood, and it is best to shape it to best serve the community.

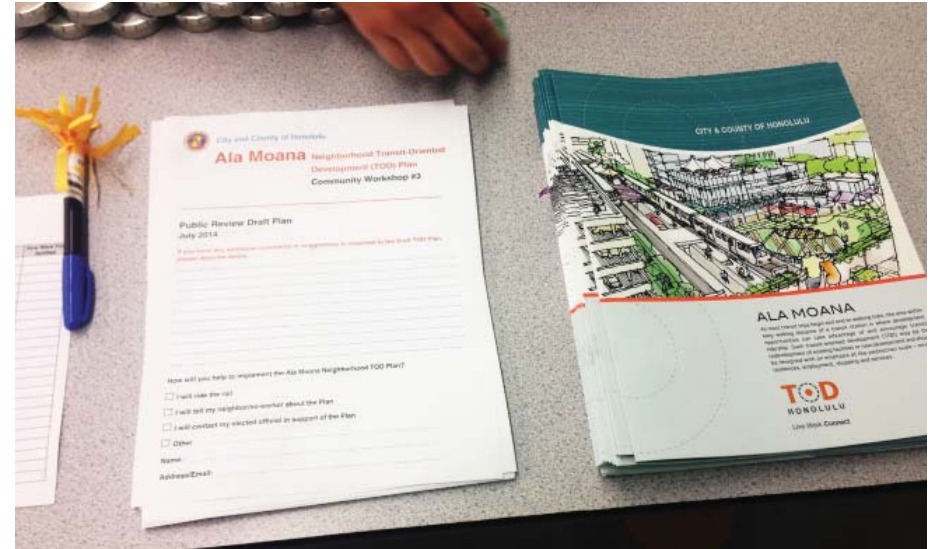
15. IS THE DRAFT PLAN MOVING IN THE RIGHT DIRECTION?



The most encouraging results came from this question, where 72% of those polled were satisfied with the Plan as presented at the community workshop.

1.3 PARTICIPANT COMMENTS

1.3.1. INTENT



Questionnaire and brochure handed out by City staff before the community workshop

Before the beginning of the community workshop, arriving participants were handed a questionnaire to be filled out. Many of these were completed and returned at the end of the meeting, providing a diverse selection of handwritten comments concerning the TOD Plan. These will be appended to the official Public Review Draft comments, collected by the City between August and October of 2014. The comments received at the community workshop follow.

1.3.2. COMMENT TYPES AND RESULTS

Thirty people returned questionnaires at the close of the community workshop, and most people provided several comments. About two thirds were either positive or negative comments while the remaining one third were questions or clarifications.

1.3.3. COMMENTS BY PRINCIPLES AND POLICES

This section divides the comments into the principles of the Ala Moana Neighborhood TOD Plan, as found in Section 2-2 of the Public Review Draft.

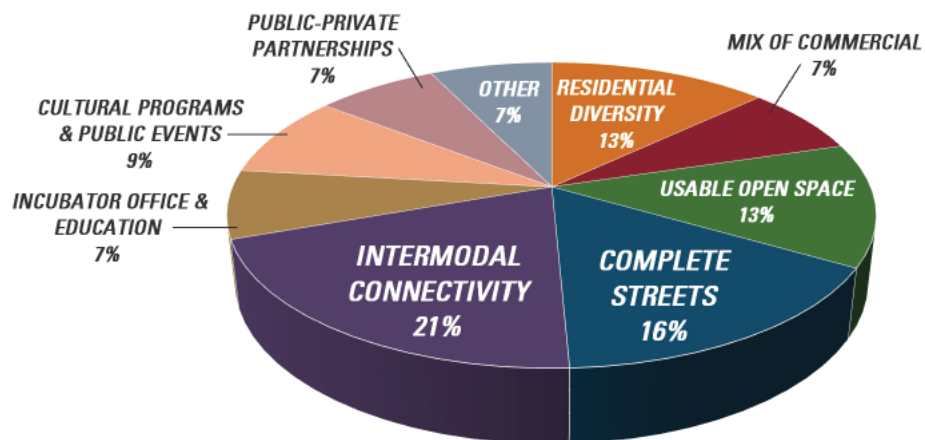


FIGURE 1-1: COMMUNITY WORKSHOP COMMENTS BY PLAN PRINCIPLES

Figure 1-1 divides the comments received at the meeting into the Plan’s eight principles. Fifty percent of the comments received were related to public realm improvements in the neighborhood (usable open space, complete streets, and intermodal connectivity). The following text details several of the issues addressed in the comments.

RESIDENTIAL DIVERSITY

Comments concerning residential diversity primarily related to the need for affordable housing, and the opinion that it should be a key priority for the Plan. Participants wanted to know what the actual plan for affordable housing is, how long it would stay affordable, and what percentage of AMI would be eligible. Also, some comments addressed residential types, especially in the Sheridan District. One participant wanted more detail on what would be done in both the Sheridan and Kaheka subdistricts. Too many tall towers were frowned upon, and too many residential towers at Ala Moana Center should be avoided because the likely luxury housing may displace existing residents. Affordability in general was also mentioned, with some wondering whether development would greatly increase property values and raise rents. Lastly, some addressed the homeless population, wondering if increased affordability would be able to help them.

MIX OF COMMERCIAL

There were a couple of supportive comments on a mix of commercial typologies in Ala Moana, and maintaining the neighborhood’s role as a “town center”. Also, there was a comment that commercial uses such as McDonald’s can act as a “de facto senior center”, so perhaps more commercial venues that cater to seniors could be considered.

USABLE OPEN SPACE

Many participants were enthusiastic and wanted more detail about new and improved open spaces, including the transit plaza. Parks should be heavily landscaped for shade, feature public art, and could incorporate public gardens. There are hopes that the City will embrace increased vegetation, even though it may become a maintenance issue. Also, some were concerned that homeless will be attracted to the new green spaces, and issues of safety and cleanliness were raised.

COMPLETE STREETS

There were many positive comments on proposed streetscape improvements, specifically additional street trees and lighting. There were additional comments on proposed bicycle facilities, included recommendations on additional streets that should be serviced by the network. Bicycle facilities should be planned for younger and older people. Some negative comments included how the depicted bicycle lanes are too narrow, and that it was still too unsafe to travel by bicycle in the auto-oriented environment. One person recommended traffic calming measures to reduce automobile speeds, while another criticized the use of sharrows. Another concern was who would be liable for the expanded street facilities. The mention of sustainable features in the streetscape, such as permeable paving to reduce runoff, was well received.

INTERMODAL CONNECTIVITY

This principle generated the greatest amount of comments and is clearly a very important issue in Ala Moana. A few were excited about the rail itself, while others looked forward to the transit plaza. Another supported the Keeaumoku connection to the station and mall and transit plaza. A couple others liked the idea of elevated pedestrian connections. Parallel to intermodal connectivity is inter-neighborhood connectivity, and a couple participants wanted clarification on how the bicycle network would be connected to the surrounding neighborhoods. Additionally, some people had questions about the rail system itself and its future connection to UH Manoa.

INCUBATOR OFFICE & EDUCATION

Education was addressed because some participants wondered how the neighborhood schools would be impacted by significant residential development in Ala Moana. There would be little space for additional schools in the district. Another comment supported

business development, while another hoped that the City would help stimulate high-tech industries to complement tourism and diversify the economy.

CULTURAL PROGRAMS & PUBLIC EVENTS

There were a couple positive comments on increased event programming in the neighborhood. Adult education, specifically driver's education courses, was mentioned. Events should be located in parks and should reflect a large selection of ethnic groups. Community meetings should attempt to including new immigrants that usually have little participation in the community.

PUBLIC-PRIVATE PARTNERSHIPS

Some believed that the community benefits program needed to be better defined, and it should explicitly state which benefits would be covered by the mitigation measures. One idea to advertise the community benefits throughout the neighborhood would be to utilize adopt-a-street type signage.

OTHER ISSUES

Some other comments regarded:

- Rising sea levels - sustainability issue
- Infrastructure issues - will existing infrastructure be able to accommodate significant development?
- Positive comment regarding subdistricting of neighborhood
- Implementation should be reversed - neighborhood streets should be improved first to bring people to rail

1.4 ATTACHMENT - COMMUNITY WORKSHOP SLIDESHOW

A copy of the slideshow presented by RTKL Associates has been attached on the following pages.



Honolulu's TOD Vision

Create choices and a high-quality, healthy urban lifestyle

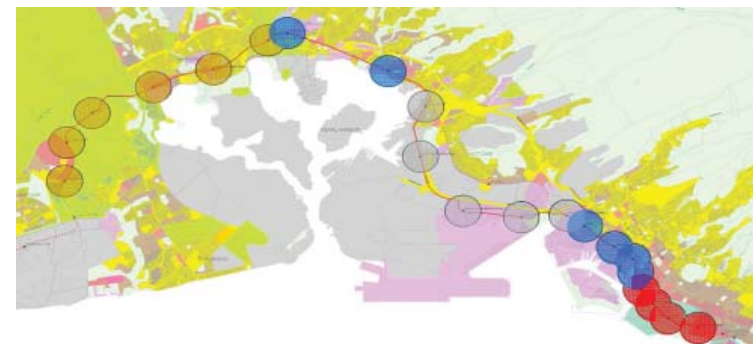
- Series of walkable, diverse, age-friendly neighborhoods
- Connect homes with jobs, goods, services & parks
- Station areas have their own unique identity
- Scale of new development fits community context
- Revitalize older communities



AGENDA

- Part 1: **Project Background**
- Part 2: **TOD Plan**
- Part 3: **Public Improvements**
- Part 4: **Urban Resilience**
- Part 5: **Next Steps**

Station Area Character



- 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
- 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

WHERE ARE WE NOW?

TIMELINE OF COMMUNITY MEETINGS AND REPORTS



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HRT A CENTURY AGO



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HRT TODAY

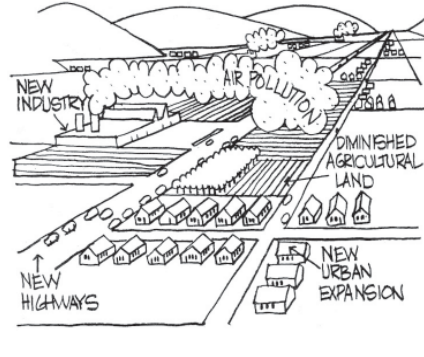


PROJECT BACKGROUND

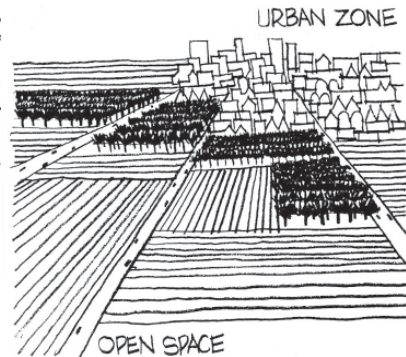


WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

SPRAWL

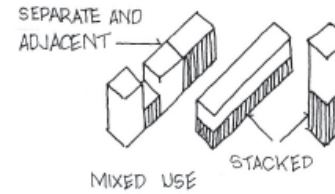


COMPACT DEVELOPMENT

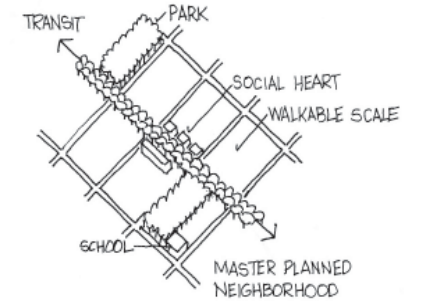


WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

MIX OF USES

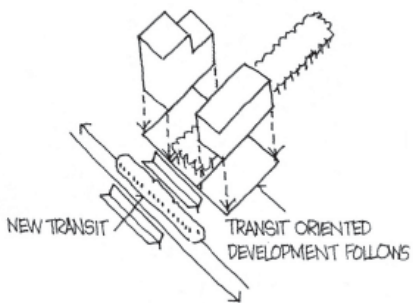


AMENITIES LOCATED ALONG MULTIFUNCTION STREETS

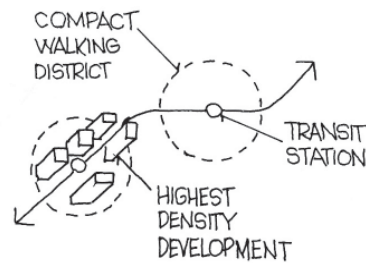


WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

HIGHEST DENSITY AT STATION

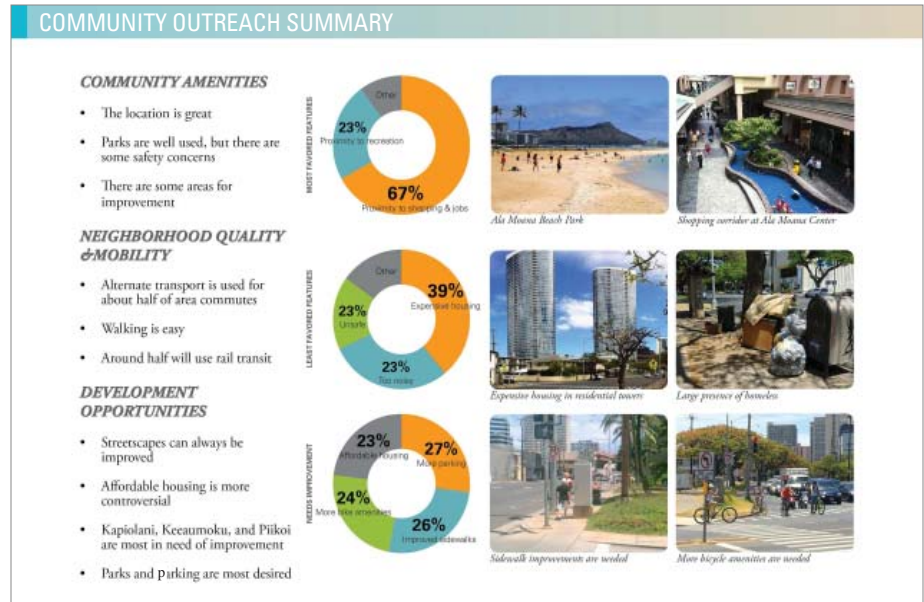
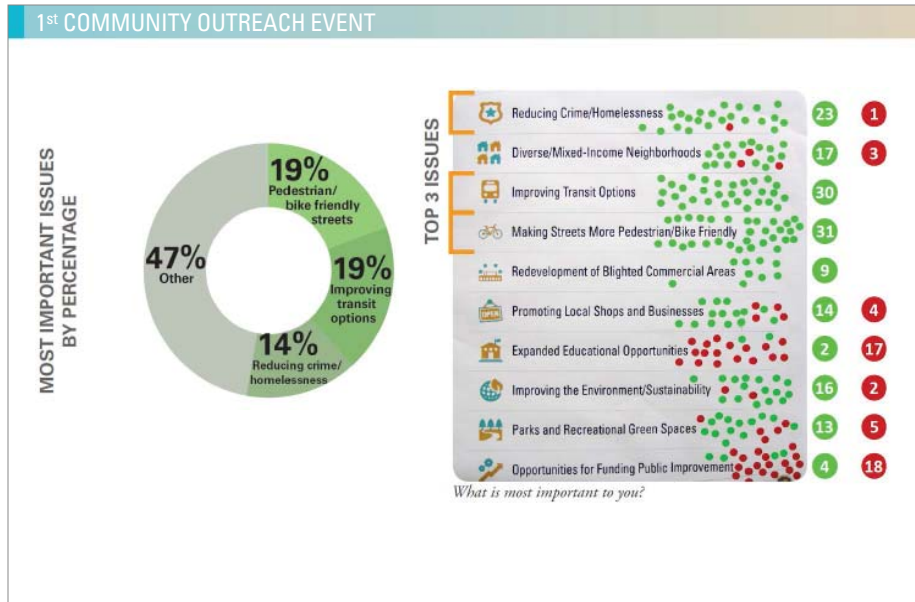
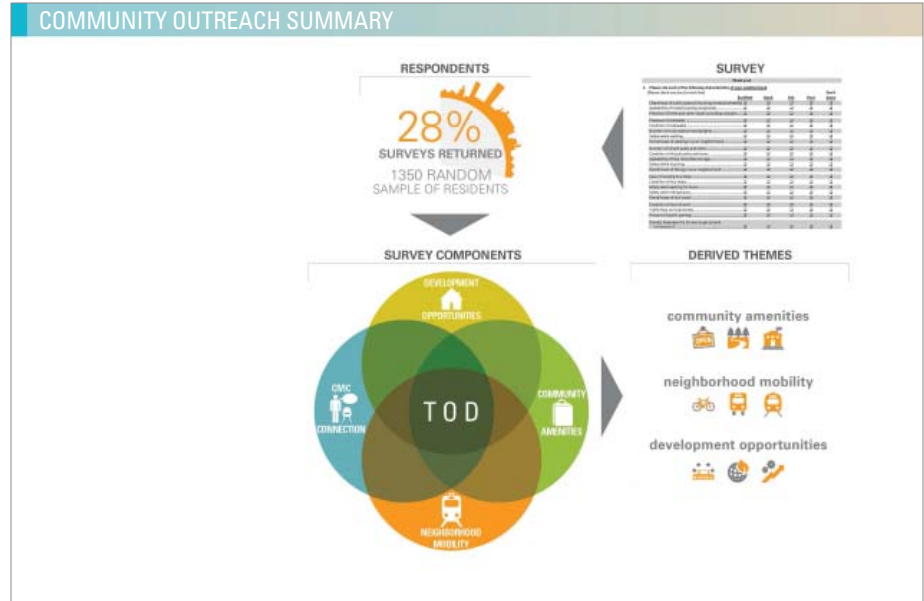


WALKING DISTANCES AND DENSITY



SITE BACKGROUND





VISION AND GUIDING PRINCIPLES

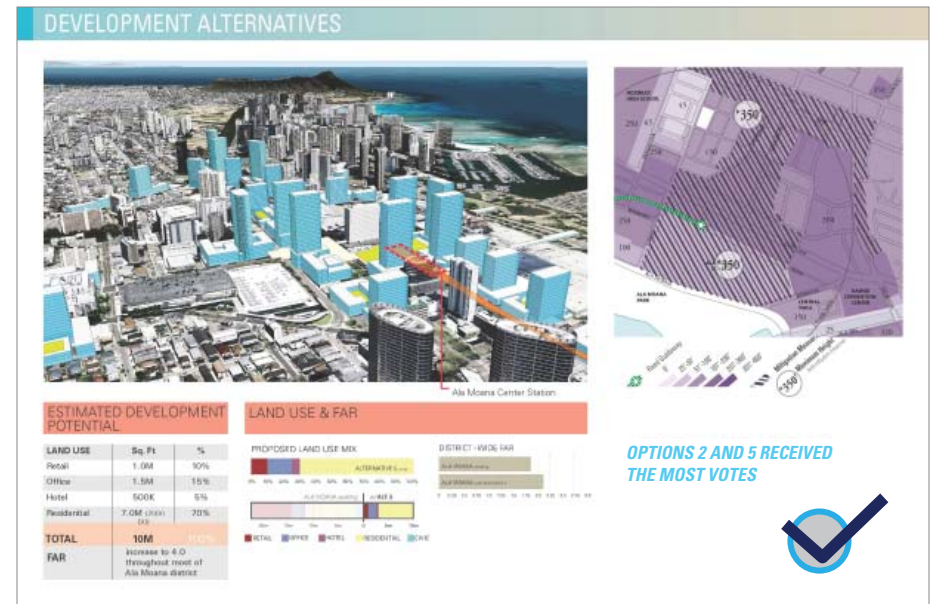
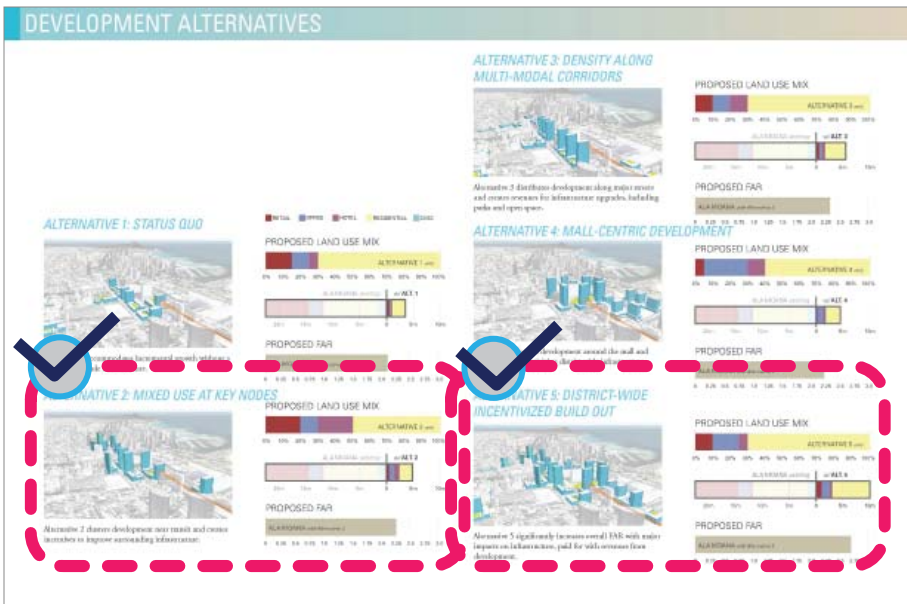
1	Residential Diversity		Live/Work Townhouses Mid-rise Flats High-rise Condominiums Apartments
2	Mix of Commercial		Local Retail Personal Services Restaurants Coffee Shops Business Hotels
3	Usable Open Space		Open Air Event Plaza Pocket Parks Community Gardens Play Courts Community Pool
4	Complete Streets		Pedestrian Seating Amenities Consistent Tree Canopy Linux Bus System Way Finding
5	Inter-modal Connectivity		Multimodal Rail Station Ticket Sales, Route Information, Security Shared Parking, Bike Storage Bus Transfers / Ped & Bike Connections Complete Streets
6	Incubator Office & Education		Live/Work Flex Space Office Above Retail Support Commercial Continuing Education & Training
7	Cultural Programs & Public Events		Farmers Markets Concerts Block Parties Cultural Celebrations & Events Fun Runs
8	Public-Private Partnerships		Tax Incentive Programs Special Financing Districts Public Infrastructure Investment Business Improvement Districts Code Enforcement

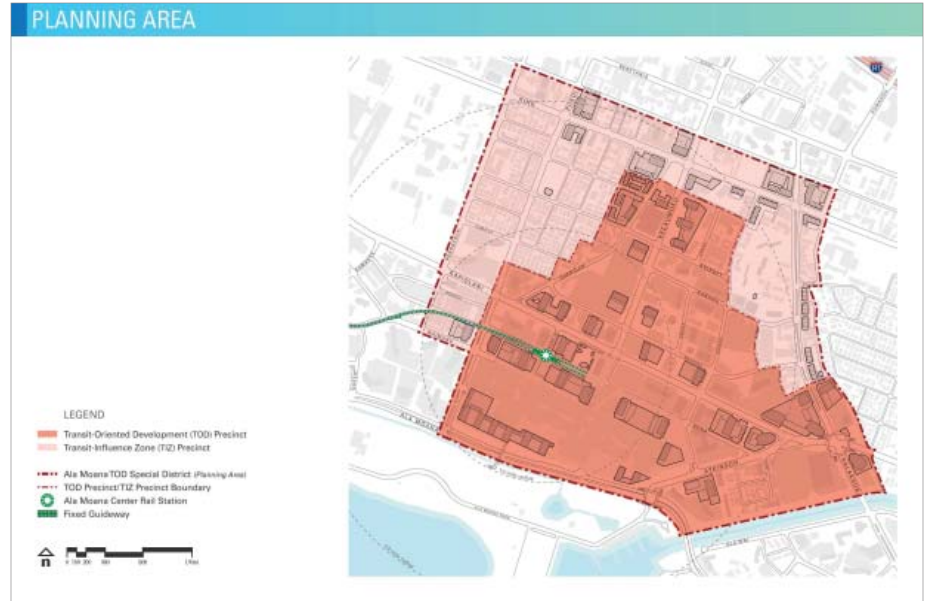
DEVELOPMENT ALTERNATIVES

	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: DISTRICT-WIDE INCENTIVIZED BUILD OUT
OVERALL VISION					
Provide balanced mix of uses					
Support mobility options					
Provide environmental sustainability					
Retain residential character					
Enhance pedestrian/bike links					
Establish distinct identities					
RESIDENTIAL DIVERSITY					
Generate critical mass					
Generate healthy vibrant local destination or nodes					
Accommodate range of income levels					
Increase affordable housing					
Provide "eyes on the street"					
MIX OF COMMERCIAL					
Strengthen retail character					
Strengthen regional towns (Ala Moana Center, Midtown)					
Align with Local Activities (Convenience Shopping)					
Provide informal meeting places (cafes, etc.)					
Support Creative District					
DIVERSITY OF OPEN SPACE					
Maximize existing open space					
Add new accessible / public open space					
Provide amenity places					
Support existing and potential opportunities					
Improve accessibility to Ala Moana Park					

	ALT 1	ALT 2	ALT 3	ALT 4	ALT 5
MULTIFUNCTIONAL STREETS					
Enhance public / street life					
Improve streetlights					
Increase walkability safety and user base					
Support street-level bicycle facilities					
Decrease air temperatures					
Maximize vehicle use of services					
INCUBATOR OFFICE & EDUCATION					
Increase employment base					
Encourage business start-ups					
Accommodate business support services					
Expand opportunities for continuing education					
INTERMODAL CONNECTIVITY					
Link to rail use and transit					
Support transit activity					
Maximize use flows between modes					
Increase pedestrian and bicycle walking & cycling					
Improve shared parking					
CULTURAL PROGRAMS & PUBLIC EVENTS					
Substantiate public events					
Provide and enhance cultural assets					
Accommodate public events					
Incorporate community meeting space / hall					
PUBLIC - PRIVATE PARTNERSHIPS					
Require public-private partnerships					
Increase tax base					
Facilitate community benefits					
Coordinate on existing infrastructure / extension need for transit, etc.					
Maximize land security					
TOTAL					

● Timber ● Wood ● Steel/Aluminum ● Glass ● Concrete





SPATIAL STRATEGIES

STATION HUB

STREET NETWORK

MIXED USE DEVELOPMENT OPPORTUNITIES

PARKS AND OPEN SPACE

DEVELOPMENT YIELD POTENTIAL

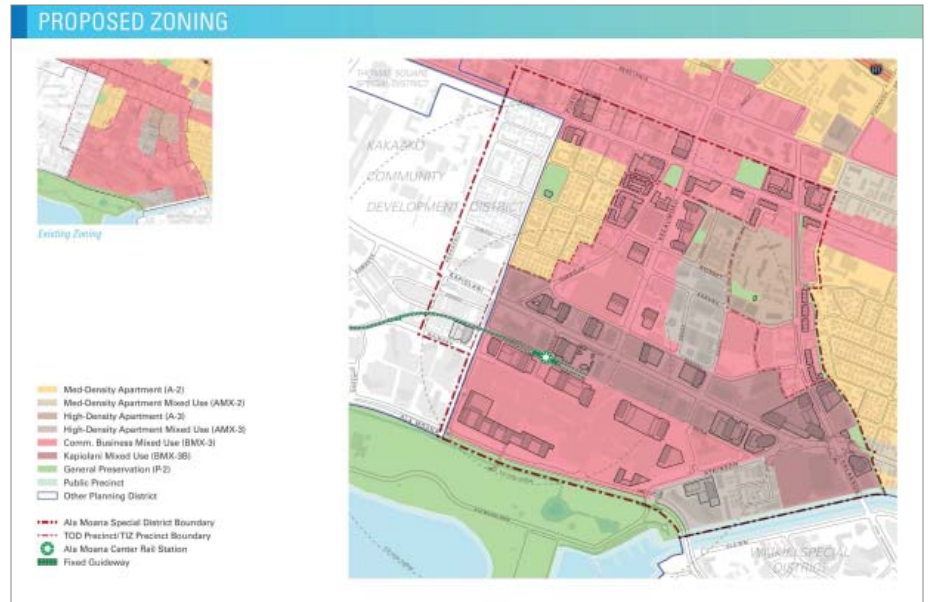
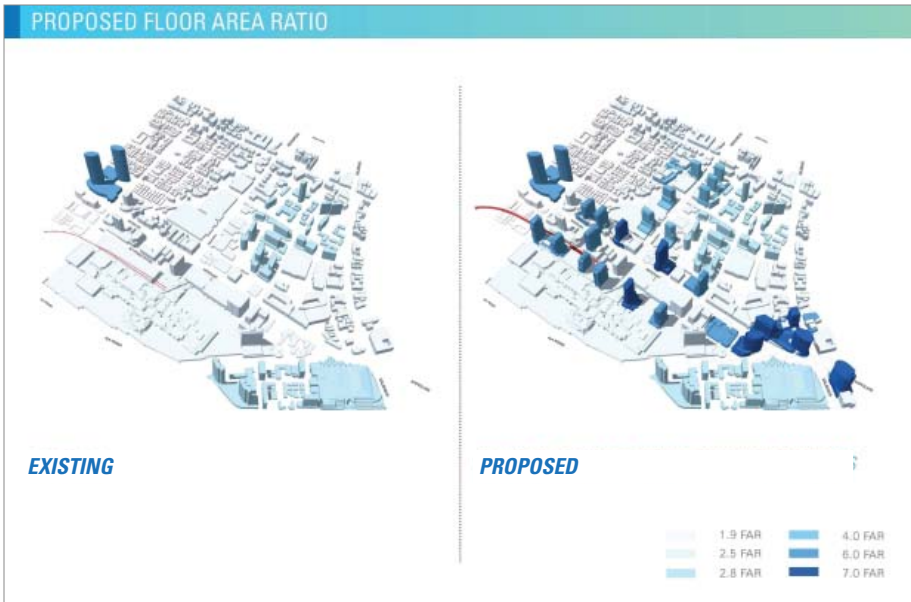
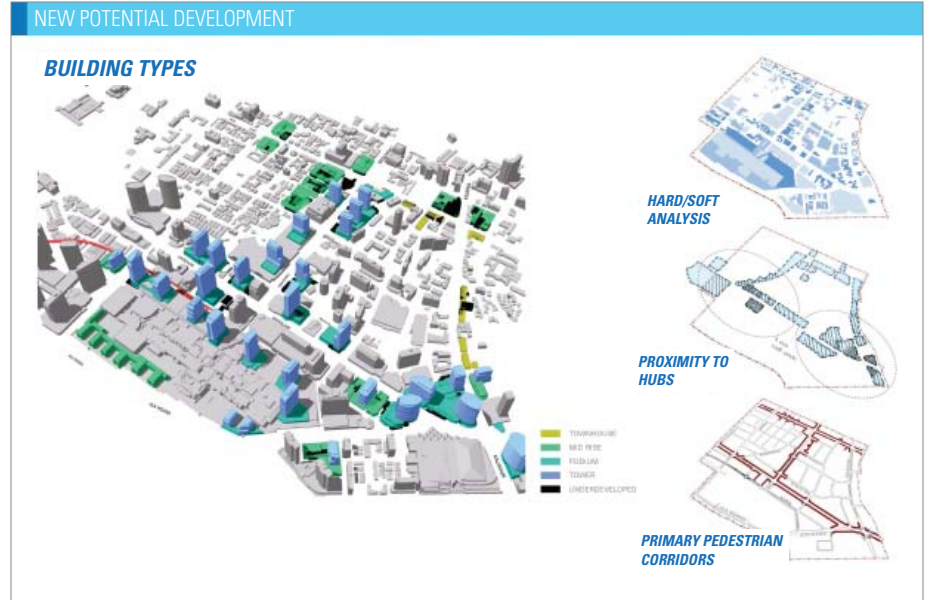
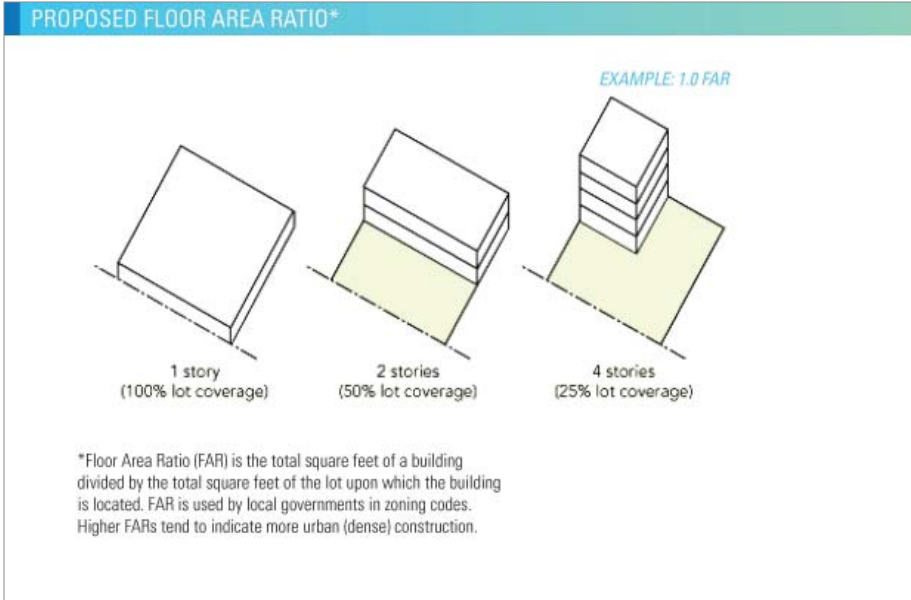
DEVELOPMENT SUMMARY BY LAND USE

LAND USE	SQ. FT.	%
Retail	800K	10%
Office	1.2M	15%
Hotel	400K	5%
Residential	5.6M (5600 DU)	70%
TOTAL	8M	100%

PROPOSED MIX AND ITS IMPACT

DISTRICT WIDE DENSITY IMPACT

DEVELOPMENT TYPES



PROPOSED HEIGHT LIMITS WITH COMMUNITY BENEFITS



IMPORTANT VIEWSHEDS

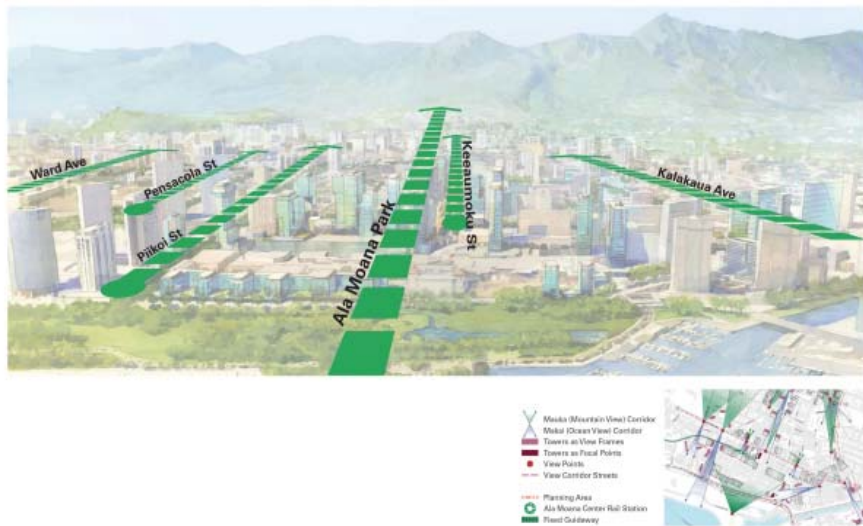
EXISTING (FROM MAGIC ISLAND)



PROPOSED FULL BUILDOUT (FROM MAGIC ISLAND)



IMPORTANT VIEWSHEDS



ALA MOANA SUBDISTRICTS



LAYERED LANDSCAPE

PUBLICLY ACCESSIBLE OPEN SPACE




SEMI-PUBLIC OPEN SPACE




PRIVATELY ACCESSIBLE SPACE






KEY ACTIVITY NODES & PUBLIC IMPROVEMENTS

LEGEND

EXISTING/PROPOSED COMMUNITY NODES


- 1 Ala Moana Center
- 2 Ala Moana Regional Park
- 3 Hawaii Convention Center
- 4 Ala Wai Canal
- 5 Makihi Stream
- 6 Don Quijote Supermarket
- 7 Walgreens/Siam's Club
- 8 Sheridan Community Park
- 9 McKinley High School
- 10 Blaisdell Center
- 11 Pawaia In-Hu Park


PROPOSED DESTINATIONS

- 12 Transit Plaza
- 13 Station Mauka/Makai Connection
- 14 Center Stage Mauka-Makai Connection
- 15 Community Plaza
- 16 Convention Center Gateway
- 17 Pedestrian Flyover

PLANNING AREA

- 18 Ala Moana Center Rail Station
- 19 Road Guideway







PUBLIC REALM IMPROVEMENTS

GREEN NETWORK



- Fragmented Placemaking
- Parkway District
- Arterial
- Frontage Walkway
- Frontage Drive
- Character Drive
- Main Throughway
- Makiki Stream Trail
- Intersection Improvements

COMMUNITY AMENITIES



BIKE NETWORK



TREE CANOPY

STREETSCAPE IMPROVEMENTS

KAPIOLANI BLVD- (PROPOSED)



STREETSCAPE IMPROVEMENTS

KAPIOLANI BLVD- (EXISTING)



STREETSCAPE IMPROVEMENTS

KEEAUMOKU STREET- (EXISTING)



STREETSCAPE IMPROVEMENTS

**KEEAUMOKU STREET-
(PROPOSED)**



STREETSCAPE IMPROVEMENTS

**KEEAUMOKU STREET-
(PROPOSED)**



STREETSCAPE IMPROVEMENTS

**PIIKOI STREET-
(EXISTING)**



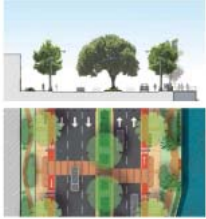
STREETSCAPE IMPROVEMENTS

**KALAKAUA AVENUE
(EXISTING)**



STREETSCAPE IMPROVEMENTS

**KALAKAUA AVENUE
(PROPOSED)**



PEDESTRIAN IMPROVEMENTS

**KONA STREET-
(PROPOSED)**



PEDESTRIAN IMPROVEMENTS

**KONA STREET
(EXISTING)**



PEDESTRIAN IMPROVEMENTS - INTERSECTIONS



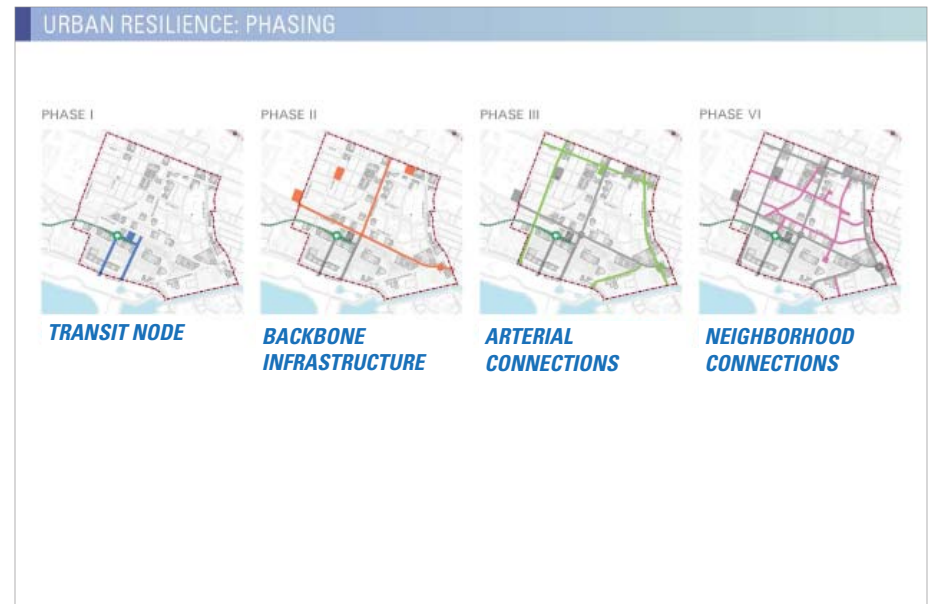
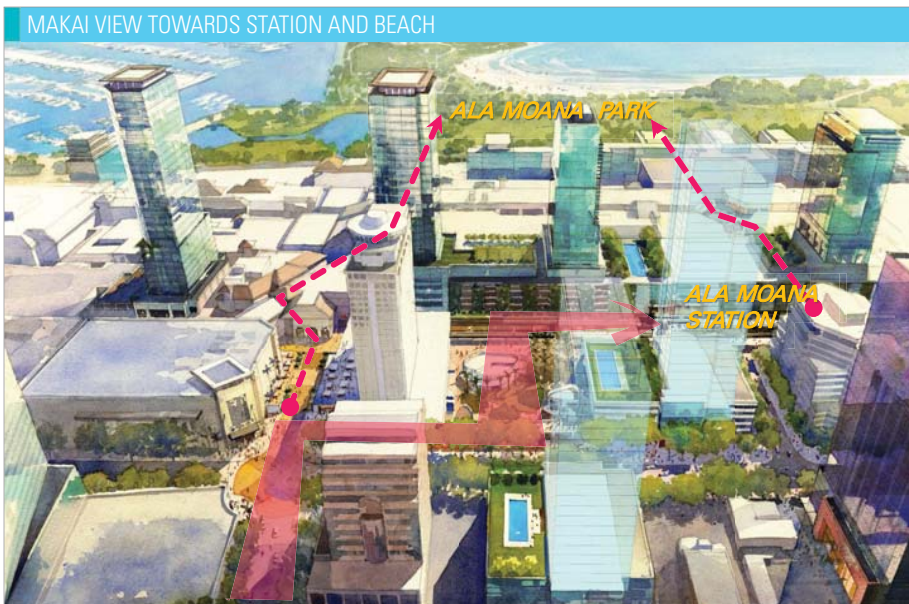
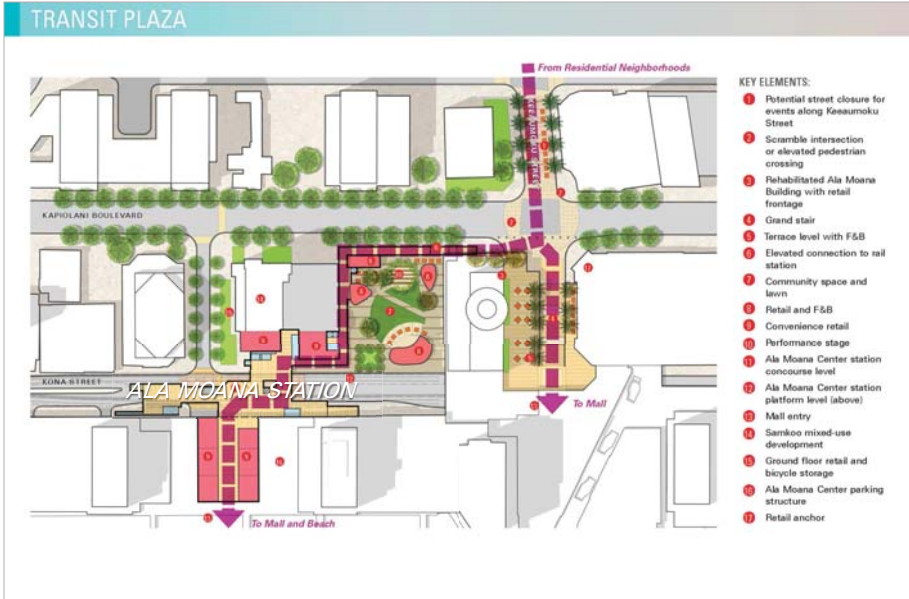
**KALAKAUA AVENUE
AND KING STREET**

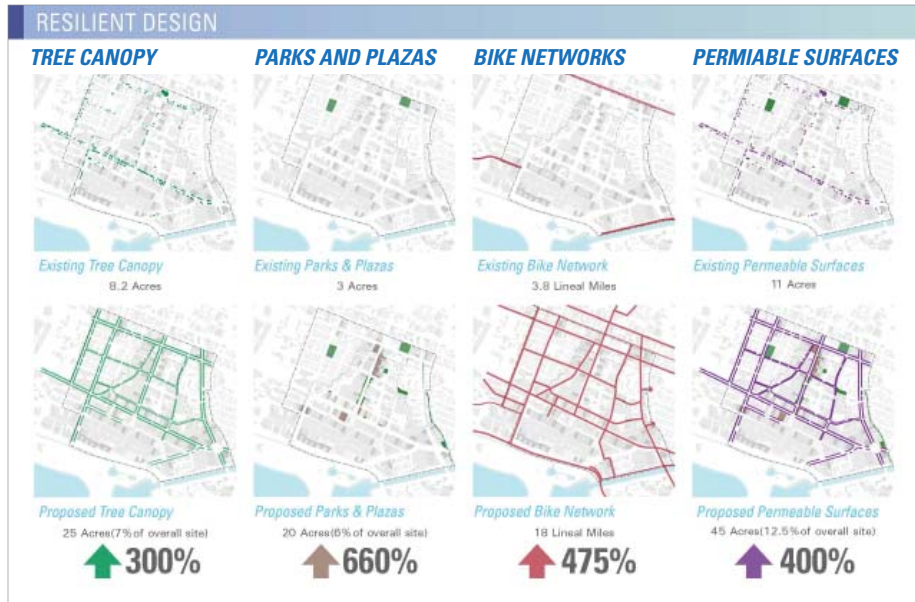
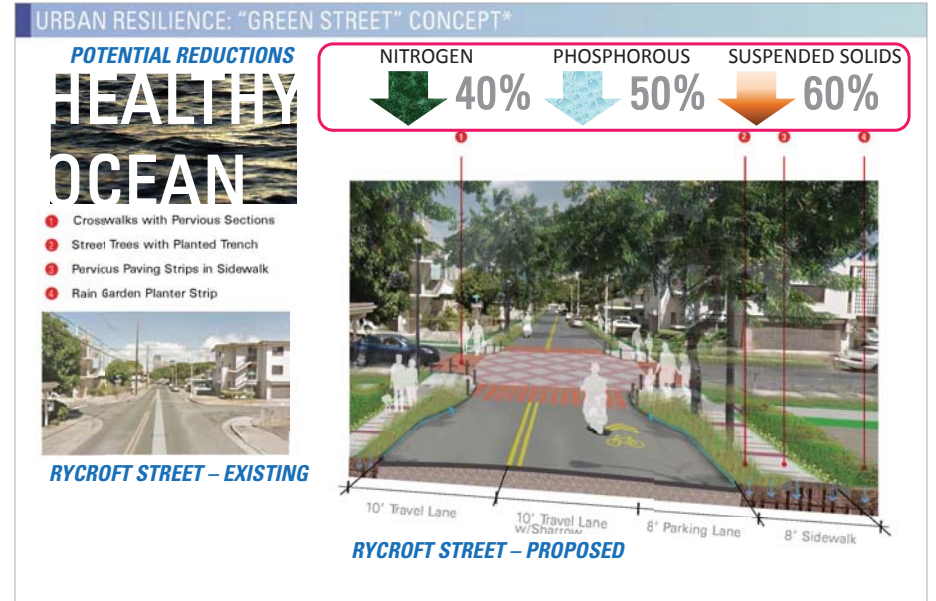
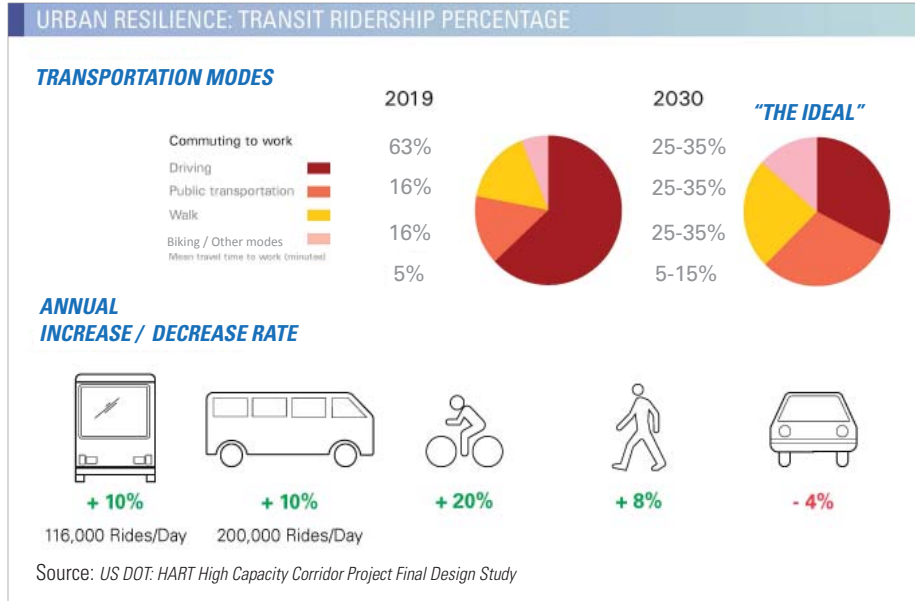


**ALA MOANA BLVD
AND ATKINSON DRIVE**



**KAPIOLANI BLVD
AND KALAKAUA AVE**





WHY?

- Reason #1: **A Greener** Ala Moana District
- Reason #2: **Plan Ahead of the Market**
- Reason #3: **Development that works with the Community**
- Reason #4: **Safer,** more functional streets
- Reason #5: **Improved Connections**
- Reason #6: **More Competitive** Convention Center
- Reason #7: **Greater Predictability**
- Reason #8: **the right thing** to do

MAUKA VIEW FROM MAGIC ISLAND



NEXT STEPS

- **Comments Due 9-30-14**
- **Finalize Plan**
- **Planning Commission and City Council Adoption**
- **Zoning & Public Projects**

