APA Hawai‘i
Annual Chapter Awards Program
2020 Chapter Awards
Presented by:

Tessa Munekiyo Ng, AICP
President, APA Hawai‘i Chapter
2020 AWARD CATEGORIES:

• Cultural / Historic Preservation Award
• Transportation Planning Award
• Outstanding Planning Award
• Public Agency Award
• Donald Wolbrink Chapter Achievement Special Recognition
CULTURAL / HISTORIC PRESERVATION AWARD

Haʻikū Stairs Study
City and County of Honolulu,
Board of Water Supply and Group 70 International, Inc. DBA G70

This GIS provides a detailed and highly informative description of the Haʻikū Stairs and their historical context. The alternative analysis is excellent overall, and exceptional with respect to the level of detailed informative and analytic study of alternatives. The reports show that all options for the Haʻikū Stairs ("caper") analysis objectively and with transparency and that well established planning efforts, such as extensive public meetings and outreach, continue.

In historic documentation, not only "facilitate the propagation and enhancement of public knowledge of Hawaiian history," it makes a strong case for the project presented and proposes a design approach to visibly remove all surface concrete from the original structure while retaining the original picnic shelter. The new design actively introduces the existing chronic trespassing and disturbance to Haʻikū Valley residents.

Further, the community engagement process was extensive and effective — it went well beyond what is normally done for an EIS in the best of circumstances, and experienced well the extraordinary challenges posed by the COVID-19 pandemic. The project team’s adaptation of in-person meetings to virtual meetings was innovative and highly transferable — their approach and its should be seriously considered even after we return to a “new normal” for in-person public meetings and workshops, etc.
HAʻIKŪ STAIRS EIS
APA HAWAII 2020 HISTORIC PRESERVATION AWARD

Board of Water Supply  
G70

Annual Chapter Awards Program
2020
BWS OBJECTIVE TO ELIMINATE LIABILITY

It is not in BWS’ core mission to manage a recreational facility, yet they carry liability for Ha‘ikū Stairs.

BWS can eliminate its organization’s liability for Ha‘ikū Stairs by:

1) Completely removing Ha‘ikū Stairs
2) Conveying the property and Ha‘ikū Stairs structure to another public agency or private interest
PROPOSED ACTION IS REMOVE HAʻIKŪ STAIRS

- The EIS Chapter 3, Project Description describes removal of Haʻikū Stairs.
- Extraction of all modules (front and back stairs). Platforms and structures to remain in place.
- EIS Chapter 4, Environmental Impacts evaluates the action of removal.

ALTERNATIVE OPTION TO KEEP STAIRS

- EIS provides equal consideration of an Alternative that retains the stairs.
- The Conveyance Alternative is thoroughly described and evaluated in EIS Chapter 6, Alternatives.
HRS 6-E

Significant Historic Property

Effect with Mitigation

Preservation or Removal/Documentation
POTENTIAL ACCESS ROUTES

SELECTION CRITERIA

- Landowner discussions
- Impacts to community
  - Traffic and parking
  - Proximity to residences
- Availability of public facilities
- Safe, feasible path to stairs
THANK YOU
TRANSPORTATION PLANNING AWARD

O‘ahu Bike Plan Update

City and County of Honolulu, Department of Transportation Services, HHF Planners with Toole Design and Miyamoto Consulting Engineers, LLC.
o‘ahu bike plan
2019 Update

APA Hawai‘i Chapter Awards
Transportation Planning

October 21, 2020

Department of Transportation Services
CITY AND COUNTY OF HONOLULU

Annual Chapter Awards Program 2020
Vision and Goals

Vision Statement

O‘ahu is a bicycle-friendly community where bicycling is a safe, viable, and popular travel choice for residents and visitors of all ages and abilities.

Goals

1. To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel
2. To enhance cooperation between roadway users
3. To increase the mode share of bicycle trips
4. To be recognized by the League of American Bicyclists as a gold level Bicycle-Friendly Community
Community Engagement

- Crowdsourcing web map
- Web survey
- 5 community workshops around O‘ahu
- Stakeholder meetings and engagement
- Public review of the Draft Plan and Bikeway Network
Key Recommendations

• Safety
• Bikes and transit
• Education and Encouragement
• Bikeway Maintenance
• Signage and Wayfinding
• Evaluation
Who Are We Designing For?

Types of Bicyclists

- 4-7% Strong and fearless
- 5-9% Enthusiastic and confident
- 31-37% Not able or interested
- 51-56% Interested but concerned

These percentage values are typical ranges for most US communities.
Bicycle Facility Selection

Developing a Low Stress Bicycle Network

- Separation and dedicated space increases with traffic volume and speed.
- Serves the largest share of the population to increase bicycling in our community.
- All proposed facilities were evaluated for gross technical feasibility.
- Additional considerations for determining separation between bikes and pedestrians
## Who Are We Designing For?

<table>
<thead>
<tr>
<th>Level of Traffic Stress</th>
<th>Shared Roadways</th>
<th>Bike Lanes</th>
<th>Protected Bike Lanes and Shared Use Paths</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Coyne St.</td>
<td>Kainalu Dr.</td>
<td>South St.</td>
</tr>
<tr>
<td></td>
<td>Suitable for bicyclists of all ages and abilities</td>
<td>≤25 mph, &amp; 2 lanes</td>
<td>Protected Bike Lane</td>
</tr>
<tr>
<td>2</td>
<td>East-West Rd.</td>
<td>Kamehameha IV Rd.</td>
<td>Melakahana</td>
</tr>
<tr>
<td></td>
<td>Comfortable for the average adult bicyclist</td>
<td>≤3 mph, 2-4 lanes</td>
<td>Shared Use Path</td>
</tr>
<tr>
<td>3</td>
<td>Dole St.</td>
<td>Ala Wai Blvd.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tolerable for experienced and confident bicyclists</td>
<td>≤6 mph, &amp; ≤30 mph</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Kapahulu Ave.</td>
<td>Nimitz Hwy.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Highly stressful</td>
<td>&gt;6 mph, ADT, or &gt;30 mph</td>
<td></td>
</tr>
</tbody>
</table>

Traffic Stress: LOW - HIGH

2020 Annual Chapter Awards Program
Project Prioritization

Criteria (Weighting)

- **Public Input** (7.5%)
  - Crowdsourcing WikiMap
  - Initial Public Meetings

- **Safety** (22.5%)
  - LTS score
  - Bicycle crash rate

- **Demand** (40%)
  - Population and employment density
  - Proximity to schools, transit, parks, etc.

- **Connectivity** (20%)
  - Connections to existing bikeways (especially low-stress bikeways)

- **Equity** (10%)
  - Proportion of children and seniors
  - Low income and/or low car ownership

Data Inputs

Draft Priority Ranking & Public/Agency Review

Priority Level

- **Priority 1**
  - Highest priority projects; target implementation in 0 - 5 years.

- **Priority 2**
  - Projects to be implemented after priority 1 or when street is resurfaced.

- **Priority 3**
  - Projects to be implemented after priority 2 or when street is resurfaced.
Proposed Bikeway Network – Facility Type

Proposed Bikeway Network
Mileage by Facility Type and Priority Level

Miles

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Use Path</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Protected Bike Lane</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Climbing Lane</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Shoulder Bikeway</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Shared Roadway</td>
<td>1, 2, 3</td>
</tr>
</tbody>
</table>

Priority Level
- Darkest shade: 1
- Lightest shade: 3
- Shade: 2
## Performance Measures

<table>
<thead>
<tr>
<th>5-year Performance Measure (2024)</th>
<th>Baseline</th>
<th>Data Source</th>
<th>1. Increase bicycle mode share</th>
<th>2. Enhance roadway cooperation</th>
<th>3. Encourage safe, convenient and pleasurable bicycling</th>
<th>4. Gold level Bicycle Friendly Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double the bicycle commuting mode share.</td>
<td>1.2% average (2013 - 2017)</td>
<td>ACS</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eliminate bicycle fatalities.</td>
<td>1.2 per year (2013 - 2017)</td>
<td>HDOH</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Reduce bicycle crashes by 25%.</td>
<td>199 per year (2013 - 2017)</td>
<td>HDOH</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Complete 100% of priority 1 bikeway projects.</td>
<td>0%</td>
<td>DTS</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Provide secure bicycle parking at all HART stations and allow bikes on transit.</td>
<td>N/A</td>
<td>DTS/HART</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double the number of participants in education and outreach events.</td>
<td>11,358 participants (FY 2018)</td>
<td>HBL/DTS</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Assess the condition of all shared use paths and complete or program repairs.</td>
<td>N/A</td>
<td>DTS/DFM/HDOT</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conduct and publish annual bike counts for at least five separate locations.</td>
<td>N/A</td>
<td>DTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Achieve gold level Bicycle Friendly Community status from the League of American Bicyclists</td>
<td>Bronze</td>
<td>LAB/DTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Hāʻena State Park Master Plan ("Project") has exemplified an outstanding planning process and is an exceptionally well-done plan in all respects. It is comprehensive in its provision of thoroughly detailed and high-quality technical information, analyses, and recommended actions, not just with respect to traditional park uses but also the restoration of natural and cultural resources and features, and the mitigation of natural hazards.

The plan is also innovative in its extensive and effective involvement of both community representatives and cultural practitioners in not only the plan preparation process, but also in implementation of planned improvements and ongoing park management. The project has managed to balance the various uses of the site, while preserving its archaeological and cultural significance. Perhaps most important is its detailed outline of what should be an effective and highly transferable program for the adaptive management approach of major parks and natural resource areas throughout Hawaii, especially those that are currently or potentially vulnerable to excess and environmental degradation. This innovative approach allowed the Management to implement various strategies and to easily adopt them as new criteria based on experience and learned experience.

Finally, the Project shows that not only excellent analysis and methodologies were implemented, but that some of the strategies of the Project were able to successfully be implemented – illustrating that the Project is a great example of an effective Master Plan that met the needs of the community.
Office of Climate Change Sustainability and Resiliency
City and County of Honolulu, Office of Climate Change Sustainability and Resiliency
Public Agency
2020 APA-HI Chapter Award

City and County of Honolulu
Office of Climate Change, Sustainability and Resiliency

Hawai'i Congress of Planning Officials
October 21, 2020
Mandate from O‘ahu Voters

The Resilience Office is a Charter-mandated City office created to respond to climate change, resilience, and other sustainability challenges.

- Green City Operations
- Reduce Climate Emissions & Impact
- Promote Resilient Communities
- Coordinate with Federal & State Agencies
- Ensure Sustainable City Plans & Policies
- Facilitate Climate Change Commission
Programs and Work

Policies:
Research, data collection/production, coordination

Projects:
Project manage, facilitate federal and grant funds

Programs:
Energy
Coastal & Water
Climate Resilience & Equity
Food Security & Sustainability
Hazard Mitigation & Long-Term Disaster Recovery
Policy, Outreach & Communications
Waste

Facilitate City Climate Change Commission

Manage Citywide AmeriCorps VISTA Contract/Program
O‘ahu Resilience Strategy

Remaining Rooted

Bouncing Forward

Climate Security

Community Cohesion

resilientoahu.org/resilience-strategy
GHG Emissions and Climate Action Plan

BUILDINGS AND OTHER
35% of total island emissions from the generation of electricity to power homes, businesses and, increasingly, electric vehicles. Other emissions in this sector come from processes to refine oil, other petroleum demand, and gas use.

TRANSPORTATION
Air transportation emissions are 23% of overall greenhouse gas emissions for Oahu. Ground transportation is the other large component, at 19%. Within ground transportation, light duty vehicles (cars, motorcycles and light trucks) make up about 90% while heavy duty vehicles (buses and other large diesel vehicles) are 10%.

INDUSTRIAL PROCESSES
These emissions come from cement production, electrical transmission and distribution, and substitution of ozone depleting substances and account for 4% of total island-wide emissions.

WASTE
Waste sector emissions come from solid waste (garbage) sent to landfills as well as the treatment of wastewater. A large portion of the solid waste on Oahu is sent to H-Power where it is burned to create electricity. Those emissions are accounted for in electricity.

AGRICULTURE/LAND
Only 1% of island-wide emissions comes from livestock, agricultural soil management, fertilization, land-filled yard trimmings, field burning of agricultural residues, and forest fires.
Climate Ready O‘ahu Web Explorer

Current Layers
- SMA
- TMKs
- Community Plan Areas
- Historical and Future Shoreline Change Rates
- State 3.2’ SLR-XA, component hazards, and flooded highways
- O‘ahu DFRM
- NOAA 6’ SLR
- Heat Index Afternoon
- Tree Canopy – Land Cover (2010)

Additional Potential Layers
- Beach/Dune Geology
- “Future V Zone”
- Tsunami Evacuation Zones
- Hurricane Storm Surge Inundation
- Tree Inventory/Citizen Forester Data

bit.ly/climatereadyoahumap
resilientoahu.org/s/MayorsDirective18-02.pdf
Mayor’s Directive 20-14 | Temps and Trees

bit.ly/oahuheatmap

Implementing New Equity & Climate Practices

Opportunities and Obligations to...

Normalize, Organize, Operationalize

Equity in processes and practices

SOCIAL VULNERABILITY INDEX AND OTHER RELATED MAPS & DATA

Frontline communities experience greater everyday stresses that can compromise their capacity to mitigate or adapt to environmental shocks. One helpful tool to advance equity and explore challenges facing frontline communities is to look at social vulnerability. “Social vulnerability” considers certain socioeconomic, housing, transportation, and other variables that can be stressors to better plan for and respond to environmental shocks such as hurricanes, sea-level rise, or extreme heat. By reducing social vulnerability, we can decrease human suffering and economic losses and advance equity.

Social Vulnerability Index and Other Related Maps and Data
resilient2ahu.org/equity
Mahalo

Office of Climate Change, Sustainability and Resiliency

(808) 768-2277
resilientoahu@hono.gov
resilientoahu.org
@ResilientOahu
DONALD WOLBRINK  
CHAPTER ACHIEVEMENT  
SPECIAL RECOGNITION

Kathy K. Sokugawa

This award recognizes an individual, firm, or organization for outstanding professional contributions to the Hawaii Chapter.

Kathy Sokugawa has spent her entire career as a planner with the City and County of Honolulu. Her work accomplishments (highlighted below) have raised the level of professional planning and community engagement throughout the Kingdom of Hawaii.

Kathy is a graduate of the University of Hawaii High School and UH Manoa, where she received her Bachelor of Science degree in Landscape Architecture.

In 1990, Kathy joined the Department of Planning and Percoding, where she contributed to the development of the General Plan. She later moved to the Planning Department of the City and County of Honolulu, where she was able to translate planning concepts into meaningful action. Her work has been instrumental in shaping the future of the City and County of Honolulu, and she has been recognized with several awards for her outstanding contributions.

The following quote from a friend and colleague highlights Kathy’s dedication and commitment to planning for the future:

“Kathy is the real deal. She brings a fresh perspective to the field, and her work is always grounded in solid planning principles. She is a true inspiration to those around her and a constant reminder of the importance of planning for the future.”

Kathy K. Sokugawa

2020 APA Awards Program  
HAWAI'I CHAPTER
1978 – 1st and 2nd generation of regional development plans
Circa 1985: Discussing Sign Regulations with Mrs. Cynthia Marnie, Outdoor Circle
1982-1988 Overhaul of 1975 CZC
Adopted in 1986: LUO
Adopted in 1988: Special Districts
1990-93
DLU class at HCC

LAND USE ORDINANCE FOR
THE CITY AND COUNTY OF
HONOLULU

This seminar will provide an overview of the Land Use Ordinance, the zoning code for the City and County of Honolulu. Topics to be covered will include, but not limited to, relationships between planning and zoning, explanation of major zoning regulations, building permit and permit requirements of the City Department of Land Utilization and the general services of the DLU. This seminar is to provide information and will not deal with individual problems and processes.
January, 1996: First “Professional Development Day” at Department of Land Utilization
2007-
Processing entitlements for the last 1,600 acres in Ewa
Figure 2. Population Growth Trends and General Plan Population Distribution Policy

O‘AHU GENERAL PLAN
Your Island, Your Future

PROPOSED REVISED PLAN

Department of Planning and Permitting
City and County of Honolulu
December 2017

2010- Updating O‘ahu General Plan
2006-
Transit-Oriented Development Plans and Regulations
2019: Update to Short Term Rental Law: 30 Years Later
2014-2019 IAL Mapping (45,400 Acres)
HCPO Annual Conferences: DPP as Host Agency

2012 Host Hotels: Aulani and Ihilani

First Scheduled for Week of 9/11/01
Congratulations again to this year’s award winners!

Mahalo!