

DRAFT

## APPENDIX B: RECOMMENDED RULE CHANGES







# APPENDIX B: RECOMMENDED RULE CHANGES

## Chapter Five: Mobility & Access

### Connectivity

#### RULE CHANGES FOR KAKA`AKO

##### Create a Fine-Grained Street Network

- **Regulation MA1.1:** Related to internal connections for large developments, require pedestrian connections or service street between buildings where block lengths exceed 300 ft.
- **Regulation MA1.2:** Related to internal connections for large developments, require through-block pedestrian connections when a substantial portion of a block is developed with commercial projects or when the ground floor uses are largely commercial. In cases where adequate lot size exists to develop two commercial projects on a block, a through block pedestrian connection is required. Connections are required at mid-block and have a minimum clear dimension of 20 feet both horizontally and vertically.
- **Regulation MA1.3:** Require master plans and large developments to achieve an intersection density of 300 intersections per square mile or better, including shared streets, pedestrian ways of 20' or greater, and service alleys designed with adequate space for pedestrian movement.

##### Plan for Coordinated, Multimodal Transportation Networks

- See Chapter 6

##### Manage Delivery and Parking Access to Reduce Conflicts with Pedestrians and Optimize the Efficiency of the Street Network

- **Regulation MA3.1(a):** Apply Section 15-217-63-B (Parking Access) requiring parking access from an alley or service/parking access street to all parts of the KCDD. Require parking access from alley or service/parking access street for all development sites where 300' minimum street spacing requirements apply.
- **Regulation MA3.1(b):** Expand Section 15-217-63-L (Loading Access) of the Mauka Area Rules requiring on loading zones on thoroughfares and promenade streets to include avenues, particularly those designated for bicycle or high frequency transit uses; Include an exception process if the development site is not sufficient in size to allow an internal alley.
- **Regulation MA3.2:** Restrict curb cuts for drive-through on Commercial Boulevards and Avenues where reasonable alternative access is available; For drive-through uses, prohibit curb cuts and drive-ways used to approach and exit drive-through facilities, stacking areas for waiting vehicles, and the facility itself, such as a drive-up window or gas pump island.

##### Make Walking and Cycling Access to Frequent Transit as Direct as Possible

- See Chapter 7

##### Implement a Coordinated Multimodal Wayfinding Program

- **Regulation MA5.1:** Ensure wayfinding placement provisions in Figures PZ1-7 and FT1-12.
- **Regulation MA5.2:** Establish an additional general figure after Figure 1.16 in the Mauka Rules that identifies prospective wayfinding sign locations by type of sign.



## *Pedestrian*

### **RULE CHANGES FOR KAKA`AKO**

The following additions or modifications to the rules for pedestrian quality will govern new development:

- **Regulation MA6.1:** On commercial or mixed-use corridors, buildings are required to have entry points every 60 feet so that pedestrians have numerous opportunities to interact with semi-public spaces.
- **Regulation MA6.2:** Amend §15-217-63-B to encourage street life and to make sure shared parking is viable, parking garages are required to have pedestrian entrances and exits to the street.
- **Regulation MA7.1:** Per §15-217-63-B-1 and 2, parking garage access points must be oriented toward side streets or alleys (Local Streets) to reduce conflict between cars and pedestrians on busy streets.
- **Regulation MA7.2:** In commercial and mixed-use corridors, buildings are required to have at least 70% transparency for ground level frontages to create visual interest for people walking along commercial or mixed-use corridors per §15-217-55-M-6.
- **Regulation MA7.3:** Per §15-217-55-M-6, buildings are required to locate primary entrances along front façades, and locate loading docks or service entries off of street-facing façades.
- **Regulation MA8.1:** Amend §15-217-63-C to define maximum driveway density. Curb cuts and parking garages portals should be restricted to one every tenth of a mile (rounding down). This means some block will not include driveways. Parking garage entrances must be located at the rear or side of buildings accessible by Local Streets (per Chapter 6).
- **Regulation MA8.2:** §15-217-63-C-2 should be revised so that residential curb cuts may be no more than 10 feet wide per lane (two lane maximum at 20 feet) and 12 feet wide per lane (two lane maximum at 24 feet) for commercial curb cuts. This is intended to minimize the impacts to the pedestrian realm and to create more consistent walking paths.
- **Regulation MA8.3:** Amend §15-217-63-I to state that surface parking lots must be screened along the street with landscaping or architectural elements to reduce their visual impact.
- **Regulation MA9.1:** Amend §15-217-39-D-1-7 to include placements standards for bike parking in Figures PZ.1 through PZ.7
- **Regulation MA9.2:** In §15-217-39-D-1-7, change Figures 1.14 (pedestrian zone treatment) and 1.15 (pedestrian zone fixtures) to include acceptable applications, dimensions of bike share stations in the furniture zone and in the frontage zone where property owners integrate bike share stations into the design of setbacks.
- **Regulation MA9.3:** Amend §15-217-63-I to state that multi-story parking in active retail or commercial areas must be wrapped in active uses such as retail to screen parking from the street and to increase street-level activity.

## *Transit*

### **RULE CHANGES FOR KAKA`AKO**

HCDA does not have a direct role in delivering transit services or designing street rights-of-way to accommodate transit operations and passenger loading. However, as the KCDD redevelops, HCDA and its local developer partners will work closely with TheBus (City/County) and HART to ensure transit access and operational considerations are addressed early and throughout the development review process.

- **Regulation MA12.1:** Require developers to construct transit passenger facilities on public right of way where designated/or where there is an existing stop that will require replacement as new public facilities are constructed.

## Bike

### RULE CHANGES FOR KAKA`AKO

HCDA does not have a direct role in delivering transit services or designing street rights-of-way to accommodate transit operations and passenger loading. However, as the KCDD redevelops, HCDA and its local developer partners will work closely with TheBus (City/County) and HART to ensure transit access and operational considerations are addressed early and throughout the development review process.

- **Regulation MA12.1:** Require developers to construct transit passenger facilities on public right of way where designated/or where there is an existing stop that will require replacement as new public facilities are constructed.

## Auto

### RULE CHANGE FOR KAKA`AKO

HCDA does not currently regulate the design of traffic facilities in the public right-of-way. Regulatory changes are focused on encouraging developers to provide infrastructure that would help private consumers transition to more sustainable vehicle types.

- **Regulation MA17.1:** Related to the inclusion of EV stations, HCDA will develop rules to support HRS 291 requirements to include at least one EV charging station in publicly accessible parking garages over 100 stalls.

## Chapter Six: Complete Streets in Kaka`ako

### RECOMMENDED RULE CHANGES FOR KAKA`AKO

The following rules changes are recommended for various roadway and pedestrian design elements of the Mauka/Makai Rules. Additional rule changes will be proposed upon completion of HCDA's forthcoming Complete Streets Design Standards.

- **Regulation CS5.1:** Incorporate the Complete Street types as part of §15-217-38 through 39: The Thoroughfare Plan rules currently focus heavily on the pedestrian realm, so the rules should reflect street types design options, modal trade-offs, and general design guidelines.
- **Regulation CS5.2:** §15-217-39-D-1-7 updated to include allowances and design guidance for the "shared street" designs as part of the Local Streets street type (completed following completion of future HCDA Complete Streets design guide).
- **Regulation CS5.3:** To ensure predictable traffic movement and limit conflicts with pedestrians, parking access lanes, alley or any other Local Street types should be permitted to operate as one-way connection. Additional language should be added to §15-217-63 to clarify this provision.
- **Regulation CS7.1:** In a new section of the Rules, HCDA and DTS should jointly adopt and implement transportation quality and level of service metrics and data collection processes to track the benefits and impacts of implementing the Complete Streets strategy (completed following development of HCDA Complete Streets design guide)..
- **Regulation CS8.1:** Amend §15-217-39-D-1-7 to include the enhancement/buffer zone as part of the sidewalk zone nomenclature and include design elements and programming such as parklets, bike share docking stations, and in-street bike parking corrals.
- **Regulation CS10.3:** Include a new section in the Rules that specifies universal design guidelines based on the recently completed Public Rights-of-way Accessibility Guidelines (PROWAG).



## Chapter 8: Parking & Transportation Demand Management

### RECOMMENDED RULE CHANGES FOR KAKA`AKO

The following regulatory changes would govern regulation of on-street parking in the Mauka and Makai areas of Kaka`ako.

- **Regulation PT1.1:** Establish on-street parking occupancy target of 85% per block face.
- **Regulation PT1.2:** Implement parking meters where necessary to meet occupancy target (Specifies blocks where parking meters are permitted).
- **Regulation PT1.3:** Enable meters to adjust prices based on demand (Specifies maximum amount that prices can be moved within a specified time period).

The following regulatory changes would remove minimum parking requirements throughout the Mauka and Makai areas of Kaka`ako.

- **Regulation PT2.1:** Minimum parking requirements in the Mauka rules (Section §15-217-63 (e)) are repealed.
- **Regulation PT2.2:** Minimum parking requirements in the Makai rules (Section §15-23-68) are repealed.

The following regulatory changes would remove minimum parking requirements throughout the Mauka and Makai areas of Kaka`ako.

- **Regulation PT3.1:** FAR allocations are inclusive of parking.

The following Code adjustments are recommended to promote shared use parking.

- **Regulation PT4.1:** Require that all newly constructed private parking provided in any Kaka`ako in commercial or residential developments in excess of *existing minimum parking requirements* be made available to the public.

*Discussion of regulation PT4.1: Under this regulation, developers would be permitted to build as much parking as the development requires. However, when parking is provided that exceeds the minimum requirements under today's regulations, the additional parking would have to be made available to the public. HCDA would work in partnership with developers to eliminate their liability for public parking on site. This arrangement would be particularly helpful, for example, in large residential developments with a significant number of non-resident owners. During periods of time when a small number of owners are on-site, the remaining number of parking spaces could be made publicly available. This reserve of parking could be used, for example, to provide park-and-ride access to the HART stations.*

- **Regulation PT4.2:** Allow parking to be shared among different uses within a single mixed-use building by right.

The following Code adjustments are recommended to promote unbundled parking for housing.

- **Regulation PT5.1:** The cost of parking is required to be unbundled cost from the cost of rental housing.
- **Regulation PT5.2:** The cost of parking is required to be unbundled cost from the cost of ownership housing.

The following Code adjustments are recommended to promote unbundled parking for commercial leases.

- **Regulation PT 6.1:** In commercial leases, parking must be included as a separate line item, with the quantity of parking to be leased determined by the lessee.

The following Code adjustments are recommended to promote tandem and stacked parking.

- **Regulation PT7.1:** Regulation permitting tandem and stacked parking by right.

## Chapter 8: Parking & Transportation Demand Management (Continued)

### RECOMMENDED RULE CHANGES FOR KAKA`AKO

- **Regulation PT9.1:** New multifamily residential developments are required to create and implement a TDM plan that includes at least 5 elements from the checklist of TDM strategies, including at least one element from the 'Incentive' category.
- **Regulation PT9.2:** New multifamily residential developments are required to join the TMA.
- **Regulation PT 9.3:** Residential developments that are TMA members are required to monitor and report (every 5 years) on the status of any goals included in the TDM plan.
- **Regulation PT10.1:** Large employers (50+ employees) are required to create, update (every 5 years) and implement a TDM plan.
- **Regulation PT10.2:** Large employers (50+ employees) who are tenants of new commercial developments required to join a TMA that would implement its TDM plan.
- **Regulation PT 10.3:** Employers that are TMA members are required to monitor and report (every 5 years) on the status of any goals included in the TDM plan.
- **Regulation PT11.1:** Require that new residential developments with parking provide spaces for car-sharing vehicles.
- **Regulation PT11.2:** Require that visitor accommodations such as hotels and resorts provide developments with parking provide spaces for car-sharing vehicles [the ratio should be higher than for ordinary residential].
- **Regulation PT11.3:** Require that new commercial developments meeting certain requirements provide parking spaces for car-sharing vehicles.

