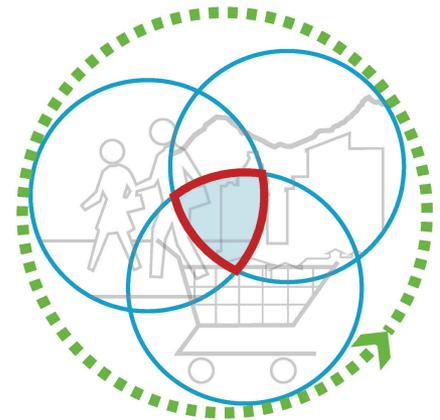


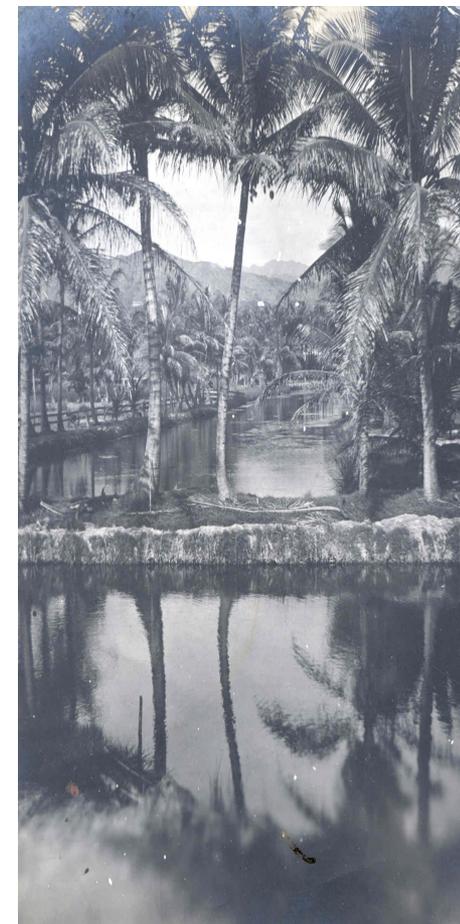
Building Community & Place in Kakaako

**AKA Transit Oriented Development (TOD) or
Pedestrian Oriented Development (POD)**



+ Early Kakaako

Wetlands In Between the Harbor & Waikiki



Project Summary

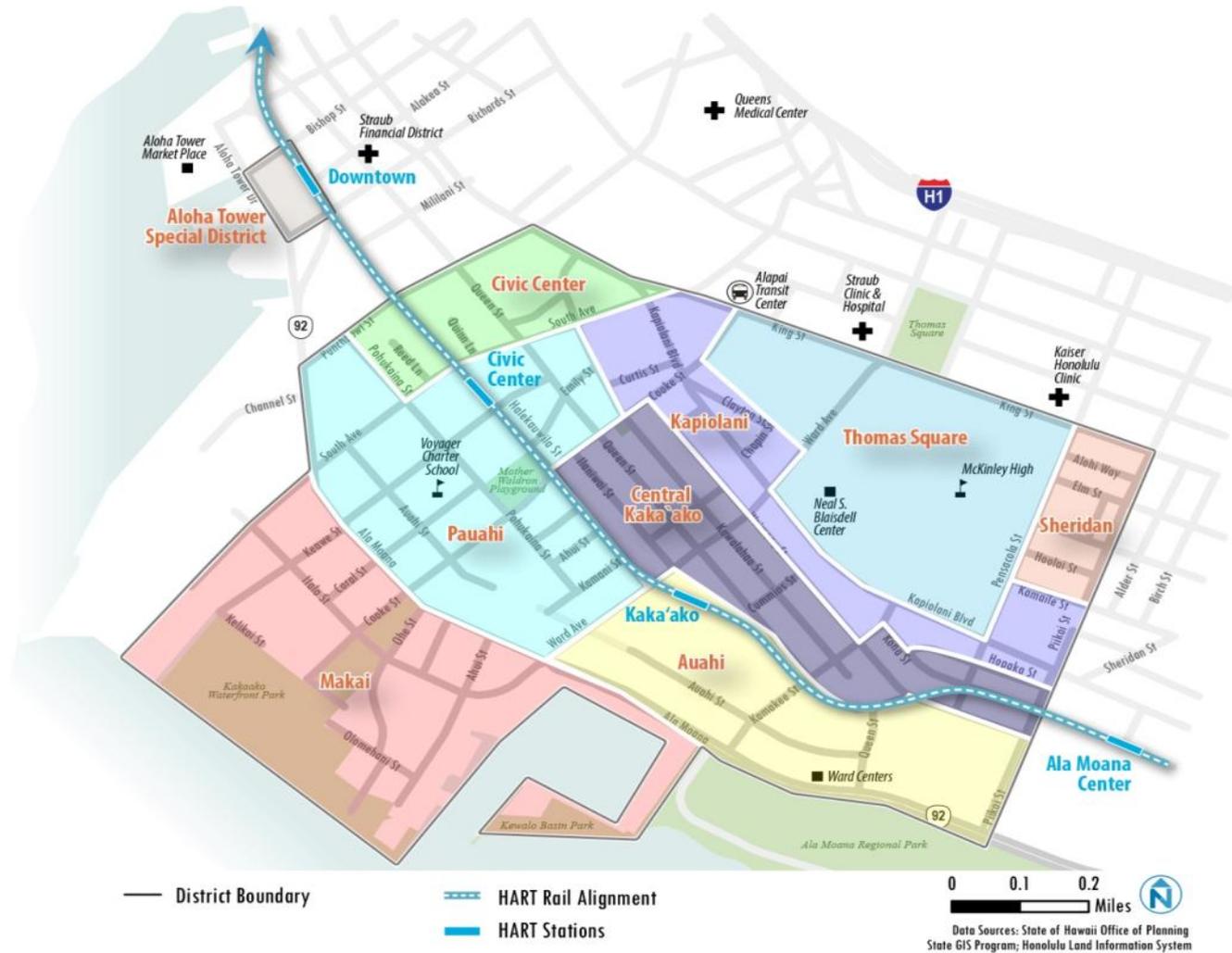
Projects Under Construction	Market	Reserve	Plan/Modifications
Halekauwila Place	-	204	05/
Waihonua	400	-	05/Yes
680 Ala Moana	-	54	11/Yes
Total Units	400	258	658

Permitted Projects	Market	Reserve	Plan/Modifications
801 South Street	-	635	11/Yes
Symphony	288	100	11/Yes
Waihonua 2	-	72	05/Yes
404 Ward	49	375	05/Yes
<i>Total Units</i>	337	1182	1519

Pipeline Projects

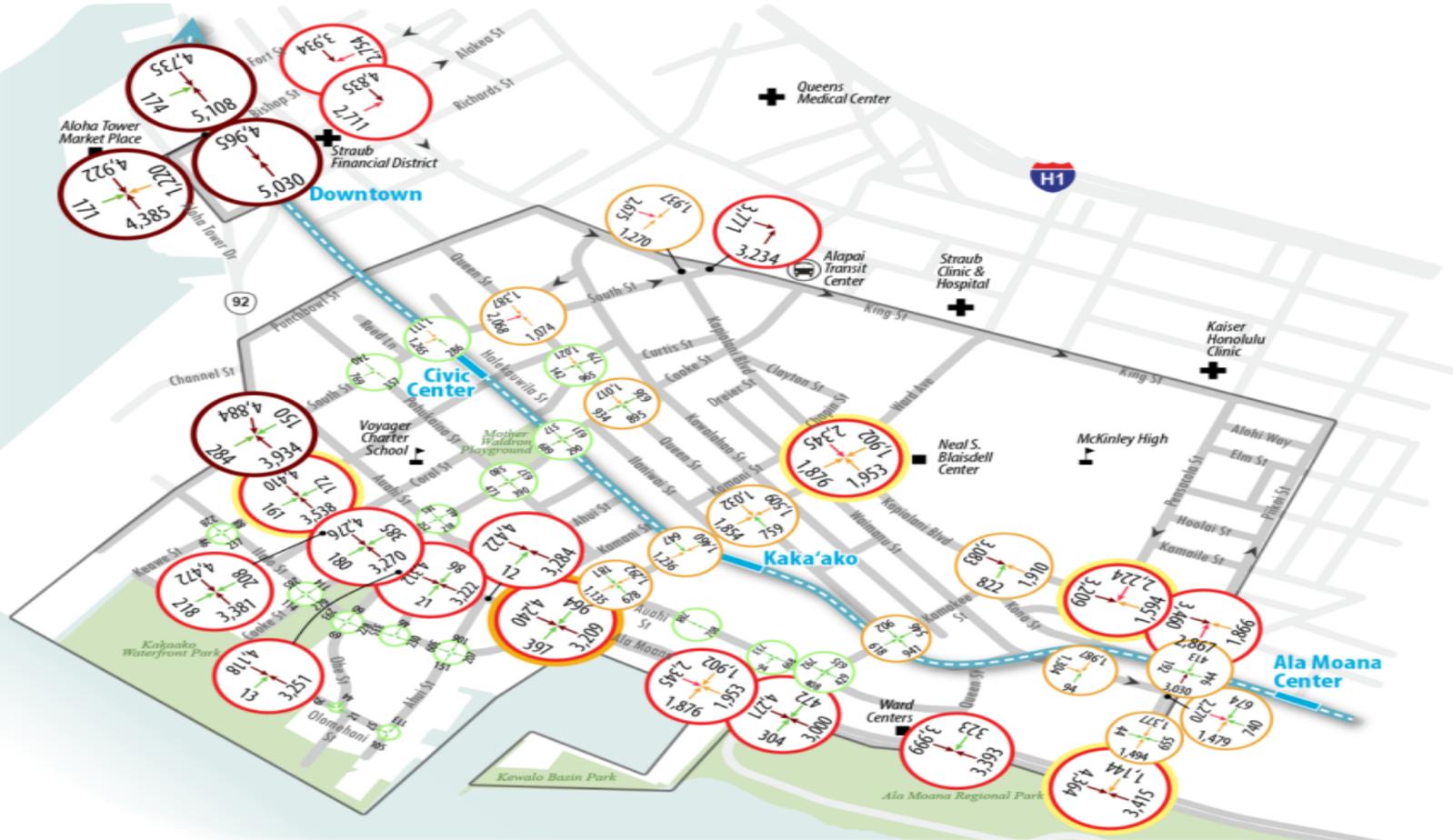
Projects	Market	Reserve	Plan/Modifications
690 Pohukaina	414	390	11 or TOD/Yes
Land Block 2 Project 1	177	-	05/Yes
Land Block 3 Project 1	318	-	05/Yes
The Collection	467	117	05/Yes
Artspace/Pa'I	-	80	11/?
Keauhou Lane	480	120	05/?
801 South St Building B	210	200	11/?
TOTAL	2066	907	2973

Where Are These Projects Going to be Built?

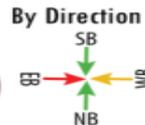


The KCDD has nine neighborhoods, each with a unique character and predominant land use.
Source: Nelson\Nygaard

Isn't Kakaako Congested Enough Now?



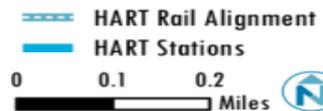
Traffic Volumes (Between 4PM and 6PM)
Total Volume (January 2013)



- Less than 1,000
- 1,000 - 1,999
- 2,000 - 2,999
- More than 3,000

Intersection LOS (2007)

- LOS E
- LOS F
- ➔ One-way Streets



Data Sources: State of Hawaii Office of Planning
State GIS Program; Honolulu Land Information System

 **TRANSIT**



Transit Reduces Congestion By Getting Us Out of Our Cars

Why Bikes? Bicycles? *Instead of Cars?*

Hawaii
Community
Development
Authority



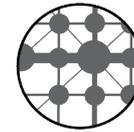
What if this space was instead...

PARKS

PLAZAS

COMMUNITY LIVING ROOMS

Destinations



What and Why

- **Locate Highest Density of Uses Near High Capacity High Frequency Transit (Bus and Hart Stations)**
- **Encourage a Mix of Uses Around Transit Stations, Corridors and Transfer Points to Spread Demand Throughout the Day & Create an Interesting and Dynamic Pedestrian Environment**
- **Create Quality Connections Between the Kakaako Districts and Neighboring Areas to Extend the Viability of Transit Choices**

Places

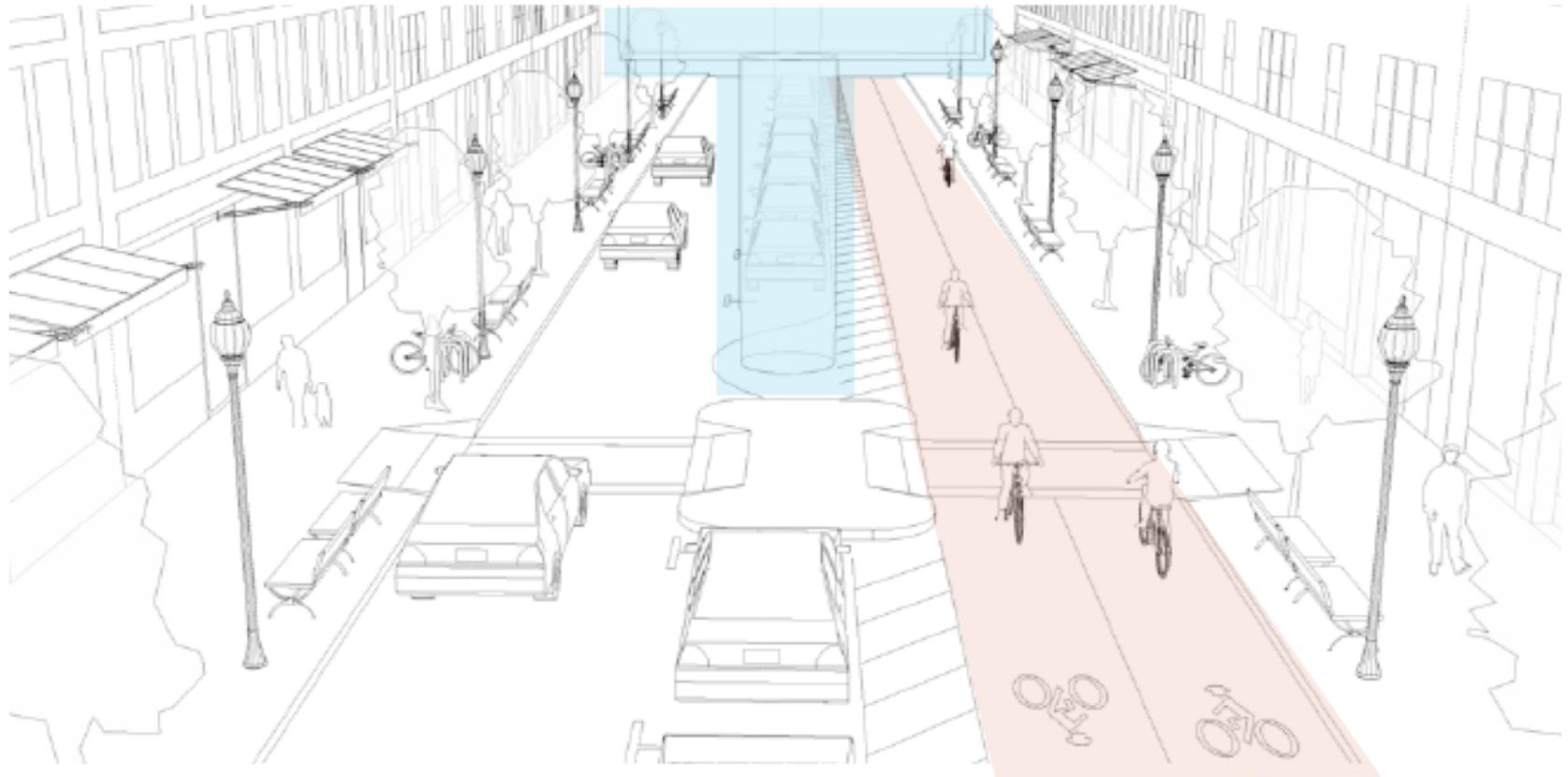
- **Adjacent to the District**
 - **Federal, State & County Offices**
 - **State Capitol**
 - **CBD & Chinatown**
 - **Ala Moana Shopping Center & Park**
 - **Waikiki**
- **Within the District**
 - **JABSOM & Cancer Center**
 - **Blaisdell Center**
 - **McKinley High School**
 - **Kewalo Basin Harbor**
 - **Waterfront Parks**
 - **Kapiolani Commerce**
 - **Hotel?**

Civic Center Station Area



- | | | | |
|---|---|---|--|
| <p>1 TOD Opportunity Sites mixed-use and residential uses</p> | <p>4 Coordinate with TOD developments for street improvements, crosswalks, lighting and public art</p> | <p>7 Option for vertical retailing and mezzanine connection to station</p> | <p>10 Pedestrian improvements, crosswalks and accessible ramps
Station-related public realm improvements, kiosks or bike-related retail</p> |
| <p>2 Activate station with uses, maximize glazing and open shopfronts</p> | <p>5 Encourage single story retail to activate parking, for example - produce or market stalls</p> | <p>8 Step-back development for generous sidewalk areas and public realm enhancements</p> | |
| <p>3 Place bus stops convenient to station, consider integrating shelters into development sites</p> | <p>6 Establish bike lanes and local access connections</p> | <p>9 New alley and connections to reduce pedestrian conflicts</p> | <p>11 Joint development 690 Pohukaina and affordable housing project</p> |

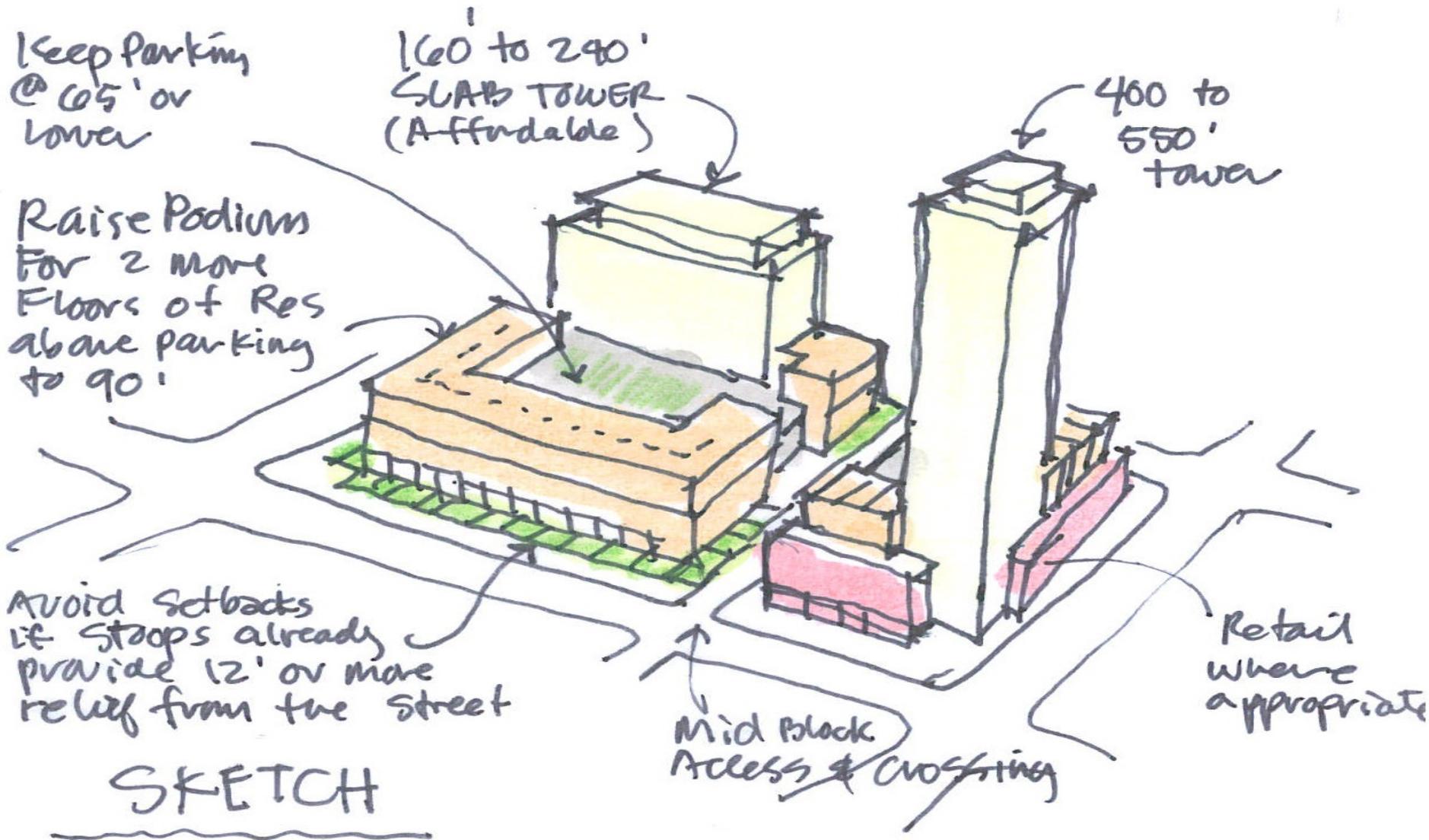
Imagine a shaded cycle track on Halekauwila Street!



Density



- **Promote Mixed Use and non-Residential Infill and Redevelopment Along Transit Corridors**
- **Include Different Building Typologies**
 - **Towers**
 - **Town Houses**
 - **Mid-Rise Buildings**
- **Offset Increased Development Heights w/ Increased Active Public Space Amenities that Benefit the Buildings Residents and Tenants**



A Mix of Building Forms that Work for Developers and the Community

Diversity

- **Provide a Mix of Housing Types at Varying Densities and Costs**
- **Preserve and Enhance *Active Public Space (Not Just Green Areas)***
- **Include a Broad Mix of Commercial and Light Industrial Uses Compatible w/the Urban Village**

Demand Management

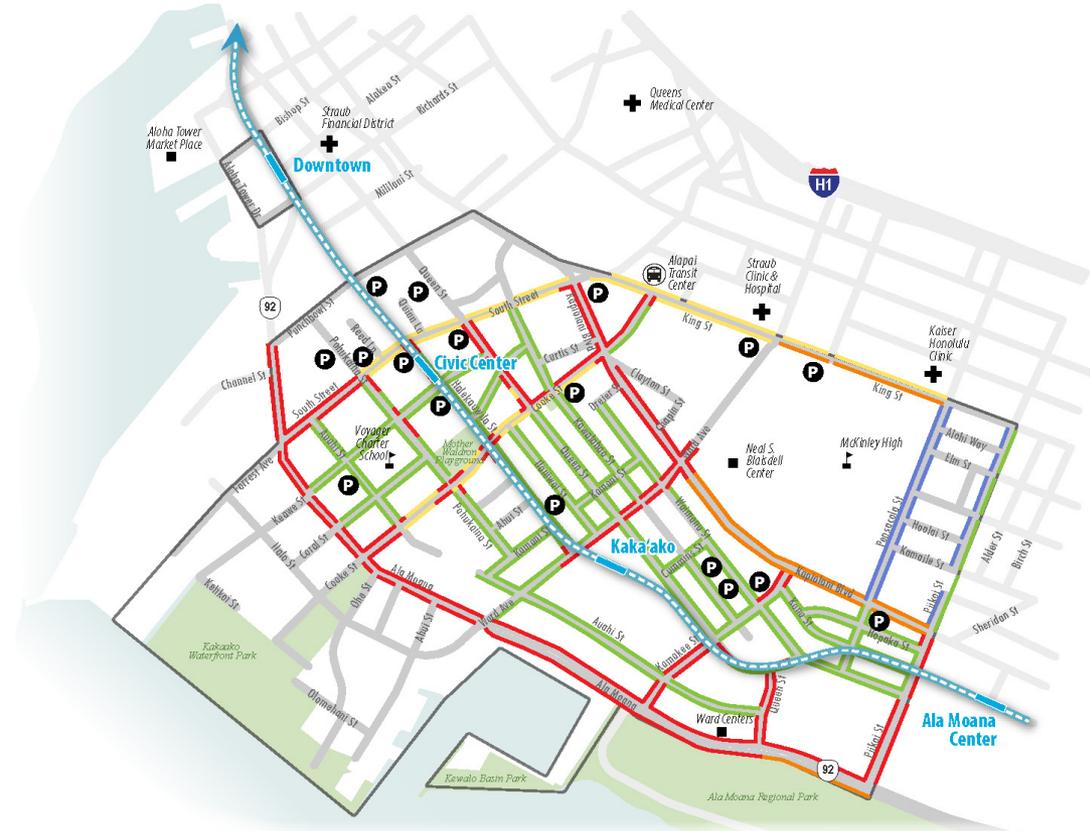


- **Manage Parking Supply and Demand Consistent w/Goal of Reducing Driving Trips**
- **Create an Environment to Enable Residents to Meet Many of Their Needs w/in the District, Reducing the Need to Drive Outside of the District**
- **Ensure that Non-Auto Mobility Choices are Convenient & Competitive w/the Auto to Maximize Non-Auto Travel**

Demand Management



Coordinate pedestrian parking and bicycle facilities for efficiency

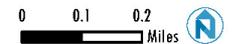


On-Street Parking

- No Parking Anytime
- No Parking (AM Peak or PM Peak)
- No Parking (PM Peak Only)
- Unrestricted Parking (Lane blocked)
- Unrestricted Parking (lane not blocked)

Public Parking Facilities

- P Public Parking Facilities
- — — — HART Rail Alignment
- HART Stations

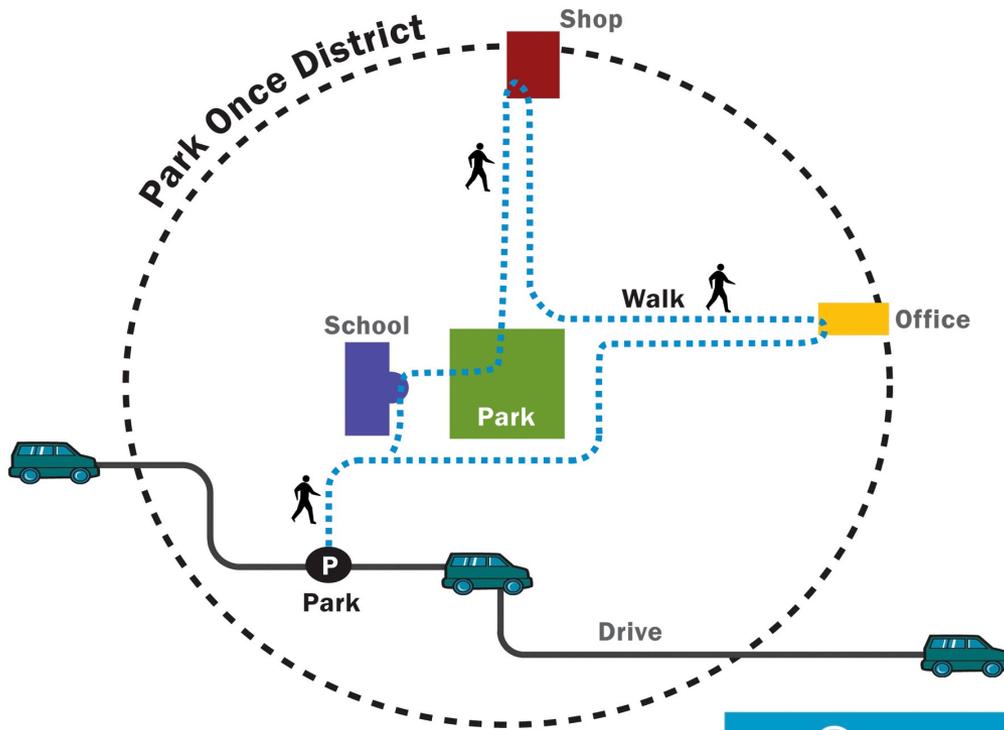


Data Sources: State of Hawaii Office of Planning
State GIS Program; Honolulu Land Information System



Demand Management

Visitors Park Once!



Based on an original illustration by Walter Kulash.



1 PEDESTRIAN



2 TRANSIT



3 BICYCLE



4 AUTO



Some Big Ideas!

- **Incentive Zoning**
 - **Developer Provides Public Amenities in Exchange for Increased FAR and Height**
- **Reduce Off-Street Parking Requirements When Developers Provide**
 - **Unbundled Parking, Provide Transit Passes, Car Share and Bike Sharing**
- **Building Code Flexibility**
 - **Consolidated Core of Elevators and Exit Stairs**
- **More Intersections/Intersection Density Produce Lower Levels of Auto Travel**
- **Work w/HPU and/or UH to Develop Bus Pass Program**

We Need to Establish a New Modal Hierarchy!

- **Pedestrian Oriented Development**



Town Circulator Idea

Enhances Access to Hart Stations and Key Town Destinations

ala Denver 16th Street Mall, Portland Pearl District Tr



- TheBus Bus Routes Service Frequency**
- Red line: Less than 20 min
 - Orange line: 21 min to 40 min
 - Green line: 41 min to 60 min
 - Purple line: More than 60 min
 - Thick blue line: Rush hour only

- Thick brown line: City/County Express!
- Blue dashed line: HART Rail Alignment
- Blue circle: HART Stations

- TheBus Daily Boarding Counts 2012**
- ○ ○ (Proportionally Sized)
10 100 500
- HART Projected Boarding Opening Day Daily Boarding Counts**
- (Proportionally Sized)

Alapoi TC
11/15/43/52/53/54/62/80/81/82/
83/84/84A/85A/88/89/90/91/92/
93/96/87/8/98A/101/102/103A

Bike Share Idea

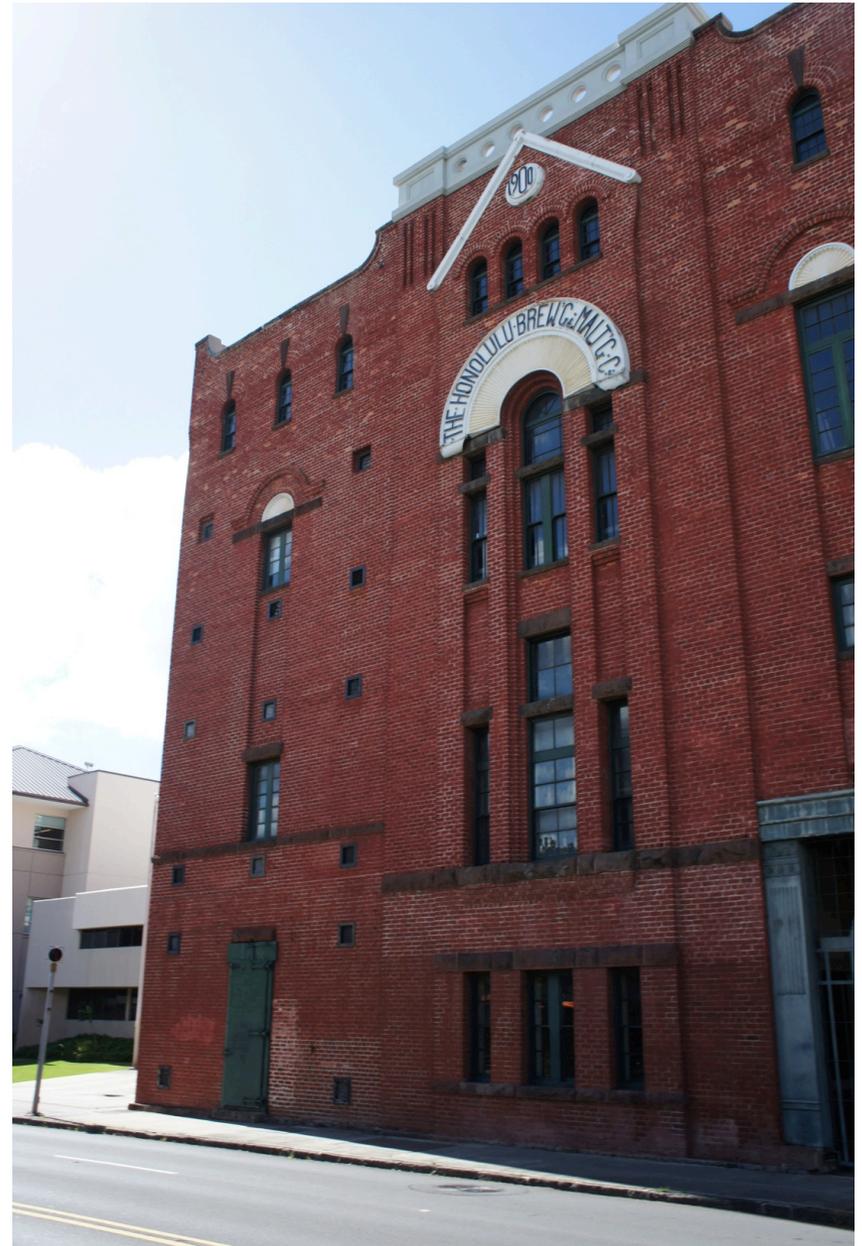
Establish City-Wide Bike Sharing Program

Work w/developers to locate sharing stations



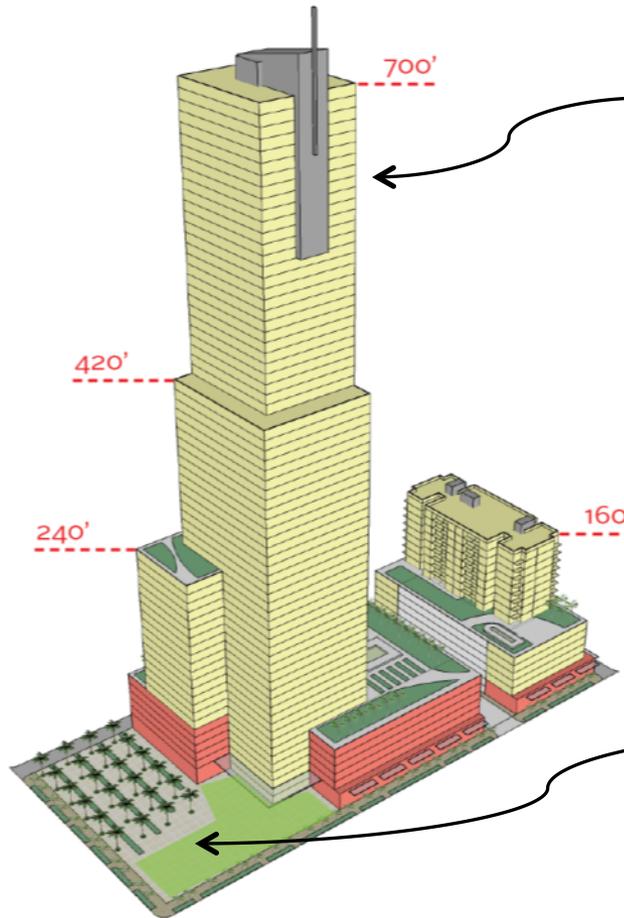
Historic Preservation TDR Program Idea

- Development Rights Sold by Property Owner to Shift Pressure of Development Elsewhere
- *It's Already in Place!*



Height that works for the community!

- **Limit of 3 Iconic Tall Buildings** (Blaisdell Center Area, Ward Center Area, and 690 Pohukaina Project only)
- **Only allowed** with Exemplary Public Benefit
- **Adds** to both market rate and reserved housing in the area
- **Can help to pay** for public benefits such as park and street improvements



Adding height and capacity here – provides more housing overall in Honolulu’s central core -

Helps to pay for required reserve housing (20%)

Public open space at the ground floor ...Provides enough “lift” to developer to pay for added amenities

**MAUKA
RULES
BASELINE**

**Review
Eligibility
Criteria**



**Property Size?
Property
Location/
Context?**

**Apply “bonus”
density and
height
provisions**

**Develop
Amenity
Options..**



**Supports
Complete Streets
+ Neighborhood
Livability**

**TOD
OVERLAY**

Incentives and Design Review

How Will TOD Height Be Granted?

Some Frequently Asked Questions

Questions

- **Will there be enough infrastructure for this growth?**
- **What about Sea Level Rise?**
- **What about Tsunami Inundation?**

Responses

- **Yes. However, an EIS is being conducted to verify this.**
- **1 foot rise in 40 Years.
2.5 – 6.2 ‘ – end of century
Raise Floor Height in Blue
Line Zone/Best Practices
Disaster Resiliency
Practiced**
- **Disaster Resiliency-Place
Electrical on Upper
Floors, Modular Boilers
Best Practice Design
Standards to be Applied**

Another FAQ!

Question

- **What about educational facilities for all of these new residential units?**

Response

- **Current Population Does Not Exceed Public School Capacity**
- **New School-age Population to be estimated**
- **21st Century School Project to be Id'd by DOE. Voluntary Mitigation Project/Program to be Pursued by HCDA w/ developers**
- **School Development Impact Fee & Rules to be Developed by DOE**

Another FAQ!

Question

- **Is TOD only for Kakaako?**
- **Will Increases in TOD related height apply only to Kakaako?**

Response

- **No. The C&C has been working on its own TOD plans around HART Transit Stations.**
- **The Mayor & Governor have agreed to move forward jointly on this issue.**
A State/C&C working group is being formed and is scheduled to meet in the near future.

Other Issues & Facts

Issue

- **It's Too High!**
- **It's Too Dense!**
- **Wall-to-Wall Condos Is Not What We Want**
- **HCDA is Another PLDC!**

Facts

- **Current Projects are being built to existing 400' rules**
- **Density for Current Projects = 3.5 FAR or current standards**
- **Current & TOD Rules Promote a Mix of Building Types (Towers, Mid-Rise, Town Houses, etc.)**
- **Purpose of HCDA = Community Development & Not Development of Public Lands
Promotes Pattern of Development By Market**

Other Issue & Fact

Market = 6,493

- **Only the Rich Can Live in Kakaako!**
- **Current Market Units 4,645**
- **New Market Units equal 1,798**

Affordable = 4,327

- **There are currently**
 - **490 senior rental units (< \$50k/year)**
 - **495 affordable rentals (<\$87k/year)**
 - **497 reserved housing (\$87-\$120k/yr)**
- **New Projects**
 - **360 affordable rental units (<\$87k/year)**
 - **804 workforce rental u (\$87-\$120/year)**
 - **1,210 workforce u for-sale**
 - **471 reserved housing**



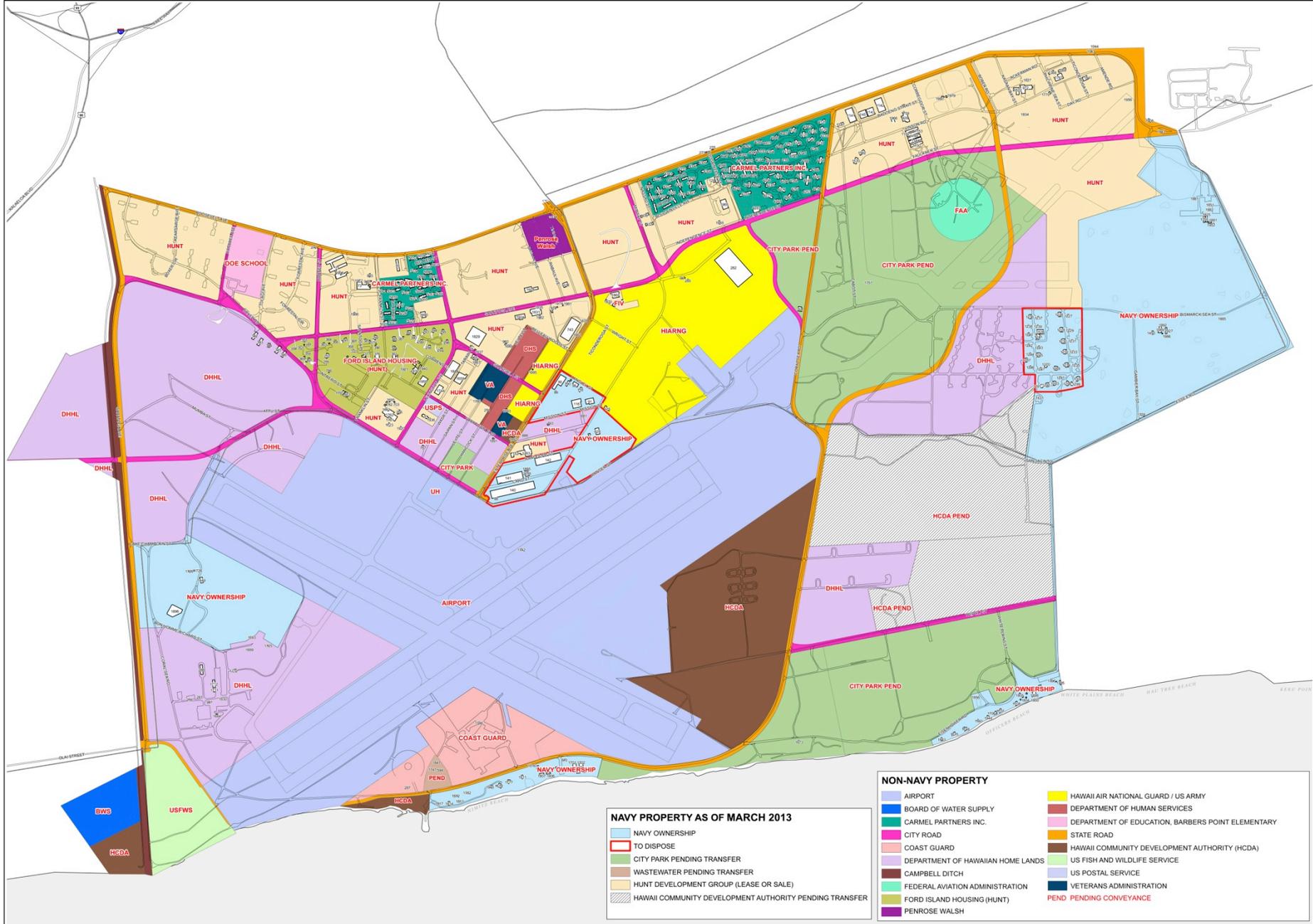
CURRENT DEVELOPMENTS

- A. The Collection
- B. Halekauwila Place
- C. 801 South Street - Building 'A'
- D. Ward Village, Land Block 5 - Project 1

- E. Symphony Honolulu
- F. Ward Village, Land Block 2 - Project 1
- G. Ward Village, Land Block 3 - Project 1
- H. Waihonua

ANTICIPATED DEVELOPMENTS

- 1. Keauhou Lane
- 2. 801 South Street - Building 'B'
- 3. Art Space

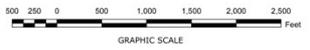


NAVY PROPERTY AS OF MARCH 2013

- NAVY OWNERSHIP
- TO DISPOSE
- CITY PARK PENDING TRANSFER
- WASTEWATER PENDING TRANSFER
- HUNT DEVELOPMENT GROUP (LEASE OR SALE)
- HAWAII COMMUNITY DEVELOPMENT AUTHORITY PENDING TRANSFER

NON-NAVY PROPERTY

- AIRPORT
- BOARD OF WATER SUPPLY
- CARMEL PARTNERS INC.
- CITY ROAD
- COAST GUARD
- DEPARTMENT OF HAWAIIAN HOME LANDS
- CAMPBELL DITCH
- FEDERAL AVIATION ADMINISTRATION
- FORD ISLAND HOUSING (HUNT)
- PENROSE WALSH
- HAWAII AIR NATIONAL GUARD / US ARMY
- DEPARTMENT OF HUMAN SERVICES
- DEPARTMENT OF EDUCATION, BARBERS POINT ELEMENTARY
- STATE ROAD
- HAWAII COMMUNITY DEVELOPMENT AUTHORITY (HCDA)
- US FISH AND WILDLIFE SERVICE
- US POSTAL SERVICE
- VETERANS ADMINISTRATION
- PEND PENDING CONVEYANCE



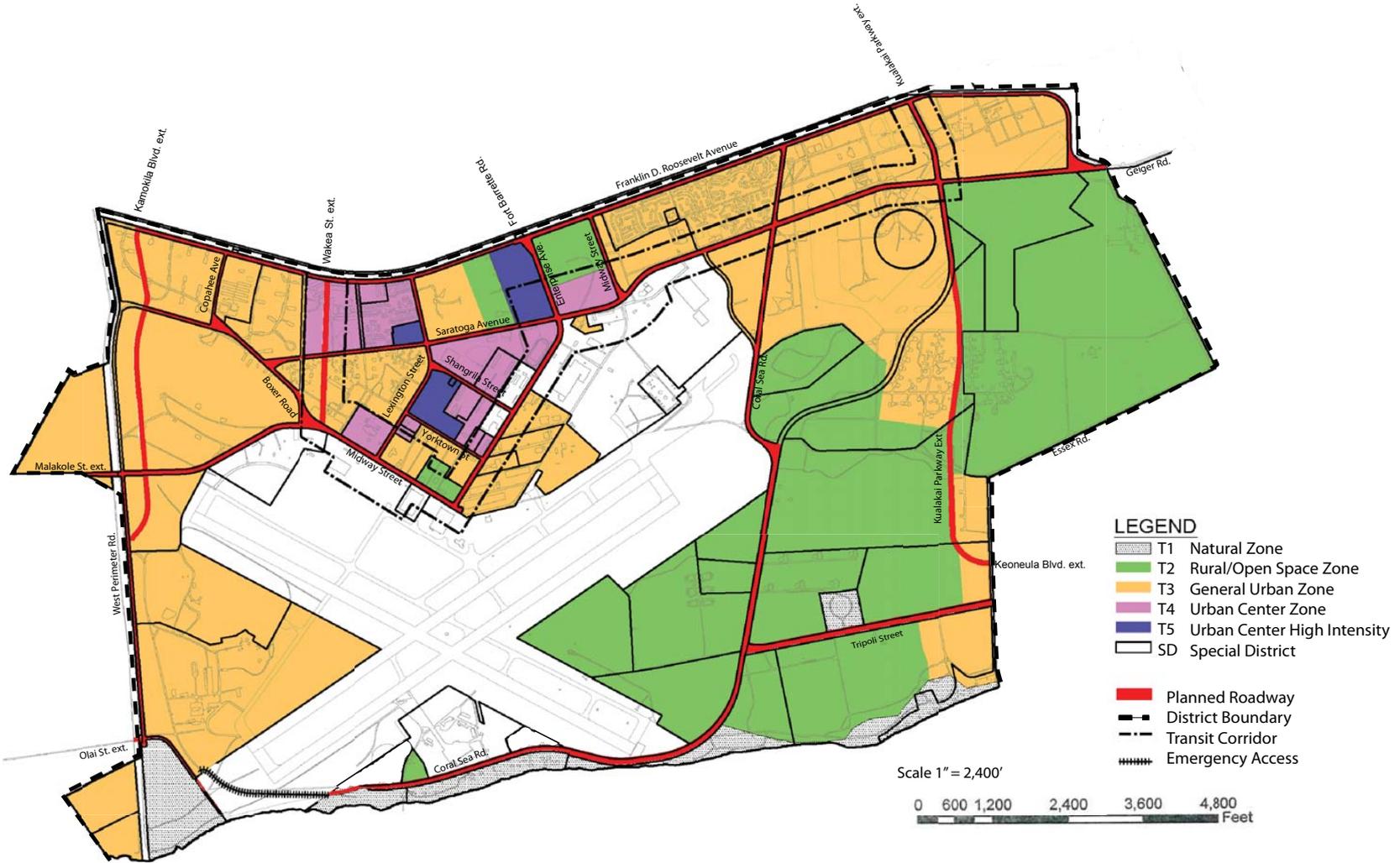
REGIONAL BASE MAP MAINTENANCE BY
 HAWAIIAN ENGINEERING SYSTEMS, INC.
 1000 KALAELOA DRIVE, SUITE 100
 KALAELOA, HI 96741

IF DIMENSION IS LESS THAN 30" X 40" IT IS A REDUCED
 PRINT AND THE SCALE IS REDUCED ACCORDINGLY.

SIZE: E
 NAVFAC DRAWING NO:
 PRINT DATE: MARCH 14, 2008

DEPARTMENT OF THE NAVY
REGIONAL BASE MAP
 NAVY REGION TERRAIN MANAGED AREAS
 COMMANDER, NAVY REGION HAWAII
 AREA:
 Title 6: Kalaeloa Area (formerly NAS Barbers Pt)

FIGURE 1.2 REGULATING PLAN



Kalaeloa Heritage Park



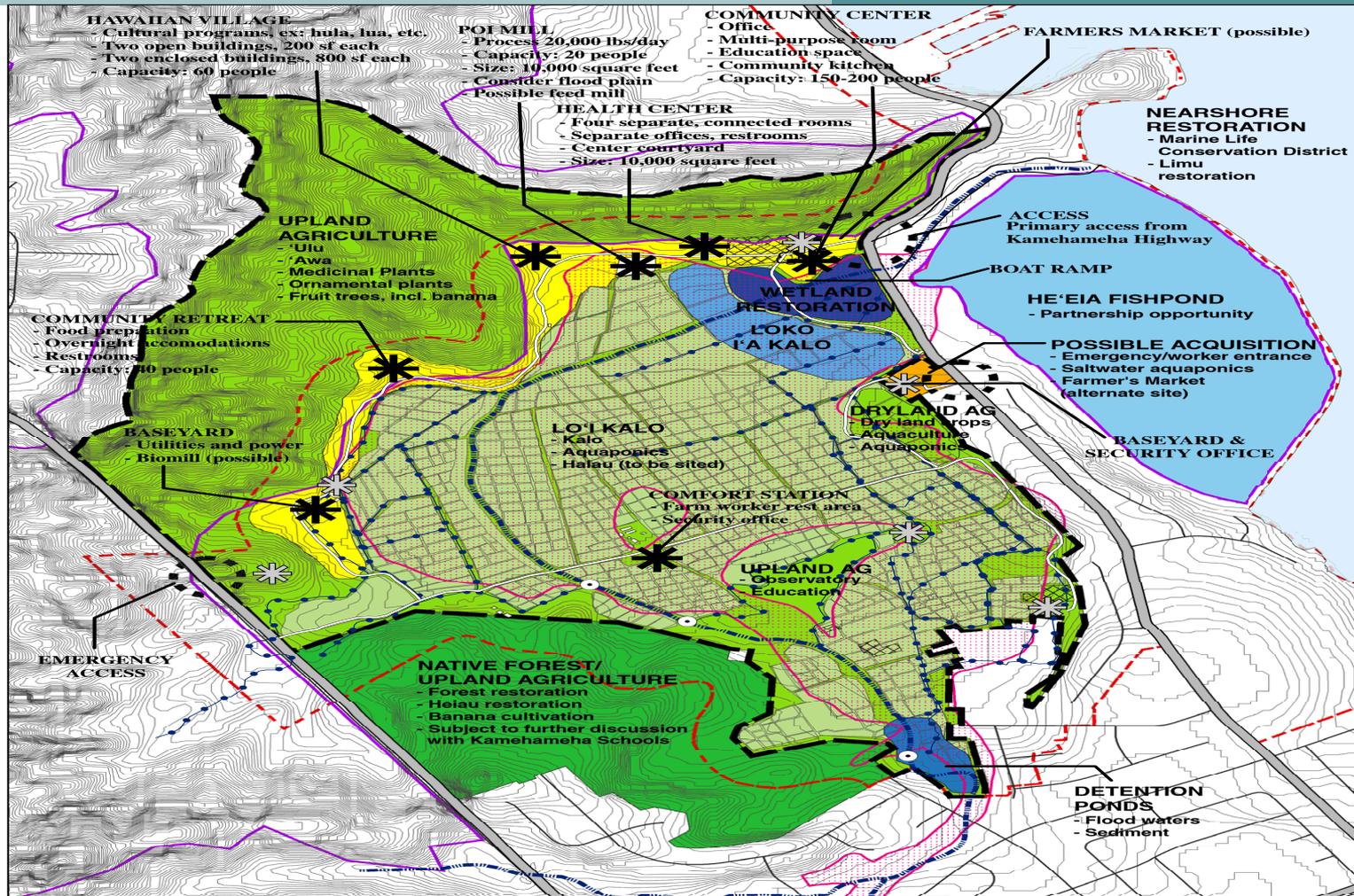




Heeia Restoration







LEGEND

- | | | |
|----------------------|--------------------------------------|-----------------------|
| Facilities Corridor | He'eia Diversions | Security Offices |
| Possible Acquisition | Buildings (1928) | Facilities-large |
| Wetland | Hoi Project Area | Restored Access Roads |
| Loko I'a Kalo | Access | He'eia 'Auwai |
| Detention Ponds | Special Management Area | He'eia Stream |
| Dryland Agriculture | State Conservation District Boundary | Major Roads |
| Lo'i Kalo | AE-100 yr Floodplain | Streets |
| Native Forest | He'eia Kuleana Parcels | 5-Ft Contours |

