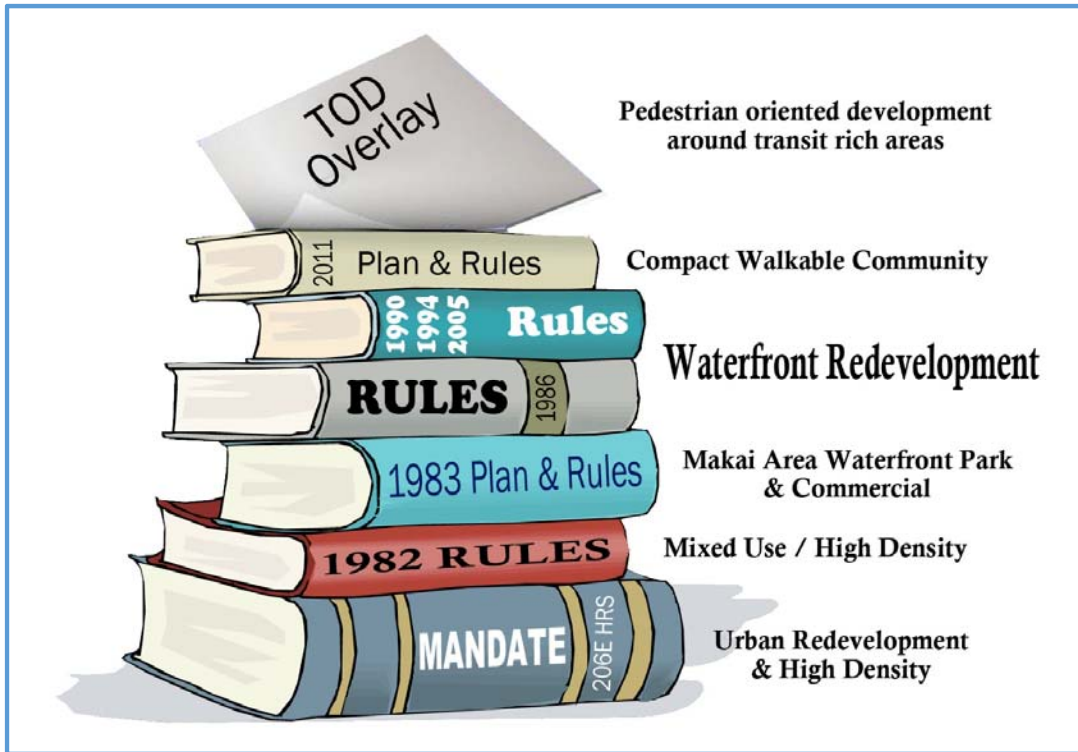


# Transit Oriented Development (TOD) Overlay: Draft Plan



Over the years, HCDA has amended the Mauka & Makai Area Plans to enhance redevelopment of Kakaako. The TOD Overlay Draft Plan builds on these Plans to achieve:

- **Sustainability,**
- **Livability,**
- **Cultural Vibrancy, &**
- **Economic Strength**

in future development of Kakaako.

The TOD Overlay Plan is influenced by the Mauka & Makai Area Plans, Primary Urban Center Plan, Hawaii 2050 Sustainability Plan, LEED Neighborhood Development, & Landowner Master Plans.

# TOD Overlay Draft Plan Community Outreach

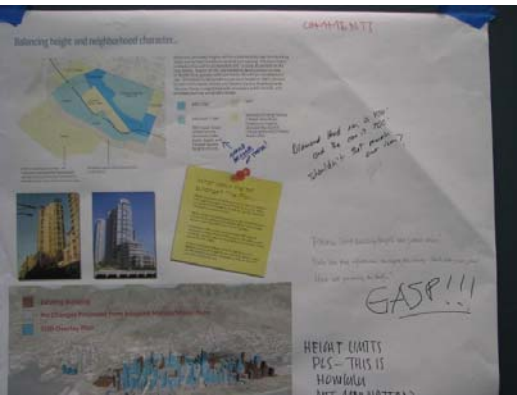
- Consultation with Government Agencies and Community Organizations
- Public Informational Meetings
- EIS



## Four public informational meetings:

- May 23, 2013
- May 24, 2013
- May 25, 2013
- May 30, 2013

Over 230 people attending the meetings and were asked to provide comments.



## Environmental Impact Statement , Pursuant to Chapter 343, Hawaii Revised Statutes.

# Plan Structure

- **Guiding Principles:** Defines the goal of the TOD Overlay Plan as well as the objectives and policies that guide the recommendations set forth in subsequent chapters. Plan goals are organized around six key factors known to promote sustainable, transit-oriented development.
- **Land Use:** Describes the existing land use patterns in the KCDD and the principles & land use alternatives that can achieve plan goals.
- **Urban Design:** Describes principles for achieving a high quality functional urban form including development of high-rise buildings, view preservation, active public space & community amenities.
- **Mobility & Access:** Describes how development of diverse & resilient transportation system supports the goals of the KCDD

- **Complete Streets:** Describes a context sensitive framework for mobility in the KCDD and establishes street and intersection design principles for future street design and operation.
- **Parking & Transportation Demand Management:** Provides recommendations for managing parking in the KCDD. Explores approaches to reducing unnecessary auto travel and parking demand which are critical to developing walkable, vibrant, and interesting streets.

Figure 1-2 Neighborhoods in the KCDD



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

# Guiding Principles

## Builds on the Mauka Area Plan Principles

- Urban Village Neighborhoods
- Great Places
- Connections

The TOD Overlay Plan's objectives and policies are based on the "6 D's" of pedestrian focused, transit-oriented, community development:



**D1: Destinations**  
Coordinate Land Use and Transportation



**D4: Density**  
Concentrate and intensify activities near frequent transit



**D2: Distance**  
Create a well-connected street network using Complete Streets Principles



**D5: Diversity**  
Encourage a mix of uses

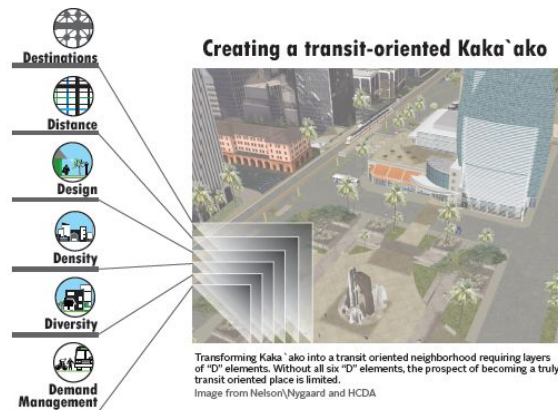


**D3: Design**  
Create places for people



**D6: Demand Management**  
Encourage the "auto trip not taken" through a systems management approach

Figure 2-1 The 6 "Ds" of Transit-Oriented Neighborhood Design



**Destination:** Coordinate Land Use & Transportation

**Distance:** Create a well-connected street network using Complete Street Principles

**Design:** Create places for people

**Density:** Concentrate & intensify activities near frequent transit

**Diversity:** Encourage a mix of uses

**Demand Management:**

Encourage the "auto trip not taken" through a system of management approaches



# Land Use

**Mauka:** The TOD Overlay Plan consolidates growth in the core area, while maintaining and preserving existing mature neighborhoods, public parks and major public assets to ensure continuity and longevity for users.

**Makai:** In 2011, HCDA adopted the Kakaako Makai Conceptual Master Plan (KMCMP) as the community vision. The KMCMP designates a preference for commercial and civic-oriented uses. **Residential uses are prohibited by statute.**

- Mixed Use
- Additional Development Opportunity along Transit Corridors
- Additional Affordable Housing
- “Third Places,” such as full-service grocery stores, cultural and community amenities
- Short term interim uses such as , pop-ups, food trucks and artist interventions
- Adaptive re-use of historic buildings
- “Right Size” parking supply for all uses
- Incentive Program to Achieve Community Benefit





# Urban Design

- Street-level activity, with safe, comfortable public spaces and a diverse array of uses.
- Relationships between people, the landscape, and the built environment.
- Selective introduction of additional density into an already urban location.

- Urban, livable neighborhood
- Climate responsive design
- Green Buildings, Green Roofs and Walls
- Design Review
- Integrated, Open and Accessible Ground Plane
- Slender, Sustainable Buildings
- View Preservation
- Parks, Public Realm and Active Space
  - Spaces for People
  - Public Plazas and Squares
  - Community Gardens
  - Promenades
  - Activity Areas



1  
MULTIPLE BUILDINGS MAY BE SITED ON A CONSOLIDATED PARCEL. DESIGN REVIEW ENSURES NEIGHBORLY RELATIONSHIPS BETWEEN TOWERS

2  
INTERNAL AND SCREENED PARKING STRUCTURES ARE EFFICIENT AND SHARED BETWEEN USES. GARAGE ENTRIES OFF OF ALLEYS OR NEW SERVICE STREETS.

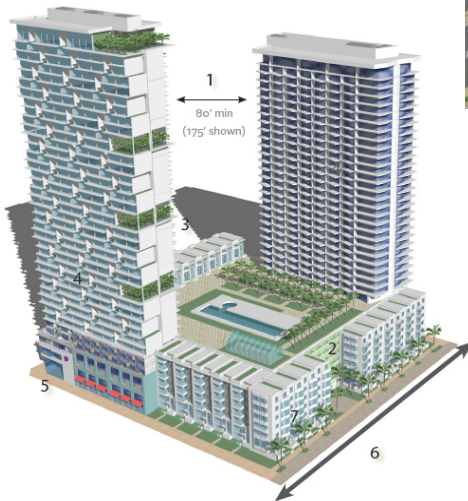
3  
ROOF TOPS ARE OPTIMIZED AND MAY BE ACTIVATED WITH TOWNHOUSE UNITS

4  
TOWER OF DIFFERENT STYLES ANTICIPATE A VARIETY OF CONTEXTS AND CONDITIONS. HIGH PERFORMANCE BUILDINGS ENCOURAGED ON THE MOST INTENSIVE SITES.

5  
RETAIL IS PRIORITIZED IN CORNER LOCATIONS AND COMMERCIAL AREAS AND IS DESIGNED TO ENGAGE THE STREET AND ENHANCE THE PEDESTRIAN EXPERIENCE.

6  
INTERNAL BLOCK CONNECTION FOR VEHICULAR AND PEDESTRIAN ACCESS ARE ACTIVATED WITH THE INCLUSION OF PEDESTRIAN FRIENDLY DESIGN, LANDSCAPING, AND ACTIVATING USES WHERE POSSIBLE

7  
THE GROUND PLANE IS HUMAN SCALED. NON-COMMERCIAL STREETS ARE ACTIVATED WITH TOWNHOUSES, STOOPS, STREETSCAPE AND LANDSCAPING ENHANCEMENTS



# Mobility & Access

## Context Sensitive Street Design

Figure 5-1 Modal Hierarchy



### Transportation Principles

- Measurement
- Management
- Street design
- Quality
- Public Space
- Energy
- Public Health
- Affordability
- Economy
- Safety

*Many of the strategies presented in the TOD Overlay Plan related to mobility and access are not the direct responsibility of HCDA and will require inter-agency coordination or partnerships to ensure implementation.*

Figure 5-3 Pedestrian Volumes in the KCDD (2013 PM Peak Hours)



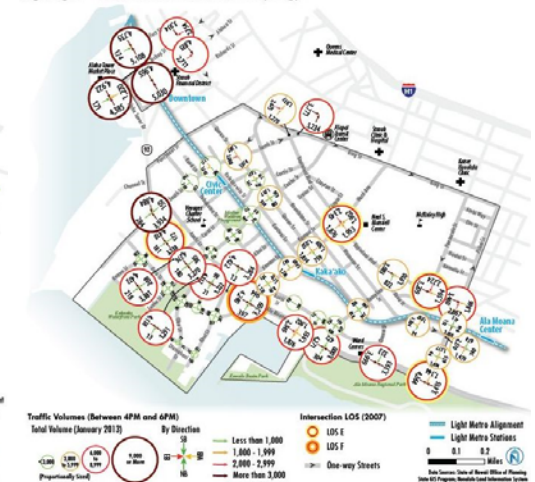
Figure 5-4 Transit Service and Average Daily Boardings in the KCDD (2013)



Figure 5-5 Bicycle Volumes in the KCDD (2013 PM Peak Hours)



Figure 5-6 Traffic Volumes in the KCDD (2013)





# Mobility and Access Strategies



- Fine-grained street networks
- Coordinated, multimodal transportation networks
- Create a well-connect pedestrian network
- Provide a beautiful and lively pedestrian environment throughout the KCDD
- Design buildings and public spaces to support a safe and comfortable walking environment in Kakaako
- Ensure that walking is safe and comfortable for everyone, everywhere in KCDD
- Coordinated multimodal wayfinding program
- Loading and parking access to reduce conflicts with pedestrians and optimize the efficiency of the street network



Figure 5-9 Current KCDD Street Grid and Potential Future Connections



Figure 5-10 Pedestrian Priority Streets in the KCDD





# Mobility and Access Strategies



- Support reliable bus operations in KCDD
- Maximize feeder transit connectivity
- Maximize value of rapid transit by providing high quality access to the line/stations
- Increase transit ridership for all types of trips
- Encourage a more sustainable transportation system
- Ensure high-quality pedestrian access to transit stations
- Provide bicycle connectivity and storage
- Provide for and manage vehicle access to transit stations
- Ensure clear wayfinding in the station area
- Provide for universal access to transit stations

Figure 5-4 Transit Service and Average Daily Boardings in the KCDD (2013)



Figure 5-12 Light Metro Rapid Transit Stations and Approximate Network Walk Times



# Mobility & Access

## Mobility and Access Strategies



BICYCLE

- Provide bicycle connectivity and storage
- Walking and cycling access to frequent transit as direct as possible
- Create a complete network of high-quality bicycle facilities, including a minimum of one new mauka - makai and one Ewa - Diamond Head protected bicycle facility, with the aim of increasing the number of people who use bicycles for everyday transportation
- Create a safe, comfortable cycling environment in Kakaako through facility design and public education
- Encourage a more sustainable transportation system

Figure 5-15 Cycling Priority Streets



Figure 5-5 Bicycle Volumes in the KCDD (2013 PM Peak Hours)





# Mobility and Access Strategies

Provide a safe environment for all road users

Manage local and regional traffic to allow regional mobility and local access while limiting impacts to livability in KCDD



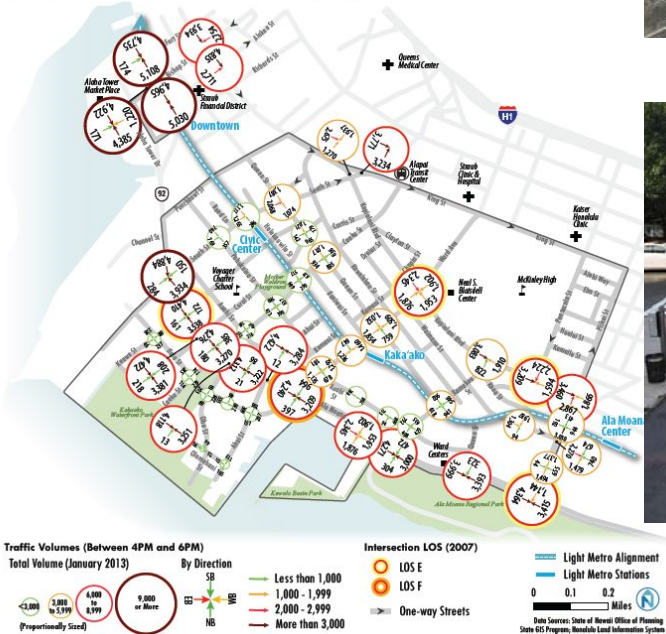
AUTO



Figure 5-20 Street Priorities for Vehicular Travel



Figure 5-6 Traffic Volumes in the KCDD (2013)



# Complete Streets

## WHY COMPLETE STREETS FOR THE KCDD?

- Ensure safety
- Encourage active lifestyles
- Extend transportation choice
- Stimulate and support the local economy
- Create places and destinations
- Lower the cost of street maintenance and construction
- Improve transportation efficiency & network capacity

## BUILDING COMMUNITY, NOT AUTO-CAPACITY CREATING MULTI-PURPOSE STREETS INTEGRATING LAND USE AND STREET DESIGN STREET DESIGN PRINCIPLES

- Livability
- Demand
- Access & Mobility
- Safety

## COMPLETE STREET TYPES

## INTERSECTION DESIGN PRINCIPLES

## QUALITY OF SERVICE PERFORMANCE STANDARDS

Figure 6-2 KCDD Complete Street Typology



Figure 6-3 KCDD Street Type – Land Use Relationship

STREET TYPE BY LAND USE		GENERAL LAND USE CONTEXT	
Commercial Boulevards & Avenues		Regional Boulevard	Primary: Civic support, Civic, Office, Goods & Services Secondary: Automotive, Residential
		Transit Boulevard	Primary: Civic support, Civic, Office, Goods & Services Secondary: Residential
		Commercial Avenue	Primary: Office, Goods & Services Secondary: Residential
District Streets		Residential Street	Primary: Residential Secondary: Educational, Civic, Goods & Services
		Commercial/Light Industrial Street	Primary: Office, Goods & Services, Industrial Secondary: Civic, Residential
Local Streets		Local Street	Primary: Residential, Automotive (parking only; no drive-thrus, auto sales, etc.) Secondary: Civic, Office, Goods & Services, Educational, Civic support
Distinguished Streets		Rapid Transit Street	Primary: Residential, Office, Goods & Services Secondary: Educational, Civic Support
		Promenade	Primary: Goods & Services Secondary: Residential, Office

Note: Land use mix will vary by neighborhood.





## STRATEGIES AND TOOLS TO IMPLEMENT COMPLETE STREETS AND INTERSECTIONS



- Preserve current levels of auto mobility on major regional thoroughfares
- Limit right-of-way expansion to new street connections, redevelopment setbacks, and additional dedications for special pedestrian realm uses
- Integrate Land Use and Building Form with Street Design and Programming
- Establish a Complete Streets Typology and Design Guide Establish Intersection Design Guidance
- Establish performance measures/standards and decision tools that will incorporate Complete Streets
- Reallocate street space to better move people and activate KCDD pedestrian spaces
- Strategically convert key multimodal streets from one-way to two-way operation
- Redesign and operate intersections to accommodate all modes and reduce conflicts

# Parking & Transportation Demand Management

## Role of Parking

## Parking Policies and Incentives

## Transportation Demand Management Programs

Figure 7-4 Robotic vs. Conventional Parking Structures

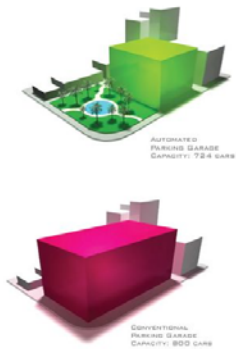
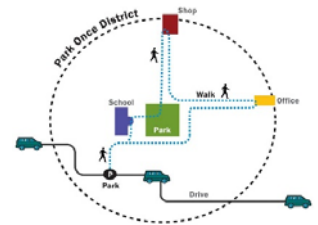


Figure 7-2 On-Street Parking Regulations



- Price on-street parking to ensure availability
- Remove minimum parking requirements
- Include building area devoted to parking as part of the calculated Floor Area Ratio (FAR) for a proposed development project
- Establish a “park once” district in Kakaako
- Unbundle parking costs from housing costs
- Unbundle parking costs from commercial leases
- Tandem and stacked parking permitted by right
- Establish a Transportation Management Association (TMA)
- Require TDM for new residential developments
- Require TDM from large employers in new commercial development
- Promote car-sharing in Kakaako





# Strategy & Actions

## Land Use

- Diverse residential building types, ground-oriented family housing in proximity to transit stations
- Additional Reserved housing
- Transit-friendly land uses such as “third places,” full-service grocery stores, cultural and community amenities
  - Prioritize capital spending for the placement of key community amenities within proximity to the station locations, including libraries, senior centers, and community centers
  - Work with local developers and businesses to site a full service grocery store in Kakaako. The City’s Primary Urban Center Plan points out that grocery stores require more floor area and service facilities than typical retail uses, warranting special incentives
  - Explore impacts of hotel uses, and implement tools to ensure that Kakaako remains a district oriented with a local full-time residents rather than overwhelmed as a tourist destination
- Support creative interim uses, pop-ups, food trucks and artist interventions
  - Draft a “road map” how-to guide for temporary uses, particularly for sites undergoing construction or long-term redevelopment - so that properties can evolve while remaining active
  - Ensure that the code allows for co-working spaces, live/ work spaces and other flexible uses
  - Include artist space, and/or arts community spaces as part of an optional bonus amenity in the incentive zoning system for added density
- Adaptive re-use of Historic buildings
- Off Street Parking utilization: “Right Size” parking supply for both commercial and residential uses
- Update and Expand An Incentive Program to Achieve Community Benefit.

# Strategy & Actions

## Urban Design

- Create an urban, livable neighborhood
- Encourage climate responsive design
  - Revise existing green building incentives and explore the incorporation of climate responsive design, and sustainability performance measures
- Green Buildings, Green Roofs and Walls
  - Explore a green roof policy and provide technical support appropriate to the Hawaiian climate, with resources and guides for developers
  - Implement incentive mechanisms, and city partnerships as necessary to increase the number, and standard practice for ecological function of green building elements
- Design Review for a Development Process
  - Implement a mandatory design review program for all TOD buildings with guidelines that address site planning and massing, architectural building expression, streetscape, public amenities, and vehicular access/parking
  - Establish design guideline principles and collect a set of precedent project images, diagrams and/or case studies showcasing of exemplary buildings and solutions for Kakaako
- Promote an Integrated, Open and Accessible Ground Plane
  - Update and enhance controls on the ground plane to promote and enhance urban residential livability
- Enhanced Design: Slender, Sustainable Residential Towers
- View Preservation



# Strategy & Actions

## Mobility & Access

### *Connectivity*

- **Provide fine-grained street networks**
  - Design block patterns to create a connected grid of streets that minimizes travel distances between points
  - Ensure that large developments provide internal streets and/or pedestrian connections that support the TOD Overlay Plan circulation network and which are permeable for public use by pedestrians, cyclists, and emergency vehicles
  - Design surface lots in the interim for efficient and comfortable pedestrian movement
- **Plan for coordinated, multimodal transportation networks**
  - Classify streets by their level of priority for vehicle, transit, and goods movement, and also for bicycle and pedestrian travel, and apply street design and performance standards to match these levels of priority
- **Manage delivery and parking access to reduce conflicts with pedestrians and optimize the efficiency of the street network**
  - Designate parking access and loading streets and require developers to provide ingress and egress from minor local streets
  - Encourage design that minimizes curb-cuts on all streets, particularly for high volume uses such as parking garages
- **Make walking and cycling access to frequent transit as direct as possible**
- **Implement a coordinated multimodal wayfinding program**
  - Establish a wayfinding program and study needs
  - Implement a wayfinding strategy

## *Pedestrian*

- Create a well-connect pedestrian network
- Ensure that walking is safe and comfortable for everyone, everywhere in KCDD
  - Develop standards for safe and comfortable sidewalks and pedestrian crossings
  - Apply Universal Design principles to ensure that Kakaako is accessible to people of all ages and abilities
  - Develop a district-wide traffic calming plan
  - Develop criteria to prioritize investment in pedestrian facilities
- Design buildings and public spaces to support a safe and comfortable walking environment in Kakaako
  - Facilitate Crime Prevention through Environmental Design (CPTED) principles in the maintenance of landscaping and building design standards
  - Integrate high quality pedestrian design into the interim use of surface parking lots
  - Minimize curb cuts
  - Encourage active sidewalks and transparent building facades
  - Make alleyways and other public spaces district-wide “programmable”
  - Provide street trees, weather protection, and other amenities

## *Transit*

- Maximize the value of transit by providing high quality access to the line/stations
  - Continue to collaborate with regional transit partners (HART/DTS/DOT) to ensure transit stops, stations and facilities are designed to ensure seamless transitions between transit modes and quality pedestrian-oriented places.
  - Fund and implement a Downtown/Kakaako/Ala Moana circulator that enhances access to transit stations and key KCDD destinations and those in adjacent districts
  - Develop a longer-term plan for a higher capacity street-level circulator system
- Support reliable bus operations in KCDD
  - To the extent practical and based on funding availability, work with DTS to eliminate transit delay and improve transit reliability on regional and connecting transit streets through physical and policy improvements
- Increase transit ridership for all types of trips
  - Around rapid transit stations and major bus transfer points, prioritize land uses and patterns that generate high transit ridership
  - Provide developer incentives to improve bus facilities adjacent to new development; improvements will include new bus shelters, wider sidewalks, concrete bus pads, benches, changeable message signs, secure bike parking, bike-share stations (where appropriate), and trash receptacles
  - Encourage schools and major employers to provide prepaid access on the TheBus and light metro systems for all of their students and employees



## Bike

- Create a complete network of high-quality bicycle facilities, including a minimum of one new mauka - makai and one Ewa - Diamond Head protected bicycle facility, with the aim of increasing the number of people who use bicycles for everyday transportation
  - Develop a complete network of cycling facilities in KCDD, including at least one Ewa – Diamond Head and one mauka – makai direction protected bicycling facility
  - Promote KCDD as a cycling district
  - Work with local partners to develop a bike share system in Kakaako and adjacent districts of Honolulu
  - Improve access to bicycle parking and require new development to include bicycle storage
  - Work with the City and County to fund and construct the Kakaako element of the citywide bicycle network (Oahu Bicycle Plan)
- Create a safe, comfortable cycling environment in Kakaako through facility design and public education
  - Create a destination-oriented bikeway signage and wayfinding system to direct riders to bikeways and major destinations such as hospitals, schools, shopping districts, bike parking, and bike share/rental and repair locations
  - Fund, construct and ensure operation of bicycle-transit centers at light metro stations (e.g., Bikestation model), which provide amenities such as secure bike parking, bike repair, and transit information

## Auto

- Manage local and regional traffic to allow regional mobility and local access while limiting impacts to livability in KCDD
  - Strive to maximize the efficiency of the existing automobile infrastructure and manage major boulevards and commercial avenues so that they provide shorter travel times than parallel residential avenues or mixed use streets
  - Develop a network of local access streets to promote delivery, parking, and loading off primary mobility streets
- Provide a safe environment for all road users
  - Use traffic controls and design features to encourage motorists to drive appropriately for the type of streets they are using
  - Manage automobile speeds on major boulevards and district avenues to ensure comfort and safety for other roadway users
- Encourage a more sustainable transportation system
  - Promote public and private efforts to transition to clean vehicle fuels and technologies-especially emissions-free electric power
  - Develop “plug-in” electric vehicle charging stations throughout Kakaako

# Strategy & Actions

## Complete Streets in Kakaako

- Preserve current levels of auto mobility on major regional thoroughfares
  - Increase district access using spatially efficient modes such as walk, bike, and transit
  - Focus on the right kind of development, in the right locations, with the right system, parking, and demand management tools in place
- Limit right-of-way expansion to new street connections, redevelopment setbacks, and additional dedications for special pedestrian realm uses
- Integrate Land Use and Building Form with Street Design and Programming
- Establish a Complete Streets Typology and Design Guide
- Establish Intersection Design Guidance
- Establish performance measures/standards and decision tools that will incorporate Complete Streets
  - Work with DTS to adopt transportation quality and level of service metrics that reflect the development of a walkable, multimodal transportation network
- Reallocate street space to better move people and activate KCDD pedestrian spaces
- Strategically convert key multimodal streets from one-way to two-way operation
- Redesign and operate intersections to accommodate all modes and reduce conflicts
  - Design intersections to be compact and limited in complexity, where possible
  - Ensure crossings throughout the KCDD are as short, direct, and level as possible
  - Apply principles of universal design to ensure street environments and junctures are legibly and comfortably designed for pedestrians of all ages and abilities



# Strategy & Actions

## Parking & Transportation Demand Management

- Price on-street parking to ensure availability
  - Designate Zones and Monitor Parking Occupancies
  - Work with the City to Implement Parking Meters and Adjust Prices
  - Work with the City to Implement a pilot test of metered pricing
  - Consider establishing Parking Benefit Districts (PBD)
- Remove minimum parking requirements
- Include building area devoted to parking as part of the calculated Floor Area Ratio (FAR) for a proposed development project
- Establish a “park once” district in Kakaako
  - Work with property owners and businesses to ensure that existing private parking is made available to the public when not needed for its primary commercial use
  - Maximize use of the existing parking supply by improving wayfinding and parking information
- Unbundle parking costs from housing costs
- Unbundle parking costs from commercial leases
- Tandem and stacked parking permitted by right
- Establish a Transportation Management Association (TMA)
  - Fund, market, and house a new TMA for the District
- Require TDM for new residential developments
- Require TDM from large employers in new commercial development
- Promote car-sharing in Kakaako
  - Recruit and provide incentives for car-sharing companies to operate in the district
  - Reserve some on-street parking spaces for car-sharing vehicles