



2 GUIDING PRINCIPLES

Kaka`ako Community Development District: A Sustainable Community

The TOD Overlay Plan is developed as a part of a long legacy of thought and consideration focused on improving the overall quality of the Kaka`ako Community Development District (KCDD). Located at the heart of the urban Honolulu area, KCDD is positioned to be an important growth center for the region. Residential and job growth located in this transit rich district can help to reduce consumption of land elsewhere on the island and lessen the environmental impacts of development and mobility by bringing jobs and residents to a complete neighborhood where they can shop, work, recreate, and find tranquility. The KCDD envisioned by this plan celebrates the great cultural history of the place, but does so with an urbanity, thoughtful design, and environmental consciousness previously unmatched in Hawaii.

Project Goals and Objectives

The goal of the TOD Overlay Plan is to develop the Kaka`ako community in ways that promote the shared values of livability, environmental, social and economic sustainability and resiliency in the face of change. The result must enhance the distinct character and history of the Kaka`ako community, and contribute to the environmental, social and economic health of the region. The TOD Overlay Plan is designed to seamlessly integrate with the district's three future Honolulu Authority for Rapid Transit (HART) stations and express the agency's dedication to placemaking through enhanced urban form.

The objectives and policies outlined on the following pages are based on the "6 D's" of pedestrian focused, transit-oriented, community development.

KAKA`AKO: AN EVOLVING URBAN COMMUNITY

If, like in many cities, food trucks, green business start-ups and redevelopment of light industrials buildings are the signs of a burgeoning cultural district and more significant redevelopment, then Kaka`ako is on the brink of something great.

Kaka`ako is:



Home to the City's Largest Food Truck Festival – Food PopUP in the Park
Image from Thomas Obungen



A Hub for Technology Business Startups
Image from The Box Jelly



Home of the Greenhouse Innovation Hub
Image from Sean Nakamura

The Fruitvale BART Station TOD is an excellent example of attractive transit-oriented design.
Image from Nelson\Nygaard

WHY TRANSIT-ORIENTED DESIGN MATTERS IN KAKA`AKO

Transit-oriented neighborhoods promote Honolulu's shared values of a healthy environment, social equity, economic strength, and neighborhood resiliency. TOD supports better transit service and also makes places more conducive to walking and cycling and in doing so provides a number of key benefits to communities:

INCREASED LIVABILITY

Transit-oriented neighborhoods are safe and enjoyable places to walk, cycle, and to spend time outdoors for people of all ages and abilities. The world's successful TOD districts have proven to be particularly livable and healthy places where walking and cycling are fun and easy.

HEALTHY ENVIRONMENT

Transit-oriented neighborhoods can help to reduce energy consumption and automobile use. With reduced fossil fuel consumption, transportation in transit-oriented communities leads to improved air quality and produces fewer greenhouse gas emissions. Careful design of streets and public spaces can reduce the volume of water runoff, lessening their impact on local watersheds.

SOCIAL EQUITY

Transit-oriented neighborhoods provide high quality transportation options for all community members, including those who can't drive a private car — a group that includes people with very low incomes, young people, and some seniors. Transit-oriented communities reduce the overall household cost of living by reducing the need to drive and thereby reducing household transportation costs. By incorporating the principles of universal design, transit-oriented neighborhoods are accessible to people of all abilities.



Transit is a travel option available to people of all ages and income levels.
Image from Nelson\Nygaard

ECONOMIC STRENGTH

Transit-oriented neighborhoods promote a strong regional economy by providing workers and shoppers with efficient access to places of employment, shopping and other activities. Shifting more travel to non-auto modes also reduces roadway congestion and improves goods movement, which can yield additional economic benefits. Finally, investment in walking, bicycling, and transit is often more cost-effective way of providing mobility and access than measures such as new parking facilities or new freeway or street lane miles. More compact and complete neighborhoods allow for more efficient use of existing infrastructure and scarce land—a particularly relevant issue on O`ahu.

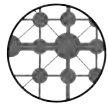


Transit-oriented design contributes to economic development efforts
Image from Nelson\Nygaard

ENHANCED RESILIENCY

Transit-oriented neighborhoods can adapt to changing circumstances; they can achieve a desirable quality of life for their residents and workers even as the surrounding urban and natural environments evolve. For example, when neighborhoods apply the principles of universal design and provide transportation options for people of all abilities, they become resilient in the face of an aging population. When communities rely more on walking, cycling and transit, they can respond more flexibly to changes in energy prices.

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

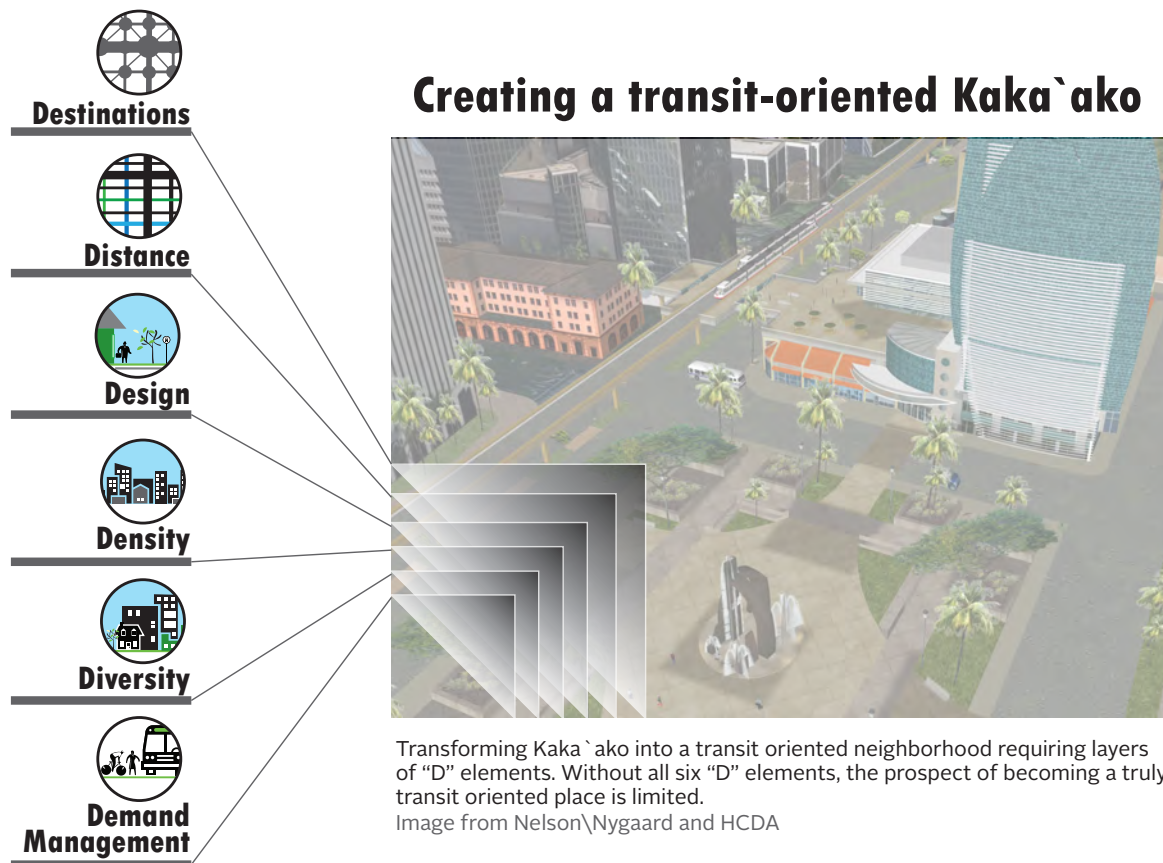


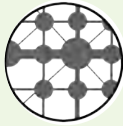
D3: Design
Create places for people



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





Objective D1: Destinations
Coordinate land use and transportation

Coordinate transportation and land use by concentrating development along reasonably direct corridors, so that most destinations are 'on the way' to other destinations. When transportation and land use are well coordinated, transit, walking and biking can provide more people with fast, direct and cost-effective access to more destinations.

- Policy D1.1** Locate highest density of uses near high-capacity, high-frequency transit, including high frequency bus and HART stations
- Policy D1.2** Sustain the district's mixed use character and encourage a mix of land uses around transit stations, near transit corridors and transfer centers to spread demand throughout the day and create an interesting and dynamic pedestrian environment.
- Policy D1.3** Create quality connections between the Kaka`ako district and neighboring districts to extend the viability of active transportation choices.



Objective D2: Distance
Create a well-connected street network using Complete Streets principles

Implement complete streets policies and develop a holistic transportation system in KCDD, finding ways to maximize the capacity to move people by developing environments that encourage people to walk, bike and take transit, rather than driving for all trips. A well-connected street network shortens travel distances, making it possible for people to walk or cycle to transit service quickly and conveniently from places they live, work, shop, and play and supporting walking and cycling as everyday transportation options. Implementation of the complete streets network will require coordination between work at street level and the need to consider upgrades to utilities to support new development.

- Policy D2.1** Provide a fine-grained street network, minimizing the distances between intersections and avoiding streets that do not connect into the greater grid.
- Policy D2.2** Create a multimodal mobility network, providing a continuous high quality environment that encourages active transportation and quality public spaces throughout the district.
- Policy D2.3** Balance system uses by creating multimodal streets with priority for moving people rather than cars through design treatments that encourage walking, biking and taking transit.
- Policy D2.4** Make walking and cycling access to frequent transit as direct as possible.
- Policy D2.5** Complete streets implementation will be coordinated with the implementation of new utility infrastructure necessary to catalyze and support development.



Objective D3 : Design
Create places for people

Create streets and public spaces that are carefully designed with the needs of people in mind. The public realm should be safe, comfortable, and inviting for people of all abilities and ages. To achieve these objectives, transit-oriented neighborhoods have complete streets designed to meet the needs of a range of users, and they provide inviting public spaces that welcome lingering, gathering and celebration. Development in transit-oriented community development also reinforces the distinct history, culture, and character of Kaka`ako's neighborhoods using context-sensitive design and enhancing the pedestrian environment.

- Policy D3.1** Design streets to relate to buildings in a way that creates porosity, interest, and public space opportunities
- Policy D3.2** Design streets that are accessible and easily navigated by users of all abilities
- Policy D3.3** Design parking and parking access to support a pedestrian-oriented realm
- Policy D3.4** Design the spaces adjacent to HART stations and alignment through Kaka`ako in ways that maximize access and benefit to the community.
- Policy D3.5** Design spaces that integrate the history, culture, and character of Kaka`ako.

TRANSIT ORIENTED DEVELOPMENT FOR ALL

“Many of the urban design features commonly associated with TODs have been linked to higher rates of walking and biking and lower probabilities of being overweight or obese. The construction of affordable housing near transit helps to ensure that these benefits are extended to lower-income households, which tend to be at higher-risk for many obesity-related diseases.”

Center for TOD



Objective D4: Density
Concentrate and intensify activities near frequent transit

Encourage more intensive development near frequent transit (transit service that arrives every 15 minutes or better) to enable livable, walkable, and resilient neighborhoods. To function well, higher density development should be combined with the other principles of good transit-oriented development, creating a compact community with a connected street network, well-designed buildings and public spaces, a mix of land uses, and managed demand for private vehicle travel. In Kaka`ako, more intense land use will relieve development pressures on suburban and rural areas by attracting development to urban areas in the District that can be well served by a variety of modes.

- Policy D4.1** Encourage mixed-use redevelopment along transit corridors.
- Policy D4.2** Offset increased development heights with increased active public space amenities that directly benefit the building's residents and tenants.
- Policy D4.3** Plan for density that supports community character and promotes a high quality of life.



Objective D5: Diversity
Encourage a Mix of Uses

Create an internally diverse and vibrant mixed-use community through the provision of a range of housing choices, services and facilities which improve the quality of life for residents and businesses.

- Policy D5.1** Provide a mix of housing types at varying densities and costs.
- Policy D5.2** Preserve and enhance active public space.
- Policy D5.3** Include a broad mix of commercial and light industrial uses that are compatible with an urban village.



Objective D6: Demand Management
Encourage the “Auto Trip Not Taken” through a systems management approach

Develop a comprehensive systems approach to parking and travel demand management. This will include developing the Kaka`ako district in a way that allows residents of the district to meet many of their needs within the district, avoiding the need to travel longer distances for basic life needs. Combined with the emphasis on high quality, convenient, reliable and competitive transportation choices, these policies can have a wide range of positive benefits, including reducing traffic congestion and air pollution, making better use of existing capacity and infrastructure, increasing traffic safety, and improving public health.

- Policy D6.1** Manage parking supply and demand consistent with the goals of reducing driving trips.
- Policy D6.2** Create an environment within Kaka`ako that will enable residents to meet many of their needs within the district, reducing the need to drive outside of the district for all trips.
- Policy D6.3** Ensure that all non-auto mobility choices are designed to be convenient and competitive with the auto to maximize non-auto travel.