DRAFT

3 LAND USE

3 LAND USE

Future Land Use: Creating Complete Connected Neighborhoods

Kaka`ako is located in Oahu's Primary Urban Center. This central area benefits from long-term investments in public infrastructure and proximity to employment centers, schools and entertainment. Investment in consolidating and improving the urban footprint in Kaka`ako also corresponds directly to the preservation of O`ahu's outlying rural areas and helps to reduce the cost burden for new roads, water and sewer lines. TOD Overlay land use policies build on the Mauka Area Plan and Rules (2011), Makai Area Plan (2005) and Makai Area Conceptual Master Plan (2010). Using these plans as a base, the TOD Overlay better integrates the HART transit system into the KCDD, by focusing on policies that advance access to daily needs and support shared quality of life concerns such as raising a family, getting to school, commuting to work, operating a business, and aging in place.

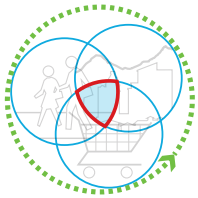
The Kaka`ako TOD Overlay anticipates more people in more types of buildings, resulting in a rich, varied urban fabric. Together, plan policies work to minimize spaces allocated for automobiles, while enhancing spaces for people. The result is a mixed-use, urban neighborhood with shaded - walkable streets and richly textured architecture. With this Plan, HCDA has an opportunity to create a "how-to" primer to leverage Kaka`ako's function as a major node in the regional transportation network by promoting positive collaboration and place-making.

"The best transportation choice is just being there" (Amory Lovins)

A common misconception exists that dense, busy cities result in endless congestion. However, countless studies have shown that typical suburban housing developments are often more congested than dense urban areas. In well-designed, higher-density, mixed-use neighborhoods with good pedestrian, cycling and transit access people tend to own fewer cars and ultimately drive 20-40 percent less annual miles than the same households would in more auto-dependent locations.[1] Scalable and synergistic, the transit-friendly land use principles represented in this plan's TOD objectives, work together to support the creation of positive feedback loops – encouraging neighborhood design that lets people find what they need close by, and provides opportunity to walk, bike or take transit to get there.[2]

The Kaka`ako TOD Overlay Plan land use strategies support this effort by bolstering the mixed use district as defined in the Mauka Area Plan. The TOD Overlay Zone increases both the variety and amount of residential housing and introduces new opportunities for area activities such as a limited number of hotels and office buildings. The increase in capacity is tethered to new community amenities and public realm enhancements, the substructure that supports urban lifestyles. Reinforcing strong land use and transit planning partnerships lays the groundwork to develop walkable neighborhoods (see Mobility & Access in Chapter 5), improve public health, lower vehicle miles traveled (VMT), and reduce GHG emissions, all while increasing sociability.

1 G.B. Arrington and Kimi Iboshi Sloop (2010), "New Transit Cooperative Research Program Research Confirms Transit-Oriented Developments Produce Fewer Auto Trips," ITE Journal (www.ite.org), Vol. 79, No. 6, June, pp. 26-29
2 Todd Litman (2011), "Land Use Impacts on Travel: Current State of Knowledge," Planetizen (http://www.planetizen.com/node/50451).



TOD Land Use Overlay: New Tool For Vibrant Neighborhoods

The TOD Plan will increase overall capacity within selected areas of the Mauka District (see Figure 3-1) to permit more people and businesses to locate in close proximity to the HART rapid transit system. The Overlay Plan boosts the intensity of uses over the "as of right" development in Mauka Chapter 217 rules (now 3.5 FAR not inclusive of structures associated with parking garages) using an opt-in, incentive zoning process. TOD Overlay development protocols leverage this growth to contribute to identified public benefits, while at the same time achieving a reasonable overall rate of return for the developer. This process will provide opportunities to:

- Reduce household costs associated with storing automobiles and driving
- Concentrate activities where there is the greatest level of accessibility
- Minimize land pressure on rural areas, and preserve Oahu natural resources
- Anticipate a variety of building types meeting the needs of a variety of income levels, at different life stages

Public benefits associated with TOD Overlay redevelopment are grouped into the following four categories:

1. Livability

On par with existing Mauka Area Rule requirements, under the TOD Overlay, 7% net sq. ft. of buildings must be allocated towards livability improvements for building tenants. This includes balconies, shared common areas, recreation rooms or gyms dedicated for the use of tenants.

2. Public Realm and Site Design

When living and working in urban environments, access to parks and the public realm is essential. A performance-based system ensures that both the site and building can respond to this need. Intra-block access lanes can serve as greenways, as conduits for pedestrians and cyclists, as well as include pocket parks and plazas for

WHAT IS INCENTIVE ZONING?

Incentive zoning is a land use regulation that encourages the creation of developer funded community amenities or building and land use designs that a community wishes to promote. Under an incentive zoning method, developers provide amenities (or payments allocated towards those amenities) in exchange for development rights often in the form of additional FAR (Floor Area Ratio).

More intensive use of property generates greater profits, a trade-off for providing the amenity sought by the community. Incentive zoning programs need to be carefully managed to ensure that the value of the community amenity is proportional and outweighs any adverse effects caused by additional building bulk.

WHO'S USING IT?

The Mauka Area Rules rely on incentive zoning to increase densities over 1.5 FAR. This program provides an extra .3 FAR for select uses (industrial uses, nursing facilities and assisted living).

The City of New York first created incentive zoning in 1961 to acquire available open space in densely packed commercial or business districts. Under this zoning, the city grants a floor area bonus by special permit for improving a subway station.

Development is allowed in San Diego's downtown is between 6 FAR and 10 FAR. Here, FAR incentives are used to preserve historic buildings, provide ground floor public uses, and cultural uses. FAR bonuses are also offered for green roofs, 3-bedroom units, employment uses, and affordable housing.

social interaction. Overlay Rules also include performance measures for usable green roofs and podiums, as well as vertical green walls, landscape planting within the right of way and sustainable storm water systems.

3. Set of Coordinated Park Improvements

The Overlay offers an option for land owners to dedicate in-lieu fees to identified parcels for public improvements (mauka or makai of Ala Moana Boulevard). This option is particularly critical for high value properties that can't be expected to accommodate the full amount of open active space on site. Options might include improving the "Lei of Green" promenade identified in the Makai Conceptual Master Plan, and/or the creation of a new 20,000 SF plaza associated with Civic Center HART Station. By coordinating district wide improvements, HCDA brings meaningful new public areas to the District in partnership with the private sector.

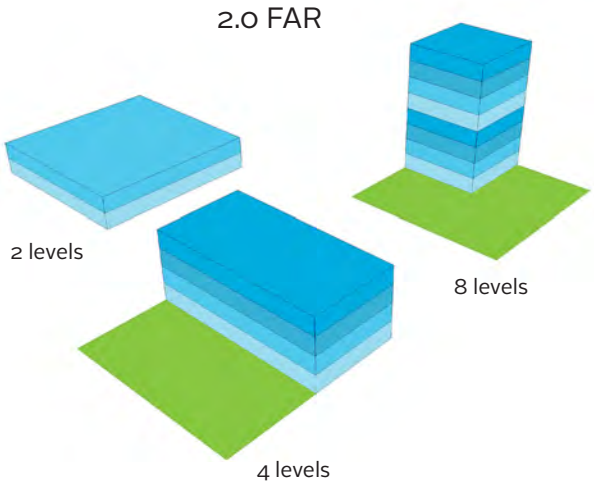
4. District-wide Access + Mobility

Greater densities require an array of mobility options. The Overlay will require internal streets for parking garage access, passageways for pedestrians to supplement street network, and transportation management strategies such as car share, bike storage, and transit pass programs.

Figure 3-1 TOD Overlay Area Eligible for Proposed Capacity Increases

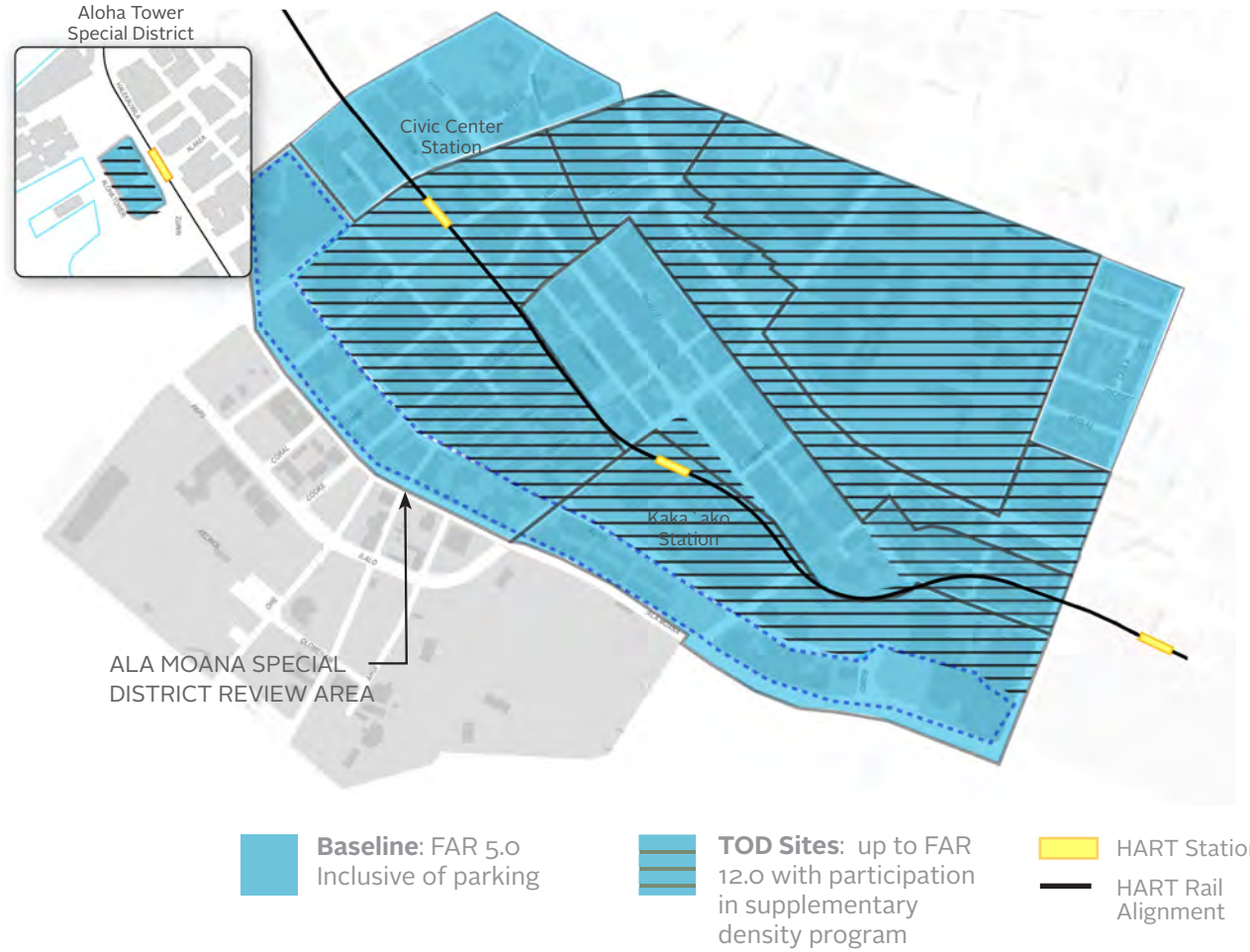
TOD Performance Based Controls

Today's cities are cleaner and safer relying on a variety of environmental controls. As such, planners can reduce an emphasis on controlling the impacts of specific types of uses, and focus more on improving overall urban quality. In this mixed-use district, capacity is controlled by using FAR (floor area ratio), a performance based measure that provides flexibility on how a building fits into a particular site. FAR controls that regulate overall gross floor area are supplemented by form-based rules that guide the size, siting and general treatment of buildings. In the TOD Plan and Mauka Rules (2011) these controls are found in the Regulating Plan - with details on allowable building types, regulations that provide for pedestrian orientation, and apply limitations on building bulk and massing and view preservation.



Floor Area Ratio Defined: The simple diagram above shows the application of 2.0 FAR across a site. Two stories covering the entire parcel of land, four stories on 50% of the parcel, or eight stories on 25% of the parcel.

Figure 3-2 Kaka`ako District Density



District Character: Encouraged Land Use Types

Strategy LU1 Diverse residential building types, ground-oriented family housing in proximity to transit stations

Providing access to more affordable housing is a priority for the TOD Overlay. Honolulu residents bear both high living and transportation costs. According to the City and County of Honolulu General Plan, which measures the Housing and Transportation Affordability Index, the average Honolulu resident spends 61% of his/her income on housing and transportation costs, (or 32% on housing and 29% on transportation respectively). However, in location efficient places such as Kaka`ako, these expenses can be significantly reduced. The Center for Transit Oriented Development finds an average reduction of 16% in transportation costs for households located in transit-rich neighborhoods. Additionally, providing for housing choices close to employment centers and in proximity to high capacity transit reduces commute times, and as a consequence, could potentially reduce the number of vehicles needed by a household.

The demographic character of the population living near transit also influences transportation demand. Different household types have differing travel behaviors. Studies show that as housing diversity increases, per-household transit trips also rise, and per-household car trips decrease.[1] In particular, lower-income households may not only own fewer vehicles but are also more susceptible to changes in gas prices and thus can be more transit-dependent.[2]

The TOD Plan introduces the opportunity for participating properties to increase overall capacity while reducing building volumes dedicated to storing automobiles. Allowing and promoting a mix of building types at higher overall intensities will provide variety – not only in the character and feel of a neighborhood, but also in the cost and feasibility of construction – influencing the end results for tenants, lessees, entrepreneurs and property owners, producing a mixed-income district.

Strategy LU2 Reserved housing

TOD Overlay Zone's additional capacity is estimated to be predominately residential, with a land use mix estimated at 85% residential and 15% commercial. As capacities increase in Kaka`ako, so does the potential for more reserved housing. All properties within Mauka Area are already required to meet the Kaka`ako Reserved Housing Rules. This requires that applicants for a multifamily development on a lot >20,000 SF must provide at least twenty percent of the residential floor area in the development for sale or rental to qualifying persons.

Strategy LU3 Transit-friendly land uses such as "third places," full-service grocery stores, cultural and community amenities

Kaka`ako is transitioning to become a full time, 24-hour neighborhood that can better compete in terms of desirability with residential locations outside the City's core. In order to retain and attract new residents, the neighborhood should focus on creating places for people, from small shops, to a full service grocery store, to cultural and community amenities, medical services, and day care. In particular, HCDA promotes land uses that encourage transit use throughout the day (peak period, mid day, nighttime, weekend) so as to encourage "round the clock" activity in and near transit stations.

Overlapping networks of uses are what make urban districts thrive. A limited number of hotels will be considered in up to three locations in proximity to the district transit stations. Hotels under consideration include full service, business, and condo-hotels for travelers seeking to stay outside of the tourist districts. A Kaka`ako-based hotel will be a transit -ride from the airport, and will be highly

1 Transit Cooperative Research Program Report 128. Sponsored by the FTA. Effects of TOD on Housing, Parking and Transit

2 CTOD (2009) Mixed Income Housing near Transit: Increasing Affordability with Location Efficiency

accessible for meetings and work engagements at the commercial core, or convention center.

Action LU3.1 Prioritize capital spending for the placement of key community amenities within proximity to the station locations, including libraries, senior centers, and community centers.

Action LU3.2 Work with local developers and businesses to site a full service grocery store in Kaka`ako. 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.

Action LU3.3 Explore impacts of hotel uses, and implement tools to ensure that Kaka`ako remains a district oriented with a local full-time residents rather than overwhelmed as a tourist destination.

Strategy LU4 Creative uses, including interim uses, pop-up restaurants & food trucks, and artist interventions

Often new business start-ups rely on access to cheap, flexible spaces that can be reconfigured and redesigned or leased temporarily to "test-out" new markets. Similarly, vacant or under-utilized land such as weekend parking lots can provide free or cheap space for local gatherings. Kaka`ako currently is host to "Eat the Street" the popular monthly gathering of local food trucks at the corner of South and Halekauwila. Other temporary use activities include street mural program and pop-up restaurants.

Action LU4.1 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.

Urban Fare, an urban grocery store in the Roundhouse Neighborhood is part of Vancouver's waterfront redevelopment serves as a "Third Place" for the surrounding community.

THIRD PLACES

"Third Places" - small neighborhood grocers, coffee shops, pubs or post offices that allow residents to mingle and have social interactions. Hallmarks of a true "third place:" free or inexpensive food and drink; highly accessible, within walking distance, involve locals – those who habitually congregate there; welcoming and comfortable; both new friends and old should be found there.

- Ray Oldenburg

Action LU4.2 Ensure that the code allows for co-working spaces, live work and other flexible uses.

Action LU4.3 Include artist space, and/or arts community spaces as part of an optional bonus amenity in the incentive zoning system for added density.

Strategy LU5 Adaptive re-use of character buildings

In addition to nationally registered historic properties in the Civic Center, Kaka`ako also contains a variety of buildings of interest that highlight the "old Hawaii" of early twentieth century architecture, from wood-framed plantation style retail to modernist civic buildings to aging WWII-era Quonset huts.

Character buildings should not be lost to redevelopment, but rather retained to provide context, and a sense of place in changing neighborhoods. Tools and incentives for both preservation and adaptive re-use of these building – particularly in Central Kaka`ako are needed. Here, the Mauka Rules existing density transfer programs could be expanded to provide incentives for property owners to preserve (and in many cases, restore) character buildings, providing new revenue that could be re-invested in the property.

SHARED USE AGREEMENTS

In the City of Arlington, VA the Arlington Arts Incubator and related City policies prioritize joint use agreements in various publicly owned locations that allow arts organizations to reuse spaces during "off hours." The Arlington Arts Incubator also invested in a set/costume workshop that acts as a shared resource and brings together the broader artistic community.

Citizen-led art at San Francisco PARKing day - Walkstop
Image from VIA Architecture

Mural Arts project Kaka`akoi
Image from VIA Architecture

Farmers Market
Image from VIA Architecture

Parking, Land Use, and Density Controls

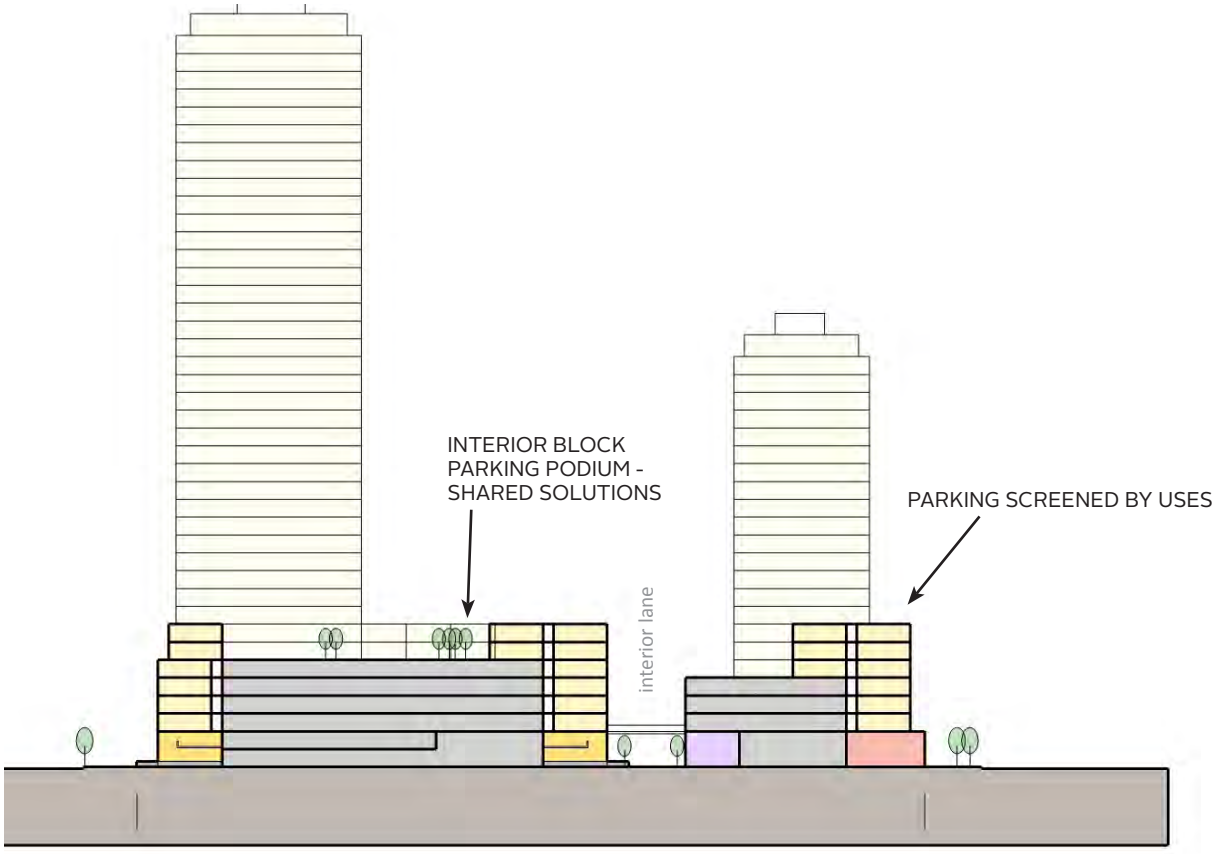
The treatment of off-street parking within a neighborhood has an impact on the quality of the public realm. Parking facility location and configuration (see Figure 3-3) influence not only building form and land use options, but also the ways in which future users will travel to or interact with the neighborhood. With the introduction of high capacity transit, and complete streets, Kaka`ako is transitioning to a "park once" location (see Chapter 8 for more information). These strategies encourage people who drive to the neighborhood to park only once, and walk to a variety of destinations. Flexible, context-sensitive parking strategies make better use of existing parking resources,

TOOLS: HISTORIC PRESERVATION

In Portland, density may be transferred within the neighborhood where the Historic landmark is located or to any site within two miles of the landmark. By allowing unused development potential to be transferred, redevelopment pressure on the landmark is lessened and a potential source of income is provided, as the owner may sell these rights to the owner or developer of the receiving site. Portland recently adopted zoning changes that extend this capability to "contributing" buildings in the Pearl District or those that are ranked on the City's Historic Resource Inventory.

Many cities also rely upon small grant programs dedicated to the restoration of qualifying buildings. A grant program could be designed to reimburse a small property owner a percent of the total cost of a façade renovation and construction up to a fixed dollar amount (such as $10,000.) Additionally, a Design Services Grant reimburses related facade design services up to dollar amount (such as $10,000).

Figure 3-3 Relationship of Parking Location and Building Form



as well as the design and treatment of parking structures in future buildings.

One strategy that is particularly important to ensure that parking demand and supply are in balance is to include volumes associated with parking into overall density controls. Under the Mauka and Makai Rules, building volumes associated with above-ground parking are not included in the maximum FAR calculation. Yet, it is understood that for each building to accommodate parking structures, one to two FAR are generally required (depending on the building's use). The TOD Plan shifts this strategy to recognize parking and its impacts as a land use.

Adaptive re-use project on Ala Moana Boulevard
Image from VIA Architecture

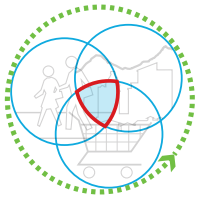
Sunshine scuba shop (Cooke and Queen)
Image from VIA Architecture

Strategy LU6 Off-street parking utilization: "Right Size" parking supply for both commercial and residential uses by including parking in FAR

The quality of urban experience is related directly to the minimization of the automobile's impact on streets and land uses. Building too much parking can have the following negative impacts:

- Dedicating excessive space to parking causing streetscapes to be overpowered by garages;
- Increasing the cost of new housing units, and negatively impacting the economic success of redevelopment projects;
- Influencing higher lease rates and artificially limiting new uses.

The Whole Ox (327 Keawe Street)
Image from VIA Architecture



However, building too few spaces can also result in frustration on the part of retailers, residents and neighbors when on-street spaces are in high demand.

As the form and character of Kaka`ako shift, ultimately motor vehicle ownership in transit station areas will decline, but this must be a carefully managed transition. Developers are incentivized to supply parking based on actual demand to maximize the efficiency of parking's use.

Strategies to aid in the transition include appropriately pricing parking, car sharing and parking management tools (See also Parking Strategies in Chapter 8).

Action LU6.1 Parking supply may be phased or accommodated in satellite locations in order to provide additional flexibility. Phasing structured parking and alternately leasing a portion of parking from nearby surface lots can add to, or improve overall project feasibility.

Action LU6.2 Reinforce the policy that all spaces are used efficiently and reduce the need for single use reserved spaces in order to promote a district wide, park once strategy.

Action LU6.3 Consider working with developers and financiers to further explore options for sharing the financing of a new parking structure.

Action LU6.4 Clearly communicate the per-unit cost of a parking space to consumers. "Unbundling" allows an optional purchase or temporary rental of a stall enables drivers to make a more rational assessment of parking costs.

TRIP NOT TAKEN

In the Bay Area, planners have learned that reducing parking requirements means providing adequately for other mobility options, such as car share, transit or cycling. The GreenTrip certification program started by the non-profit Transform in the Bay Area works to negotiate with municipalities for reductions in required off-street parking spaces for multi-family buildings when developers can provide the following set of strategies:

- Unbundling parking spaces
- The provision of long term transit passes
- Car share for residents

To qualify for the GreenTrip program, buildings must be located within close proximity to high frequency transit access.

The program monitors the transportation impacts of the participating buildings. The first five pilot projects provide the equivalent of 80,000 years of free transit passes and 24,000 years of Carshare for residents of Green trip buildings.*

* For more information see Transform, Oakland California Green Trip program, http://www.transformca.org/GreenTRIP

Achieving TOD: District Opportunities and Challenges

Although the project boundary consists of the entire HCDA Kaka`ako District, most of which is within either a 0.25 or 0.5 mile walking distance from a future HART rail station, not all areas of the district will experience significant land use changes under the TOD Overlay.

The TOD Overlay Plan consolidates growth in core area, while maintaining existing neighborhoods (i.e. a building currently limited to a low-rise will not become eligible for a high rise structure), public parks and major public assets to ensure continuity and longevity for users. As such, the TOD Overlay will have minimal impact on following Mauka Area locations:

- Sheridan, an existing low-scale, residential neighborhood;
- The majority of Central Kaka'ako identified as low rise industrial and service business areas;

- Civic Center, a neighborhood that contains major historic sites and civic structures with no immediate plans to redevelop; and
- Ala Moana Special District Review Area which maintains Mauka Area Rules limitations on heights and density (as noted on Figure 3-2).

Ala Moana Special District Review

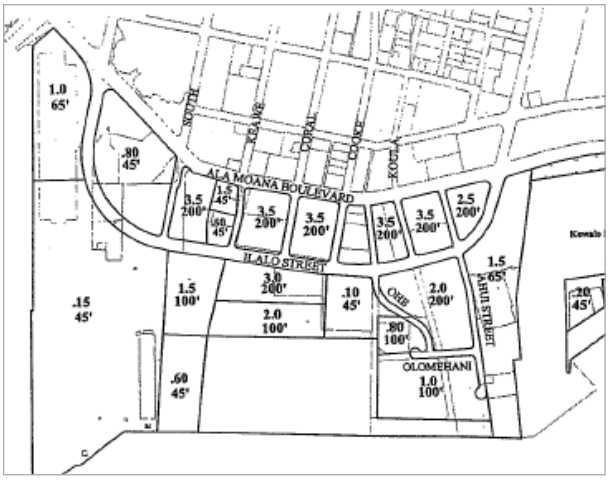
Encompassed by either the Kamehameha Schools or Ward Center Master Plans, the series of blocks mauka of Ala Moana Boulevard are subject to the following policy provision in the Mauka Rules: *"a negotiated number of taller, 400' towers are allowed, the remainder of the buildings are allowed to 100' height limits."*

Due to the desire to ensure views to the waterfront from properties Mauka, limitations on overall capacity increases are maintained in this area. However, these areas will be eligible to participate in parking reductions and district wide parking management plans as well as opportunities for new uses.

Kaka`ako Makai

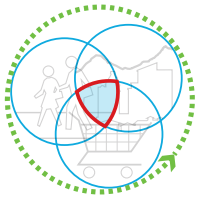
In 2010, HCDA adopted the Kaka`ako Makai Conceptual Master Plan (KMCMP) as the neighborhood vision. While a broad mix of uses are currently allowed, the KMCMP designates a preference for commercial and civic-oriented uses and residential uses are excluded by statute.. Maximum heights allowed in this location vary between 45' on the waterfront, stepping up to 200' along Ala Moana Boulevard with an FAR of up to 3.5 not inclusive of parking.

The KMCMP, the Kewalo Basin planning process, and plans for public park enhancements showcase this area as a leading location to cluster community-oriented uses. Areas within Makai are eligible for associated parking reductions, provided they maintain existing density limitations.



Makai Height and Density Controls
Makai Area Plan (2005)

A table on the following two pages outlines the existing policy priorities and the specific opportunities and challenges to achieving TOD land use objectives for each neighborhood in the Kaka`ako District.



District	Existing Land Use Characteristics and Policy Priorities	Challenges and Opportunities for TOD Land Use Objectives
Aloha Tower Special District	This is a single property that is part of downtown Honolulu's waterfront neighborhood. Owned by the Hawaiian Electric Company, it is immediately adjacent to HART's proposed transit station.	The HECO substation occupies half of the Aloha Tower Special District site. Its location adjacent to the transit station makes it a prime candidate for transit oriented development to be coordinated with the downtown Honolulu waterfront and public realm enhancements.
Auahi	The vision for this area is as an urban, mixed-use location with a cluster of taller, predominately residential buildings. Its core is an emerging entertainment and retail center in the vicinity of Auahi and Kamakee Streets near HART's proposed Kaka`ako Station. Ward Street is a connection over Ala Moana Boulevard to Makai and the waterfront parks. Queen Street Park is also located in this district. Howard Hughes Corp. is a major landowner with an existing, entitled master plan.	Opportunities leveraging more intensive uses for increased community benefit in collaboration with a major property owner and the design of clear, friendly access to Kaka`ako Station. Flexible land use strategies should help developers to take advantage of mobility options and provide guidance for integrating transit directly into development plans.
Pauahi	Kamehameha Schools is principal landowner in this area. HART's Civic Center Station, Mother Waldron Park and the proposed 690 Pohukaina project are located in this district. Pauahi is envisioned as a high-rise, predominately residential area with some adaptive re-use of existing buildings. A priority on walkable active streets include Auahi Street as a retail street, and Cooke Street enhanced by a green linear park. This vision is also coordinated with Kamehameha Schools Master Plan, completed in 2010.	Challenges associated with the siting of the future elevated rail alignment and station include ensuring that infrastructure does not detract from the urban environment. Opportunities include developing a comfortable, public interface for the Civic Center station, coordinating public open space amenities, and improving streetscapes to support trips by transit, walking and cycling. Flexible land use strategies should help developers to take advantage of mobility opportunities and provide guidance for integrating transit directly into development plans.
Civic Center	The civic heart of Honolulu, this district contains historic buildings in a campus like setting. HART's Civic Center station is located adjacent to Civic Center, providing for enhanced access to the district.	Opportunities to ensure good connections into the major destinations and land uses in Civic Center. Existing zoning and development parameters will remain in place, and there is likely to be limited new redevelopment in this area.
Sheridan	This existing residential neighborhood consists of small lots with approximately 90 ownerships. The historic Makiki Church is located in this area and includes active historic uses on King Street. The Mauka Area Rules restricts density in this area to 2.0 FAR where infrastructure is lacking and building heights to between 45-65'. The neighborhood will be a blend of both older and new mid- to low rise residential uses	Due to limited development potential in this neighborhood, the TOD Overlay will have minimal influence. Challenges exist to improving the safety and convenience of walking into the Sheridan Neighborhood from nearby destinations and from the Kaka`ako transit station.
Thomas Square District	Across on the makai side from the historic Thomas Square park, Thomas Square District houses some of Honolulu's major cultural and educational institutions – the Honolulu Academy of Arts, the Neal S. Blaisdell Center and the McKinley High School. These constitute large ownerships by the City and County of Honolulu, as well as Hawaiian Electric Company. Thomas Square District is within a five- minute walk of both Kaka`ako and Civic Center station.	Several major publicly owned properties present opportunities for TOD redevelopment and possible public/ private partnerships, particularly the Blaisdell Center. In this area the TOD Plan can leverage the provision of new high rise mixed-use buildings to make needed improvements to the existing arena and performing arts facilities. The vision for this area includes coordinated and enhanced public spaces as well as connectivity improvements to establish better transportation access both through and into these large properties.

District	Existing Land Use Characteristics and Policy Priorities	Challenges and Opportunities for TOD Land Use Objectives
Kapolani	All of Kapolani is within a five minute walk of one of the HART stations. It is also a major bus corridor linking the downtown Honolulu, Ala Moana Center, and Waikiki. New high rise development along Kapolani includes a mix of retail, larger stores and showrooms and offices, with residential above.	Although much of Kapolani has already developed, there are several locations that may provide good opportunities for TOD, as well as contribute to an employment corridor with added height and density. These locations might support office towers, or residential developments, including a mix of high-rise or mid-rise apartment buildings.
Central Kaka`ako	Composed of smaller lots (less than 20,000 SF), this district contains about 200 small ownerships and is generally unimproved, lacking storm drains and other utilities. Services, employment, and light industrial uses predominate, including repair shops and craft production facilities. This area has limited redevelopment potential, with FAR capacity limited to 1.5 in the core area until infrastructure improvements are made.	Land use policy seeks to maintain and support existing local business, and to incubate the growing residential neighborhood, promote the siting of new services. Opportunities exist to promote flexible strategies for adaptive re-use. Some lots within Central Kaka`ako along Halekauwila may be eligible for TOD opportunities because of the HART rapid transit alignment.

TOD Overlay Development Opportunities

To understand the potential for growth with the TOD Overlay, for the purposes of the Plan HCDA conducted a systematic review of the area to identify those locations most likely to undergo redevelopment within the time frame of the Plan (2035) as well as meet the necessary criteria, such as lot size, to host a major project. This assessment focuses on:

- Existing property ownership assembly, land tenure and development permits;
- Key policy priorities of the adopted Mauka and Makai Area Plans;
- Property impacts resulting from the three HART stations and alignment;
- Redevelopment potential as denoted by a "land-to-improvement value" ratio.

Sites thought to have potential to redevelop under the Overlay Plan have high land assembly potential, a low land to improvement value ratio, and an absence of major encumbrances. In some cases, properties impacted by the HART alignment will also have a greater potential to redevelop. This process provided the TOD Overlay Plan with a working framework to characterize future growth. However, it is important to note, infill redevelopment may ultimately take place at a variety of different scales, from full-block development to partial-block development, to small scale adaptive re-use projects.

Development Activity in the District

Current property development information in the Kaka'ako District is shown on Figure 3-3. To support and refine growth estimates, development permits, sites under construction, as well as sites in early

Figure 3-4 Kaka`ako District Development Activity

HCDA Early Planning Stages

Development Permit Issued/ under construction

Encumbrance:
Institutional building,
Major existing property development (tower or condominium),
Historic property,
Schools,
Other

690 Pohukaina Joint Development Site

Existing or Planned park

HART Rail Alignment

HART Station

Howard Hughes Corporation Master Plan Area

OHAMaster Plan Area

KS Master Plan Area

planning stages were considered.[1] These properties may have reduced likelihood to redevelop within TOD Overlay Plan Rules, due to existing private investment, phasing of permits and timing. The map also shows two existing master plans entitled under Mauka Rules (Chapter 22), as well as the location of the Office of Hawaiian Affairs land holdings in the Makai area.

Property Consolidation

Figure 3-4 shows the current assembly of property within the Kaka`ako district. There are several major property owners located within the Mauka and Makai District areas including the State of Hawaii, the Office of Hawaiian Affairs, Hawaiian Electric Company, Howard Hughes Corporation and Kamehameha Schools. Central Kaka'ako and the Sheridan neighborhoods are shown with limited property consolidation.

Acres	Major landowners in the Kaka`ako District
106.56	HCDA
55.71	State of Hawaii (DLNR + DOE)
53.66	Kamehameha Schools
58.8	Ward Center/ Howard Hughes Corporation
29.1	Office of Hawaiian Affairs
25.6	City and County of Honolulu
12	Hawaii Electric Company

In order to participate in TOD Overlay enabled height and density increases, a property must be large enough to support major projects (40,000 SF minimum) or constitute the assembly of one to three parties to achieve a potential development block. An assembled site must also accommodate the requirements for additional height and density such as, setbacks and spacing requirements, as well as parking, infrastructure improvements and access requirements.

Land to Improvement Value

Of particular relevance to this process is an understanding of the "redevelopment tipping point." This generally means that the value of a proposed development must exceed the value of the existing return on the property. In this instance, the comparison is between the "as of right" development within the adopted Mauka Rules 2011 combined with the Master Plans for Kamehameha Schools, and the Howard Hughes Corporation properties (both vested under the 2005 Mauka Area Rules (Chapter 22). It is important that there is enough added development incentive in the TOD Overlay that the property owners would undertake risk associated with redevelopment and re-invest in their property to achieve a greater intensity of use and greater returns along with providing public benefits such as enhanced public realm, parks and active spaces and increased street connectivity.

In the absence of a market study associated with this process, land to improvement value ratio can be used as a factor in estimating redevelopment potential. The ratio has been calculated using the 2012 Tax Assessor data from the City and County of Honolulu. Figure 3-5 shows the ratio of each parcel's assessed value of improvements to the assessed value of the land. Ratio values less than 0.5 are typically considered to score favorably for redevelopment, meaning the land was assessed at a value of at least twice as that of the improvements. Many recent real estate developments in Kaka'ako show a high land to improvement value ratio, indicating a relatively low likelihood for redevelopment within the time frame of the Plan.

1 Information on property development received 1-25-2013.

Figure 3-5 Property Consolidation

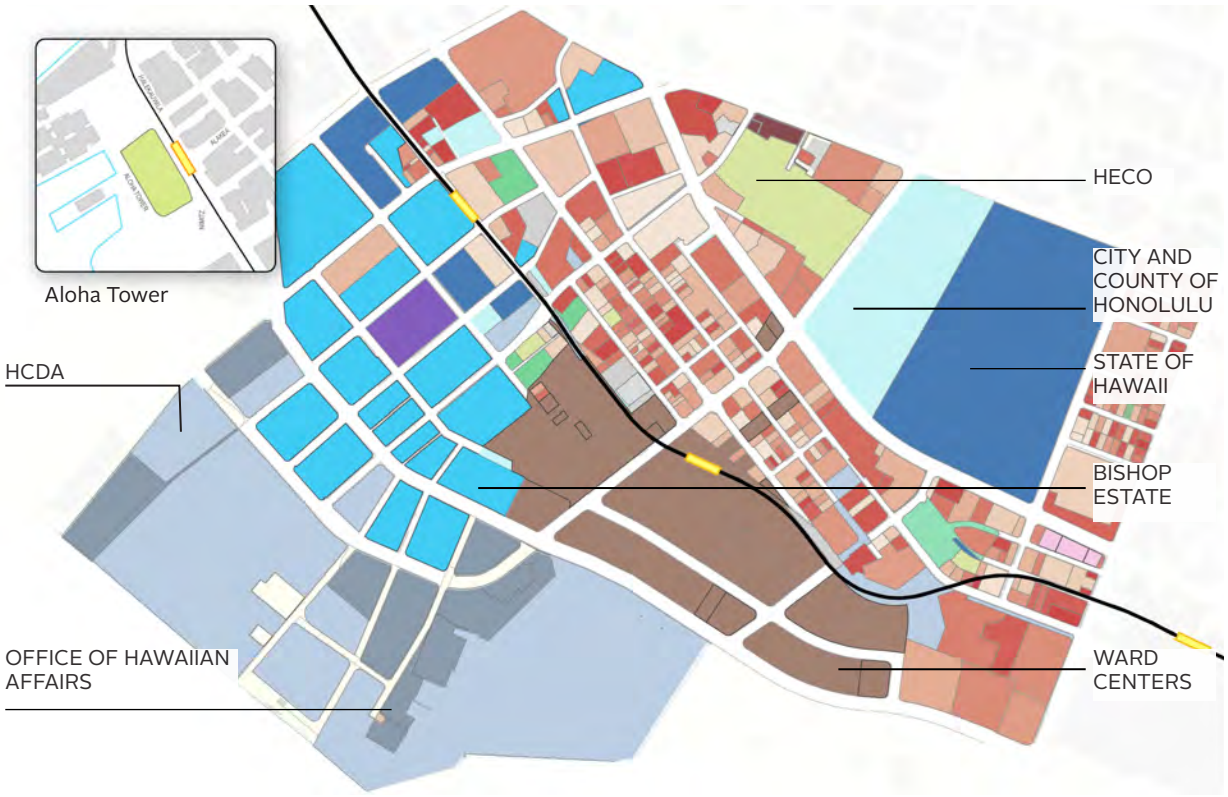


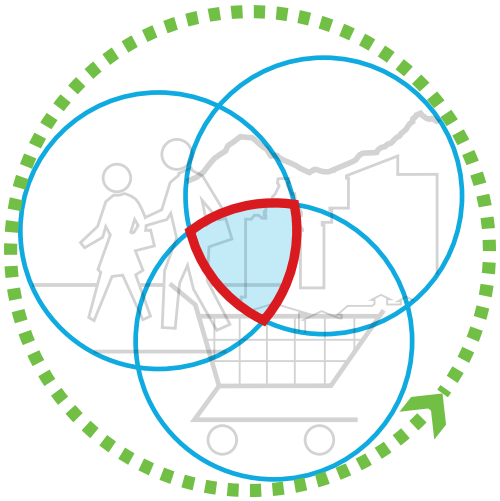
Figure 3-6 Land-to-Improvement Value

TOD Identified Sites

Sites identified in green are those that offer the best opportunities for redeveloping under the TOD Overlay Plan, with potential capacity increases.

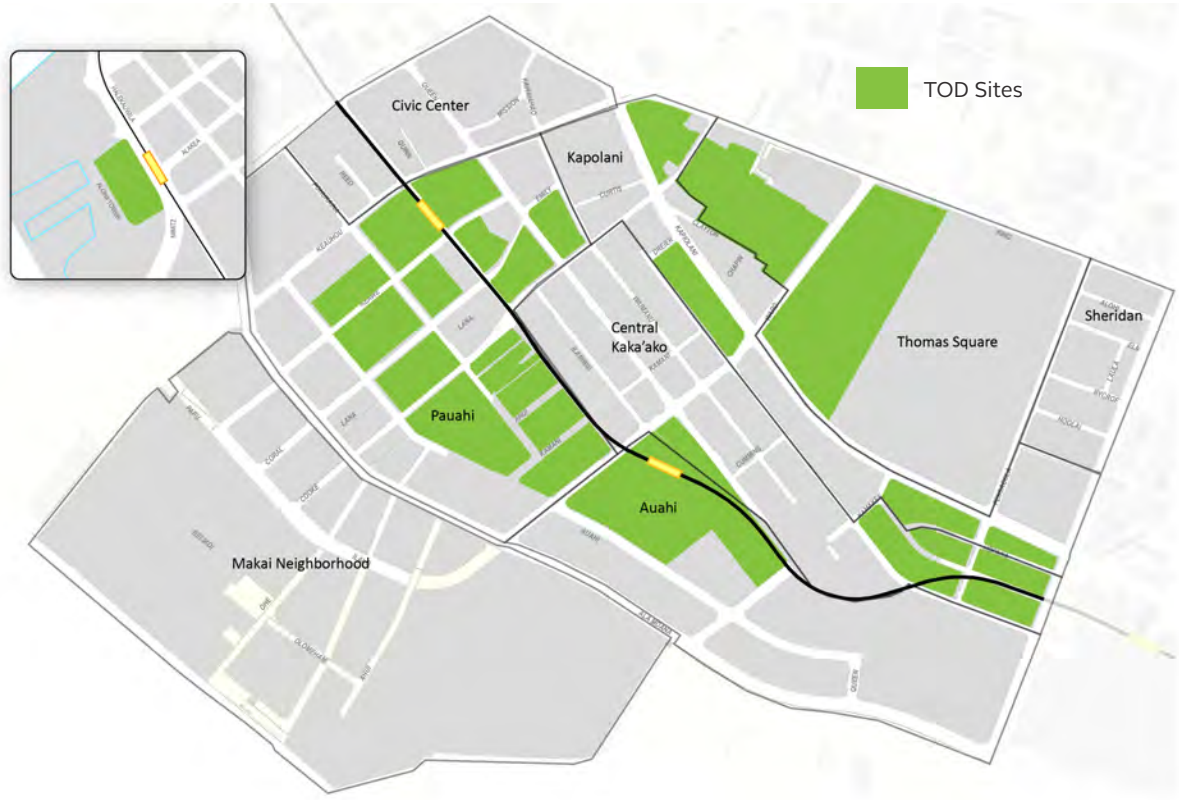
In summary, these sites include consolidated properties (or may be consolidated with 1 or more owners), those that have a low improvement to land value ratio (a high redevelopment potential), are located within the eligible Mauka Area, and may be impacted by the HART rail Alapai and Ala Moana construction.

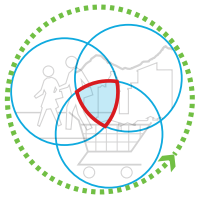
The remaining sites within the eligible area may also redevelop, but have less potential to meet all TOD requirements.



The selected sites identified in Figure 3-6 meet identified TOD Objectives: mobility and access, availability of services, and development potential.

Figure 3-7 TOD Selected Sites and Catalyst Properties





TOD Catalysts and Joint Partnerships

TOD identified sites are in public and/or private sector ownership. However, for those sites held by HCDA or its public partners offer especially good opportunities for pioneering projects. By providing both a vision for, and regulatory assistance to TOD redevelopment projects, HCDA can help create new project comparables that are distinct from the current market place offerings; simultaneously cultivating developers with expertise in high-quality mixed-use development, public realm and pedestrian design treatments, urban parking management, and transit-friendly access strategies.

The Kaka`ako District encompasses several larger sites that present opportunities for joint development partnerships. Sites are listed in the table below and mapped on Figure 3-6.

SITE	PROPERTY OWNER	DISCUSSION
1. Blaisdell Center	City and County of Honolulu	The Blaisdell Center currently contains a major arena and convention center with a 6,000 space parking garage. If redeveloped these uses could be consolidated in an dynamic center for the arts, with associated residential uses, and park space (see vision diagram on following page).
2. HECO Kaka`ako Site	HECO	One of the larger consolidated properties in the Mauka District, the HECO site is the location for company storage and staging. A partnership for TOD redevelopment would place significant housing opportunities in to this valuable, centralized location.
3. Aloha Tower Special District Site	HECO	Located on the waterfront downtown, and directly adjacent to a new HART station, this area provides an opportunity for both new uses and integrated development.
4. McKinley High School	State of Hawaii	In the interim, joint and shared use agreements are an option for community oriented activities on a more urban campus. The school site could be redeveloped as a 21st century school to serve a number of different purposes.
5. 690 Pohukaina Mixed-use Residential Project	HCDA Joint Development	In a public private partnership at 690 Pohukaina HCDA is working with a private developer (Forest City) to create up to 850 residential units near to the future HART Civic Center station including both market-rate and reserved housing. The development project will also incorporate potential improvements to Mother Waldron Park and fronting streets. Allowable land use may include 95,000 square feet of non-residential uses. Associated community benefits are being negotiated.

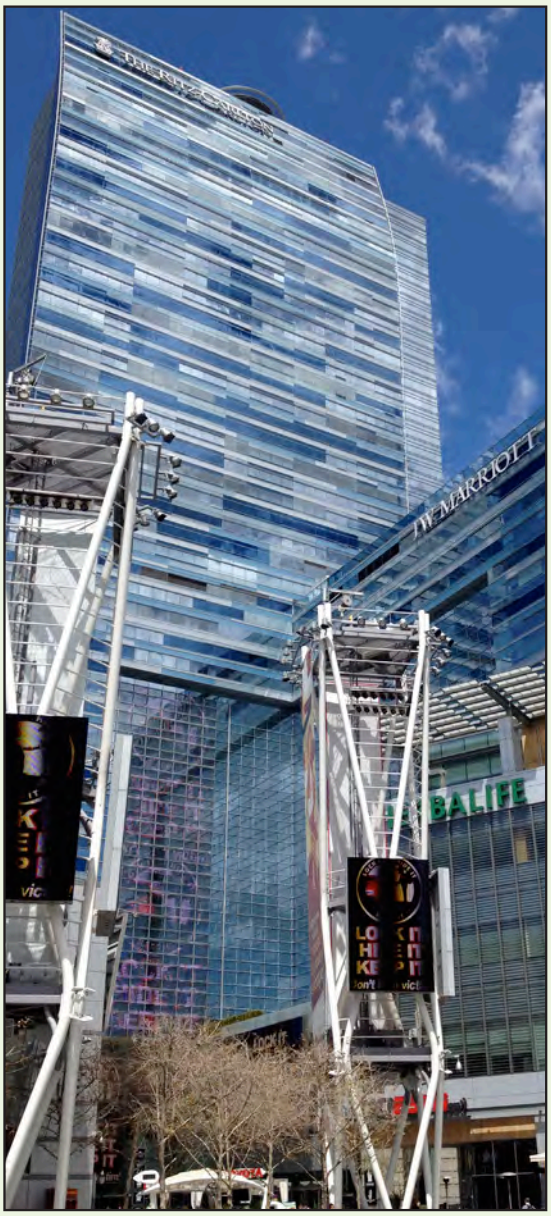
Blaisdell Center Opportunity

To take full advantage of this site, a new vision for Blaisdell encompasses the following features and attributes:

- Consolidated land uses to extend historic Thomas Square Park across King Street
- A completed street grid with improved vehicular connections through Blaisdell and a site design based on pedestrian access
- Options for a tall, iconic tower
- Opportunities for reserved housing
- A redesigned state of the art performance center
- Consider placement of a new business-oriented hotel to meet demand for visitors coming to Honolulu's Downtown for work purposes
- Include a multi-plex cinema
- Include sustainable site design, and green building techniques
- Provide a coordinated mobility and access strategy, with shared parking arrangements and ensure that people arrive at the site using all modes, including walking, cycling and transit.

LA LIVE

Downtown LA created this 54-story tower adjacent to the Staples Centers and the LA Convention Center. The project also mixes two hotels, JW Marriott and Ritz Carlton for a total of 1,000 rooms. The most exciting part of the LA Live concept is the dynamic public spaces, which include outdoor concerts, a restaurant row and cinemas, and even a Grammy museum.



690 Pohukaina
Joint Development Opportunity

In partnership with a private developer (Forest City), the 690 Pohukaina project will redevelop an existing surface parking lot on the `Ewa side of Mother Waldron Park with opportunities for new rental housing in the core of Kaka`ako. This new iconic building in the heart of the district, within close proximity to Civic Center station will provide a maximum of 804 residential units. Of these units, there are approximately 390 affordable units. The project also includes as much as 95,000 square feet of non-residential uses.

Livability and amenities include uses such as a community center/club house, natural drainage practices and a minimum LEED Silver accreditation. The developer will also take on improvements and programming for Mother Waldron Park including public art, green landscaped plazas, and a major pedestrian connection that links Mother Waldron Street to Keawe Street to the west.

Forest City is now working with HCDA on the development of a single tower program to maximize height and reduce visual impact.

Forest City Rendering of 690 Pohukaina Project Proposal
Image from Forest City