

DRAFT

APPENDIX A: STRATEGIES & ACTIONS





APPENDIX A: STRATEGIES & ACTIONS

Page

Chapter Three: Land Use

Strategy LU1	Diverse residential building types, ground-oriented family housing in proximity to transit stations.....	3-5
Strategy LU2	Reserved housing	3-5
Strategy LU3	Transit-friendly land uses such as “third places,” full-service grocery stores, cultural and community amenities	3-6
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.. . . .	3-6
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.....	3-6
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.....	3-6
Strategy LU4	Creative uses, including interim uses, pop-up restaurants & food trucks, and artist interventions.....	3-7
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.....	3-7
Action LU4.2	Ensure that the code allows for co-working spaces, live work and other flexible uses. . .	3-7
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.....	3-7
Strategy LU5	Adaptive re-use of character buildings	3-8
Strategy LU6	Off-street parking utilization: “Right Size” parking supply for both commercial and residential uses by including parking in FAR	3-9
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.....	3-9
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.	3-9
Action LU6.3	Consider working with developers and financiers to further explore options for sharing the financing of a new parking structure.	3-10
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.	3-10



Chapter Four: Urban Design

Strategy UD1	A high-rise neighborhood with a variety of development types	4-7
Strategy UD2	Encourage climate responsive design	4-9
Strategy UD3	Provide for sunlight access	4-10
Strategy UD4	Introduce design review	4-11
Action UD4.1	Implement a design review program for TOD Supplementary density buildings with guidelines that address site planning and massing, architectural building expression, streetscape, public amenities, and vehicular access/parking.	4-11
Action UD4.2	Establish design guideline principles and collect a set of precedent project images, diagrams and/or case studies showcasing of exemplary buildings and solutions for Kaka`ako.	4-11

Chapter Five: Mobility & Access

Connectivity

Strategy MA1	Provide fine-grained street networks	5-17
Action MA1.1	Design block patterns to create a connected grid of streets that minimizes travel distances between points	5-17
Action MA1.2	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	5-17
Action MA1.3	Design surface lots in the interim for efficient and comfortable pedestrian movement	5-18
Strategy MA2	Plan for coordinated, multimodal transportation networks	5-18
Action MA2.1	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	5-18
Strategy MA3	Manage delivery and parking access to reduce conflicts with pedestrians and optimize the efficiency of the street network	5-19
Action MA3.1	Designate parking access and loading streets and require developers to provide ingress and egress from minor local streets	5-19
Action MA3.2	Encourage design that minimizes curb-cuts on all streets, particularly for high volume uses such as parking garages	5-19
Strategy MA4	Make walking and cycling access to frequent transit as direct as possible	5-20
Strategy MA5	Implement a coordinated multimodal wayfinding program	5-20
Action MA5.1	Establish a wayfinding program and study needs	5-22
Action MA5.2	Implement a wayfinding strategy	5-22

Pedestrian

Strategy MA6	Create a well-connect pedestrian network	5-27
Strategy MA7	Ensure that walking is safe and comfortable for everyone, everywhere in KCDD	5-27
Action MA7.1	Develop standards for safe and comfortable sidewalks and pedestrian crossings	5-27
Action MA7.2	Apply Universal Design principles to ensure that Kaka`ako is accessible to people of all ages and abilities	5-28

	Page
Action MA7.3 Develop a district-wide traffic calming plan	5-29
Action MA7.4 Develop criteria to prioritize investment in pedestrian facilities	5-30
Strategy MA8 Design buildings and public spaces to support a safe and comfortable walking environment in Kaka`ako	5-31
Action MA8.1 Facilitate Crime Prevention through Environmental Design (CPTED) principles in the maintenance of landscaping and building design standards	5-31
Action MA8.2 Integrate high quality pedestrian design into the interim use of surface parking lots	5-31
Action MA8.3 Minimize curb cuts	5-32
Action MA9.1 Encourage active sidewalks and transparent building facades	5-32
Action MA9.2 Make alleyways and other public spaces district-wide “programmable”	5-32
Action MA9.3 Provide street trees, weather protection, and other amenities	5-32
Transit	
Strategy MA10 Maximize the value of HART rapid transit by providing high quality access to the line/stations	5-37
Action MA10.1 Continue to collaborate with regional transit partners to ensure transit stops, stations and facilities are designed to ensure seamless transitions between transit modes and quality pedestrian-oriented places. This should include incorporation of guidelines for passenger facilities.	5-39
Action MA10.2 Fund and implement a Downtown/Kaka`ako/Ala Moana circulator that enhances access to HART stations and key KCDD destinations and those in adjacent districts	5-39
Action MA10.3 Develop a longer-term plan for a higher capacity street-level circulator system.	5-40
Strategy MA11 Support reliable bus operations in the KCDD	5-46
Action MA11.1 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.	5-46
Strategy MA12 Increase transit ridership for all types of trips	5-47
Action MA12.1 Around rapid transit stations and major bus transfer points, prioritize land uses and patterns that generate high transit ridership.	5-47
Action MA12.2 Provide developer incentives to improve bus facilities adjacent to new development: Improvements could include new bus shelters, wider sidewalks, concrete bus pads, benches, changeable message signs, secure bike parking, bike-share stations (where appropriate), and trash receptacles.	5-47
Action MA 12.3 Encourage schools and major employers to provide prepaid access on the TheBus and HART systems for all of their students and employees.	5-47
Bike	
Strategy MA13 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	5-51
Action MA13.1 Develop a complete network of cycling facilities in KCDD, including at least one Ewa – Diamond Head and one mauka – makai direction protected bicycling facility	5-51
Action MA13.2 Promote HCDA as a cycling district	5-57



Page

Action MA13.3	Work with local partners to develop a bike share system in Kaka`ako and adjacent districts of Honolulu.	5-59
Action MA13.4	Improve access to bicycle parking and require new development to include bicycle storage.	5-67
Action MA13.5	Work with the City and County to fund and construct the Kaka`ako element of the citywide bicycle network (O`ahu Bicycle Plan)	5-68
Strategy MA14	Create a safe, comfortable cycling environment in Kaka`ako through facility design and public education	5-68
Action MA14.1	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	5-68
Action MA14.2	Fund, construct and ensure operation of bicycle-transit centers at rapid transit stations (e.g., Bikestation model), which provide amenities such as secure bike parking, bike repair, and transit information.	5-69

Auto

Strategy MA15	Manage traffic to allow regional mobility and local access while limiting impacts to livability in the KCDD	5-71
Action MA15.1	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.	5-72
Action MA15.2	Develop a network of local access streets to promote delivery, parking, and loading off primary mobility streets	5-73
Strategy MA16	Provide a safe environment for all road users.	5-73
Action MA16.1	Use traffic controls and design features to encourage motorists to drive appropriately for the type of streets they are using.	5-73
Action MA16.2	Manage automobile speeds on major boulevards and district avenues to ensure comfort and safety for other roadway users	5-73
Strategy MA 17	Encourage a more sustainable transportation system	5-74
Action MA17.1	Promote public and private efforts to transition to clean vehicle fuels and technologies—especially emissions-free electric power.	5-74
Action MA17.2	Develop “plug-in” electric vehicle charging stations throughout Kaka`ako	5-74

Chapter Six: Complete Streets in Kaka`ako

Strategy CS1	Preserve current levels of auto mobility on major regional thoroughfares	6-6
Action CS1.1	Increase district access using spatially efficient modes such as walk, bike, and transit ...	6-6
Action CS1.2	Focus on the right kind of development, in the right locations, with the right system, parking, and demand management tools in place	6-6
Strategy CS2	Limit right-of-way expansion to new street connections, redevelopment setbacks, and additional dedications for special pedestrian realm uses.	6-6
Strategy CS3	Integrate Land Use and Building Form with Street Design and Programming	6-8
Strategy CS5	Establish a Complete Streets Typology and Design Guide.	6-14
Strategy CS6.	Establish Intersection Design Guidance	6-17

	Page
Strategy CS7	Establish performance measures/standards and decision tools that will incorporate Complete Streets
	6-22
Action CS7.1	Work with DTS to adopt transportation quality and level of service metrics that reflect the development of a walkable, multimodal transportation network
	6-22
Strategy CS8	Reallocate street space to better move people and activate KCDD pedestrian spaces
	6-27
Strategy CS9	Strategically convert key multimodal streets from one-way to two-way operation
	6-29
Strategy CS10	Redesign and operate intersections to accommodate all modes and reduce conflicts
	6-30
Action CS10.1	Design intersections to be compact and limited in complexity, where possible.
	6-30
Action CS10.2	Ensure crossings throughout the KCDD are as short, direct, and level as possible.
	6-31
Action CS10.3	Apply principles of universal design to ensure street environments and junctures are legibly and comfortably designed for pedestrians of all ages and abilities.
	6-31

Chapter Seven: HART Stations & Access

Strategy SA1	Ensure high-quality pedestrian access to transit stations.. . . .	7-4
Strategy SA3	Provide bicycle connectivity and storage.. . . .	7-5
Strategy SA4	Provide for and manage vehicle access to transit stations.	7-7
Strategy SA5	Ensure clear wayfinding in the station area.	7-7
Strategy SA6	Provide for universal access to transit stations.. . . .	7-7
Strategy SA7	Implement actions specific to the Kaka`ako Station.	7-9
Action SA7.1	Increase building setbacks along Ward Avenue to ensure sufficient sidewalk widths as redevelopment occurs	7-10
Action SA7.2	Design waiting areas and station plazas to safely accommodate potential crush loads during peak periods of travel and before and large events.	7-10
Action SA7.3	Introduce pedestrian countdown signals at all signalized intersections along Ward Avenue.. . . .	7-10
Action SA7.4	Install a signalized crossing with countdown signal heads on the mauka side of the intersection of Ward Avenue and Halekauwila Street.	7-10
Action SA7.5	Enhance the pedestrian crossing at the intersection of Ward Avenue and Ilaniwai Street.	7-10
Action SA7.6	Provide new direct pedestrian connections from the Ward Neighborhood Master Plan's Central Plaza to the station.. . . .	7-11
Action SA7.7	Minimize pedestrian and vehicle conflicts at ingress and egress points to the bus and kiss-and-ride turnaround facility.. . . .	7-11
Action SA7.8	Integrate a bike share station into the Kaka`ako station design, and provide space for expansion.	7-11
Action SA7.9	Provide high quality separated bike facilities connecting to the station on Ward Avenue and Halekauwila Street.	7-12
Action SA7.10	Provide high-quality shared bike facilities on Queen and Auahi Streets.	7-12
Action SA7.11	Increase supply of short- and long-term station bicycle parking at Kaka`ako Station.	7-12



Action SA8	Implement actions specific to the Civic Center Station.....	7-12
Action SA8.1	Establish Punchbowl Street as the primary pedestrian route between the station and local, state and federal campuses.	7-14
Action SA8.2	Enhance pedestrian experience along Halekauwila, Queen, and Pohukaina Streets.. ...	7-14
Action SA8.3	Improve pedestrian crossings in the Civic Center area by improving sightlines and shortening crossing distances.	7-14
Action SA8.4	Provide interim pedestrian walkways and preserve long-term connections through the surface parking block on the makai side of Halekauwila Street.	7-15
Action SA8.5	Integrate a bike share station into the Civic Center Station design, and provide space for expansion.....	7-15
Action SA8.6	Increase the supply of short- and long-term station bicycle parking at Civic Center Station.	7-15
Action SA8.7	Promote South Street as a major bicycle route accessing the station and institutional uses.	7-15
Action SA8.8	Provide separated bicycle facilities along Cooke Street.....	7-16
Strategy SA9	Implement actions specific to Downtown Station (related to redevelopment of Aloha Tower portion of the District)	7-16
Action SA9.1	Implement Connectivity Improvements from the Downtown Framework Plan	7-16
Action SA9.2	Create a seamless and inviting pedestrian connection between Downtown and the Aloha Tower area	7-18
Strategy SA10	Collaborate with HART in order to integrate station design with TOD sites and catalyze redevelopment..	7-25
Action SA10.1	Work with agency partners to plan transit stations and associated infrastructure that are attractive public destinations, are integrated with the public realm and promote ridership.	7-25
Action SA10.2	Develop strategies for private-sector engagement with partnerships, demonstration and/or catalyst projects to spur desired uses (see Chapter 3, page 3-19).....	7-25
Action SA10.3	Provide a vision, design and principles for the station design, and support redevelopment with high trip-generating land uses (see Chapter 3, page 3-6).	7-25
Action SA10.4	Collaborate with jurisdictional and private sector partners to provide market-place comparable, such as the 690 Pohukaina joint-development project. (Chapter 3, pages 3-21).....	7-25
Action SA10.5	Meet with local stakeholders to reinforce the benefits and opportunities of TOD, include financiers, lenders, property owners and developers.	7-25
Action SA10.6	Partner to provide a vision for residual properties impacted by the rail, including clarifying liability. Consider a method, if necessary to land-bank residual properties resulting from construction areas for future high intensity development so they do not result in long-term underutilization.	7-25
Action SA10.7	Continue to work towards the evolution of Kaka`ako District, including large and small scale redevelopment, master plans and priority complete streets and access upgrades as defined in this chapter	7-25
Strategy SA11	Establish partnerships with key stakeholders to ensure successful station integration and TOD design.	7-26

Chapter 8: Parking & Transportation Demand Management

Strategy PT1	Price on-street parking to ensure availability	8-5
Action PT1.1	Designate Zones and Monitor Parking Occupancies	8-6
Action PT1.2	Authorize Staff to Implement Parking Meters and Adjust Prices	8-7
Action PT1.3	Implement a pilot test of metered pricing	8-7
Action PT1.4	Consider establishing Parking Benefit Districts (PBD).....	8-7
Strategy PT2	Remove minimum parking requirements	8-9
Strategy PT3	Include building area devoted to parking as part of the calculated Floor Area Ratio (FAR) for a proposed development project.....	8-9
Strategy PT4	Establish a “park once” district in Kaka`ako	8-10
Action PT4.1	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	8-11
Action PT4.2	Maximize use of the existing parking supply by improving wayfinding and parking information	8-11
Strategy PT5	Unbundle parking costs from housing costs	8-12
Strategy PT6	Unbundle parking costs from commercial leases	8-12
Strategy PT7	Tandem and stacked parking permitted by right.....	8-13
Strategy PT8	Establish a Transportation Management Association (TMA)	8-14
Action PT8.1	Fund, market, and house a new TMA for the District	8-14
Strategy PT9	Require TDM for new residential developments	8-15
Strategy PT10	Require TDM from large employers in new commercial development.....	8-17
Strategy PT11	Promote car-sharing in Kaka`ako	8-17
Action PT11.1	Recruit and provide incentives for car-sharing companies to operate in the district	8-18
Action PT11.2	Reserve some on-street parking spaces for car-sharing vehicles.....	8-18

