



HAWAII COMMUNITY DEVELOPMENT AUTHORITY

# KAKA`AKO COMMUNITY DEVELOPMENT DISTRICT TOD OVERLAY PLAN

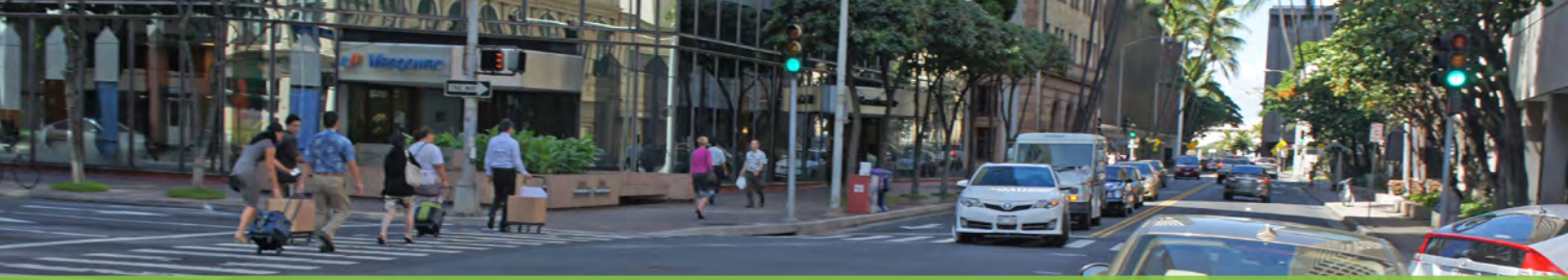
EXECUTIVE SUMMARY

DRAFT

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# EXECUTIVE SUMMARY

## Orientation

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka`ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka`ako, but rather, to utilize TOD to enhance the existing quality of Kaka`ako as a whole.

The TOD Overlay encompasses the entire Kaka`ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the “Mauka Area.” The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the “Makai Area.” The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.

Figure ES-1 Neighborhoods in the KCDD

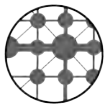


The KCDD has nine neighborhoods, each with a unique character and predominant land use. Image from Nelson\Nygaard



## TOD Plan Guiding Principles

The TOD Overlay Plan for the KCDD faces head-on the challenges of transit and land use integration – not only to prepare for the HART elevated rail, but also an existing, active and highly-used bus transit system. The Plan relies on six “D” elements as its guiding principles. Scalable and synergistic, these principles work together to support the creation of positive feedback loops—encouraging neighborhood design that let people find what they need close by (housing, employment, public spaces and entertainment), while providing opportunity to walk, bike or take transit to get there. By reinforcing strong land use and complete streets that access rapid transit, HCDA will develop economically vibrant neighborhoods, improve public health, lower vehicle miles traveled (VMT), and reduce greenhouse gas (GHG) emissions, all while increasing sociability. The Plan’s policies and strategies are based on 6 basic objectives:



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



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



**D3: Design**  
Create places for people



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



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



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

## Land Use Policies

The TOD Overlay Plan land use strategies bolster this already mixed-use district as defined in the Mauka Area Plan. The TOD Overlay Plan seeks increases in both the variety and amount of residential housing and introduces opportunities for area activities such as a limited number of hotels and office buildings. An increase in capacity on eligible sites is explored - from the baseline in the current rules (estimated at a floor-area ratio

### 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



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

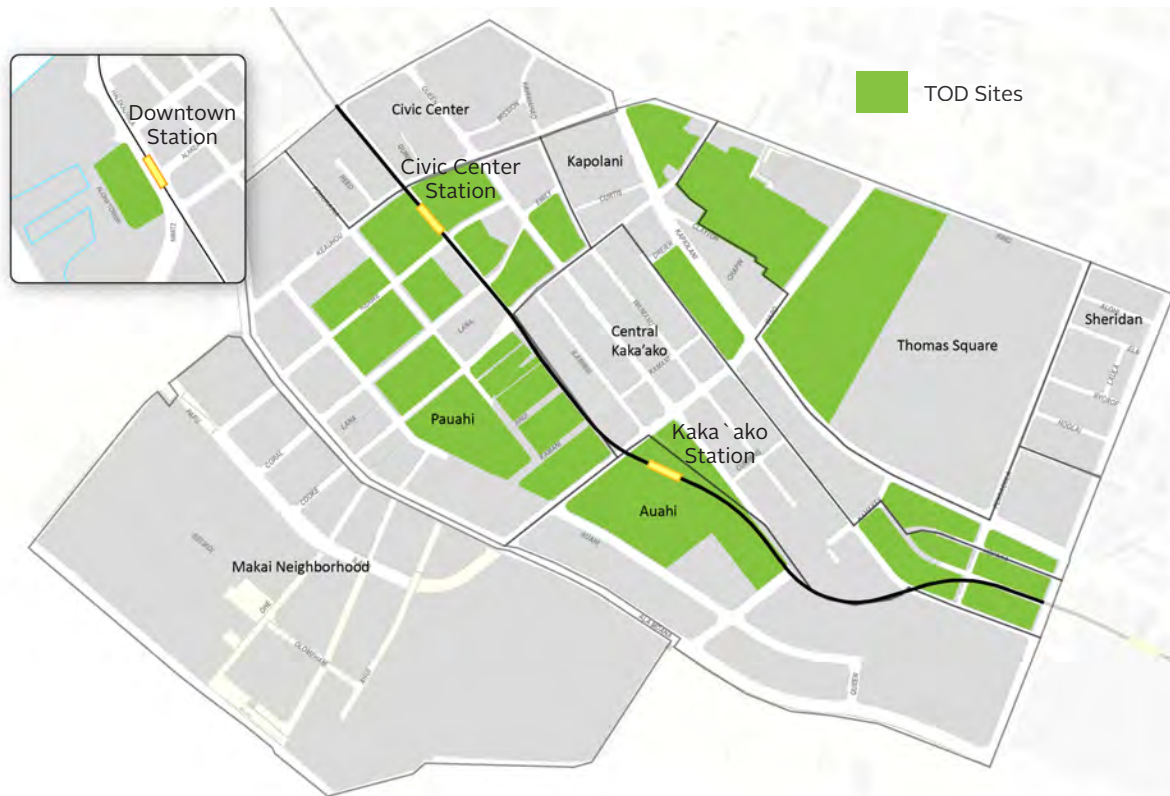


The Whole Ox (327 Keawe Street)  
Image from VIA Architecture

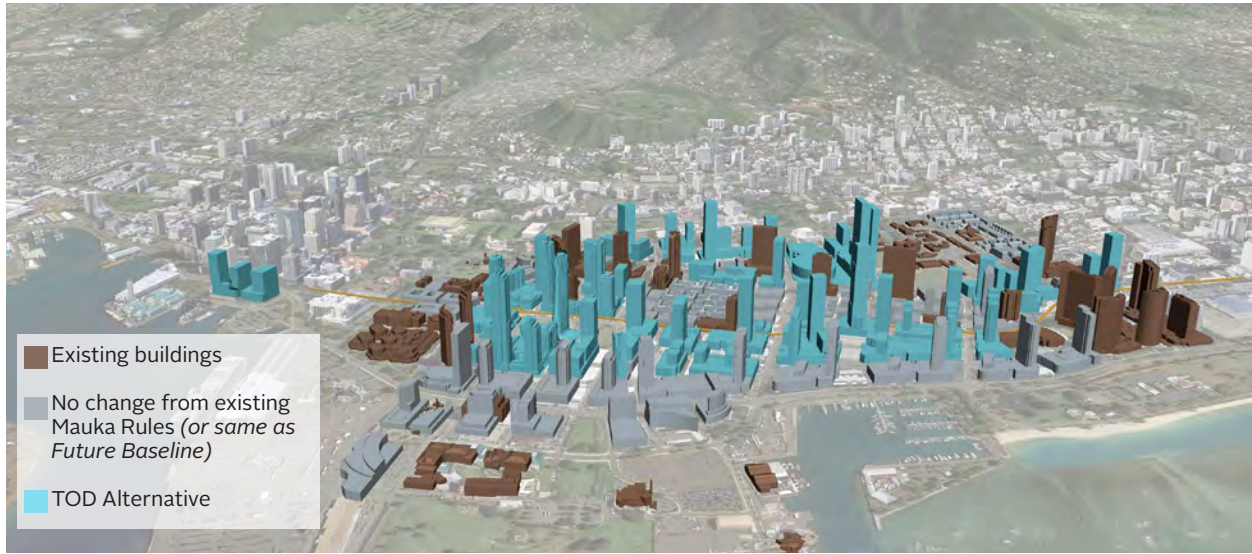
(FAR) of 5) up to 12 FAR provided conditions are met. All increases in capacity are tethered to public amenities and enhancements, including improvements to streets, pedestrian connections, active open spaces and amenities. Key issues addressed include:

- **Focus future growth near rapid transit** - The TOD Overlay Plan highlights redevelopment opportunities that respond to public transit investments including planned HART stations at Civic Center, near Ward Center, and at the Aloha Tower Special District (HECO Plant site) downtown.
- **Reinforce local context** - The TOD Overlay Plan focuses in on areas that have a higher potential for redevelopment including surface parking lots, and buildings that have exceeded their useful life. It provides tools to reinforce characteristics of these neighborhoods that are already working, as identified in the Mauka Area Plan.
- **Provide access to a variety of land uses** - The TOD Overlay Plan enhances Kaka`ako as a mixed-use district. The interplay between residential, light industrial, employment and entertainment uses will make a 24 hour neighborhood. The Plan also provides strategies to encourage specific uses still missing from the area including a full service grocery store, cultural and community amenities. The Plan also explores a limited amount of hotels for travelers and business professionals wishing to stay outside of Waikiki.
- **Create more and diverse housing opportunity** - The TOD Overlay Plan increases capacity and provides new building types that can provide for more housing opportunities for all income levels.

Figure ES-2 TOD Selected Sites and Catalyst Properties



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



Development scenario of build-out under the TOD Overlay Plan. An array of taller, slender towers are envisioned near by the Civic Center, and Kaka`ako Transit Stations.

Image from VIA Architecture

## Design: Urban Form and Neighborhood Patterns

The TOD Overlay Plan encourages a new diversity of high-rise types – in selected areas introducing a hierarchy of building form. New guidance will also be established to better address views and aesthetics for taller buildings. Together, these buildings will create a skyline of views through and between towers, as well as green spaces on podiums that will enhance views down from neighboring buildings and residential areas on the slopes of Punchbowl, Makiki and Pacific Heights. The sensitive application of height allowance paired with quality streetscape design can produce the characteristics of a comfortable pedestrian-oriented environment on the ground plane, while adding to the overall capacity in Honolulu’s primary urban center.

- **Urban Design to support Transit Integration** – Introduces policies for the collaboration on the design and construction of the HART system.
- **Skyline and Views**- Provides policy for HCDA to add additional guidance for framing and focusing views
  - Apply best practices to advance the development of well-sited, tall, slender towers, and encourages a diversity of high-rise types and a hierarchy of building form.
  - Introduces new high rise tower types that permit a limited number of buildings to reach 550’.
- **Iconic Buildings** - The Plan seeks to introduce opportunities for a limited number (up to three) of exemplary Iconic buildings with exceptional public benefit.
  - Buildings heights up to 700’
  - One building allowed in Auahi, Thomas Square District (Blaisdell Center area), and Pauahi



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

## TOD SITES IN KAKA'AKO WILL SUPPORT MANY BUILDING

### High Rise Commercial/Office Buildings



South Lake Union Seattle:  
Image from Graphite Design Group

### Efficiency Residential Buildings



Colman Building, Seattle,  
Image from Weber Thompson

### Center Core



One Rincon Hill, San Francisco  
Image from Flickr user dsleeter\_2000

### Point Tower



5th and Madison Tower, Seattle:  
Image from Seattle Times

### Iconic Tower



Shanghai Tower, Toronto  
Image from Gensler

## Types Quality Design –

Incorporates the use of a Design Review Board into the development application process to cultivate a culture of urban design quality in Kaka`ako. Design Review has a particular focus on ensuring that even larger projects are a neighborly, fit within the local context and contribute to the urban environment.

- **Sustainability** – Provides policy direction for climate – friendly buildings, Introduce guidance for greening the podiums of buildings with active public space.

Figure ES-3 Designated Mauka Makai View Corridors and Streetend Vistas

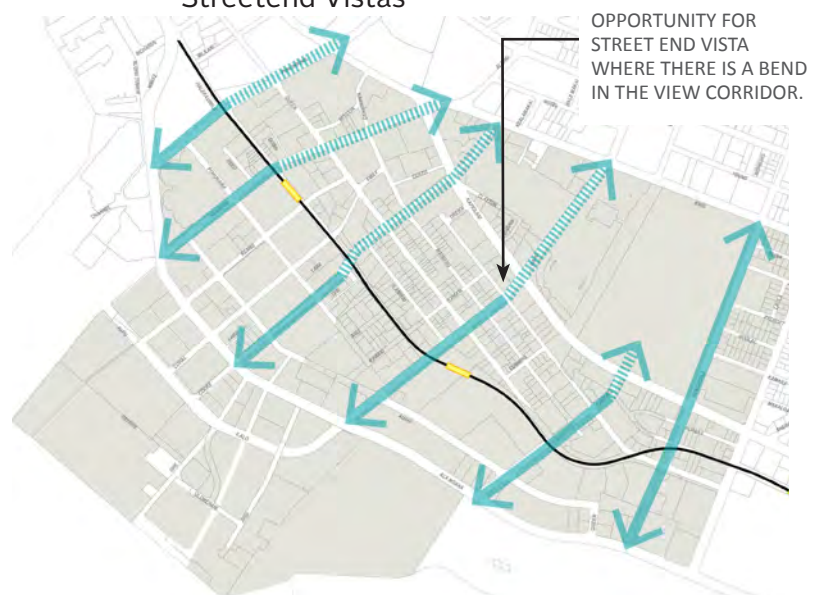
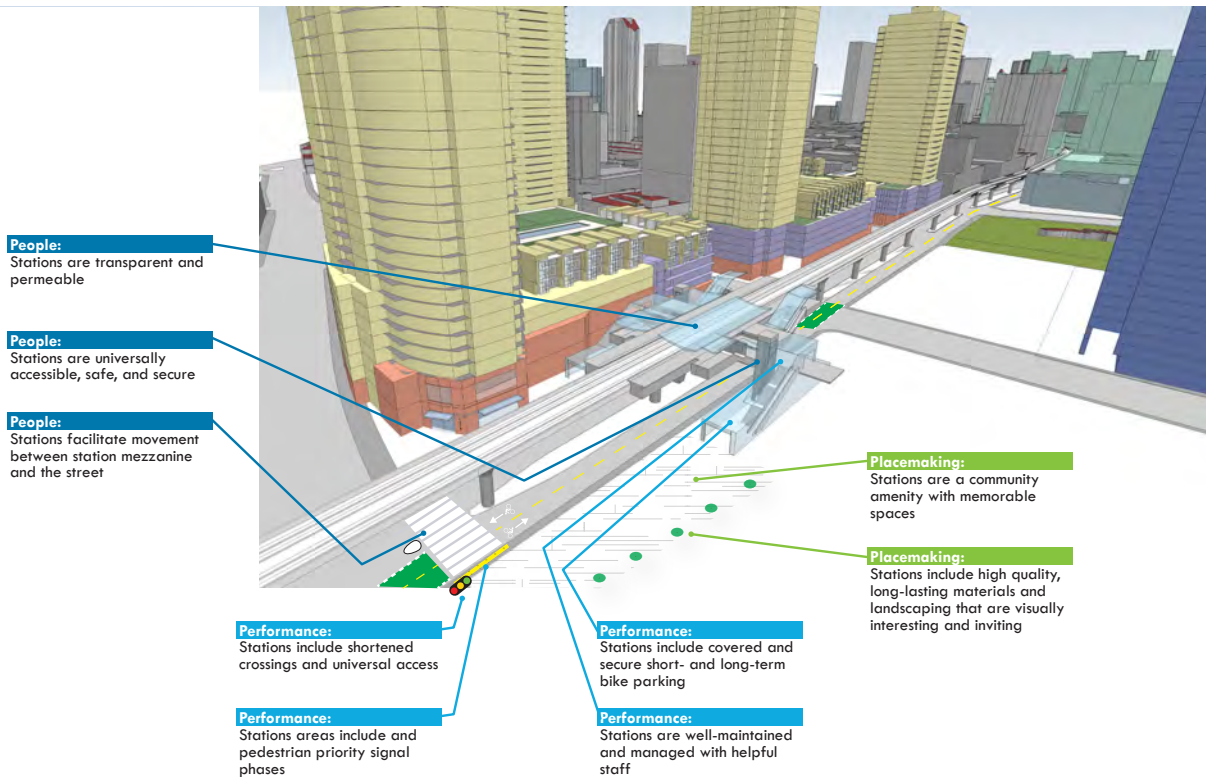




Figure ES-4 Station Access Principles at Civic Center Station



## Mobility, Access and Complete Streets

The TOD Overlay Plan places an emphasis on improving conditions for non-motorized mobility and access, reducing conflicts between pedestrians and vehicles, and building a comfortable street environment for all users. The Plan proposes a comprehensive approach to the creation of a multi-modal transportation system to balance mobility needs, returning to the community-serving functions that streets have traditionally provided. In order to address the introduction of HART rapid transit, the TOD Overlay Plan provides an integrated transportation management sphere with requirements for trip reduction, transit enhancements, pedestrian and bike improvements, shared parking and enhanced transit. Implemented simultaneously, these elements will result in walkable and bikeable streets, vibrant retail districts and enjoyable access for residents and visitors. Key Issues addressed include:

- Neighborhood pedestrian and bicycle connections to Kaka `ako and Civic Center HART stations
- A set of strategies for complete streets implementation
- A fine-grained street network Transit priority on specific streets
- New TOD development that incorporates internal block connections
- Completion of the street grid



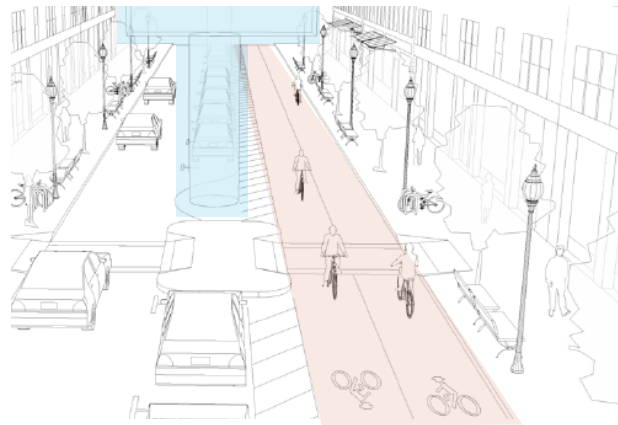
Most Complete Streets projects in KCDD will be retrofits of existing roadways, like this bikeway retrofit of Third Street in Long Beach, CA.

Image from LA Streetsblog



- Introduction of strategies for bicycle mobility, including a bicycle network, the provision of bicycle amenities and strategies for the exploration of Bike Share.
- Implement a coordinated multi-modal wayfinding system

Figure ES-6 Cycle Track Concept on Halekauwila



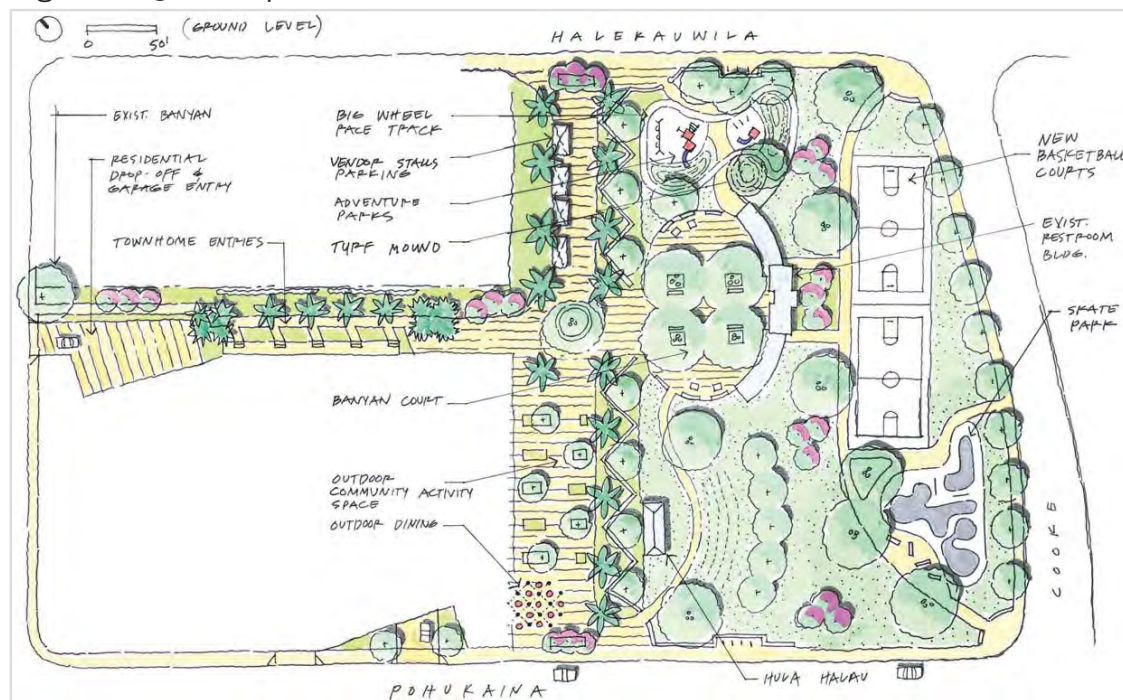
The guideway column for HART highlighted in blue in this illustration presents a concept for use of the HART guideway to create a shaded cycle track  
Image from Nelson\Nygaard

## Parks and Active Public Spaces

As Kaka`ako evolves, the provision of legible, accessible, and multi-functional public spaces is essential to neighborhood livability. New community-oriented public spaces will serve many functions. These are “outdoor rooms” where social interaction creates a sense of belonging, and that provide variety in the built environment and respite from city life. Usable green spaces on podiums, will be particularly important in this vertically-oriented district, not only for the use of building tenants, but also to preserve and enhance views from other tall buildings.

- In coordinating district wide improvements, HCDA brings meaningful new public areas to the District in partnership with the private sector. Some of the opportunities identified in the Plan include
  - A redeveloped Blaisdell Center
  - Transit plazas and improvements associated with the HART stations and alignment
  - Improvements to Mother Waldron Park.

Figure ES-5 Conceptual Plans for Mother Waldron Park



Illustrative site plan of potential Mother Waldron Park programming and improvements associated with the 690 Pohukaina project.  
Image from Forest City



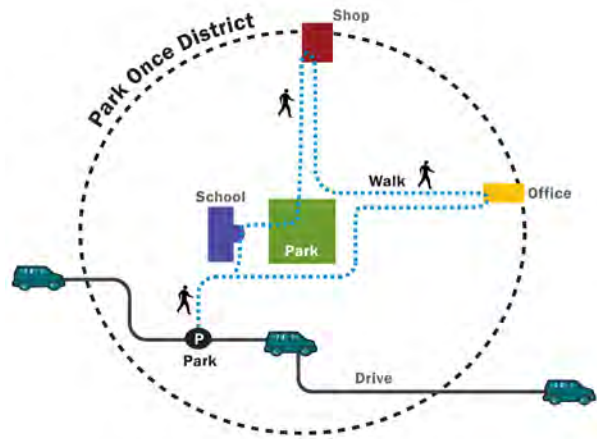
- The TOD Overlay will offer an option for land-owners to dedicate in-lieu fees at identified parcels for public improvements (mauka or makai of Ala Moana Boulevard). This option is particularly critical for high value properties that cannot be expected to accommodate the full amount of open active space on site.
- The Plan provides a set of guidelines with a focus on activation.

## Parking Demand Management: Influencing How We Get Around

The pivotal role of parking in all aspects of the life and economy of an urban district is often overlooked. Because provision of parking is very costly, the amount of parking required is often a key determinant of the quality and quantity of new development. The price and availability of parking influences how people choose to travel and whether they will travel to destinations within the district. Adopting a sensible and well-tailored approach to managing parking may be the single most important thing that HCDA can do to foster a pedestrian-friendly, transit-oriented Kaka`ako community. The Plan details a set of policies, rule changes, and implementation strategies to create a market-based approach to parking management. Implemented fully, they will remove unnecessary incentives for driving, reduce traffic congestion, and improve the sense of place in the district.

The Plan outlines a set of Transportation Demand Management (TDM) strategies that will reinforce the effectiveness of this approach to parking including:

- Collecting information and monitoring use
- Establishing a “park-once” district within Kaka`ako
- Implementing priced parking
- Implementing timed or permit parking zones
- Exploring parking benefit districts
- Introducing Transportation Demand Management programs for new residential buildings (such as transit pass programs)



In the future, visitors that drive to Kaka`ako will park once and get around on foot, bicycle or a local circulator shuttle. People will want to be part of the vibrant street life and active neighborhood life.

Image from Nelson\Nygaard, based on an illustration by Walter Kulash

## Next Steps

An environmental impact statement (EIS) will be prepared to disclose the impacts of implementing the TOD Overlay Plan. The process of enacting the Plan will include the following steps:

- TOD Plan review
- EIS
- Plan & Rule Adoption