

Building Community & Place

The Hawaii Community Development Authority

**AKA Transit Oriented Development (TOD) or
Pedestrian Oriented Development (POD)**

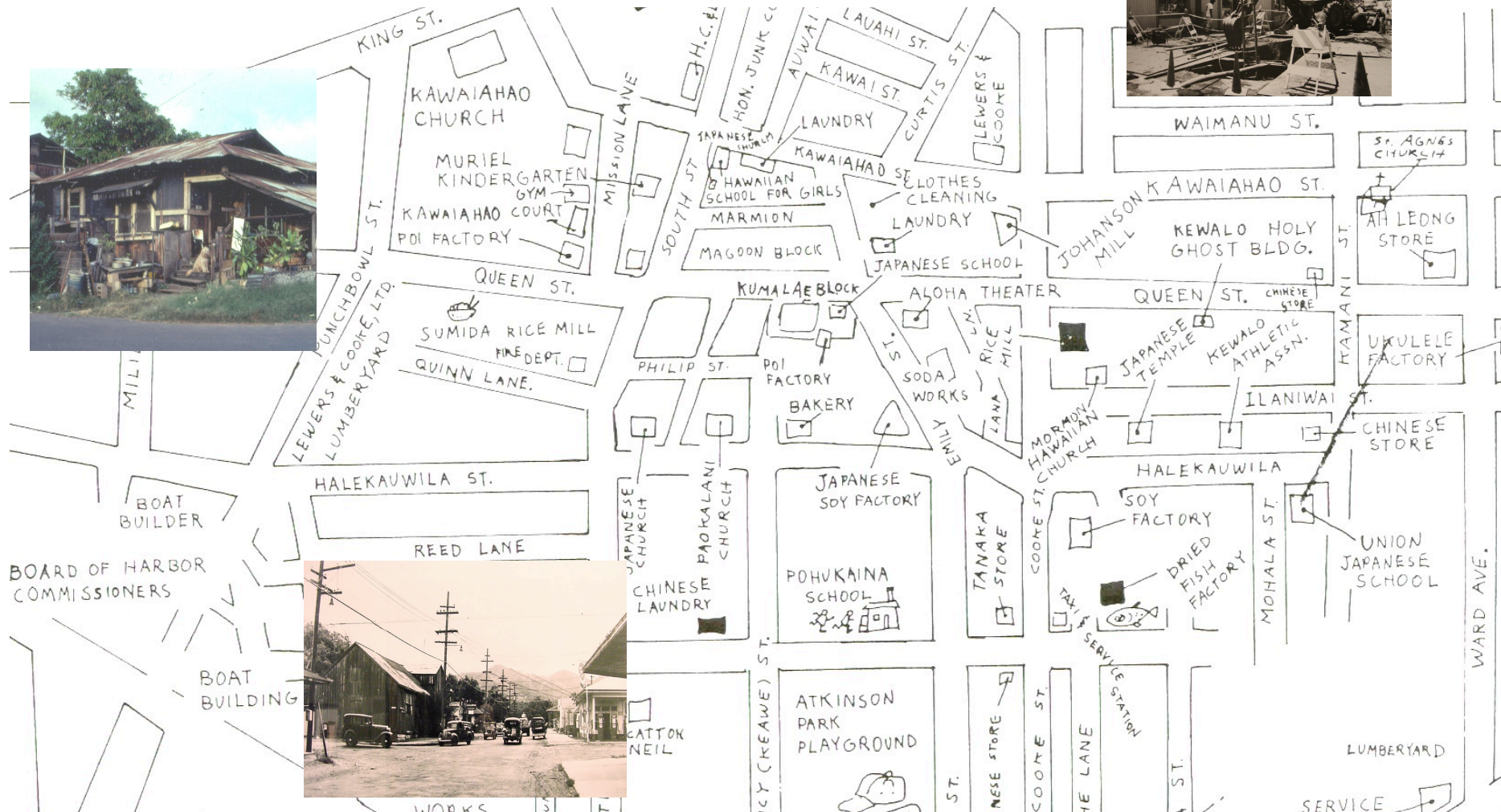


+ Early Kakaako

Wetlands In Between the Harbor & Waikiki



Work Force Housing Became The Fabric of the Community



+ As Residents Fled to the Suburbs Kakaako Became a Forgotten Light Industrial Village



- Did you know that it cost more to develop new public roadways and infrastructure outside of Honolulu and takes a lot more time to pay for constructing that new capacity?
- The State Legislature appropriated over \$100 M to develop new public roadways in Kakaako so that a new mixed use residential community could be established.

HCDA Mandate

Community Building Tools

- **Zoning Authority**
 - **The Ability to Establish Patterns of Human Settlement**
- **Requirement to Articulate Community Vision & Master Plan**
 - **Infrastructure Plan**
 - **Public Facilities**
- **Stewardship/Asset Management**
 - **HCDA as a Developer of Public Facilities and Strategic Projects**
- **Form-Based Code & Complete Streets**

What is the Definition of Community?

- **A Group of People Living in the Same Place or Having a Particular Characteristic in Common**
- *A Feeling of Fellowship with Others, as a Result of Sharing Common Attitudes, Interests and Goals*

What is the Definition of Place?

- **A Particular Position or Point in Space**
- **A Building or Area Used for a Specific Purpose or Activity**
- **An Area with Definite or Indefinite Boundaries**
- **A Specific Area or Region of the World**
- ***A Place Comes Into Existence When We Give Meaning to a Part of a Larger, Undifferentiated Space***

Mauka Area Plan: Vision & Objectives

- **Overall vision: an “urban village”**
 - Chinatown as an example
 - Street level activity, pedestrian-oriented
- **Plan Objectives:**
 - Maintain & Encourage Industrial Use
 - Allow 100% commercial uses on a site
 - Allow flexibility in parking
 - Encourage smaller, low rise as well as high rise development
 - Accommodate small lot development
 - More flexibility in density for small lot developments

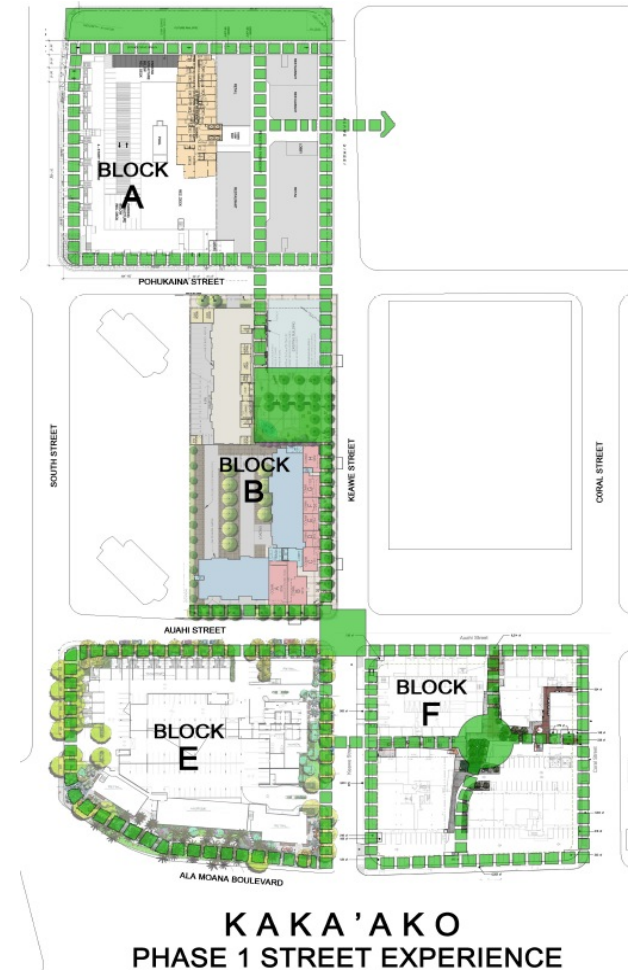


Photo courtesy Kamehameha Schools

Mauka Area Plan Principles

- **Develop “urban village” neighborhoods**
 - Mixed uses, pedestrian-scale relationship of building to street and public places
- **Create great places**
 - Use of corridors, existing public lands and redevelopment opportunities
- **Make connections**
 - Maintain and complete the street grid, strategic crosswalks, multi-modal design



Urban Design Principles

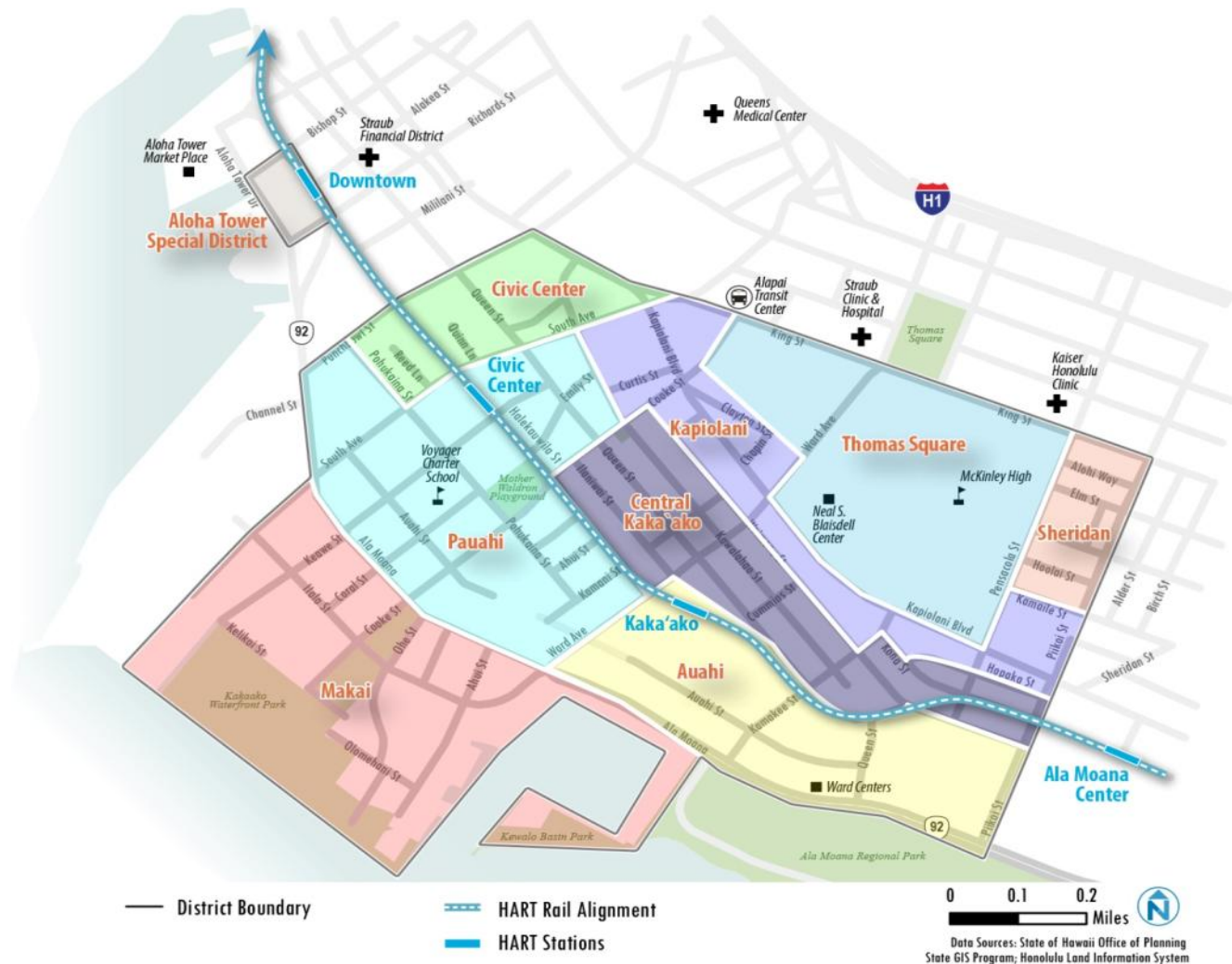


- Create outstanding pedestrian environment
- Provide improved street connections
- Create network of green streets
- Connect pedestrian paths across major thoroughfares
- Strengthen the Mauka-Makai linkage
- Support small-lot, mixed use, industrial pattern in Central Kaka ʻāko
- Support transit-oriented development

Form Based vs Euclidean Rules

- **Euclidean Zoning – Prevalent throughout Hawaii & US**
 - **Designates Permitted Uses in Mapped Zones**
 - **Separates 1 Set of Permitted Uses From Another**
 - **May Be USE based and/or regulate HEIGHT, DENSITY, LOT COVERAGE**
- **Form Based Zoning – Alternative to Euclidean Zoning**
 - **Uses Physical Form vs Separation of Uses as Organizing Principle**
 - **Addresses Relationship of Building Facades w/ Public Realm**
 - **Keyed to Regulating Plan that designates FORM & SCALE rather than distinctions in land use types**

Where Are These Projects Going to be Built?



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

Project Distribution



A. One Water Front Towers

B. Royal Capital Plaza

Nauru Development :

C. 1133 Waimanu

D. Nauru

E. Hawaiiki

I. Hokua

J. Moana Pacific

K. 909 Kapiolani

L. Keola Lai

M. Pacifica

N. 680 Ala Moana

Q. Symphony Honolulu

R. 801 South Street

Kaiaulu O Kakaako Master Plan (KS):

S. The Collection

Ward Neighborhood Master Plan:

T. Land Block 2 - Project 1

X. Pohulani

Y. Kauhale Kakaako

Z. Na Lei Hulu Kupuna

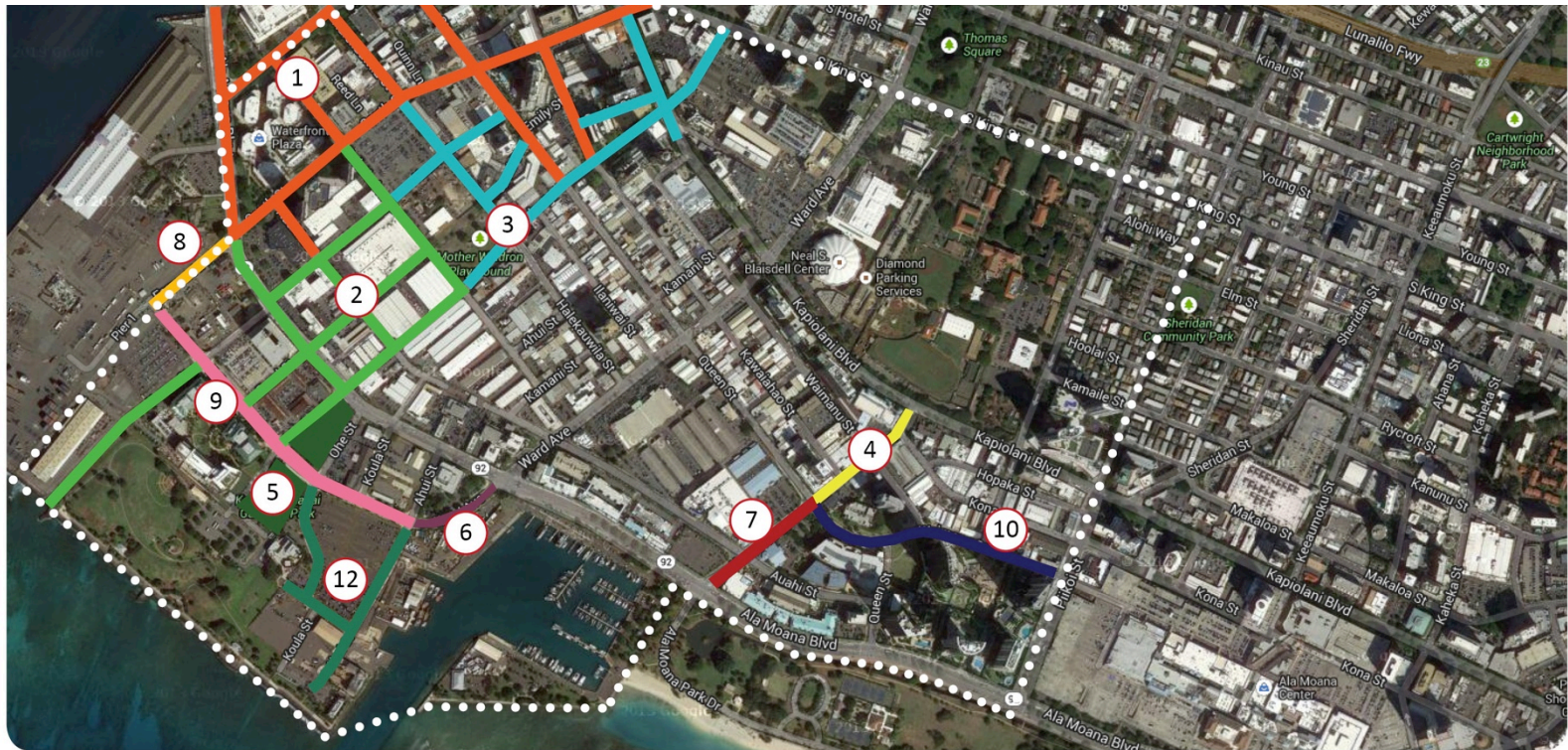
1. Honuakaha

2. Halekauwila Place

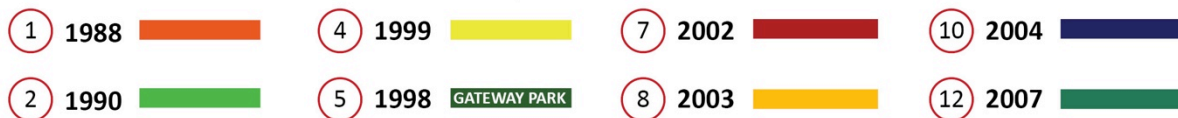
Public Investment to Date

\$212 M Infrastructure/\$15 M Parks

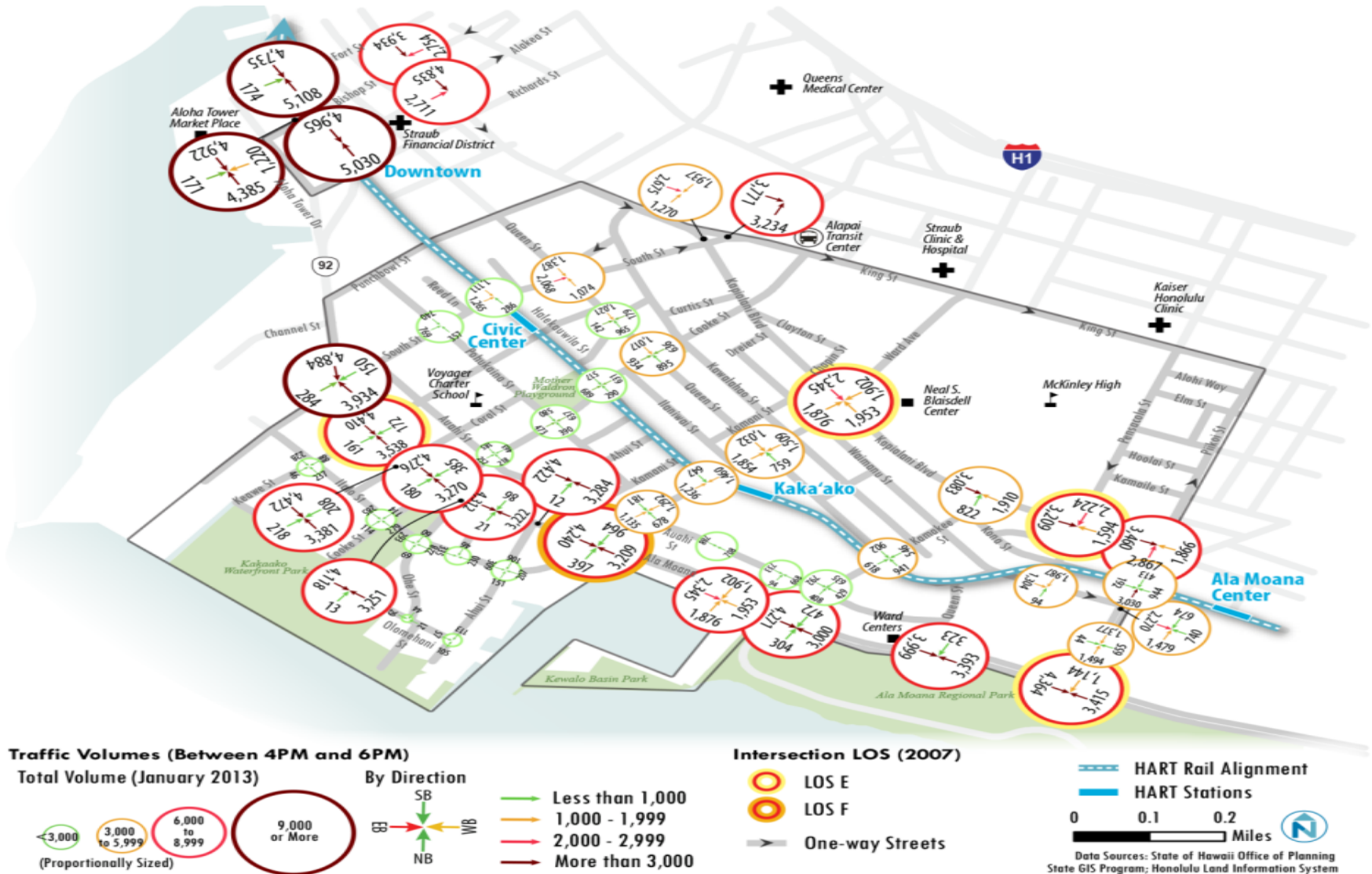
JABSOM & Cancer Center-~\$300M



Improvement Districts



Isn't Kakaako Congested Enough Now?





TRANSIT



A tool for building great community places



A way to move people
between rail, parking and
local destinations

Transit Reduces Congestion By Getting Us Out of Our Cars

Why Bikes? Bicycles? *Instead of Cars?*

Hawaii
Community
Development
Authority



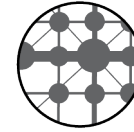
What if this space was instead...

PARKS

PLAZAS

COMMUNITY LIVING ROOMS

Destinations



What and Why

- **Locate Highest Density of Uses Near High Capacity High Frequency Transit (Bus and Hart Stations)**
- **Encourage a Mix of Uses Around Transit Stations, Corridors and Transfer Points to Spread Demand Throughout the Day & Create an Interesting and Dynamic Pedestrian Environment**
- **Create Quality Connections Between the Kakaako Districts and Neighboring Areas to Extend the Viability of Transit Choices**

Places

- **Adjacent to the District**
 - **Federal, State & County Offices**
 - **State Capitol**
 - **CBD & Chinatown**
 - **Ala Moana Shopping Center & Park**
 - **Waikiki**
- **Within the District**
 - **JABSOM & Cancer Center**
 - **Blaisdell Center**
 - **McKinley High School**
 - **Kewalo Basin Harbor**
 - **Waterfront Parks**
 - **Kapiolani Commerce**
 - **Hotel?**

HART Civic Center Station

Integrating Transit & Land Use



1 TOD Opportunity Sites mixed-use and residential uses

2 Activate station with uses, maximize glazing and open shopfronts

3 Place bus stops convenient to station, consider integrating shelters into development sites

4 Coordinate with TOD developments for street improvements, crosswalks, lighting and public art

5 Encourage single story retail to activate parking, for example - produce or market stalls

6 Establish bike lanes and local access connections

7 Option for vertical retailing and mezzanine connection to station

8 Step-back development for generous sidewalk areas and public realm enhancements

9 New alley and connections to reduce pedestrian conflicts

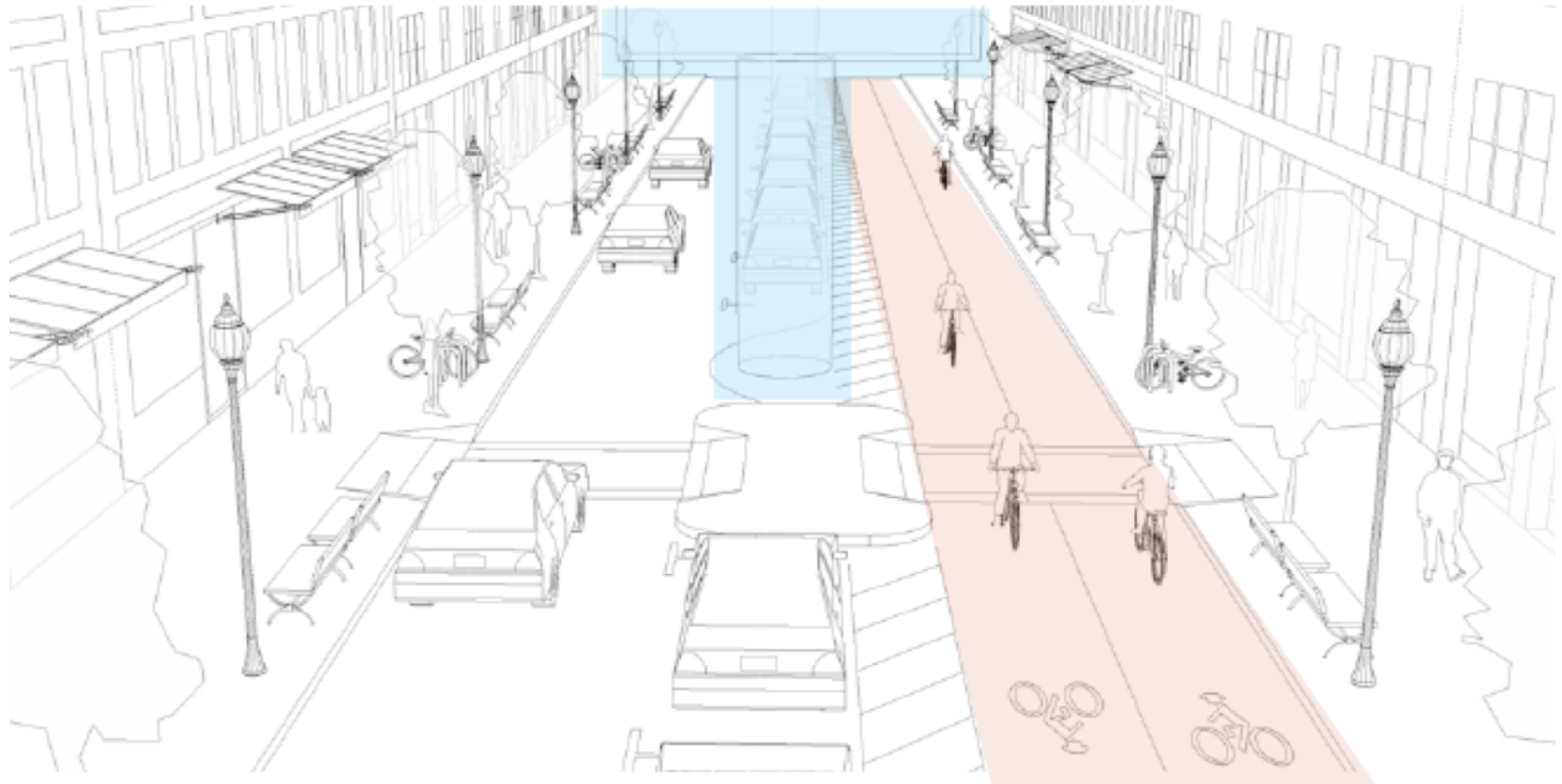
10 Pedestrian improvements, crosswalks and accessible ramps
Station-related public realm improvements, kiosks or bike-related retail

11 Joint development 690 Pohukaina and affordable housing project

Imagine a Complete Street on Halekauwila! *Includes A Shaded Cycle Track!*



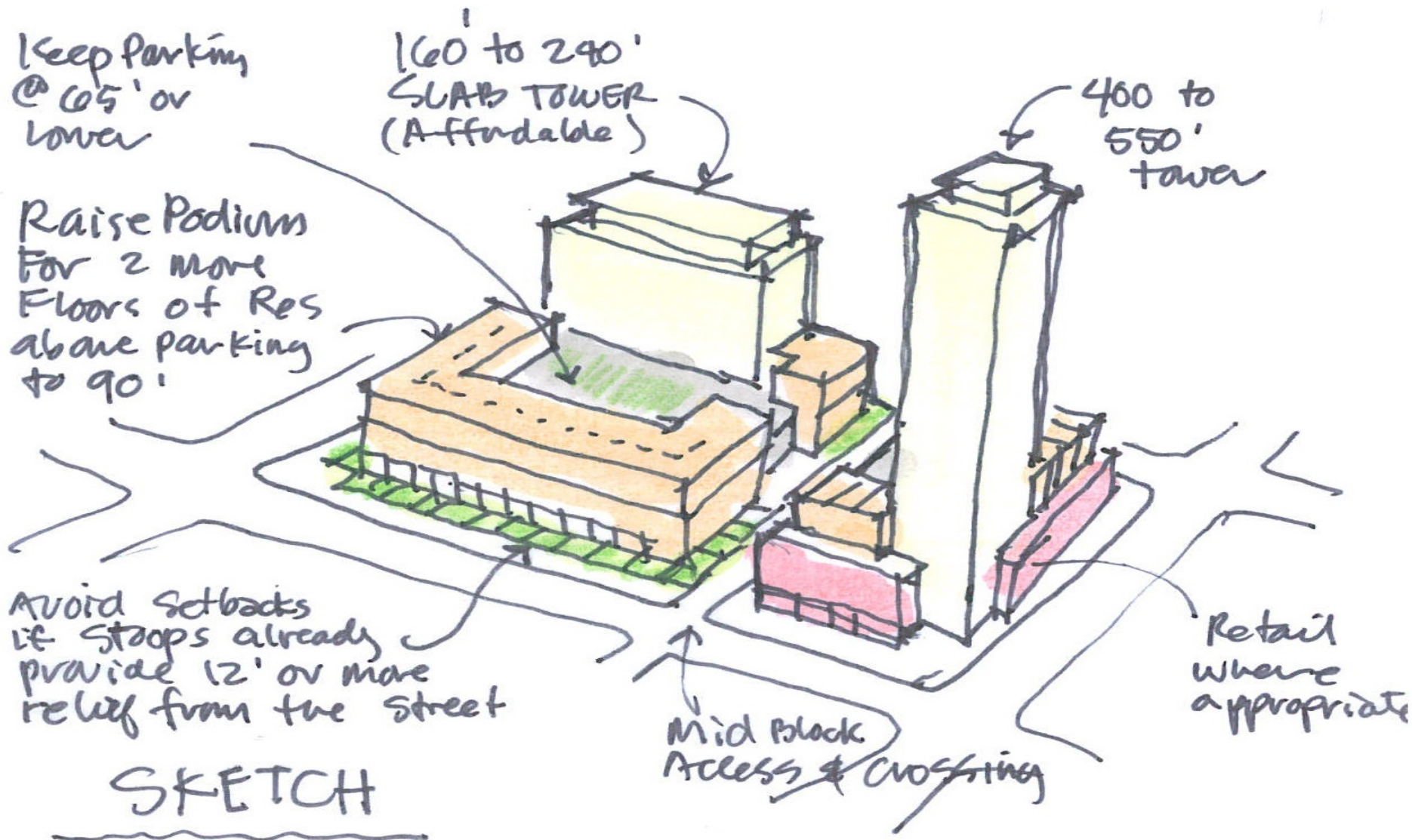
BICYCLE



Density



- **Promote Mixed Use and non-Residential Infill and Redevelopment Along Transit Corridors**
- **Include Different Building Typologies**
 - **Towers**
 - **Town Houses**
 - **Mid-Rise Buildings**
- **Offset Increased Development Heights w/ Increased Active Public Space Amenities that Benefit the Buildings Residents and Tenants**



**A Mix of Building Forms that Work
for Developers and the Community**

Diversity

- **Provide a Mix of Housing Types at Varying Densities and Costs**
- **Preserve and Enhance *Active* Public Space (*Not Just Green Areas*)**
- **Include a Broad Mix of Commercial and Light Industrial Uses Compatible w/the Urban Village**

Demand Management



- **Manage Parking Supply and Demand Consistent w/Goal of Reducing Driving Trips**
- **Create an Environment to Enable Residents to Meet Many of Their Needs w/in the District, Reducing the Need to Drive Outside of the District**
- **Ensure that Non-Auto Mobility Choices are Convenient & Competitive w/the Auto to Maximize Non-Auto Travel**

Demand Management



Coordinate pedestrian parking and bicycle facilities for efficiency

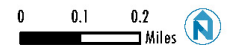


On-Street Parking

- No Parking Anytime
- No Parking (AM Peak or PM Peak)
- No Parking (PM Peak Only)
- Unrestricted Parking (Lane blocked)
- Unrestricted Parking (lane not blocked)

Public Parking Facilities

- HART Rail Alignment
- HART Stations

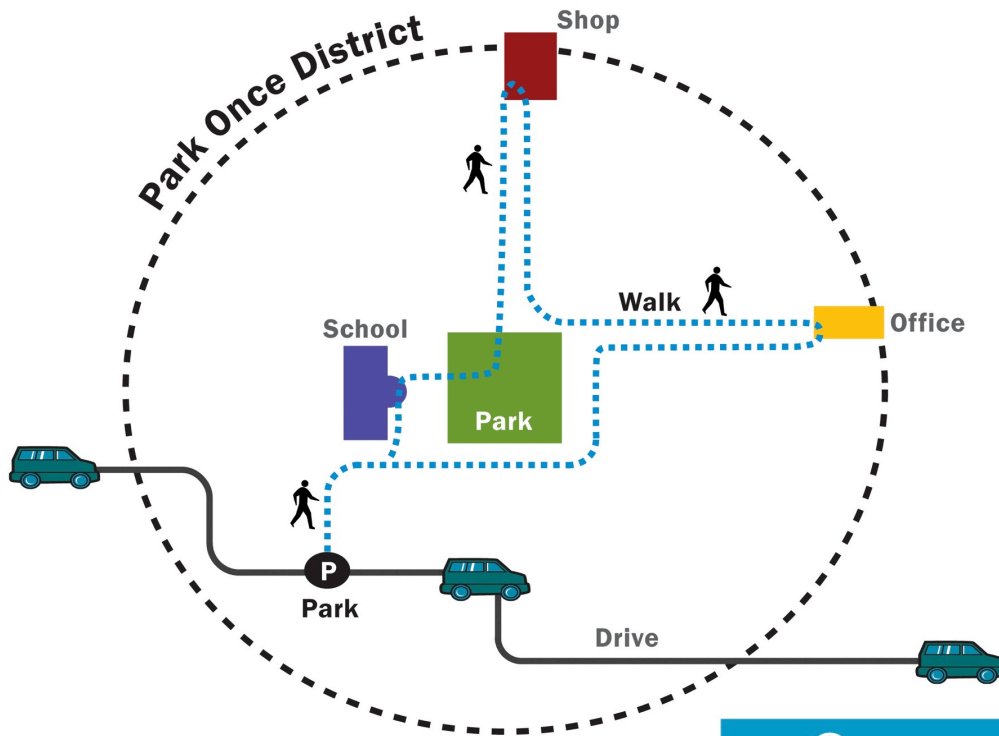


Date Sources: State of Hawaii Office of Planning
State GIS Program; Honolulu Land Information System



Demand Management

Visitors Park Once!



Based on an original illustration by Walter Kulash.



1 PEDESTRIAN



2 TRANSIT



3 BICYCLE



4 AUTO



Some Big Ideas!

- **Incentive Zoning**
 - **Developer Provides Public Amenities in Exchange for Increased FAR and Height**
- **Reduce Off-Street Parking Requirements When Developers Provide**
 - **Unbundled Parking, Provide Transit Passes, Car Share and Bike Sharing**
- **Building Code Flexibility**
 - **Consolidated Core of Elevators and Exit Stairs**
- **More Intersections/Intersection Density Produce Lower Levels of Auto Travel**
- **Work w/HPU and/or UH to Develop Bus Pass Program**

We Need to Establish a New Modal Hierarchy!

- **Pedestrian Oriented Development**



Town Circulator Idea

Enhances Access to Hart Stations and Key
Town Destinations

ala Denver 16th Street Mall, Portland Pearl District Tr



**TheBus Bus Routes
Service Frequency**

- Less than 20 min
- 21 min to 40 min
- 41 min to 60 min
- More than 60 min
- Rush hour only

City/County Express!

HART Rail Alignment

HART Stations

**TheBus Daily Boarding Counts
2012**

10 100 500
(Proportionally Sized)

**HART Projected Boarding
Opening Day Daily Boarding Counts**

(Proportionally Sized)

0 0.1 0.2 Miles

Data Sources: State of Hawaii Office of Planning
State GIS Program; Honolulu Land Information System

Bike Share Idea

Establish City-Wide Bike Sharing Program

Work w/developers to locate sharing stations



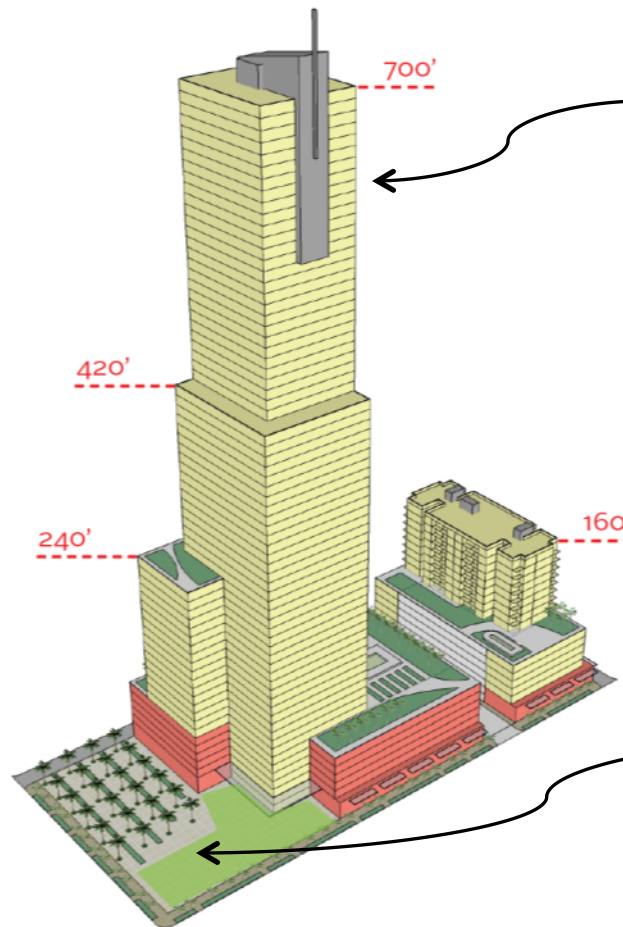
Historic Preservation TDR Program Idea

- Development Rights Sold by Property Owner to Shift Pressure of Development Elsewhere
- *It's Already in Place!*



Height that works for the community!

- **Limit of 3 Iconic Tall Buildings** (Blaisdell Center Area, Ward Center Area, and 690 Pohukaina Project only)
- **Only allowed** with Exemplary Public Benefit
- **Adds** to both market rate and reserved housing in the area
- **Can help to pay** for public benefits such as park and street improvements



Adding height and capacity here – provides more housing overall in Honolulu’s central core -

Helps to pay for required reserve housing (20%)

Public open space at the ground floor ...Provides enough “lift” to developer to pay for added amenities



Incentives and Design Review

How Will TOD Height Be Granted?

Some Frequently Asked Questions

Questions

- **Will there be enough infrastructure for this growth?**
- **What about Sea Level Rise?**
- **What about Tsunami Inundation?**

Responses

- **Yes. However, an EIS is being conducted to verify this.**
- **1 foot rise in 40 Years.
2.5 – 6.2 ‘ – end of century
Raise Floor Height in Blue
Line Zone/Best Practices
Disaster Resiliency
Practiced**
- **Disaster Resiliency-Place
Electrical on Upper
Floors, Modular Boilers
Best Practice Design
Standards to be Applied**

Another FAQ!

Question

- **What about educational facilities for all of these new residential units?**

Response

- **Current Population Does Not Exceed Public School Capacity**
- **New School-age Population to be estimated**
- **21st Century School Project to be Id'd by DOE. Voluntary Mitigation Project/Program to be Pursued by HCDA w/ developers**
- **School Development Impact Fee & Rules to be Developed by DOE**

Another FAQ!

Question	Response
<ul style="list-style-type: none">• Is TOD only for Kakaako?• Will Increases in TOD related height apply only to Kakaako?	<ul style="list-style-type: none">• No. The C&C has been working on its own TOD plans around HART Transit Stations.• The Mayor & Governor have agreed to move forward jointly on this issue. A State/C&C working group is being formed and is scheduled to meet in the near future.

Other Issues & Facts

Issue

- **It's Too High!**
- **It's Too Dense!**
- **Wall-to-Wall Condos Is Not What We Want**
- **HCDA is Another PLDC!**

Facts

- **Current Projects are being built to existing 400' rules**
- **Density for Current Projects = 3.5 FAR or current standards**
- **Current & TOD Rules Promote a Mix of Building Types (Towers, Mid-Rise, Town Houses, etc.)**
- **Purpose of HCDA = Community Development & Not Development of Public Lands
Promotes Pattern of Development By Market**

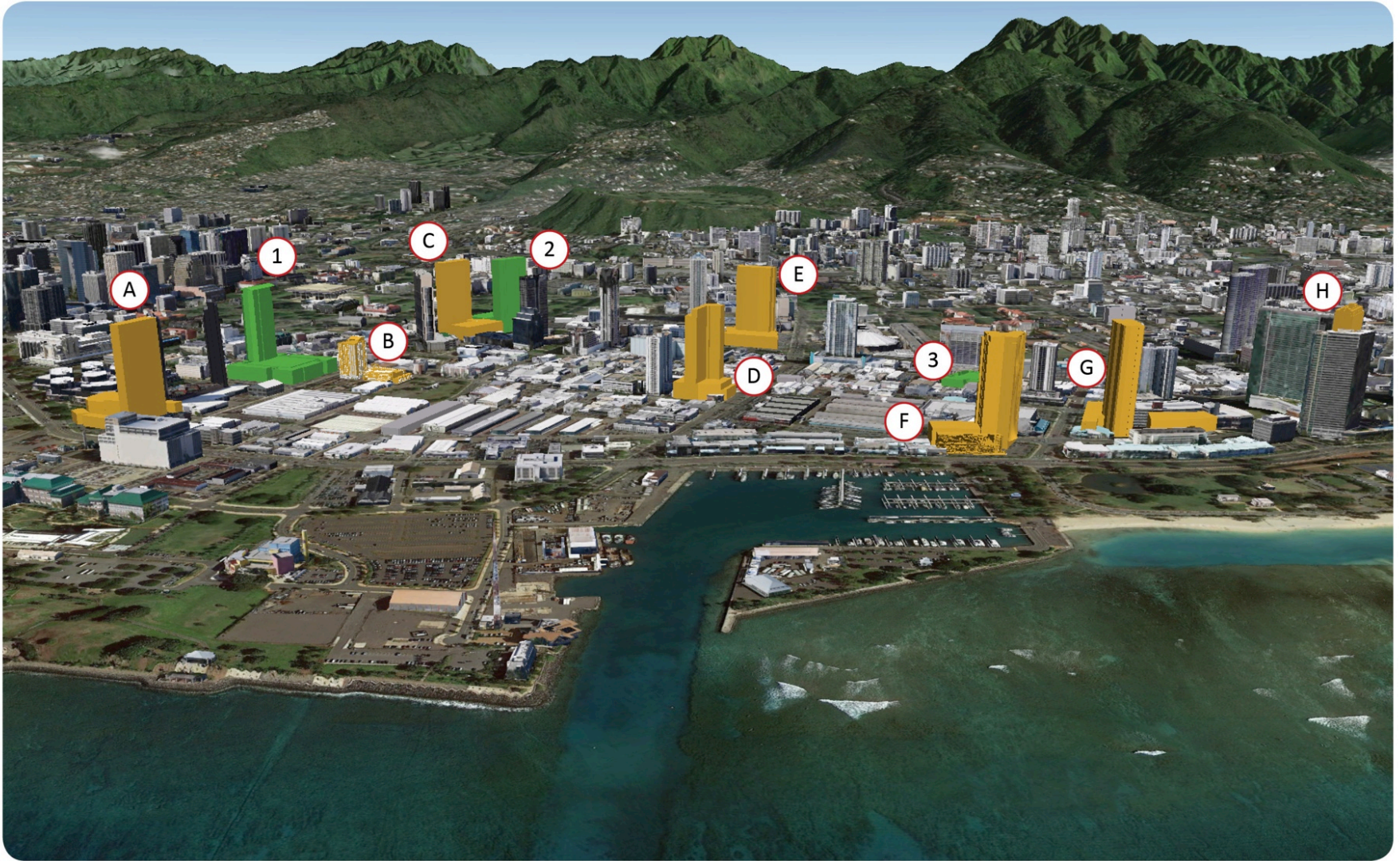
Other Issue & Fact

Market = 6,493

- **Only the Rich Can Live in Kakaako!**
- **Current Market Units 4,645**
- **New Market Units equal 1,798**

Affordable = 4,327

- **There are currently**
 - **490 senior rental units (< \$50k/year)**
 - **495 affordable rentals (<\$87k/year)**
 - **497 reserved housing (\$87-\$120k/yr)**
- **New Projects**
 - **360 affordable rental units (<\$87k/year)**
 - **804 workforce rental u (\$87-\$120/year)**
 - **1,210 workforce u for-sale**
 - **471 reserved housing**



CURRENT DEVELOPMENTS

- A. The Collection
- B. Halekauwila Place
- C. 801 South Street - Building 'A'
- D. Ward Village, Land Block 5 - Project 1

- E. Symphony Honolulu
- F. Ward Village, Land Block 2 - Project 1
- G. Ward Village, Land Block 3 - Project 1
- H. Waihonua

ANTICIPATED DEVELOPMENTS

- 1. Keauhou Lane
- 2. 801 South Street - Building 'B'
- 3. Art Space

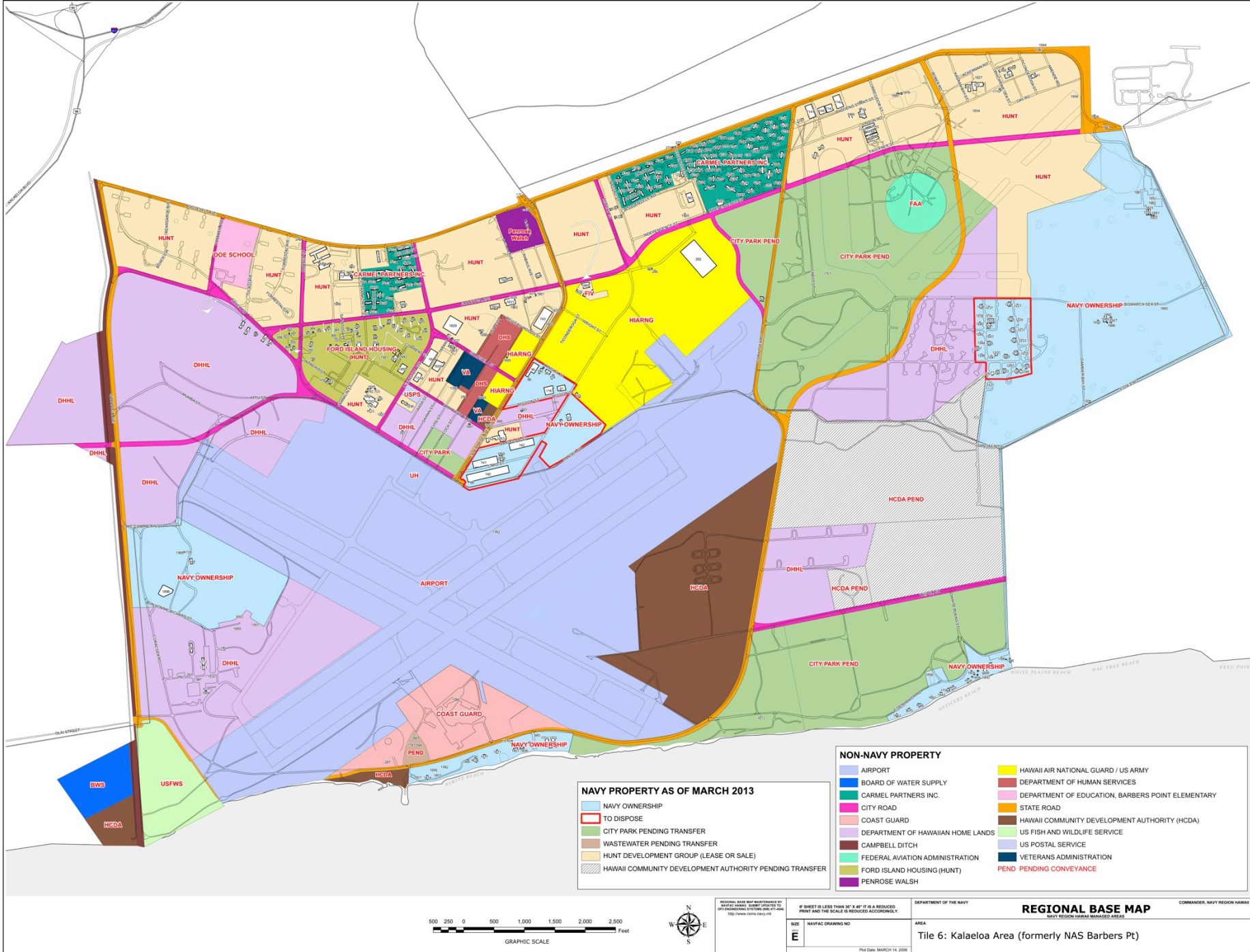
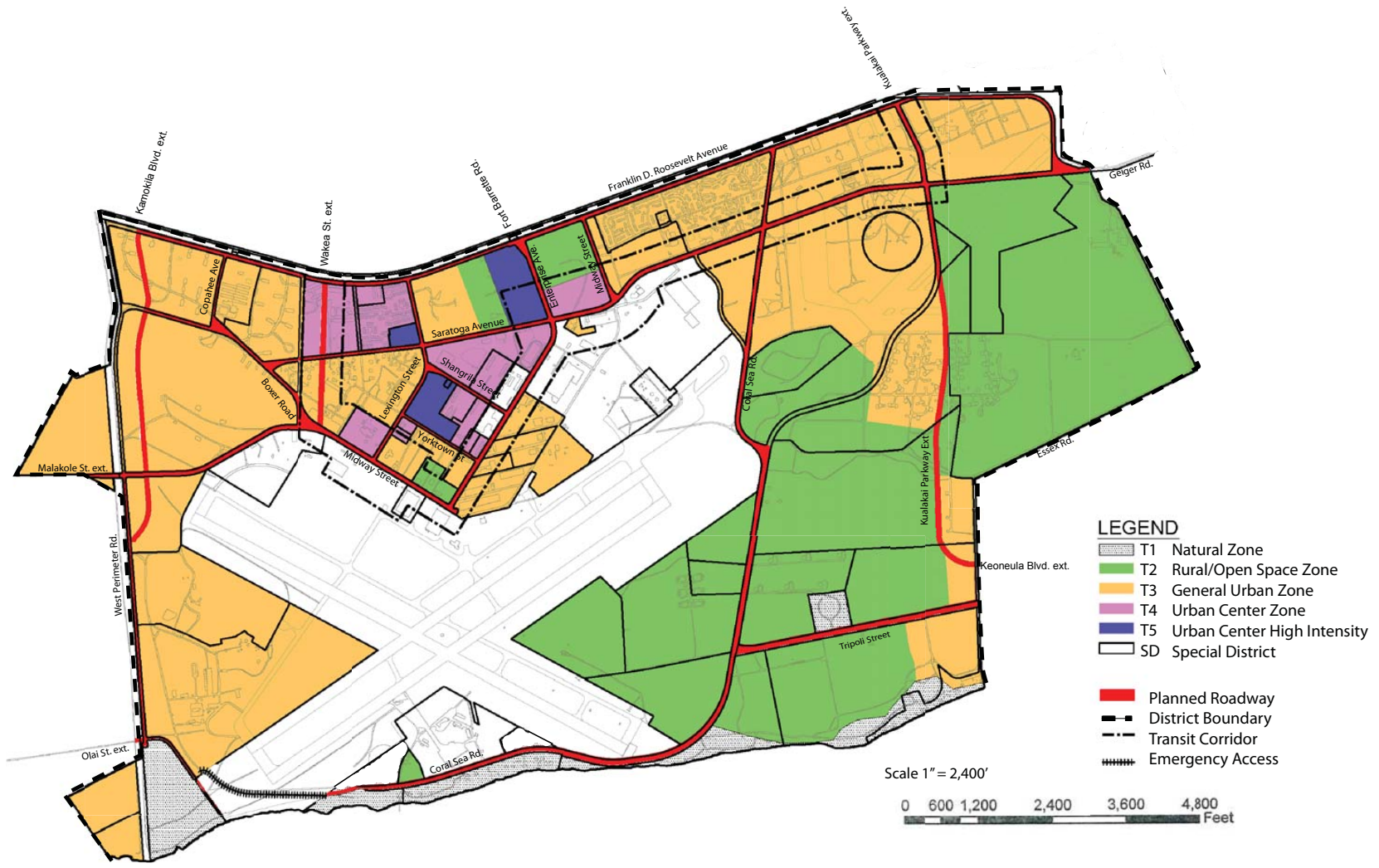


FIGURE 1.2 REGULATING PLAN



Kalaeloā Heritage Park



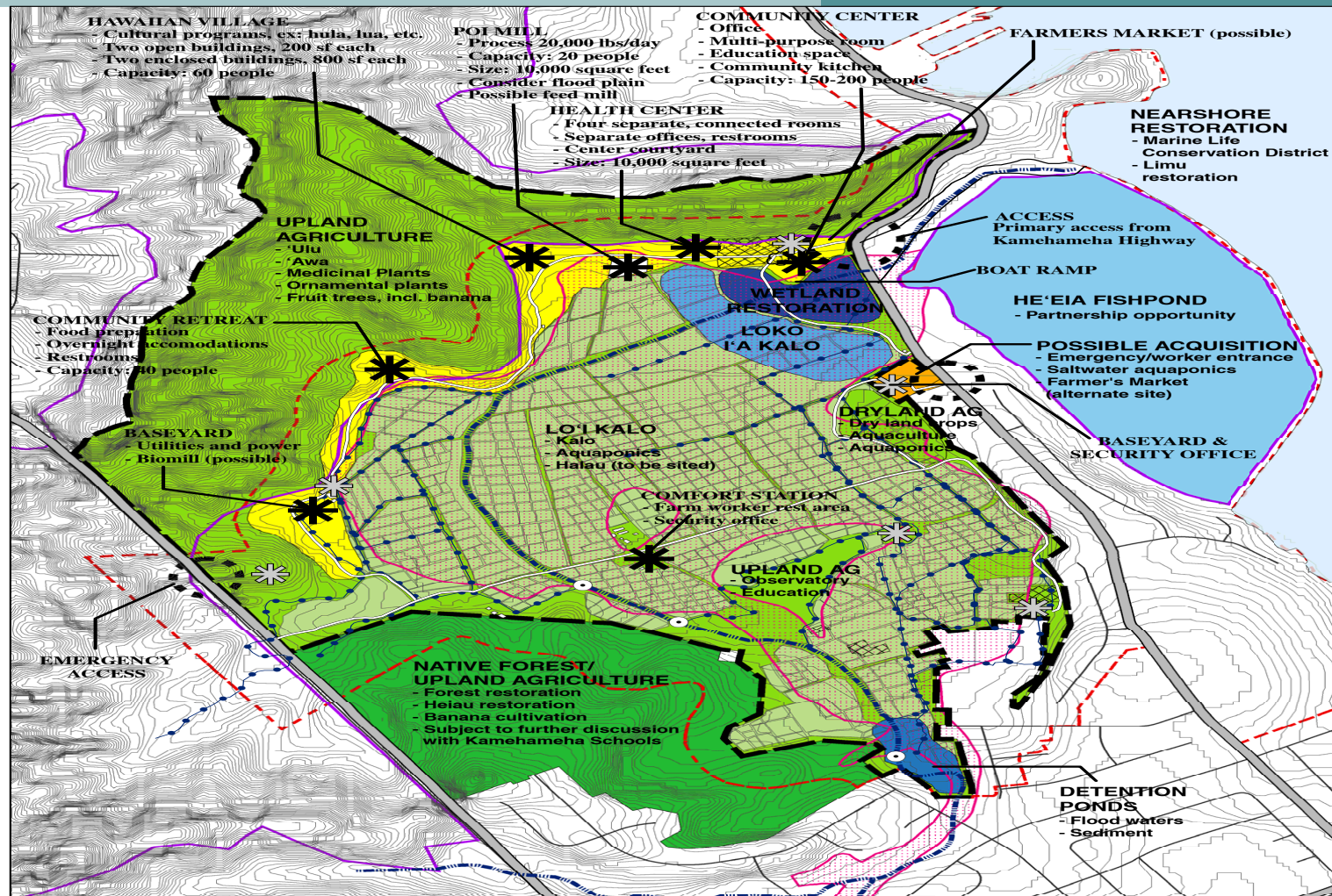




Heeia Restoration







LEGEND

- Facilities Corridor
- Possible Acquisition
- Wetland
- Loko I'a Kalo
- Detention Ponds
- Dryland Agriculture
- Lo'i Kalo
- Native Forest

- He'eia Diversions
- Buildings (1928)
- Hoi Project Area
- Access
- Special Management Area
- State Conservation District Boundary
- AE-100 yr Floodplain
- He'eia Kuleana Parcels

- Security Offices
- Facilities-large
- Restored Access Roads
- He'eia 'Auwai
- He'eia Stream
- Major Roads
- Streets
- 5-Ft Contours

