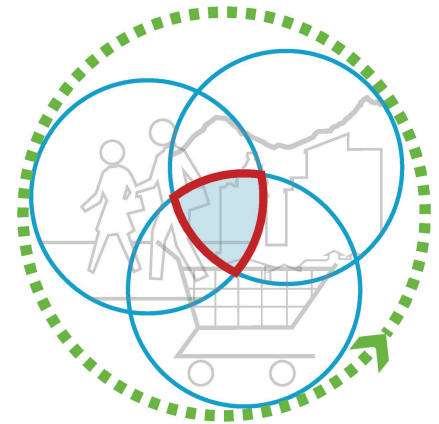


Building Community & Place in Kakaako

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





Pedestrian oriented development
around transit rich areas

Compact Walkable Community

Waterfront Redevelopment

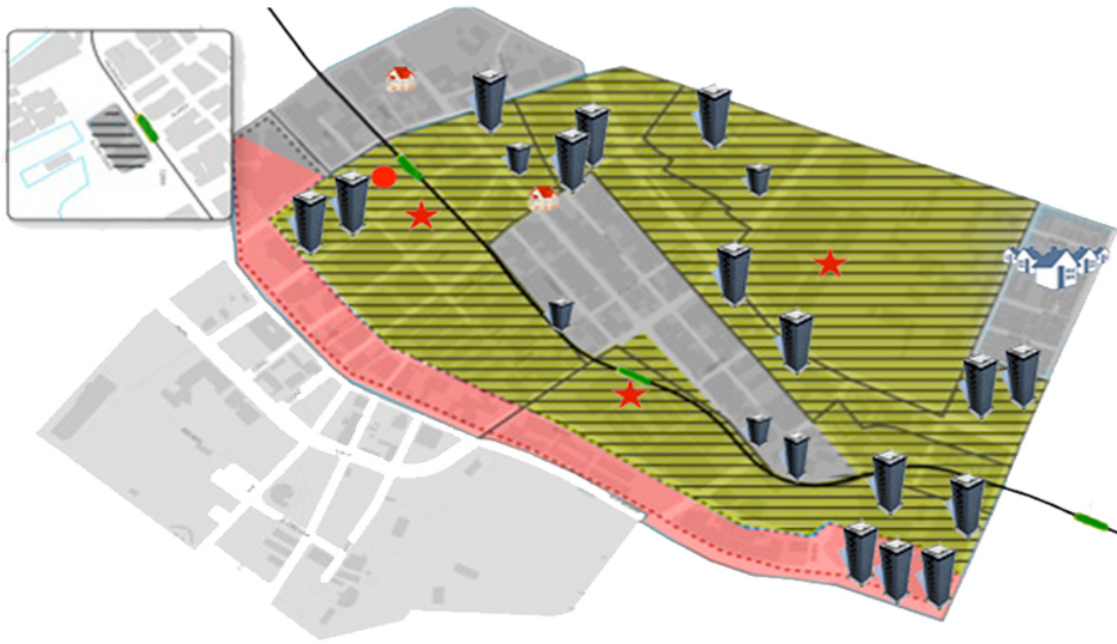
Makai Area Waterfront Park
& Commercial

Mixed Use / High Density

Urban Redevelopment
& High Density

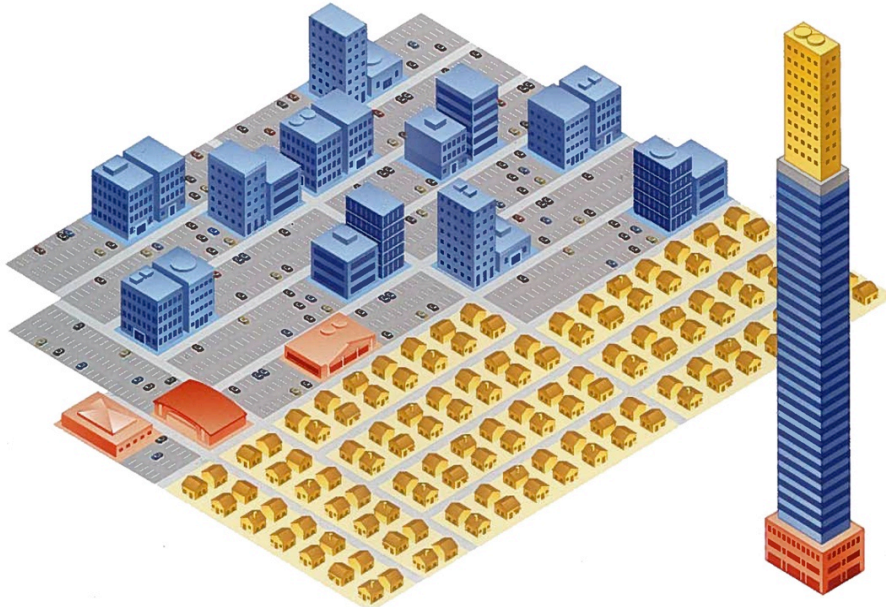
What Are We Trying To Accomplish?

Kakaako Population \approx 12,000
City of Honolulu \approx 327,000
Island of Oahu \approx 950,000

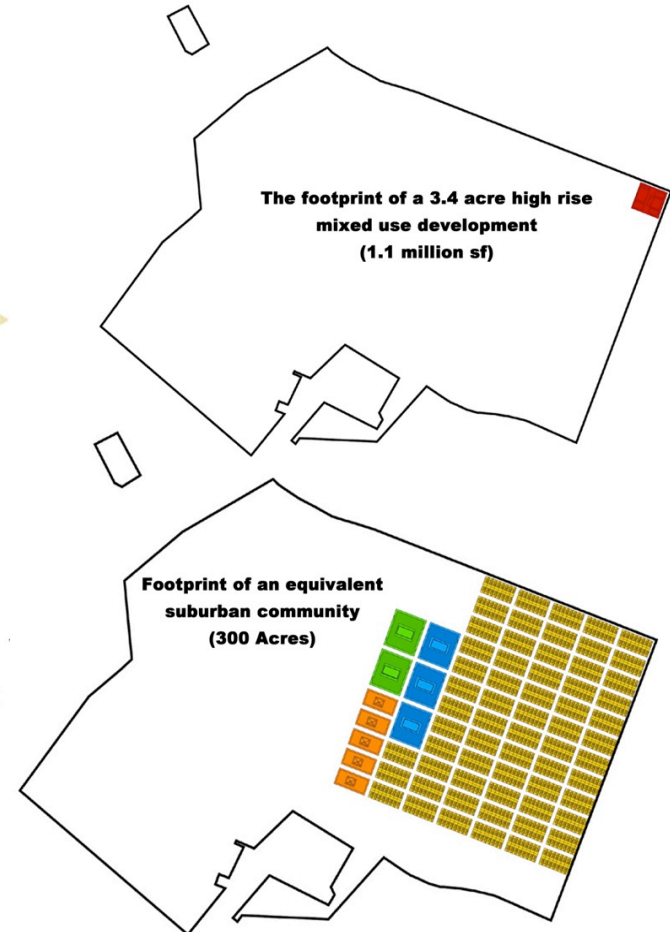


**Why Direct
Growth to
Kakaako?**

Why Direct Growth to the City in the Form of High Rise Mixed Use Developments?



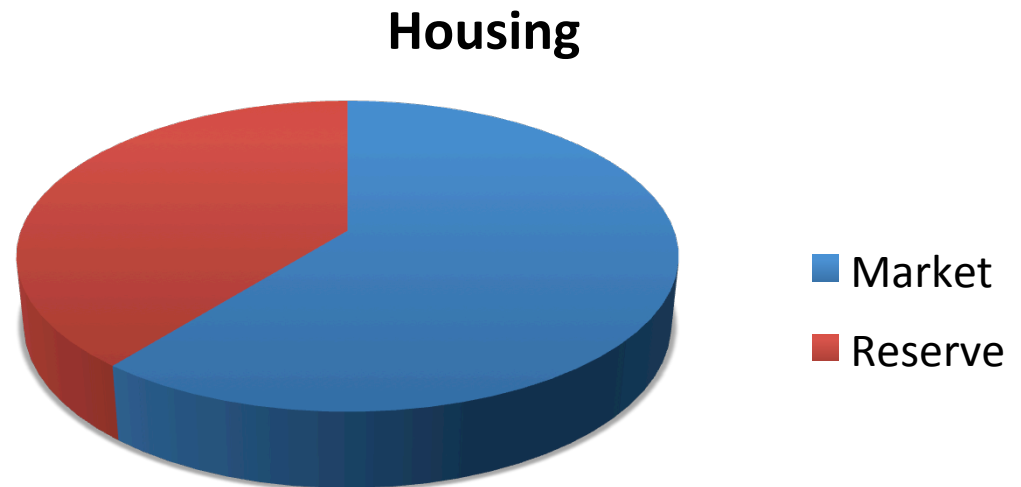
A 1.3 million square foot mixed-use skyscraper with a FAR of 15 will cover 60% of a typical city block. The same **135,000 square feet of retail**, **225,000 square feet of residential** and **875,000 square feet of office** spread over a typical suburban setting with strip malls, one-quarter-acre building lots, and open parking would cover more than 21 city blocks.



Because It Makes So Much Sense!

Projects Under Construction

Projects	Market	Reserve	Total
Halekauwila Place	-	204	204
Waihonua	400	-	400
680 Ala Moana	-	54	54
<i>Total</i>	400	258	658



Permitted Projects

Projects	Market	Reserve	Total
801 South Street	-	635	635
Symphony	320	96	416
Waihonua 2	-	72	72
<i>Total</i>	320	803	1123



Waihonua
(left)

801
South St
(right)



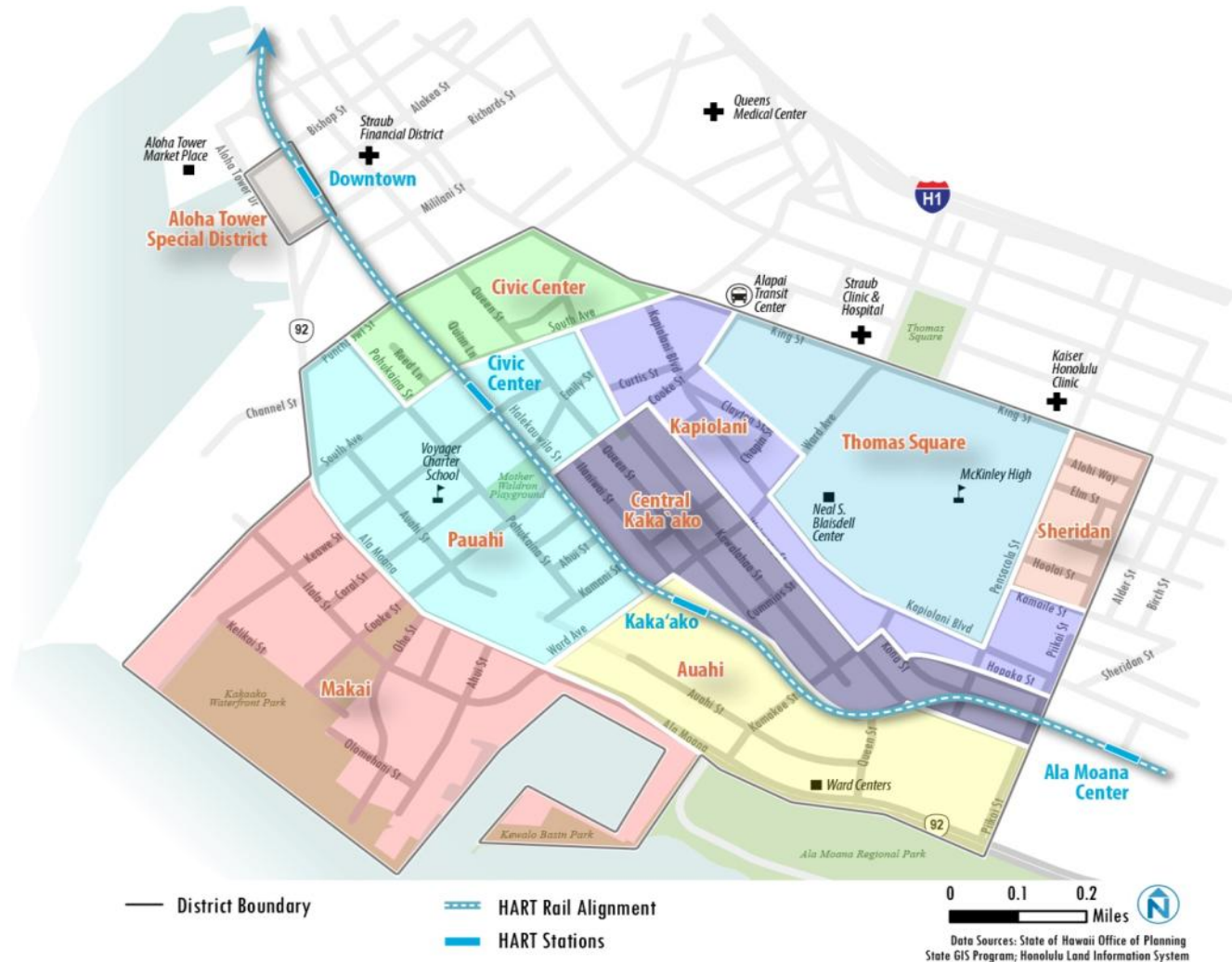
Pipeline Projects

Projects	Market	Reserve	Total
690 Pohukaina	-	804	804
Land Block 2 Project 1	185	-	185
Land Block 3 Project 1	325	-	325
Land Block 5 Project 1	49	375	424
CompUSA	467	-	467
Artspace/Pa'I	-	80	80
MJF	52	165	217
801 South St Building B		410	410
TOTAL	1078	1834	2912



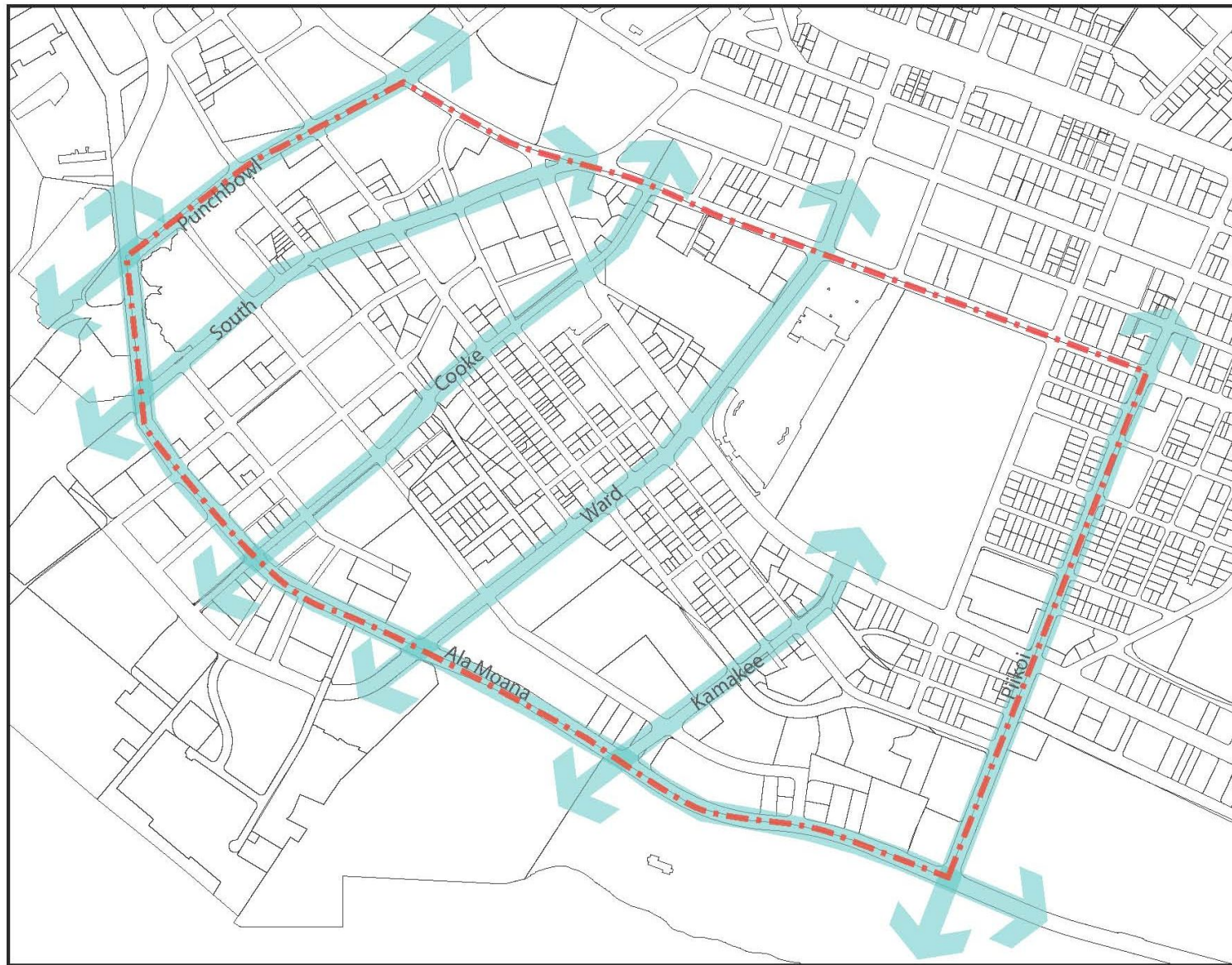
690 Pohukaina

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

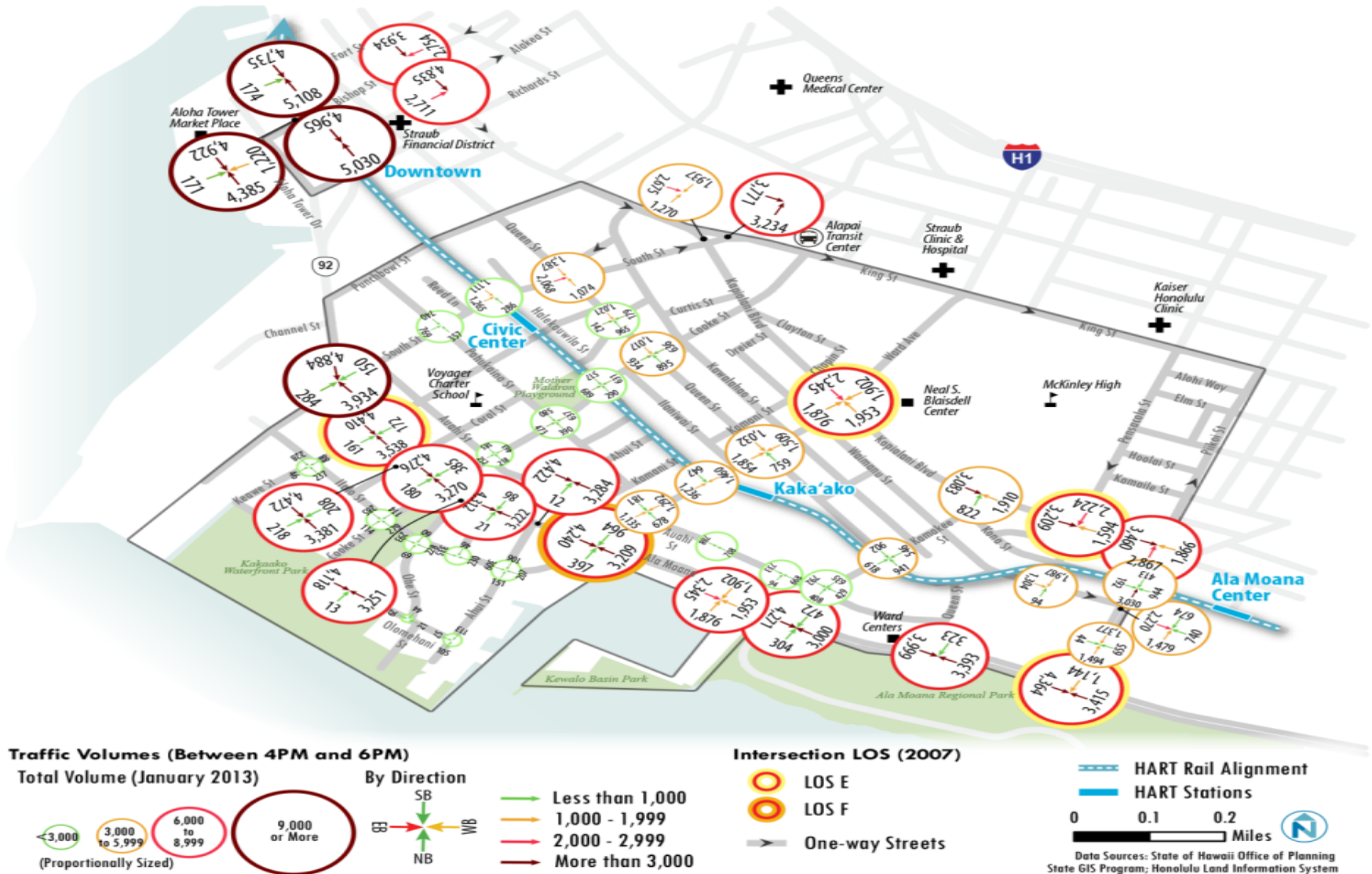
What Are We Doing to Protect View Sheds?



Designated View Corridor

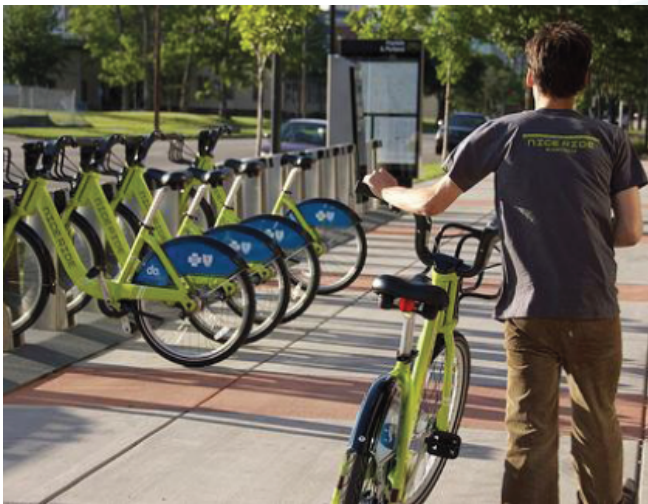
Not to Scale

Isn't Kakaako Congested Enough Now?





BICYCLE



Priorities

- Primary (Path/Separated)**
Streets with speeds, volumes, and dimensions supportive of separated bicycle facilities;
Streets with high bicycle demand or clear bicycle desire lines
- Secondary (Shared)**
Shared bikeway; facilities recommended to enhance bicyclists' visibility
- Low Speed Street**
Streets with speeds calm enough to ride without separated bicycle facilities
- High Stress Bicycle Street**
Streets with high volumes and speeds; Only comfortable for experienced and fearless bicyclists

Pathway

HART Rail Alignment

HART Stations

0 0.1 0.2 Miles

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



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

TOD Plan has 6 “D” Factors that Deliver...



D1: Destinations

Coordinate Land Use and Transportation



D4: Density

Concentrate and intensify activities near frequent transit



D2: Distance

Create a well-connected street network using Complete Streets Principles



D5: Diversity

Encourage a mix of uses



D3: Design

Create places for people

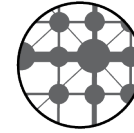


D6: Demand Management

Encourage the “auto trip not taken” through a systems management approach

It's Not About Shoe Horning As Many People As We Can Into Tall Towers!

Destinations



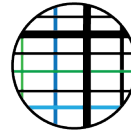
What and Why

- **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?**

Distance



- **Establish a Fine Grained Street Network to Minimize Distance Btwn Intersections & Avoiding Streets Not Connected to the Greater Grid**
- **Create Multi-Modal Streets w/Priority for Moving People Rather Than Cars**
- **Make Walking and Bicycling Access to Frequent Transit as Direct as Possible**
- **Complete Streets Design and Construction to Include New Roadway and Utility Infrastructure**

Distance



Walk Isochrones

- 5 Minute Walk from HART Station
- 10 Minute Walk
- 15 Minute Walk

Note: calculated based on an estimated walking speed of 3 miles per hour

— New Street Connections

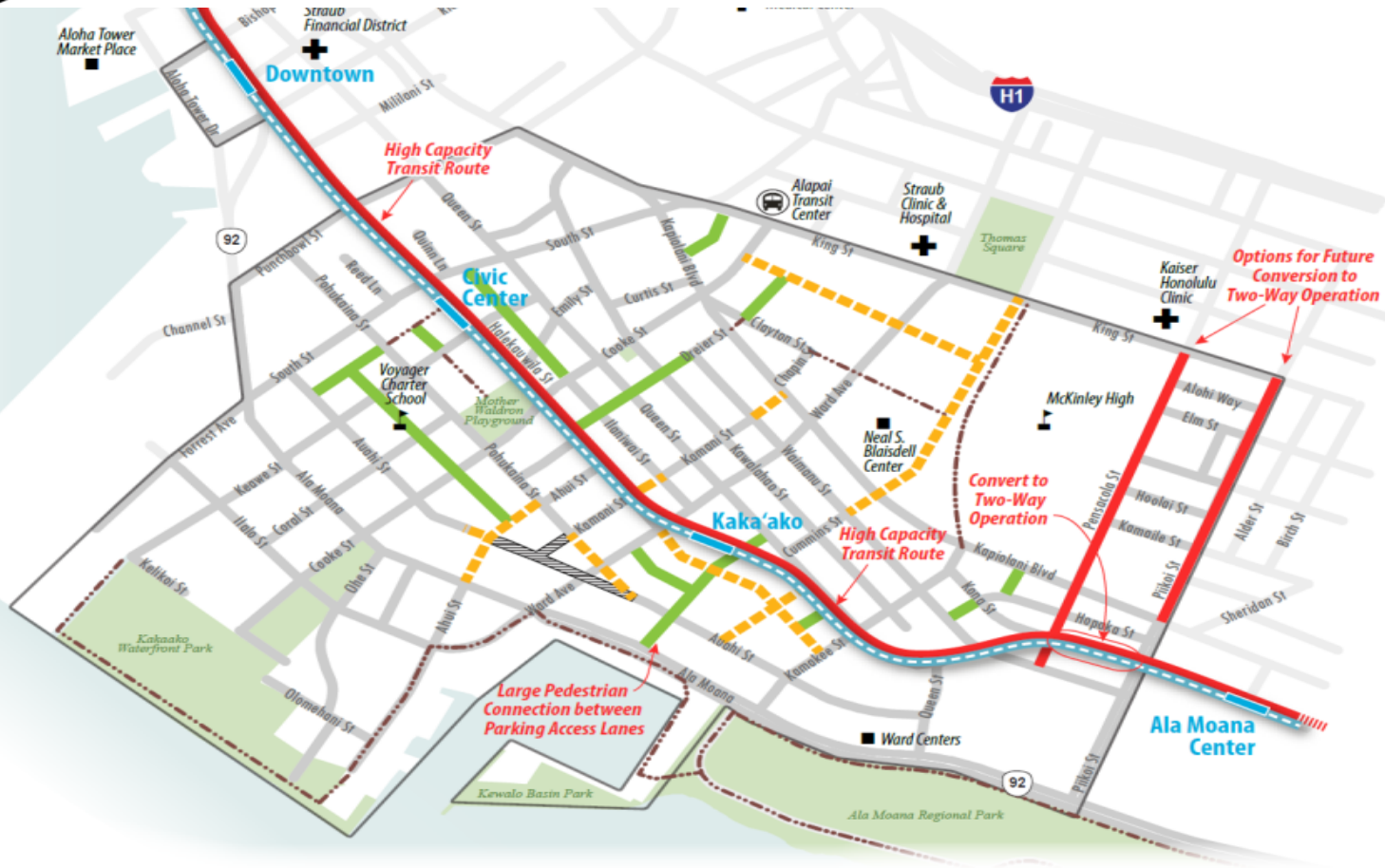
- - - HART Rail Alignment
● HART Stations

0 0.1 0.2 Miles

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



CONNECTIVITY



- New Street Connections
- Change to Operations
- Opportunity for Service Street
- Pedestrian Connections

- Streets Closed to Autos (Pedestrian Connection Only)
- Existing Streets
- HART Rail Alignment
- HART Stations

0 0.1 0.2 Miles

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

Design



- **Streets Should Relate to Buildings to Create Porosity, Interest & Public Space Opportunities**
- **Parking Facilities and Parking Access Must Support a Pedestrian Oriented Realm (Park Once)**
- **Streets Must Be Safe, Convenient and Efficient for Users of All Abilities**
- **Create Places that Integrate History, Culture and Character of Kakaako**

Civic Center Station Area



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

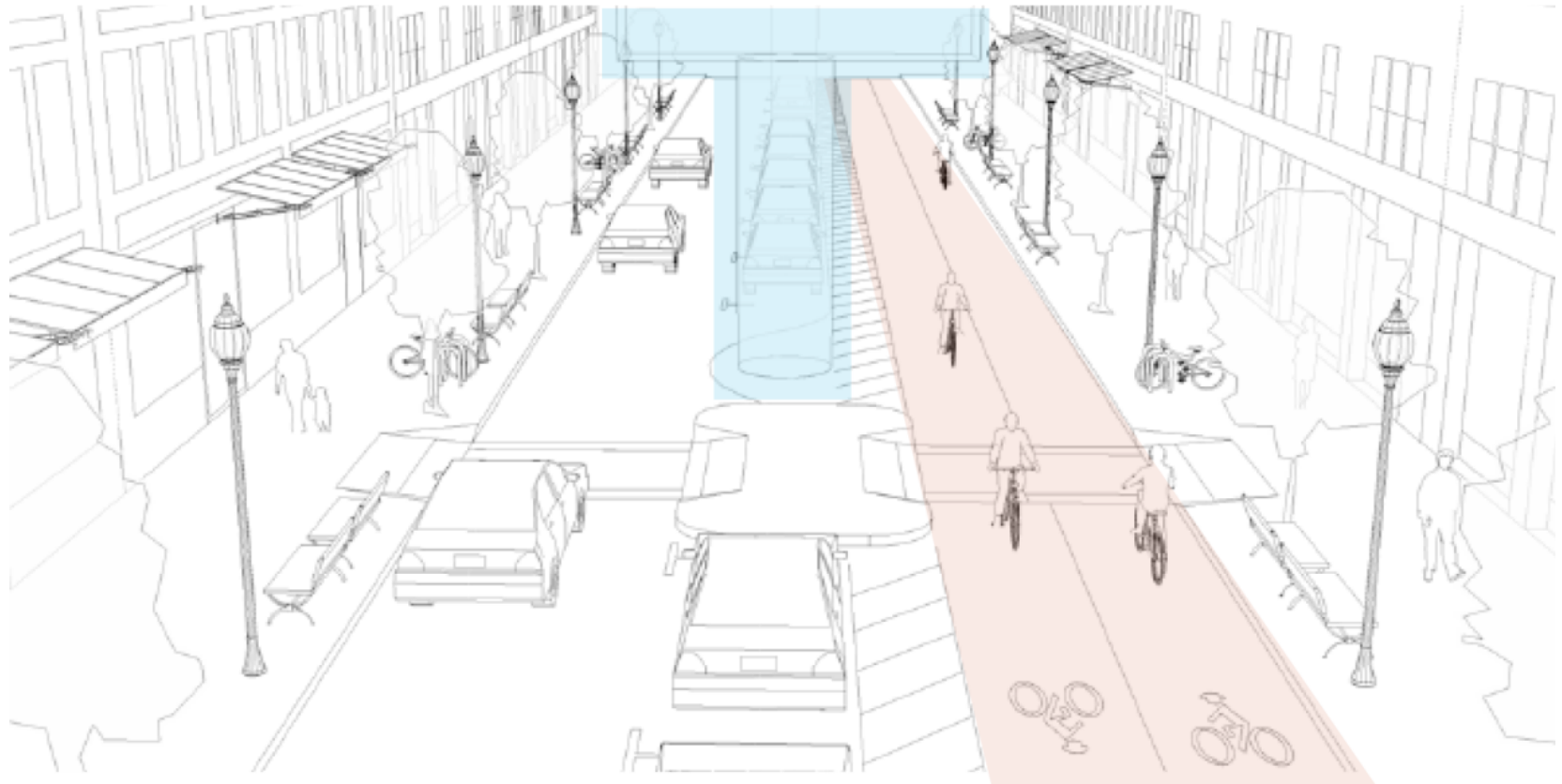
10 Pedestrian improvements, crosswalks and accessible ramps
Station-related public realm improvements, kiosks or bike-related retail

11 Joint development 690 Pohukaina and affordable housing project

Imagine a shaded cycle track on Halekauwila Street!



BICYCLE



People:
Stations are transparent and permeable

People:
Stations are universally accessible, safe, and secure

People:
Stations facilitate movement between station mezzanine and the street

Performance:
Stations include shortened crossings and universal access

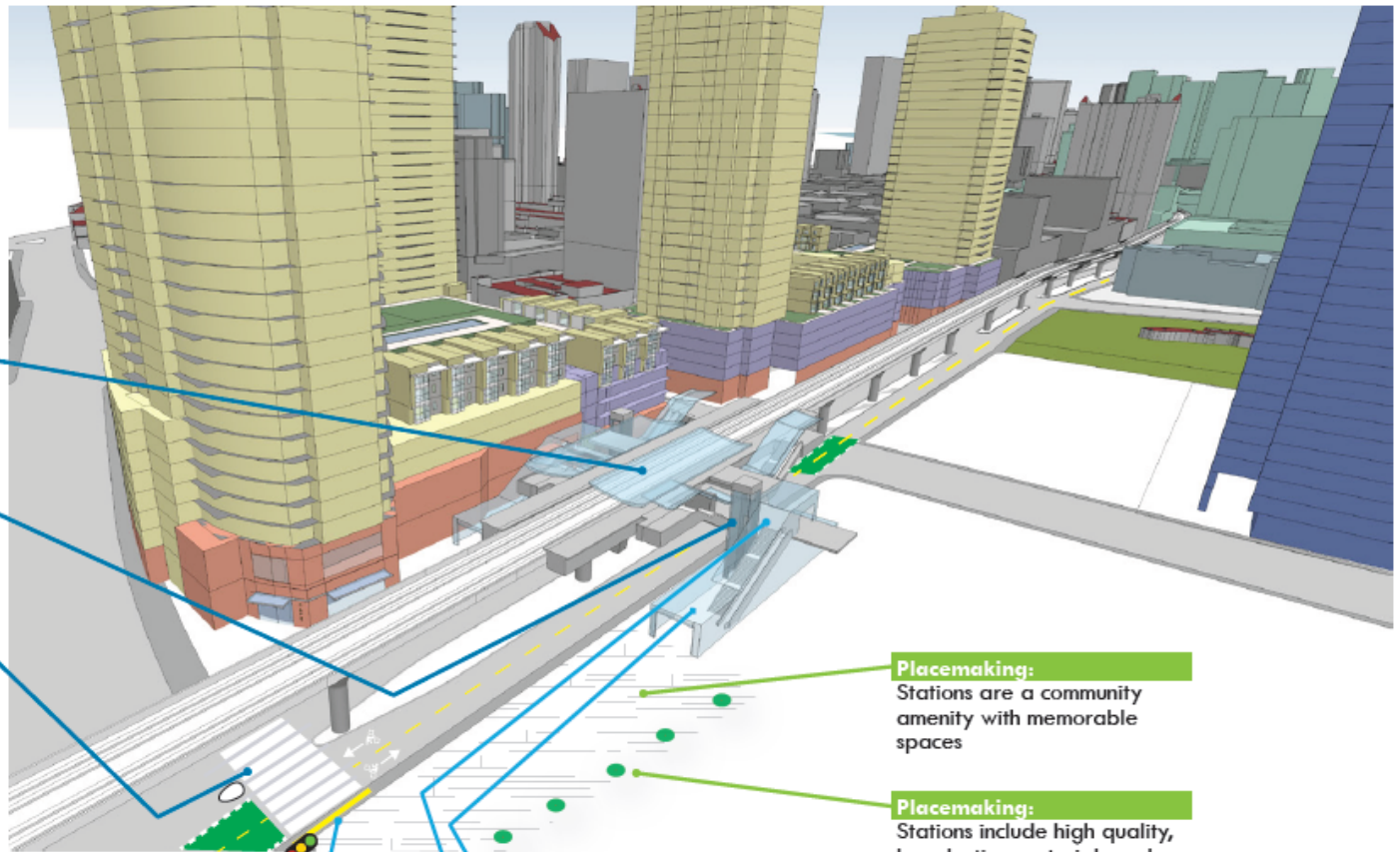
Performance:
Stations areas include and pedestrian priority signal phases

Performance:
Stations include covered and secure short- and long-term bike parking

Performance:
Stations are well-maintained and managed with helpful staff

Placemaking:
Stations are a community amenity with memorable spaces

Placemaking:
Stations include high quality, long-lasting materials and landscaping that are visually interesting and inviting



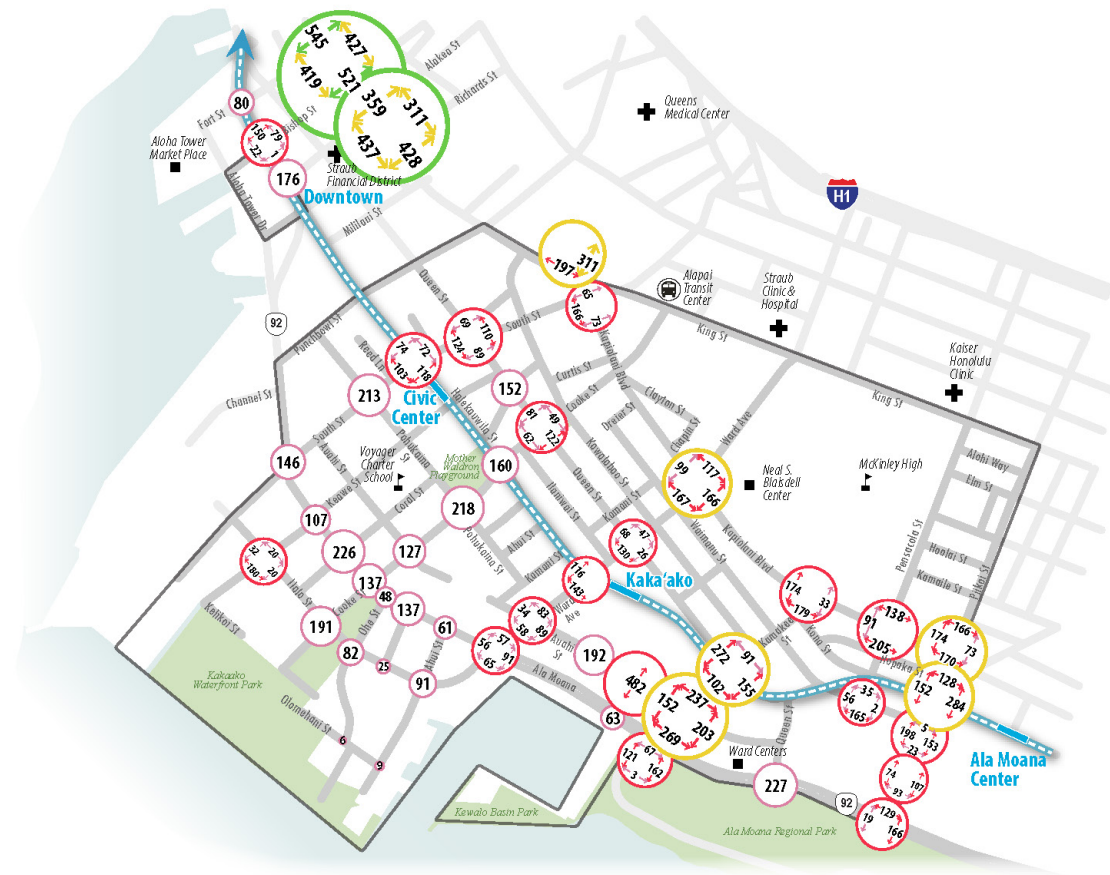
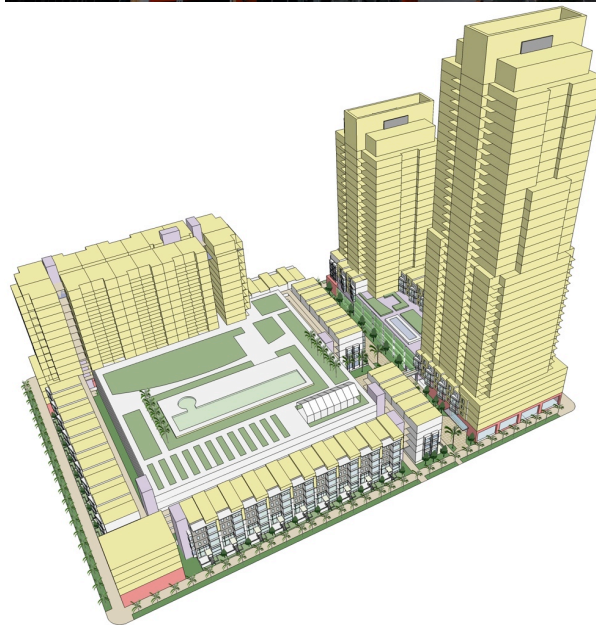


Density



- **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**

Density



Pedestrian Crossing Volumes (Between 4PM and 6PM)

Total Volume



(Proportionally Sized)

Note: Volumes represent the number of pedestrians crossing at each leg of the intersection (a single cyclist was counted twice if crossing two legs of the same intersection).

By Leg of the Intersection

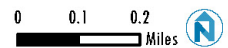
- ✕ Less than 100
- ✕ 100 - 299
- ✕ 300 - 500
- ✕ More than 500

Crossing volume at the leg



For the intersections with less than 250 crossings, the total crossing volume for the intersection is shown.

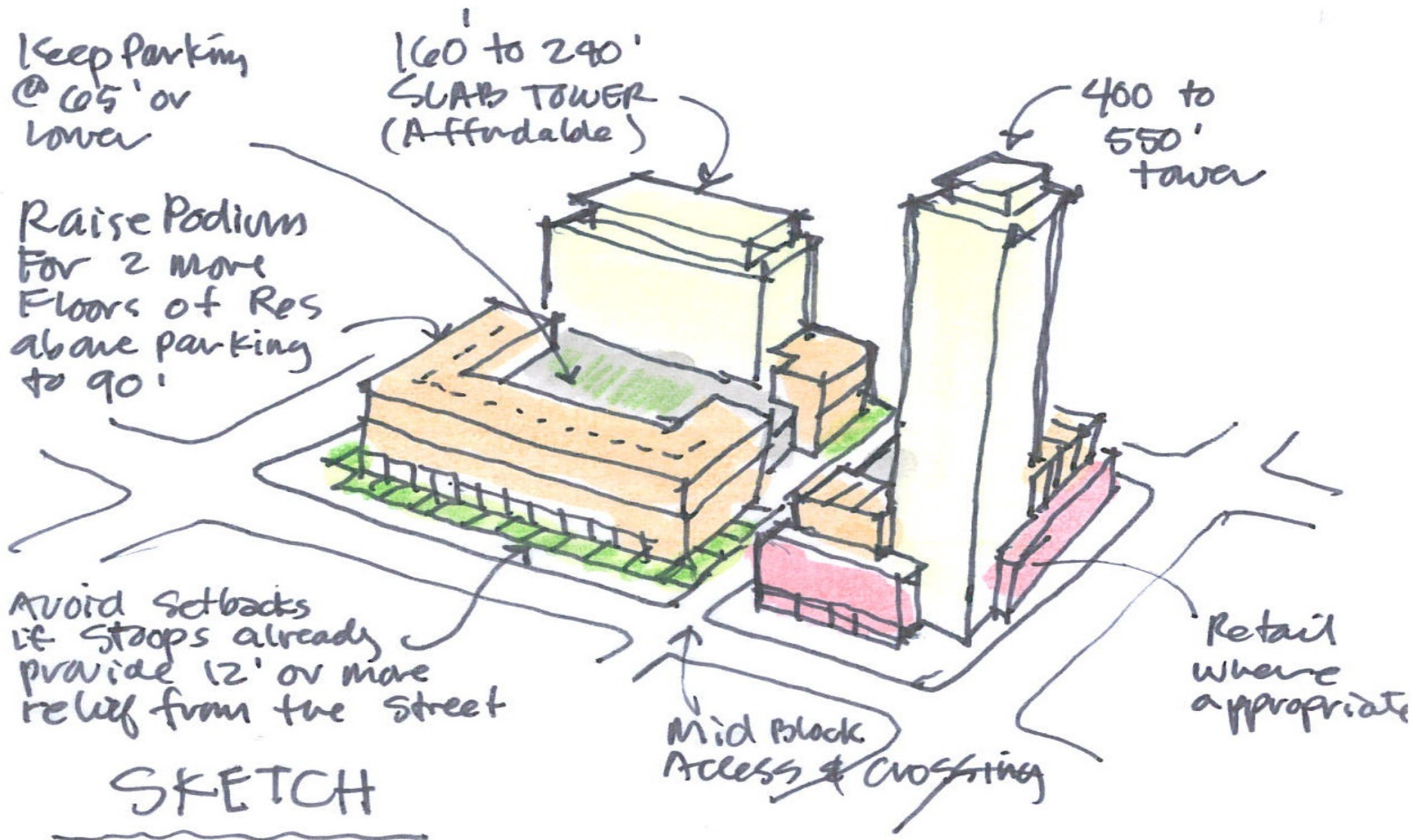
- HART Rail Alignment
- HART Stations



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

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**



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

Diverse district....



Diversity of Street Types and Area Uses

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

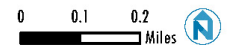


On-Street Parking

- 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

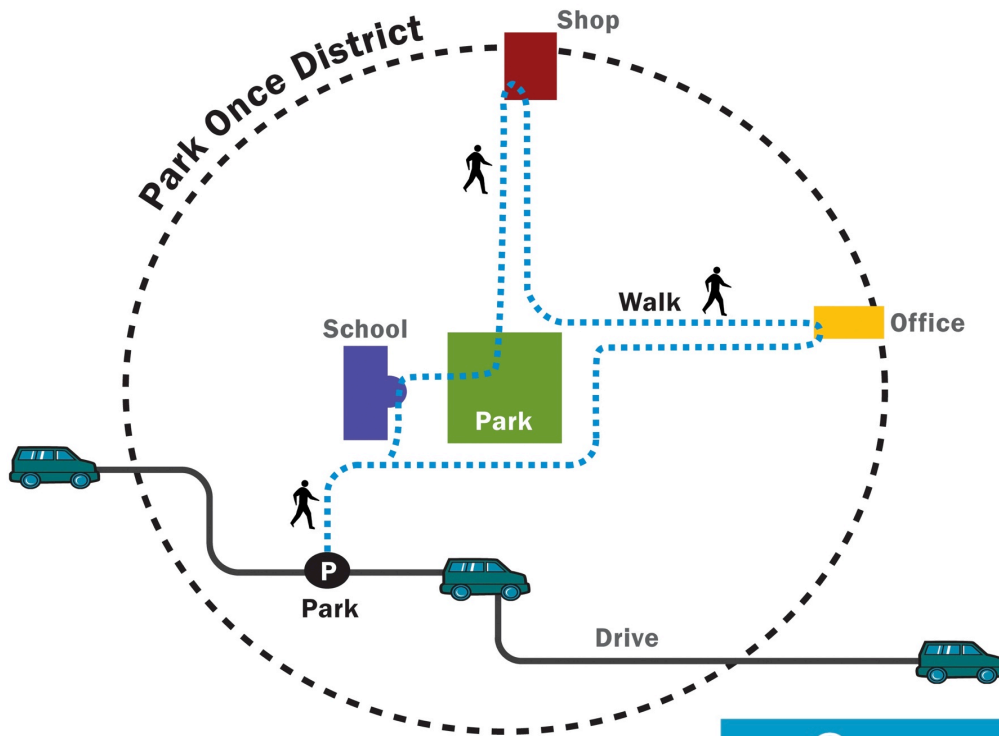


Date Sources: State of Hawaii Office of Planning
State GIS Program; Honolulu Land Information System



Demand Management

Visitors Park Once!



Based on an original illustration by Walter Kulash.



1 PEDESTRIAN



2 TRANSIT



3 BICYCLE



4 AUTO



Smart Parking for a Changing District

- *Imagine feeding the meter from your smart phone without ever getting out of your seat!*



Single space Smart Meters
used in Honolulu's pilot
test

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 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!*



What Are We Doing to Foster Meaningful Public Participation?

- **Currently HCDA Conducts**
 - **Community Open Houses**
 - **Each Project Conducts 2 Public Hearings**
 - **Subject to Published Notice (30 Days Advance)**
- **HCDA to Supplement with**
 - **Week Night and Weekend Day Call for Comment**
- **TOD Rules to Also Incorporate**
 - **Large Project Review Process (Similar to Process Conducted by Boston Redevelopment Authority)**
 - **Formal Review Process Before Height is Permitted**

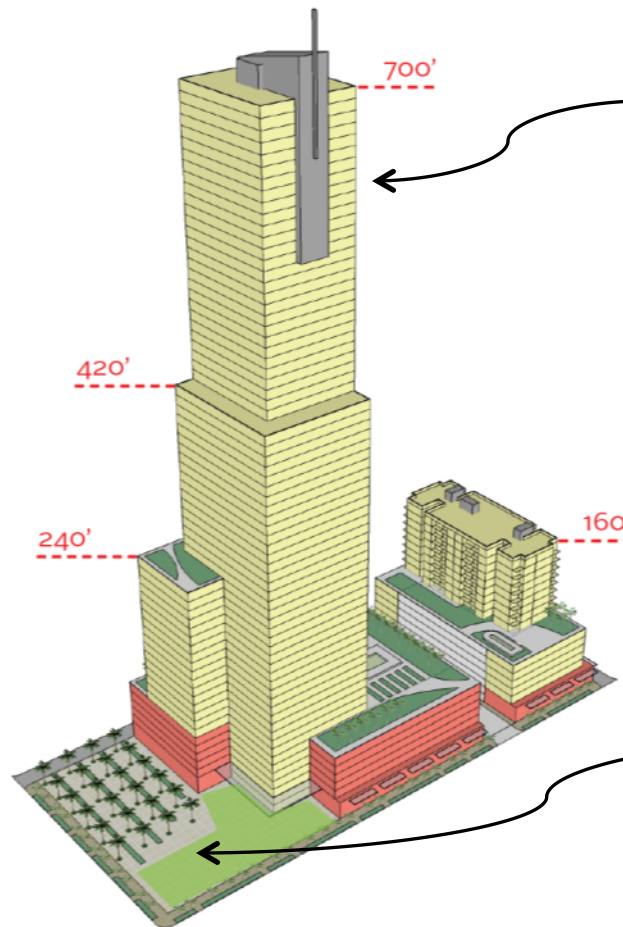


Incentives and Design Review

How Will TOD Height Be Granted?

Height that works for the community!

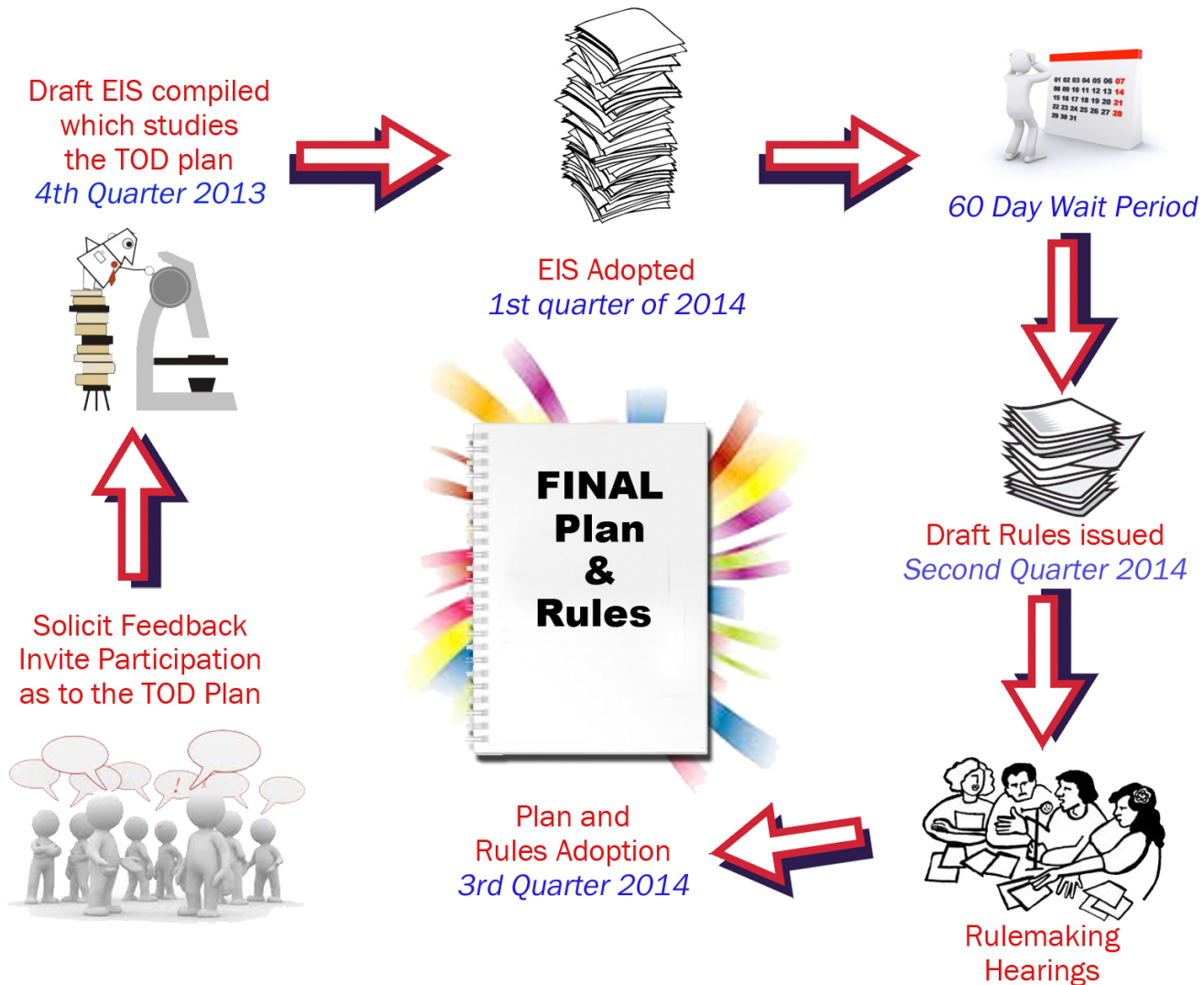
- **Limit of 3 Iconic Tall Buildings** (Blaisdell Center Area, Ward Center Area, and 690 Pohukaina Project only)
- **Only allowed** with Exemplary Public Benefit
- **Adds** to both market rate and reserved housing in the area
- **Can help to pay** for public benefits such as park and street improvements



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



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**

