



Hawaii Community Development Authority



# Kaka`ako Community Development District Transit Oriented Development Overlay Plan



Informational  
Meeting

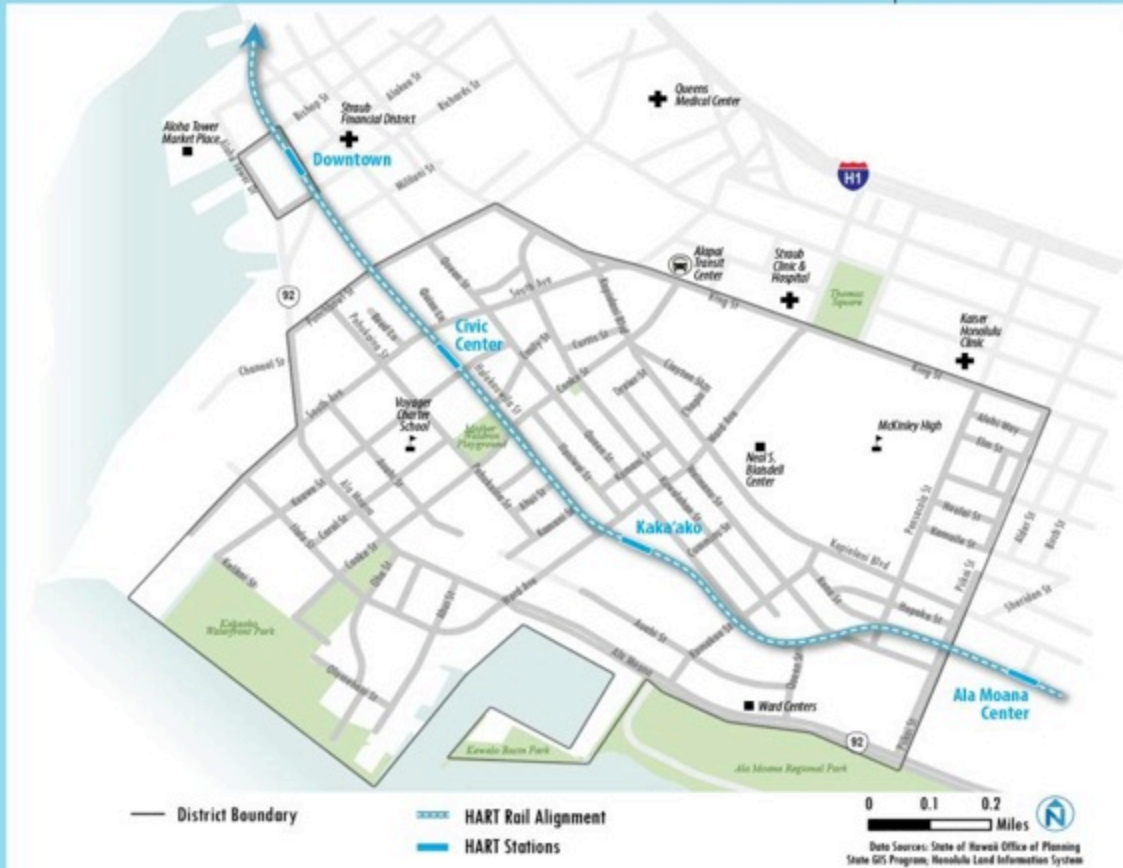
May 2013



# INTRODUCTION



**Kaka`ako** is an urban district in Honolulu uniquely positioned to grow gracefully, while making O`ahu a more sustainable and vital place



# Why a TOD Overlay Plan for Kaka`ako?

- To deliver elements of a complete district...



Mobility & Access



Available Services



Redevelopment Potential

- ...that will make O`ahu a better place for all people.
  - Provides affordable and family housing in one of the most expensive markets in the nation
  - Compact living reduces dependence on imported fossil fuels
  - More people living in near rapid transit in Kaka`ako means less traffic congestion
  - Chance to slow the development of rural O`ahu

# The KCDD is *Many and Diverse* Neighborhoods



— District Boundary

--- 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

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

# Kaka`ako Neighborhoods include:

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**Pauahi**

**Auahi**

**Kapiolani**

**Thomas Square District**

**Aloha Tower Special District**

**Central Kaka`ako**

**Civic Center**

**Sheridan**





# GUIDING PRINCIPLES



# Things are happening in Kaka`ako....



A hub for technology business startups

Image from The Box Jelly



Home to the City's largest food truck festival – Food PopUP in the Park

Image from Thomas Obungen



Home of the Greenhouse Innovation Hub

Image Sean NakamuraObungen



# The TOD Overlay Plan Envisions....

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In Kaka`ako...



Park once...



and run ALL your errands.

what if you could...



walk to the grocery store?

Imagine having...



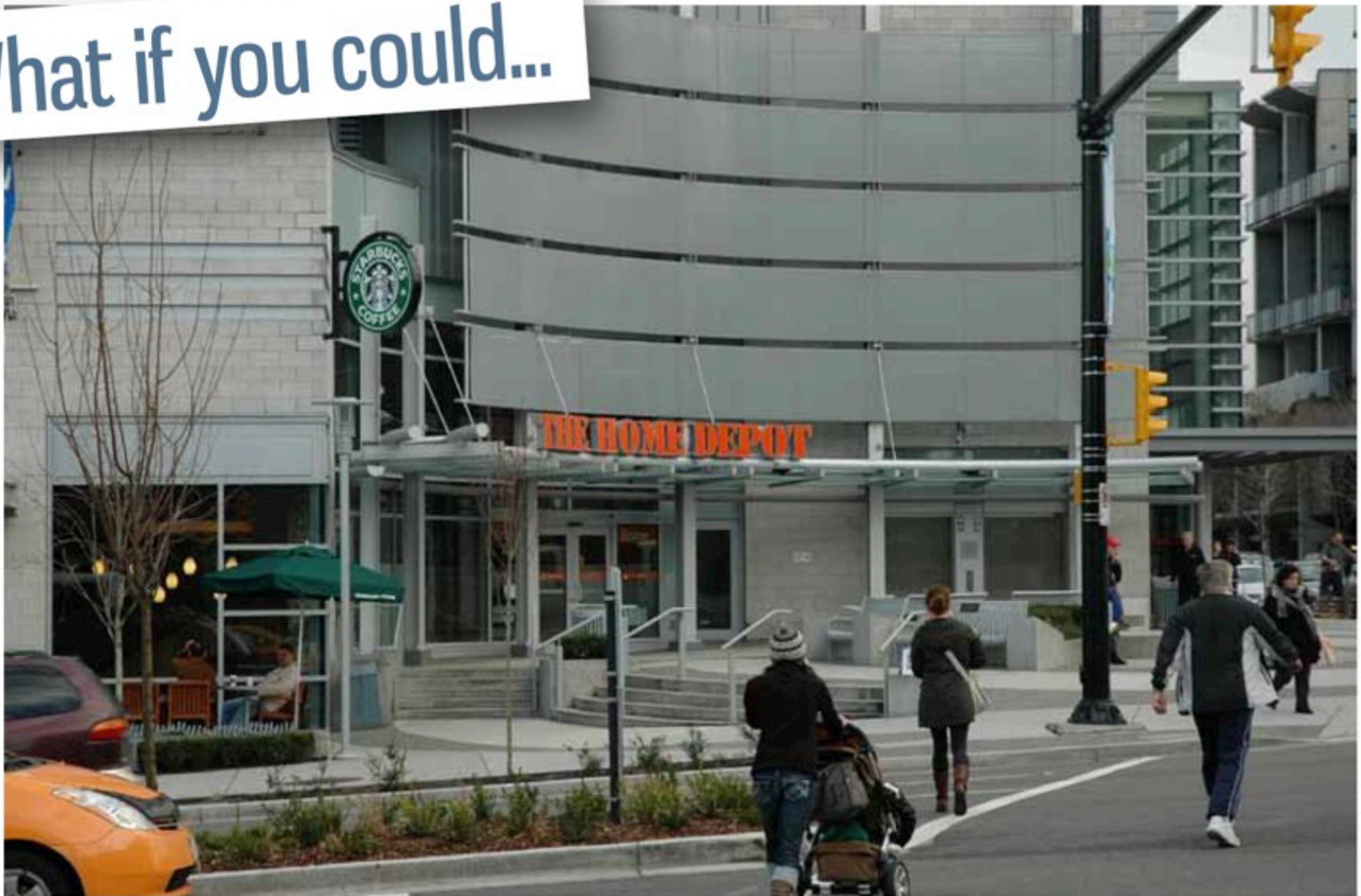
more time for what matters.

What if you could...



...go on a lunchtime bike ride?

What if you could...



get to Home Depot by train?

# Our TOD Overlay Plan Goals Will Get us There

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- Increased Livability
- Healthy Environment
- Social Equity
- Economic Strength
- Enhanced Resiliency



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

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## **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



# ...to Create a Rich and Vibrant Transit District



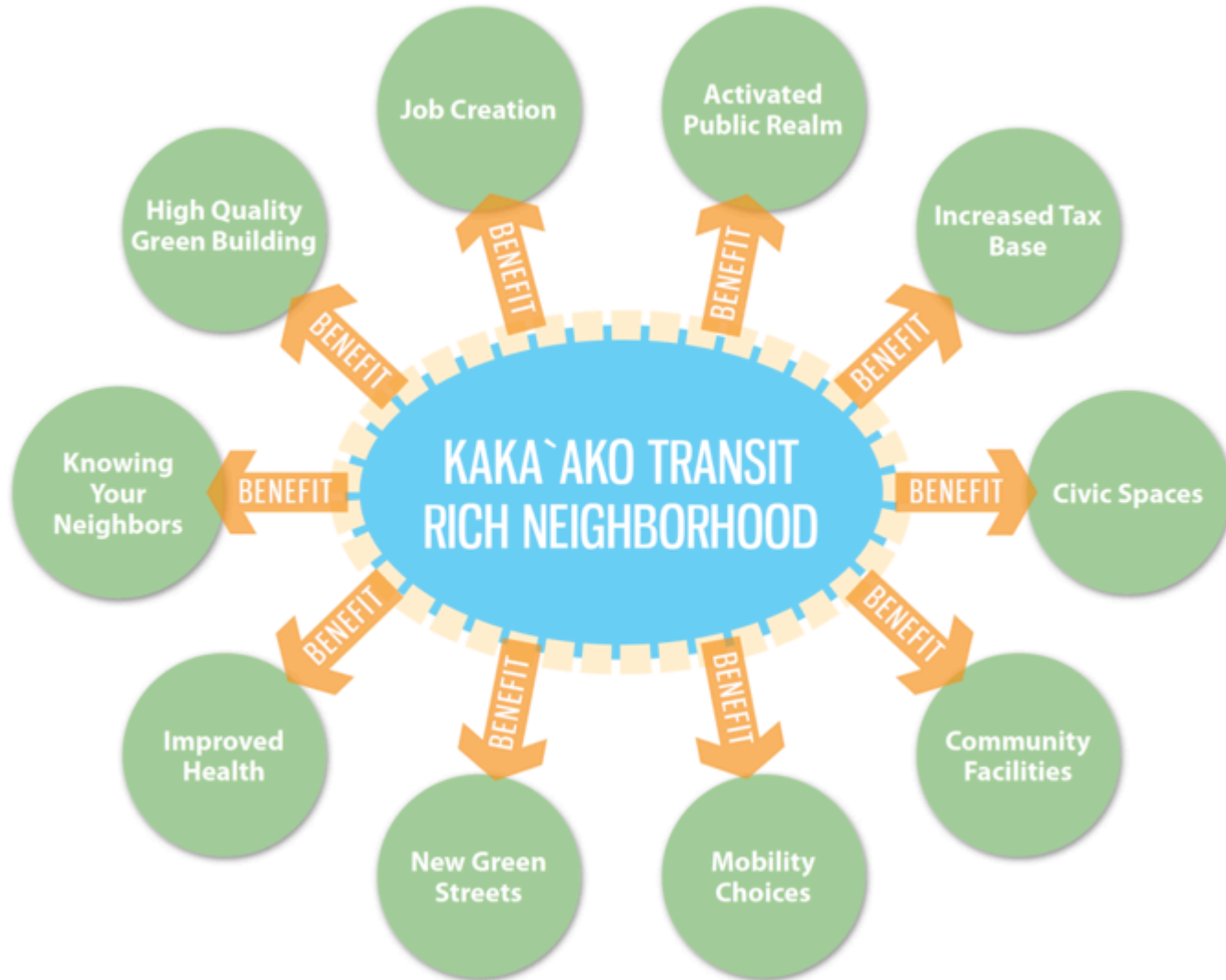
Transforming Kaka`ako into a transit oriented neighborhood requiring layers of "D" elements. Without all six "D" elements, the prospect of becoming a truly transit oriented place is limited.

Image from Nelson\Nygaard and HCDA



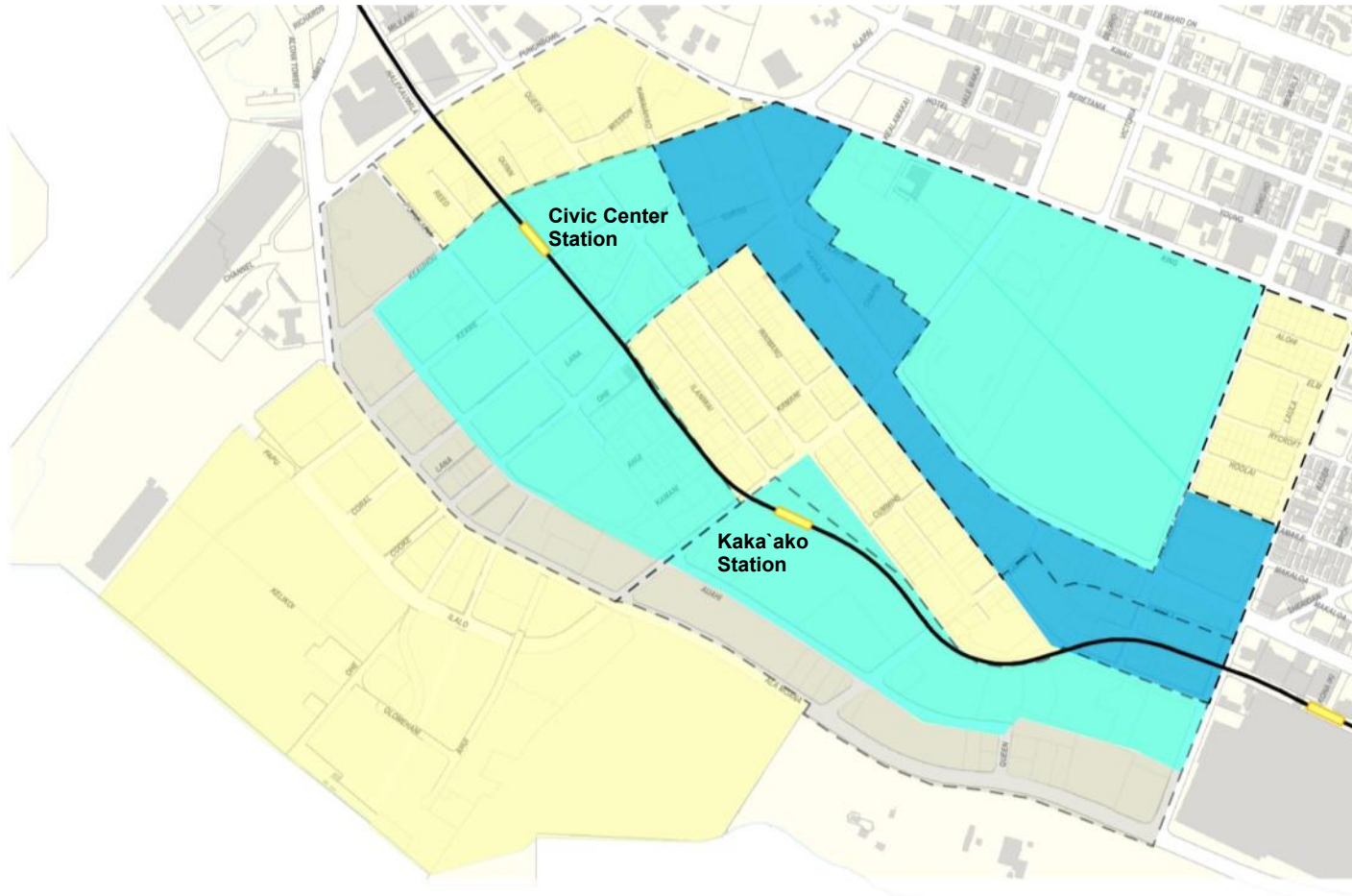
# LAND USE

# Creating Complete Connected Neighborhoods



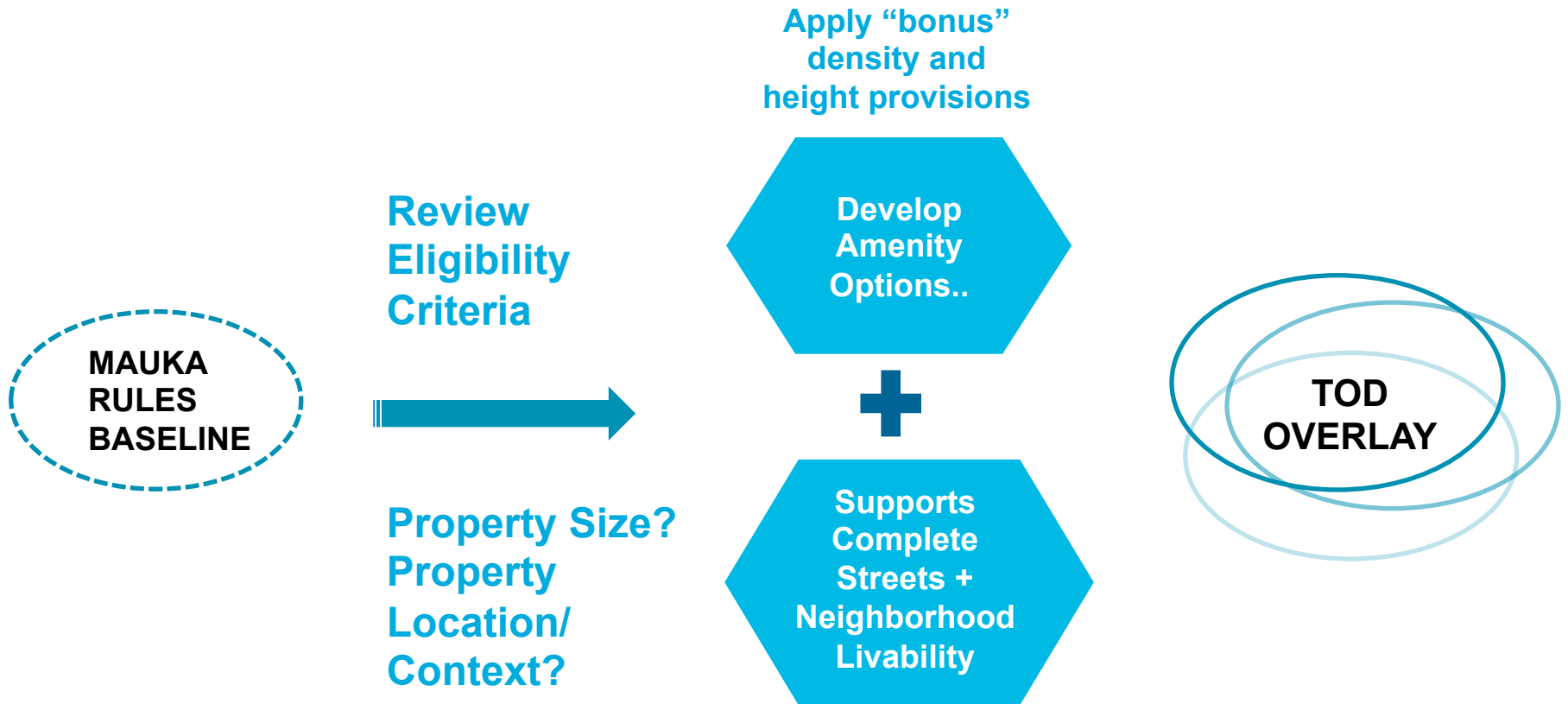
# Allowing height where it works for the community

Areas where increased height allowances could be granted where “exceptional benefit” is shown



# Incentives and Design Review

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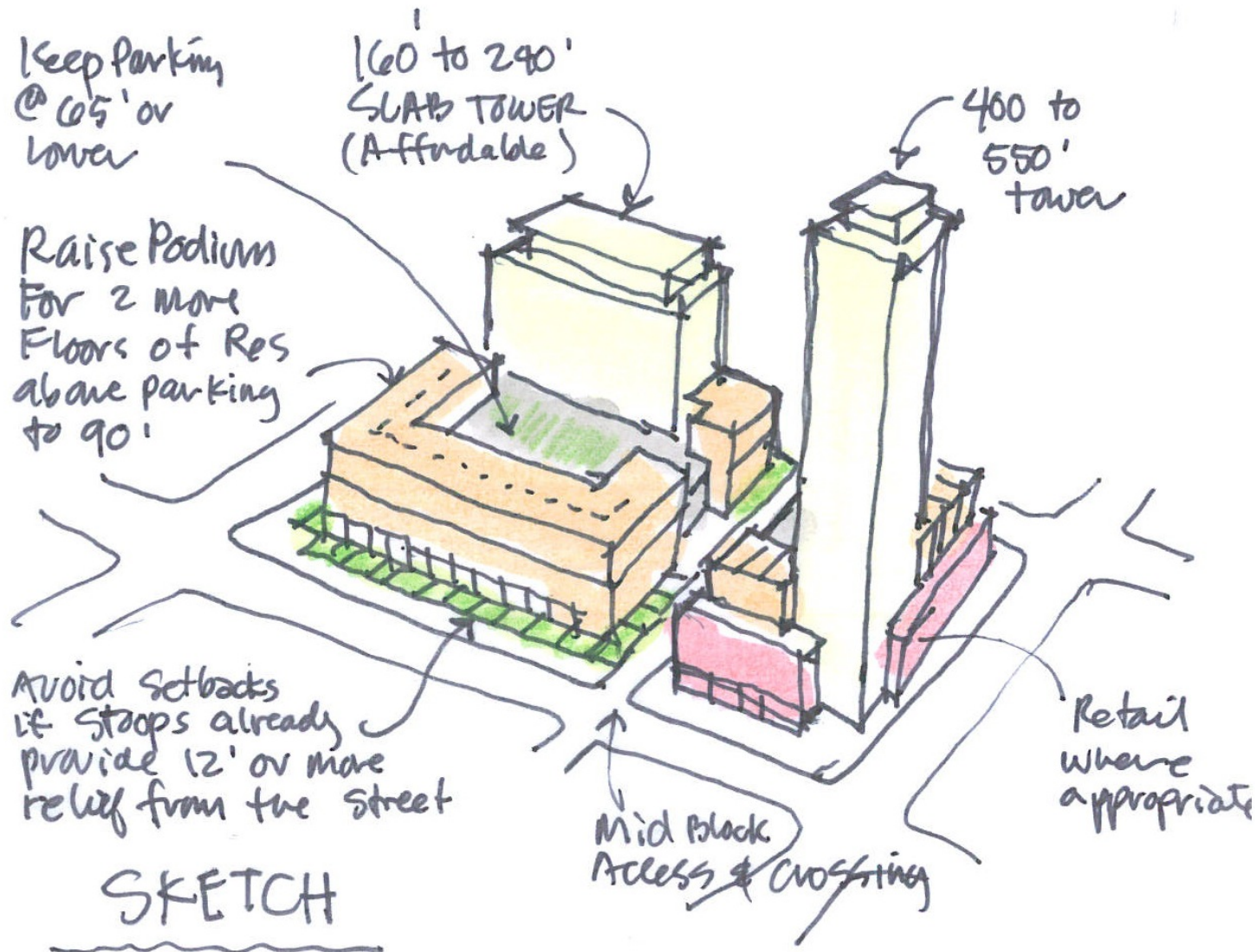
# URBAN DESIGN



# New building types create visual interest while protecting views



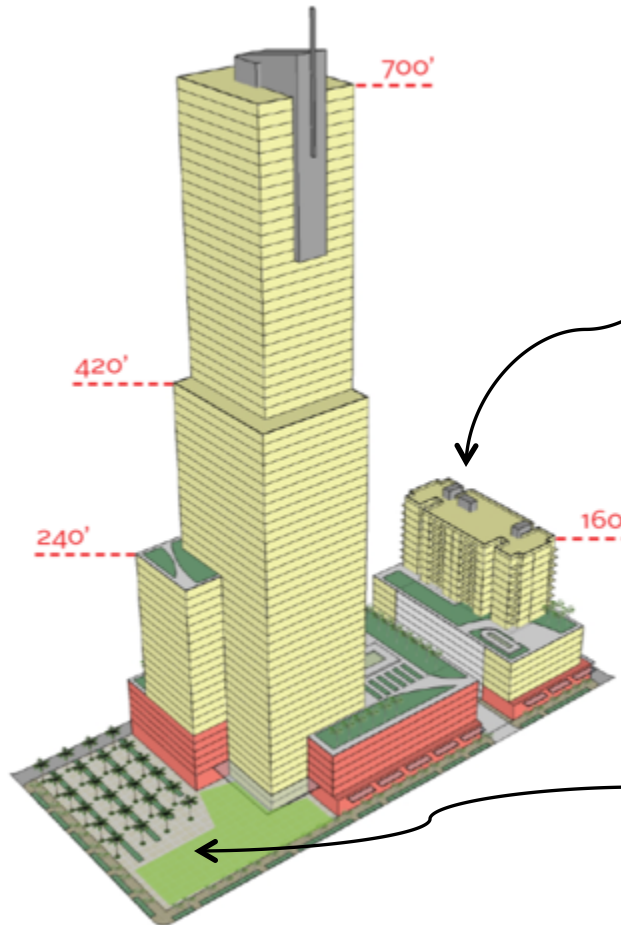
# Building forms that work for developers and the community





# 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*

# Making stations great places is no accident

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- Prepares the Kaka`ako Area for all phases of rapid transit implementation
  - Short term - planning, property acquisition
  - Intermediate - construction
  - Long term – completed stations
- Station site opportunities and best practices
- Access improvement recommendations
- Policies for agency / HART coordination
- Understand and accommodate benefits of elevated rail



# Aloha Tower Special District



**1** HART Downtown Station at Aloha Tower Special District

**2** Multifamily residential opportunity site

**3** Shared street

**4** Commercial / office opportunity site

**5** Integrated public space

**6** High-quality pedestrian plaza and integrated roadway crossing

# Civic Center Station Area



- |   |   |   |  |
|---|---|---|--|
| <p><b>1</b> TOD Opportunity Sites mixed-use and residential uses</p>  | <p><b>4</b> Coordinate with TOD developments for street improvements, crosswalks, lighting and public art</p> | <p><b>7</b> Option for vertical retailing and mezzanine connection to station</p>               | <p><b>10</b> Pedestrian improvements, crosswalks and accessible ramps<br/>Station-related public realm improvements, kiosks or bike-related retail</p> |
| <p><b>2</b> Activate station with uses, maximize glazing and open shopfronts</p>                            | <p><b>5</b> Encourage single story retail to activate parking, for example - produce or market stalls</p>     | <p><b>8</b> Step-back development for generous sidewalk areas and public realm enhancements</p> |  |
| <p><b>3</b> Place bus stops convenient to station, consider integrating shelters into development sites</p> | <p><b>6</b> Establish bike lanes and local access connections</p>   | <p><b>9</b> New alley and connections to reduce pedestrian conflicts</p>                        | <p><b>11</b> Joint development 690 Pohukaina and affordable housing project</p>  |



# MOBILITY AND ACCESS



“The best form of transit is simply being there”

*Amory Lovins*

# How Transportation Supports the KCDD Vision

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- Design and invest with the pedestrian first





# Many bus routes serve the district, HART rail is coming



**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)

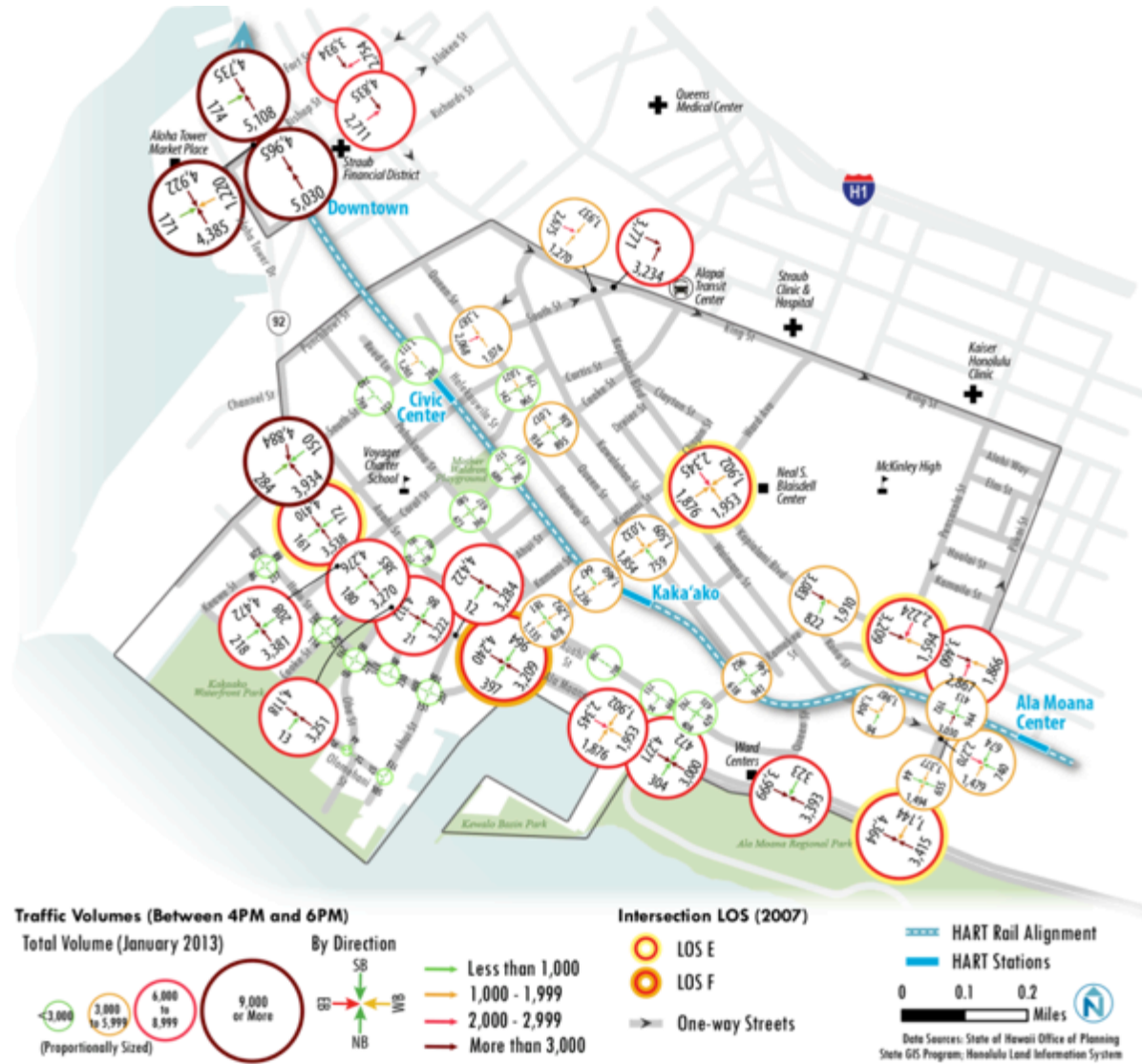
**HART Projected Boarding Opening Day Daily Boarding Counts**

● (Proportionally Sized)

0 0.1 0.2 Miles

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

# Most traffic is on major Ewa – Diamond Head Streets



# Key Strategies

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## CONNECTIVITY



**PEDESTRIAN**



**TRANSIT**



**BICYCLE**



**AUTO**

# A fine grain street network allows graceful growth



## CONNECTIVITY



# Walking supports the whole transportation system



## PEDESTRIAN



# Transit is the *new best way* to get to and about...



A tool for building great community places



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

# What if Kaka'ako was Hawaii's *most bike friendly district*?



## 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 cyclists' 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

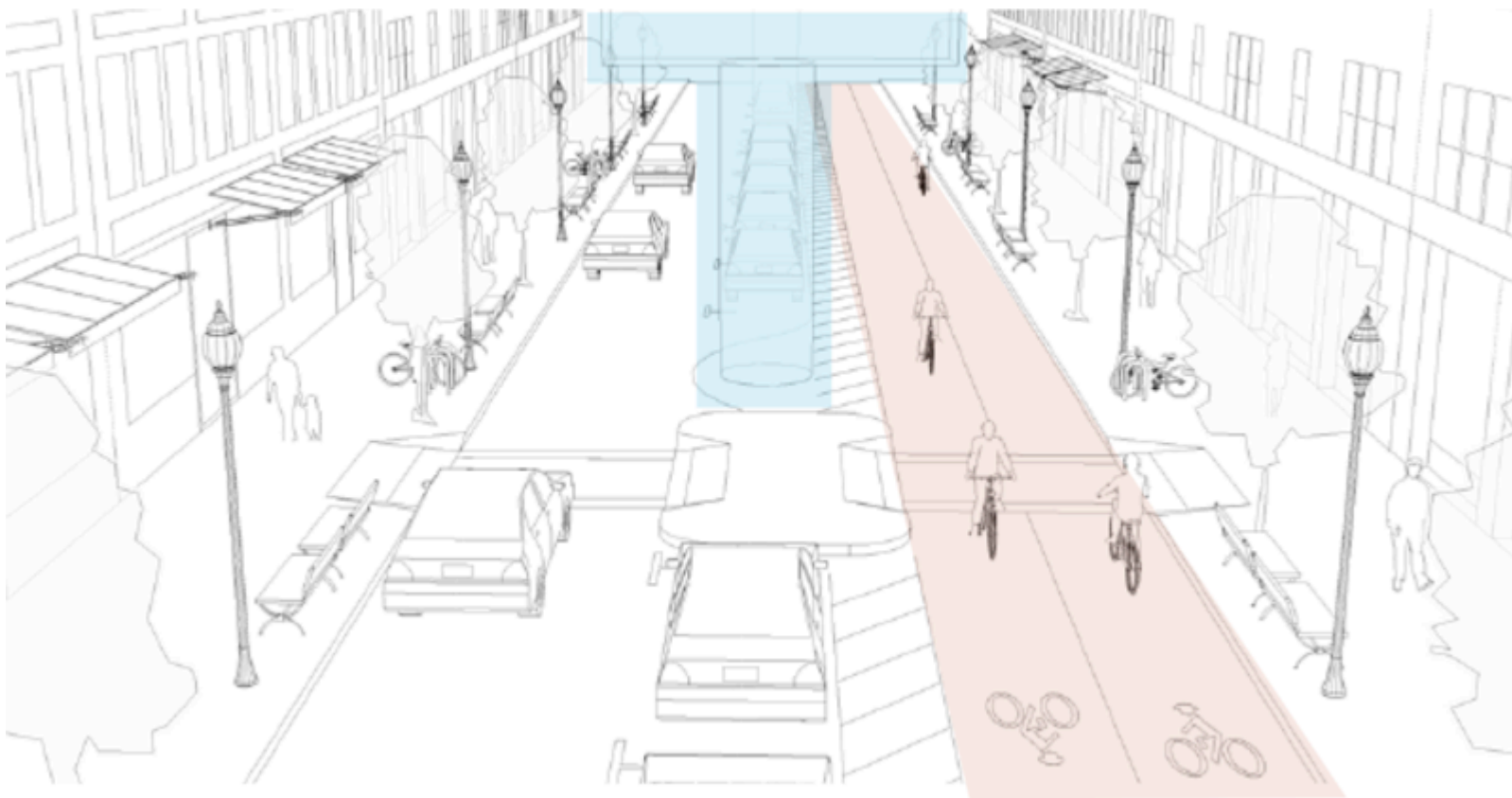
- Pathway
- HART Rail Alignment
- HART Stations



# Imagine a shaded cycle track on Halekauwila



**BICYCLE**





# What if you could check out a bike for your trip?



BICYCLE



# What if we traveled *cleaner*?





## COMPLETE STREETS IN KAKA`AKO



# Why Complete Streets For The KCDD?

- Ensure safety
- Encourage active lifestyles
- Expand transportation choices
- Stimulate the economy
- Support small and local businesses
- Create places for people
- Lower transportation costs



# Places we go to be “on the street”

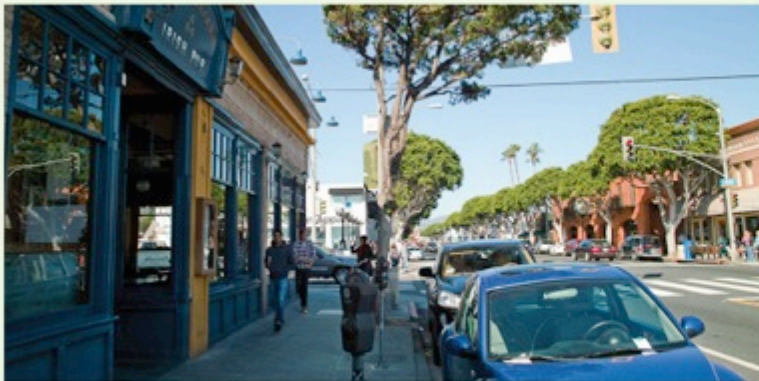
## Kalakaua Avenue, Waikiki, HI



A prime of Honolulu street prioritized for pedestrians and retail access

Image from All Hawaii News

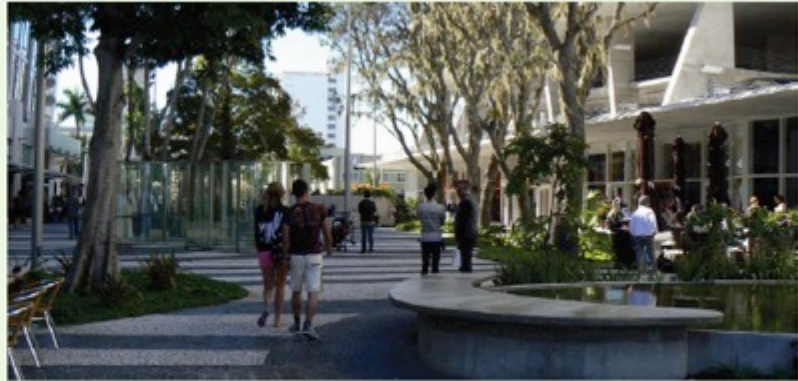
## Main Street, Santa Monica, CA



A warm weather retail street

Image from Gary Kavanagh

## Lincoln Road, South Beach, Miami



World class shopping street.

Image from Miami City Diggs

## NW 13th Avenue, Portland, OR



Redevelopment district street retains light-industrial feel and slow-mixed operations

Image from Nelson\Nygaard

# Prioritizing space for people unlocks potential...

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What if this space was...

**PARKS    PLAZAS    COMMUNITY LIVING ROOMS**

# Diverse district.... Diverse Street Types

## STREET TYPES IN THE KCDD

The street types listed below frame the design of KCDD streets and should be used to determine which design elements are appropriate for the district various land use contexts.

### COMMERCIAL BOULEVARDS AND AVENUES

Regional Boulevard

Transit Boulevard

Commercial Avenue

### DISTRICT STREETS

Residential Street

Commercial/Light Industrial Street

### LOCAL STREET

### DISTINGUISHED STREETS

Rapid Transit Street

Promenade



# Streets that support – *through mobility*





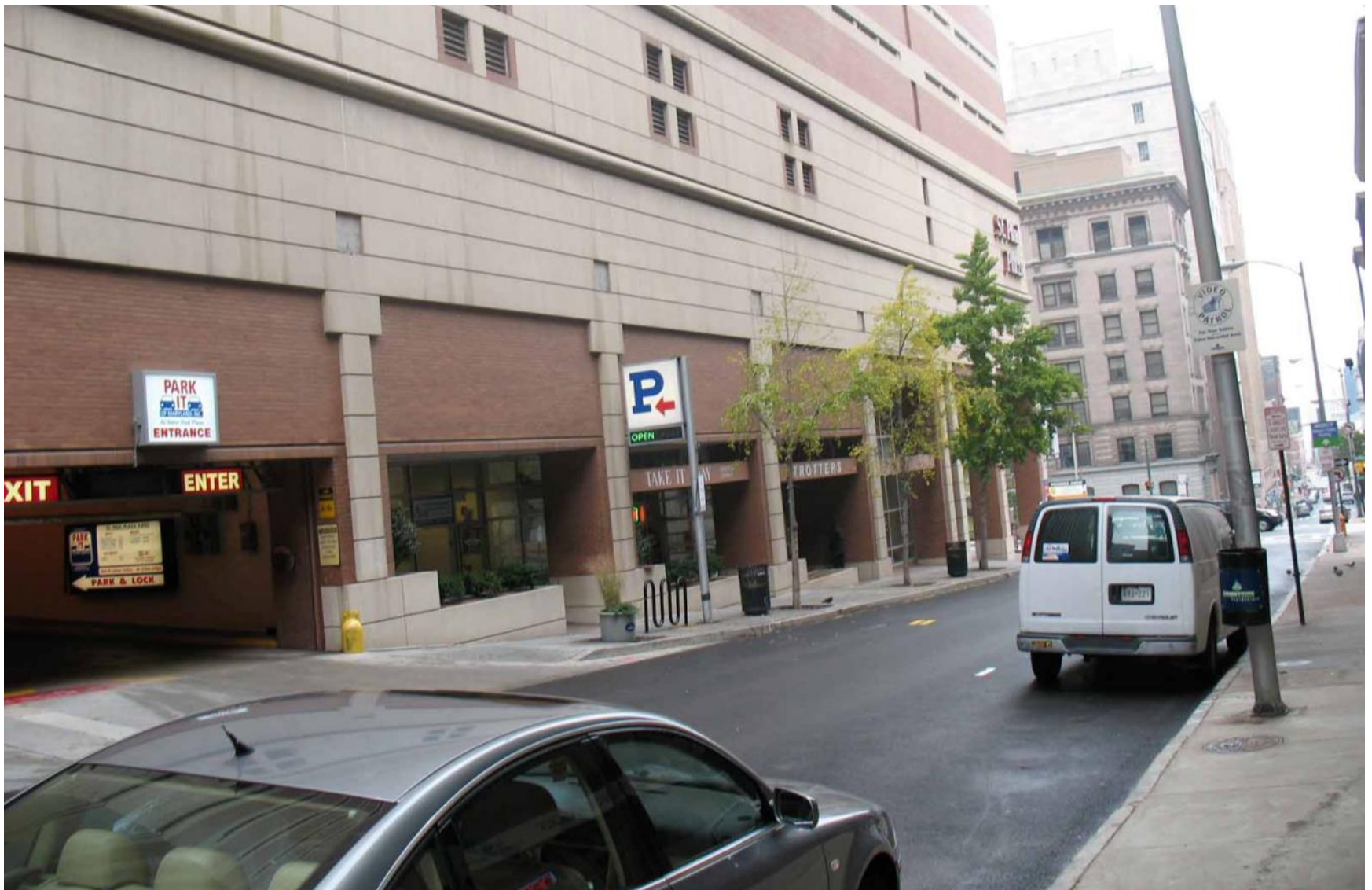
# Streets that support – *local businesses*

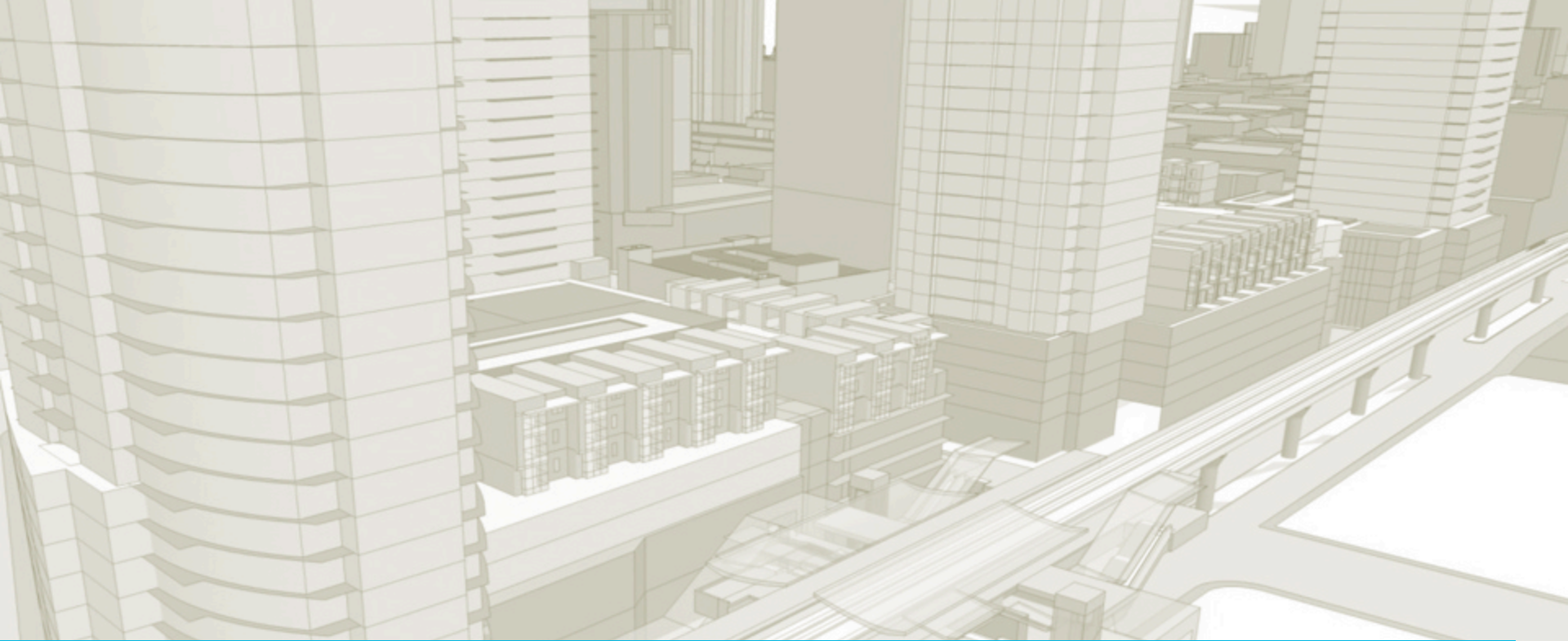


# Streets that support – *strolling & cruising*

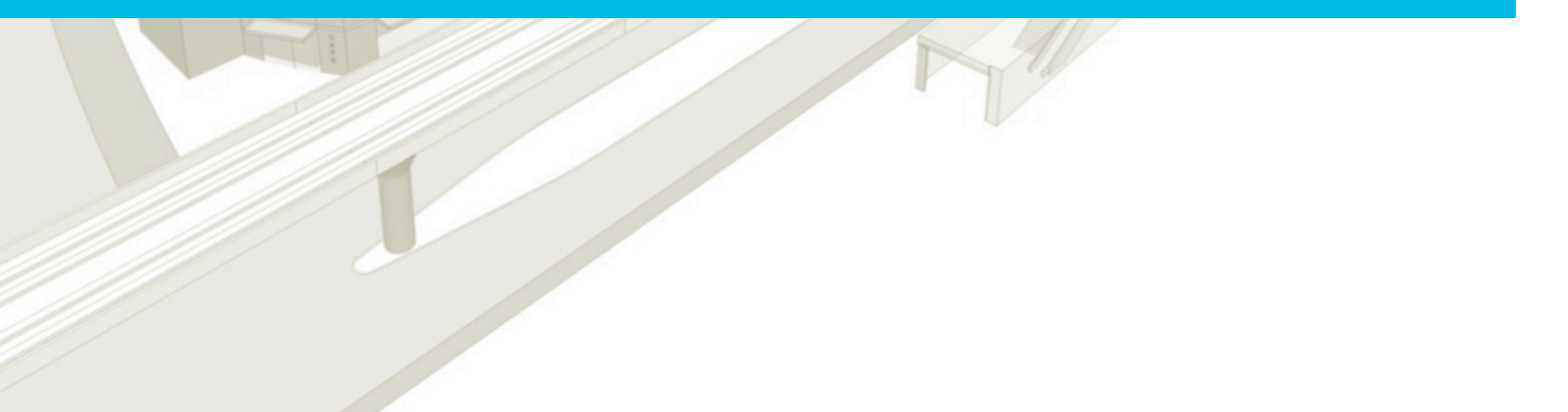


# Streets that support – *parking and loading*





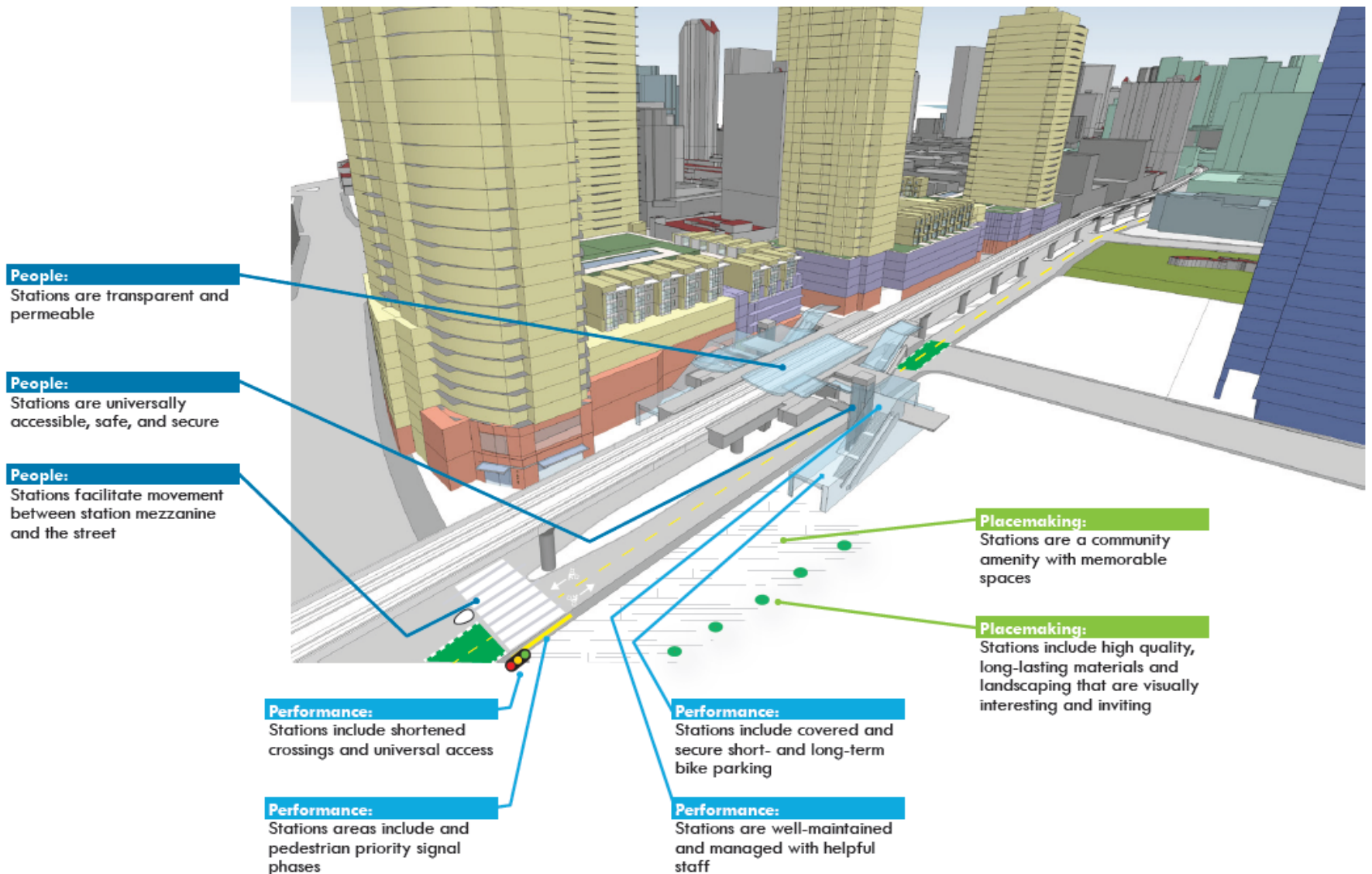
# HART STATIONS AND ACCESS



# What do all great transit stations have...



# Creating a great place at Civic Center station



# Step off the train and do your shopping...



# Arrive by train...hop a bike or a shared car

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DecoBike docking station

Image from DecoBikes



Car2Go's fleet is comprised exclusively of branded Mercedes Smart cars, making them easy to identify. San Diego is the first U.S. city to launch an all-electric Car2Go fleet.

Image from Car2Go



# What if you *wanted to hang out* under the guideway?



You came for the place... the train is just an amenity





# PARKING & TRANSPORTATION DEMAND MANAGEMENT



# Right-size parking; make room for productive uses



# What if parking wasn't the primary land use?



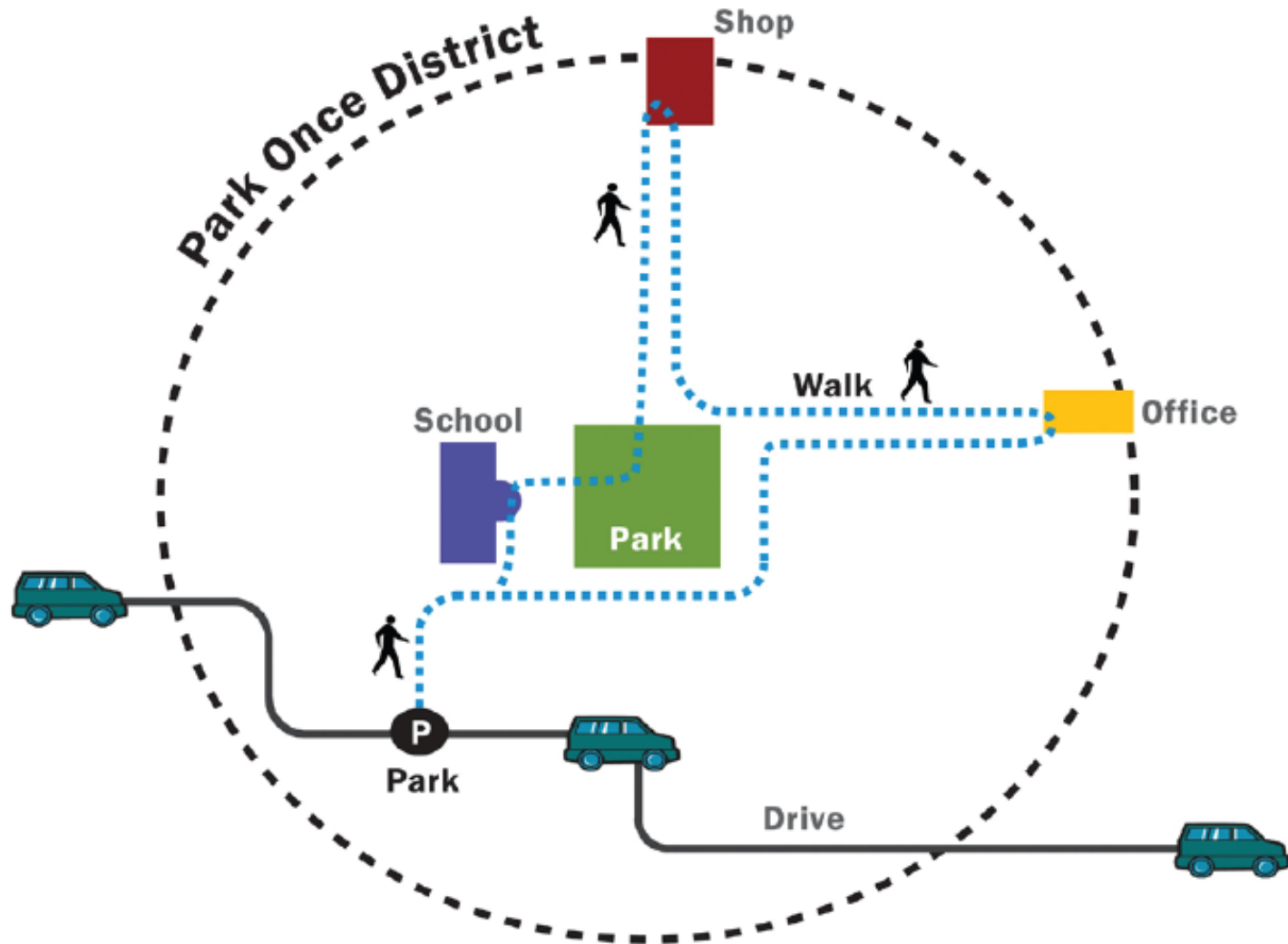
... and we had more space for people and business!

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Illustration from Ward Neighborhood Plan

# Parking once saves money and energy



# 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



# Mechanical lifts can reduce unsightly parking “walls”

