

**Information and Discussion re: Status Report - Transit-Oriented  
Development Plan and Rules Overlay & Environmental Impact Statement  
for the Kakaako Community Development District**

***Staff Report***

June 3, 2015

This staff report is to provide background and update on the Transit-Oriented Development Overlay Plan (“TOD Plan”) for the Kakaako Community Development District (“KCDD”), and the Environmental Impact Statement (“EIS”) which discloses potential impacts of the proposed TOD Plan.

In September 2011, the Authority adopted development plan and rules for the KCDD, Mauka Area (“Mauka Area Plan and Rules”). The Mauka Area Plan and Rules provide a broad framework for future redevelopment of the KCDD and anticipates transit-oriented developments (“TOD”). The Mauka Area Plan and Rules were adopted with anticipation for development of a TOD Plan and Rules at a later date to coincide with the City and County of Honolulu rail transit project.

In October 2011, the Authority authorized the Hawaii Community Development Authority (“HCDA”) Executive Director to develop a TOD Plan and Rules Overlay for the KCDD. This action was also in conjunction with authorization by the Authority to pursue site control of the former Pohukaina School site at 690 Pohukaina Street, from the Department of Land and Natural Resources, and develop and issue a Request for Proposals (RFP) for a mixed-use TOD project on that site.

Act 106, Session Laws of Hawaii 2012, appropriated \$1.5 million for preparing plans for a TOD mixed-use project on the Pohukaina Street site, intended to be a model TOD for the KCDD.

In August 2012, the Authority authorized the HCDA Executive Director to prepare a supplemental or new EIS for the 690 Pohukaina Street Mixed-Use TOD Project and TOD Plan and Rules Overlay for the KCDD.

In June 2013, an informational update on the TOD Plan and EIS was provided to the Authority.

The KCDD is well-suited for TOD even without the City’s proposed elevated light-rail system; it is currently well-served by 61 different City bus routes passing through the district and has a walkability score of 91 out of 100. The proposed light-rail alignment for the Honolulu Authority for Rapid Transportation (HART) elevated light-rail system identifies three transit stations within the KCDD; two in Kakaako Mauka (the Civic Center and

Kakaako stations) and one at the Aloha Tower Special District (the Downtown station). TOD provides opportunities for increased densities near transit stations and reinforces development guidelines that are conducive to walking, biking, ride sharing, and use of public transit.

In 2011, the HCDA retained consultants to prepare a plan to address opportunities for TOD in the KCDD. A series of public meetings were conducted in May 2013 for community input on a Draft TOD Plan. The meetings were attended by 230 people over four days, meeting presentation materials and attendees/comments are provided as Exhibit A. In addition to the community meetings, the Draft TOD Plan was posted on HCDA's website in May 2013 for public review and comments. Copies of the TOD Plan were also circulated to the Governor, the Mayor, various state and county agencies, elected officials, as well as the University of Hawaii Hamilton Library, and the Hawaii State Library.

The Draft TOD Plan enhances the established policies in place for the KCDD, specifically the Makai and Mauka Area Plans and Rules, and will reinforce development guidelines which encourage the principles of "live, work, and play" in Kakaako. As an overlay plan to the existing plan and rules for the KCDD, the TOD Plan is intended to be an incentive based program for landowners and developers in exchange for enhanced entitlements.

Subsequent to the preparation of the Draft TOD Plan, the 2014 Hawaii State Legislature approved House Bill 1866, and the Governor signed the bill into law as Act 61, which in part, provides that building heights in the Kakaako Mauka Area shall be limited to 418 feet.

Early release of the Draft TOD Plan in May 2013 intended to generate public participation in the plan. The formal publication of the Draft TOD Plan was concurrent with preparation of an EIS which discloses the impacts of the Draft TOD Plan alternatives. The Draft EIS ("DEIS") was published on January 8, 2015. An Executive Summary is provided as Exhibit B and the complete DEIS is on compact disk as Exhibit C.

The DEIS identifies the Draft TOD Overlay Plan as "Alternative A". The scenario resulting from the height limits resulting from the adoption of Act 61 is identified in the EIS as TOD "Alternative B". The current Mauka Area Plan is discussed as the "do nothing" alternative. The EIS discloses impacts that would result from the implementation of either TOD Alternative A or B.

The list of consulted parties and respondents to the DEIS is provided as Exhibit D. Responses to comments are being finalized. Hawaii Administrative Rules §11-2-4 provides that whenever an agency proposes an action, the final authority to accept a statement shall rest with the governor, or an authorized representative.

Therefore, as the accepting authority of the EIS, the Final EIS ("FEIS") will be transmitted to the Governor through the Office of Environmental Quality Control ("OEQC") once the

responses to the DEIS comments are finalized. Staff expects to transmit the FEIS to the Governor's office by the end of June 2015. The OEQC will publish the FEIS in the Environmental Bulletin once it has been accepted by the Governor.

Moving forward staff will revise the Draft TOD Plan to reflect statutory height limits and finalize the Draft TOD Plan, which was disclosed as Alternative B, in the FEIS. Once the FEIS is accepted by the Governor, staff will commence preparation of draft TOD Rules to implement the TOD Plan. TOD rule making is required to follow the provisions of Hawaii Revised Statutes ("HRS"), Chapter 91 and HRS, Chapter 206E. Once the Draft TOD Plan and Rules are adopted by the Authority, the Plan and Rules will be transmitted to the Governor's office for approval.

Attachments:   Exhibit A - Meeting Presentation Materials and Attendees/Comments  
                    Exhibit B - Executive Summary  
                    Exhibit C - Draft Environmental Impact Statement  
                    Exhibit D - List of Consulted Parties and Respondents to the Draft  
                                    Environmental Impact Statement

May 2013 Open House Meeting Attendees:

<b>May 23, 2013</b>	<b>May 23, 2013</b>	<b>May 24, 2013</b>	<b>May 25, 2013</b>
Vince Vanderstroop	John G.	Roger Apana	Wayne Yoshioka
Mider Holloway	Paula Tadaki	Sumi Rilsaver	Pui Rhody
Al Lardizaba	Charles Barboza	Todd Murata	Ben Sadoski
Peter Lee	Debra Barboza	Garreth G.	Mel Sakurai
Roy Corauz	Luis B.	Cindy Chang	R. Wakin
Oz Stender	Will Beaton	Rick Beau	H. Kobayashi
Jack Hamada	Chris Delaunay	Adam Au	K. Faulkner
Brett MacLaughton	John Knox	Abbey Mayer	Sharon Venespas
Tom Smyth	Renee Ing	Mike Gushard	Edie Vajida
Dexter Okada	Amy Chen	Linsa Anzai	Duane Preble
Hannah Jurinka	Hina Chun	Linda Wong	Kay Fukuda
Toby Tamaye	Sandy Shitanishi	Ed Oshiro	Will Kim
Issac Smyth	John Neeley	John Lee	Tom Schnell
Caroline Kishida	Melody Calisay	Dexter Gomes	Lillian Chu
Jennifer Bryant	Lisa Eveleth	Didi Herron	Chris Ching
Charley Ice	Matthew Gonser	Sifa Tiuetei	L. Yamauchi
Leslie Miasule	Kenn Crockett	Cynthia Lee	Linda Sue
Karon Shimizu	Virginia Aycock	Theone V.	Eddie Johnson
Kirstin Punu	Ralph Burr	Angie Westfall	Tom Shirbida
Brad Punu	Clara Morikawa	L. S. Honda	Aliza Shirbida
Michael Kelly	Francis Morikawa	Kathy Nishimura	Simon Okawa
Liz Larson	B. Nunes	Bob Nakata	Carole Kaapu
Jeff Merz	Lynn Bailey	Aletta Ohau	Cindy Aylette
Will Carol	Takuo Ito	Tom Heinrich	John Ayleff
Brett Hill	Stanley Yoh	David Gulick	Donn Sakuda
Pat Lee	Lee Cranmer	Shannon Wood	Jeff Gaskell
Gerald Chun	Ron Iwami	Hannah Jurinka	Lowell Chun
Christine Kaneshiro	Barbie Pine	Reid Okumura	Pauline Chun
Rick Hayashi	Ryan Tam	Jim Brewer	Margaret Lyan
Tracy Kubota	Byrnes Yamashita	Thomas G.	Yasuko Nelson
Darin Mar	Betty Hurfid	Daniel Nakamani	Galen Fox
Aaron Landrey	Asia Yeary	Tony Ngai	Carol Star
Wayne Y. Yoshioka	Shanah Trevenna	Joe Magaldi	John Clements
Jan Wonso	Sean Connelly	Russell Lake	Rose Reed
Doran Chavez	Mike Leach	Kim Mooney	Mark K. Hata
Bruce Fujimoto	Anie Parkinson	George Atta	Sarah Preble
Sandra Kobayashi	Marti Townsend	Scott Sato	Buzz Carang
G. Saito	Jim Frierson	Cizette Sato	A. Kimura
Art Lei	Bob McKaig	Norman Sawai	Junko Sekiya
Mark C. Smith	Sonavie One		

<b>May 25, 2013</b>	<b>May 30, 2013</b>	<b>May 30, 2013</b>	<b>May 30, 2013</b>
Diane Liu	Edna Weeks	Dennis Henmy	Joanna Morrisato
Gans Yuan	Faith Rex	Ken Rappolt	Patricia Tanaka
Claude Goins	Carolyn Hong	June Ames	Ellen Corrie
Clara Morikawa	Bonnie Arakawa	Ed Chong	Ken Takahashi
Francis Morikawa	Yuki Chang	Seiji Ogawa	Jeff Warner
Calvin Lyau	Ed Feeley	Adam Woltag	Glenn Takeuchi
Grant Okawa	William Ammons	Paula Sarish	Ray Bumgardner
Kazuma Nakagawa	Michael Asato	Michael T. Afonso	Jana Wells
Kristin Nagakawa	Cliff Garcia	Gary Onishi	Jay Wilosz
	Sharon Schmul	Ryan Char	Breene Harimoto
	Charles Cardel	Frank Genadio	Vincent Shigekuni
	Betty Wood	Robert Oda	Rick Lazar
	Carol Kage	Michael Kujubu	Doreen Harada
	Nina LaMonte	Daisy Murai	Stanford Carr
	Renee Espiau	Madigan W.	A. Akau
	Yuki Kawai	Richard Quinn	M. Reynolds
	Gerald Toymura	Ann Yamamoto	Charlie Z.
	Kika Bukoski	Branden Elefante	Rodney Funakoshi
	Malynne Simeon	Richard Regels	Virginia Low
	Bob Crone	Jeff Sandborn	Trina Dang
		Sidney Fukuyama	Mark Garrity
		Anthony Aballo	

The following comments (unedited and unabridged) were transcribed from public comments written on the display boards of the TOD Overlay Plan visual materials during HCDA's Open House conducted during May 23, 24, 25, 30, 2013. (Please note that persons commenting were not asked or required to provide their name.)

*"Preserve views from Punchbowl to Magic Island and Ala Moana Park unobstructed."*

*"Schools – elementary/middle/high to keep residents within Kakaako."*

*"I like townhomes at ground level."*

*"Where are sports fields? Civic amenities?"*

*"Provide expansive plaza at stations with active uses adjacent to..."*

*"Improvements to H-1 (on/off ramps) – impact of roads beyond (Ward/Punchbowl) immediate/adjacent streets of high rises."*

*"Voyager its moved! To Reed Lane..."*

*"A park in a city can be a green desert. Where is the city square that will give a heart and life to this neighborhood?"*

*"To create pedestrian friendly district HCDA needs control of streets and areas currently controlled by City's right-of-way"*

*"If Blaisdell is removed, its replacement must include and enhance current available venues for the arts and entertainment. Kakaako cannot be turned into a cultural desert."*

*"Mature street trees."*

*"Urban programmed park space (basketball, tennis..) and community center."*

*"Where is the central square with stores and cafes and restaurants at street level..."*

*"Where are the new schools to support the new residential uses. What will they look like ie. A dense multi-story school or a typical 8 acre plan?"*

*"Why don't these illustrations show us what the Kamehameha Schools and Howard Hughes projects will do? How do they integrate with HCDA plans?"*

*"If this neighborhood is really for families and not a ghost town for offshore investors, where is the elementary school going to be? Why is the only existing school (DOE) property (former Pohukaina school site) being used for a state sponsored 670 foot tower rather than for a school for which it is ideally located?"*

*"How do small landowners (not KS/HH) redevelop? Cost of construction and design plans and TOD framework is impossible."*

*"What does Kakaako mean? Names have meanings, and can have an effect on the person, or the place."*

*"Public safety ie. A police sub-station should be a priority."*

*"This area has a long and varied history. A museum would show what this place was like, as a basis for its ongoing present and future."*

*"Why Turtle Bay and envision Laie if this is PUC plan!"*

*"The local taxpayers will support this with GET for rail, sewer assessments that are going out of sight as well as water fees."*

*"We better get almost all affordable rentals and not subsidize rich guys from outside Hawaii and big time developers!"*

*"Diamond Head is 400 feet – that's our iconic landmark that should set the city's...the 700 foot height limit damages the whole scale and quality of Kakaako's mauka makai special experience. It is the height and visual beauty of the Koolaus as seen from Honolulu's Kakaako core area that makes this one of the world's most exceptionally beautiful, desirable and livable places. It helps drive the visitor industry and make visitors want to buy in. As we accommodate more and more 'affordable housing' in this area with out-of-scale towers we promote population growth and simultaneously kill the sense of this place, the unique quality of the place and kill the goose. Don't destroy mauka/makai views!"*

*"I totally oppose proposed exemptions to heights allowed for new condos. I believe the density can be accomplished without higher buildings and creating concrete jungle. Don't make this another Waikiki with all its concrete."*

*"Why have height limitations if every time a developer wants to build a taller building he is granted a variance? I vote a big no on anymore buildings taller than the 400 foot limitation!"*

*"All views should be identified by street, neighborhood and city." (note: this comment was written in reference to photos displayed during HCDA's open house)*

*"Towering highrises will put many of these charming streets in shade."*

*"How do we keep open public spaces clean and free from homeless?"*

*"To achieve family friendly space Kakaako Makai must stay open space."*

*"Open space important but if there are no other uses that create presence, only open will not be as safe or secure as people may want." (note: this is in reference to the comment directly preceding)*

*"Without real and sufficient grocery and other retail you will only increase traffic."*

*"Times market or Whole Food?? Nearest is Foodland Ala Moana, would you carry your groceries? Must not create food deserts."*

*"All of these desirable life issues are important and need to be accommodated."*

*"Be sure to do bike/car road education!"*

*"Where is the school?"*

*"Make sure there are benches and shade trees for the surfers, walkers, and families!"*

*"Great idea!" (note: comment in response to photo of community gardens below the rail guideway)*

*"Excellent!" (note: comment in response to suggestion that rail alignments can be activated with bicycle paths as done in Vancouver, BC)*

*"Why aren't the densities increased closer to the stops and then taper out?"*

*"The frameworks needs to truly consider the education assets (existing) potential...and lets not forget about employment (jobs!) impacts."*

*"We don't want this great opportunity to mix TOD with the need for rental housing people can afford – TOD should not be just for those who can afford affordable units. People with below median incomes need truly economical rental housing, and other locales are creatively building economy rentals that fill this need. Kakaako should make sure to do it also, since one-half of Hawaii's people have below median incomes."*

*"Rules need a specific provision requiring mandatory area for bike parking! Why doesn't HCDA have a rack in front of your office?"*

*"Don't forget bike garages at train stations."*

*"Will be interested to see a path analysis in the EIS analyzing walking routes between the transit stations and the major visit destinations. This will facilitate pedestrian protection measures and interfaces with vehicle ways."*

*"About 16 years ago I recall Mitch D'Olier (sp?) then head of Victoria Ward proposed closing Auahi Street at Ward Avenue to create a kind of mall at that intersection a parking structure was to be built. Is there a possibility that Auahi Street could still be closed to automobile traffic. Originally Victoria Ward owned Auahi Street."*

*"You should have those streets where everyone crosses at once like in Waikiki."*

*"TOD rules seem to trump the existing mauka area rules by allowing towers of 700 feet in height? If that is the case it is a bad precedent to set."*

*"How many degrees will the temperature rise? Will there be many reflective buildings? 10% temperature rise."*

*"Small footprint is a good idea but no variance on height."*

*"Keep FAR to city limits – 3.0 FAR max."*

*"How does parking structure in the center support 'transit-oriented' development?"*

*"Once rail is on-line parking structure should be designed so it can be replaced with living space."*

*"How have you solved the complexities involved with owning/developing shared parking structures?"*

*"Are you reducing code requirements for parking and unbundling the parking?"*

*"Consider low-rise density condos, such as Vanguard Lofts."*

*"Please limit building heights and protect views!"*

*"Make sure that infrastructure can support this density – streets, water, sewer, power. How will you manage the traffic?"*

*"Height limits please – this is Honolulu not Manhattan."*

*"Protect views of Diamond Head from the Ewa direction."*

*"Will there be any way to guarantee that increases in height for buildings in the urban core will mean no urban sprawl into ag lands elsewhere on Oahu? If not, there needs to be."*

*"Urban heat island studies?"*

*"How about more trees to climatize pedestrian areas?"*

*"How will the buildings affect the wind patterns?"*

*"Infrastructure – water, sewers – who builds it, who manages it, who pays for it."*

*"Public elementary and middle schools – where will they be and who will build them."*

*"Please retain the historic stone curbs that are along many Kakaako streets. When new developments come in do not allow them to replace the stone curbs with new concrete curbs. Also please do not widen streets. Keep the historic dimensions of Kakaako's streets. At the corner of Halekauwila and Keawe Streets the stone curbs have been removed and the street has been widened – this should no have happened."*

*"Kakaako – do it right plan wisely!"*

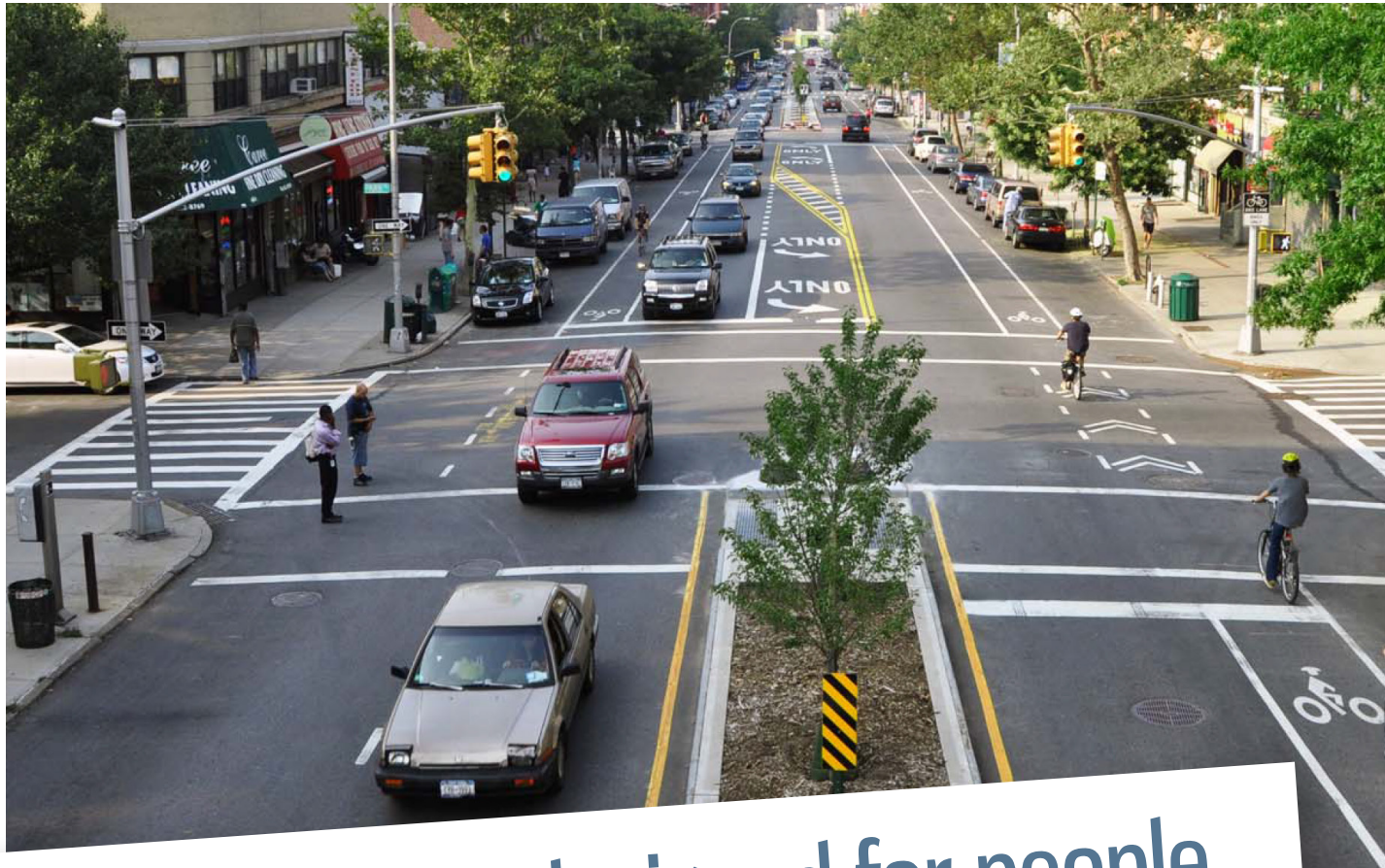
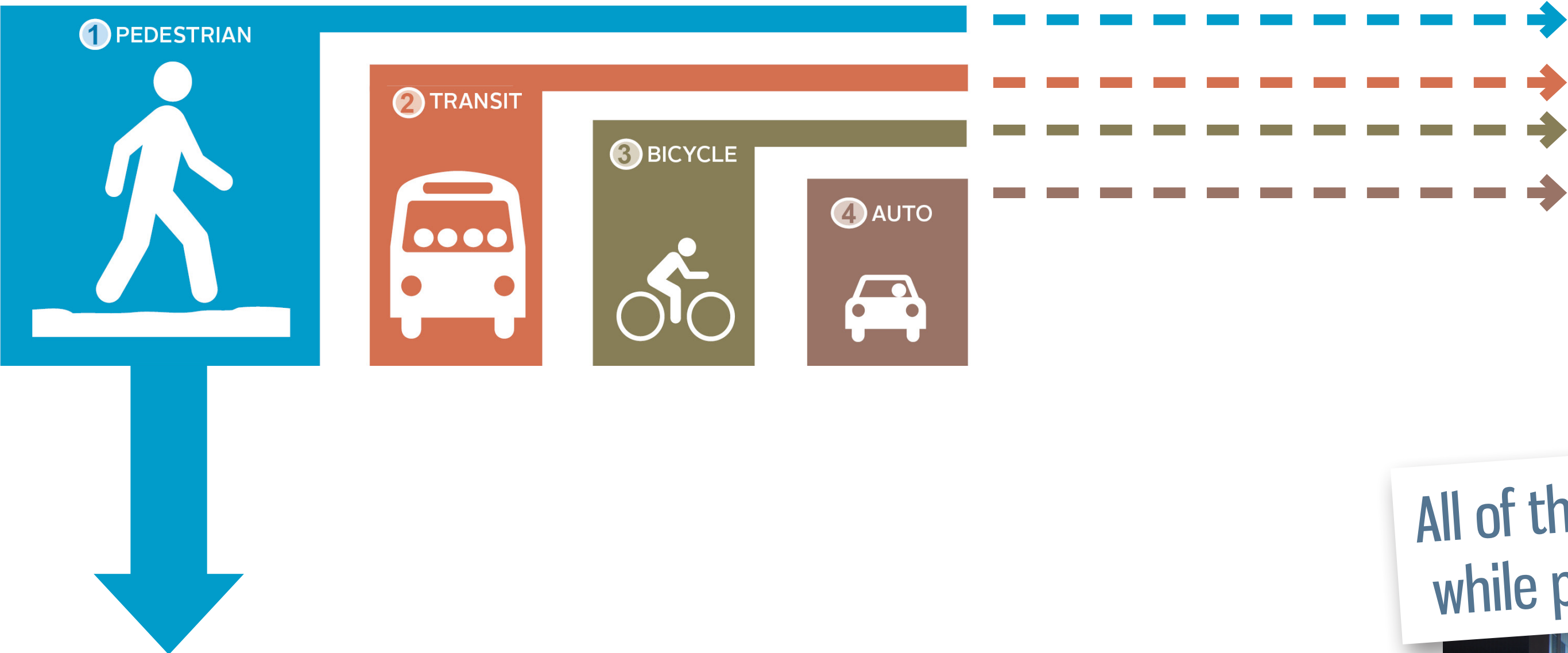
*"Please review and visit crystal city in Arlington. This sounds like their original vision which hasn't been as successful."*

*"Is it possible to stop even considering raising the height limits to 700 feet and keeping the limits as is. Kakaako already has an extra 50 feet in height, it shouldn't ask for more."*

*"Housing for families making \$120,000 a year is hardly affordable half of us make under \$90,000 total family income."*



# Kaka`ako's streets will be designed for people!



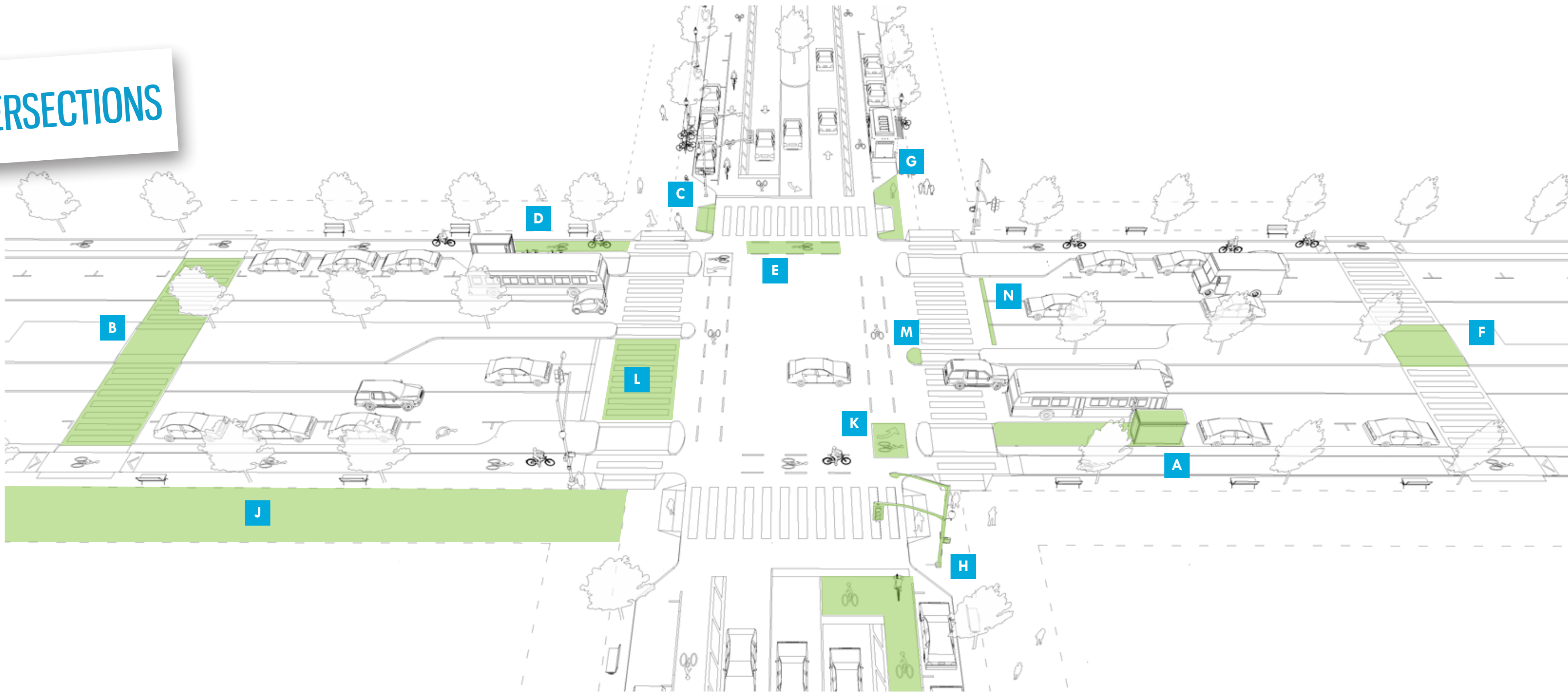
All of these streets are designed for people, while providing space for all modes



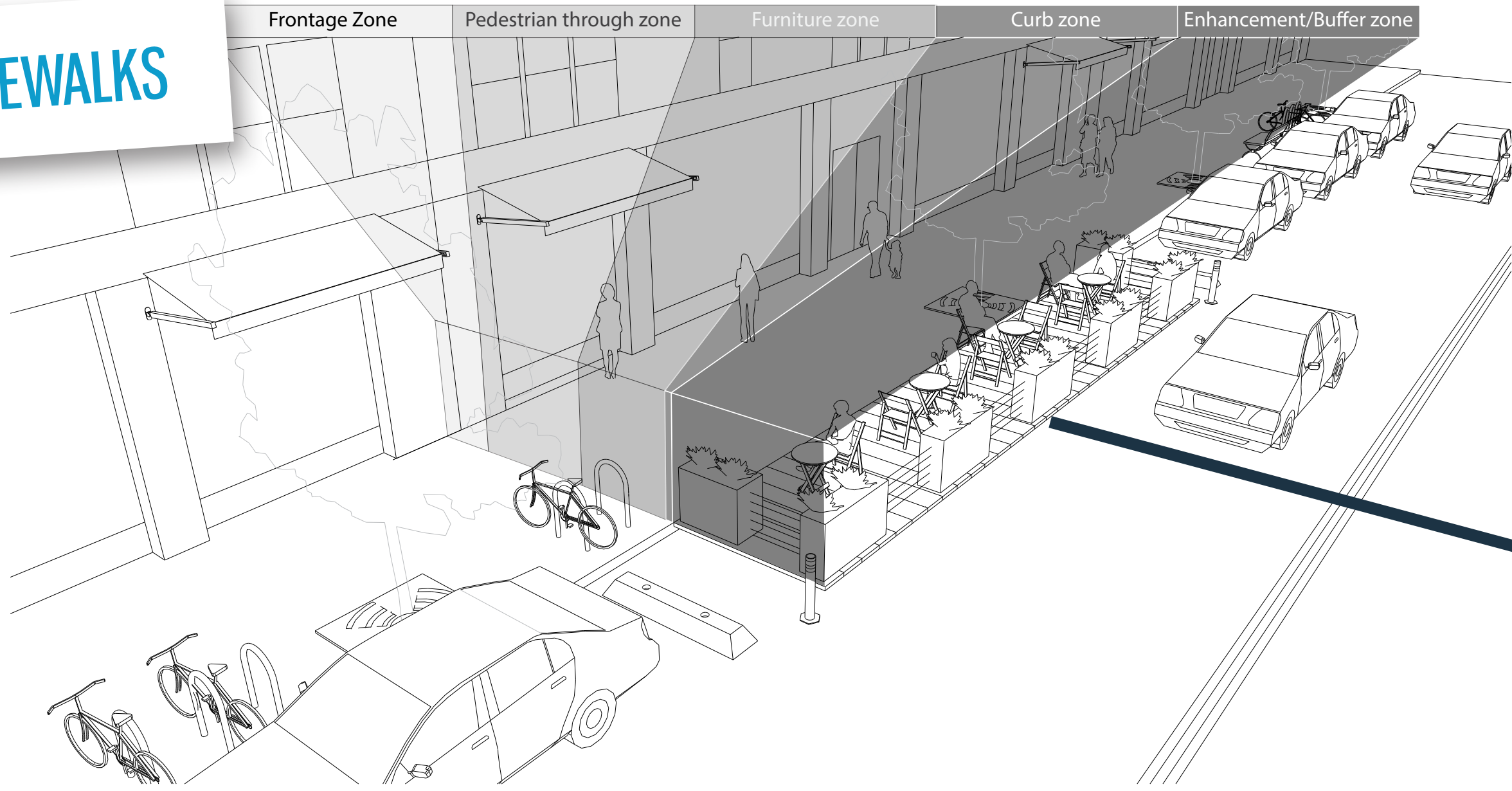
## Elements of pedestrian-friendly streets...

- A Far-side stops/Bus bulbouts**  
Far-side stops minimize operational delay and allow buses to move out of the intersection, so that turn movements behind them can continue to occur. Bus bulbouts move passenger shelters or queuing areas away from the pedestrian zone and reduce pedestrian crossing distances.
- B Mid-block crossing**  
Mid-block crossings provide direct walking routes and reduce the effective length of the block.
- C Accessible curb ramps**  
Curb ramps safely and seamlessly connect mobility impaired individuals between the sidewalk and street. Curb ramps are tactile to ensure legibility for site-impaired users.
- D Bike-transit integration**  
Bicycle and transit facilities are designed to reduce conflicts between bikes, transit vehicles, and pedestrians.
- E Intersection bicycle crossing**  
Intersection markings indicate the safe, direct, and visible path of bicyclists traveling through an intersection or driveway conflict zone.
- F Pedestrian refuge islands**  
Refuge islands reduce crossing distances, improve pedestrian visibility, and facilitate crossings across longer crosswalks.
- G Curb extensions**  
Curb extensions continue the sidewalk into the parking lane at intersections or mid-block locations to improve visibility of pedestrians waiting to cross, reduce crossing distances, and provide additional space for placemaking features.
- H Signalization**  
Traffic signals control vehicle and pedestrian movement at intersections or mid-block crossings.
- I Colored bike boxes**  
Designated priority queuing areas for bicycles that help clear an intersection quickly and help reduce right-hook collisions.
- J Sidewalks**  
Spacious, clearly defined, and continuous sidewalks are requisites for Complete Streets and transit-oriented neighborhoods.
- K Two-stage turn queue boxes**  
Turn facility allowing cyclists to safely and comfortably exit cycle tracks or bike lanes that require bicyclists to negotiate difficult lane merges.
- L Crosswalks**  
Highly visible and defined crosswalk facilities ensure safe and comfortable crossings.
- M Median nose**  
Median noses provide additional protection for crossing pedestrians and slow left turn movements.
- N Advanced stop bars**  
Stop bars increase automobile stopping distances from crosswalks, thereby improving crossing comfort.

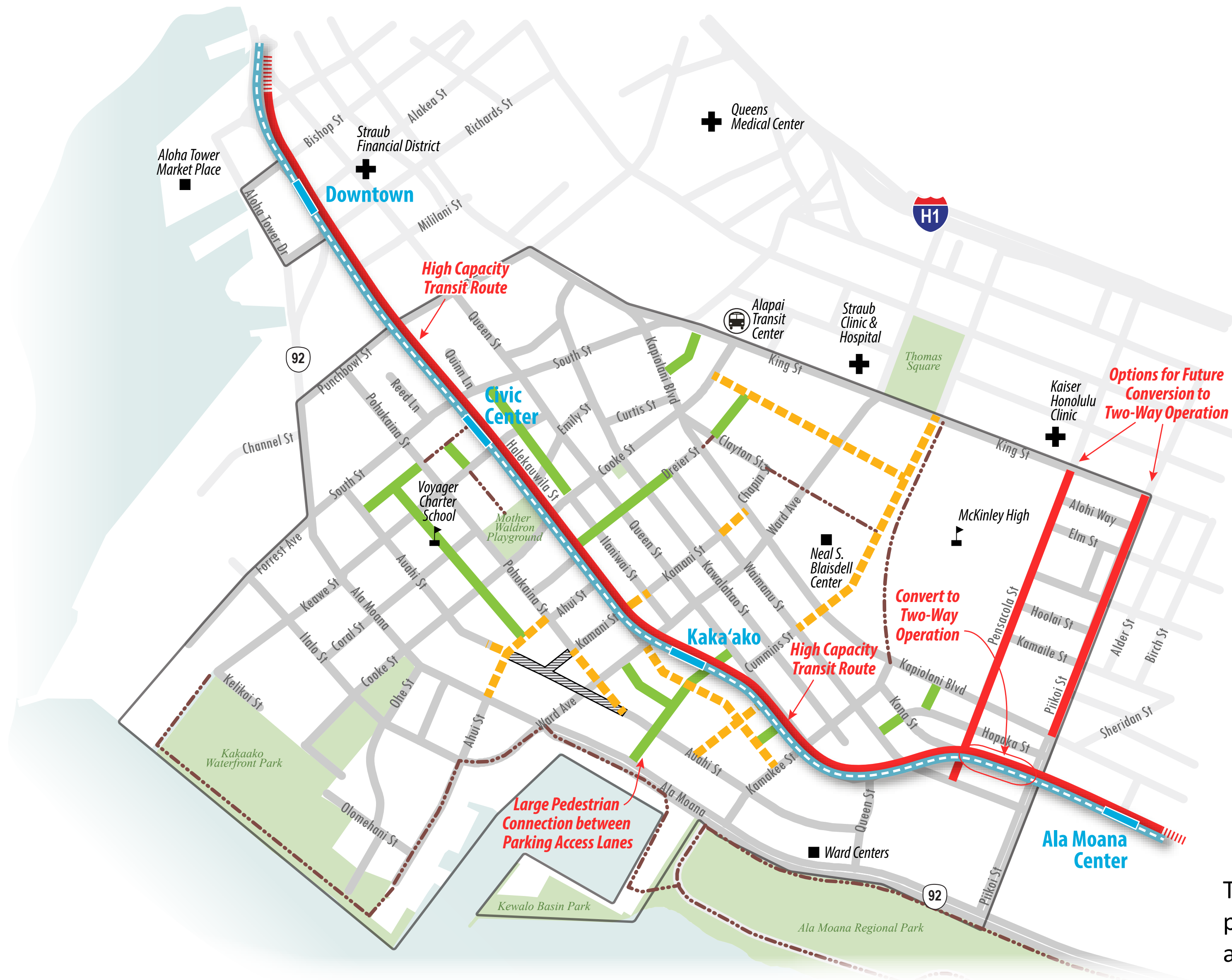
### ...INTERSECTIONS



### ...SIDEWALKS



# A 20-minute walk to anywhere in Kaka`ako...



The TOD Overlay Plan will bring people within a 20-minute walk to amenities, services, and rail transit.

- 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

Kaka`ako will be a place where you can walk to destinations using spacious sidewalks and direct pedestrian routes...



**Kalakaua Avenue, Waikiki, HI:** A prime street prioritized for pedestrians and retail access



**Lincoln Road, Miami, FL:** A world class shopping street



**Main Street, Santa Monica, CA:** A warm weather retail street



**NW 13th Avenue, Portland, OR:** Redevelopment district street retains light-industrial feel and slow-mixed operations

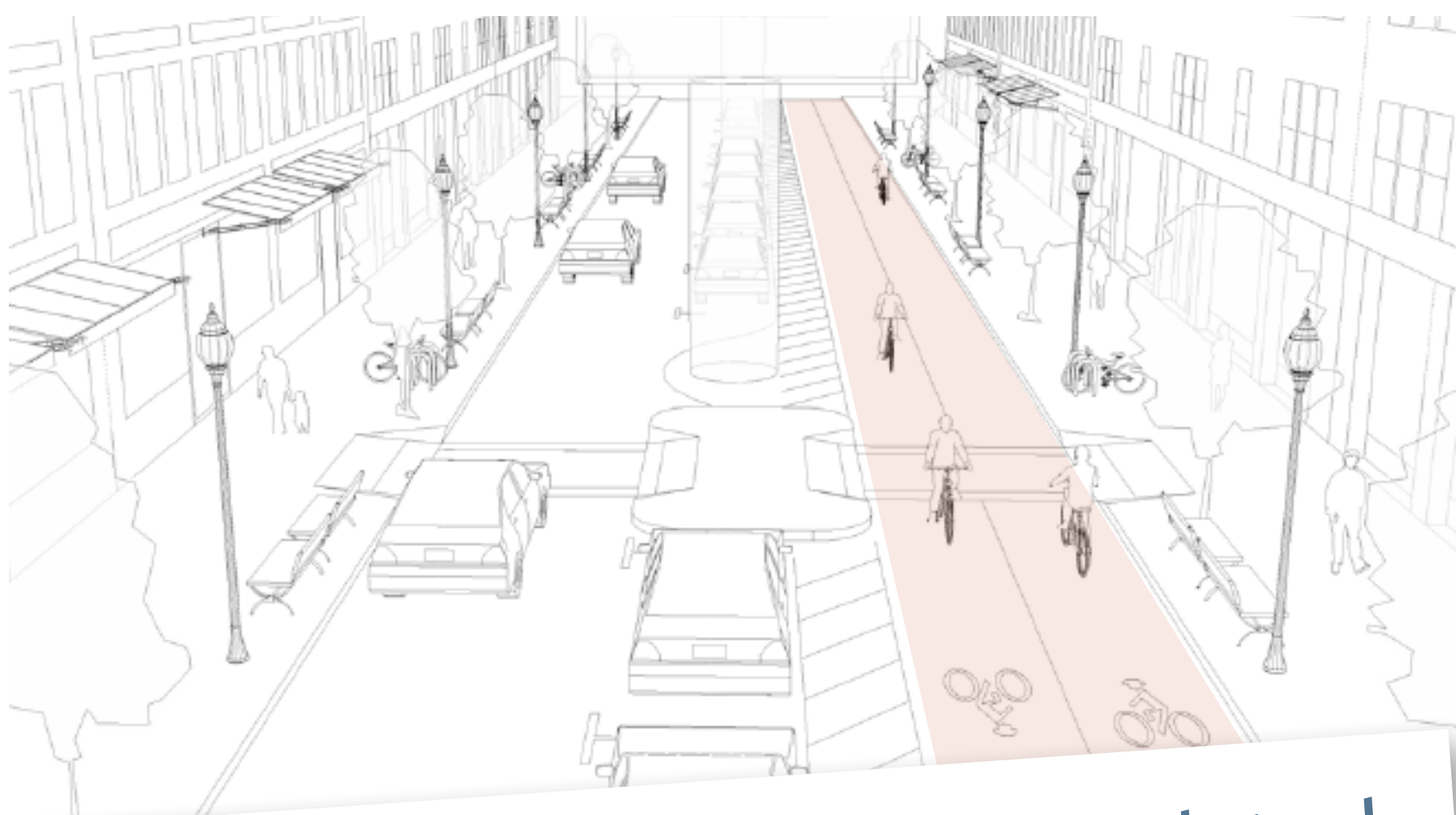


**Yaletown Blocks, Vancouver, BC:** Redevelopment district street retains light-industrial feel and slow-mixed operations



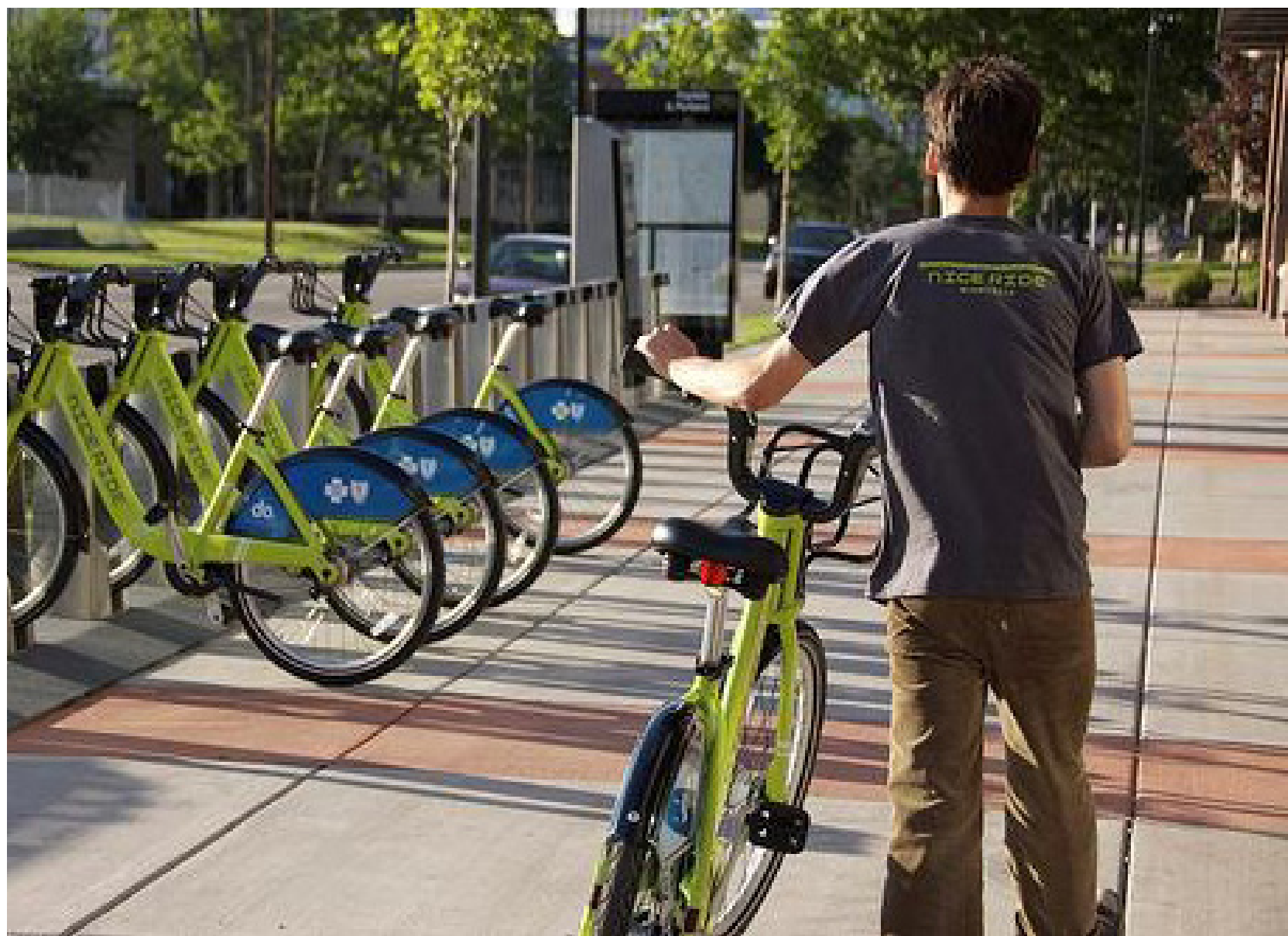
**Third Street Promenade, Santa Monica, CA:** A renowned pedestrian priority street anchored by frequent transit service and a future light rail transit station.

# Comfortably walk and ride your bike to neighborhood destinations



Halekauwila... reimagined as a shaded cycle track

## With bike share, you can grab a bike... on-demand!



Bike sharing will facilitate connections to HART and bus transit and replace short auto trips to local retail.

## Access local recreational and natural resources on foot, by bike, or on transit...



Rail alignments can be activated with an exercise course and bike path as done in Vancouver, BC



Cycle tracks and other separated bicycle facilities will make active transportation and recreation safer and more comfortable in Kaka’ako



New bicycle and pedestrian improvements in the KCDD will enhance access to local parks and multi-use paths

## Expand transportation options for all types of trips...



## ...Take the train to Ala Moana



## ...Drive to Kailua



### ...Walk to restaurants



## ...Bike to work

## Enable “car-lite” living...



Living in the KCDD can afford you the option to use your car less, or even get rid of your car altogether...

## A community connected to transit...



Transit streets in Kaka`ako will feature active retail frontage, expansive sidewalks, themed lighting schemes, and pedestrian buffers such as trees and landscaping, and space for café seating...

## Park-once and enjoy vibrant streets...



People can come to KCDD, park once and be able to walk, bike, or take transit everywhere they want to go...

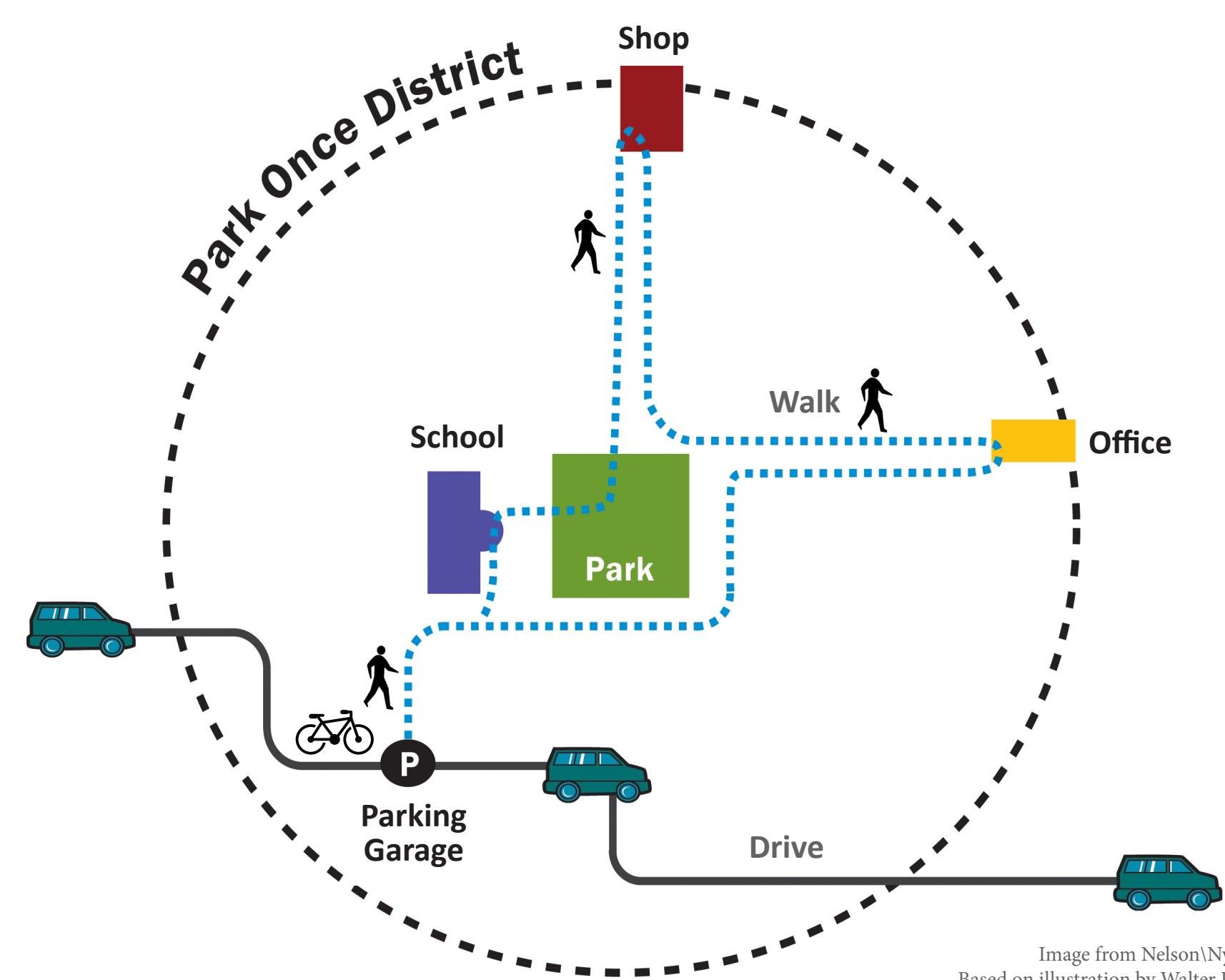


Image from Nelson\Nygaard  
Based on illustration by Walter Kulash

# KAKA`AKO TOD OVERLAY PLAN OPEN HOUSE

Thank you for joining us!

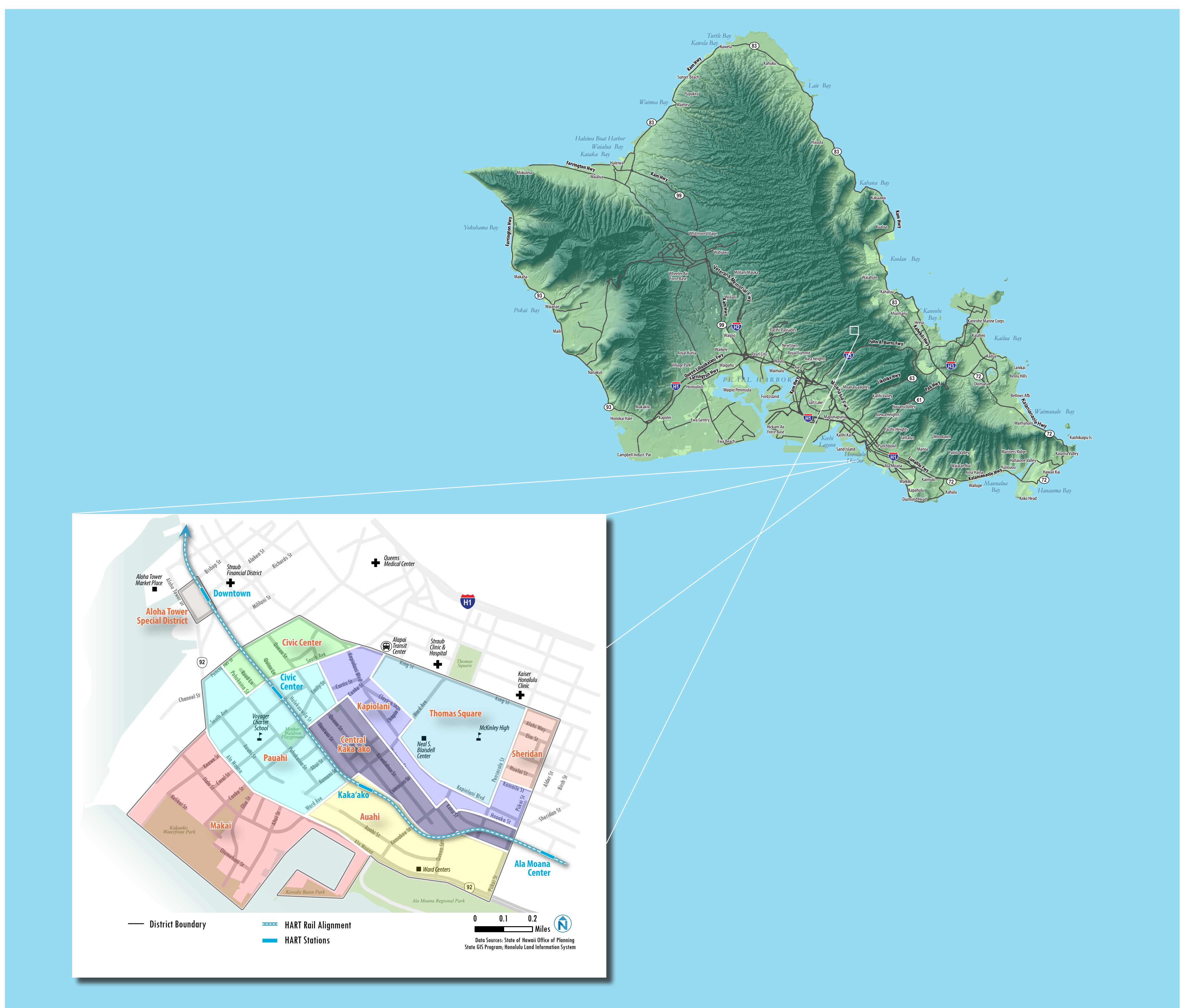
## AGENDA

- Meet and Greet
- Opening Remarks
- Open House

## What you can do:

- Review information displays
- Ask questions
- Share your ideas about Kaka`ako

## PROJECT CONTEXT AND BOUNDARIES



# IN KAKA`AKO...

...what if you could...



...live in the City comfortably and affordably?

Walk...



...to the grocery store?

What if you could...



...go on a lunchtime bike ride?

Park once...



...and run ALL your errands.

What if you could...



...get to Home Depot by train?

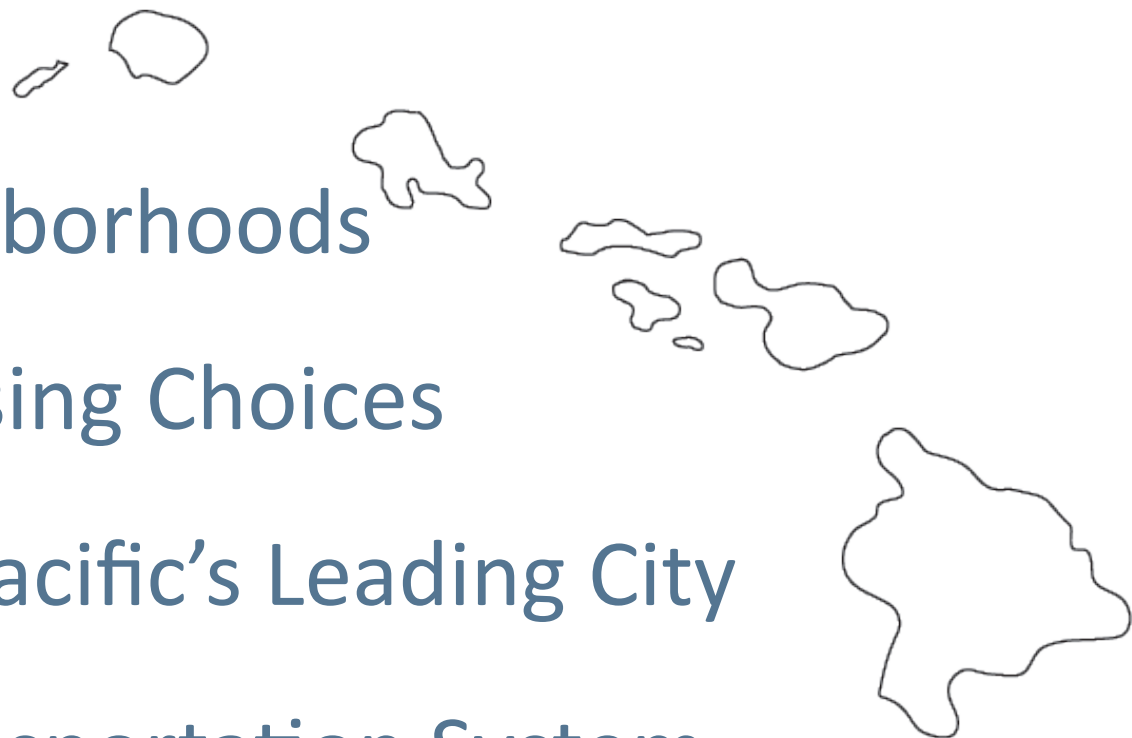
Imagine having...



...more time for what matters.

# Honolulu’s PUC Plan Goals

- Protect and Enhance Natural, Cultural, and Scenic Resources
- Cultivate Livable Neighborhoods
- Promote In-Town Housing Choices
- Develop Honolulu as Pacific’s Leading City
- Create a Balanced Transportation System

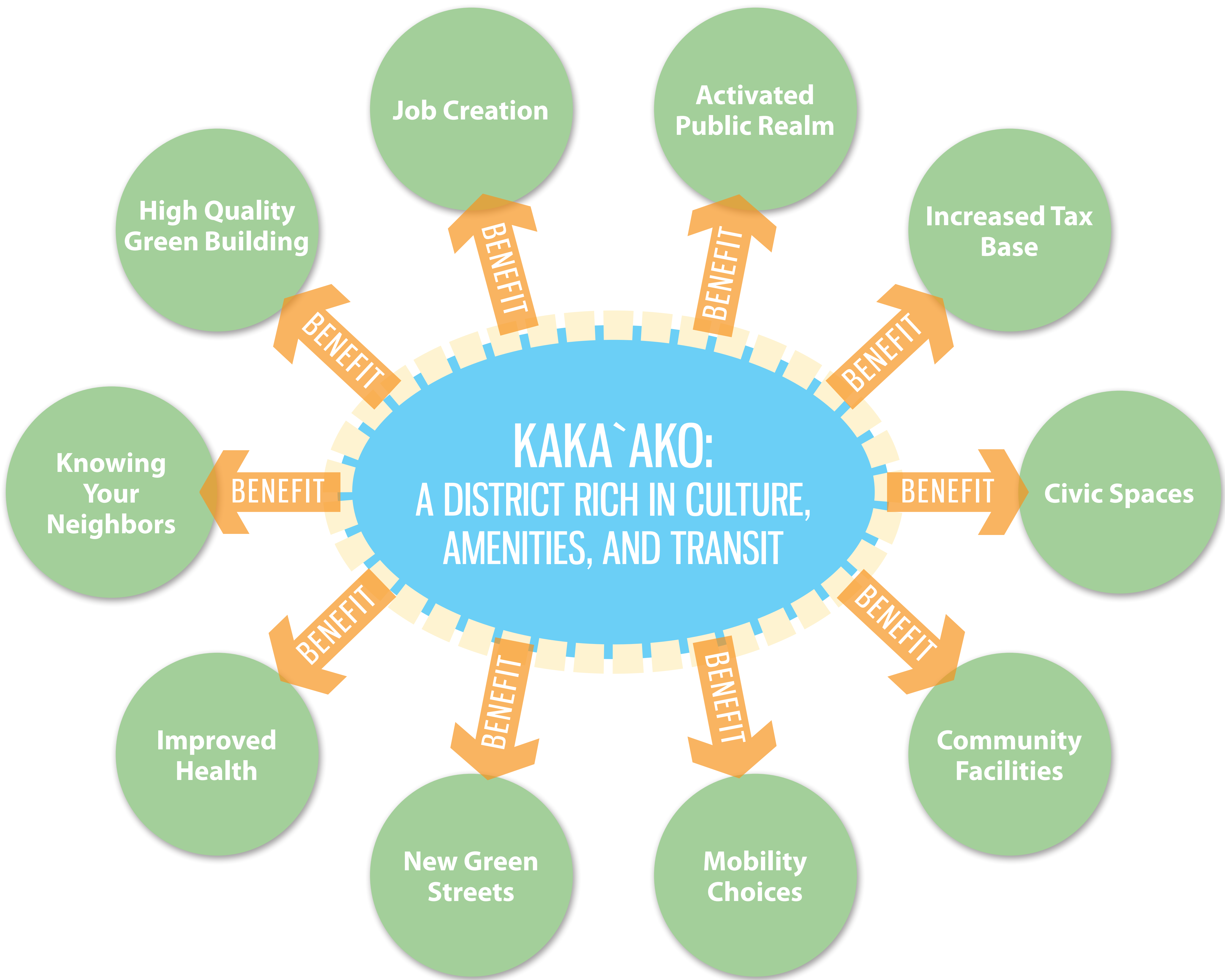


# HCDA Project Description

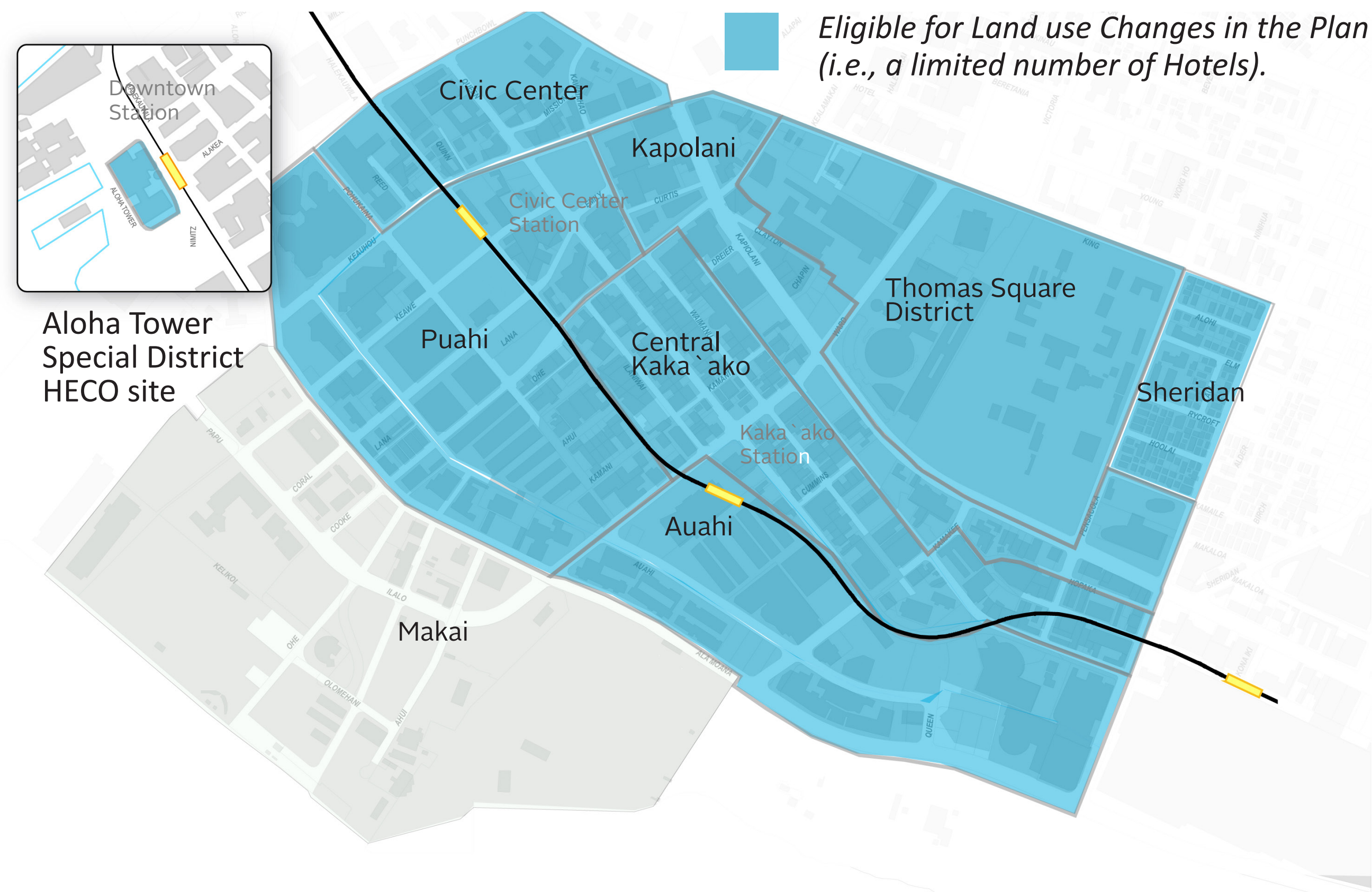
The HCDA has prepared a Draft Kaka`ako Community Development District (KCDD) Transit Oriented Development Overlay Plan. The intent of the TOD Overlay Plan is to:

- Foster investment that creates well-used and well-loved urban places.
- Leverage planned development master plan developers to make Kaka`ako the most diverse and vibrant neighborhood in Honolulu.
- Retain the diverse character, local culture, and existing businesses in the Kaka`ako district.
- Provide safe, walkable streets and many transportation options for accessing businesses, parks, residences, amenities, and the district’s three future Honolulu Authority for Rapid Transportation (HART) stations.
- Enhance existing and create new parks and open space for all the people of O`ahu to enjoy.

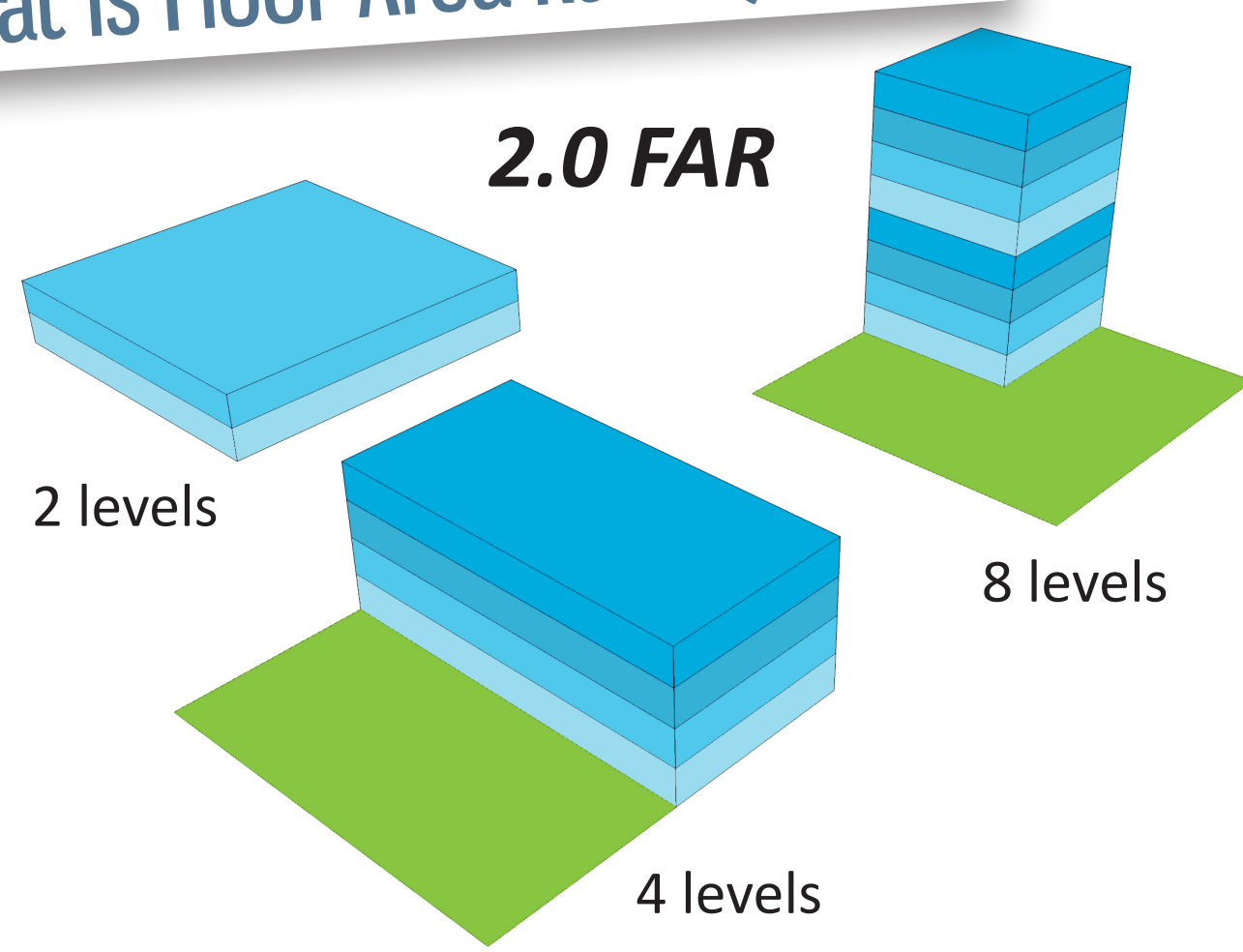
“Livability means a community where you can take kids to school, go to work, see a doctor, go to the grocery store, have dinner and a movie, and play with your kids in a park, all without having to get into a car.”  
~ Former U.S. Transportation Secretary Ray LaHood



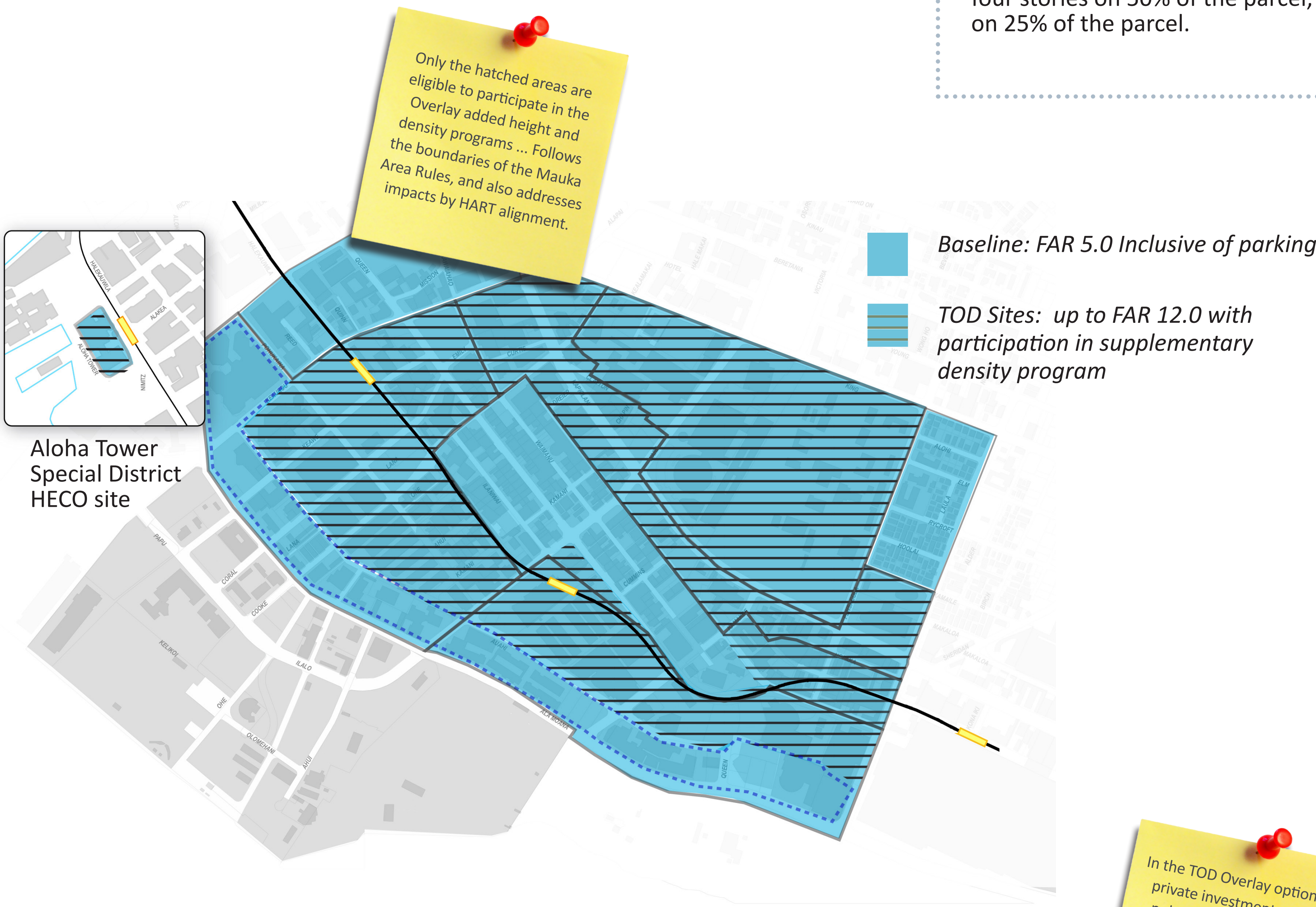
# An Overlay to the Mauka Area Plan; Neighborhood Context



## What is Floor Area Ratio (FAR)?

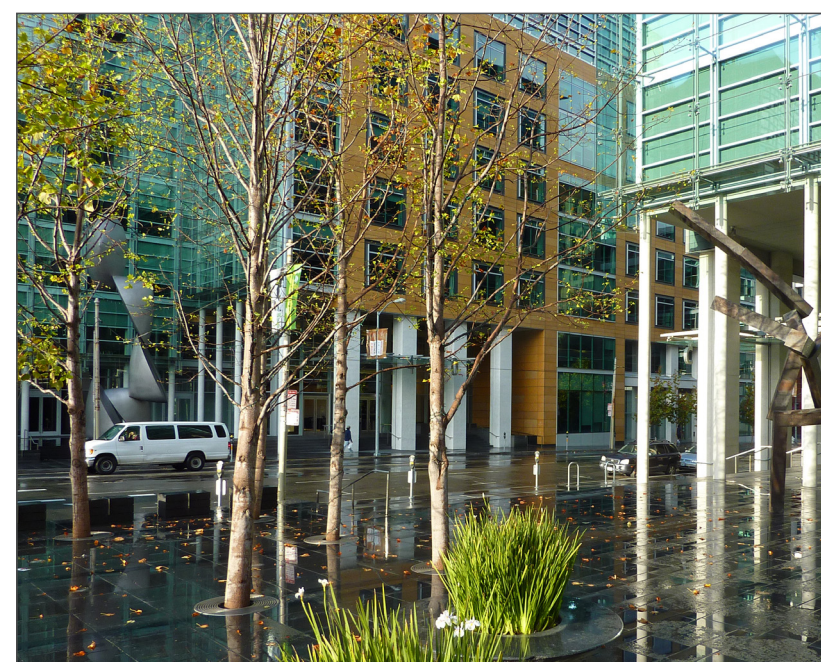


**Floor Area Ratio Defined:** The simple diagram above shows the application of 2.0 FAR across a site. Two stories covering the entire parcel of land, four stories on 50% of the parcel, or eight stories on 25% of the parcel.



## WHAT NEW AMENITIES ARE NEEDED IN KAKA'AKO? WHAT URBAN PLACES DO YOU LOVE TO VISIT?

- WALKABLE
- DYNAMIC
- SAFE
- PEDESTRIAN FRIENDLY
- CONNECTED
- AUTHENTIC
- BEAUTIFUL
- GREEN
- PLACES TO GATHER
- WELCOMING

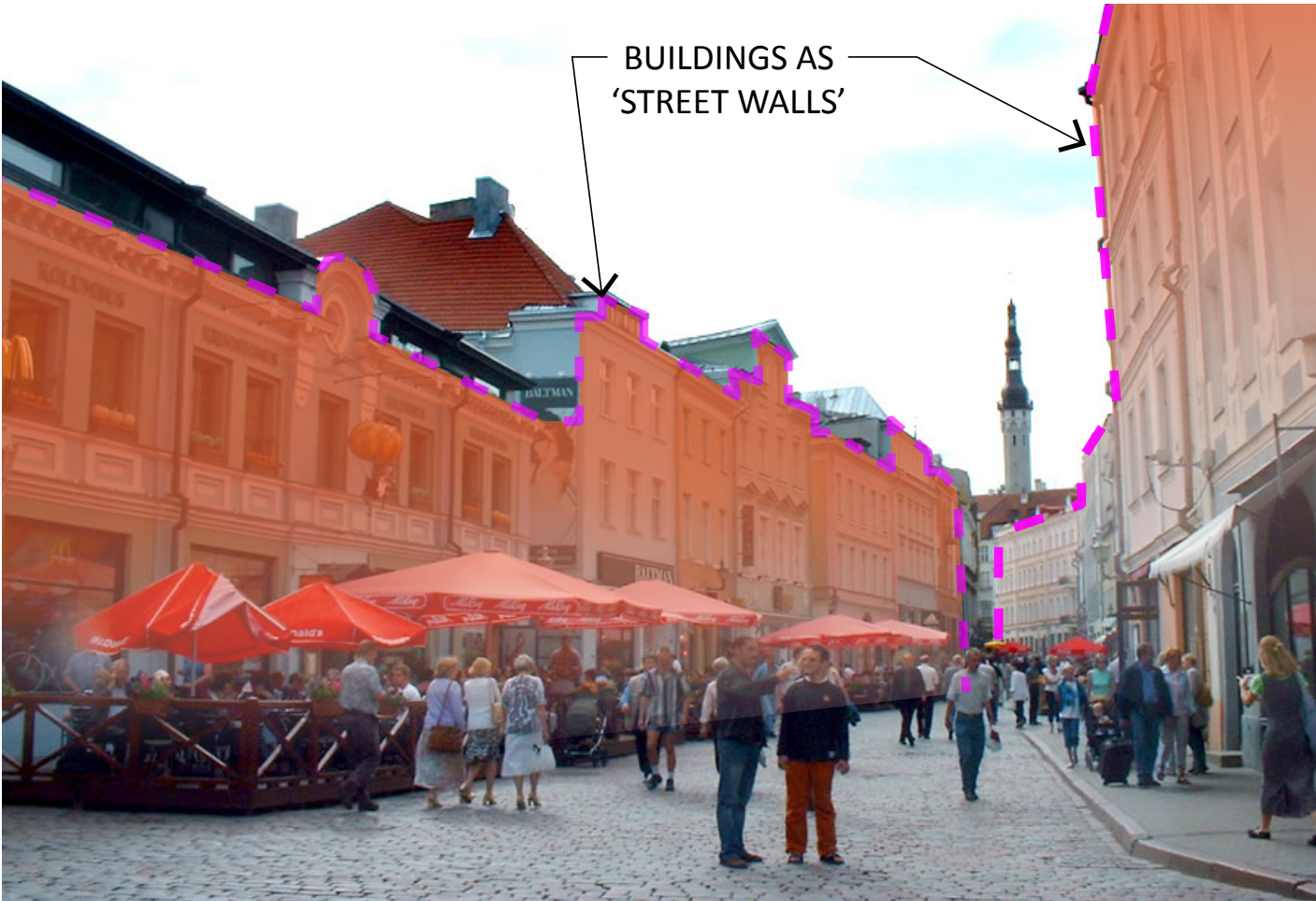


In the TOD Overlay options for private investment options for public benefits can help to offset increases in density. Next Steps are to provide a fair and balanced set of implementing rules.

# LIVABLE THROUGH DESIGN. BUILD ON THE MAUKA AREA PLAN.

Engage in City shaping... Reinforce a culture of high quality, local design...

## Create a public “room” from the street...



Build right up to the sidewalk to create the “street wall”...



...turning streets into spaces that feel like you’re somewhere, not just anywhere...



...and the sidewalks into places.

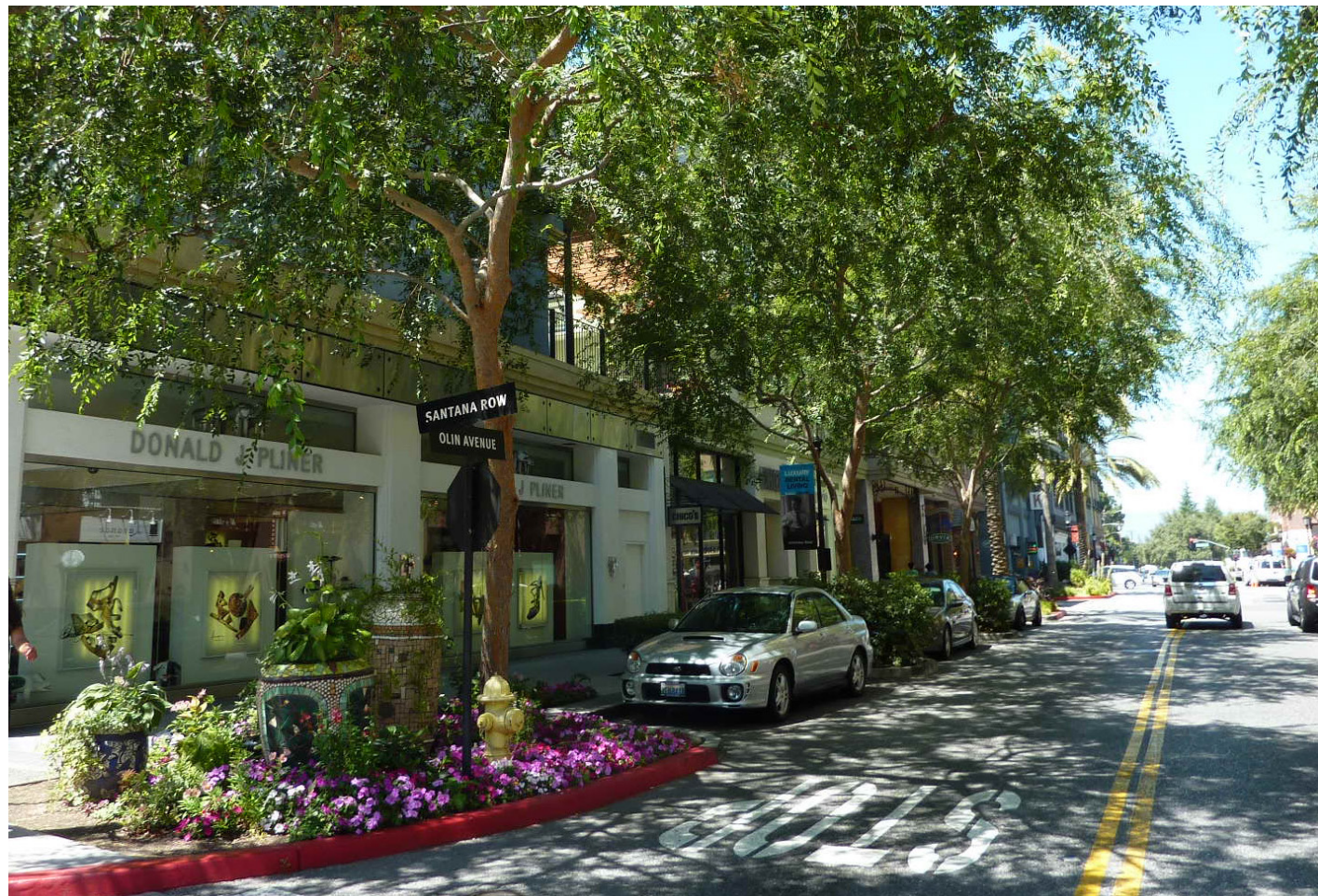
## Activate building edges...



...with a variety of uses such as retail, dining and services that add life to the street...



...with transparency to connect inside spaces to the street and avoid blank walls...



...and quality materials that engage the eye through texture and detail.

## To make height work, control bulk, scale and placement...



...to allow light and air at the street level...



...preserve views for pedestrians and neighbors...



...create well-proportioned tall buildings to enliven the downtown.

## Integrate greens spaces for variety...



...to make places to hang out....



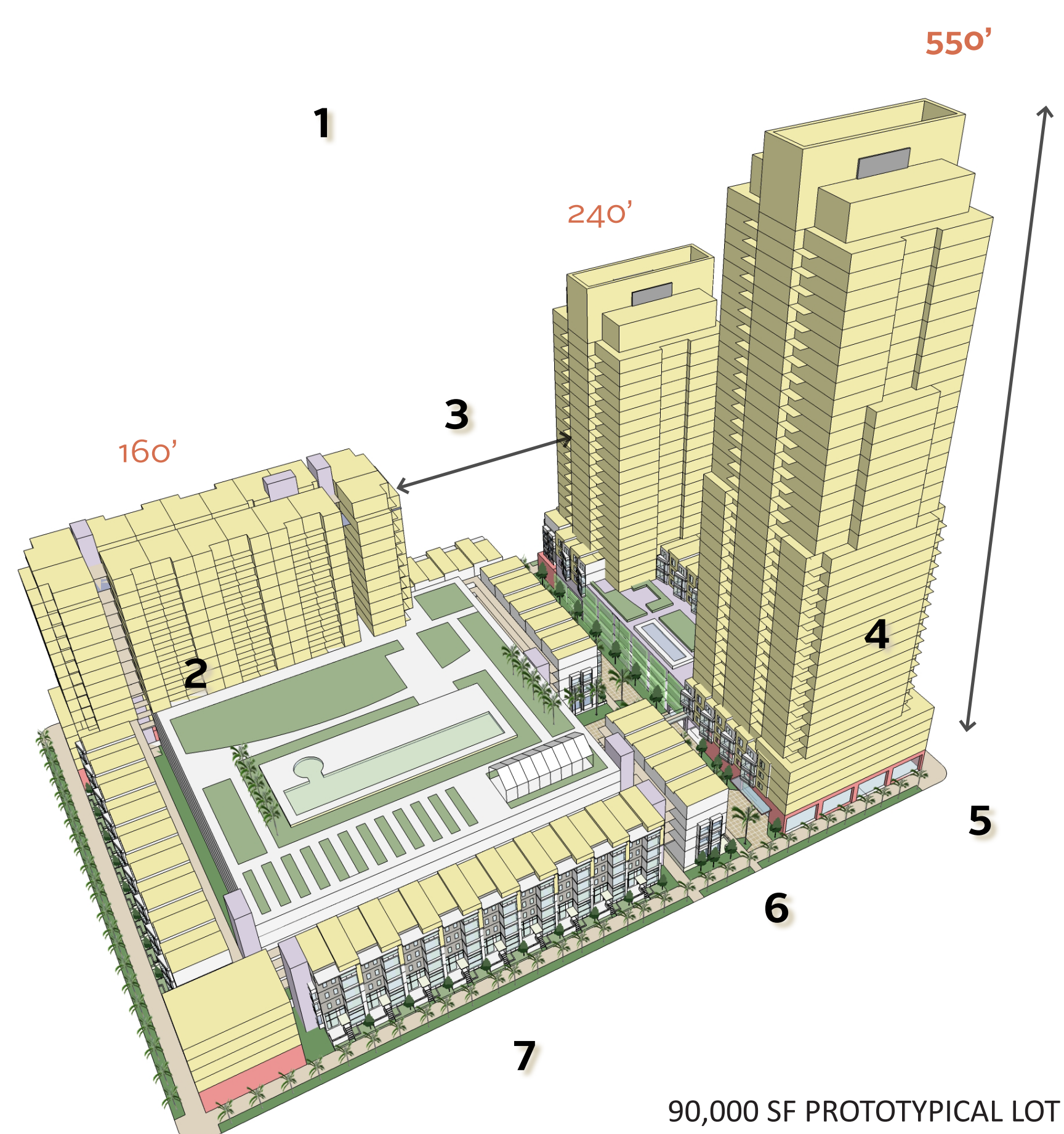
...provide character and value to Downtown Honolulu's authentic place...



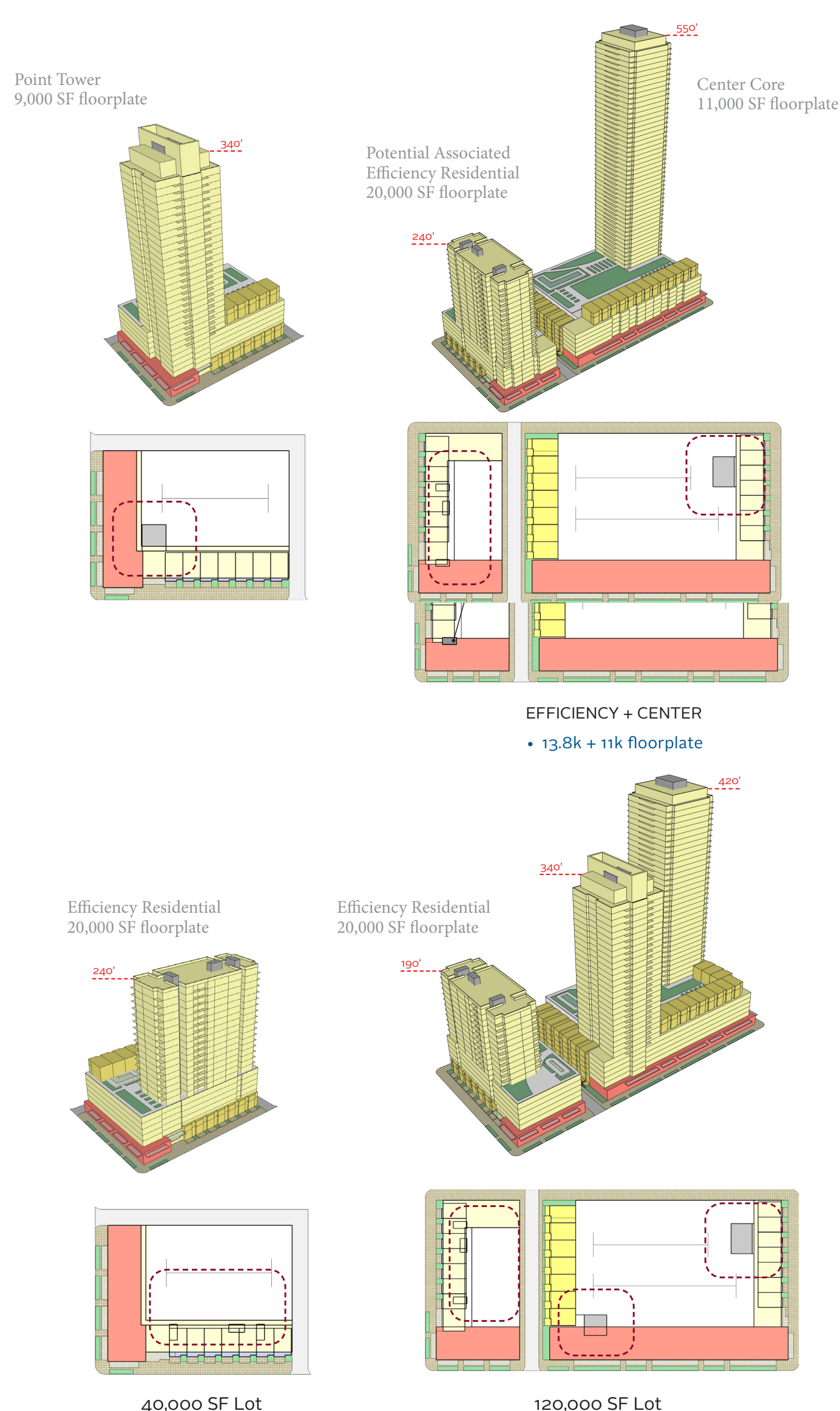
...and make Kaka'ako a family-friendly destination and place to live.

## Creating comfortable high-rise living with supportive urban amenities...

- 1 MULTIPLE BUILDINGS MAY BE SITED ON A CONSOLIDATED PARCEL. DESIGN REVIEW ENSURES NEIGHBORLY RELATIONSHIPS BETWEEN TOWERS.
- 2 INTERNAL PARKING STRUCTURES ARE EFFICIENT AND SHARED BETWEEN USES. PARKING PODIUMS CONTAIN ACTIVATED PUBLIC SPACE FOR BUILDING USERS.
- 3 DISTANCES BETWEEN BUILDINGS ARE CONTROLLED FOR PRIVACY AND LIVABILITY AND CONSISTENCY WITH MAUKA-MAKAI VIEWS.
- 4 BUILDINGS OF DIFFERENT HEIGHTS AND TENANCIES ANTICIPATE A VARIETY OF CONTEXTS AND CONDITIONS.
- 5 RETAIL IS PRIORITIZED IN CORNER LOCATIONS AND COMMERCIAL AREAS AND IS DESIGNED TO ENGAGE THE STREET AND ENHANCE THE PEDESTRIAN EXPERIENCE.
- 6 INTERNAL BLOCK CONNECTION FOR VEHICULAR AND PEDESTRIAN ACCESS ARE ACTIVATED WITH THE INCLUSION OF PEDESTRIAN FRIENDLY DESIGN, LANDSCAPING, AND ACTIVATING USES WHERE POSSIBLE.
- 7 THE GROUND PLANE IS HUMAN SCALED. NON-COMMERCIAL STREETS ARE ACTIVATED WITH TOWNHOUSES, STOOPS, STREETScape AND LANDSCAPING ENHANCEMENTS.



*Guiding Options for New Building Design Standards...More Details Forthcoming in the Next Project Phase*



**Center Core/ Point Towers (Maximum Height: 420' - 550' )**

Center Core and Point Towers help ensure that a building is aesthetically pleasing when viewed from all sides.

Center Core Towers house units with high quality façade treatments, concealing the concrete core at the center.

Point Towers, must have a smaller, streamlined structure width aligned with the Mauka-Makai Axis.

**Efficiency Residential (Height: 240' Maximum)**

The Efficiency Residential building has a double-loaded corridor (apartments located on both sides of an interior hall) intended to provide for workforce and affordable market rate housing with a range of unit sizes.

Whether on a single site, or combined with other towers, this building type allows developers to respond to many conditions. These buildings have an efficient envelope, address context and siting, and integrate with other taller buildings on a development lot.

### Center Core



One Rincon Hill, San Francisco

### Point Tower



CUI ALIA MADISON LOWE, SEATTLE: SEATTLE TIMES

## Efficiency Residential Buildings

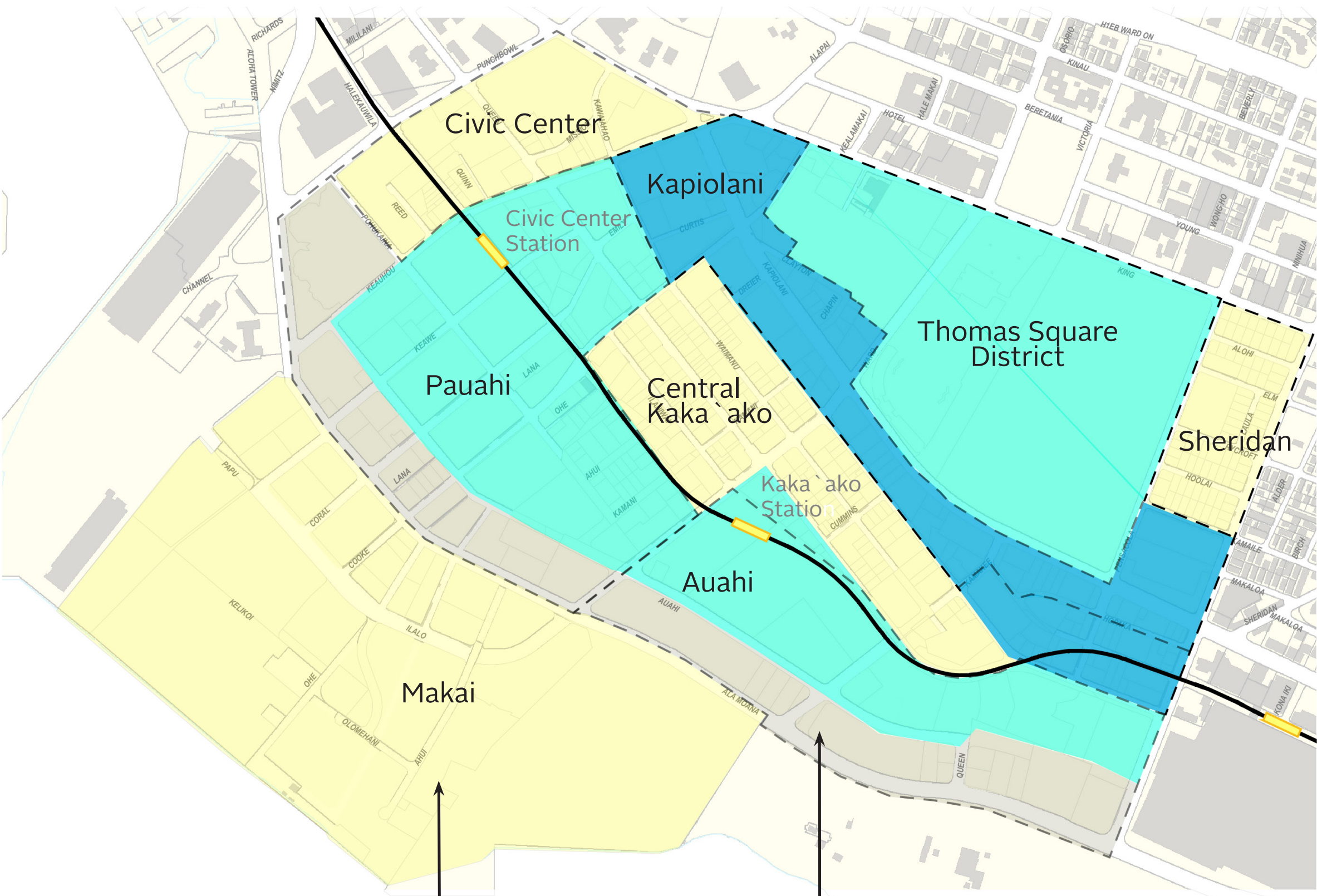


Collins Building, Seattle; Wedel Thompson



# NEW TOOLS FOR HIGH RISE NEIGHBORHOODS

# Balancing height and neighborhood character...



Maximum allowable heights will be established by High Rise Building Types and include limitations on bulk and massing. The base height in Mauka Area will be increased to 420' in areas illustrated on the map below. Towers of 550' are limited to development lot sizes of 90,000 SF or greater, with one tower allowed per development site. One iconic building with a maximum height of 700' is allowed in each of the Auahi, Pauahi and Thomas Square Neighborhoods. The Icon Tower is negotiated with exemplary public benefit, and envelope pushing sustainable design.

- 420' / 550'
  - 420' / 550' / 700'
  - 400'
  - Maintain Existing Mauka / Makai Area Rules (maximum heights allocated by district, including the HECO Aloha Tower Site)
- 700' Iconic Tower limited to one structure in the Pauahi, Auahi, and Thomas Square Neighborhoods.

HCDA is exploring how private investment associated with mauka growth can help achieve community improvements identified in the makai conceptual master plan ...

Ala Moana Special District Review Area is maintained



**What about the tall buildings? This Plan...**

Guides developers to share parking as a resource between uses, and encourages more efficient use of space. Relies on concurrent investments in walking, cycling and transit infrastructure improvements.

Raises heights; but also keeps towers slim, and introduces a process of Design Review to address siting + local context... Focuses more growth into the core of Honolulu.

Introduces a mid- to high-rise (maximum 240' heights) residential building that will offset luxury and upper market buildings + accommodate some reserved housing required as part of the Plan (20%).

And the really tall buildings? Only 3 iconic towers are allowed—each must be paired with exemplary design, public benefit, and demonstrable sustainability features that will push the industry forward.



# TOD Selected Sites

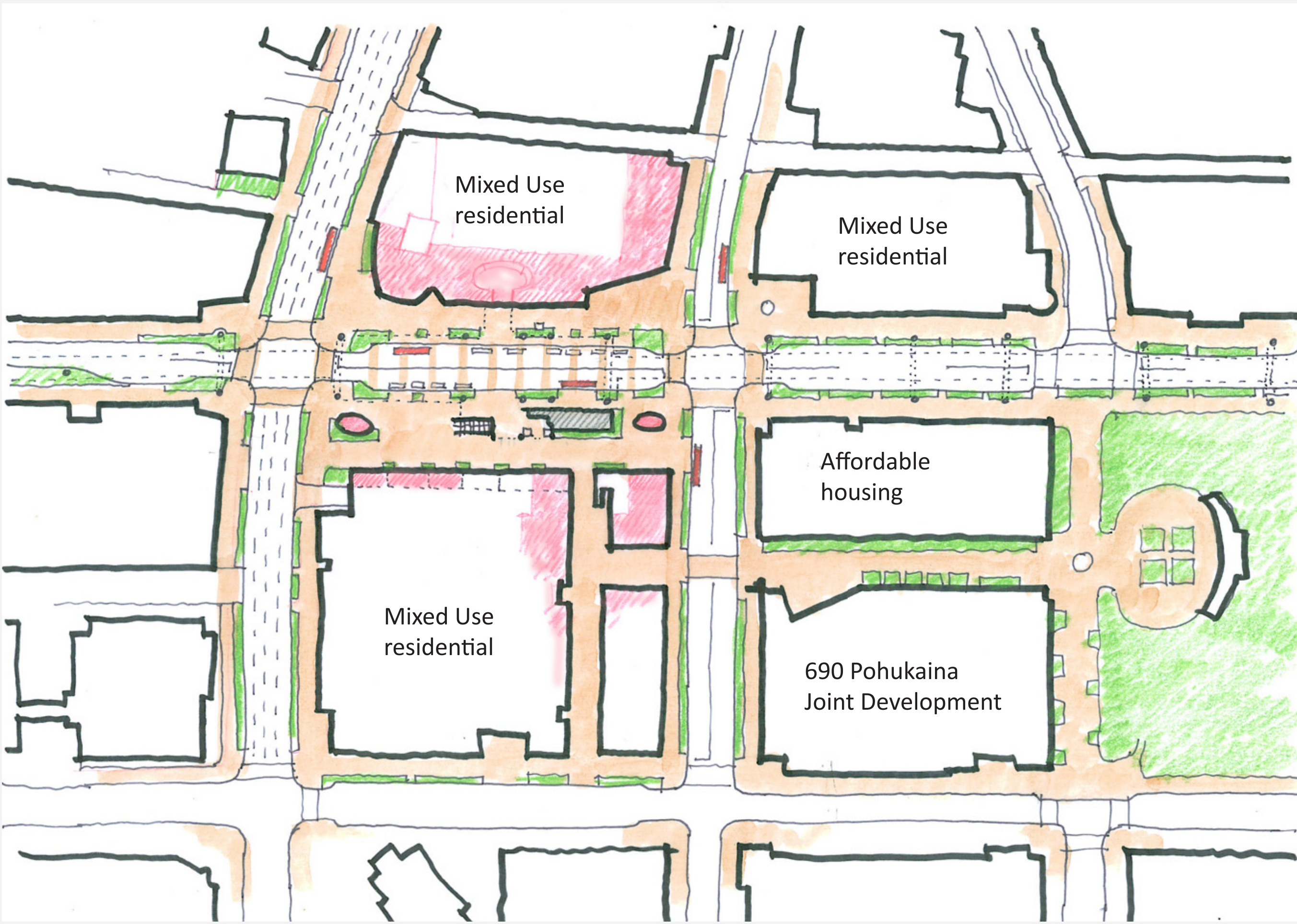
The selected sites identified in green meet identified TOD Objectives: mobility and access, availability of services, and development potential.

## Explored in the plan

- 1. Blaisdell Center redevelopment
- 2. HECO Aloha Tower Special District Site
- 3. Civic Center Station Area + 690 Pohukaina
- 4. Piikoi/Ala Moana
- 5. Kaka`ako Station (Howard Hughes)



## Civic Center Station Opportunity Detail



### LAND USE

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

Activate station with uses, maximize glazing and open shopfronts

Option for vertical retailing and mezzanine connection to station

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

Mother Waldron Park improvements

### MOBILITY AND ACCESS

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

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

Establish bike lanes and local access connections

New alley and connections to reduce pedestrian conflicts

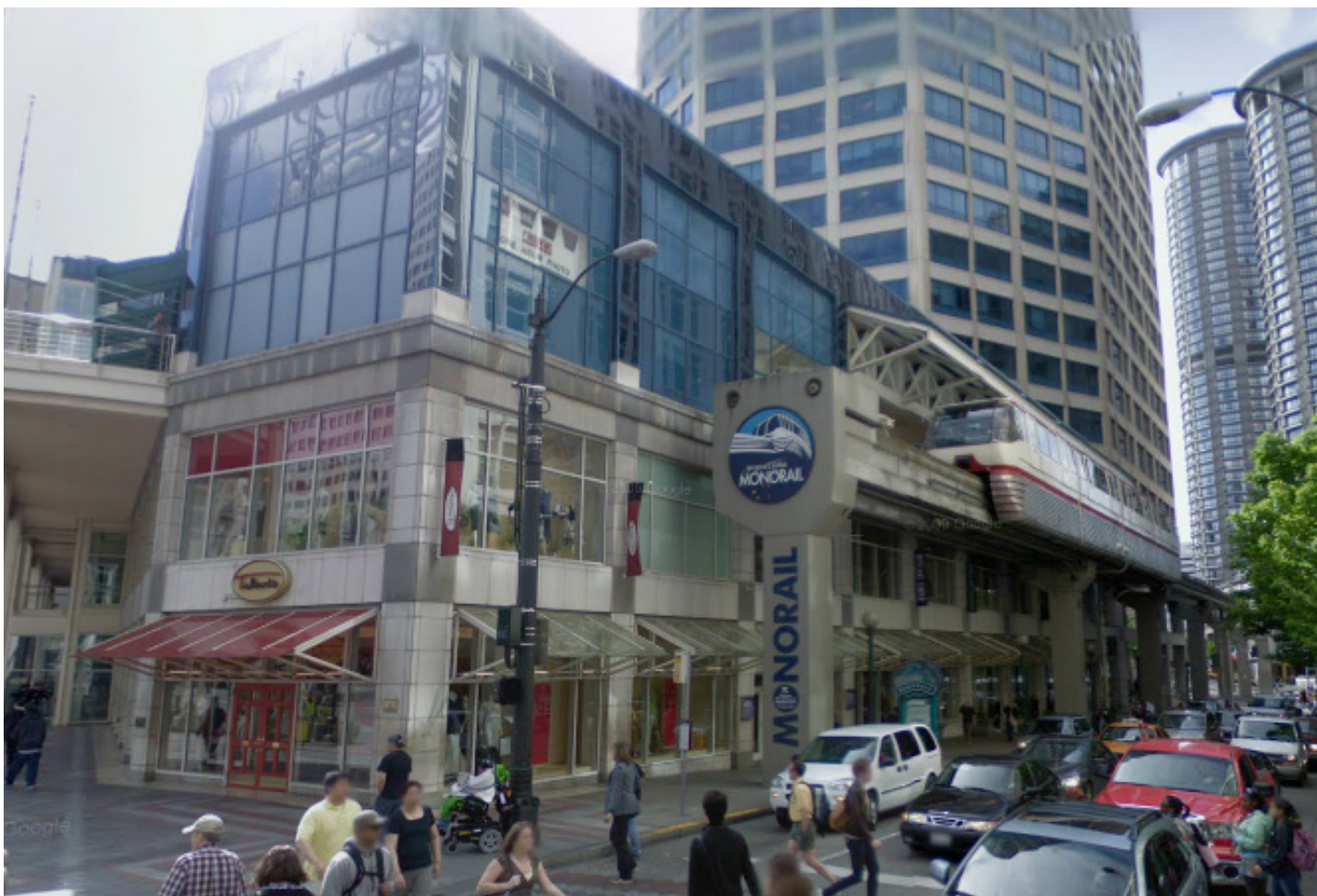
Pedestrian improvements, crosswalks and accessible ramps Station-related public realm improvements, kiosks or bike-related retail



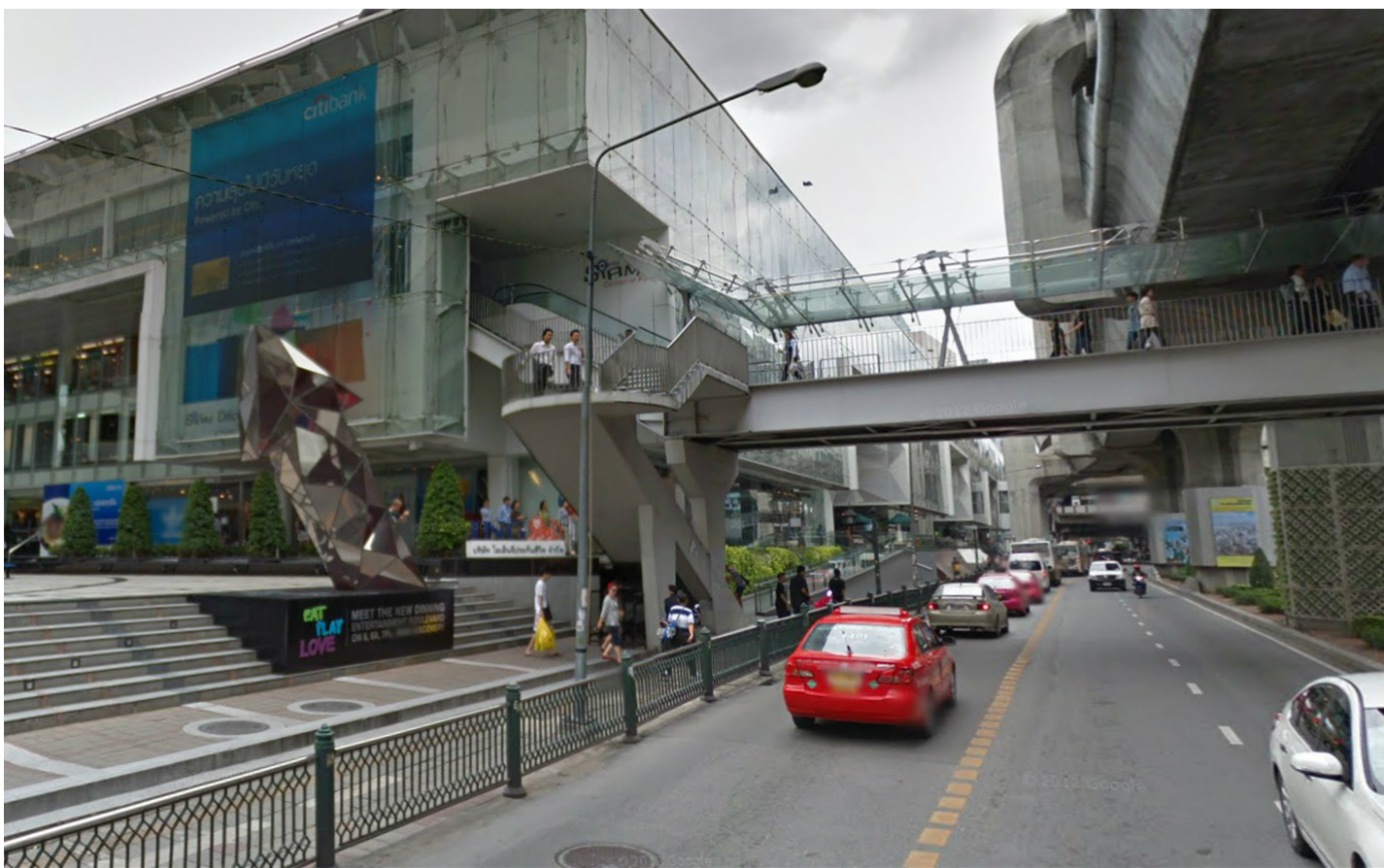
RETAIL CONNECTS THE ELEVATED STATION TO THE STREET (Pictured: SkyTrain, BC)



EXPLORING LANDSCAPE AND BIKE TRAIL OPPORTUNITIES UNDER ALIGNMENT (Pictured: SkyTrain, BC)



SECOND STORY RETAIL THAT WORKS FOR DOWNTOWN EMPLOYEES (Pictured: Westlake Center, Seattle)



AN ACTIVATED UNDER ALIGNMENT ENVIRONMENT (Pictured: Bangkok Elevated Rail)



Hawaii Community Development Authority

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

Informational  
Meeting

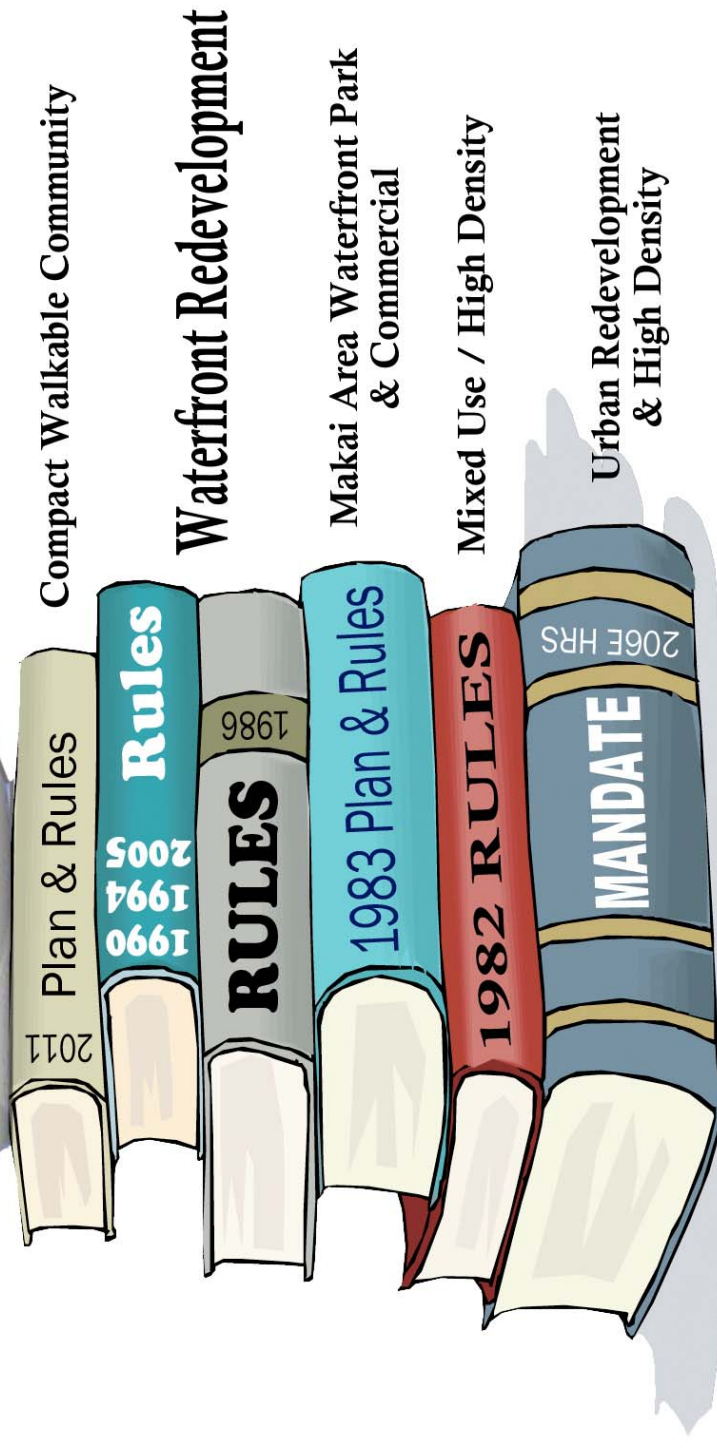
May 2013

# INTRODUCTION



TOD  
Overlay

Pedestrian oriented development  
around transit rich areas



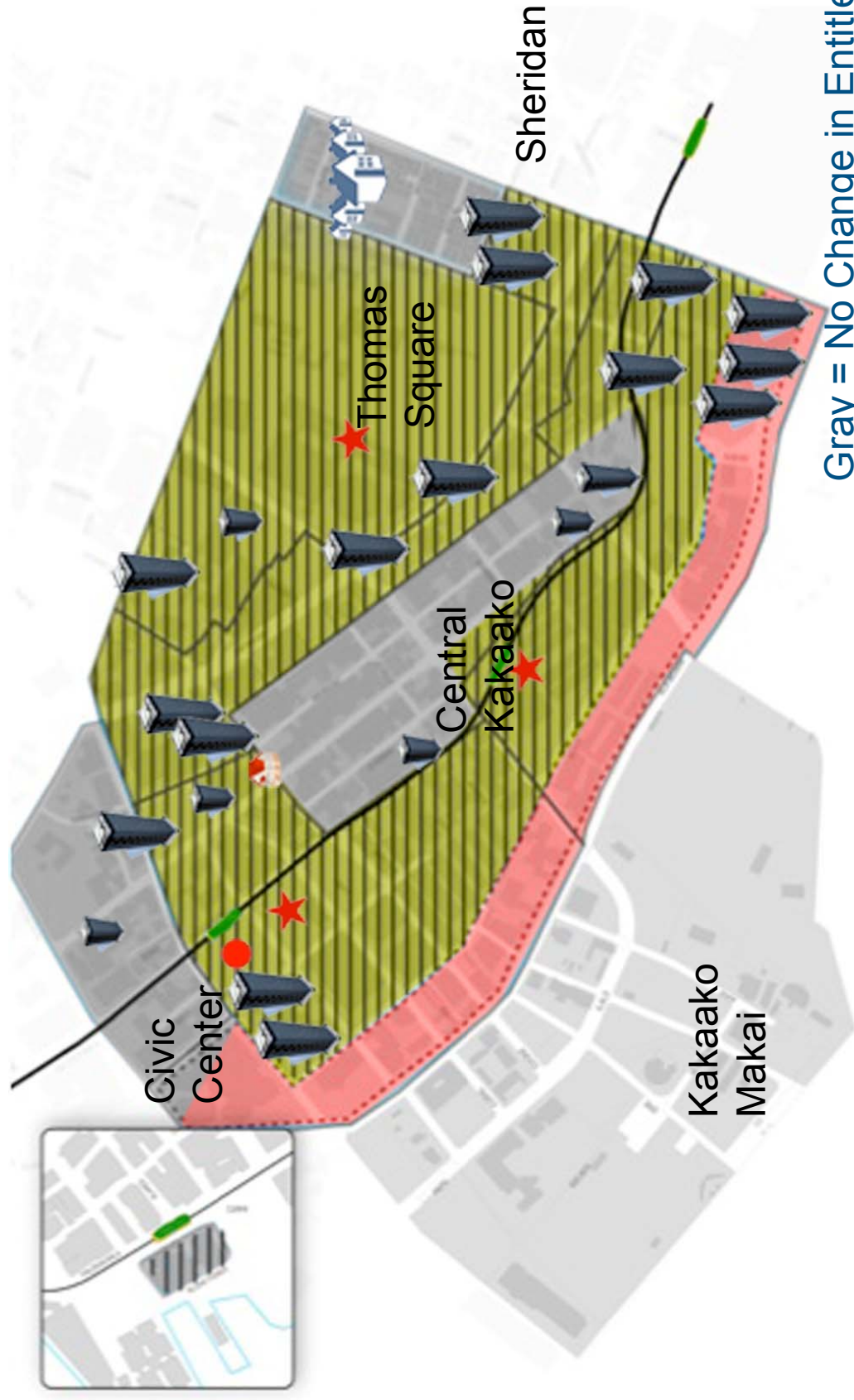
Compact Walkable Community

Waterfront Redevelopment

Makai Area Waterfront Park  
& Commercial

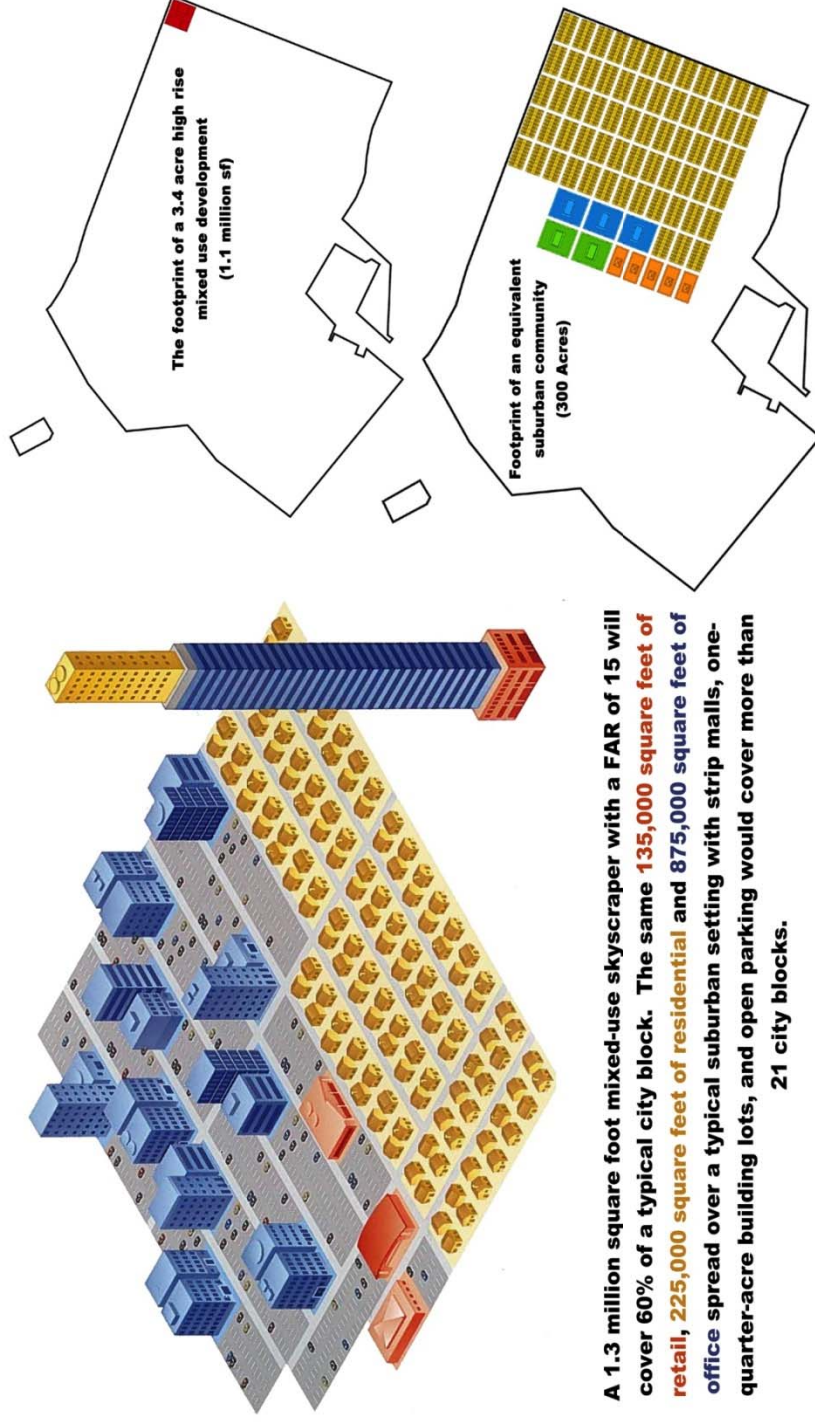
Mixed Use / High Density

Urban Redevelopment  
& High Density

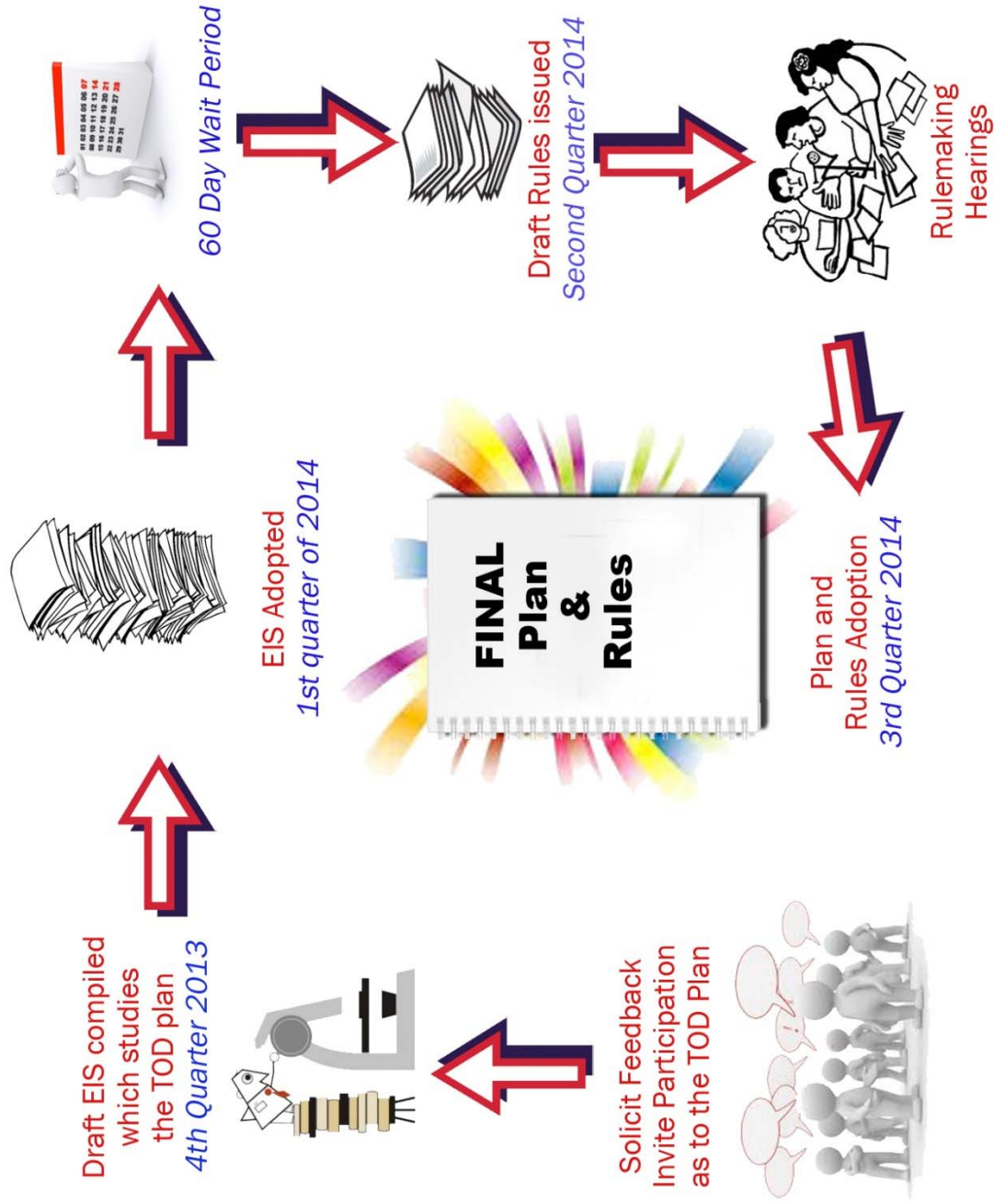


Gray = No Change in Entitlement  
Green = TOD Zone  
Red = Ala Moana Corridor  
Stars = Proposed Iconic Towers

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



**Because It Makes So Much Sense!**



\* Images provided by google

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



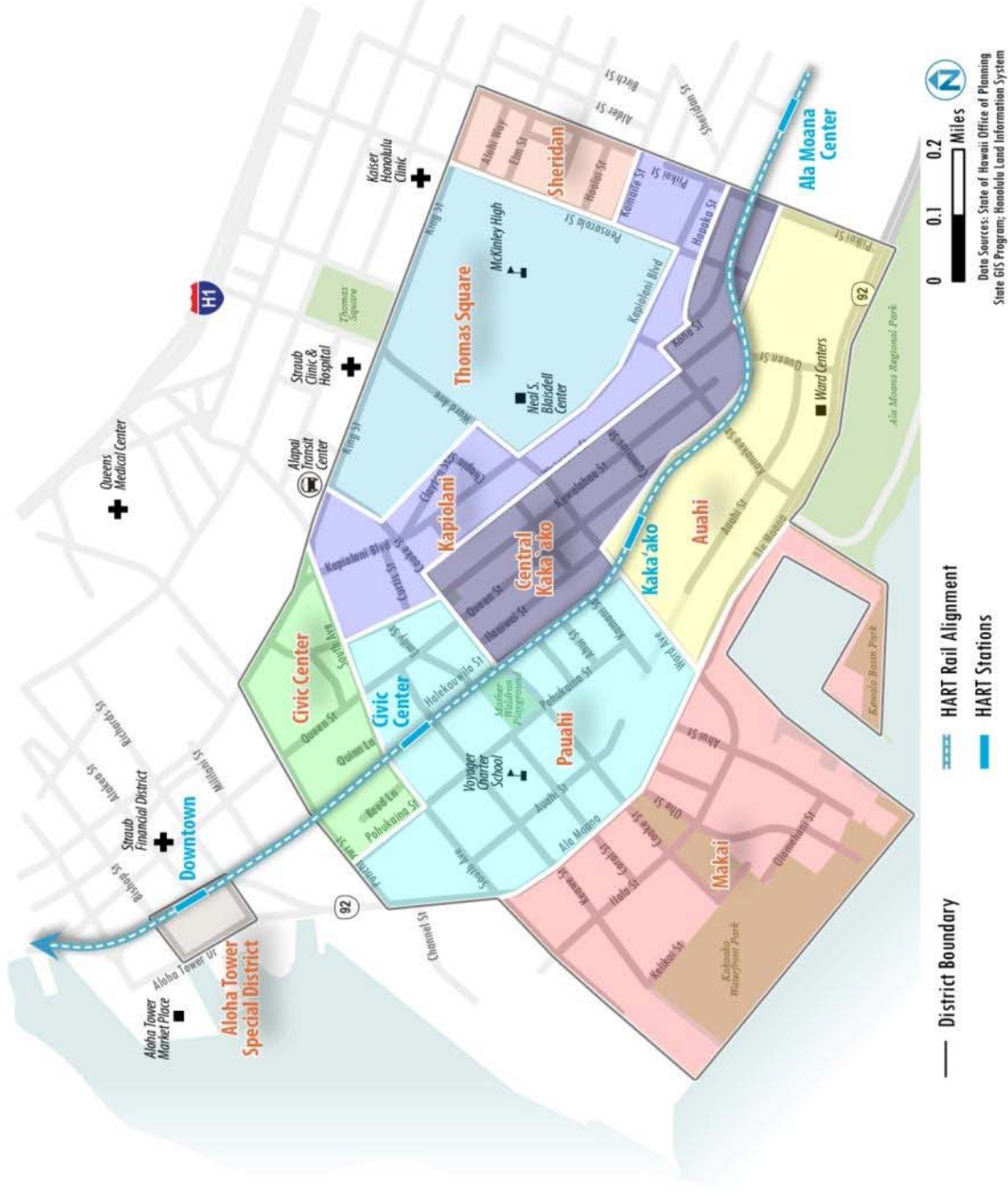
# Why a TOD Overlay Plan for Kaka`ako?

- To deliver elements of a complete district...



- ...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



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

# Kaka`ako Neighborhoods include:

---



**Pauahi**



**Auahi**

**Kapiolani**



**Thomas Square District**

**Aloha Tower Special District**

**Central Kaka`ako**



**Civic Center**

**Sheridan**



# GUIDING PRINCIPLES

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

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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



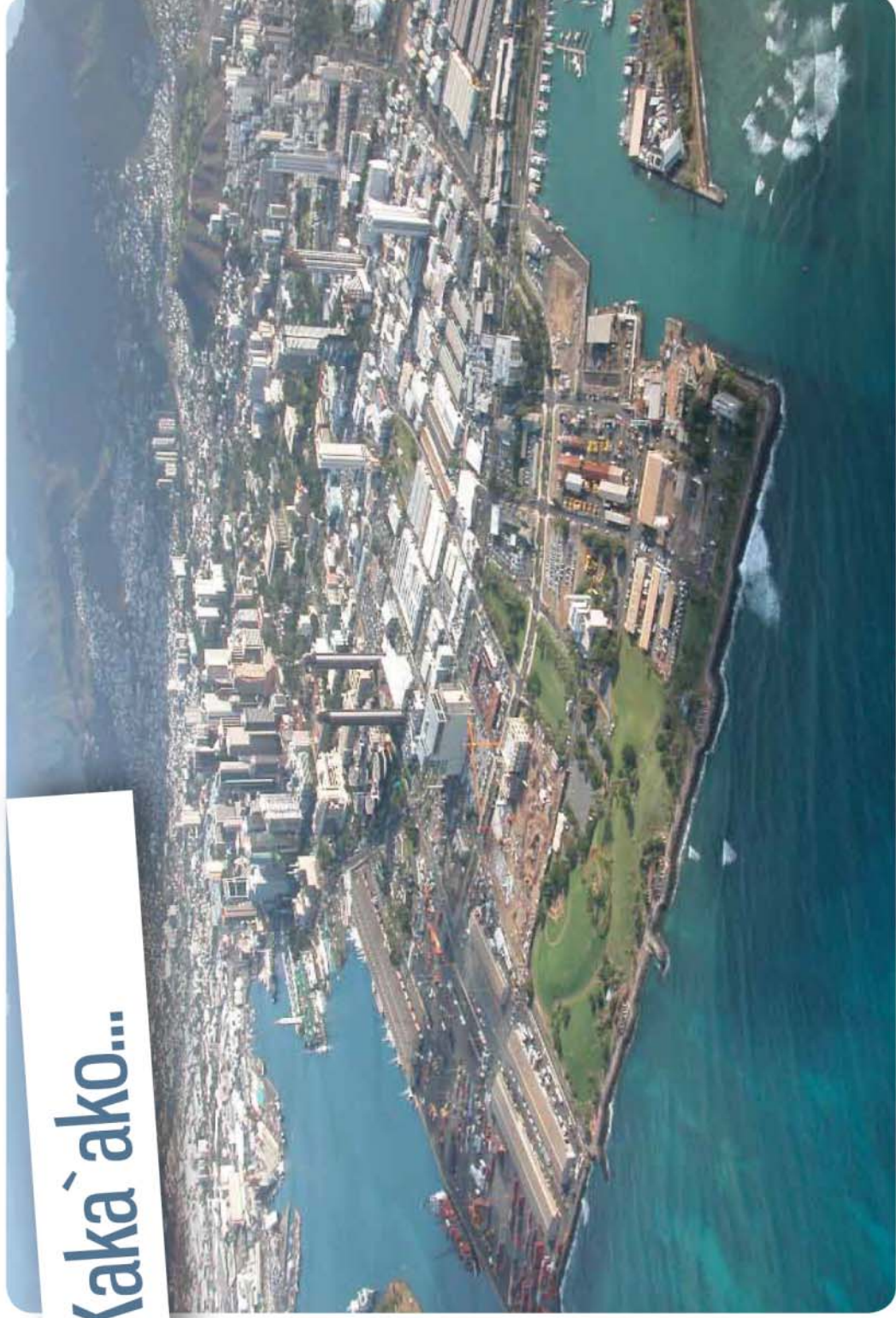
Home of the Greenhouse Innovation Hub

Image Sean NakamuraObungen

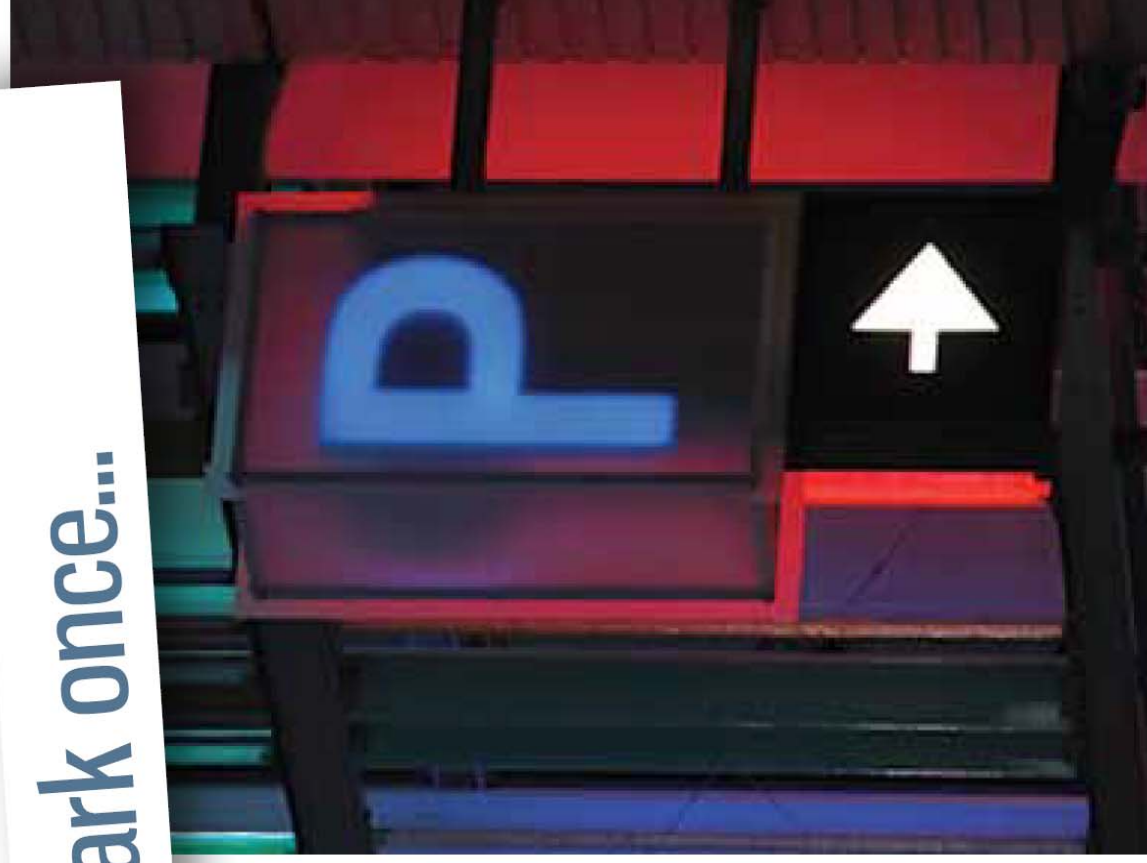
# The TOD Overlay Plan Envisions....

---

**In Kaka`ako...**



Park once...



and run ALL your errands.

what if you could...



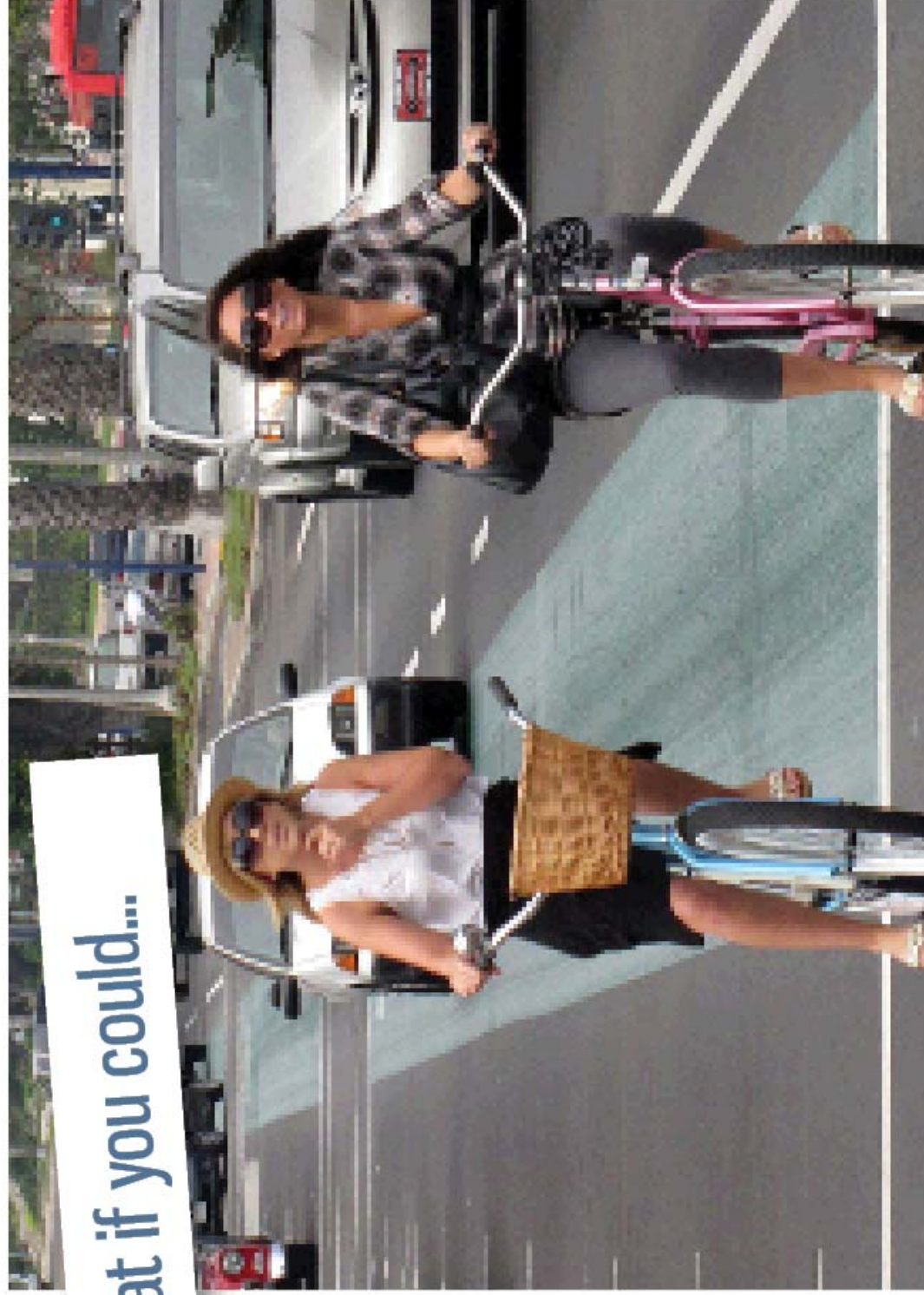
walk to the grocery store?

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

---

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



# 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**

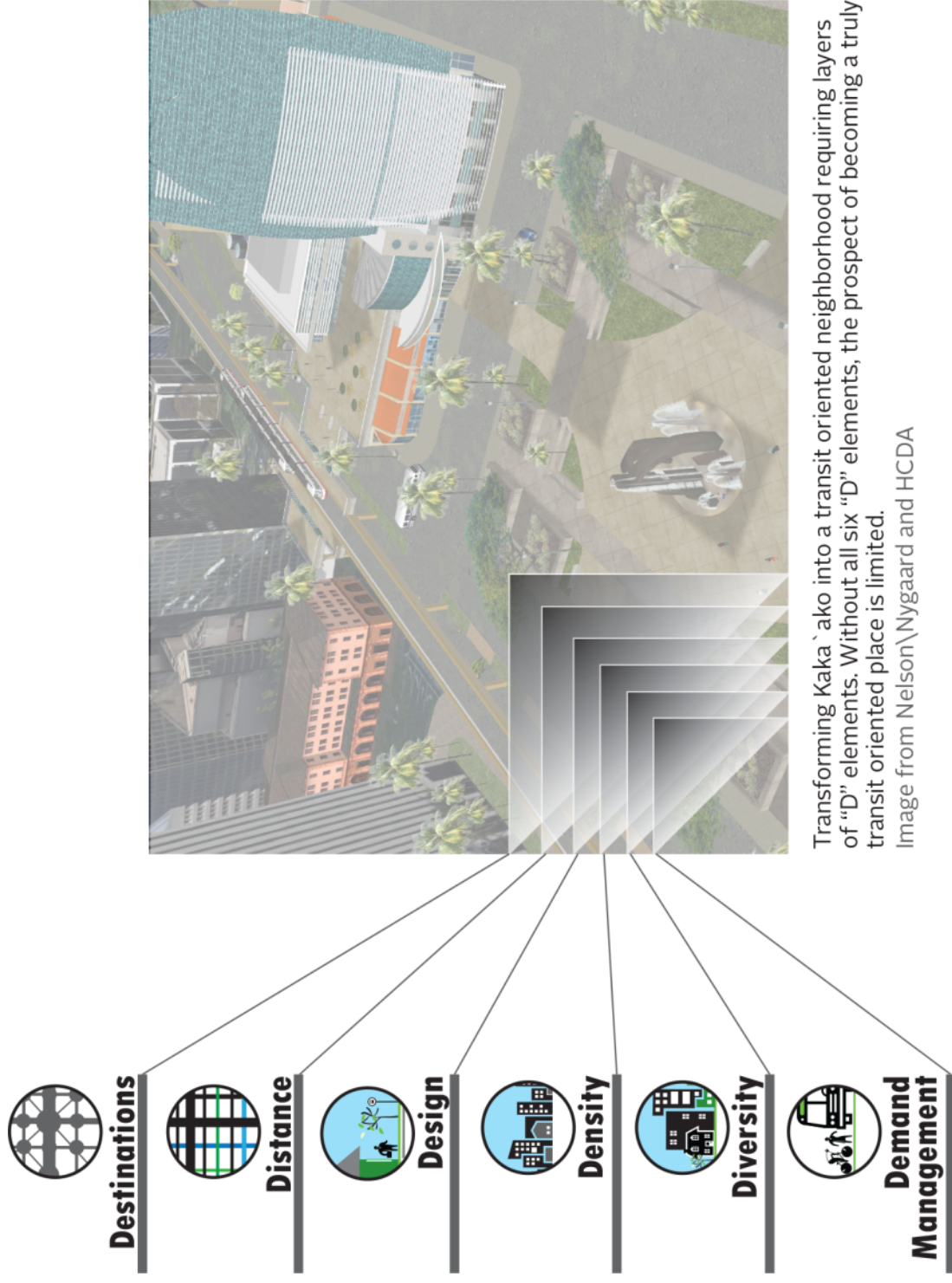
Create places for people



## **D6: Demand Management**

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

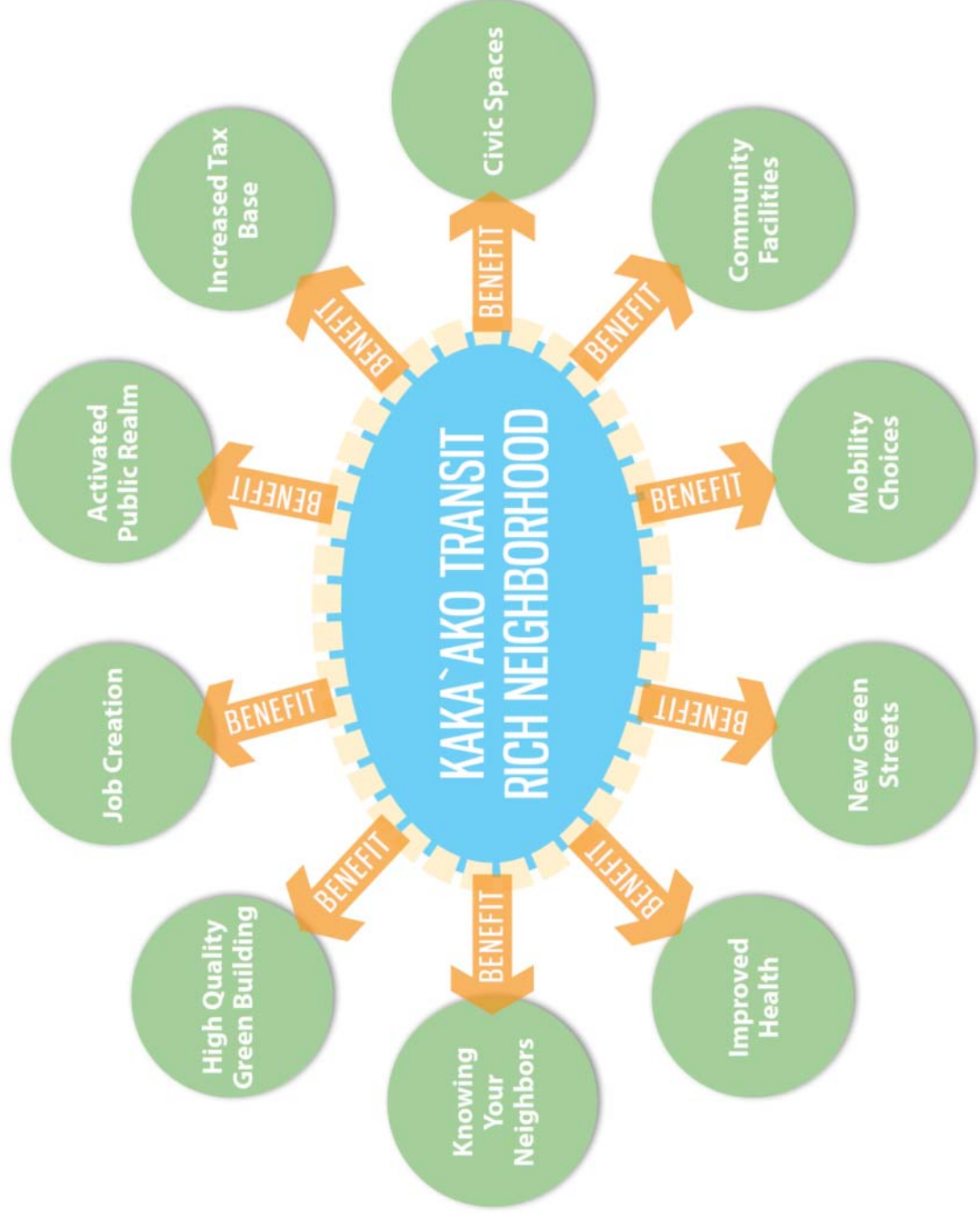
# ...to Create a Rich and Vibrant Transit District



# LAND USE

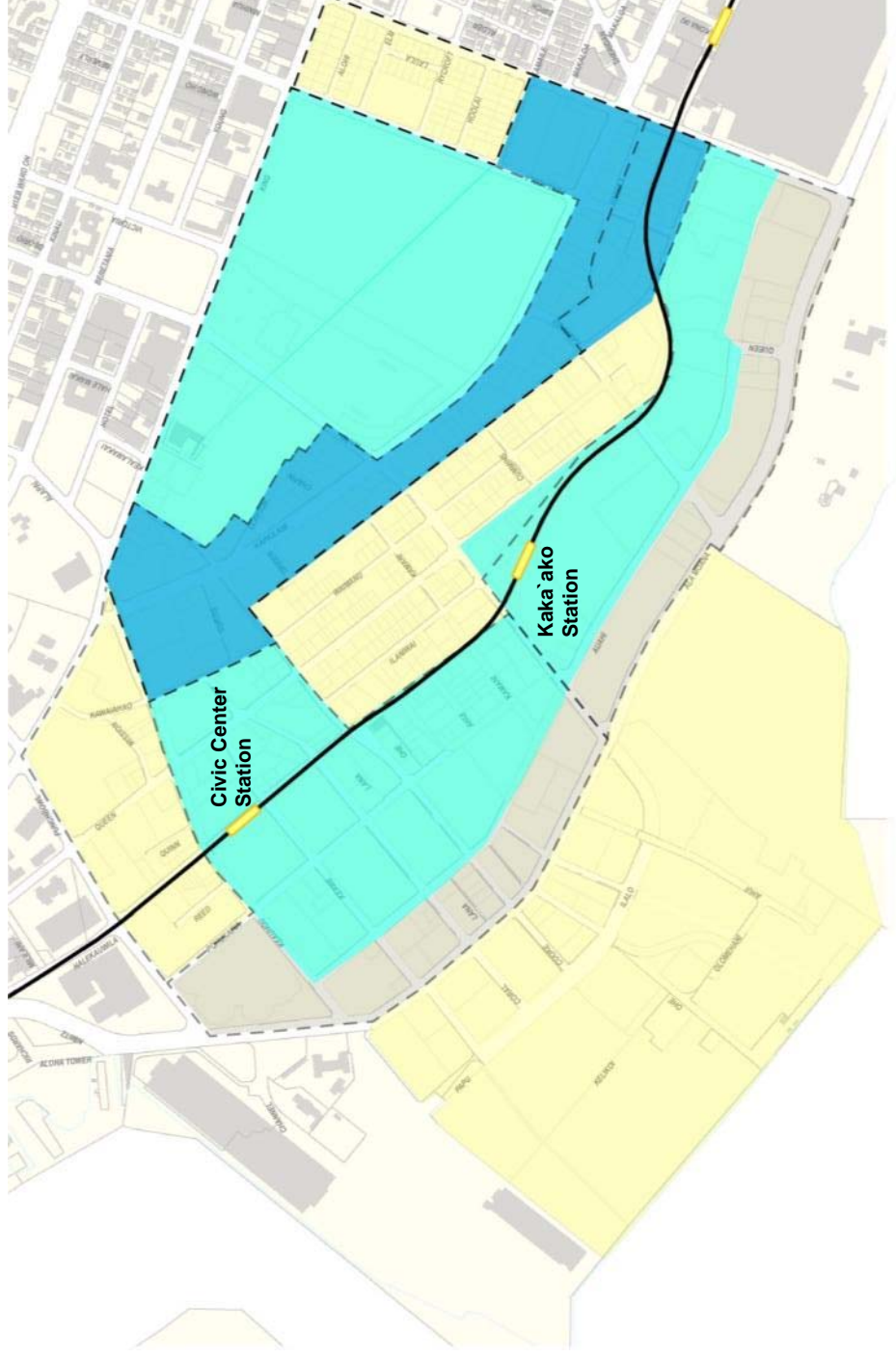


# Creating Complete Connected Neighborhoods



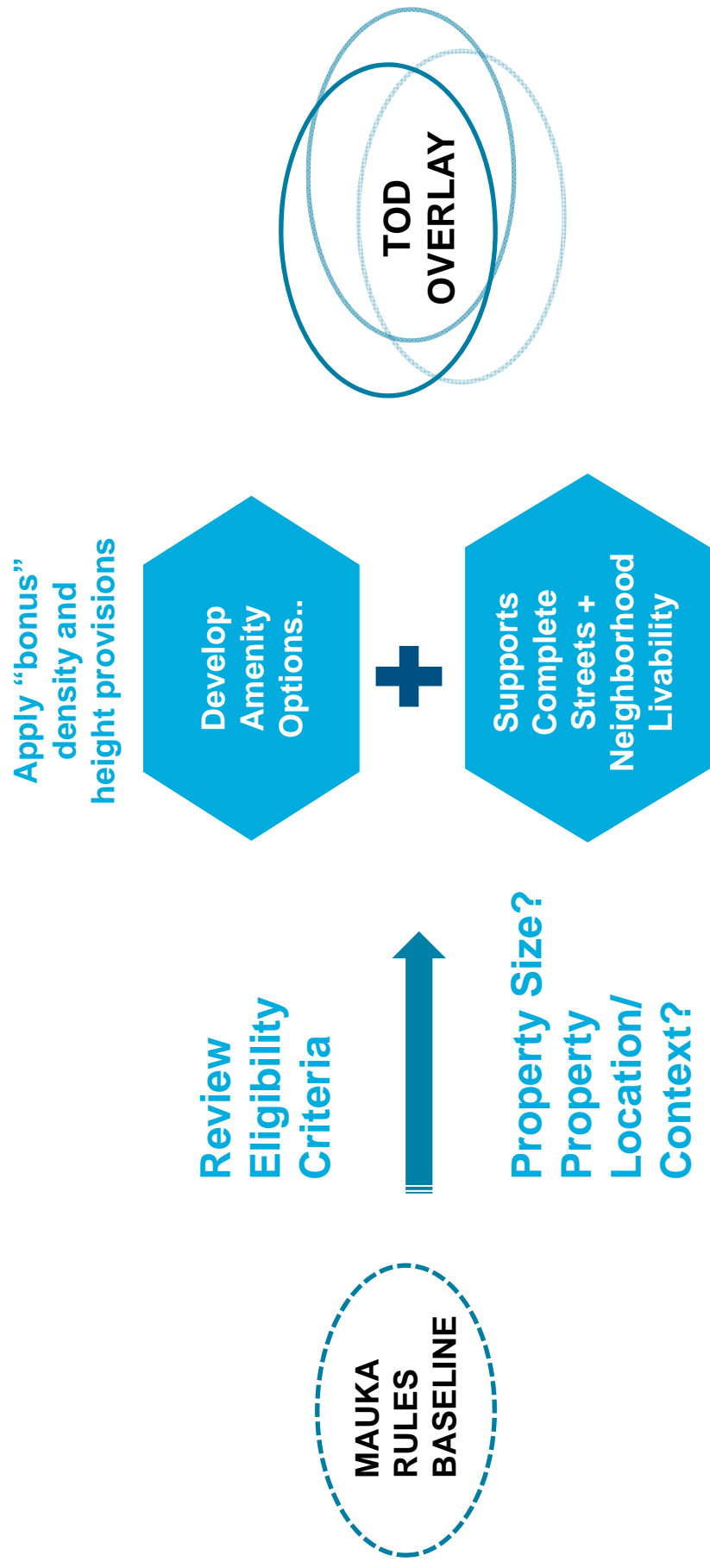
# Allowing height where it works for the community

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

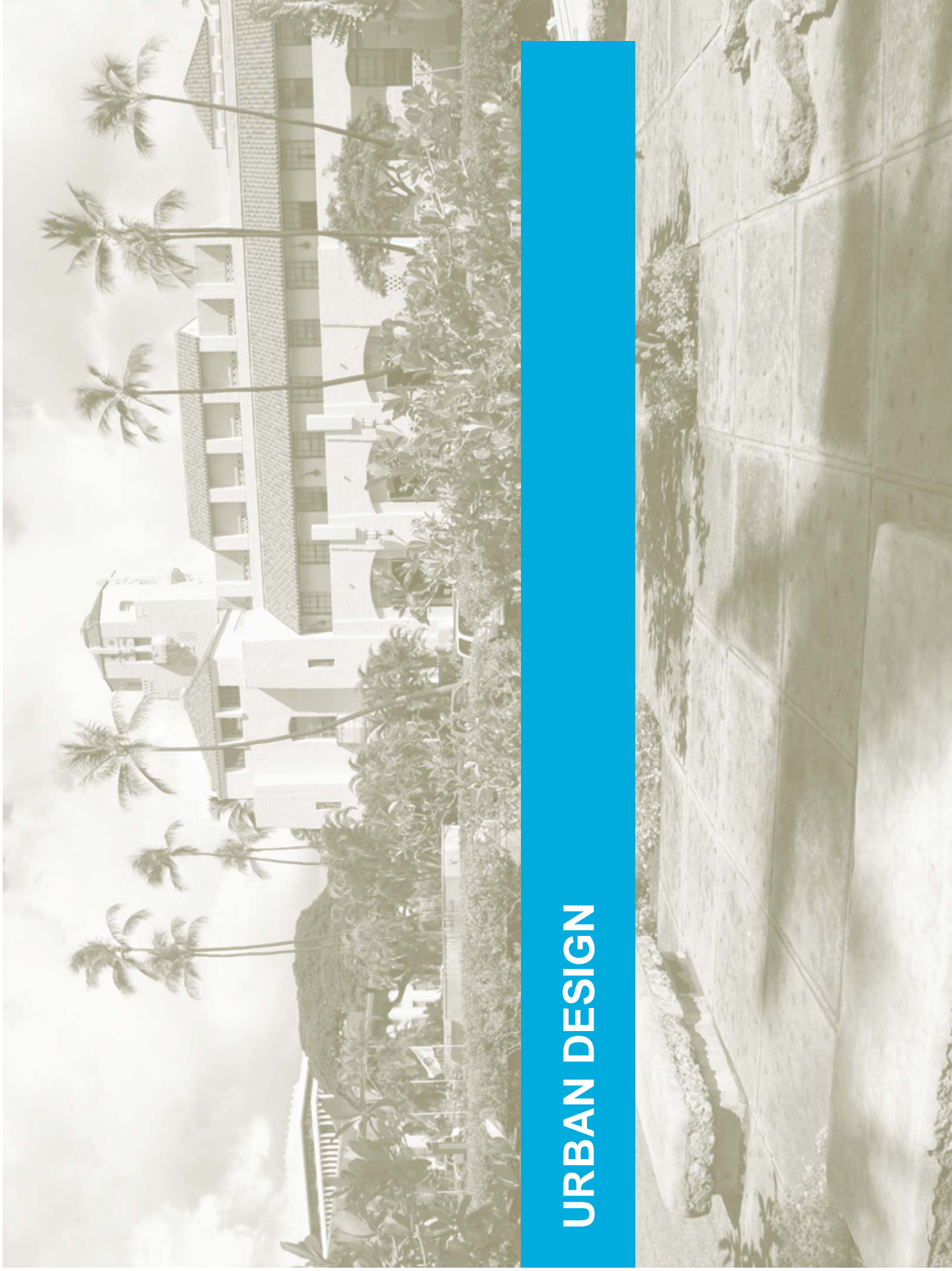


# Incentives and Design Review

---



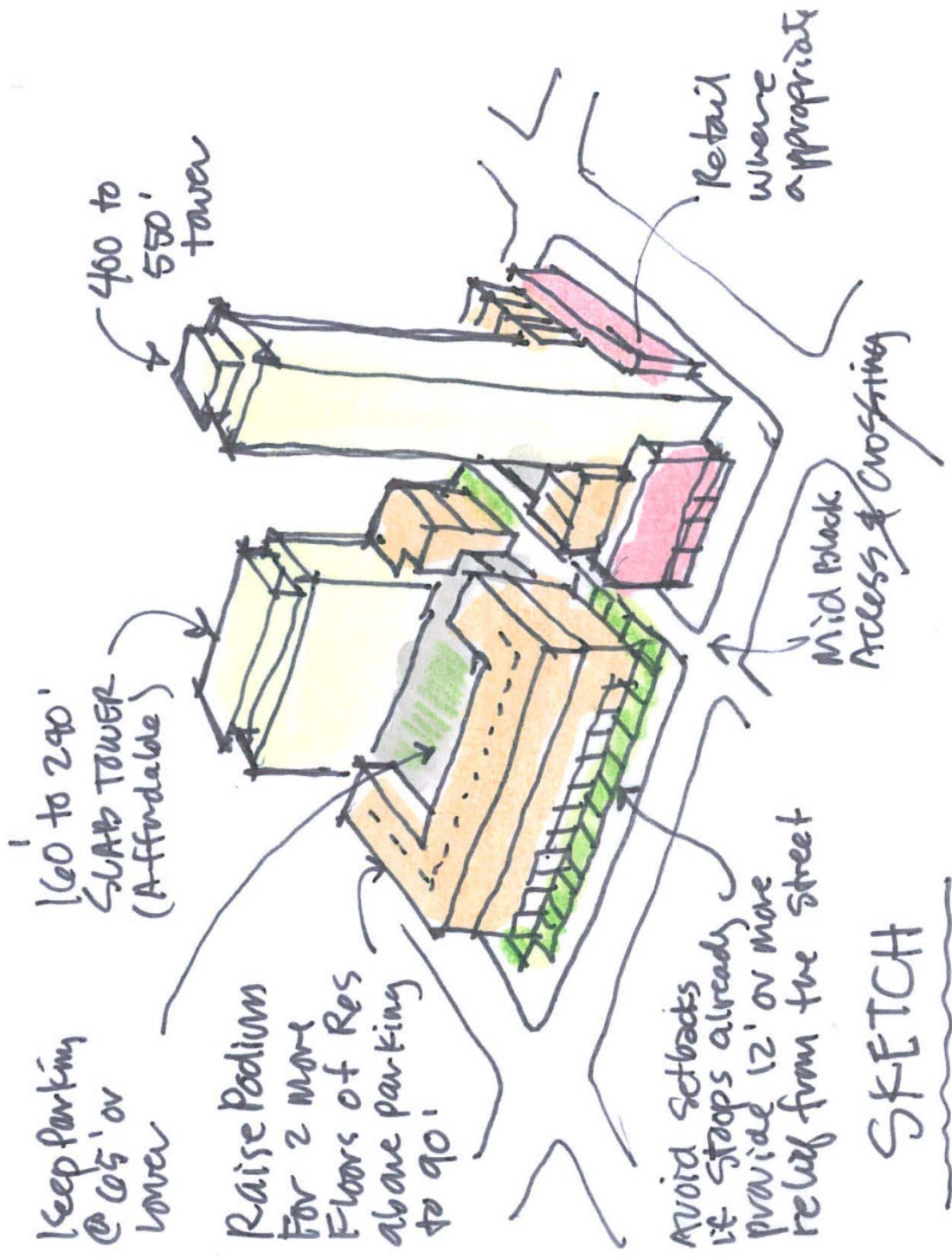
# URBAN DESIGN



# New building types create visual interest while protecting views

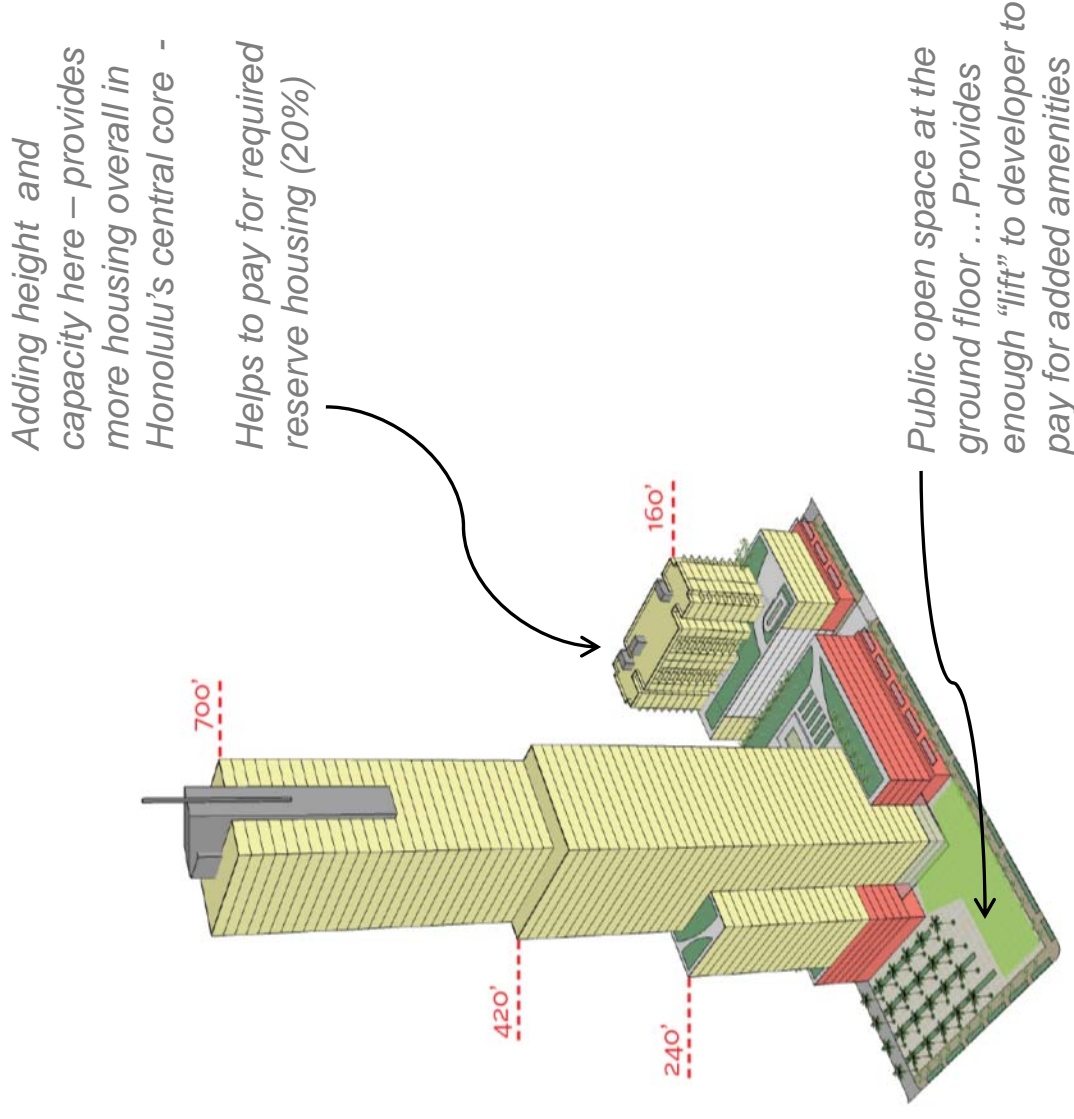


# Building forms that work for developers and the community



# Height that works for the community

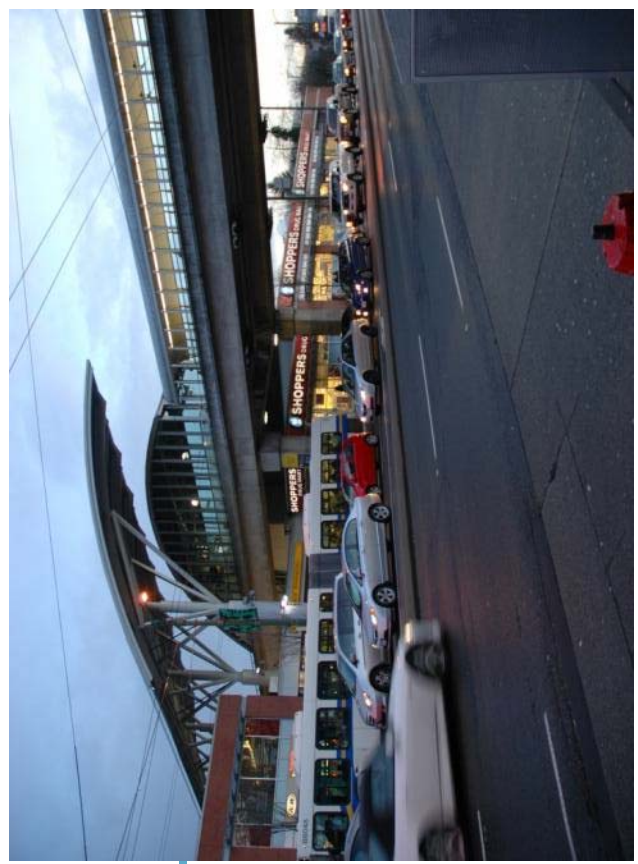
- **Limit of 3 Iconic Tall Buildings** (Blaisdell Center Area, Ward Center Area, and 690 Pohukaina Project only)
- **Only allowed** with Exemplary Public Benefit
- **Adds** to both market rate and reserved housing in the area
- **Can help to pay** for public benefits such as park and street improvements



# Making stations great places is no accident

---

- 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



# Civic Center Station Area



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



## MOBILITY AND ACCESS





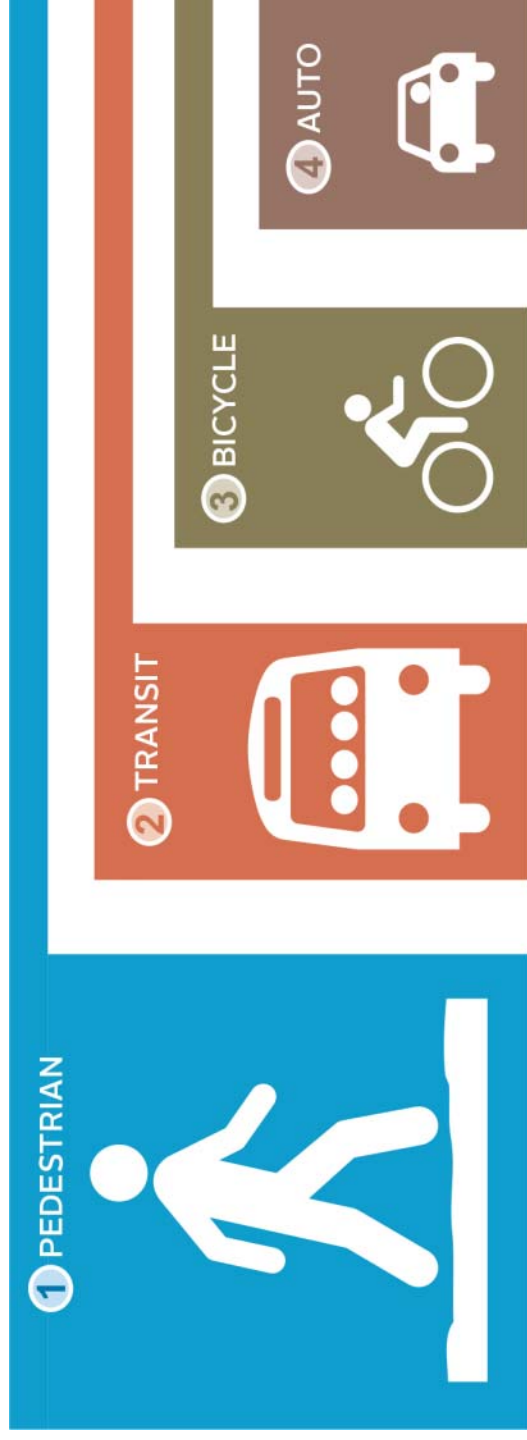
“The best form of transit is simply being there”

*Amory Lovins*

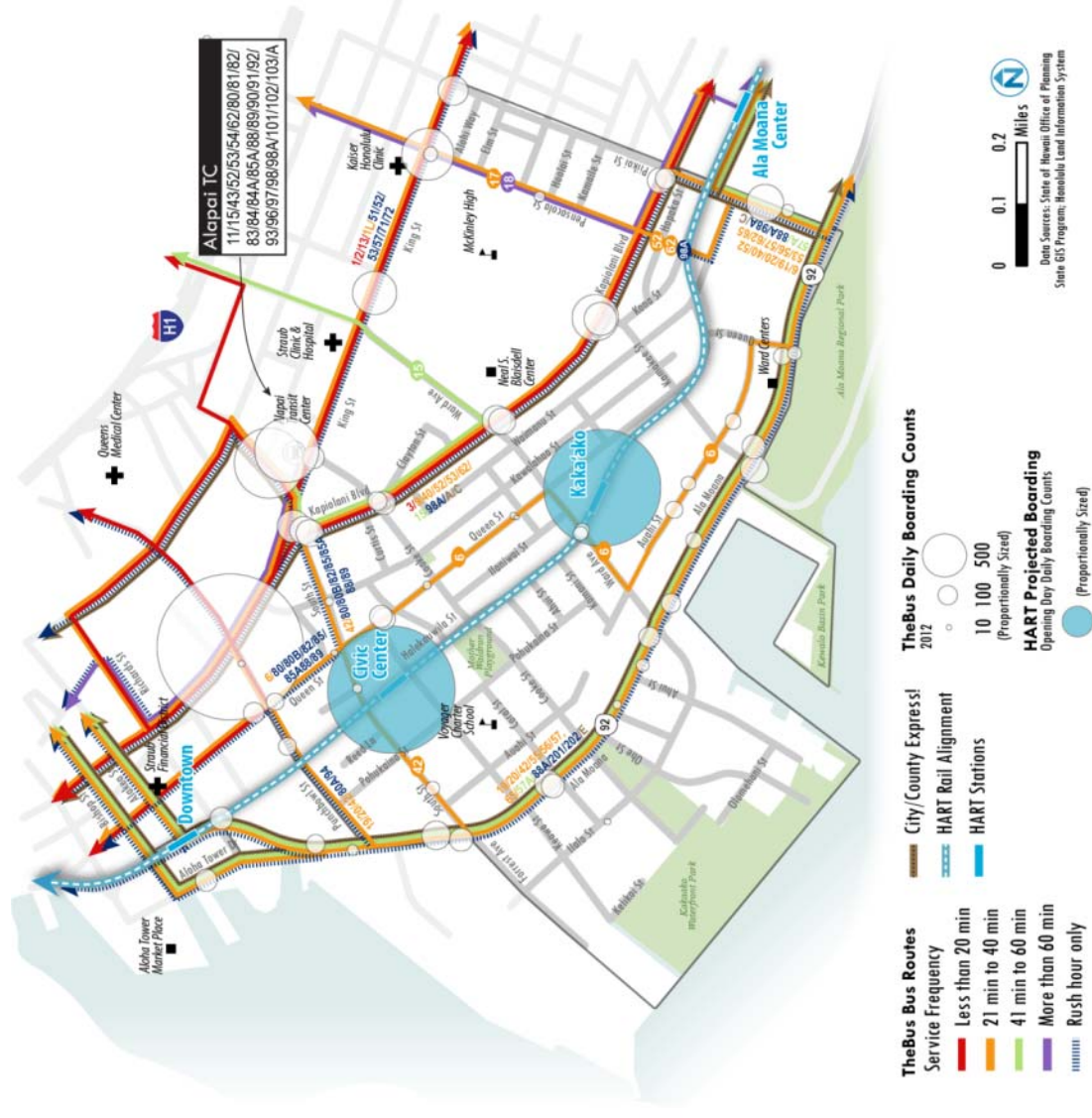
# How Transportation Supports the KCDD Vision

---

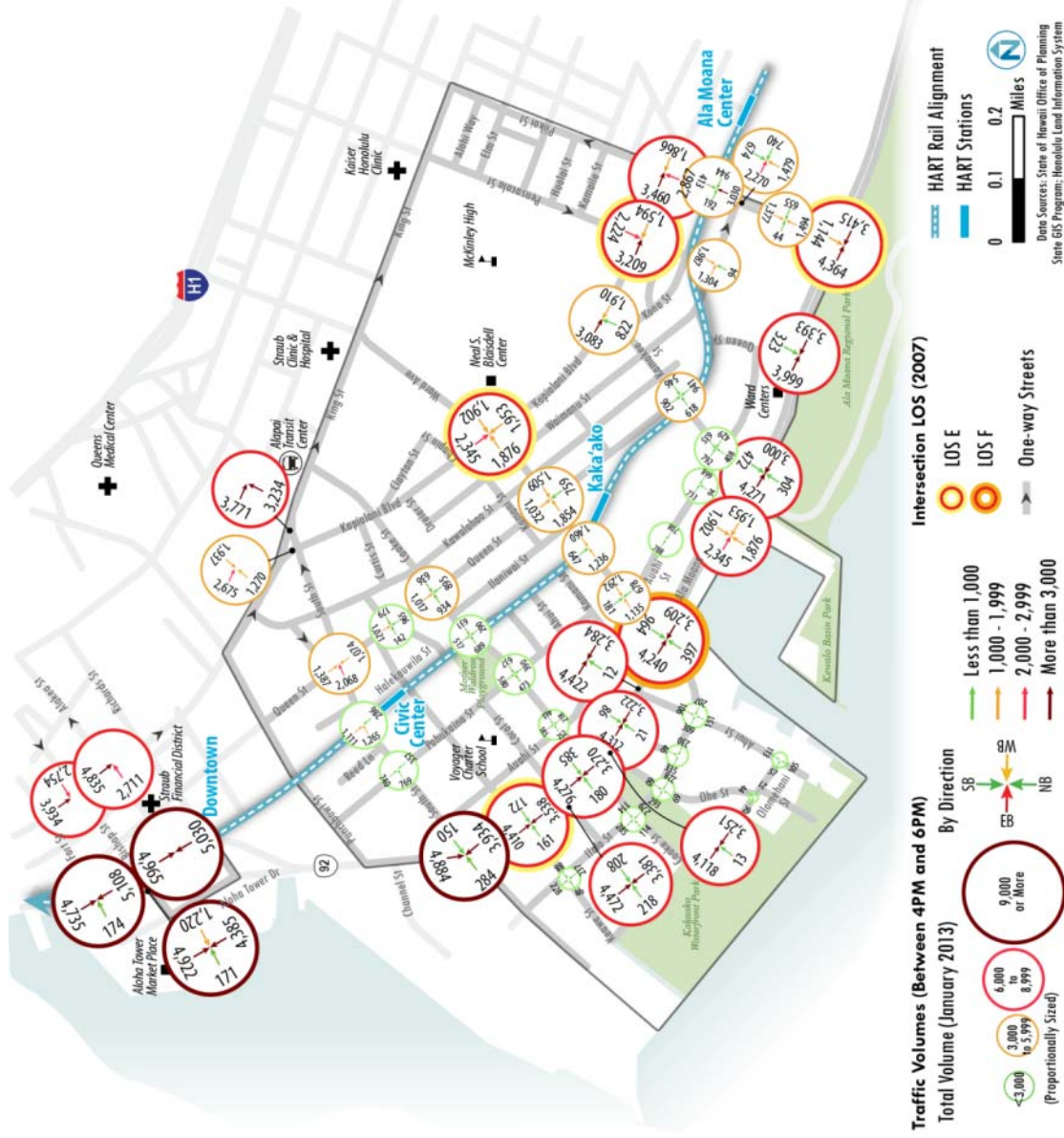
- Design and invest with the pedestrian first



Many bus routes serve the district, HART rail is coming

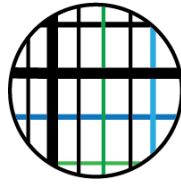


# Most traffic is on major Ewa – Diamond Head Streets



# Key Strategies

---



## CONNECTIVITY



## PEDESTRIAN



## TRANSIT



## BICYCLE

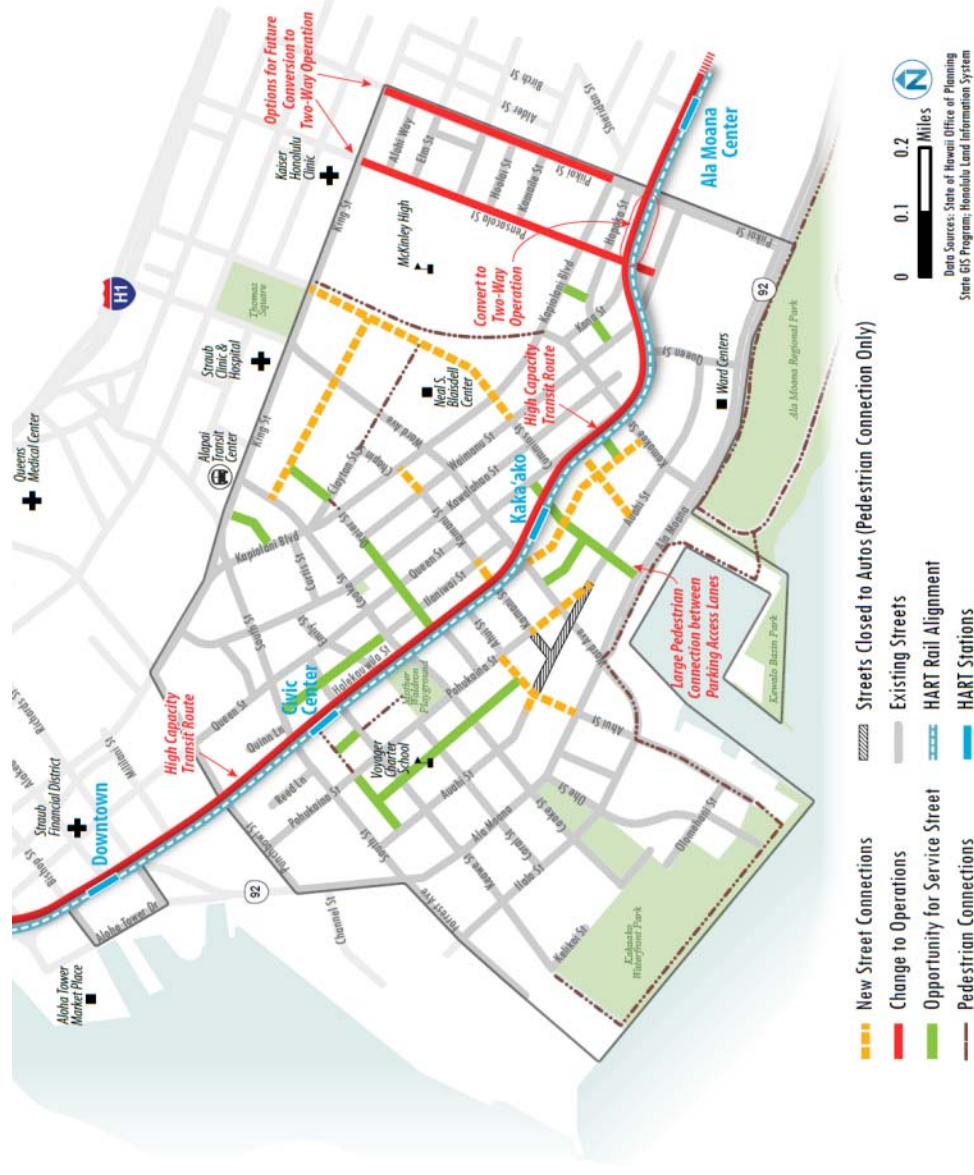


## AUTO

# A fine grain street network allows graceful growth



## CONNECTIVITY



# Walking supports the whole transportation system



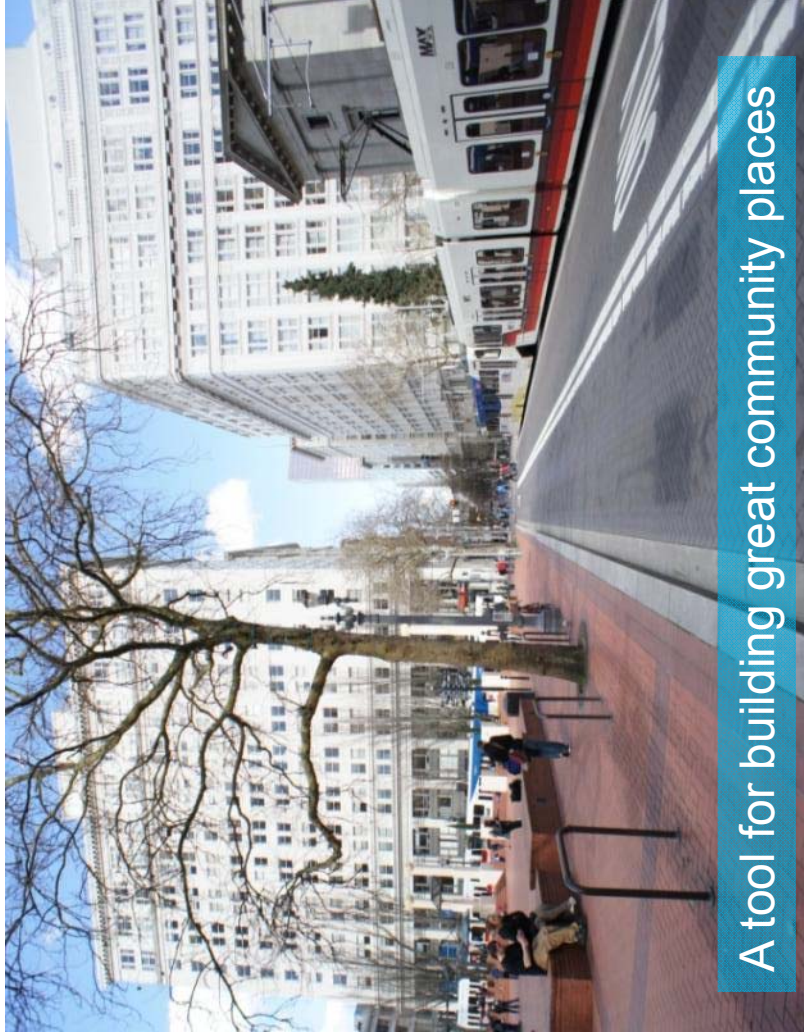
## PEDESTRIAN



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



## TRANSIT



A tool for building great community places

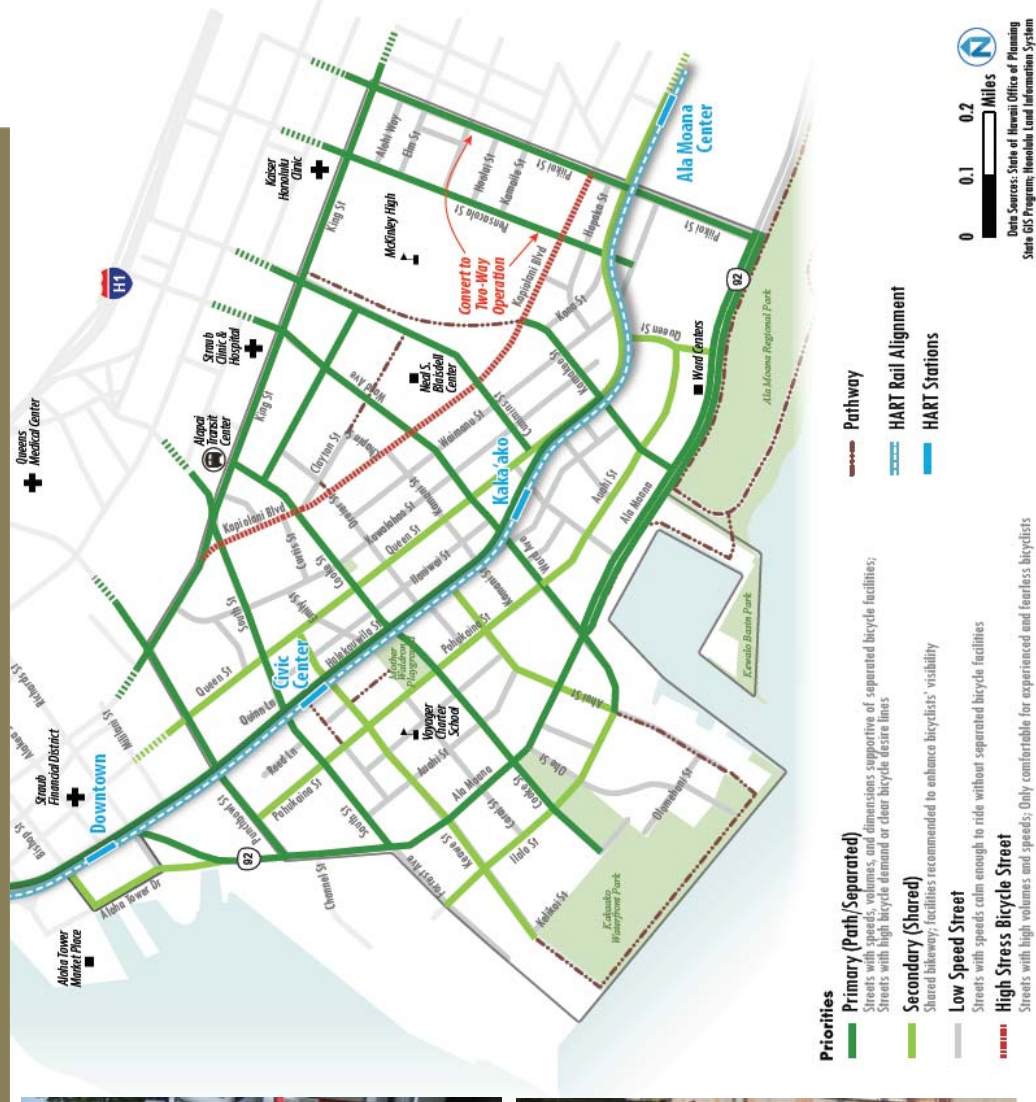


A way to move people  
between rail, parking and  
local destinations

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



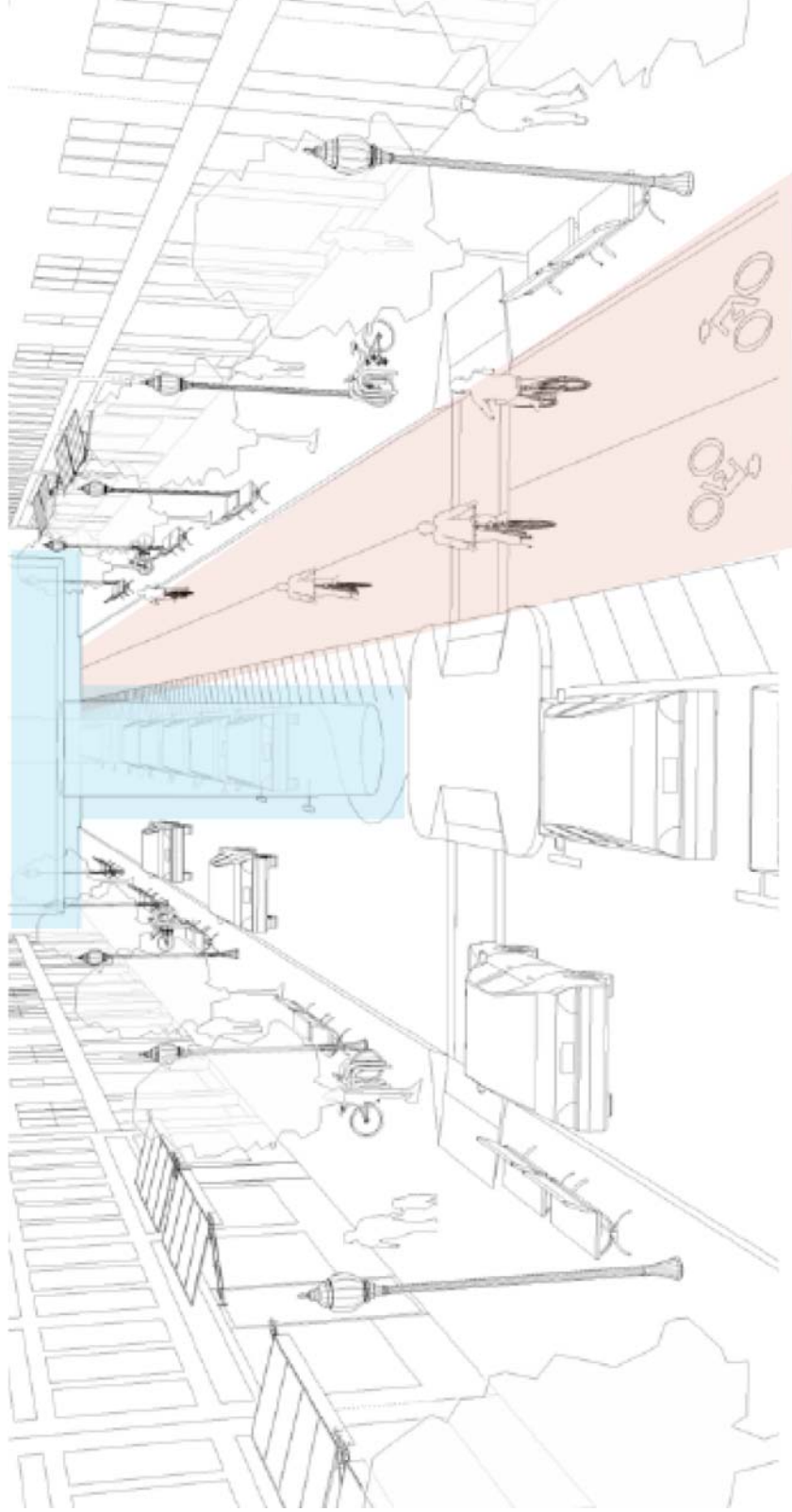
# BICYCLE



# 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*?





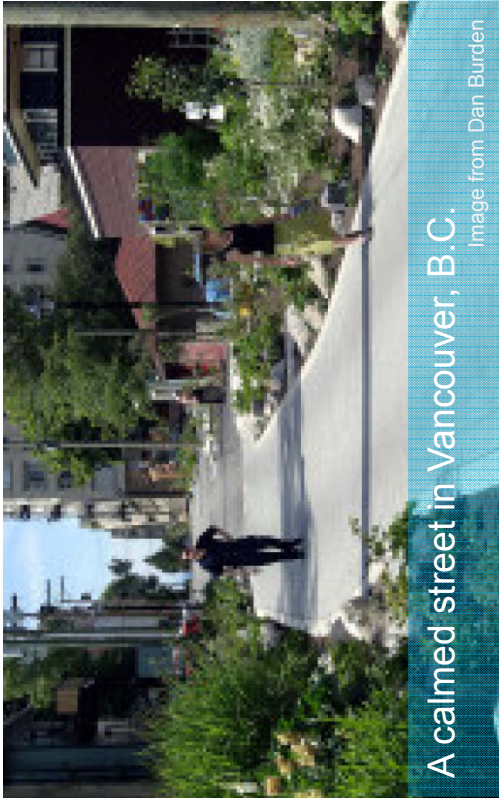
## COMPLETE STREETS IN KAKA'AKO



# 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 Diggins

**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...

---



What if this space was....

**PARKS   PLAZAS   COMMUNITY LIVING ROOMS**



## Streets that support – *through mobility*



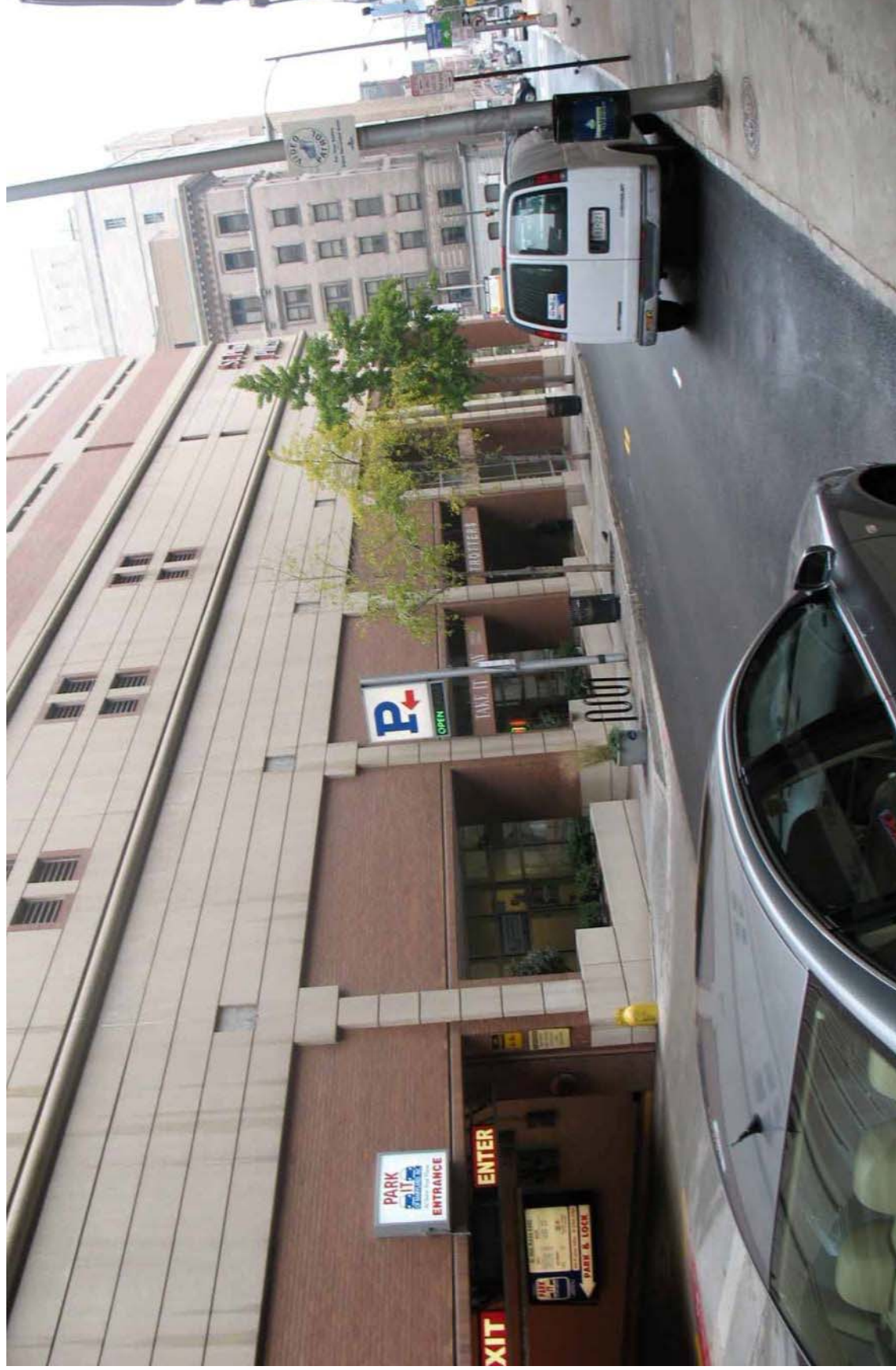
## Streets that support – *local businesses*



# Streets that support – *strolling & cruising*



## Streets that support – *parking and loading*



An architectural rendering of a city street scene, viewed from a low angle looking down the road. The scene features several tall, modern buildings with glass facades and balconies. A prominent blue vertical bar is positioned on the right side of the image, containing the text 'HART STATIONS AND ACCESS' in white, bold, uppercase letters. The overall style is clean and modern, with a focus on urban architecture.

# HART STATIONS AND ACCESS

# What do all great transit stations have...

## PEOPLE



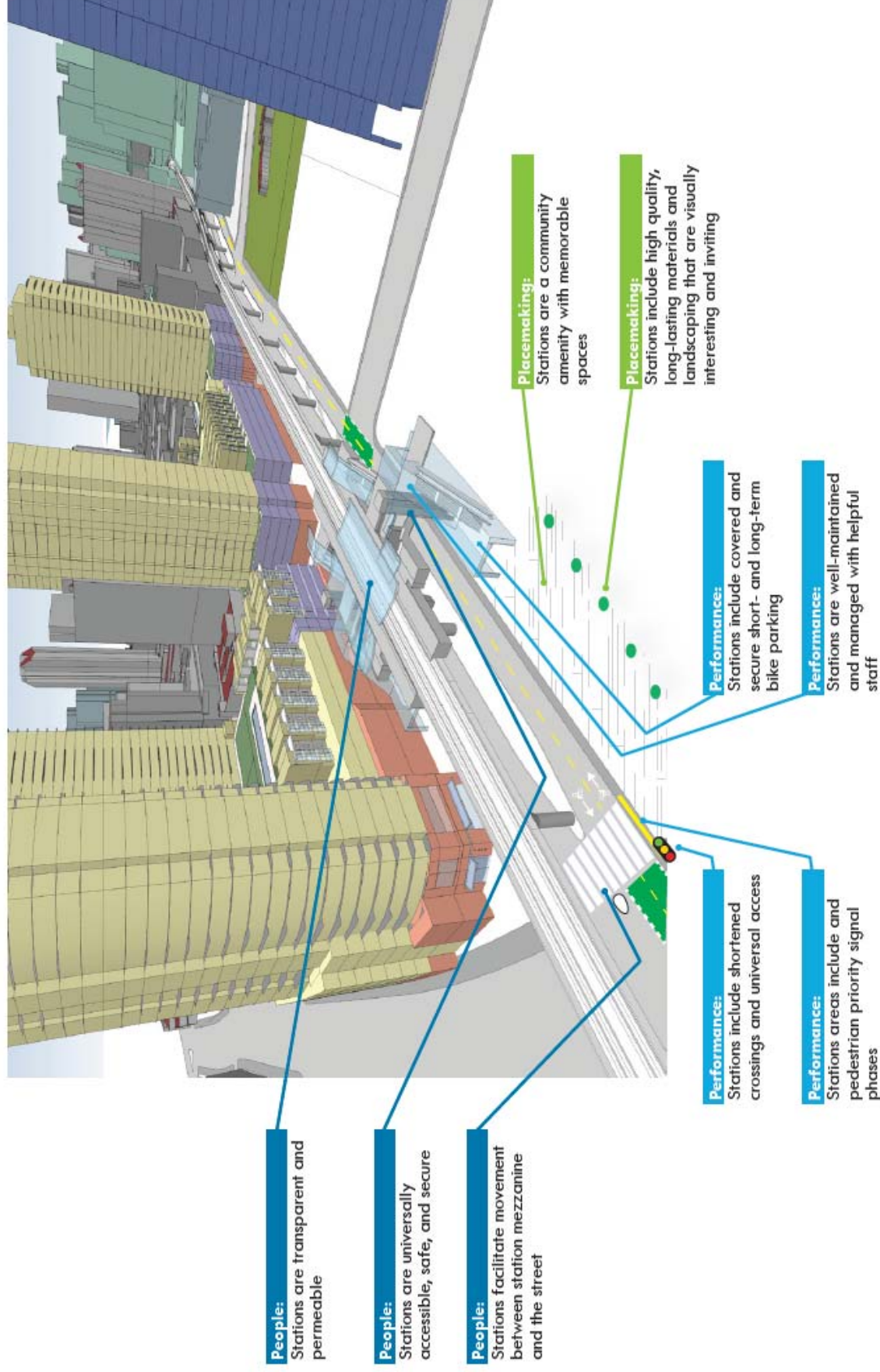
## PERFORMANCE



## PLACEMAKING



# Creating a great place at Civic Center station



Step off the train and do your shopping...

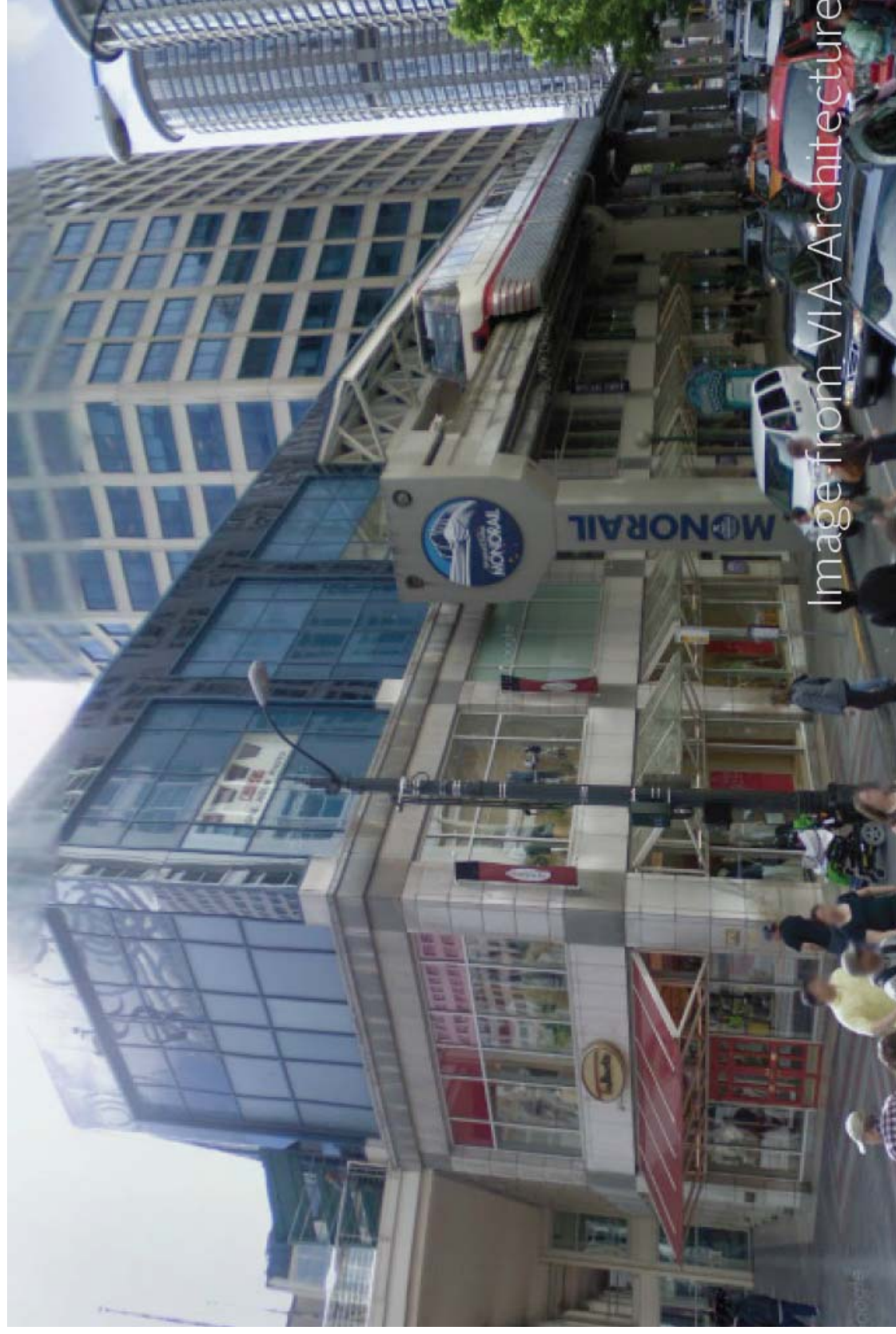


Image from VIA Architecture

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

---



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.

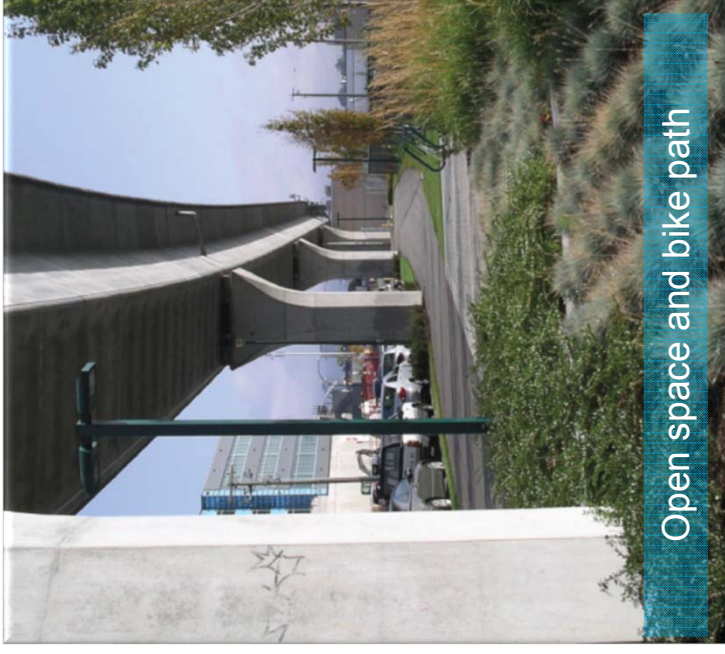
Image from Car2Go

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

---

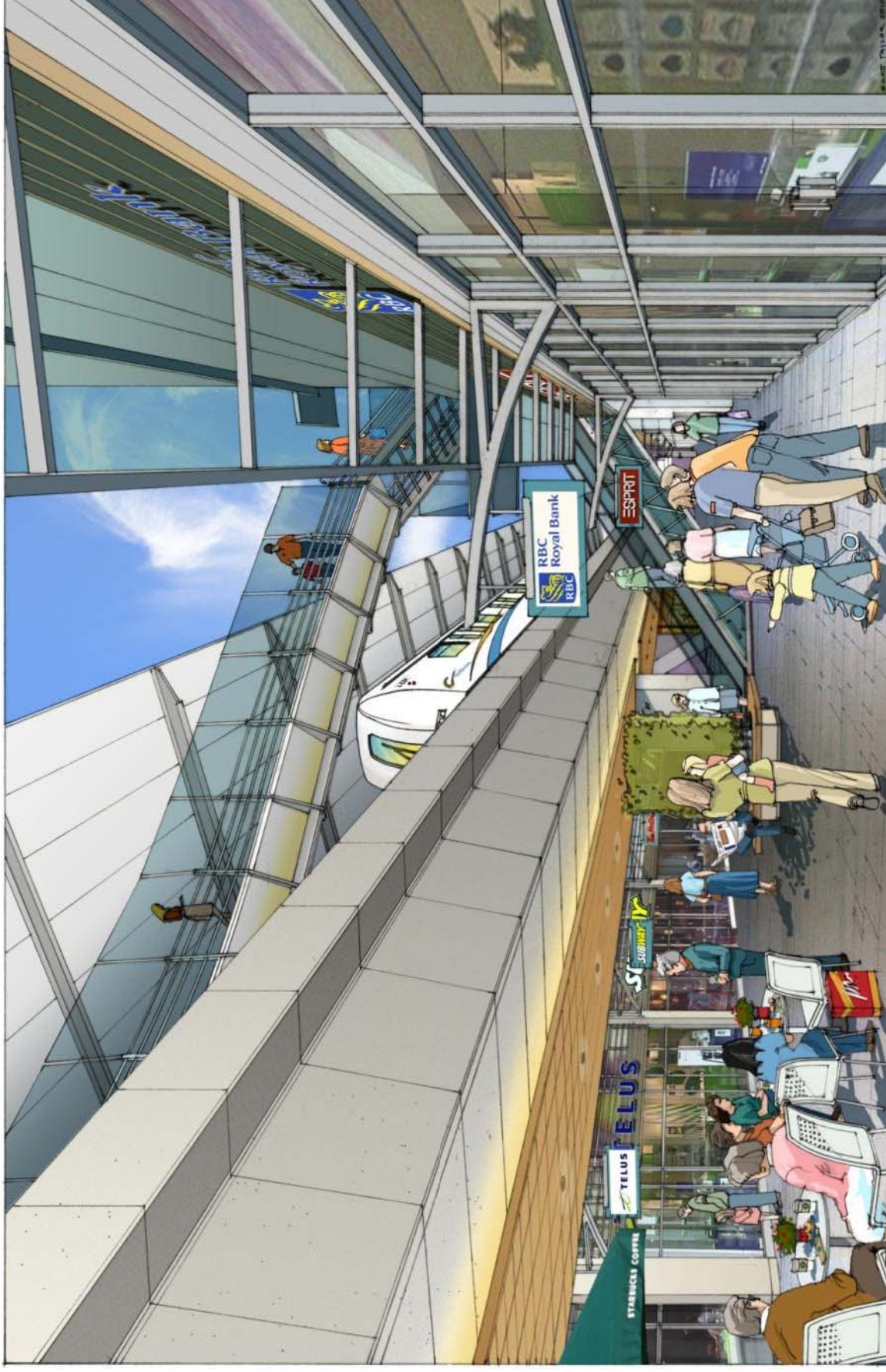


Public plaza and streetcar connection



Open space and bike path

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



VIA Architects

Hawaii Community Development Authority

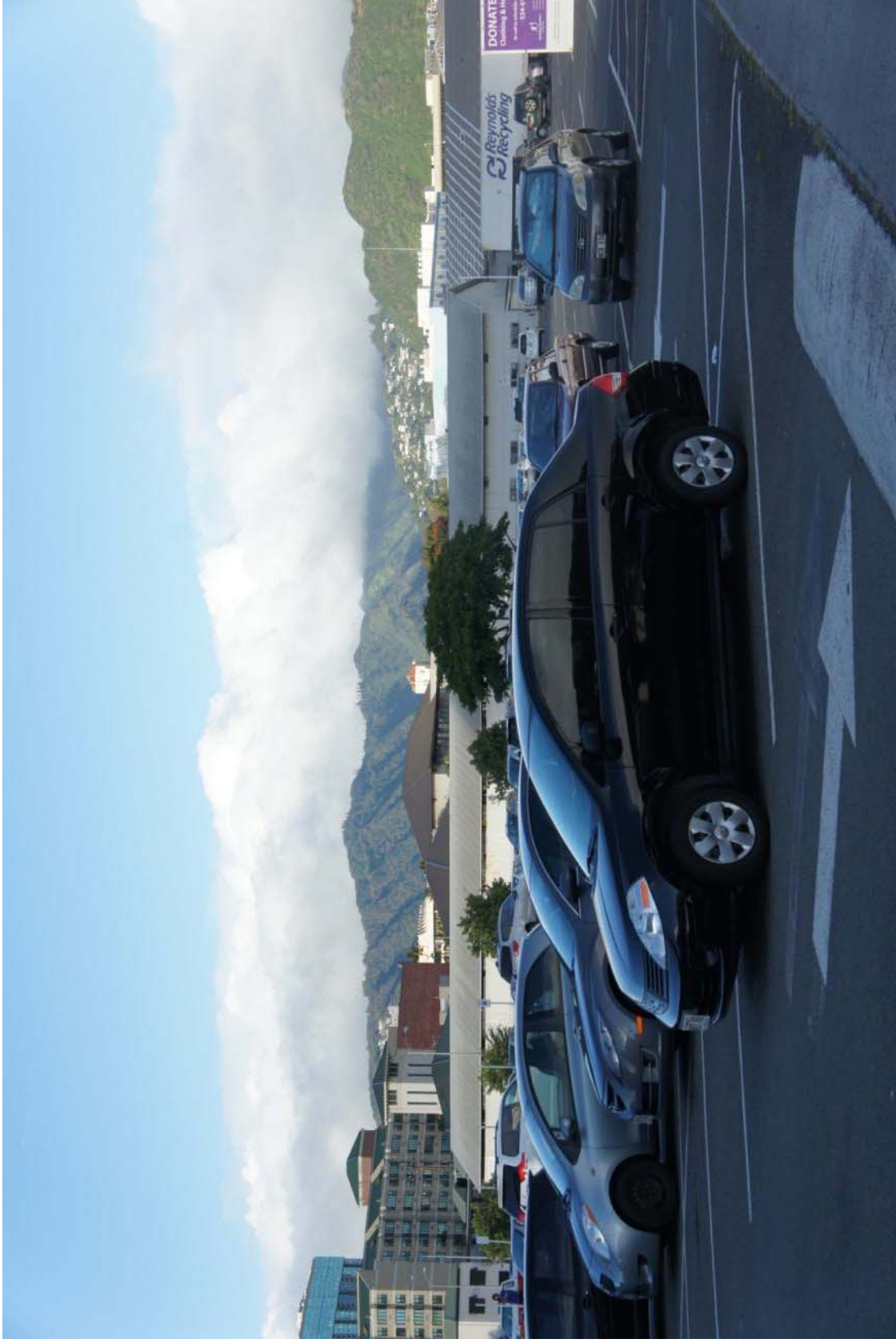


# PARKING & TRANSPORTATION DEMAND MANAGEMENT

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!

---

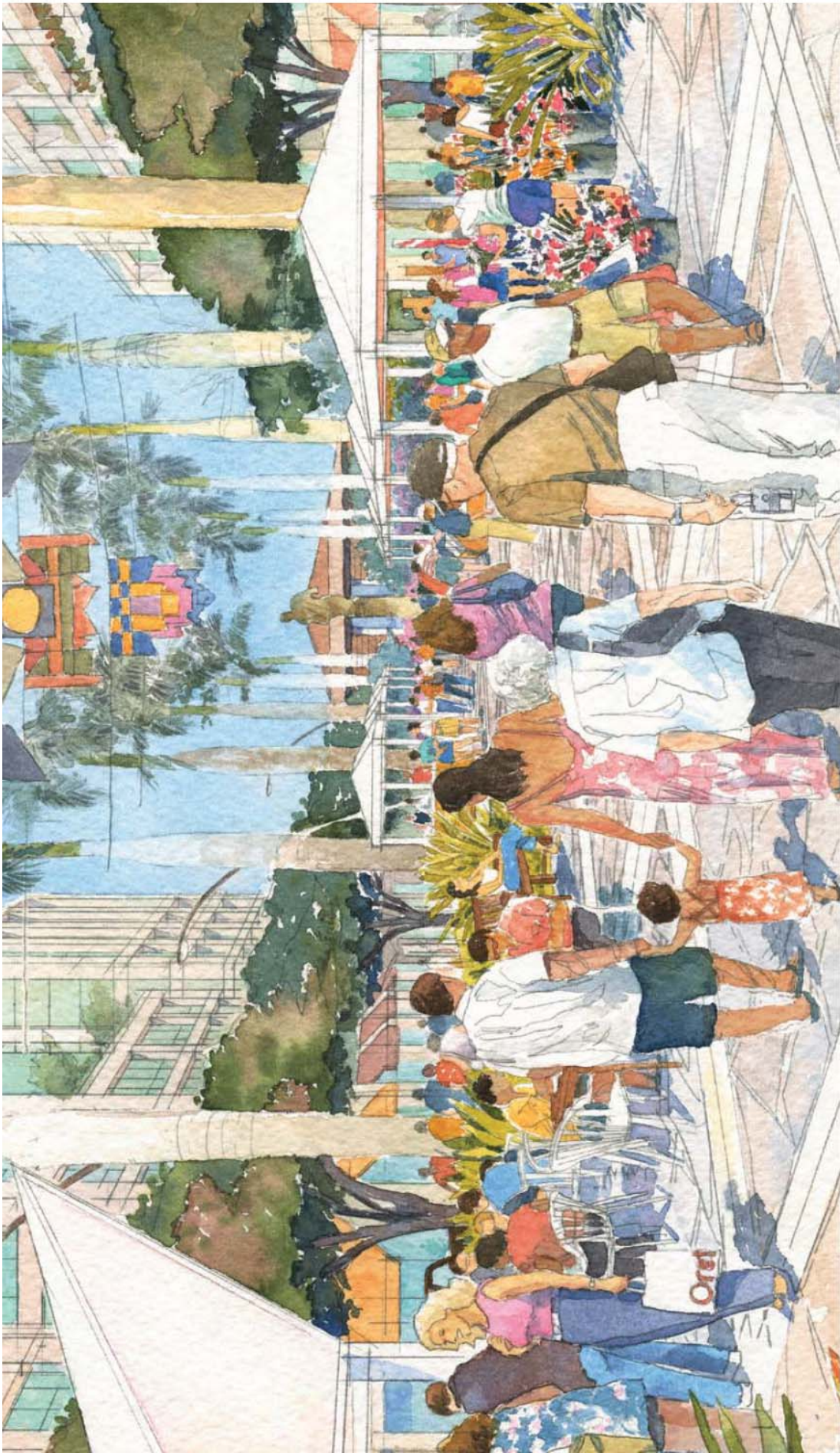
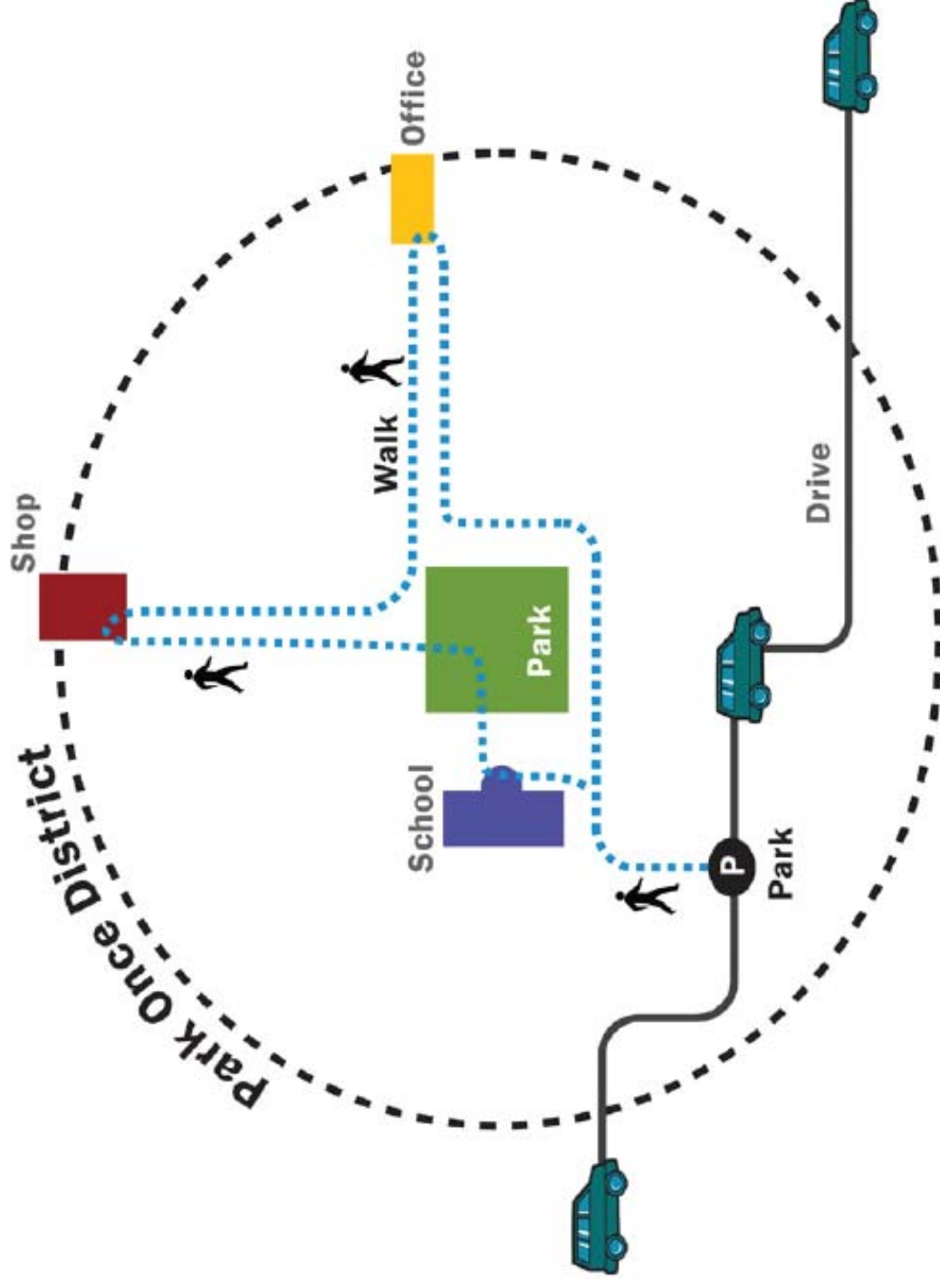


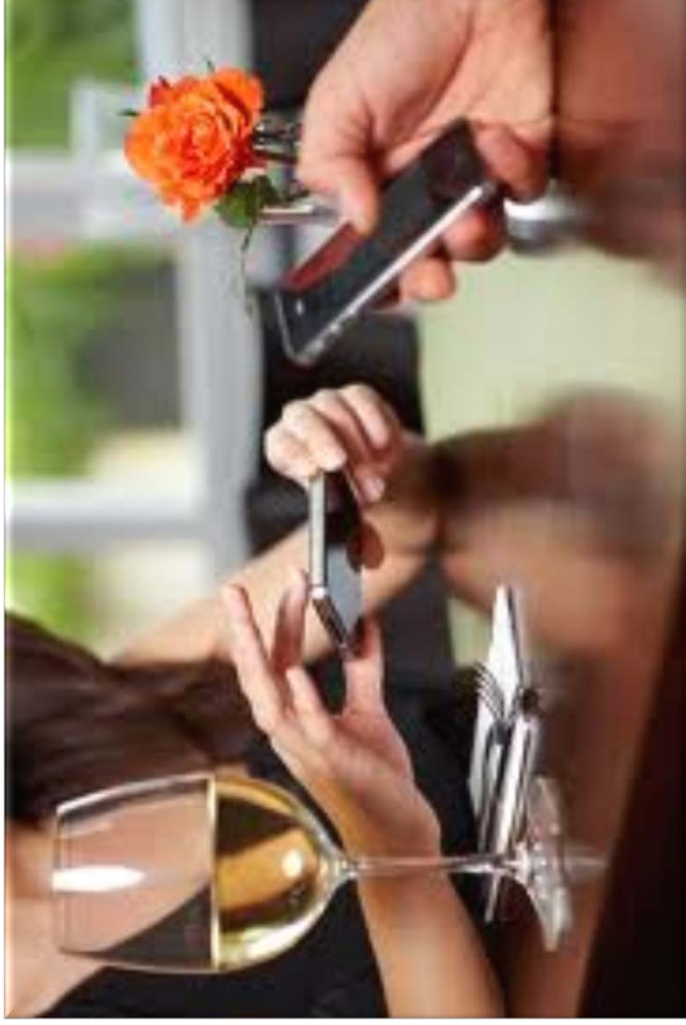
Illustration from Ward Neighborhood Plan

# Parking once saves money and energy



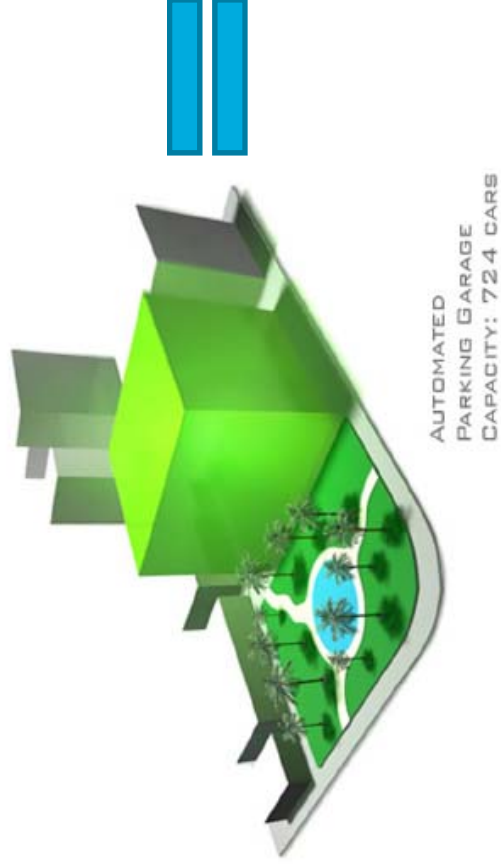
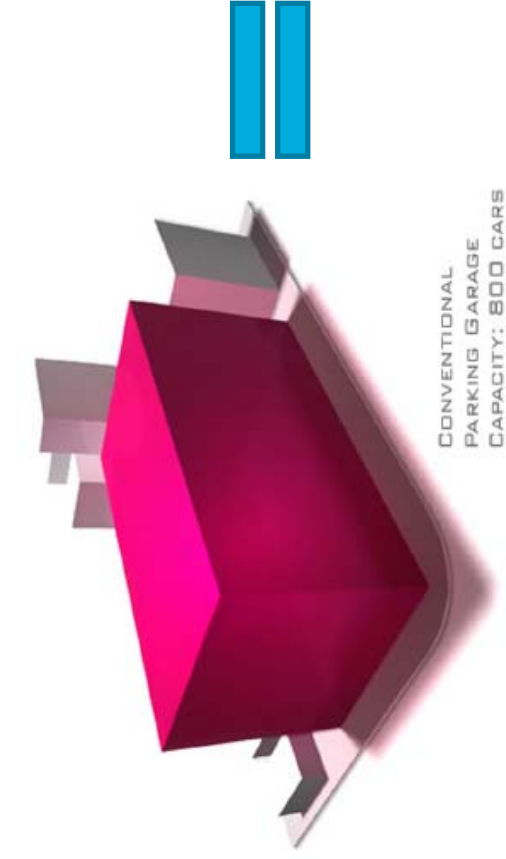
# Smart parking for a changing district

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

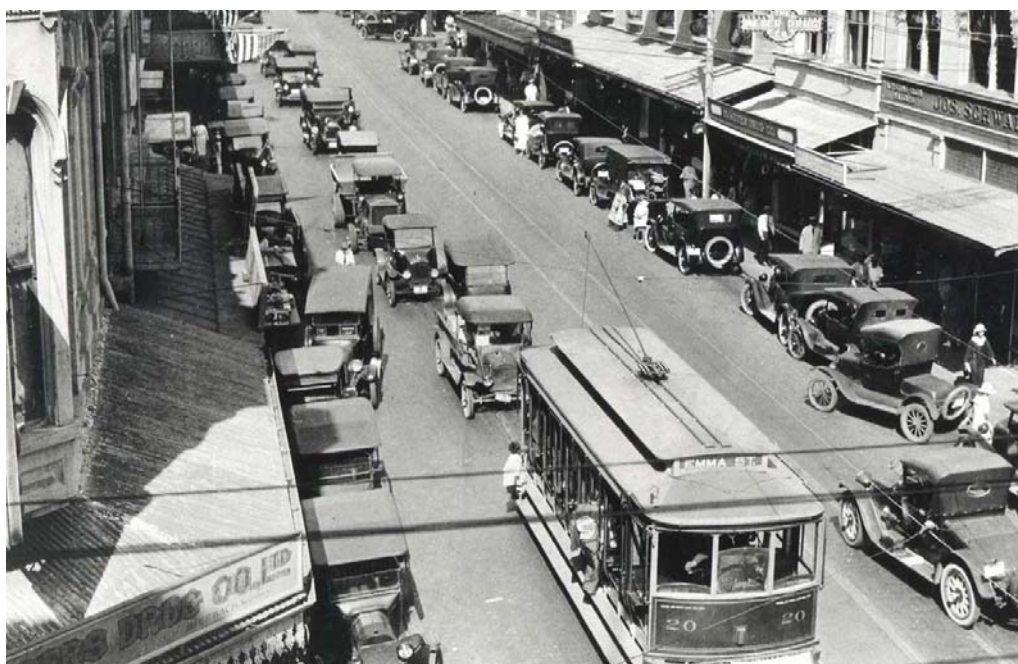


Single space Smart Meters used in Honolulu's pilot test

# Mechanical lifts can reduce unsightly parking “walls”







HAWAII COMMUNITY DEVELOPMENT AUTHORITY

KAKAAKO COMMUNITY DEVELOPMENT DISTRICT

# TOD OVERLAY PLAN DRAFT ENVIRONMENTAL IMPACT STATEMENT

VOLUME ONE

January 8, 2015



Printed on 100% recycled paper

Exhibit B


Kaka`ako Community Development District

# **TOD Overlay Plan Draft Environmental Impact Statement**

Prepared for:  
Hawaii Community Development Authority

Prepared by:  
Lee Sichter LLC

This Draft Environmental Impact Statement and all ancillary documents were prepared under the signatory's direction or supervision, and the information submitted, to the best of the signatory's knowledge, fully addresses document content requirements as set forth in Chapter 343, Hawaii Revised Statutes, as amended, and Sections 11-200-17 and 11-200-18 of the Hawaii Administrative Rules.

  
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12/3/14  
Date

Accepting Authority: Governor, State of Hawai`i

January 2015

Kaka`ako Community Development District

TOD Overlay Plan  
Draft Environmental Impact Statement

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## 0.0 Executive Summary

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### 0.1 Introduction

In 1976, the State Legislature designated Kaka`ako as a Community Development District (KCDD) under the jurisdiction of the Hawaii Community Development Authority (HCDA) - a body corporate and public instrument of the State of Hawai`i responsible for planning and revitalizing redevelopment areas. By direction of the State Legislature, Kaka`ako has been identified as a significantly underdeveloped and underutilized relative to its central location in urban Honolulu and HCDA has been tasked with planning for its redevelopment.

The 601.6-acre Kaka`ako Community Development District (KCDD) is situated within the Kona district of the Honolulu ahupua`a and is part of the Primary Urban Center. It is prominently located less than a mile east of Honolulu's central business district, and between the densely populated Punchbowl district to the north, Ala Moana Shopping Center and Waikiki to the east, and the Downtown area and Honolulu Harbor to the west. For planning purposes, it is divided into two parts, the Mauka Area and the Makai Area.

South King Street, Punchbowl Street, Ala Moana Boulevard and Piikoi Street bound the Mauka Area of the KCDD. It is envisioned as the residential, commercial and retail mixed-use neighborhood of the KCDD. Located makai of Ala Moana Boulevard, the Makai Area consists primarily of state and agency controlled land along the waterfront. It is bounded by Ala Moana Boulevard on the north, Ala Moana Regional Park on the east, Forest Avenue and the property line between Honolulu Harbor's Pier 2 and Pier 4 on the west, and the Pacific Ocean on the south. The Makai Area also includes a non-contiguous property called the Aloha Tower Special District (ATSD), a 3.4-acre parcel in Downtown owned by the Hawaiian Electric Company's (HECO) and occupied by HECO's downtown power plant. The ATSD is situated on the makai side of Ala Moana Boulevard and is bounded by Richard Street, Bishop Street, and Aloha Tower Drive. It is adjacent to Irwin Park, the Downtown Financial District and the Aloha Tower redevelopment area.

In 2012, the Honolulu City Council approved an alignment for the Honolulu Authority for Rapid Transportation (HART) elevated light-rail transit system. The alignment identified three transit stations in within the Kaka`ako Community Development District: two in Kaka`ako Mauka (the Civic Center and Kaka`ako stations) and one at the Aloha Tower Special District (the Downtown station).

In response to this action, the HCDA retained consultants to prepare a plan to address the future opportunities presented by the introduction of an elevated light rail system or the expansion of other forms of public transit in Kaka`ako. The Draft

Transit Oriented Development Overlay Plan (hereinafter, “Draft TOD Overlay Plan”) was published in May 2013 and distributed for public review (see Appendix A).

Subsequent to publication of the Draft TOD Overlay Plan, concerns were raised about excessive density in the KCDD and the effects of increased building heights upon existing residents. In response to these and other concerns, the 2014 State Legislature approved House Bill 1866 (House Draft 2, Senate Draft 1) that, among other things, limited building heights in the Mauka Area to 418 feet (400 feet plus appurtenant facilities such as elevator equipment), thereby reducing allowable building densities. On April 30, 2014, the Governor signed the bill into law as Act 61.

This Environmental Impact Statement (EIS) has been prepared to analyze the impacts of transit-oriented development in Kaka’ako. Development in the KCDD is governed by rules established separately for the Mauka Area and the Makai Area. For the purposes of this EIS, the “Future Baseline” condition is what would happen in the District if it were built-out in accordance with established rules and plans. The Proposed Action is a regulatory “overlay” on the Future Baseline Condition. Rather than change the fundamental character already established for the KCDD, it amends it or overlays it by offering a vision of how the district could respond to the opportunities presented by the introduction of an elevated light rail system in the Mauka Area<sup>1</sup>. The HART light rail system presents certain additional urban infill development opportunities with the KCDD and it is the impact of that additional development opportunity that is being disclosed in this EIS.

## **0.2 Summary of the Proposed Action and Alternatives**

The Proposed Action is the implementation of transit-oriented development in the KCDD. It is intended to be an incentive based program that would provide development incentives for landowners: in exchange for density bonuses, landowners would be required to provide exemplary public benefits as part of their property redevelopment program.

For the purposes of this EIS, the Draft TOD Overlay Plan is identified as TOD Alternative A. The urban design scenario resulting from the adoption of Act 61 is identified in this EIS as TOD Alternative B. For the purposes of this EIS, no specific course of action is recommended. The Proposed Action is defined as the implementation of either TOD Alternative A or TOD Alternative B.

This EIS discloses the environmental, social, and economic impacts that will result from the implementation of either TOD Alternative A or TOD Alternative B. Once

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<sup>1</sup> The entire rail system was the subject of a separate EIS that was approved by the Federal Transit Administration on January 18, 2011. Thus, it is important to understand that the present EIS is not intended to evaluate the impacts of the HART light rail system alignment through the KCDD. That has already been done.

this EIS has been completed, the Draft TOD Overlay Plan may require revisions to accommodate the findings of the EIS. Ultimately, the HCDA will determine what course of action to take regarding transit-oriented development, that is to say: select TOD Alternative A and amend the Mauka Area rules to implement it<sup>2</sup>, select TOD Alternative B and amend the Mauka Area rules to implement it, or elect to take no action to amend the Mauka Area rules.

For the purposes of this EIS, full build-out of the KCDD is targeted for 2035. Whether this actually happens will depend upon decisions made by private landowners and public agencies. However, it is necessary to identify a target year for analytical purposes of comparison.

Both TOD Alternative A and TOD Alternative B increase the overall quantity of housing in the KCDD as compared to the Future Baseline Condition and introduce new opportunities for area land uses such as a limited number of hotels (no more than three) and office/industrial buildings. Under the Proposed Action's policies, increases in land use capacity are only allowed if tethered to new community amenities and public realm enhancements, the substructure that supports urban lifestyles.

The Proposed Action asserts that strong land use and transit-planning partnerships can lay the groundwork to develop livable neighborhoods, improve public health, lower vehicle miles traveled (VMT), and reduce greenhouse gas (GHG) emissions, all while increasing sociability. By providing the opportunity for more growth, the private sector must respond by investing in the neighborhood amenity.

TOD Alternative A introduces significant height and tall residential towers to accommodate capacity increases. In this Alternative, building forms could include a cluster of 420-550' tall high-rise residential towers, as well as no more than three residential towers rising to 700' (one each in the Pauahi and Auahi neighborhood of the Mauka Area and one as part of the potential redevelopment of Blaisdell Center). The "as of right" development capacity in TOD Alternative A is 5.0 FAR (floor area ratio) including all floor area associated with parking. The maximum proposed FARs in TOD sites range from 7 FAR to a maximum of 10 FAR. With a potential for increased development capacity, this Alternative anticipates a redevelopment pattern that, depending on the size of the parcel, can accommodate multiple, inter-related buildings on a single development block.

TOD Alternative B explores how redevelopment might occur with a similar, but slightly reduced increase in capacity while maintaining the existing envelope of 418' height limitations, pursuant to Act 61. Alternative B was developed to maximize density within the District, taking into account the height limitation imposed by Act

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<sup>2</sup> However, so long as Act 61 remains in force, building heights in the Mauka Area cannot exceed 418 feet. If the HCDA Board elects to implement TOD Alternative A, it must still comply with the provisions of Act 61.

61 and without compromising desirable urban design and aesthetic character. The “as of right” capacity for TOD Alternative B is 5.0 FAR including all floor area associated with parking. The maximum proposed FARs in TOD sites range from 7 FAR to a maximum of 9 FAR.

In both Alternatives, an incentive zoning method is proposed as a future implementation tool to achieve bonuses beyond the “as of right” development allowances. In an incentive zoning method, developers provide amenities (or payments allocated towards those amenities) in exchange for development rights. With more intensive use of property there are greater profits. As a trade-off for a greater intensity of use, the land developer is asked to contribute to enhanced public realm, cultural amenity and/or street connectivity. Adequate profitability is also required of private developers and their investors to ensure that rezoning efforts do not simply elevate land values. Incentive zoning programs must be carefully managed to ensure that the value of the community amenity is proportional and outweighs any adverse effects caused by additional building bulk. The specific parameters of the incentive zoning method will be addressed during TOD Overlay rule making by the HCDA.

Under the Proposed Action, the Mauka Area will continue its planned transformation towards a truly urban, high-rise, 24-hour, mixed-use neighborhood. Either TOD Alternative will increase overall development capacity only in selected neighborhoods within the Mauka Area (see Figure 2-1). No capacity or rule changes are proposed in the Makai Area, or for mature, and built-out existing neighborhoods (Sheridan, Civic Center and portions of Central Kaka’ako) outside of the TOD Overlay development area.

In most areas, it is assumed that increased capacity in TOD Alternatives A and B come with public infrastructure improvements that will support healthy neighborhoods including:

- Safe bicycle lanes and greatly enhanced bicycle accessibility;
- Improvements to both pedestrian and vehicular connections in the district;
- Additional funding for parks and public realm at the ground level;
- Midblock crossing at alleys and ways to enhance connections between the TOD Overlay plan area and other parts of the district;
- The screening and structuring of parking;
- The application of a broad range of transportation demand management to reduce the amount of valuable land consumed by parking. (TDM programs are typically financial incentives to encourage commuters to travel by modes other than driving, including subsidized transit passes; these tools provide alternatives to single occupancy driving.);
- Wide sidewalks and sidewalk amenities;
- Street trees and urban greening;

Figure ES-1: Proposed TOD Development Areas



**Note:** The HCDA identifies “neighborhoods” in the KCDD for planning purposes. The Thomas Square neighborhood identified above does not include Thomas Square Park, which lies just outside the KCDD on the mauka side of King Street.

- An incentive program will correlate the allocation of multi-purpose open spaces for additional height and capacity. Open spaces may be allocated on site, for example on green roofs as well as contribute to a dedicated in-lieu program to further develop planned parks and open spaces. This encourages private investment in open space and recreational facilities.
- Both the Alternatives explore the ability to allocate a large park space located on a redeveloped Blaisdell Center Site, and a redeveloped HECO site, both in the Thomas Square District.
- The Proposed Action guides HCDA in the integration of a new transit plaza associated with the Civic Center Station.
- Green connections and mid-block paths are associated with redevelopment of consolidated parcels under both Alternatives.
- The Proposed Action directs HCDA to tie a minimum of fee (\$ per SF) or per FAR to public active space. A tiered program may be proposed for each neighborhood prioritizing needed amenity.

### 0.3 Use of Public Funds or Lands for the Proposed Action

The Proposed Action is a planning tool intended to encourage transit-oriented development in the KCDD. To that end, public funds will be used to implement the plan. These funds take the form of a portion of the operational costs of the HCDA; the governmental authority charged with implementing and enforcing development regulations in the KCDD.

As the KCDD contains publicly owned streets, sidewalks and park space, public funds will be used for on-going maintenance of these facilities. Improvements to these facilities envisioned in the Proposed Action may be implemented at the discretion of the overseeing agency. For example, the roadways within the KCDD fall under the jurisdiction of the City and County of Honolulu. Implementation of a Complete Streets program in the KCDD will require funding by the City.

Certain properties within the KCDD are owned by government agencies. Public funds may be used to develop or to facilitate development of these properties.

### 0.4 Summary of Beneficial and Adverse Impacts

Implementation of the Proposed Action will cause potential short-term and long-term impacts to the natural and built environment. The potential impacts are summarized below:

**Population:** The following table summarizes full-build out in 2035 under the existing rules (Future Baseline Condition) and the two TOD alternatives.

	Residential Units	Full-Time Residential Population	Average De Facto Population(1)	Total Operational Jobs at Build-Out(2)	Office Jobs Only	Cumulative Construction Jobs from Full Build-Out(3)
<b>Future Baseline</b>	21,146	33,466	33,844	51,207	37,186	55,612
<b>TOD Alt. B</b>	26,588	42,477	44,465	43,651	29,474	68,994
<i>Impact (difference)</i>	<i>5,443</i>	<i>9,011</i>	<i>10,621</i>	<i>-7,555</i>	<i>-7,712</i>	<i>13,382</i>
<b>TOD Alt. A</b>	28,968	46,181	48,223	45,157	30,397	75,970
<i>Impact (difference)</i>	<i>7,822</i>	<i>12,715</i>	<i>14,359</i>	<i>-6,050</i>	<i>-6,789</i>	<i>20,359</i>

(1) "De Facto" Population = Full-Time residents minus those temporarily away + Part-Time residents and (for TOD Alternatives A and B) Hotel Guests.

(2) Total Full- and Part-Time jobs, all shifts and days of the week.

(3) In Job-Years (both Full- and Part-Time); includes some "soft-cost" (architect/engineer) jobs; includes construction of additional public infrastructure and government facilities attributable to each scenario.

Source: EIS Appendix G (Socio-Economic Analysis)

TOD Alternative A would add approximately 12,715 people to the full-time residential population over the Future Baseline Condition, 3,704 more than TOD Alternative B. However, this growth actually represents a population shift. It is anticipated that people moving to Kaka'ako will be doing so from elsewhere on the

island. Both TOD Alternatives are consistent with State and City policies to concentrate much of the island's future growth in Kaka'ako or similar high-density locations.

**Employment:** As evidenced in the above table, both TOD Alternatives result in a reduction of office buildings in the KCDD when compared to the Future Baseline Condition. The alternatives focus on increasing the availability of new residential opportunities. TOD Alternative A would provide 45,157 operational jobs at build-out, approximately 6,000 less than the Future Baseline Condition. The greater reduction in density attributable to TOD Alternative B would result in a greater reduction in office space, with 7,555 fewer jobs than forecasted for the Future Baseline Condition at full build-out.

**Construction:** Full build-out of TOD Alternative A would create 75,970 construction jobs, 20,359 more than those forecasted for the Future Baseline Condition. Implementation of TOD Alternative B would generate less construction employment, but still more than 13,000 jobs over the Future Baseline Condition. Short-term construction impacts will include noise from the operation of construction equipment, slow moving vehicles on the roads to project sites, temporary coning or closure of traffic lanes to divert traffic from construction in roadways, and the degradation of air quality.

**Infrastructure:** Redevelopment of a mature urban area in the heart of greater Honolulu will impact infrastructure systems that serve the entire region.

- Water – At full build-out, TOD Alternative A will increase demand by approximately 1.11 million gallons per day (MGD) over the Future Baseline Condition. TOD Alternative B would increase demand by approximately 800,000 gallons per day. Several upgrades to the existing water service system have already been identified as part of the Future Baseline Condition, but have not yet been implemented. Given on-going and planned Board of Water Supply and Ward redevelopment projects in the area, the existing system is generally capable of meeting peak hour domestic consumption demand. However, approximately 37,600 linear feet of existing 6- and 8- inch diameter water mains need to be upgraded to 12-inch diameter mains to accommodate fire flow requirements. No additional regional improvements are required.
- Wastewater – At full build-out, TOD Alternative A would increase daily wastewater flow rates by 1.2 million gallons over the Future Baseline Condition. TOD Alternative B would increase wastewater flow by 900,000 gallons per day. Several capital improvement projects have been budgeted by the City to improve trunk lines, rehabilitate sewer lines, and add a new pump station in the area. In addition, the City is presently studying preliminary alignments for new Relief Sewer Corridors that would address sewer flow outside of the KCDD, and in so doing, help reduce demand on existing

collection lines in the KCDD. In addition to these projects, the Proposed Action would require the replacement of portions of sewer lines within KCDD:

- 480 LF of 10" sewer on Halekauwila Street between South and Keawe Streets with a 12" sewer;
- 310 LF of 8" sewer on Keawe Street makai of Halekauwila Street with a 12" sewer;
- 250 LF of 6" sewer on Ilaniwai between Kamani Street and Ward Avenue with an 8" sewer; and
- Upsize 305 LF of planned sewer in Pohukaina Street between Ahui Street and Ward Avenue from 12" to 18" diameter to 24" sewer in Ward Avenue.

Even with these projects and improvements in place, a number of existing branching sewer mains in the District would remain surcharged. However, the existing system, as modified by the identified improvements, will be capable of meeting peak flow requirements. Despite the surcharged conditions, no spills are anticipated.

- Solid Waste – No modifications to the solid waste disposal program within the Mauka Area are proposed. Expansion of private contractor provided collection services might be required to meet future increased demands.
- Drainage – The existing drainage system is inadequate to accommodate and dispose of design storm rainfall runoff quantities in both the existing and future conditions. Several system improvements have been identified to address existing deficiencies, including pavement resurfacing and new drain inlets and/or catch basins, but HCDA presently has no current schedule for their design or construction. However, it is noted that since most of the future improvements are anticipated to be vertical development, additional rainfall runoff, due to development, is anticipated to be negligible; and as such, surface water ponding concerns and existing drainage system inadequacies would not be exacerbated. In other words, while the existing drainage system has deficiencies, the Proposed Action will not exacerbate them.
- Electrical – At full build-out, TOD Alternative A would increase demand for electricity an estimated 1.2 million volt-amperes over the Future Baseline Condition. TOD Alternative B would increase demand an estimated 400,000 volt-amperes. It appears that, in general, the existing underground duct systems within the Mauka Area have sufficient space to accommodate the proposed load growth with the caveat that, in some areas, new infrastructure would need to be constructed to extend the 25 kV distribution system. Additionally, development in areas served by existing overhead lines may be limited until an underground duct system is installed in these areas. In the worst case (TOD Alternative A), it appears that within 9 years, HECO would apparently either need to serve the additional loads from the Iwilei and Kewalo Substations, by adding another substation transformer in both substations, or need to construct and energize its proposed Cooke Street

Substation site, or both. Beyond 9 years of development, HECO would likely need to secure an additional substation site. The need for this site would be evaluated by HECO based on actual load growth experienced during the 23-year build-out.

**Traffic:** The increase of residents, visitors, and workers in the Mauka Area will exacerbate traffic conditions. Slower vehicular travel times are anticipated. However, there are no intersections within the KCDD that deteriorate from Level of Service (LOS) E or better under the Future Baseline Condition to LOS F under the Proposed Action. That said, three intersections along Ala Moana Boulevard (at South Street, Cooke Street, and Ward Avenue) and two on Ward Avenue (at Queen Street and at Kapiolani Boulevard), which are forecasted to operate at LOS F under the Future Baseline Condition, would also operate at LOS F under the Proposed Action.

Traffic delay under the Proposed Action is not anticipated to result in a level of delay to buses that would require additional buses or operating costs compared to the Future Baseline condition. Therefore, there is no significant transit operations impact resulting from the Proposed Action.

The fixed guideway transit system – HART - is presently under construction. HART will provide faster, more reliable transit along the corridor where many transit vehicles must operate in mixed-flow traffic, and serve as an attractive alternative to the private automobile. The project would strengthen the connection between Kapolei, Downtown Honolulu and Kakaʻako, UH Manoa, and Waikiki.

A major goal of the Proposed Action is to encourage transit oriented development. The Proposed Action is intended to facilitate and encourage transit use by placing relatively high-density development adjacent to or within easy walking access of major transit facilities such as stations on the fixed guideway system or transfer points between bus lines. TOD projects also typically encourage the use of non-motorized modes of travel, including pedestrian and bicycle travel, and discourage the use of private automobiles.

The Proposed Action will generate the following net increases in trips in comparison to the Future Baseline Condition:

- Walk/bike trips: up to 29 percent increase over the Future Baseline Condition
- Transit trips: up to 19 percent increase over the Future Baseline Condition
- Motor vehicle trips: up to 16 percent increase over the Future Baseline Condition based on daily trips, while the increase in peak-hour motor vehicle trips would be smaller:
  - up to 7 percent increase over the Future Baseline Condition during the AM Peak Hour

- up to 9 percent increase over the Future Baseline Condition during the PM Peak Hour

The Proposed Action will result in up to a three-fold increase in daily bicycle volumes with no commensurate or appropriate increase in bicycle capacity. A similar increase will occur in daily pedestrian crossings at major pedestrian corridors.

**Social Impacts:** The following outlines some of the fundamental impacts/benefits resulting from the implementation of the Proposed Action.

- Improved public health – Transit rich environments, such as Kaka’ako, will benefit not only from important statistical reductions in traffic injuries or fatalities, but also reduced air pollution and increased levels of daily physical exercise, which has broad implications for public health, and reduced medical costs. Studies show that obesity rates tend to fall sharply with increased walking, cycling and transit use.
- Alternative Travel Options – The Proposed Action not only provides better future access to the HART rapid transit project to improve regional mobility to non-drivers via the two major stations within the District, but it also further builds upon the current Ward Centers and Kamehameha Schools Master Plans. Both of these Plans are dedicated to introducing more street level activity and have been engaged by HCDA to allocate space for new local circulation options for vehicles and pedestrians. There is also a clear household and community wide cost-savings attributed to transit use. Families that are able to own less vehicles per household can spend those dollars elsewhere. Furthermore, walking and cycling are the most sustainable transport modes, and are affordable by virtually everyone.
- Improved Access to Housing – The primary goal of the Proposed Action is to encourage more housing in an accessible location proximate to existing job centers. The historical trend of high demand for residential housing on O’ahu coupled with strong economic conditions could conceivably result in housing development meeting expectations in the 2035 timeframe, especially if infrastructure investments identified in the Proposed Action are prioritized to support these intensive levels of development. Within the District, proposals for more intensive land uses with taller buildings will provide a greater number of total units than what is allowable under the Future Baseline Condition. Under the current HCDA Reserved Housing Policy, 20% of all new units will be built as workforce housing. In order for landowners and/or developers to achieve density incentives, workforce housing may even take on greater percentages in some areas. The Proposed Action also continues HCDA’s strategy to preserve characteristics of neighborhoods with existing resident populations or historic and institutional uses, particularly in the Sheridan and Civic Center neighborhoods (neither of these

neighborhoods are eligible for participation in the TOD Overlay Plan's supplementary height and density programs).

- **Improved Parking Options** - As areas urbanize, with more people and uses competing for access to the same destinations, parking becomes highly contested. The availability and supply of parking is one of the strongest indicators of a population's likely transit mode share, with free and readily available parking strongly correlated with reduced transit ridership. Applying measures to manage parking efficiently achieves the broader planning objectives of supporting more compact development, encouraging transit use, and increasing development affordability. The Proposed Action studies where and how to manage parking as a public resource, with a particular emphasis on both long-term "park once" systems (residential or employee parking) and short-term (visitors and shopping) parking needs. When implemented, the Proposed Action will offer a menu of different types of on-street parking treatments, provide a basis for market-based pricing of parking, explore context-sensitive parking requirements for new land uses, and provide progressive measures to introduce options for shared parking resources between uses. The Proposed Action also incorporates policies to encourage long term parking management strategies at the District scale to provide more efficient utilization.
- **Reserved Housing** – High-rise development provides a better opportunity for the provision of reserved housing than single-family unit residential development because the land and infrastructure costs for high-rise development are distributed among a greater number of units. In addition, the sale of high-priced units in a building can help offset (subsidize) the cost of the units reserved for lower income families. The cost of developing single-family units makes it difficult to achieve affordability without government subsidy. While there are successful government programs, it is clear that they have not met the demand. The Proposed Action is intended to increase the number of reserved housing units in three fundamental ways. First, by adhering to the HCDA 20% Rule (20% percent of all new units constructed must be reserved for families/individuals who qualify under federal affordability guidelines), the increase in density envisioned in the Proposed Action will result in a greater number of units coming to market, and a proportionate increase in the number of those that reserved. Second, the Proposed Action includes height and density bonuses that are intended to encourage developers to participate in the provision of reserved units. Simply put, a developer would be allowed to increase the density of a structure in exchange for what are described as "exemplary public benefits". The result is a negotiated process whereby the HCDA can bargain for the increased provision of reserved housing. Third, by relaxing the parking standards per dwelling unit, by untethering parking from residential units in deference to the District's proximity to rail and employment centers, and by increasing building heights (in the case of TOD Alternative A), the HCDA is attempting to bring down the development cost of units, which would result

in their increased affordability. If it is possible to include more units in a building because fewer floors must be dedicated to onsite parking and more floors are allowed, then arguably the cost of constructing the building can be distributed among a greater number of units, thereby lowering the cost of each.

- Parks and Open Space – Neither the HCDA (the primary provider of parks and recreational facilities in Kaka‘ako) nor the City’s Department of Parks and Recreation currently plans to construct additional parks in or near Kaka‘ako, suggesting that impacts will be confined to existing parks in the region.

**Cultural Resources:** Several Hawaiian cultural resources, in the form of historic structures are located in the District. While, these buildings are not directly threatened by redevelopment, there is a high probability that cultural resources in the form of human remains (*iwi*) will be inadvertently found during excavation activities associated with new development. Implementation of the Proposed Action could potentially impact these cultural resources. It could also impact the several contemporary cultural resources identified in the District including cultural learning facilities; public parks and grounds, memorials and commemorations; religious and spiritual gathering places; and public art installation and entertainment centers.

**Visual Resources:** It is anticipated that the build-out of the Mauka Area under the Future Baseline Condition or either TOD Alternative will impair the existing mauka-makai views. As projects in the Mauka Area develop according to existing zoning, views of, and within the KCDD are expected to change significantly. The greatest impacts will be seen with the higher intensity growth in number and frequency of high-rise buildings under the TOD Alternative A. TOD Alternative B would result in impacts greater than the Future Baseline Condition, but less than the TOD Alternative A. Under either Alternative, panoramic views from identified viewpoints, and existing high-rise or low-rise buildings will be curtailed, but existing view corridors along major mauka-makai streets will be preserved. Buildings fronting Ala Moana Boulevard and situated in the Makai Area will have reduced views of the Ko‘olau Range, while buildings along Kapiolani and in the Thomas Square Neighborhood will have reduced views of the ocean. This is typical of an urban environment where external views of landscapes are slowly exchanged for framed views and new architectural features.

**Government Revenue:** State revenues are projected to be \$14.8 million more than costs annually for TOD Alternative A and \$14.1 million annually for TOD Alternative B. If municipal revenues are limited to General Excise Tax and property taxes, the difference between revenues and costs is a positive \$0.08 million annually for TOD Alternative A and a negative \$0.41 million annually for TOD Alternative B. However, if legislature-imposed caps on the Transit Accommodations Tax are eliminated, TOD Alternative A would generate approximately \$1.2 million annually and TOD Alternative B would generate approximately \$0.7 million annually. Therefore,

Proposed Action is unlikely to have any real perceptible impact on annual County operating budgets.

**Secondary and Cumulative Impacts:** Introducing transit-oriented development as an overlay to the redevelopment of Kaka`ako already anticipated under the current Mauka Area rules (the Future Baseline Condition), is likely to affect the residents and visitors to nearby areas such as downtown Honolulu, the Ala Moana/Sheridan district, Waikiki, and other areas of the City and County of Honolulu.

Implementation of TOD, when added to other adopted and proposed projects of a similar nature (such as other TOD projects envisioned by the City along the transit line corridor) may have a significant affect on a regional scale, and at an islandwide scale.

Kaka`ako is situated in the Primary Urban Center, which is intended to accommodate a substantial portion of O`ahu's population growth over the next 25 to 30 years. The Proposed Action will have long-term effects on the decisions by O`ahu residents about where to live, work, and play, which will, in turn lead to a redistribution of population.

Implementation of the Proposed Action will also provide new employment, residential, commercial, and light-industrial opportunities that together sustain the redevelopment activity that was initiated by the implementation of the Mauka Area Plan in 2011.

## 0.5 Summary of Recommended Mitigation Measures

Following is a summary of the major measures recommended to mitigate the impacts associated with implementing the Proposed Action:

**Population:** The effects of increased population in the District will be mitigated through the implementation of a palette of objectives and policies to improve quality of life. These are best summarized by the "6-D Objectives" of the Proposed Action:

- Objective D1: Destinations – Coordinate Land Use and Transportation;
- Objective D2: Distance – Create a well-connected street network using Complete Streets principles;
- Objective D3: Design – Create places for people;
- Objective D4: Density – Concentrate and intensify activities near frequent transit;
- Objective D5: Diversity – Encourage a mix of uses; and
- Objective D6: Demand Management – Encourage the "auto trip not taken" through a systems management approach.

**Construction:** Implementation of Best Management Practices for each new construction projects in the District will mitigate the short-term impacts of construction activities, including impacts on traffic, noise quality, and air quality.

**Infrastructure:** Several water main, wastewater collection line, and drainage projects have been identified to improve the distribution of water in the district, the collection of wastewater, and storm water catchment. These include:

- Upgrading existing -6 and -8 inch diameter water mains to accommodate peak hour domestic water consumption demand requirements and 4,000-gallon per minute fire flow requirements;
- Replace 480 LF of 10" sewer on Pohukaina Street between South and Keawe Streets with a 12" sewer;
- Upsize 305 LF of HHG's planned sewer in Pohukaina Street between Ahui Street and Ward Avenue from 12" to 18" diameter;
- Replace 480 LF of 10" sewer on Halekauwila Street between South and Keawe Streets with a 12" sewer;
- Replace 310 LF of 8" sewer on Keawe Street makai of Halekauwila Street with a 12" sewer;
- Replace 250 LF of 6" sewer on Ilaniwai between Kamani Street and Ward Avenue with an 8" sewer;
- Upsize 305 LF of HHG's planned sewer in Pohukaina Street between Ahui Street and Ward Avenue from 12" to 18" diameter to 24" sewer in Ward Avenue; and
- Require new developments to retain storm water runoff on-site through the use of infiltration or rain-harvesting methods, or allow discharge to run off through an appropriate bio filter such as a rain garden, green roof, or tree box filters.

**Traffic:** Implementation of the Proposed Action, while generating significant traffic impacts, it also intended to mitigate them by encouraging and facilitating improved bicycle, pedestrian, and transit access within the KCDD. Specific traffic mitigations include:

- Increase the allocation of green signal time per cycle at the Ala Moana Blvd/South Street and Ala Moana Blvd/Cooke Street intersections;
- Restripe north/south approaches at Ala Moana Blvd/Ward Ave to eliminate split signal phases.
- Reduce the length of the east-leg pedestrian crossing at Ala Moana Blvd/Ward Ave;
- Provide restriped and bollard-protected bicycle lanes on Punchbowl Street, South Street, and Cooke Street;
- Install bicycle lanes on Ward Avenue;
- Provide restriped bicycle lands on Pensacola Street/Piikoi Street and study potential two-way conversion with 3 lanes and bicycle lanes;

- Construct a cycle track or strip bicycle lanes on Halekauwila Street, contingent with the final design and location of the HART guideway columns;
- Construct curb extensions at all intersections with on-street parking and that have 24' curb-to-curb walk distances of minor streets or 26' curb-to-curb walk distances of major streets; Reduce intersection skew; Tighten intersection geometry; Construct pedestrian refuge islands (Each mitigation measure requires further study);
- Require redevelopment setbacks that ensure a minimum 15' pedestrian realm (sidewalk plus buffer including furniture zone and landscaping) regardless of existing pedestrian realm width. (If the existing pedestrian realm is greater than 15', then there is no significant impact.);
- Reconstruct streets in Central Kaka'ako as shared industrial streets while maintaining delivery and parking storage functions;
- Reduce Ala Moana Boulevard signal cycle lengths to 120 seconds and couple with other signal optimization features; this will create more lane capacity (from 800vph to 1200vph); and
- Construct makai side shared use path on Ala Moana Boulevard.

**Social:** While much of the Proposed Action will improve quality of life in the KCDD as discussed in the Impacts section above, additional actions can be taken by HCDA to mitigate impacts:

- Revise current Reserve Housing program to increase the amount of affordable housing provided in the District;
- Develop a Parks Master Plan that would thoroughly study needs and best ways to meet them.

**Cultural:** To mitigate impacts on cultural resources in the event they are uncovered during property excavation or ground disturbance, HCDA will continue to require full compliance with procedures established by the Oahu Island Burial Council and the State Historic Preservation Division of the Department of Land and Natural Resources. HCDA will also ensure that parking and accessibility to historic structures is not reduced as the result of new developments in surrounding areas. With regard to contemporary cultural facilities that exist in the District, HCDA will encourage landowners/lessors to offer adjusted rent spaces to help preserve those uses and activities in the District.

**Visual Resources:** The preservation of visual resources can be best accomplished during implementation of the Proposed Action by ensuring that the development rules to be enacted include provisions such as:

- Present prototypical development lots, with preferred site design for staggered or offset towers;
- Encourage staggered building heights (tower configurations should provide skyline diversity);

- Provide examples of appropriate building tops;
- Revise standard (ch 15-217-55 (4) for view corridor streets in the TOD Overlay Area to regularize the setback allowed in the Master Plan areas, at 75' above the Street Element;
- Revise rule 15-217-54 (c) that requires an increased setback by three feet for every ten feet of building height. These rules are in conflict with building types as proposed and would negate the ability for large parcels to place multiple buildings on a development parcel by reducing flexibility and pushing development to one side of the development parcel.
- Revise Mauka Area Rule designating 25% of tower "void" space to be located at the street frontage.
- Revise Mauka Area Rule designating 65% of tower to be located on street frontage;
- Encourage developments to provide aesthetic treatments on rooftops;
- Create a green-roof policy; and
- For *Iconic Towers* in TOD Alternative A (if implemented), include a provision for the public to access the view by providing public lobby, restaurant, or other public space on top floors.

## 0.6 Unresolved Issues

**Regional Infrastructure:** The construction of a region-serving Relief Sewer Corridor to relieve wastewater demands in Waikiki and elsewhere in Honolulu is presently being evaluated by the City's Environmental Services Department. The decision to construct the line, and if so, where will impact wastewater collection line capacities in Kaka'ako. Some existing sewer lines in Kaka'ako are surcharged by wastewater generated elsewhere. Construction of the relief sewer line would resolve capacity issues and might preclude the need for additional smaller-scale sewer improvements in the District. The relief sewer line project has been under consideration for several years and the outcome of decision-making is beyond the control of HCDA. The matter will remain unresolved until the City completes its planning efforts, and the timing of that effort remains unknown.

**City's 2040 Population Projections:** The City and County of Honolulu's Department of Planning and Permitting periodically forecasts population on the island of O'ahu for purposes of long-range planning. For the past several years, DPP has utilized population projections with a planning horizon of 2035. The Proposed Action assumes the same planning horizon as its hypothetical build-out date. In 2013, the City advised HCDA that it would soon begin updating its current population forecast to 2040. As recently as October 2014, in a follow-up inquiry to the City as to the status of its efforts, we were advised that the City has developed *interim* projections to 2040, which have been used by the City for some planning purposes. However, we were also advised that *official* projections are still on hold

due to technical issues that must be resolved. The City is targeting June 2015 as a possible release date for the *official* projections. The matter will remain unresolved until such time that the DPP officially releases the 2040 forecast.

**The Ultimate Timing and Extent of Community Amenities:** As the majority of property in the KCDD is privately owned, individual properties will undergo redevelopment based on the preferences and needs of the respective property owners. The existing Mauka Area rules define the maximum allowable scope of redevelopment of any particular property. While the TOD Overlay Plan, when implemented, will change that scope, it is an incentive based program and it will remain up to the property owner to determine how much density to pursue should they determine that redevelopment is in their interest. Thus, the scope of potential community amenities are tethered to the land use capacity of a particular property, as defined by the property owner in a redevelopment proposal. For example, Kamehameha Schools has elected to focus the redevelopment of some of its properties at a density (including building height) that is less than what is allowed under existing rules. The ultimate timing of redevelopment of any given property is therefore unknown to the HCDA until the property owner presents specific plans to the agency for approval. Additionally, the extent of community amenities that may arise from the redevelopment of any particular property will ultimately be negotiated between the property owner and the agency and will be directly proportional to the density of the redevelopment proposed: the pursuit of maximum allowable density by a property owner will likely result in greater public amenities than a more modest development proposal. Thus, the ultimate provision of community amenities is unknown until such time that a property's redevelopment plan is formulated, presented to HCDA for review and approval, and the nature and extent of community amenities are successfully negotiated.

**Office of Hawaiian Affairs (OHA) Master Plan:** In 2014, OHA announced that it would prepare a master plan to determine the future uses and development timing for its property holdings in the Makai Area. The outcome of its master planning efforts will have broad implications on matters concerning general urban density, infrastructure capacity, and views. The scope and timing of the OHA master plan will remain unresolved until such time that the agency selects a consultant, establishes a deadline for the planning effort and its decision-making.

**Completion of HCDA Parks Master Plan:** HCDA has determined the need to prepare a master plan for the provision of public and private parklands and recreational and/or passive open space in the KCDD. The timing for the preparation, review, and approval of the plan is presently unresolved. The outcome of this process cannot be known until the effort is funded by HCDA, a consultant is selected, and a deadline for completion is established.

**Implementation of the Proposed Action:** The Proposed Action is described throughout this document as being "incentive based", meaning that to achieve the HCDA's desired outcome of more affordable housing, pedestrian-friendlier streets,

and less emphasis on the automobile, developers will be offered an incentive of greater density and/or relaxed parking standards, etc. How this incentive based program will be implemented is unresolved at this point in time. The process for implementing TOD requires the publication of a Draft TOD Overlay Plan, which was done in May 2013, followed by the preparation of an EIS to evaluate its impacts (which is now underway). Once the EIS effort is concluded, the Draft TOD Overlay Plan must be finalized and then approved by the HCDA. After that occurs, final rules for implementing TOD must be prepared by the HCDA and presented to the public for comment, before being reviewed by the HCDA for final approval. The rules are the mechanism by which the incentive based program will be implemented. The exact form and content of those rules cannot be finalized at this point in time, which leaves the matter unresolved. The matter will be resolved once the rules are finalized, presented to the public for comment, and ultimately reviewed by the HCDA for approval. However, Appendix B of the Draft TOD Overlay Plan (presented in Volume Two of the EIS as Appendix A) presents a preliminary idea of the scope and content of the proposed rules for TOD.

## 0.7 Compatibility with Land Use Plans and Policies

The Proposed Action is consistent with prevailing City and State land use plans and policies.

## 0.8 Required Permits and Approvals

The following permits and/or approvals will be required for individual development projects:

Subdivision Approval (if applicable)	Department of Planning and Permitting
Building/Grading Permits	Department of Planning and Permitting
Installation of Power Lines & Substations	State Public Utilities Commission
National Pollutant Discharge Elimination System (NPDES) Permit	State Department of Health
Noise Permit	State Department of Health
Modification of Highway Access Points	State Department of Transportation
Work Within the State Highway ROW	State Department of Transportation
Dewatering/Stockpiling	Department of Planning and Permitting
Trenching	Department of Planning and Permitting
Development Permit	Hawaii Community Development Authority

DEIS

Compliance

		<b>11-200-17 Content requirements for Draft EIS (applicable to SEIS per 11-200-28)</b>
	A	The Draft EIS shall contain at a minimum the information contained in this section (11-200-17)
	B	Summary Sheet with the following
ES Section 0.1	1	Brief description of the Proposed Action
ES Section 0.3	2	Significant beneficial/adverse/cumulative/secondary impacts
ES Section 0.4	3	Proposed mitigation measures
ES Section 0.1	4	Alternatives considered
ES Section 0.5	5	Unresolved issues
ES Section 0.6	6	Compatibility with land use plans/policies; listing of permits/approvals
Beginning of each Chapter	C	Table of Contents
Chap 1 Section 1.1	D	Statement of Purpose/Need for the Proposed Action
Chap 2	E	Project Description with enough detail to evaluate environmental impacts
Chap 1 Figure 1-1	1	Detailed map (USGS topo, FIRM, or floodway boundary)
Chap 2 Section 2.2	2	Statement of objectives
Chap 2 Section 2.3	3	General description of action's characteristics:
Chap 2 Section 2.3.4	a	technical
Chap 4 Section 4.10	b	social
Chap 4 Sections 4.1 to 4.4	c	environmental
ES Section 0.3	4	Use of public funds or lands for the action
Chap 2 Section 2.4	5	Phasing and timing of the action
various figures throughout	6	Summary technical data, diagrams etc. for evaluation of potential impacts
Chap 1 Section 1.8	7	Historic perspective
Chap 3	F	Rigorous exploration and objective evaluation of alternatives
Chap 3 Section 3.2	1	No action
Chap 3 Sections 3.3 & 3.4	2	Different nature with similar benefits and different environmental impacts
Chap 3 Section 3.4.3	3	Alternate designs or details
Chap 3 Section 3.2	4	Postponing the action
Chap 3 Section 3.4.2	5	Alternative locations
Chap 3 Section 3.3	6	Comparative evaluation of benefits, costs, risks of reasonable alternatives
Chap 4	G	Existing environmental setting
Chap 2 Section 2.3.1	1	Local
ES Section 0.1	2	Regional
Chap 4 Section 4.3.1	3	Rare or unique environmental resources
Chap 1 Section 1.2.3	4	Related projects in area contributing to possible cumulative effect
Chap 4 Section 4.10.2	5	Area's population/growth characteristics & assumptions used to justify the action
Chap 6 Section 6.5	6	Secondary population/growth characteristics
Chap 5	H	Relationship of Proposed Action to land use plans, policies and controls
Chap 5	1	For conflicts, extent to which conflict has been reconciled and reasons for proceeding
Chap 2 Section 2.5	2	List of necessary approvals and status of each
Chap 4	I	Statement of probable impacts
Chap 4	1	Consideration of all phases
Chap 4	2	Direct/indirect
Chap 1 Section 1.2.3	3	Interrelationships and cumulative impacts of Action and other related projects
Chap 6 Section 6.5	4	Secondary impacts
Chap 4 Section 4.10.2.2	5	Estimated population impacts
Chap 4 Section 4.10	6	Effects of population change
Chap 4 Sections 4.8 & 4.9	7	Direct or indirect sources of pollution
Chap 6	J	Relationship between local short-term uses of environment and maintenance/enhancement of long-term productivity
Chap 6 Section 6.2.1	1	Trade-offs/short-term & long-term gains/losses
Chap 6 Section 6.2.2	2	Extent to which Proposed Action forecloses future options
Chap 6 Section 6.2.3	3	Narrows range of beneficial uses
Chap 6 Section 6.2.4	4	Poses long-term risks to health and safety
Chap 6 Section 6.2.6	5	Environmentally significant consequences
Chap 6 Section 6.3	K	Irreversible/irretrievable commitments of resources
Chap 6 Section 6.3.1	1	Unavoidable impacts
Chap 6 Section 6.3.2	2	Use of non-renewable resources
Chap 6 Section 6.2.3	3	Curtails range of beneficial uses
Chap 6 Section 6.3.3	4	Possibility of environmental accidents resulting from any phase of Proposed Action
Chap 6 Section 6.3.4	5	Loss/destruction of natural/cultural resources
Chap 4	L	All probable adverse environmental effects that cannot be avoided
Chap 6 Section 6.3.2	1	Rationale for proceeding with Action, notwithstanding, adverse effects
Chap 6 Section 6.4	2	Other governmental policies that offset adverse environmental effects
Chap 6 Section 6.4	3	Ability of reasonable alternatives to achieve countervailing benefits to avoid adverse effects
Chap 4	M	Mitigation measures
Chap 4	1	Basis for determining mitigations to reduce impacts to insignificant levels
Chap 4	2	Timing of mitigations/commitments to assuring mitigation
Chap 6 Section 6.6	N	1 Summarize unresolved issues
Chap 6 Section 6.6	2	How they will be resolved prior to implementing action or overriding reasons for proceeding without resolution
Chap 8 Section 8.2	O	1 Consulted parties
Chap 7 Section 7.1	2	Disclosure of preparers
Chap 8 Section 8.3	P	1 Reproduction of all substantive comments and responses
Chap 8 Section 8.3	2	List of parties consulted who had no comments



### 8.3 Draft EIS Distribution, Comments, and Responses

Copies of the Draft EIS were submitted to the following agencies, organizations for review, as required by the OEQC. Parties that responded are identified by an asterisk (\*) following their name. The DEIS was provided in digital format (on a CD). The HCDA promotes a policy of reduced use of paper the HCDA and encourages the use of digital files. However, a limited number of printed copies were available.

#### Federal Agencies

Department of the Interior, Geological Survey, Pacific Islands Water Science Center  
Department of the Interior, Fish and Wildlife Service  
Department of Commerce, National Marine Fisheries Service  
Department of Interior, National Parks Service  
Department of Agriculture, National Resources Conservation Service  
Department of Transportation, Federal Aviation Administration\*  
Department of Transportation, Federal Transit Administration  
Department of Homeland Security

#### State Agencies

Office of Environmental Quality Control\*  
Department of Agriculture  
Department of Accounting and General Services  
Department of Business, Economic Development and Tourism  
DBEDT Research Division Library  
DBEDT Strategic Industries Division  
DBEDT Office of Planning  
Department of Defense\*  
Department of Education  
Department of Education, Hawaii State Library, Hawaii Documents Center  
Kaimuki Regional Library  
Kane`ohe Regional Library  
Pearl City Regional Library  
Hawaii Kai Regional Library  
Hilo Regional Library  
Kahului Regional Library  
Lihu`e Regional Library  
Department of Hawaiian Home Lands\*  
Department of Health, Environmental Health Administration\*  
Department of Land and Natural Resources\*  
DLNR – Historic Preservation Division  
Department of Transportation\*  
Office of Hawaiian Affairs\*

University of Hawaii Water Resources Research Center  
University of Hawaii Environmental Center  
University of Hawaii, Thomas H. Hamilton Library  
University of Hawaii, Edwin H. Mo`okini Library  
University of Hawaii, Maui College Library  
University of Hawaii, Kaua`i Community College Library  
University of Hawaii, West Oahu Library  
Legislative Reference Bureau

State Elected Officials

United States Senator Mazie Hirono  
United States Senator Brian Schatz  
United States Representative Mark Takai  
United States Representative Tulsi Gabbard  
Governor David Ige  
Lieutenant Governor Shan S. Tsutsui  
Senator Brickwood Galuteria  
Senator Donna Mercado Kim, Senate President  
Representative Scott K. Sakai\*  
Representative Joe Souki, Speaker of the House  
Representative Karl Rhodes

City and County of Honolulu

Department of Planning and Permitting\*  
Board of Water Supply  
Department of Customer Services  
Department of Design and Construction  
Department of Environmental Services  
Department of Facility Maintenance\*  
Department of Parks and Recreation  
Department of Transportation Services\*  
Honolulu Authority for Rapid Transit\*  
Honolulu Fire Department\*  
Honolulu Police Department\*

City and County of Honolulu Elected Officials

Council Chairman Ernest Martin  
Council Member Carol Fukunaga  
Chair, Ala Moana Kakaako Neighborhood Board #11  
Chair, Downtown Neighborhood Board #13  
Chair, Mo`ili`ili/McCully Neighborhood Board #8

News Media

Honolulu Star Advertiser  
Hawai`i Tribune Herald  
West Hawai`i Today

The Garden Isle  
Maui News  
Moloka'i Dispatch

Consulted Parties

Kamehameha Schools\*  
The Outdoor Circle  
Pacific Resource Partnership  
University of Hawaii Water Resources and Environmental Centers

Other Parties

Servco Pacific Inc.\*  
John A. Burns School of Medicine  
University of Hawaii Cancer Center  
Howard Hughes Corporation\*  
General Growth Properties

Following is a list of agencies, organizations and individuals who commented on the Draft EIS, presented in the order they were received. Their comments, together with HCDA's responses follow the EISPN comments and responses.

1. State of Hawaii, Department of Health, Environmental Planning Office
2. United States, Department of Transportation, Federal Aviation Administration
3. State of Hawaii, Department of Health, Wastewater Branch
4. State of Hawaii, Department of Health, Clean Water Branch
5. City & County of Honolulu, Police Department
6. State of Hawaii, Department of Land and Natural Resources, Office of Conservation & Coastal Lands
7. City & County of Honolulu, Fire Department
8. City & County of Honolulu, Department of Transportation Services
9. State of Hawaii, Department of Land and Natural Resources, Land Division
10. State of Hawaii, Department of Transportation
11. Howard Hughes Corporation
12. Servco Pacific
13. Honolulu Authority for Rapid Transportation
14. Hawaii's Thousand Friends
15. Councilmember Carol Fukunaga, Representative Tom Brower, Senator Suzanne Chun Oakland & Representative Scott Saiki
16. Kaka'ako United
17. Airlines Committee of Hawaii
18. City and County of Honolulu, Department of Planning and Permitting
19. City and County of Honolulu, Department of Facility Maintenance
20. Office of Hawaiian Affairs

21. State of Hawaii, Department of Health, Office of Environmental Quality Control
22. State of Hawaii, Department of Defense
23. State of Hawaii, Department of Hawaiian Home Lands
24. Kamehameha Schools

TOD Overlay Plan Draft Environmental Impact Statement  
List of Respondants

State of Hawaii, Department of Health, Environmental Planning Office  
United States, Department of Transportation, Federal Aviation Administration  
State of Hawaii, Department of Health, Wastewater Branch  
State of Hawaii, Department of Health, Clean Water Branch  
City & County of Honolulu, Police Department  
State of Hawaii, Department of Land and Natural Resources, Office of  
Conservation & Coastal Lands  
City & County of Honolulu, Fire Department  
City & County of Honolulu, Department of Transportation Services  
State of Hawaii, Department of Land and Natural Resources, Land Division  
State of Hawaii, Department of Transportation  
Howard Hughes Corporation  
Servco Pacific  
Honolulu Authority for Rapid Transportation  
Hawaii's Thousand Friends  
Councilmember Carol Fukunaga, Representative Tom Brower, Senator Suzanne  
Chun Oakland & Representative Scott Saiki  
Kaka'ako United  
Airlines Committee of Hawaii  
City and County of Honolulu, Department of Planning and Permitting  
City and County of Honolulu, Department of Facility Maintenance  
Office of Hawaiian Affairs  
State of Hawaii, Department of Health, Office of Environmental Quality Control  
State of Hawaii, Department of Defense  
State of Hawaii, Department of Hawaiian Home Lands  
Kamehameha Schools

