



Public Meeting #2 – charrette progress report

Greening Iwilei and Kapalama

July 14, 2017

Introduction

Why study Iwilei and Kapalama?

Kapalama/Iwilei Area
Existing

Kapalama/Iwilei Area
Hypothetical buildout (80%)

For illustrative purposes only

Introduction

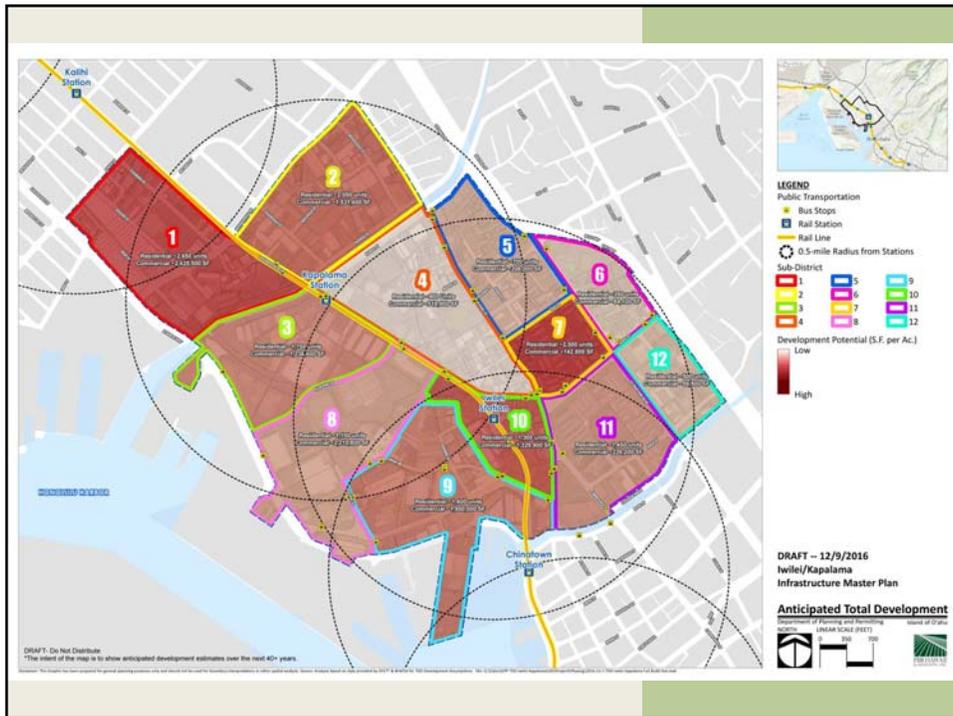
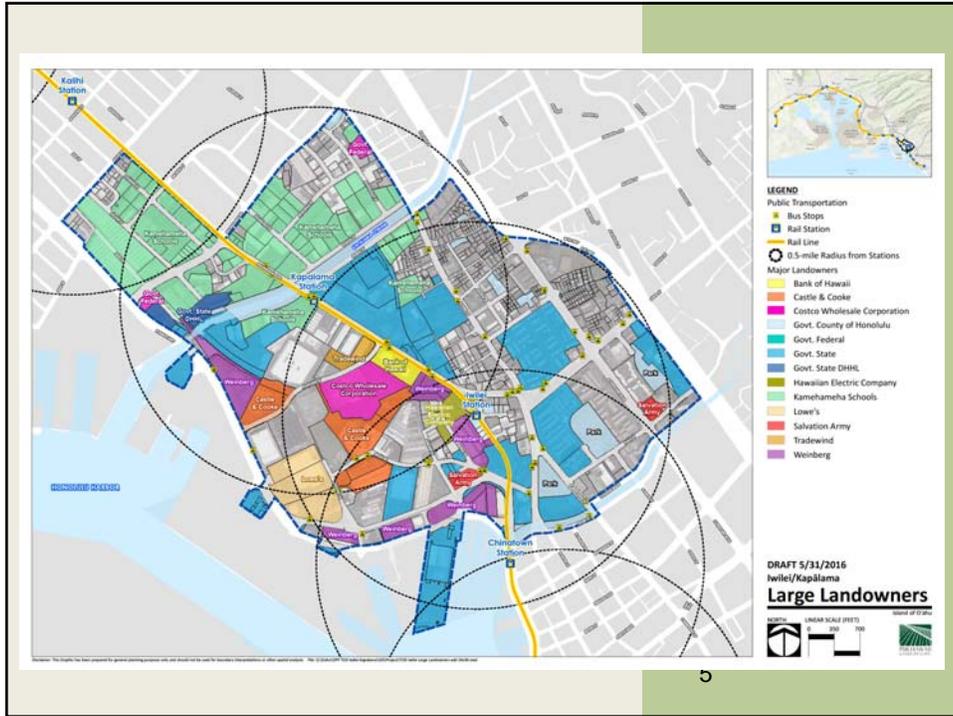
Why study Iwilei and Kapalama?

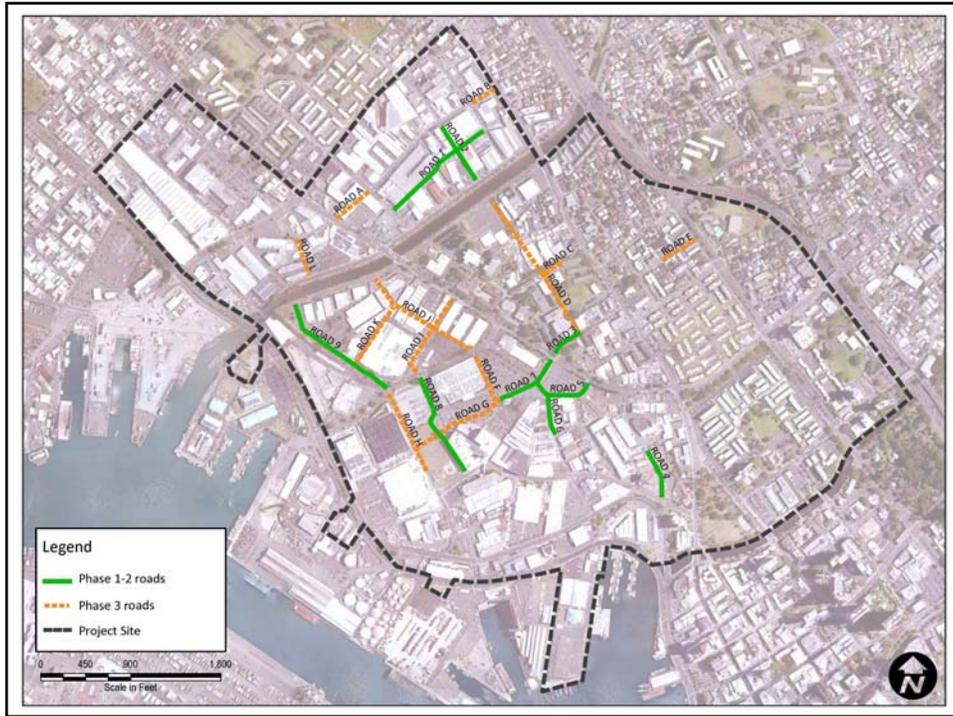
- Integrating complete streets and “green” development and infrastructure strategies into future TOD can:
 - Improve **sustainability and climate resiliency**
 - Improve **access and safety for all**: people cycling, walking, driving, or on transit
 - Create, connect to, and catalyze **healthier, more livable places**
 - Sites where chosen because the solutions and strategies can be **replicable in other areas of the city**



Implementation Projects/Studies Underway

- Iwilei/Kapalama Infrastructure Master Plan
- Infrastructure Financing Strategies
- Kapalama Canal Catalytic Project
- Iwilei Drainage Study
- Affordable Housing Strategy
- EPA Greening America’s Communities
- EPA Brownfields Grant Program

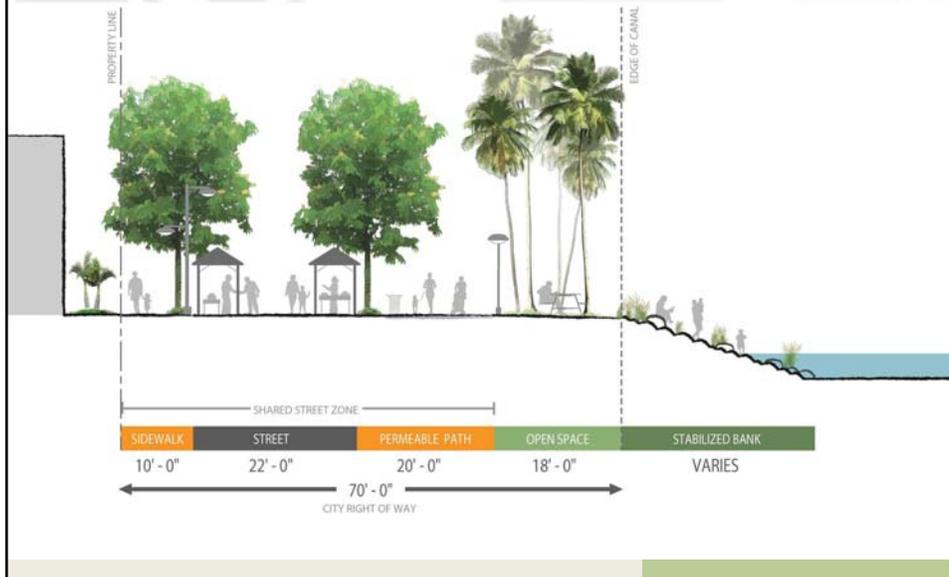




Master Plan Overview: Environment



Overall Character: Central Street Section



Sea level rise and groundwater vulnerability scenario for year 2100



Source: Chip Fletcher 2016

Honolulu Office of Climate Change, Sustainability, and Resiliency



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ROCKEFELLER FOUNDATION
100 RESILIENT CITIES

Site 1: Workshop Comments

Kalani St. – from Puuhale Rd. to Kalihi St.

- Truck access and loading
- Parking reduction
- Mitigate flooding
- Balance between public and private improvements
- Too much permeable paving?
- Tool boxes:
 - Design elements
 - Implementation methods



Kalani St. – from Puuhale Rd. to Kalihi St.
Already a shared street – *It can be better*



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Site 1: Kalani Street between Puuhale Road and Mokauea Street – Location A

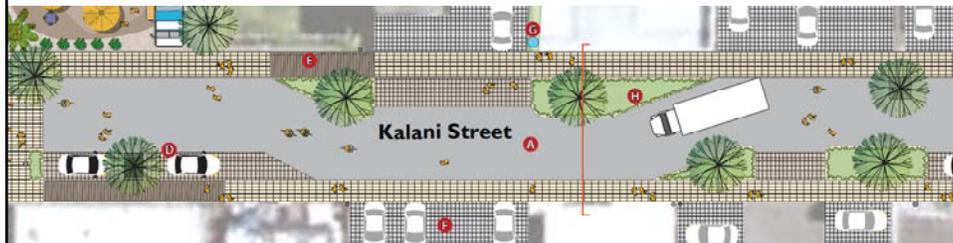
- Works for truck access
- Clearances for maneuvering
- Yield street for loading
- Slow speeds for safety



double parking



parking on drive 'apron'





Site 1: Kalani Street between Mokauea Street and Kalihi Street – Location B

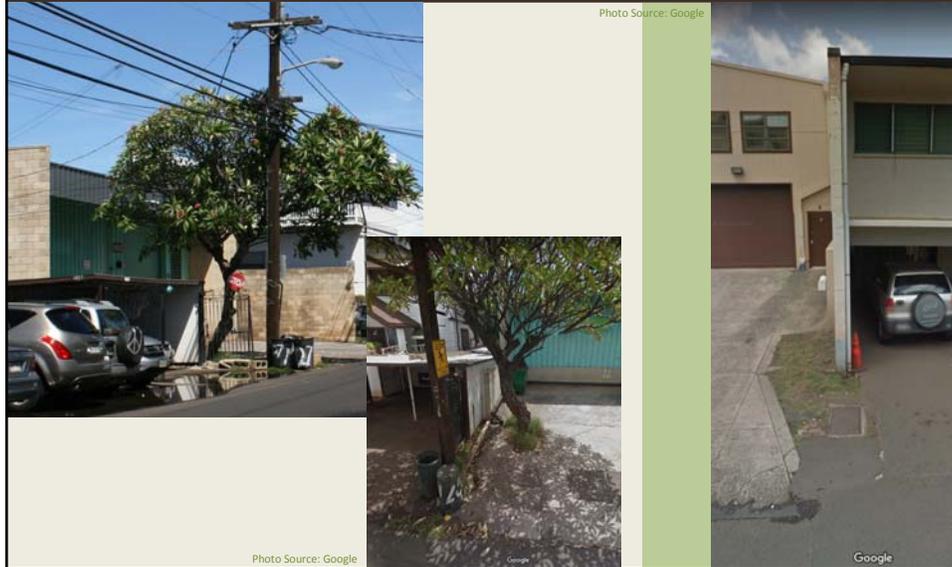
- Green infrastructure where it fits
- Focus on where it
 - Floods
 - Fits
 - Slow speeds
- Focus on reducing flow from properties
 - Direct downspouts to GI
 - Permeable paving
 - Green roofs for new development

LEGEND	
A	Permeable pedestrian area
B	Landscape/bioretention area
C	Boardwalk pedestrian area
D	Tree in grate with bollards
E	Permeable shared-street
F	Permeable private parking



Site 1: Opportunistic Implementation

Enhance existing landscape and trees



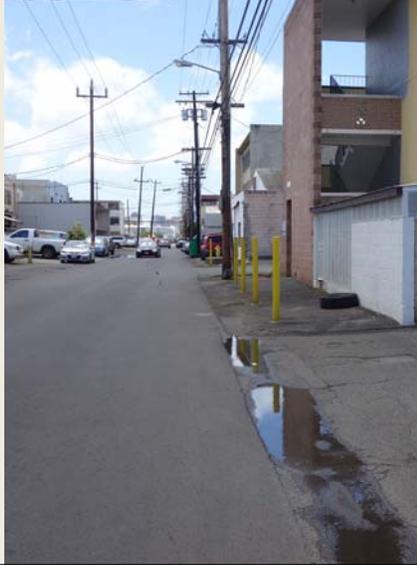
Site 1: Opportunistic Implementation

Enhance existing landscape and trees



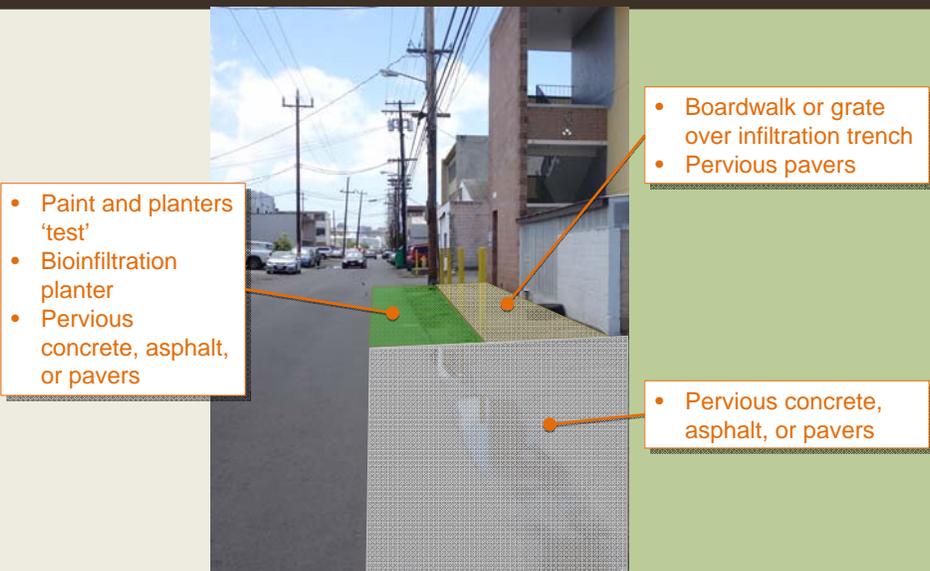
Site 1: Opportunistic Implementation

Green infrastructure where it is needed and fits

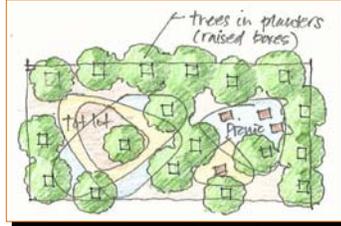


Site 1: Opportunistic Implementation

Green infrastructure where it is needed and fits



Site 1: Kalani Street between Puuhale Road and Mokauea Street – Location A



- Opportunities to serve community
- Additional uses for vacant parcels – neighborhood park

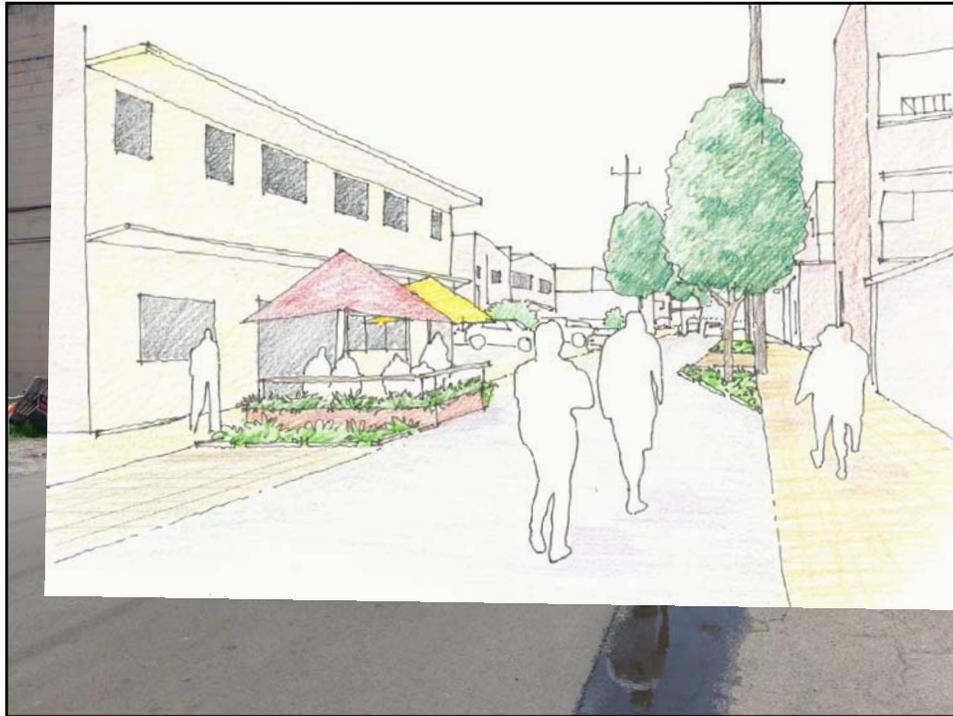


Site 1: Implementation Concepts

Address funding for planning and design, construction, and operations

Funding Options	Planning and Design	Construction	Operations and Maintenance
Grants – public and foundations	●	●	○
General funds (City and County)	●	○	
Development requirements	●	●	●
Improvement district	○	●	●
Stormwater fee	●	●	●
Property tax	●	●	●

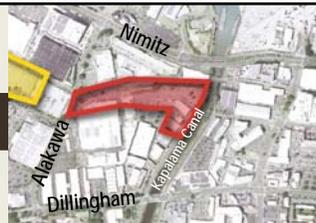




Site 2: Workshop Comments

Kapalama drainage channel

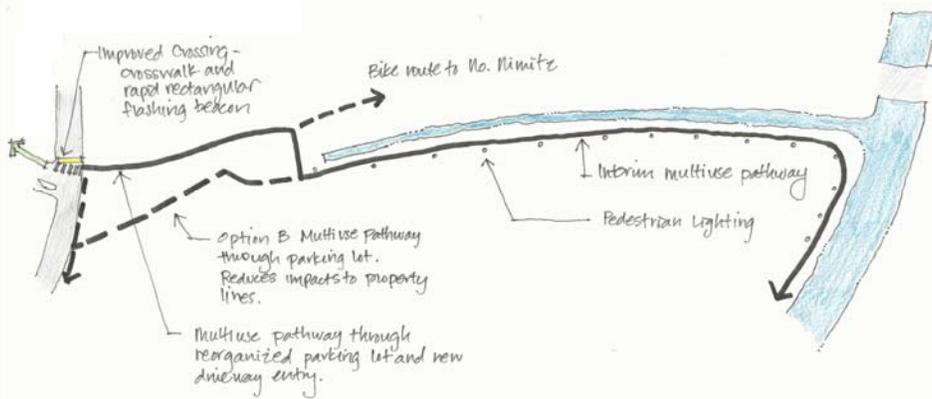
- Like constructed wetlands concept
- Preserve Community College parking during light rail construction
- Realign connection to Nimitz
- Sea level rise – invest or retreat?
- Activate the space



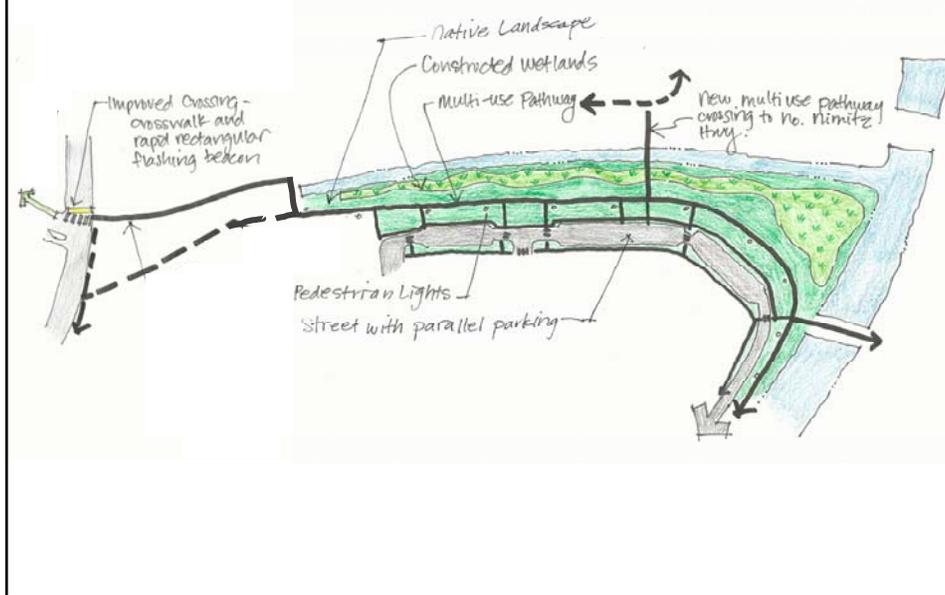
Site 2: Kapalama Drainage Channel, to Alakawa Street—
existing condition



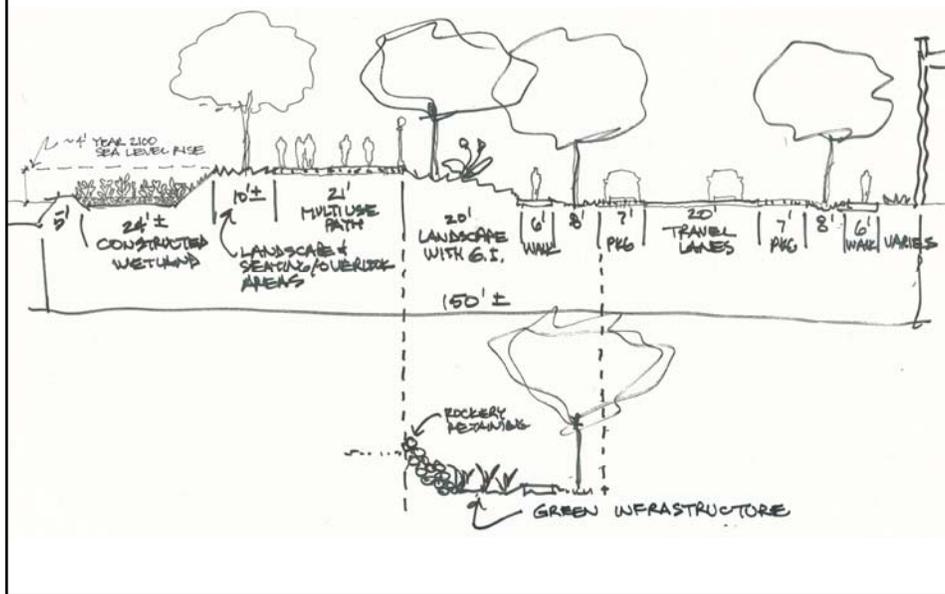
Site 2: Kapalama Drainage Channel, to Alakawa Street
near-term: multi-use path, pedestrian lighting, & connections



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Site 2: Implementation Concepts

Address funding for planning and design, construction, and operations

Funding Options	Planning and Design	Construction	Operations and Maintenance
Grants – public and foundations	●	●	○
General funds (City and County, and State)	●	○	○
Development requirements	●	●	●
Improvement district (adjacent and watershed)	○	●	●
Stormwater fee	●	●	●
Property tax	●	●	●

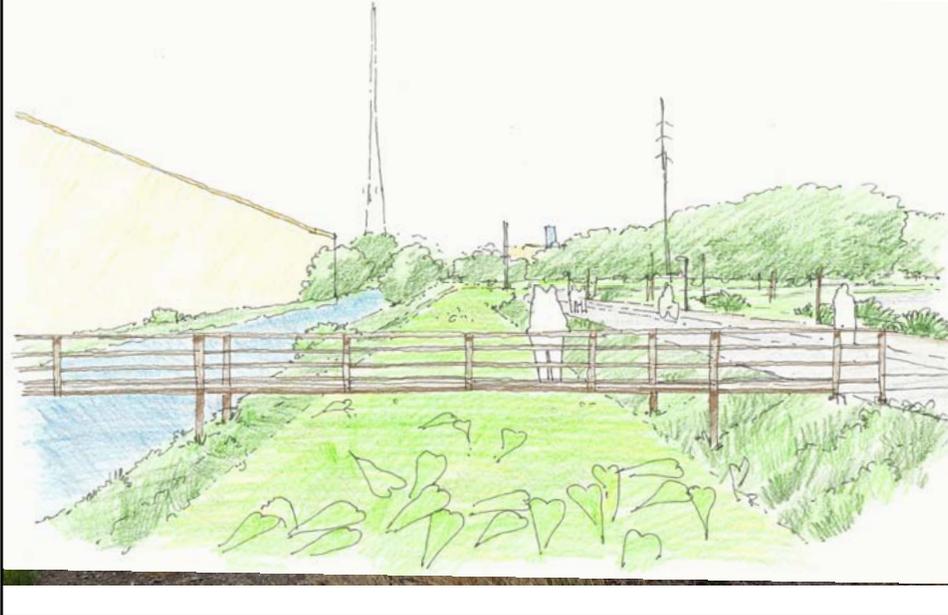
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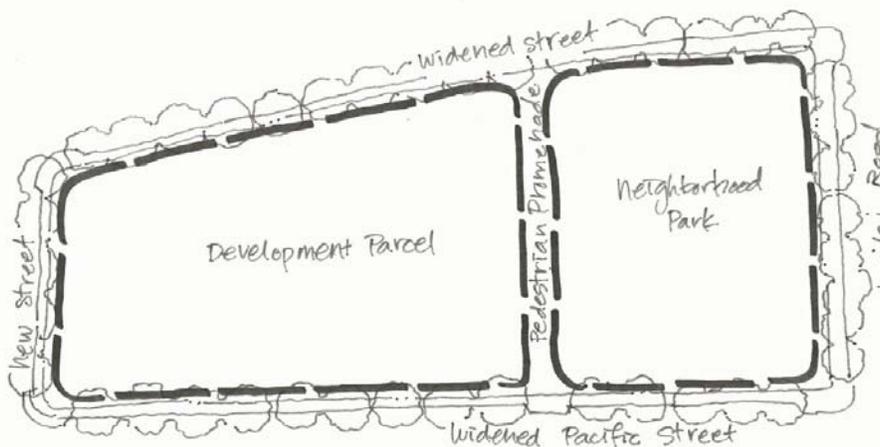
Site 3: Workshop Comments

Redevelopment and retrofit of parcels – Iwilei Rd. and Pacific St.

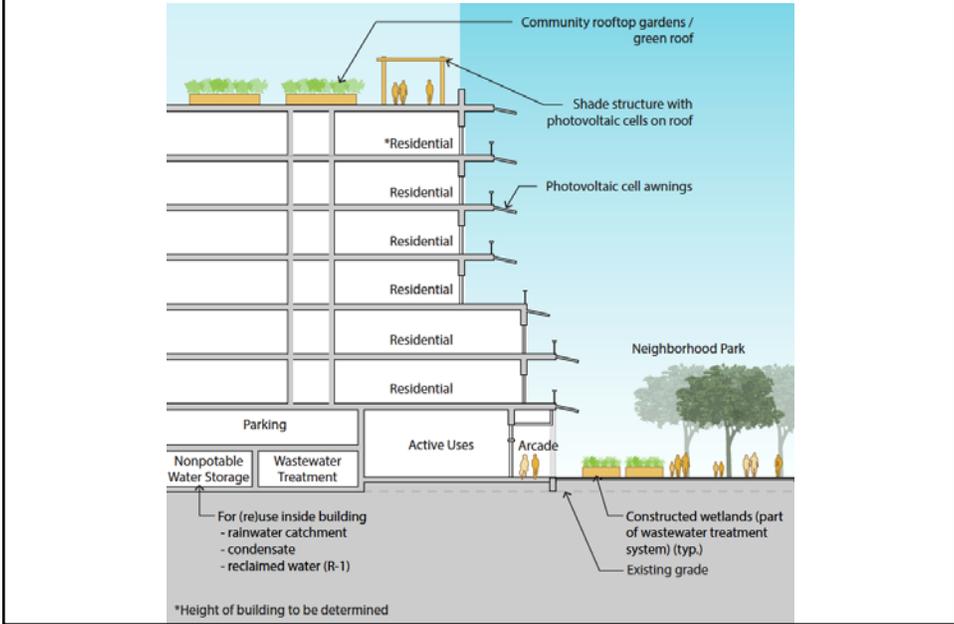
- Range of opinions on appropriate density
- Affordable housing
- Public open space
- Eco-district / Eco-block
- Active uses on ground floor that support residents
- More trees!
- Need
 - detailed topography of area
 - drainage plan that accounts for sea level rise



Site 3: Iwilei Road and Pacific Street eco-block, public park, and connected streets



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Site 3: Building Elements

Constructed wetlands

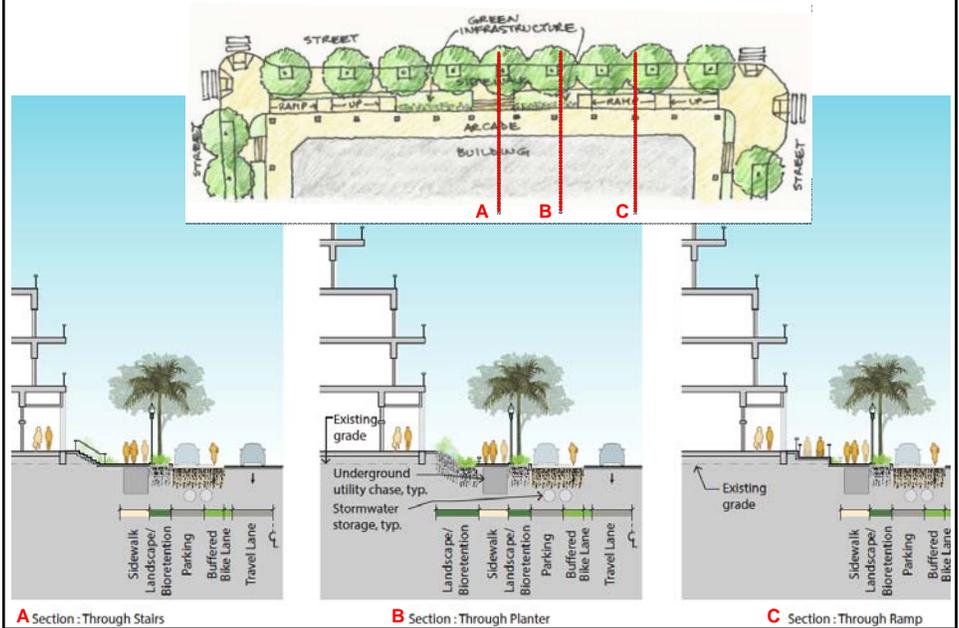


Site 3: Building Elements

Photovoltaics and roof gardens



Site 3: Iwilei Road and Pacific Street street-building relationship sections



Site 3: Implementation Concepts

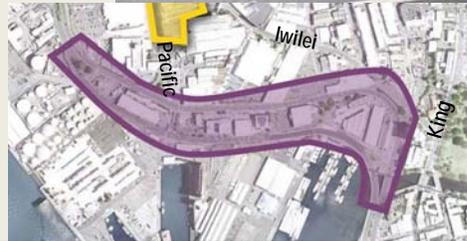
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Funding Options	Planning and Design	Construction	Operations and Maintenance
Grants – public and foundations	●	●	○
General funds (City and County)	●	○	○
Development requirements	●	●	●
Improvement district (adjacent and watershed)	○	●	●
Stormwater and other utility fees	●	●	●
Property tax	●	●	●

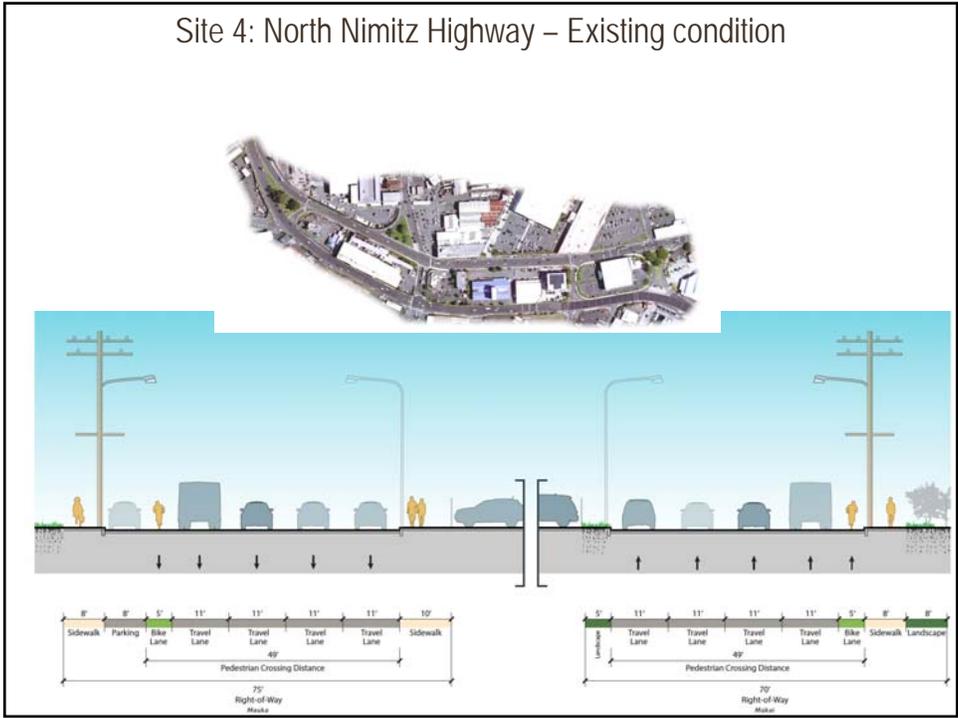
Site 4: Workshop Comments

North Nimitz Highway

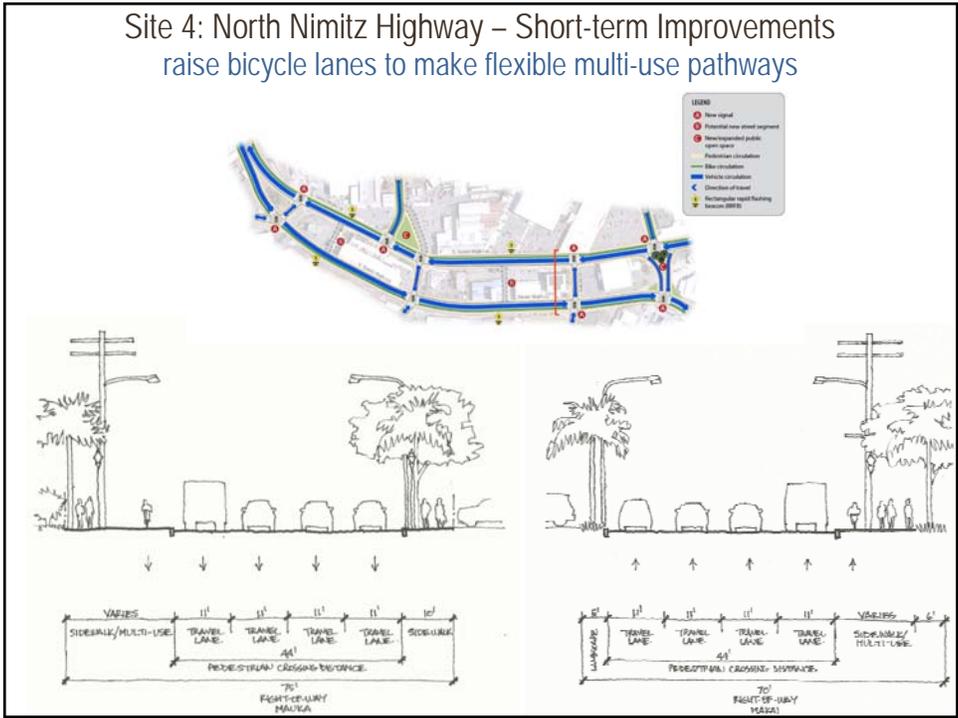
- Align street design with TOD opportunity
- Improve bicycle access and safety
- Maintain truck access to port
- Makai side for trucks and through traffic
- Mauka side for multi-modal movement and access to TOD district
- Need traffic assessment study



Site 4: North Nimitz Highway – Existing condition

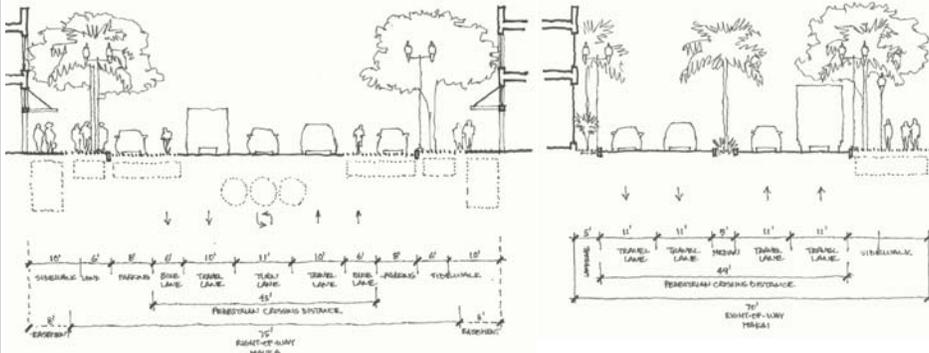
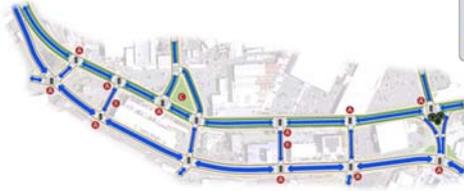


Site 4: North Nimitz Highway – Short-term Improvements raise bicycle lanes to make flexible multi-use pathways



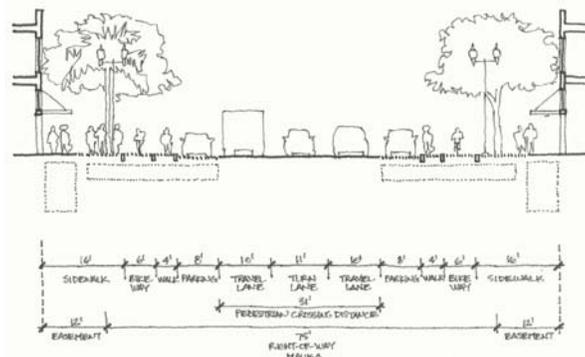
Site 4: North Nimitz Highway – Long-term
 North Nimitz Main St. and Highway / "Truck" Street, two-way travel

- LEGEND
- New signal
 - New street segment
 - New/expanded public open space
 - Pedestrian circulation
 - Bike circulation
 - Vehicle circulation
 - ← Direction of travel



Site 4: North Nimitz Highway – Long-term
 North Nimitz Main St. two-way travel, protected bike lane, landscape

- LEGEND
- New signal
 - New street segment
 - New/expanded public open space
 - Pedestrian circulation
 - Bike circulation
 - Vehicle circulation
 - ← Direction of travel



Site 4: Implementation Concepts for Transportation

Address funding for planning and design, construction, and operations

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General funds (City and County, and State)	●	●	●
Development requirements	●	●	●
Improvement district	○	●	●

Greening Iwilei and Kapalama

Discussion at the progress report “boards”



Let's discuss
Charrette results
and where things
go from here

Thank you!