

City and County of Honolulu



Iwilei/Kapalama Infrastructure Master Plan

Property Owners Meeting

January 26 & 28, 2016



Agenda

- **Presentation**

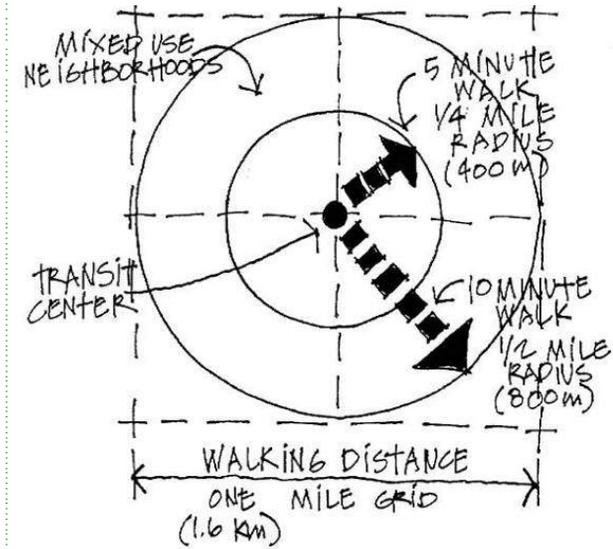
- Transit-Oriented Development (TOD) Overview
- Neighborhood TOD Plans
 - Downtown TOD Plan – Iwilei Area
 - Kalihi TOD Plan – Kapalama Area
- Making TOD Happen
- Iwilei/Kapalama Infrastructure Master Plan

- **Questions / Comments**

- **Open House**

What is TOD?

Transit-oriented development is compact, mixed-use development within easy walking distance of a transit station. TODs are essentially activity centers around transit stations.



Private Investment near Rail

Washington Metro	\$15 Billion since 1976 (as of 2009)
Dallas DART	\$ 5.3 Billion since 1996 (as of 2014)
Portland MAX	\$10 Billion since late 1970s (as of 2012)
Phoenix Metro	\$6 Billion since 2008 (as of 2014)

Private sector will invest in TOD if conditions are right.



Washington Marriott at the Metro Center – Washington DC

Honolulu's TOD Vision

Create choices and a high-quality, healthy urban lifestyle

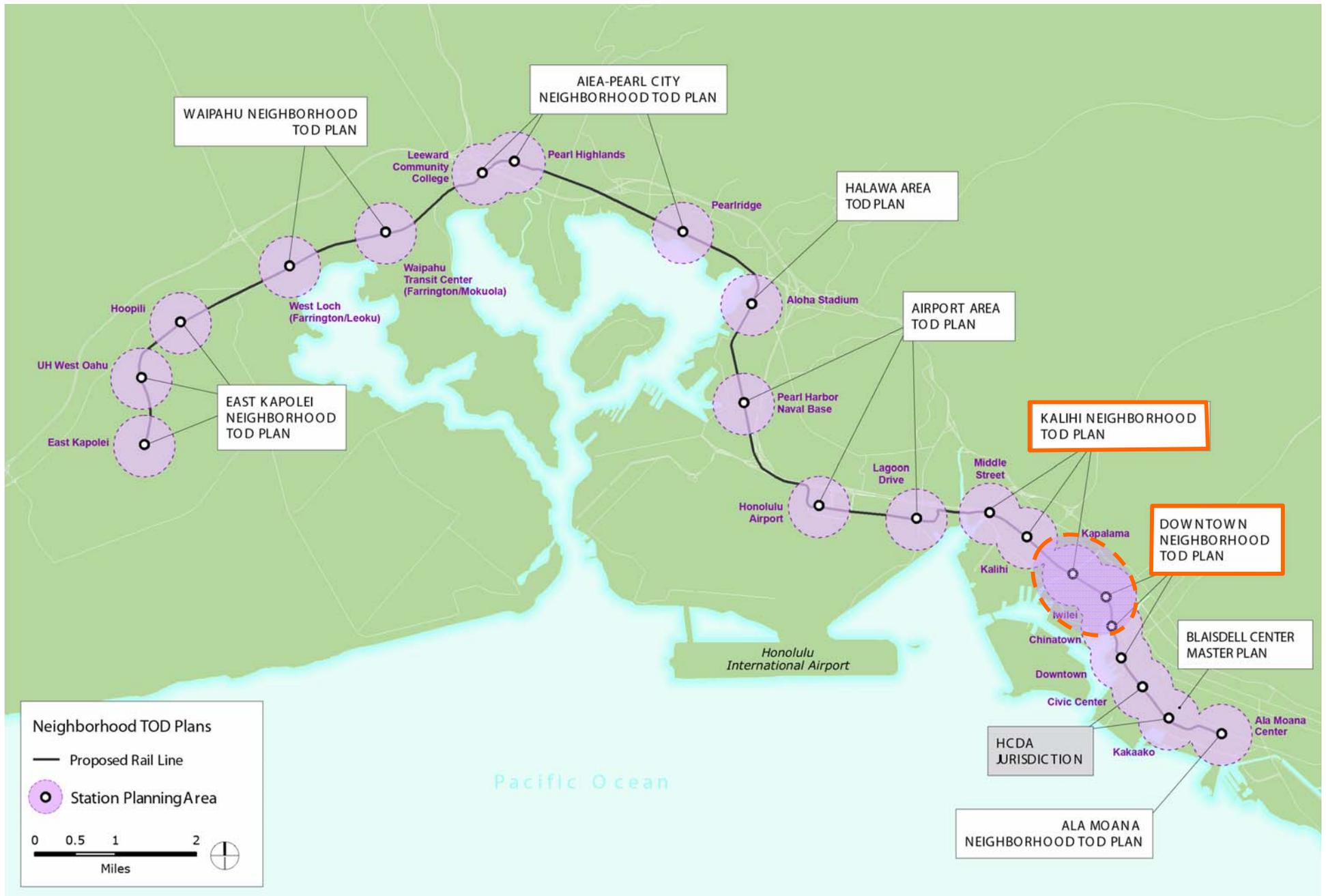
- Walkable, diverse, age-friendly neighborhoods
- Each station area has own unique identity
- Connect homes with jobs, goods, services & parks
- Scale of new development fits community context
- Revitalize older communities



Create choices and a high-quality, healthy urban lifestyle



Neighborhood TOD Plans



Neighborhood TOD Planning Area

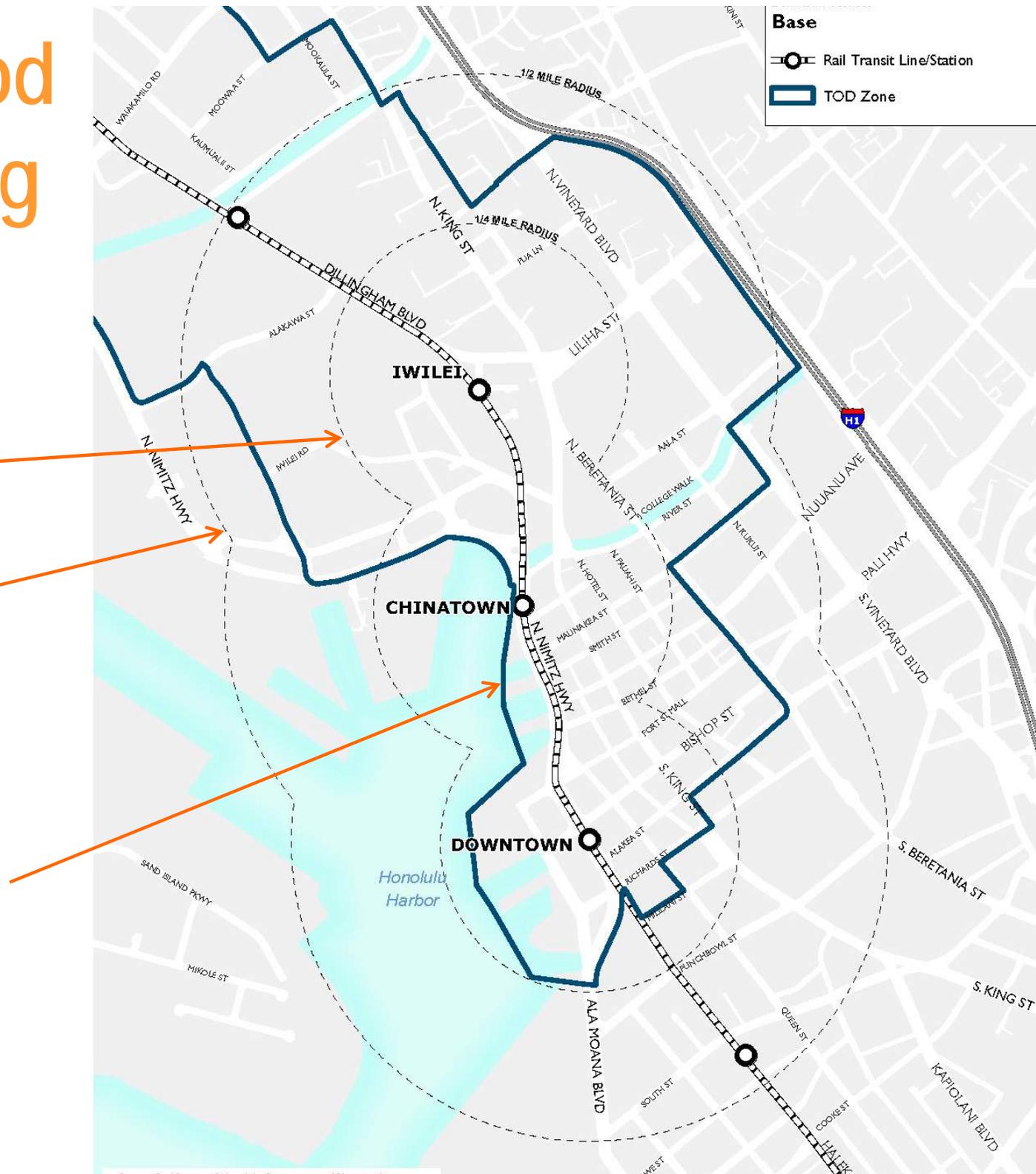
Context:

1/4-Mile Radius
(5-Minute Walk)

1/2-Mile Radius
(10-Minute Walk)

TOD Zone:

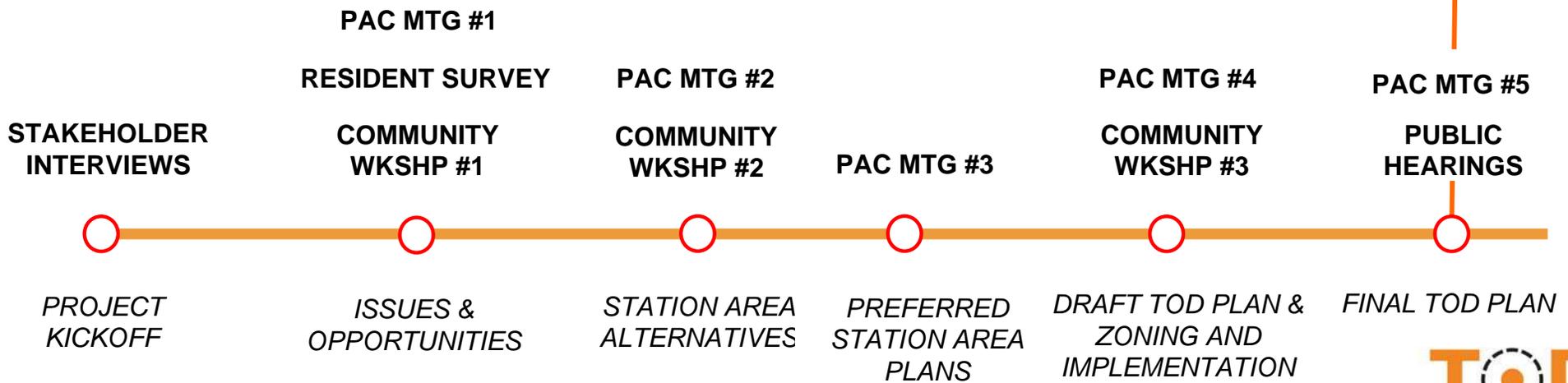
Most viable sites for
TOD; Special District
Regulations will apply



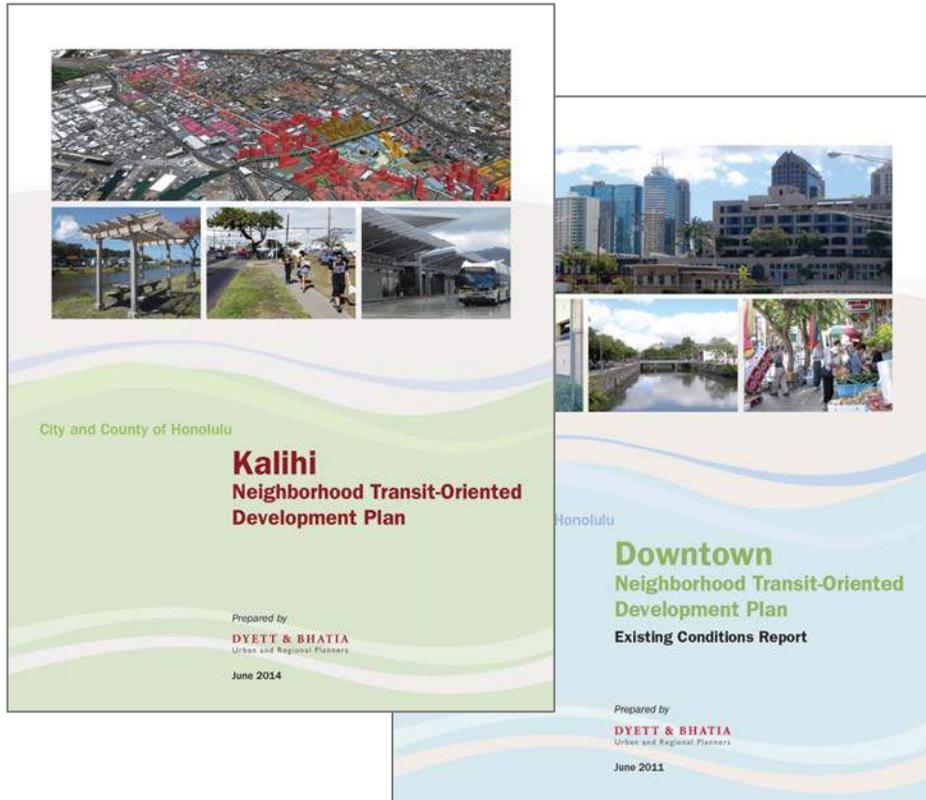
Neighborhood TOD Plans



Kalihi: At Council for Adoption
Downtown: At Council for Adoption



Technical Analyses



Existing Conditions Analysis:

- Land Use
- Transportation
- Environment
- Infrastructure

Market Demand Study:

- Economic Trends
- Projections by Use

Community Engagement



HONOLULU
TODAY

10 REASONS WHY
YOU SHOULD TRY THE RAIL

1. HAVE A CUP OF COFFEE AT STARBUCK WITH A FRIEND FROM PELOHANI
2. HAVE YOUR HAIR DONE BEFORE GOING TO SHOP AT AKA MOHAI CENTER
3. HAVE LUNCH WITH YOUR DAUGHTER
4. SAVE GAS
5. SAVE TIME - STOPPING AS A GOOD MEETING PLACE OF FRIENDS & FAMILY
6. FEEL SAFE
7. STOP FOR LESS IMPORTANT THINGS FOR HOME
- 8.

**SPECIAL EDITION:
DOWNTOWN NEIGHBORHOOD TOD**

HONOLULU
TODAY

TRAM

TRANSFORMS

WALKING WATER FRONT

NEW WALKING WATER FRONT

**SPECIAL EDITION:
DOWNTOWN NEIGHBORHOOD TOD**



Kalihi Neighborhood TOD Plan

Kalihi TOD - Community Vision

A **livable urban community** with a balance of employment, residential, and recreational uses that enjoy high quality transit access ...

Neighborhoods will be **pedestrian- and transit-friendly** ... and enjoy access to good jobs, goods, and services.

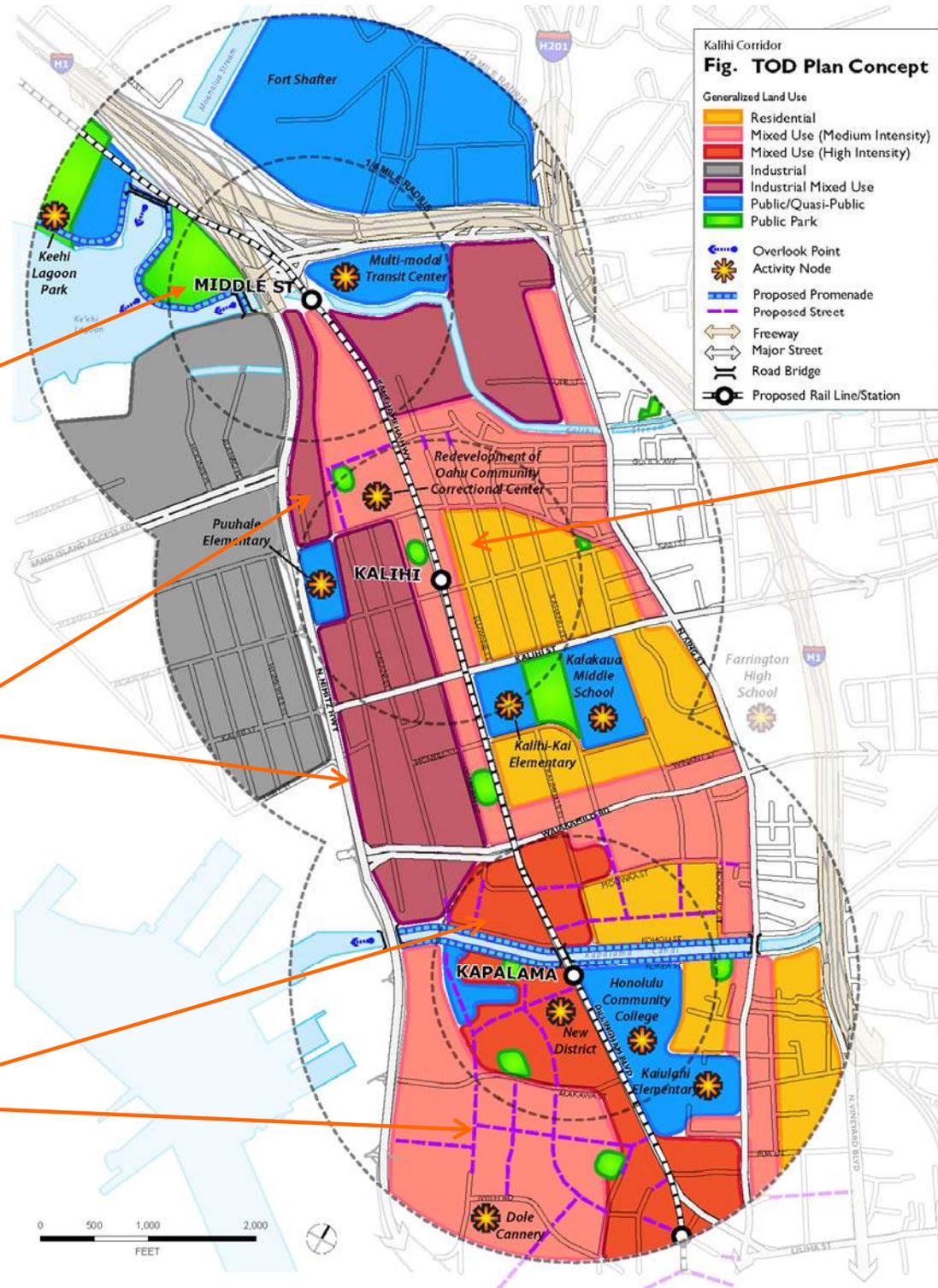
The community's ethnic, income, age, and small business **diversity is maintained** ... and Kapalama, Kalihi, and Middle Street will retain **unique identities**.

Kalihi TOD Plan Concept

Parks and public facilities

Industrial Mixed Use

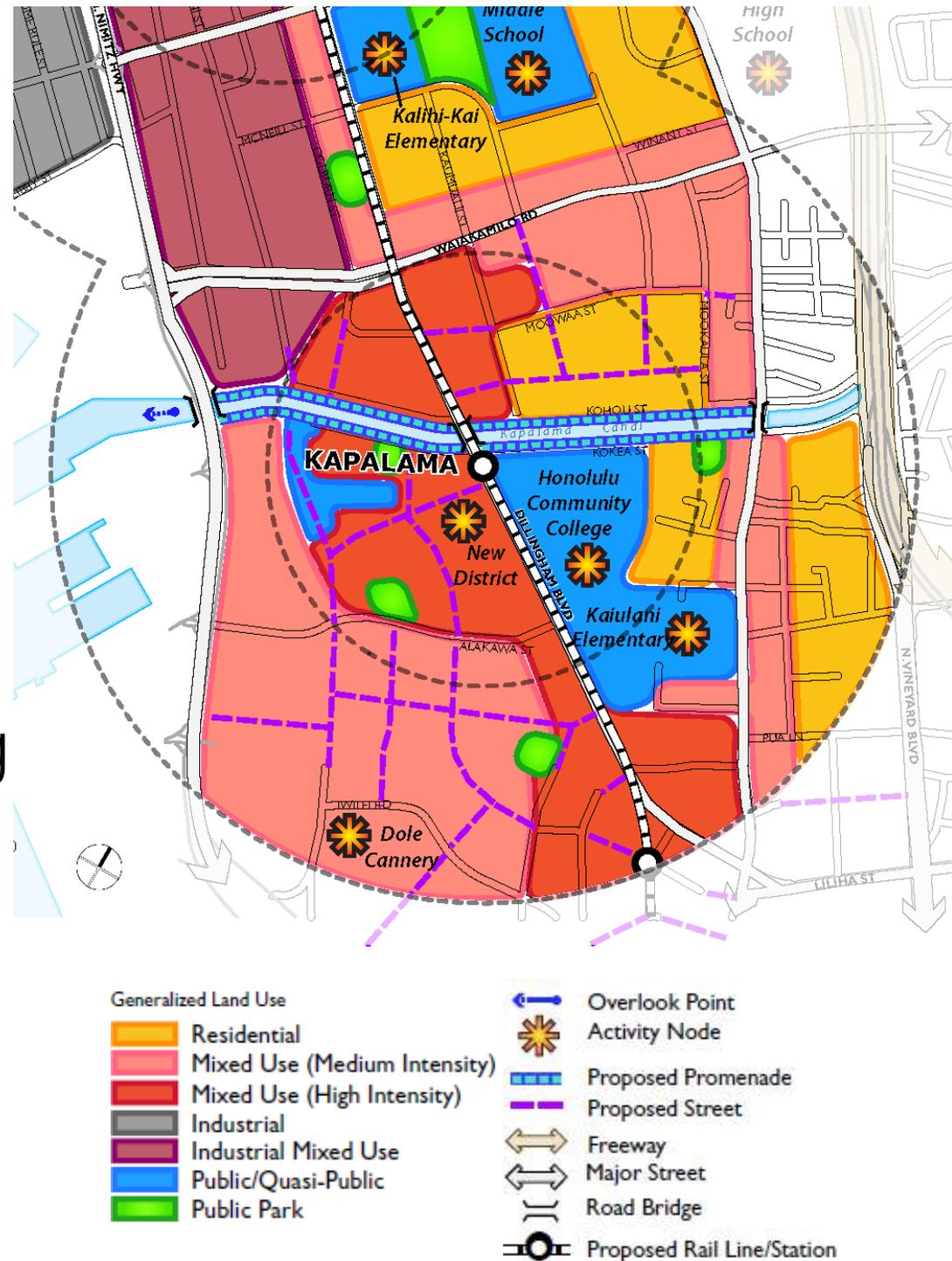
New mixed use district



Residential Retained

Kapalama Station Area

- Most transformative area
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- Promenade/linear park along Kapalama Canal
- New streets and paths





For illustrative purposes only

Kapalama Canal Looking Makai from Kohou Street



Downtown Neighborhood TOD Plan

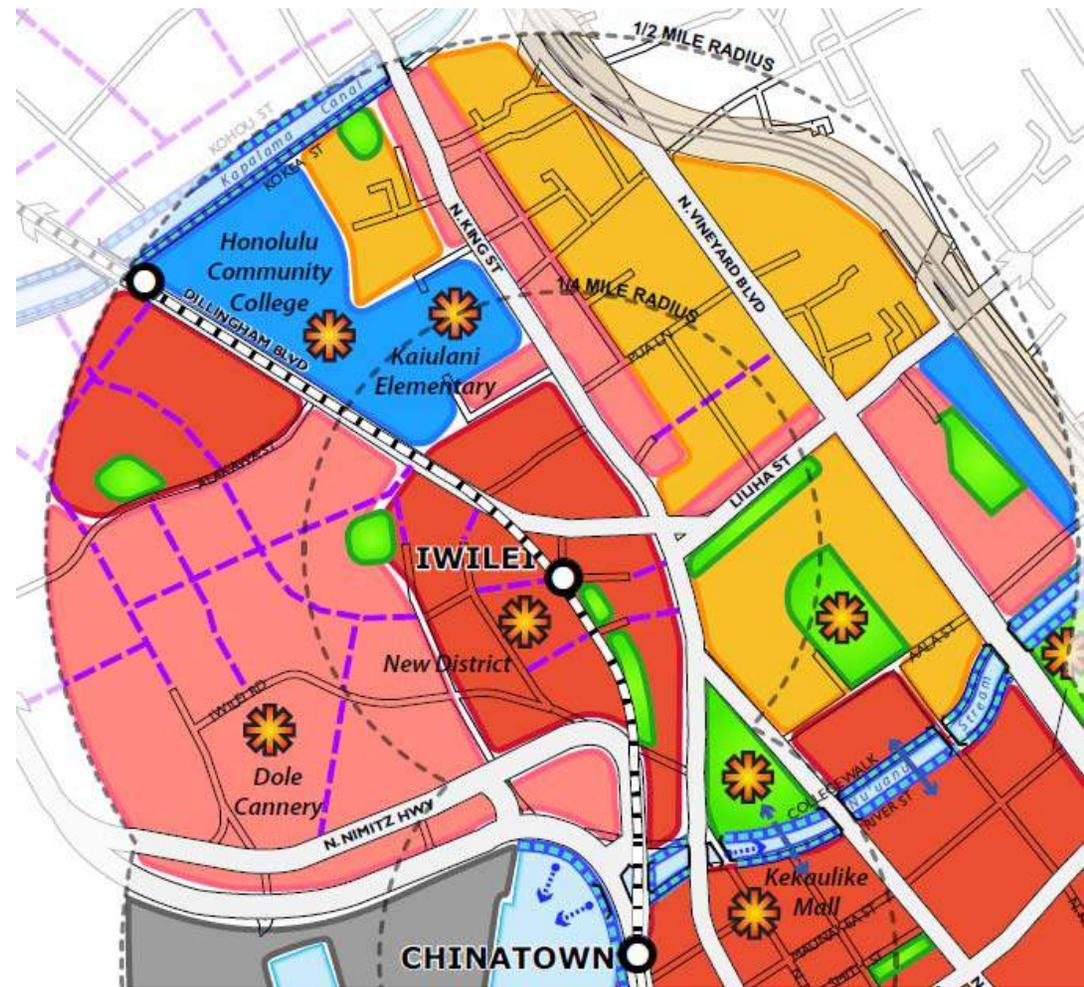
Downtown TOD -Community Vision

Downtown Honolulu will continue to be the region's premier employment center, together with a substantial residential population and easy access to stores and everyday amenities.

An accessible and activated waterfront with promenades and community uses, a vibrant, historic Chinatown, and a new high intensity mixed-use Iwilei district as an extension of Downtown, will create a new image...

Iwilei Station Area

- Most transformative area
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- New streets and paths



Generalized Land Use

	Residential
	Mixed Use (Medium Intensity)
	Mixed Use (High Intensity)
	Commercial Office
	Public/Quasi-Public
	Industrial
	Public Park

	Overlook Point
	Activity Node
	Proposed Promenade
	Proposed Street
	Existing Pedestrian Bridge
	Proposed Pedestrian Bridge
	Freeway
	Major Street
	Road Bridge
	Proposed Rail Line/Station



For illustrative purposes only



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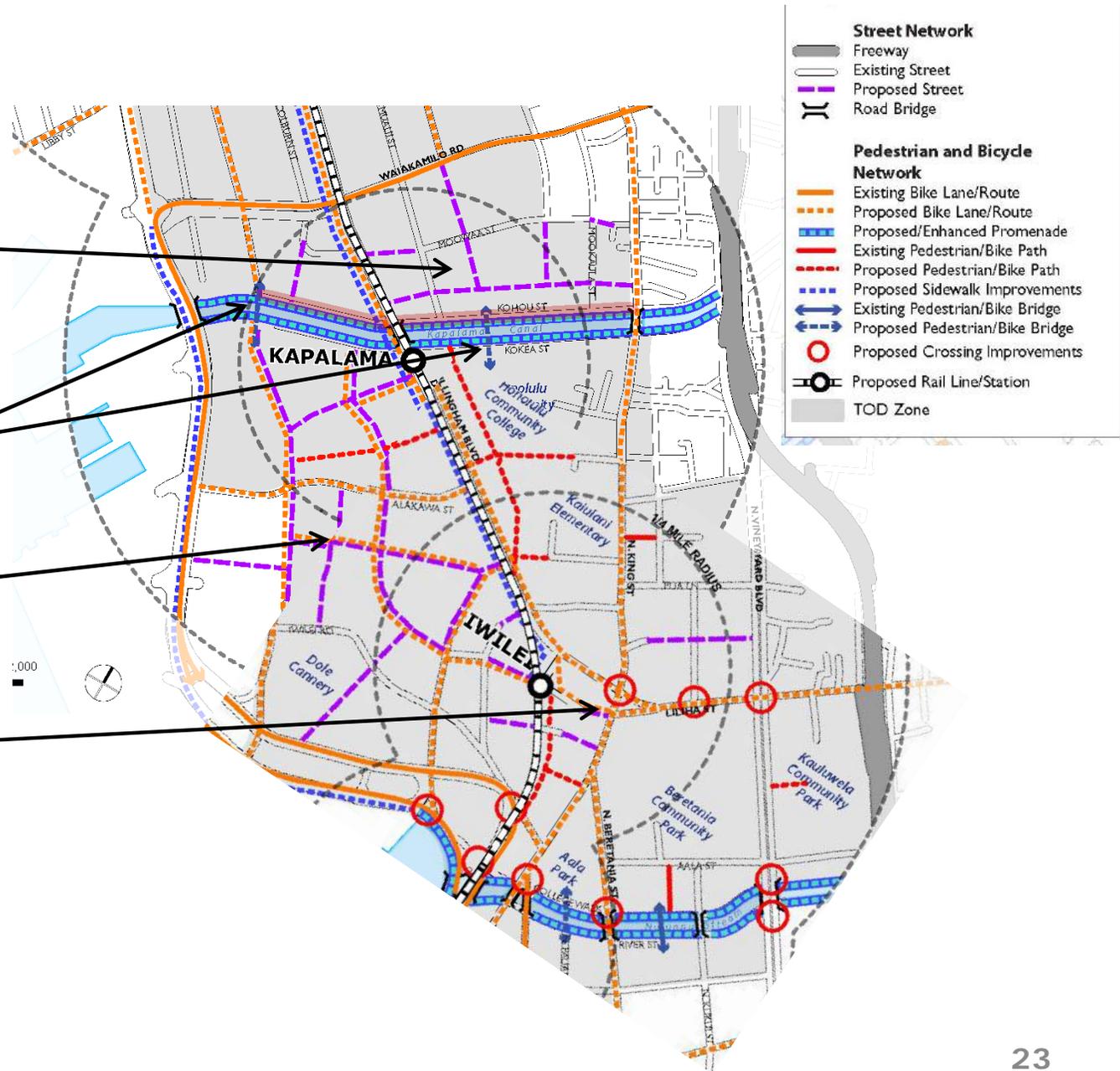
Circulation Overview

New streets
in Kapalama

Pedestrian bridges
over canal

New streets
in Iwilei

New pedestrian
and bike
connectivity

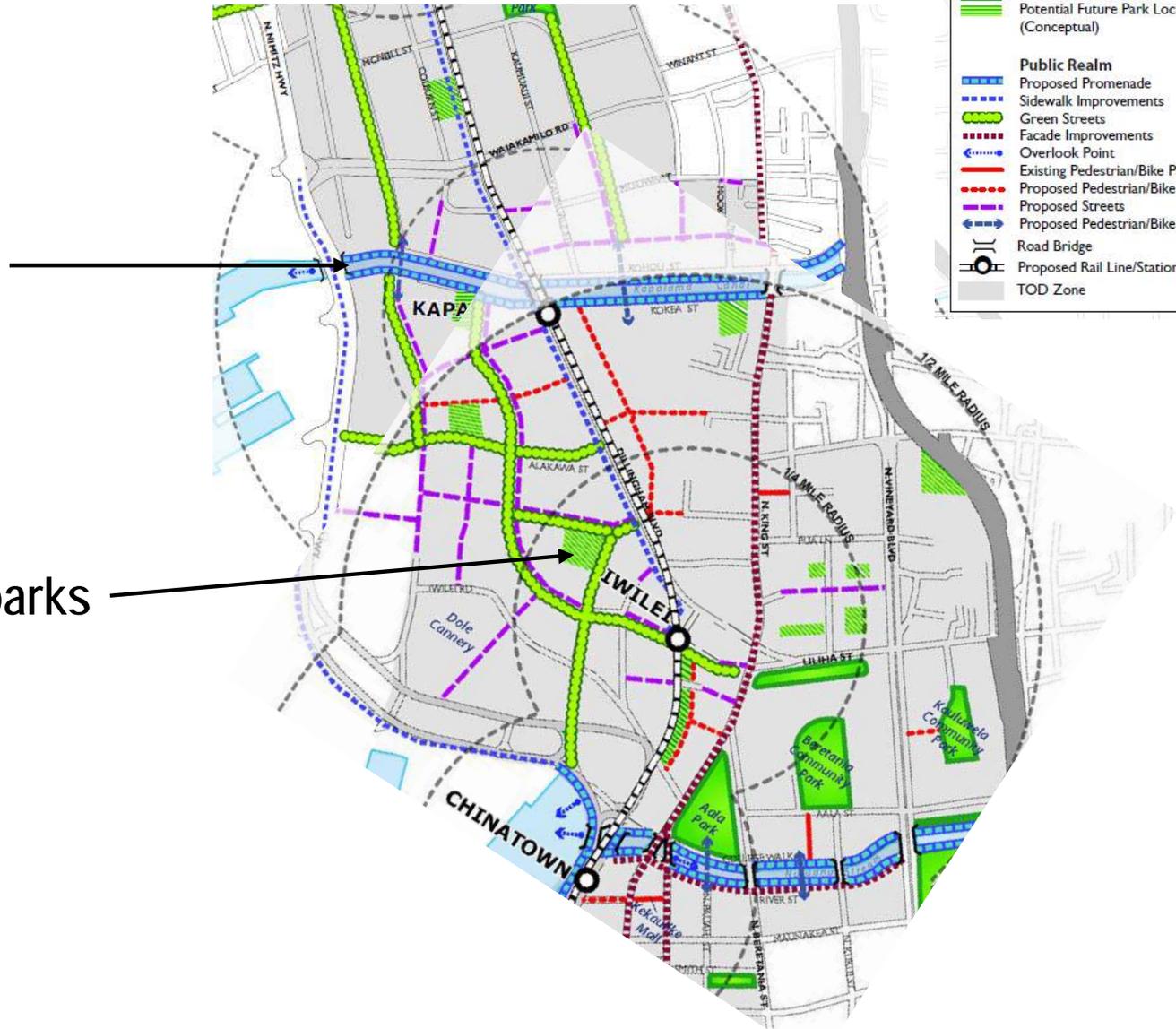


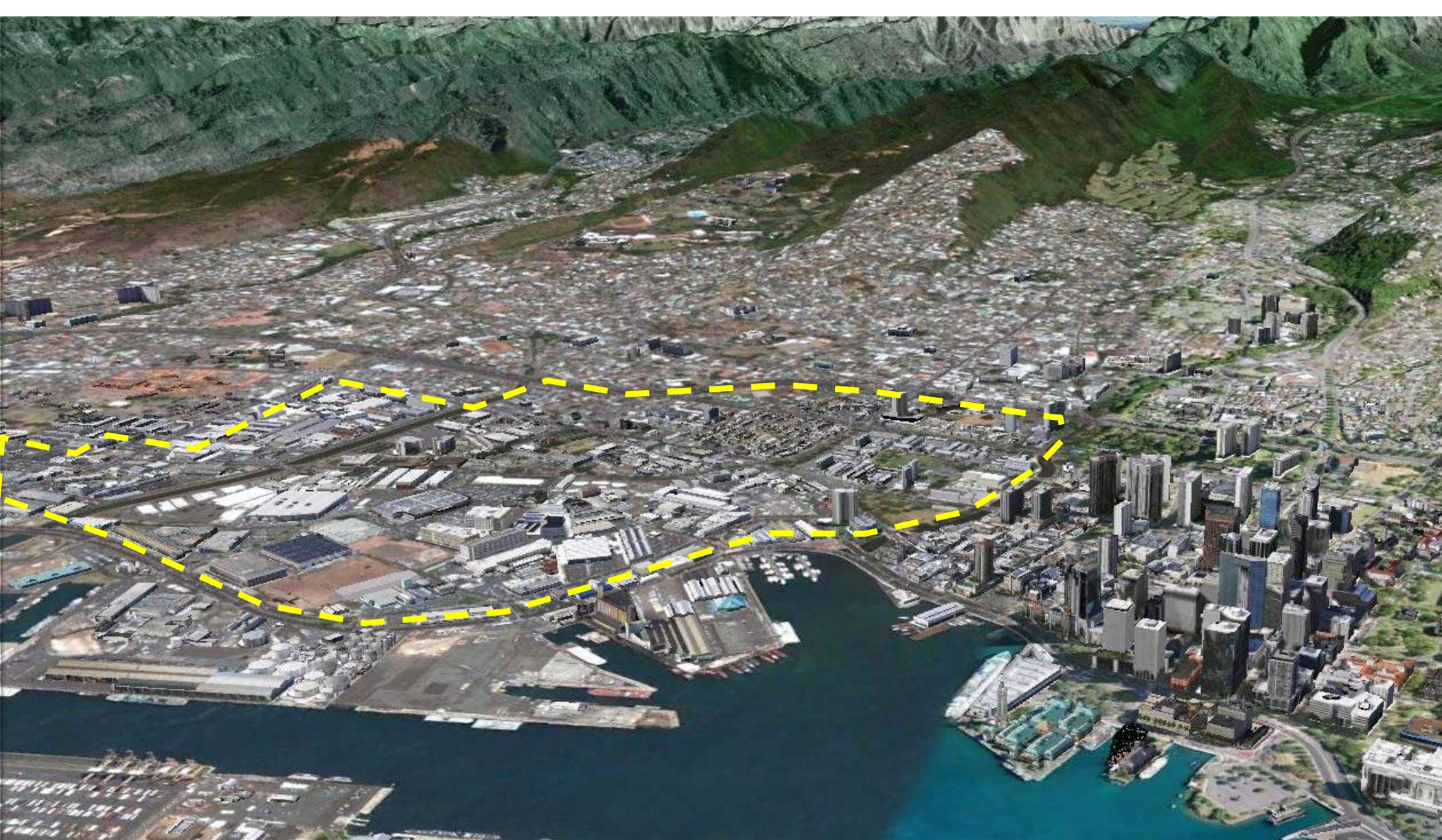
Open Space and Public Realm



Kapalama Canal promenade

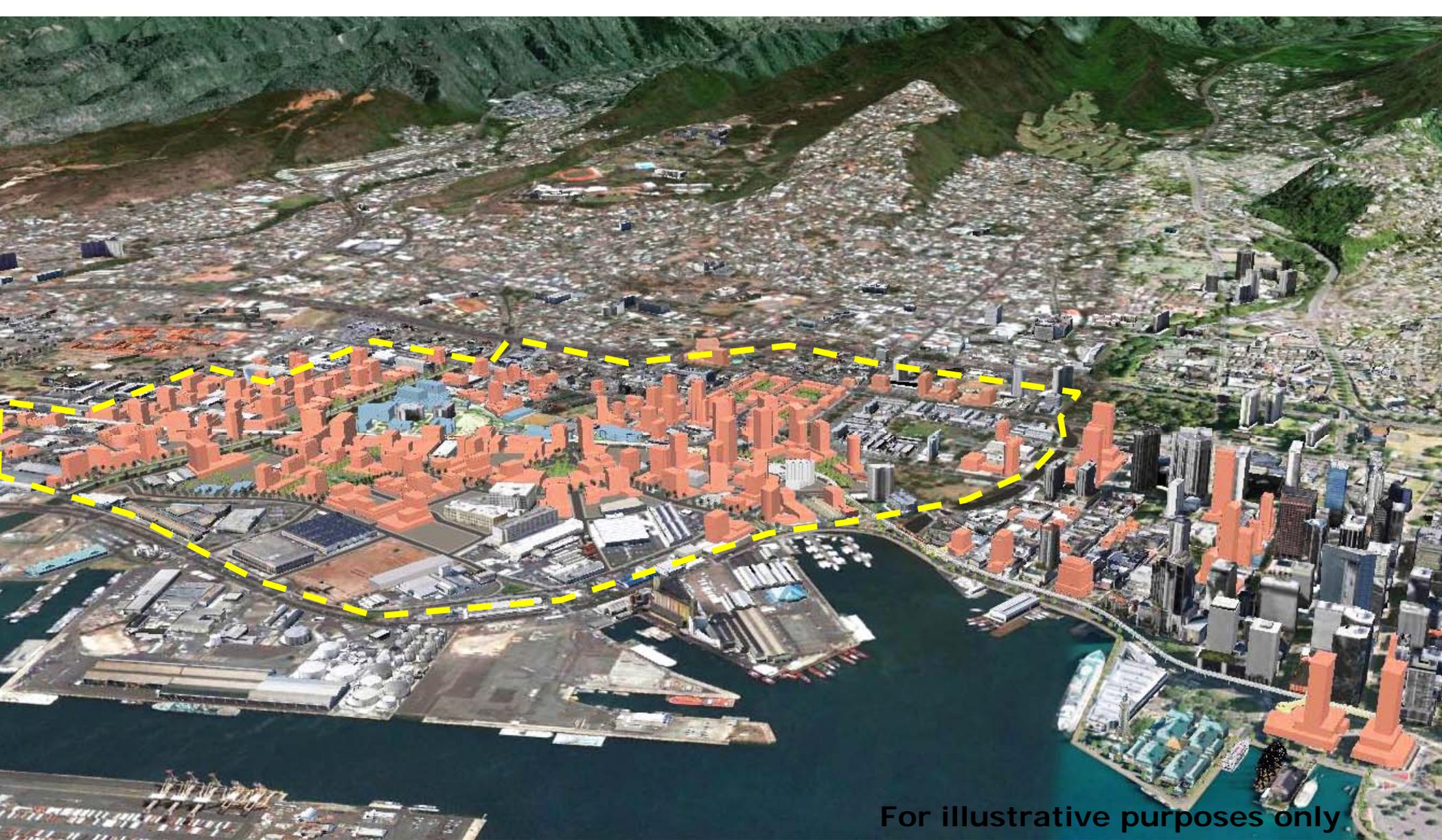
New community parks





Iwilei/Kapalama Area Looking from the Harbor
existing





For illustrative purposes only

Iwilei/Kapalama Area Looking from the Harbor
Hypothetical





Elements Common to Most Station Areas:

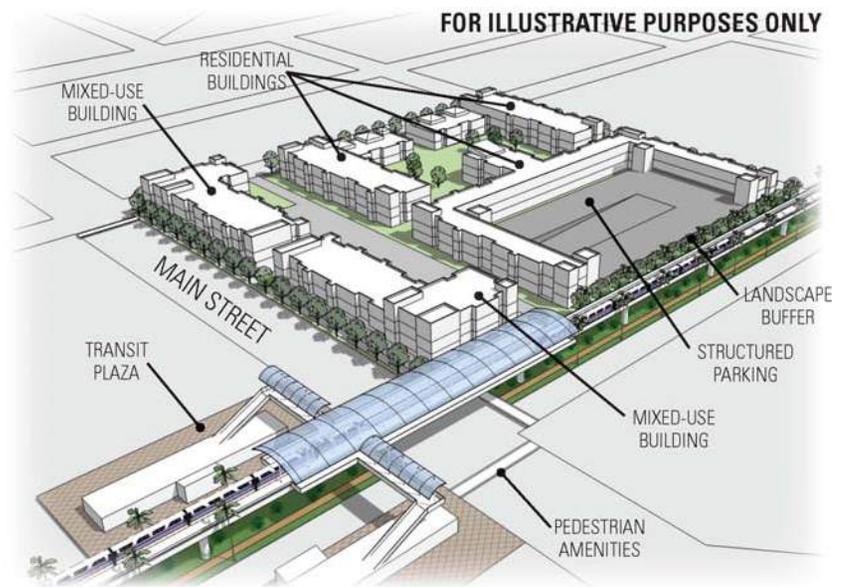
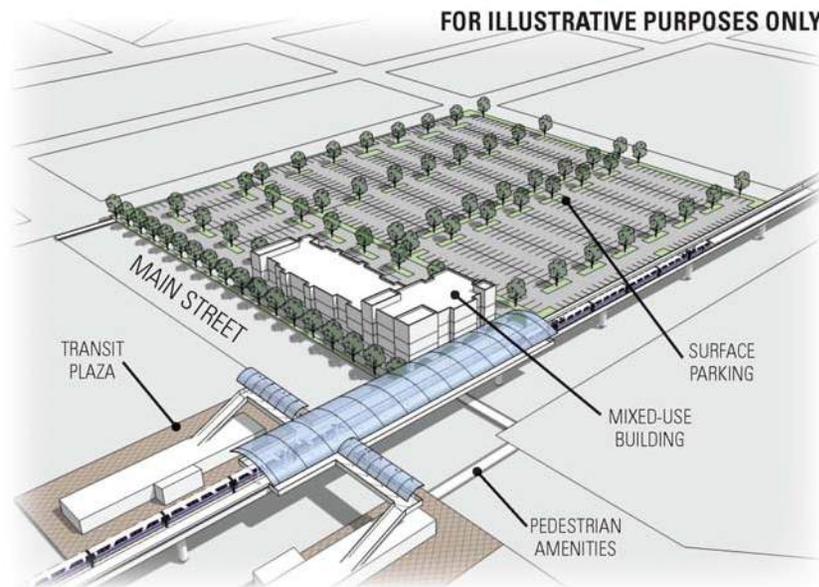
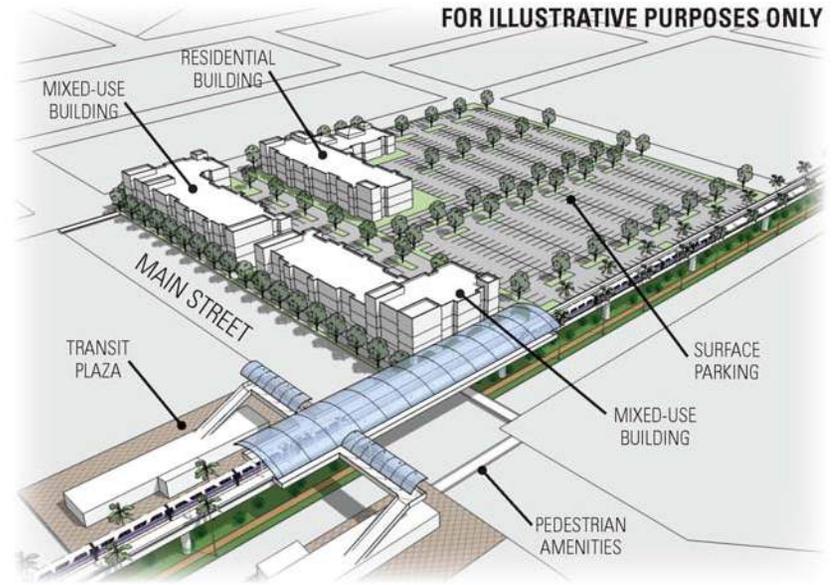
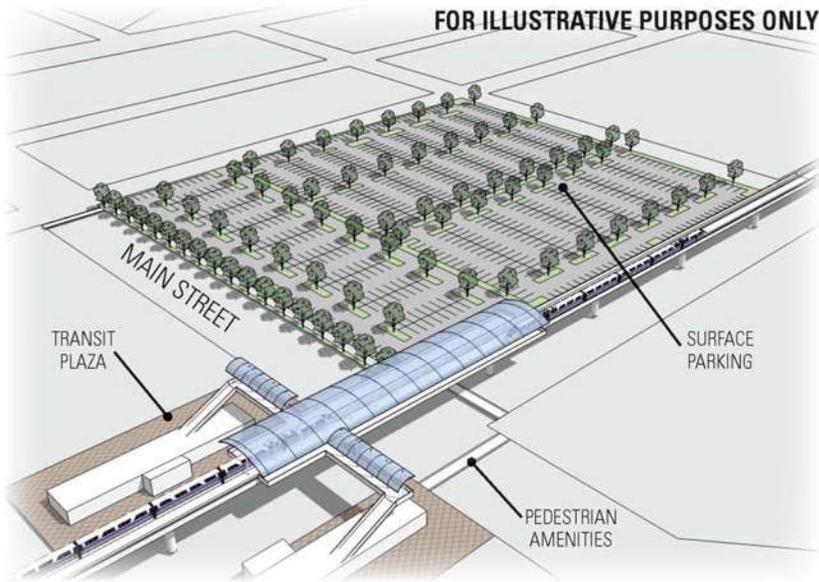
- Highest heights & densities near station → step down
- Integration of bus, rail, bicycle, and pedestrian systems
- Reduction in parking requirements
- Flexibility in uses (similar to BMX & IMX zoning)
- Limitations on auto-oriented & heavy industrial uses
- Height/density bonus for community benefits
- Affordable housing requirement
- Park dedication/open space
- Mandatory bicycle parking

Implementation Strategy

- New policies and land use regulations
- Financing incentives
- Infrastructure investment
- Catalytic projects
- TOD zoning adoption
- Stakeholder collaboration
- “Complete Streets”



Phasing



20-30 Year Buildout

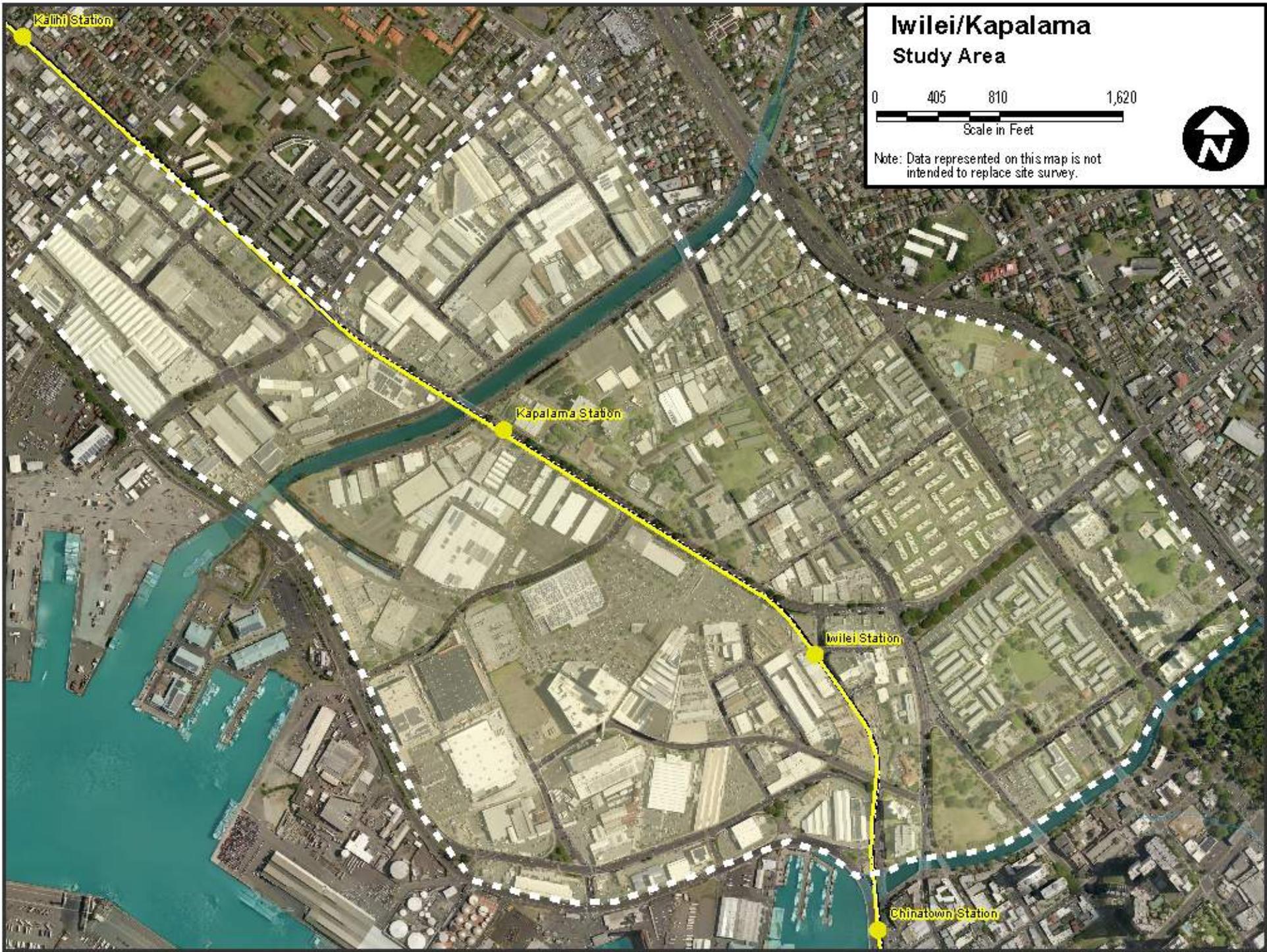


Iwilei/Kapalama Infrastructure Master Plan

Iwilei/Kapalama Infrastructure Master Plan

Public Facilities and Infrastructure Plan to accommodate future growth

- Water
- Sewer
- Drainage
- Electrical
- Parks
- Street network
- Schools



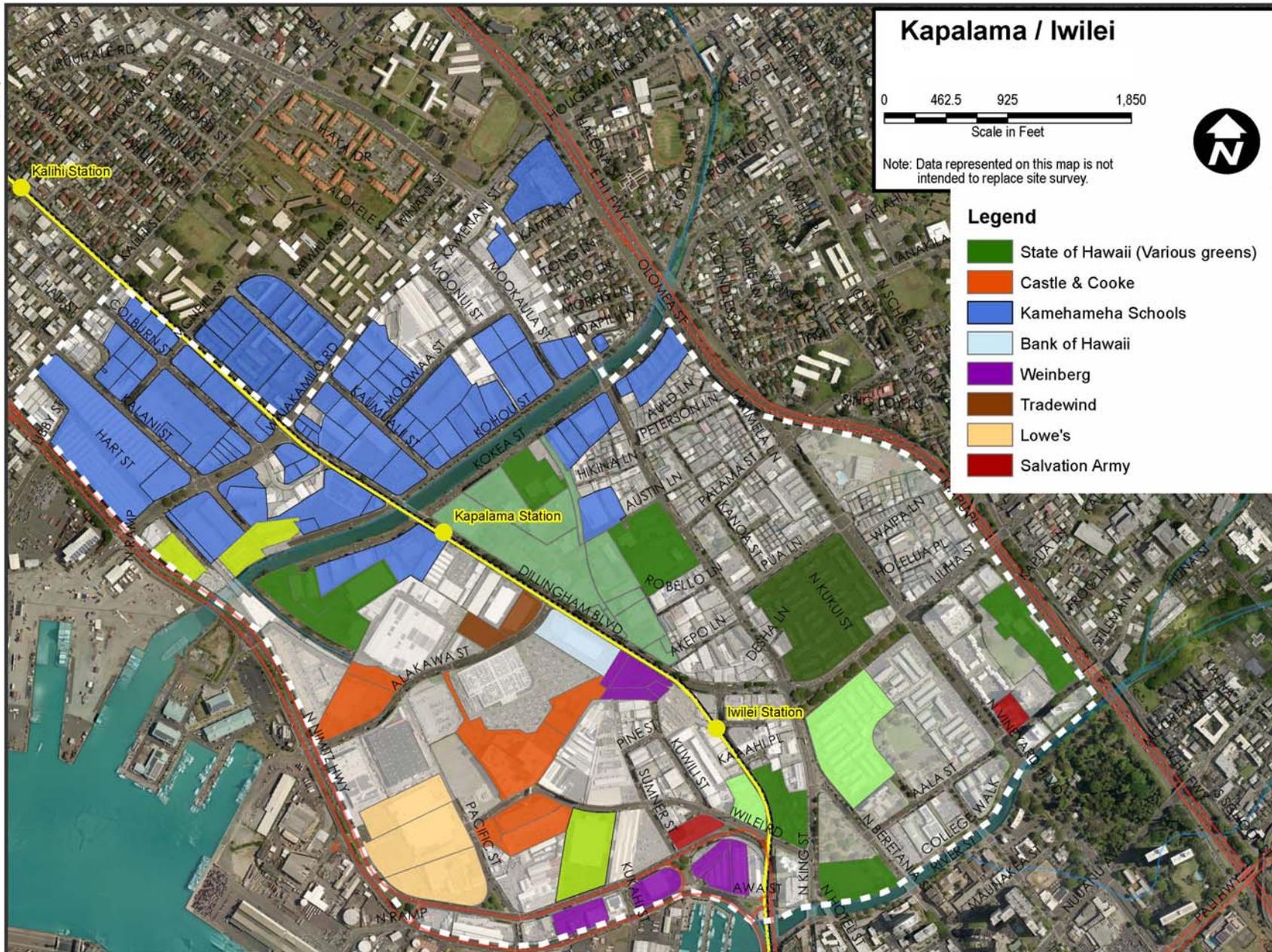
Summary of known issues

- Water – Some have waterlines that are inadequate to provide sufficient fire flow
- Sewer – Iwilei has sewer capacity problems
- Drainage issues
- Road network can be improved
- Need complete streets

Master Plan Outcomes

- Assessment of existing and future infrastructure capacity and needs
- Costs estimates
- Phasing
- Implementation recommendations

What we need from you

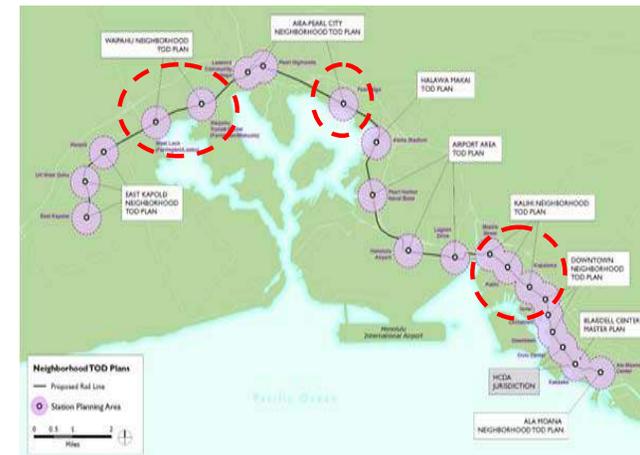


Other Studies Underway

- Kapalama/Iwilei Multi-modal Transportation Study
- Kapalama Canal Catalytic Project
- Infrastructure Financing Strategies
- Affordable Housing Strategy
- EPA Brownfields Grant Program

Brownfields Program

- EPA Community-Wide Assessment Grant
 - Hazardous substances
 - Petroleum products
- Focus on 7 rail station areas including Iwilei and Kapalama
 - Inventory
 - Site Assessments
 - Cleanup/remediation planning



Brownfields Program

- Benefits
 - No charge to participants
 - Removes uncertainty
 - Stimulates additional public & private redevelopment
 - Safer environment

Program Manager: Tim Streit
768-8042 or tstreitz@honolulu.gov
City brownfields website:

www.honolulu.gov/tod/dpp-tod-resources/brownfields-assistance

Next Steps

- Continued community engagement
- Neighborhood TOD Plans - City Council hearings and adoption
- TOD zoning and land use regulations
- Coordination with State and City infrastructure agencies
- Financial strategies for infrastructure and streetscape upgrades

Mahalo!

www.todhonorolulu.org



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