



# Kalihi

## Neighborhood Transit-Oriented Development Plan

### Executive Summary

June 2017

As most transit trips begin and end as walking trips, the area within easy walking distance of a transit station is where development opportunities can take advantage of and encourage transit ridership. Such transit-oriented development (TOD) may be the redevelopment of existing facilities or new development and should be designed with an emphasis at the pedestrian scale—mixing residences, employment, shopping, and services.



Live. Work. Connect



# Planning for Rail Transit

## What is Honolulu Rail Transit?

The Honolulu Rail Transit system will serve 21 stations between East Kapolei and Ala Moana Center. Over 60% of Oahu's population currently lives within this transit corridor, and the population in the corridor is projected to continue to grow faster than the rest of Oahu.

Rail transit provides an opportunity to help reduce the growth of traffic congestion by taking cars off the road; improve travel reliability; shorten travel times for most riders between home and work; and increase transportation options by transit, bicycle, and on foot.



## How Can We Prepare for It?

The Department of Planning and Permitting is currently preparing neighborhood transit-oriented development (TOD) plans to help integrate land use and transportation planning around the rail stations in conjunction with the rail project. The plans address opportunities for new development and orderly growth and improved accessibility around the stations.

Each plan begins by looking at lands within one-half mile of the proposed transit stations. Land use, mobility, urban form and open space elements are addressed in every plan but result in different outcomes in different neighborhoods, including TOD district boundaries that relate to topographic and other physical parameters.

Successful TOD depends on participation and support from government, residents, businesses, community organizations, landowners, developers, and the financial sector. Good TOD projects increase transit ridership and respond to community concerns, needs and goals.

Each community must determine what type of TOD will work best given its specific assets, growth and population trends, transportation, infrastructure, and social needs. Development happens as the result of private investment. The role of government is to provide the policy ground rules, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.



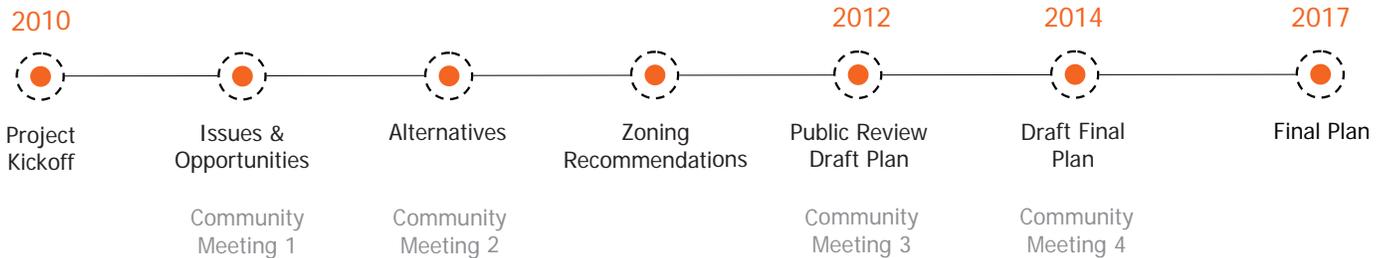
# The Kalihi Neighborhood TOD Plan

## What are the Objectives of the Plan?

The Kalihi corridor includes the Kapalama, Kalihi, and Middle Street station areas. It hosts a range of small commercial and industrial businesses and is home to long-time residents and newcomers. The Kalihi Neighborhood Transit-Oriented Development (TOD) Plan articulates a vision for the future of the Kalihi corridor and will guide its development over the next era of the city's growth. It will enhance transit access and walkability by enabling more people to live and work within walking distance of a rail station.

The Plan envisions more diverse housing and employment opportunities, new shopping and services, reinvigorated educational centers, and a new mixed-use neighborhood in Kapalama. New open spaces and a new promenade along Kapalama Canal will enhance livability. A more connected circulation network in the Kapalama station area, as well as improved accessibility within the Middle Street station area, will help residents, workers, and tourists access key destinations, residences, and jobs.

## PROJECT TIMELINE



## How Was the Plan Developed?

The planning process for the Kalihi corridor has involved community workshops, Advisory Committee meetings, and a community needs survey.

Beginning in December of 2010, the planning process included identification of issues and opportunities, a market study, the creation of alternatives, and development of preferred station area plans. The Kalihi Neighborhood TOD Plan also includes recommendations on phasing, implementation, and revisions to the Land Use Ordinance (LUO), including TOD special district regulations.

The Kalihi Neighborhood TOD Plan builds upon the recommendations of the Kalihi-Palama Action Plan and the Primary Urban Center Development Plan.



# COMMUNITY VISION:

Kalihi will be a livable urban quality transit access and reflect the area's central location and rich cultural heritage. shop for basic goods near their homes, and community members enjoy access to good Revitalized districts in strategic locations, particularly around Kapalama Station, will and its natural resources. The community's ethnic, income, age, and small business diversity opportunities. The corridor's assemblage of varied districts—Kapalama, Kalihi, and

## Guiding Principles for Kalihi Neighborhood

### 1. Revitalize Kalihi into a More Livable Community



Promote redevelopment/re-use depending on the unique conditions around each station. Invest in the community by enhancing existing facilities and encouraging new development that supports the community vision and capitalizes on transit access.

### 2. Maintain and Enhance Diversity

Enhance the unique character of Kalihi including its multiple ethnicities, multigenerational households, small “mom and pop” businesses, mix of uses, and housing affordability. Address concerns about maintaining the affordability of housing, small businesses, and industrial/warehouse uses.



### 3. Improve the Quality of Public Spaces



Integrate the rail stations into their surroundings; improve overall streetscapes, including sidewalk improvements/provision, trees and landscaping, new streets to provide better walking connections (particularly mauka-makai connections), and undergrounding of utilities; provide safe and accessible parks and open spaces.

community with a balance of employment, residential, and recreational uses that enjoy high-Neighborhoods will be pedestrian- and transit-friendly, where children walk to school, parents jobs, good food, safe streets, and quality open spaces, housing, and services.

capitalize on the presence of Honolulu Community College, the area's proximity to Downtown, is maintained and enhanced through a variety of housing, commercial, education, and economic Middle Street—will retain unique identities as they develop and evolve.

#### 4. *Improve Connections to the Waterfront*

Improve access to Sand Island recreational areas and Keehi Lagoon Park from the Middle Street Transit Center and enable safe and comfortable pedestrian crossing of Nimitz Highway. Enable pedestrian and bicycle access and views of the waterfront, where feasible.



#### 5. *Create a Convenient and Accessible Transportation Network*



Create a convenient transportation system that integrates bus and rail transit, bicycle facilities, pedestrian connections, and adequate off-street parking. Provide a consistent set of amenities in and around each rail station (e.g. adequate lighting, bicycle parking) to ensure safety and meet basic service needs.

#### 6. *Increase Public Safety*

Add lighting, find solutions for the homeless population, abate graffiti, encourage new residential and active uses that provide “eyes on the street,” and offer programs for youth to ensure that community members feel safe and that streets are clean and attractive.



# Community Character

The TOD Plan Concept Map illustrates the vision and guiding principles for the Plan, including generalized land uses, conceptual park locations, key destinations, neighborhood structure, and connections. The proposed land uses, which are described in detail in the Plan, would provide the foundation for development around the three Kalihi corridor stations.

## Middle Street Station Area

The Middle Street area becomes a major multi-modal hub where residents can transfer from bus to rail to get Downtown, to the airport, and to other destinations along the rail line. Vital commercial and industrial uses are preserved makai of Nimitz Highway, while streetscape enhancements and improved connections to Keehi Lagoon Park will make the area more walkable and accessible. In the long term, the Plan envisions a revitalized medium-intensity mixed-use district Diamond Head of the station near a transformed Oahu Community Correctional Center.

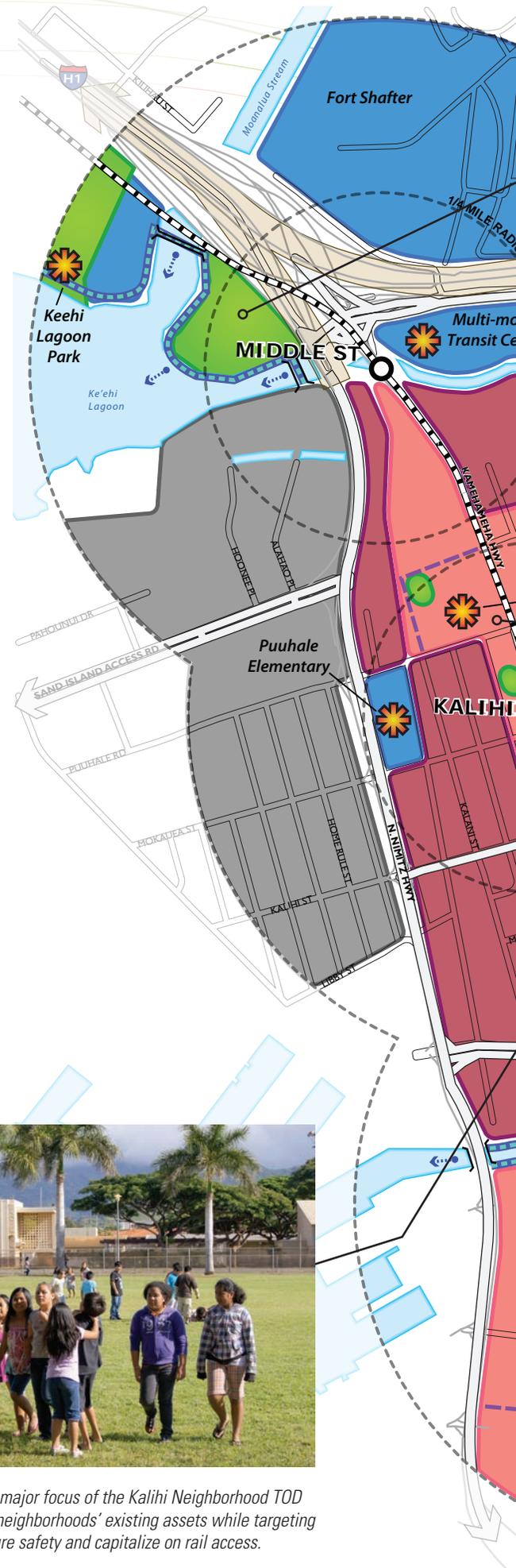
*Mixed-use designations accommodate a range of uses, including residential, shopping, employment, and community services, that support neighborhood vibrancy at various times of the day and week.*

## Kalihi Station Area

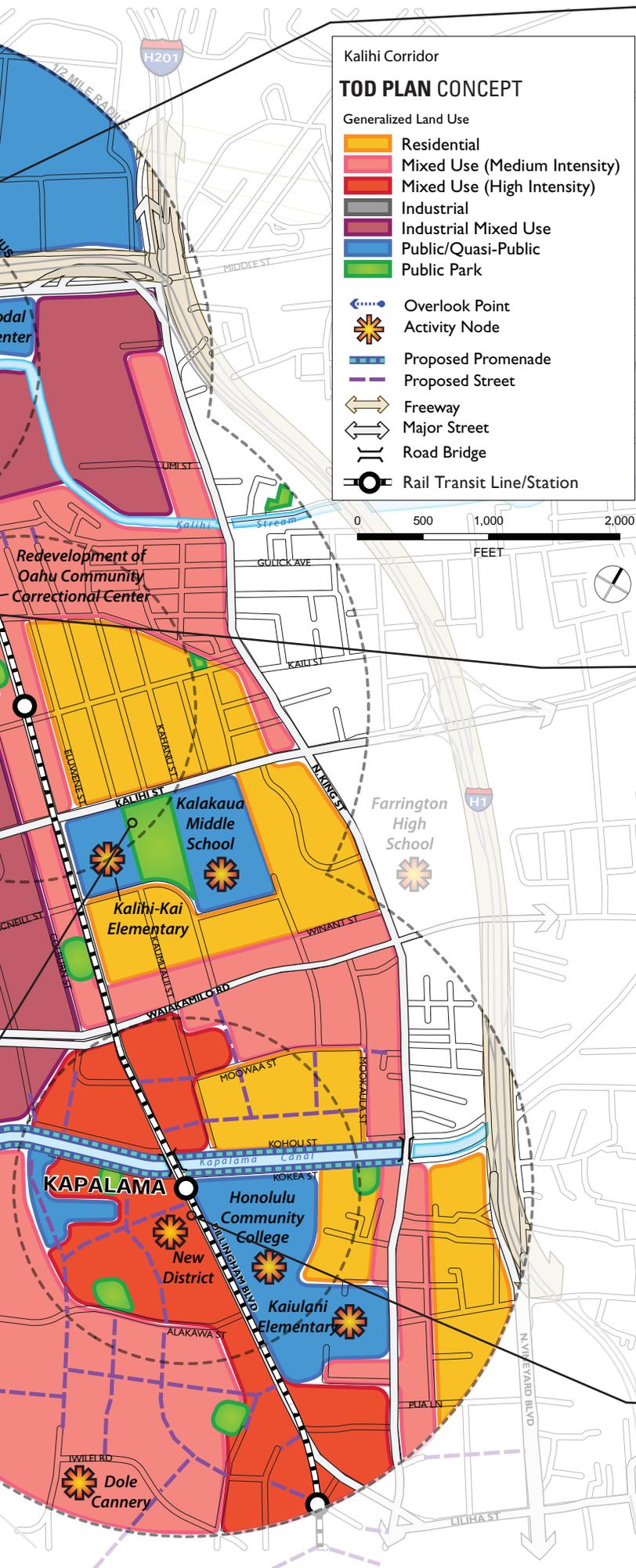
While the scale and character of the Kalihi area will be maintained, a greater mix of uses will be permitted along Dillingham Boulevard and “active” frontages will be required along many blocks in order to provide transit riders with an array of shopping and services. New higher-density infill housing and rehabilitation of units in disrepair will be encouraged in the residential areas, and new uses and public services will accommodate the needs of seniors, children, and families.

## Kapalama Station Area

The Kapalama station area will see the greatest transformation as the Plan approaches buildout. A new high-intensity mixed-use district will add residences, public facilities, and neighborhood shopping, with the tallest heights and highest building intensities surrounding the station. New streets and pathways will break up the large blocks to provide better access to the station, to Iwilei and Downtown, and to a new linear park/promenade along Kapalama Canal that will serve as a major open space in the area.



*Existing neighborhoods are a major focus of the Kalihi Neighborhood TOD Plan. The Plan preserves the neighborhoods' existing assets while targeting sites for revitalization to ensure safety and capitalize on rail access.*



In the **Middle Street** station area, aesthetic and circulation improvements are essential in creating a public realm that is conducive to walking and biking, and that supports transit ridership. Improved pedestrian accessibility to Keehi Lagoon Park (above) is a central part of the Plan.



In the **Kalihi** station area, improved streetscapes and crosswalks combined with mixed-use development enhance the area as a busy, walkable district, with a mix of business and employment opportunities, residences, and neighborhood-serving commercial. A conceptual illustration of Puuhale Road is shown above.



A conceptual 3-D computer model shows a range of land uses in a potential buildout of the **Kapalama** station area. The tallest heights and highest intensities are closest to the station, establishing a more walkable mixed-use district.

# TOD Zoning

The Kalihi Neighborhood TOD Plan serves as the basis for TOD zoning proposals (see pages 6-7). Existing zoning regulations will be modified or replaced based on recommendations contained in the TOD Plan.

## Recommendations include:

### Land Uses

In most areas, the TOD zoning will allow uses similar to the BMX-3 Community Business Mixed-Use District, allowing for a range of office, retail, business services, as well as multifamily dwellings. Where industrial mixed-use is proposed, the zoning will allow uses similar to the IMX-1 Industrial-Commercial Mixed Use District, allowing light industrial, commercial uses, and limited residential.

### Building Heights & Density

Height limits (shown at right) vary based on existing land use patterns, community objectives, and market considerations. Maximum floor area ratios (FAR) in the Plan range from 1.0 to 4.5.

### Affordable Housing

For residential projects with ten or more units, affordable housing requirements are recommended, with an emphasis on rental housing.

### Parking

The Plan recommends reducing parking requirements across the board, allowing exemptions in certain situations, and requiring bicycle parking.

### Yards

Yards should contribute to an active, pedestrian-oriented environment. Establishing maximum front setbacks would place building facades close to the sidewalk and help create outdoor “rooms” that include the street.

### Publicly Accessible Open Space

New developments on parcels of 20,000 square feet or larger should provide publicly accessible plazas or parks or contribute an equivalent value toward public park improvements within the station area.

### Building Design

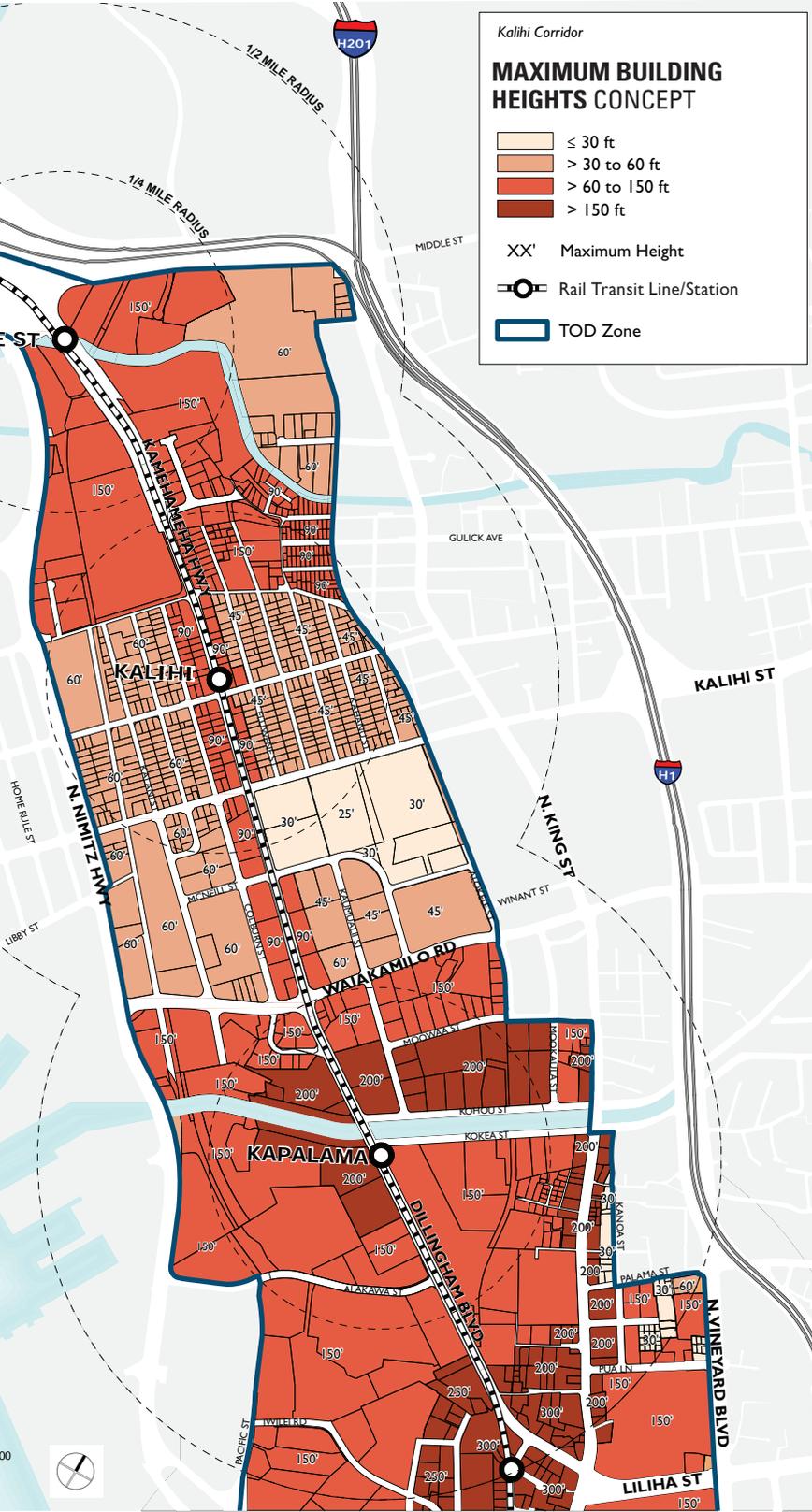
The ground floors of buildings should be designed at the pedestrian scale and provide transparent storefronts to activate street frontages.



Land use: residential and commercial allowed on the same property



Building design: pedestrian-oriented ground floor



*The Kalihi Neighborhood TOD Plan defines a future for the rail station areas with increased community amenities triggered by new investment. Many of these amenities (described throughout the TOD Plan and highlighted on pages 10-13) can be developed by the private sector. In return for development bonuses, a project can incorporate any number of these amenities within the project, or off-site within the station areas, to help support community values and goals. The likely development bonus would be higher building heights, or it could be higher density (floor area) or less required parking.*

## Phasing

The sketches below are illustrative and intended to show that TOD does not occur overnight; rather it matures and evolves over time. The actual sequencing of development depends on numerous factors, including the real estate market, the availability of financial incentives, and the interest of individual property owners. It will take several decades, even generations, for full “build-out.”

The first phase is the construction of the train station and complementary changes in bus routes. The first developments are likely to be very close to the stations and on a larger property. Later phases will see additional infill development, including more outlying and smaller properties. With less parking needed, surface parking lots are replaced with mixed-use buildings and parking garages to support the new uses.





## Streets & Transportation

The Kalihi Neighborhood TOD Plan recommends creating an integrated and convenient multimodal circulation network that emphasizes transit and pedestrian movement. Improvements are located primarily within the TOD Zone—an area that encompasses most of the corridor’s sites with development or redevelopment potential, and the area where special district regulations will apply. The foundation of this network is local streets, which will be designed and maintained to accommodate all users, consistent with the City’s Complete Streets policy. The TOD Plan identifies potential locations for new local streets that provide the neighborhood’s basic transportation and open space framework and improve access to stations and existing and future development. Proposed streets are primarily located in the Kapalama station area to provide better access to and within the proposed mixed-use district.

In addition to local streets, the TOD Plan identifies a range of improvements to pedestrian and bicycle facilities within the station areas. These elements enhance neighborhood accessibility, attractiveness, and safety while also expanding mobility options and reducing reliance on vehicles for all trips. In the Kalihi station area, many of the streets are

identified to be designed as “living streets,” in which they balance the needs of parking, vehicle access, and pedestrian and bicycle safety through traffic-calming techniques rather than through standard sidewalk and curb construction.

### Waterfront Promenade

A promenade is proposed along both banks of Kapalama Canal and along Keehi Lagoon, east of the Middle Street station. With consistent landscaping and improved pedestrian access, the promenades would provide a recreational feature that is attractive, peaceful, and directly accessible by rail. The promenades would also enhance non-vehicular access to two major community facilities—the Community College and Keehi Lagoon Park.

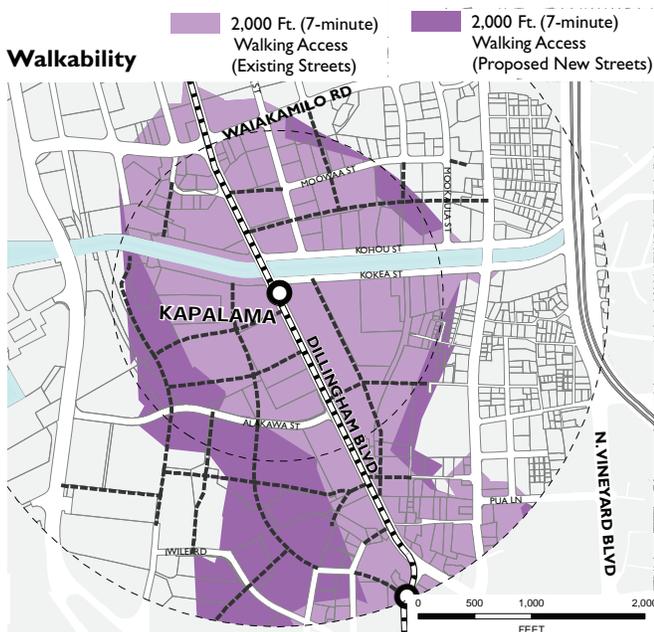
*Walkable and bikable communities not only enhance livability, but also support increased transit ridership.*

### Bicycle Facilities

The Plan’s recommended bicycle routes, lanes, and paths (see Circulation map at right) efficiently and safely connect bicyclists to the rail stations, to destinations within the Kalihi and Downtown corridors, and to the regional bike network. Building on the Oahu Bike Plan, this plan designates new bicycle facilities within the corridor as well as new bicycle routes and lanes on proposed streets and on the waterfront promenades.

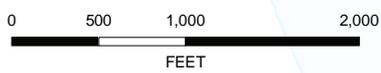
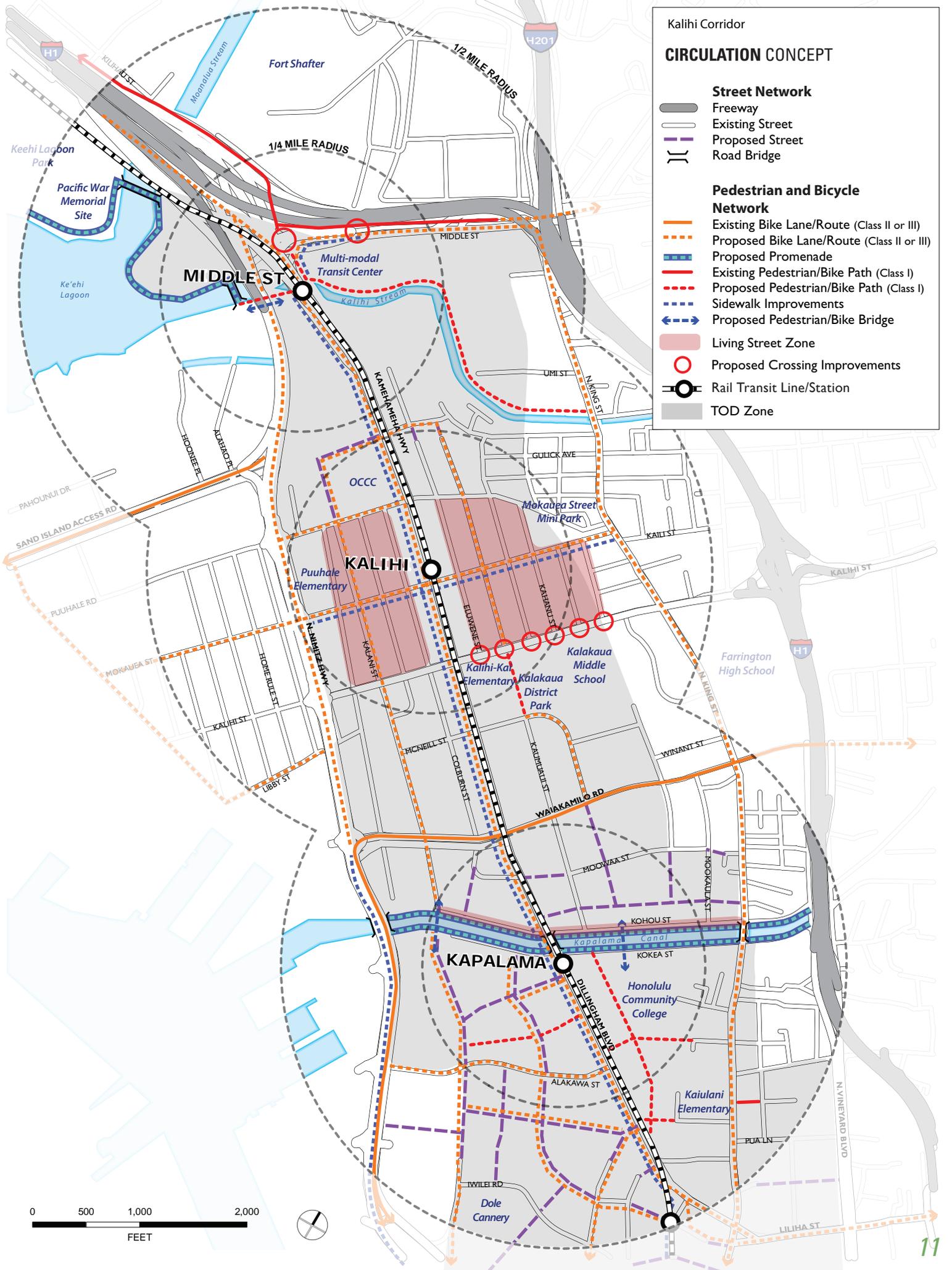
### Sidewalk and Crossing Improvements

The Plan recommends a number of specific pedestrian improvements. These include installing or widening sidewalks or striping where appropriate, particularly along Dillingham Boulevard and Mokauea Street; adding lighting, shade trees, street furniture, directional signage, and other pedestrian amenities; new pedestrian bridges across Kapalama Canal; and improving crosswalks, particularly across Kalihi and Middle Streets.



**CIRCULATION CONCEPT**

- Street Network**
- Freeway
  - Existing Street
  - Proposed Street
  - Road Bridge
- Pedestrian and Bicycle Network**
- Existing Bike Lane/Route (Class II or III)
  - Proposed Bike Lane/Route (Class II or III)
  - Proposed Promenade
  - Existing Pedestrian/Bike Path (Class I)
  - Proposed Pedestrian/Bike Path (Class I)
  - Sidewalk Improvements
  - Proposed Pedestrian/Bike Bridge
  - Living Street Zone
  - Proposed Crossing Improvements
  - Rail Transit Line/Station
  - TOD Zone





## Urban Design

Urban design determines the character, feel, and livability of an area. The Kalihi Neighborhood TOD Plan addresses physical urban design elements such as buildings, blocks, and streets, as well as the location, orientation and design of open space, the pedestrian realm, and landscaping elements. The basic elements of urban design that the Plan proposes relate to the public realm and open space, such as parks and plazas.

*A well-defined and well-designed sidewalk edged with active uses, like retail and community services, creates a comfortable pedestrian experience.*

### Public Realm

Defined as the space between buildings, including the street, the public realm is integral to users' experience in an urban area. The Plan provides policies to inform the design of, among other elements, sidewalk and streetscapes, building façades and massing, and parking. Its goal is to create memorable and livable streets and streetscapes that promote identity and enhance pedestrian comfort and safety.

### Open Space

The Plan proposes several new parks and open spaces, and green connections between them. The mapped locations are suggestive and not site specific. These spaces, which will help to balance the density of development, include:

- **Community parks** that offer a range of recreation opportunities and amenities.
- **Small urban parks and plazas**, including public/private spaces developed as part of new developments, that provide space for rest and shade.
- **“Green Streets”** that connect existing and planned open spaces to create an open space network and highlight views. Green Streets are characterized by a regular spacing of large shade-providing street trees on both sides of the street.
- **Promenades** along Kapalama Canal and Keehi Lagoon, which provide opportunities to walk, bike, and sit along the waterfront, as well as a pleasant way to access the stations and major community facilities.

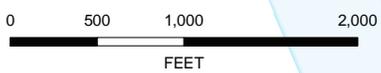
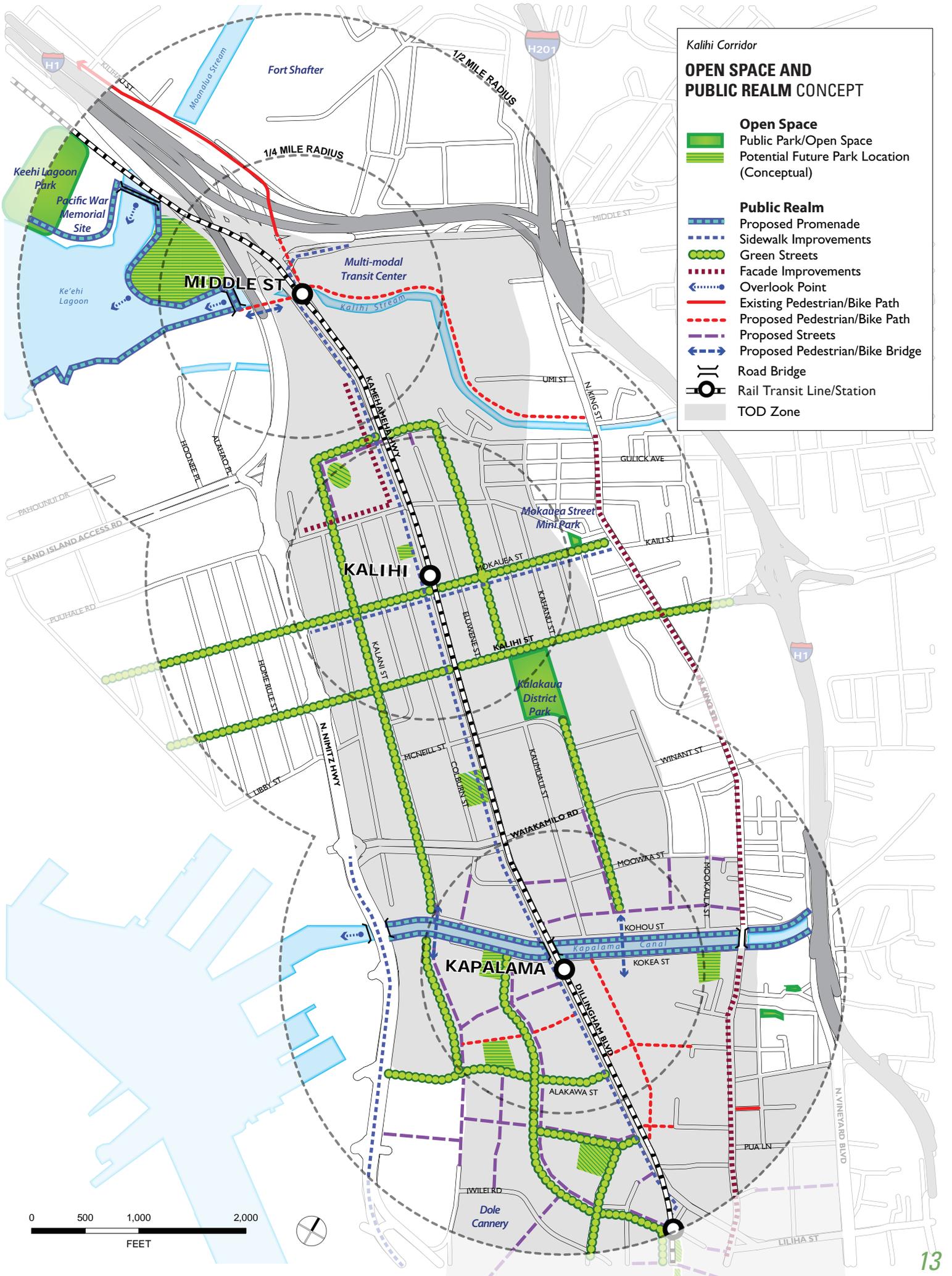
*Below: Conceptual illustration of an improved Kapalama Canal, serving as a gathering place for nearby workers, residents, and college students.*



Kalihi Corridor

**OPEN SPACE AND PUBLIC REALM CONCEPT**

- Open Space**
  -  Public Park/Open Space
  -  Potential Future Park Location (Conceptual)
- Public Realm**
  -  Proposed Promenade
  -  Sidewalk Improvements
  -  Green Streets
  -  Facade Improvements
  -  Overlook Point
  -  Existing Pedestrian/Bike Path
  -  Proposed Pedestrian/Bike Path
  -  Proposed Streets
  -  Proposed Pedestrian/Bike Bridge
  -  Road Bridge
  -  Rail Transit Line/Station
  -  TOD Zone



# How and When Will the Plan be Implemented?

The Plan works together with the City's other regulatory documents, including the Land Use Ordinance, to outline the vision, policies, and specific regulations for new development, while providing enough flexibility to allow land owners and applicants to make decisions based on market demands and economic conditions. It is anticipated that most new development and support infrastructure will be privately funded. Some development may take place in the short-term in advance of or soon after the

rail is fully operational; other development projects and improvements may take as many as 20 or 30 years to come to fruition. The City is preparing zoning regulations that will create a TOD Special District to explicitly promote TOD (or transit-ready development in anticipation of the rail) and help implement the Plan's vision. In addition, the Plan suggests funding mechanisms and priorities for regional support infrastructure.

## Next Steps

The following steps should be taken in the near-term in order to put the Kalihi Neighborhood TOD Plan into action and ensure that future TOD and neighborhood improvements follow the vision and principles defined by the community.

- Acceptance of the Kalihi Neighborhood TOD Plan (Resolution 17-33, CD1, FD1 adopted by Honolulu City Council, March 22, 2017)
- Adoption of the Kalihi Neighborhood TOD Special District zoning regulations
- Identification of incentives and funding sources at the City, State and federal levels
- Partnerships with property owners interested in redeveloping according to the Plan
- Identification and advancement of short-term (3-5 years) public improvement projects in the station areas

### For More Information on the City's TOD Program:

Please visit [www.todhonolulu.org](http://www.todhonolulu.org) or call 768.8000

Follow us on Facebook at [www.facebook.com/TODHonolulu](http://www.facebook.com/TODHonolulu)

