CITY & COUNTY OF HONOLULU

ALA MOANA

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.

TOD HONOLULU

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. Over 40% of Honolulu jobs are within the corridor.

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 (DPP) is preparing neighborhood transit-oriented development (TOD) plans to help integrate land use and transportation planning around the rail stations in anticipation of the rail project. The plans are intended to address opportunities for new development and plan for 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. The City is responsible for completing plans for the 19 station areas under its jurisdiction.

The two remaining station areas are under the planning and zoning jurisdiction of the State of Hawaii Community Development Authority, which developed its own TOD plan.

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

As has been the experience of other communities with rapid transit systems, no single TOD strategy works for all cities and communities. Each community must determine what type of development will work best given its specific strengths and assets, growth and population trends, transportation, infrastructure, and social needs. Development happens as the result of private investment in response to local market forces. The role of government is primarily to provide policies and set the blueprint, define and offer strategic incentives, ensure that adequate infrastructure is available, and engage the community in helping direct private investment into public benefit.

ALA MOANA NEIGHBORHOOD TOD PLAN

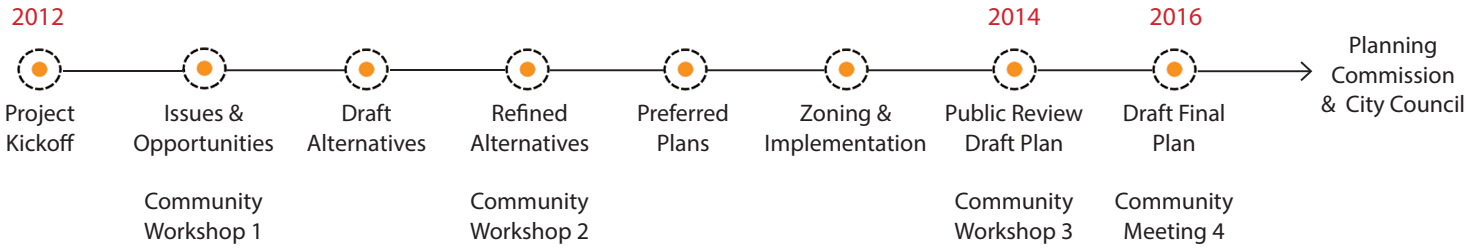
What Is the Plan?

The Ala Moana Neighborhood Transit-Oriented Development Plan (the Plan) describes the community's vision for the area around the Ala Moana Center rail station. This neighborhood is a major urban center in the heart of Honolulu, envisioned as a livable high-density community and a model for walking, biking, and transit usage.

It will continue to serve as a regional retail destination and gathering place for locals and visitors alike, and new development will improve the physical environment, safety, and mobility. As the terminal station for the first rail segment, it will also continue to be a major transportation hub with transit links to Waikiki and the University of Hawaii at Manoa. To achieve this vision, the Plan recommends appropriate strategies for land use, urban design, transportation, and open space.

At full buildout, the Ala Moana TOD area is expected to host up to 2 million square feet of additional commercial space and 5,600 new housing units. The Plan is conceptual in nature, showing possible improvements on both public and private property. To ensure positive change in the station area, it is essential that stakeholders work together on future projects.

PROJECT TIMELINE



What Was the Planning Process?

An inclusive community-based planning effort elicited the goals and ideas of area stakeholders. This process included community workshops, a resident survey, stakeholder interviews, local business outreach, and Advisory Committee meetings. The Advisory Committee, composed of individuals from a diverse range of interests and affiliations from the neighborhood, serves as a sounding board for the project, providing essential guidance and encouraging community participation at the public workshops.

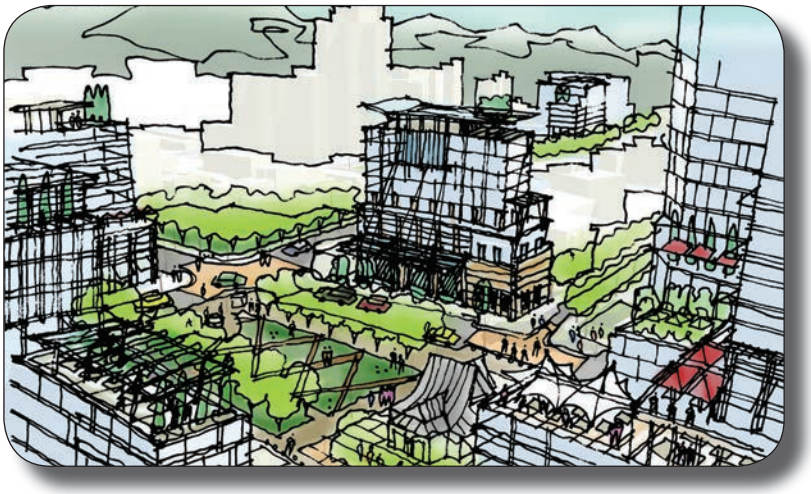
Beginning in May of 2012, the planning process included identification of issues, opportunities and constraints, the creation and refinement of alternatives, and development of preferred station area plans. The Plan also includes recommendations on phasing, implementation, and revisions to the Land Use Ordinance (LUO), including TOD Special District regulations for the area around the Ala Moana Center station. (see Next Steps, p.12)

TOD recommendations for the Ala Moana neighborhood build upon the recommendations of previous planning efforts: Primary Urban Center Development Plan and Ala Moana Sheridan Community Plan.

COMMUNITY'S VISION

"A livable urban community with revitalized neighborhoods that embodies cultural and income diversity, a mix of uses and convenience, and the aloha spirit. A place where locals and visitors gather together."

GUIDING PRINCIPLES
FOR ALA MOANA NEIGHBORHOOD TOD



1. RESIDENTIAL DIVERSITY

To accommodate diverse lifestyles and varying income levels, a wide variety of housing types and sizes should be provided. A mix of for-sale and rental units would attract a wider demographic, including young families, empty nesters, and singles - making neighborhoods stronger and more sustainable.

2. MIX OF COMMERCIAL

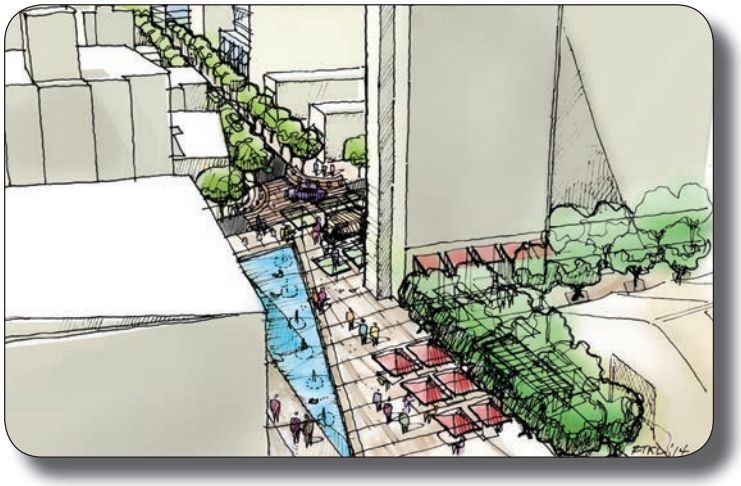
A mix of large and small commercial uses would increase the variety, vitality, and livability of the area. More street-level restaurants and convenience shops, outdoor dining areas, complimentary Wi-Fi, shared parking between businesses, and district-wide promotion would serve to attract both locals and tourists.

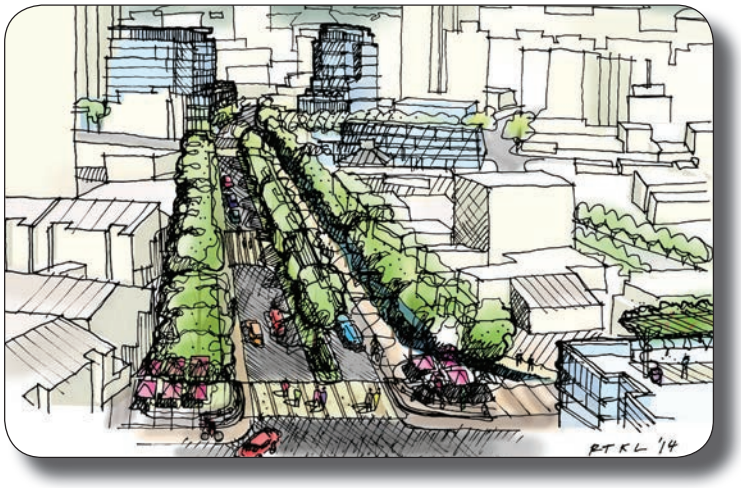
3. USABLE OPEN SPACE

Public spaces can serve as outdoor rooms for community events, informal interactions, play and relaxation. In addition to existing parks and the Ala Wai promenade, new plazas, gardens, and play areas should be integrated into the district to offer respite from the district's urban environment and busy pace. Improved pedestrian connections to Ala Moana Park are needed to assure safe and convenient access.

4. COMPLETE STREETS

Streets should be designed for pedestrians and bicyclists, in addition to motorists. Wider sidewalks, canopy trees at the curb, improved wayfinding, and other amenities would "complete" the streets and promote walking and biking, while maintaining the level of service for vehicles. Alternate paths for pedestrians and bike routes along local roads would minimize conflicts with vehicular traffic.





5. INTERMODAL CONNECTIVITY

Connections between the Ala Moana Center rail station and other modes of transportation should be seamless and hassle-free. The busy transit hub would benefit from clearly defined zones, transportation connections and routes, and proper walkways, lighting, and amenities, including bike stations, bike storage, seating, information kiosks, and public art.

6. INCUBATOR OFFICE & EDUCATION

The convenience of the rail station will attract new office uses, including start-ups and incubator spaces, continuing education and training facilities, as well as associated support services. Availability and access to these uses would serve both the existing residential population and students and attract a larger daytime workforce to the area, which would also support local businesses.

7. CULTURAL PROGRAMS & PUBLIC EVENTS

A community gathering place could act as a venue for special events, drawing people together while activating the area. The fusion of cultures in the area provides an endless potential of events, including festivals, markets, and entertainment, programmed throughout the year at a centrally located plaza or a temporarily closed street.

8. PUBLIC-PRIVATE PARTNERSHIPS

PPPs can fund and provide services that may otherwise not be available. Businesses should partner with neighborhood organizations toward improving the overall community, including security and safety, physical character and appearance, and coordinating events. A business improvement district (BID) could also galvanize efforts and help stimulate upgrades to the neighborhood.

PLAN AREAS

The Ala Moana Center transit station will serve as a magnet for urban development that increases transit ridership while delivering community benefits throughout Ala Moana. The creation of a Special District will encompass properties located within a roughly one-half mile radius. Unique subdistricts are identified, with various zoning incentives targeting redevelopment closest to the station, while proposed design standards and public realm improvements are applicable district-wide.

ALA MOANA CENTER

Hawaii's largest and most popular shopping center, the 2.4 million square foot Ala Moana Center comprises this subdistrict. As a major driver of economic activity, the future of the Ala Moana district is tied to the long-term viability of the mall as a local, regional, and tourist destination. Strategies may involve:

- Taking advantage of its transit station adjacency by enhancing multimodal linkages to increase the number of customers
- Redeveloping on the mall's parking structures to add mixed-use development opportunities while respecting important view corridors

KAPIOLANI CORRIDOR

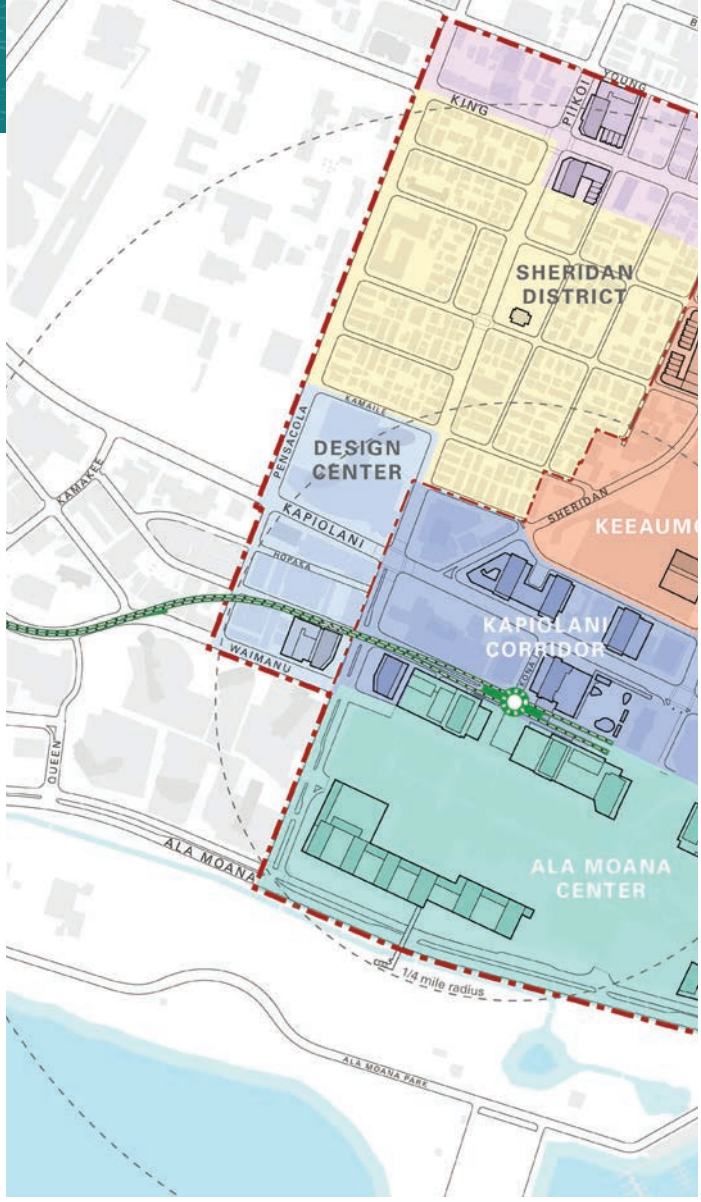
One of the district's primary commercial corridors, Kapiolani Boulevard links Ala Moana with Downtown and Waikiki. Although parts of Kapiolani Boulevard have undergone transition in recent years, the presence of low-intensity commercial establishments interspersed with high-value, high-intensity buildings suggests considerable redevelopment potential. The expectation is that the corridor:

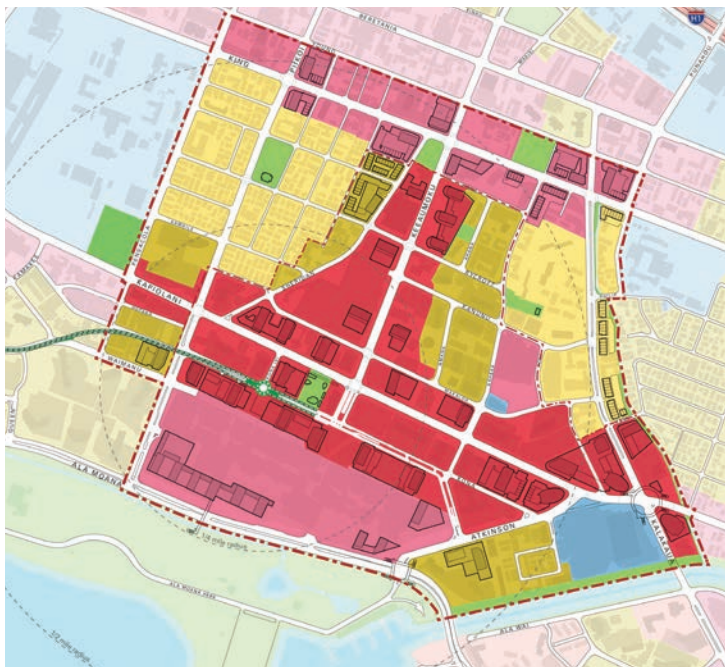
- Continues to be distinct due to its tall buildings, in particular at the intersection with Keeaumoku Street
- Takes advantage of proximity to the rail station to accentuate the corridor's prominence
- Transforms into a vibrant mixed-use boulevard and retains its characteristic monkeypod trees

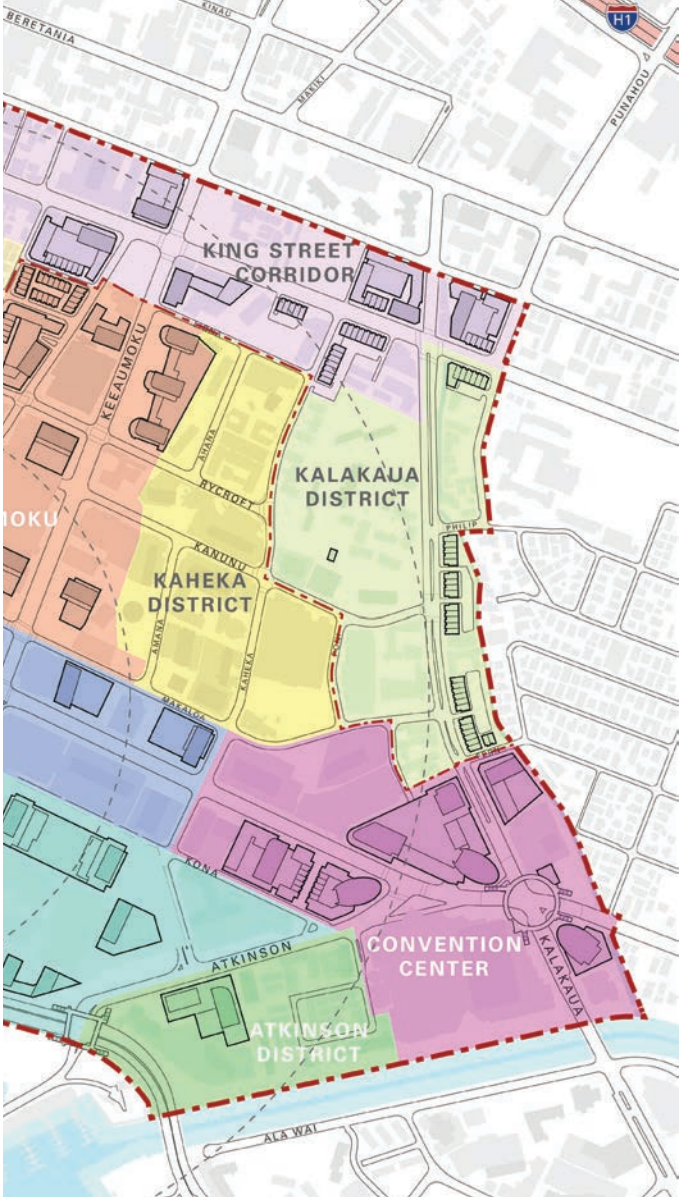
CONVENTION CENTER

This subdistrict is anchored by the Hawaii Convention Center and serves as the gateway between the Ala Moana district and Waikiki. By capitalizing on the presence of the Convention Center, redevelopment of key parcels located at or near the intersection of Kapiolani Boulevard and Kalakaua Avenue can improve the image of the area. This opportunity can be achieved by:

- Identifying opportunity sites for high-density, mixed-use development
- Supporting the Convention Center by activating the area with complimentary uses, such as hotels, restaurants, and retail
- Upgrading pedestrian circulation, services, and amenities around the Convention Center







PROPOSED LAND USE TYPE & INTENSITY

PROPOSED DESIGNATIONS
- High Density Commercial Mixed Use
- Moderate Density Commerical Mixed
- High Density Residential
- Moderate Density Residential
- Civic / Institutional
- Parks & Open Space

EXISTING DESIGNATIONS (OFFSITE)
- Med. & High-Density Residential/Mix
- District Commercial
- Industrial
- Resort
- Institutional
- Major Parks & Open Space

- Planning Area

KEEAUMOKU

This vital mauka-makai corridor connects upland communities and the heart of the Ala Moana neighborhood with the rail station and Ala Moana Center. The corridor is currently characterized by a number of small-scale commercial establishments serving a local clientele and the Sam's Club/Walmart, including many ethnic Korean businesses. Envisioned as the focus of locally-based commercial, civic, and cultural activities, future changes should include:

- Developing a more mixed-use character by adding new housing and community amenities
- Accommodating local shopping and services
- Enhancing the pedestrian orientation of the street
- Improving the Kapiolani Boulevard intersection by making it more welcoming, attractive, and safe for pedestrians

KAHEKA DISTRICT

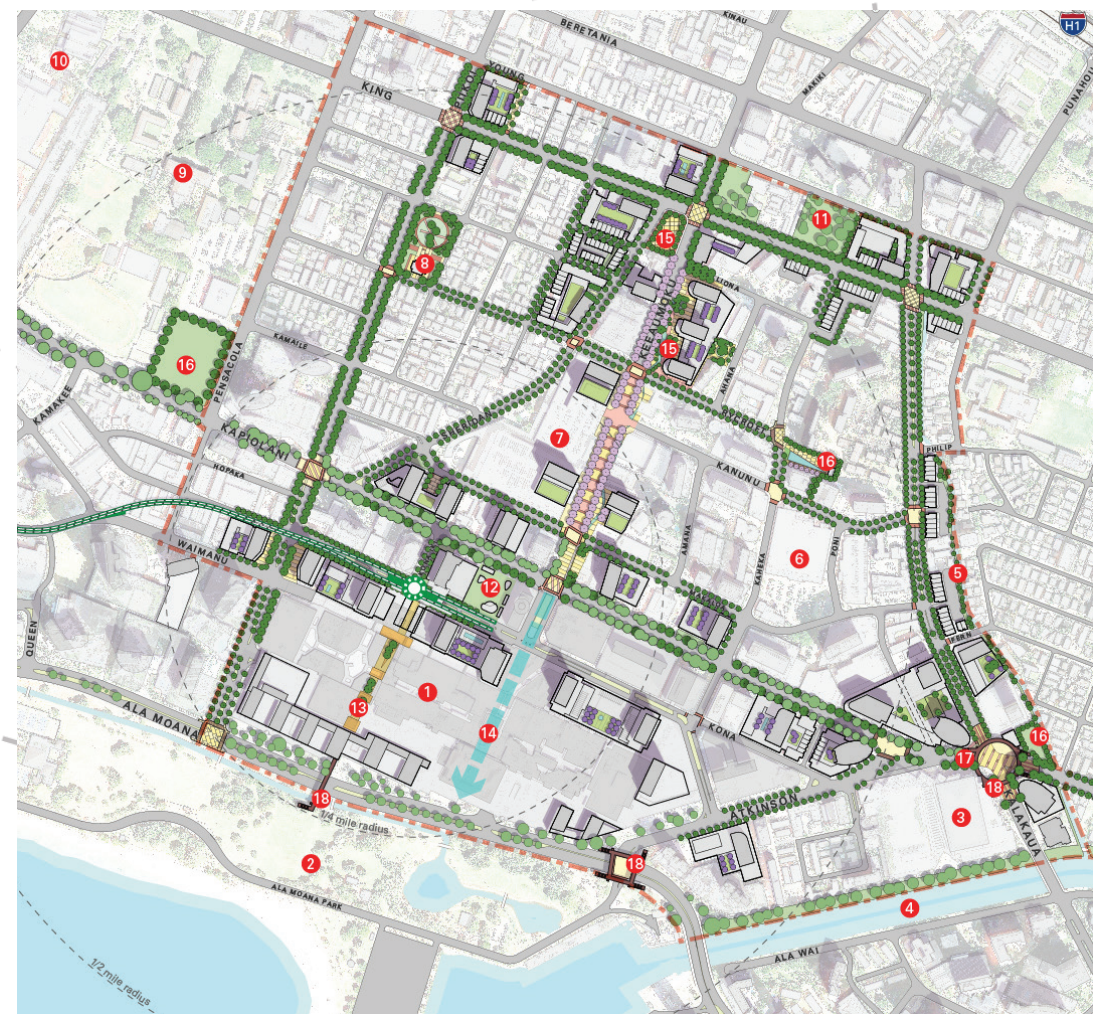
Located east of Keeaumoku Street, this residential district is densely populated and mostly "built-out." Home to a population that embraces urban living, the district includes numerous high-rise residential and office buildings, but limited convenience retail or open space opportunities. Although significant redevelopment of this area is not anticipated, infill opportunities that may arise are expected to reinforce the area's urban housing focus, including mid- and high-rise residential typologies that support the transit orientation of the district and incorporate both market-rate and affordable dwelling units.

ATKINSON DISTRICT

This primarily residential subdistrict currently juxtaposes older, low-rise apartment buildings with high-rise condominiums that offer commanding views. Proximity to Waikiki, Ala Moana Park, and the Ala Wai Canal indicate potential long-term residential densification, supported by improved pedestrian connections and a redeveloped YMCA.

COMMUNITY BENEFITS

The Ala Moana Neighborhood TOD Plan defines a future for the rail station area with increased community amenities triggered by new investment. Many of these amenities can be developed by the private sector through a community benefits bonus. In return for development bonuses, a project can incorporate any number of these amenities within the project, or off-site, to help support community values and goals. The likely development bonus could be higher building heights, higher density (floor area) or less required parking. Improvements created through a community benefits strategy should focus directly on the key plan elements shown on the map below and described in Public Realm Improvements on p. 10.



KEY ACTIVITY NODES &
PROPOSED PUBLIC IMPROVEMENTS

EXISTING DESTINATIONS / COMMUNITY ASSETS

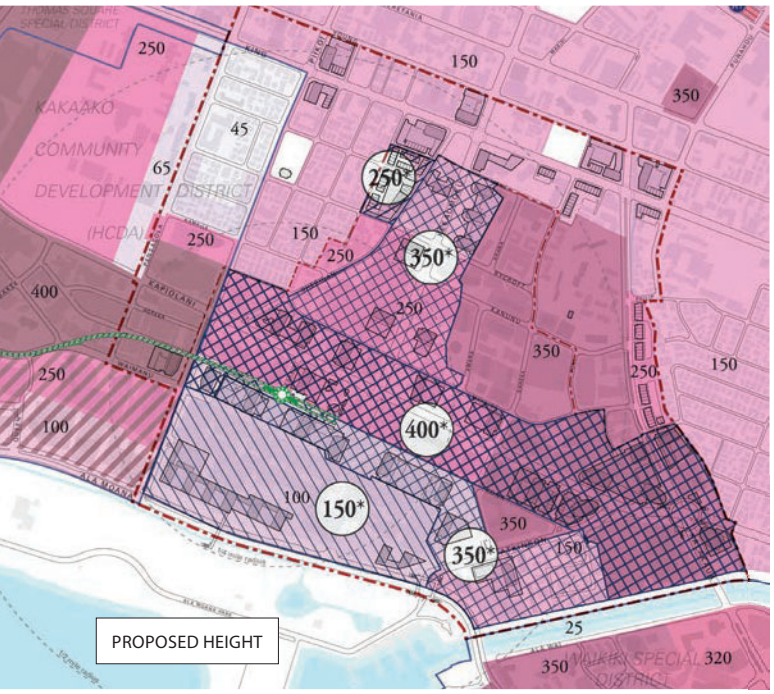
1. Ala Moana Center
2. Ala Moana Regional Park
3. Hawaii Convention Center
4. Ala Wai Canal
5. Maikiki Stream
6. Don Quijote Supermarket
7. Walmart/Sam's Club
8. Sheridan Community Park
9. McKinley High School
10. Blaisdell Center
11. Pawaa In-Ha Park

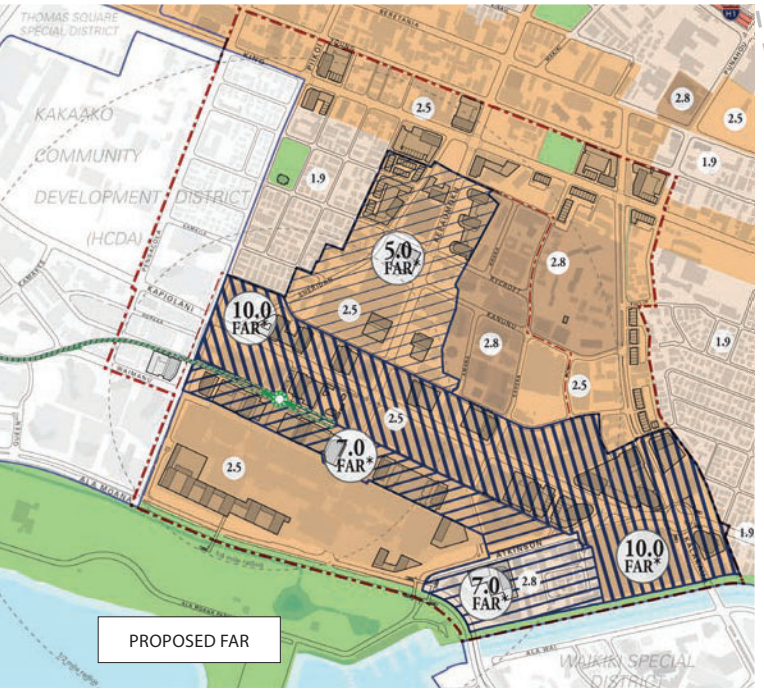
PROPOSED DESTINATIONS

12. Transit Plaza
13. Station Mauka/Makai Connection
14. Center Stage Mauka-Makai Connection
15. Community Plaza
16. Community Park
17. Convention Center Gateway
18. Pedestrian Flyover

Planning Area
Ala Moana Center Rail Station
Fixed Guideway

TOD ZONING





The recommendations contained in the TOD Plan will serve as the basis for modifying the current zoning regulations. Two levels of TOD zoning are recommended:

- TOD Precinct is the core area, generally encompassing lands within one-quarter mile from the station
- TIZ (Transit-Influenced Zone) Precinct is the area roughly one-quarter mile to one-half mile from the station

While the recommended development standards may be similar, there is greater attention to design and increased intensity in the core area (TOD Precinct). The TIZ Precinct provides a transition between the TOD Precinct and areas beyond, which are primarily lower-density neighborhoods.

Recommendations Include:

LAND USES
Similar to the BMX-3 Community Business Mixed-Use District High Density and AMX-3 Apartment Mixed-Use Districts allowing for a range of office, retail, business services, as well as multifamily dwellings

FLOOR AREA RATIOS (FAR)
The base FAR limits are generally the same as existing FAR limits. Additional floor area maybe granted if community benefits are provided. See proposed FAR map.

BUILDING HEIGHTS (MAXIMUM)
The base height limits are generally constant with existing height limits. Additional height may be granted in the TOD Precinct if community benefits are provided. See proposed heights map.

AFFORDABLE HOUSING
Projects with more than 10 housing units should be required to provide a percentage of total units as affordable housing.

Projects that provide additional affordable units may be granted height and density bonuses.

PARKING
Parking requirements are reduced by at least 50 percent; shared parking and other parking management systems are encouraged.

BICYCLE PARKING
Bicycle parking requirements are introduced to encourage bike usage.

BUILDING FRONTAGE
Buildings should be built up to the sidewalk with ample windows and street entrances to create an interesting pedestrian experience and frame the public realm.

PUBLIC REALM IMPROVEMENTS

To realize the vision and principles expressed in the TOD Plan, a concerted long-term public-private partnership is needed to upgrade the public realm.

STREETSCAPE CONCEPTS

The TOD Plan proposes changes to area streets to make the district pedestrian- and bicycle-friendly and improve connectivity to surrounding neighborhoods and to the Ala Moana Center station. Improvement concepts include:

- Wider and/or improved sidewalks
- Mid-block crossings on Keeaumoku and Kona Streets
- Pedestrian-scaled elements (awnings, benches, outdoor furniture)
- Wayfinding elements
- An "esplanade" along Makiki Stream
- A gathering space/event plaza along Keeaumoku Street
- Temporary closure of Makaloa Street for public events
- Shade trees at curbs and within medians
- Preservation of the mahogany trees in the Kalakaua Avenue median and the monkeypod trees along Kapiolani Boulevard
- Underground utility lines
- Bicycle storage and bikesharing stations
- Bicycle lanes throughout the district
- Public art and improved lighting, especially on Kona Street

INTERSECTION CONCEPTS

Improvements at key intersections are needed for increased pedestrian safety and convenience. Reconfiguring street corners and decreasing the turning radii for vehicles would shorten crossing distances and reduce vehicular speeds. Crosswalks should be provided across all intersection approaches. Elevated pedestrian crossings are proposed in select locations where high pedestrian volumes and upper-level destinations exist or are proposed. These elevated crossings do not negate the need for street-level pedestrian improvements.

STATION CONNECTIVITY STRATEGY

The Kapiolani Boulevard/Keeaumoku Street intersection will serve as a major gateway to the rail station and Ala Moana Center. Ease of circulation and access can be accomplished with well defined pedestrian connections and proper wayfinding measures at all entry levels.

Improving the ground level pedestrian linkage between Keeaumoku Street and Ala Moana Boulevard (through the Center Stage area) would improve mauka-makai connection to Ala Moana Park and the ocean. Another connection to the park (closer to the station) could be provided with an elevated pedestrian crossing over Ala Moana Boulevard.

A transit plaza or community park adjacent to the station could serve as a gathering spot for transit riders, residents, and shoppers. It could include a performance stage, water feature, public art, and cafes. It could also provide options for vertical circulation to the station and Ala Moana Center.

Shops and restaurants should engage pedestrians and rail passengers at both street and concourse levels on either side of the station.

PHASING

The sequencing and timing of development will depend on numerous factors, including the real estate market, financing incentives, and the interest of property owners. The first developments will likely occur closer to the station with later phases bringing infill development through the area. Surface parking lots would be reduced or replaced with more compact and efficient mixed-use projects. The following framework would enable and guide the growth of the TOD district:

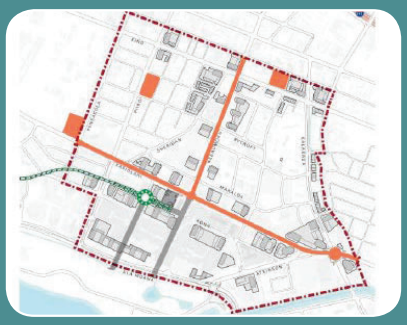
Phase 1 – Creating a Transit Node
The initial phase establishes the new rail and bus stations as a transit node, ensuring that the transit experience is convenient and pleasant. This may include an adjacent transit plaza, pedestrian improvements along Kona Street and across Ala Moana Boulevard, and providing multimodal connections and facilities, such as car parking and bicycle storage areas.

Phase 2 – Developing a Backbone
This phase complements the transit node by improving the district's main streets for multimodal mobility. Keeaumoku Street and Kapiolani Boulevard are reinforced as "backbone" streets and are enhanced with streetscape improvements. Major intersections (see map at right) are also improved for pedestrians and bicyclists. Area parks are activated, and other open space opportunities are pursued.

Phase 3 – Improving Arterial Connections
Improvements complement the "backbone" streets, creating a more integrated street network for the district. Connectivity is achieved through: streetscape, bicycle, and intersection improvements on these arterial streets; a gathering space where Keeaumoku Street meets King Street; and an elevated crossing near the Hawaii Convention Center at Kalakaua Avenue.

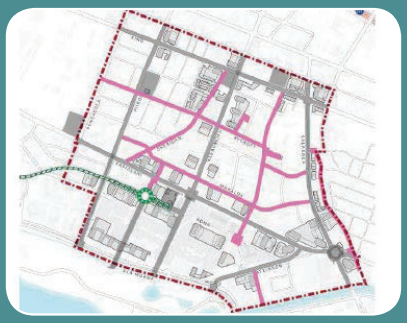
Phase 4 – Strengthening Neighborhood Connections
This phase links the resources and amenities of the neighborhood. Ideas include enhancing a portion of Makiki Stream with improved edges, wider paths, shade trees, and intermittent seating; and creating a mid-block pathway between Atkinson Drive and the Ala Wai Promenade.

Phase 1

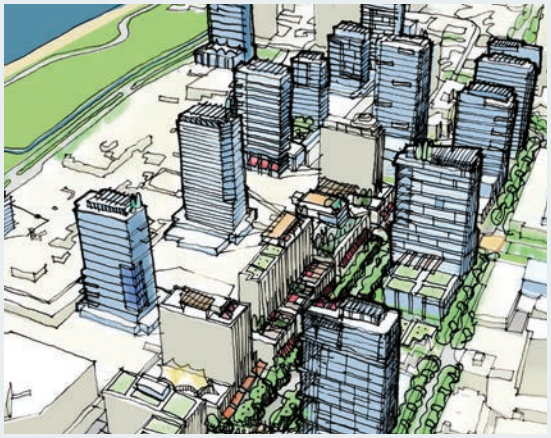


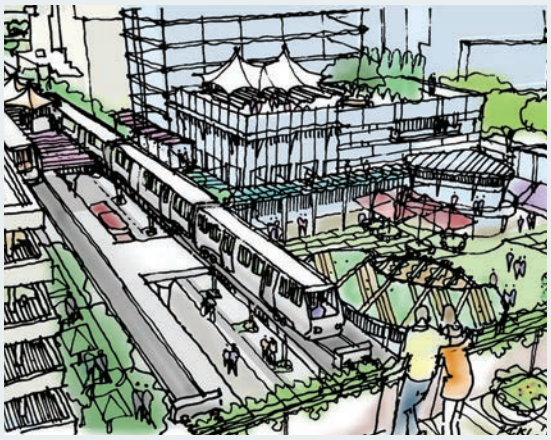
Phase 2

Phase 3



Phase 4





NEXT STEPS

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

- Adoption of the Ala Moana Neighborhood TOD Plan (Honolulu City Council)
- Adoption of the Ala Moana 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 TOD District

For more information about the City's TOD program, please visit www.todhonolulu.org or call 768.8000

or visit us on Facebook
www.facebook.com/TODHonoulu

Paid for by the taxpayers of the City and County of Honolulu

AUGUST 2019