

Hawaii Community Development Authority

**Transit Oriented
Development
(TOD), Complete
Streets &
Community
Building**



TOD – Not Just About Rail Transit!

- **Mixed Use Residential & Commercial Area Designed to Maximize Access to Public Transport**
- **Creating a Predictable Public Realm**
 - **Relationship btwn Building Facades & Streetscapes**
- **Promoting Formation & Maintenance of Neighborhoods**
- **Establishing Compact Walkable Communities**
 - **Not Car Centric!**
 - **Safe For Pedestrians, Bicyclists, Motorcycles, all modes of Transportation**
 - **Not Defined by VMT (Vehicle Miles Traveled)**

Transit Oriented Development

Walk Score®

83

Very Walkable

Out of 100 593+ Amenities within a one mile

12 min to **WALK** to Downtown

20 min to **WALK** to Chinatown

18 min to **WALK** to the Capitol

44 min to **WALK** to Waikiki

27 min to **WALK** to Ala Moana Center

Transit Score™

76

Excellent Transit

58 nearby bus routes

10 min **PUBLIC BUS** ride to Downtown

16 min **PUBLIC BUS** ride to Chinatown

15 min **PUBLIC BUS** ride to the Capitol

23 min **PUBLIC BUS** ride to Waikiki

17 min **PUBLIC BUS** ride to Ala Moana Center



 Walk Score®

Transit Oriented Development (TOD) Plan

Successful Transit Oriented Development is a balance of all three of these primary elements listed below. Entitlements will be distributed between developments that provide the greatest balance.



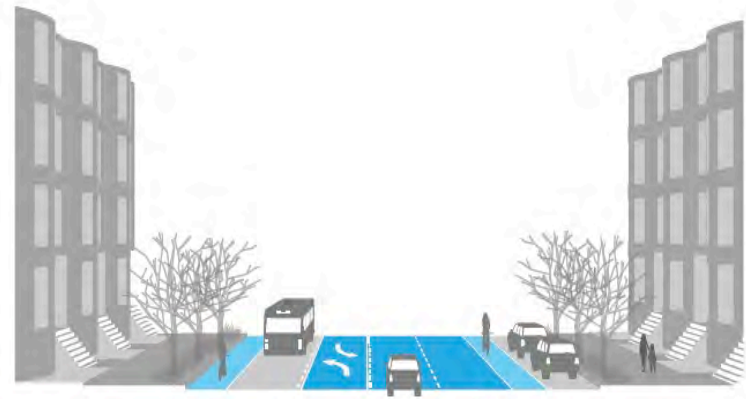
What is a

COMPLETE STREET

in Kakaako?



Traditional road classifications emphasize vehicle movement.



Complete Street Types emphasize the character of the entire street.

Complete Streets for Pedestrians

Safety



Lower motor vehicle speeds:

- ▶ Narrower lane widths
- ▶ Reduced turning radii
- ▶ Traffic calming measures



Less exposure to conflicts:

- ▶ Dedicated space
- ▶ Shorter crossing distances
- ▶ Improved sight lines and visibility
- ▶ Crossing islands
- ▶ Appropriate signal timing and crossing treatments



Accessible crossings:

- ▶ ADA compliant curb ramps
- ▶ ADA compliant crosswalks
- ▶ Accessible pedestrian signals

Convenience



Comfortable and inviting spaces:

- ▶ Appropriate sidewalk widths for pedestrian volumes
- ▶ Crossings that reflect pedestrian desire lines
- ▶ Buildings that front the street
- ▶ Transparent store fronts
- ▶ Street trees
- ▶ Amenities such as benches, recycling and trash receptacles, public art, street cafés, etc.

Minimal Delay



Frequent opportunities to cross:

- ▶ Pre-timed pedestrian signals
- ▶ Responsive pushbuttons
- ▶ Direct routes across complex intersections

It Makes Sense to be a Pedestrian!

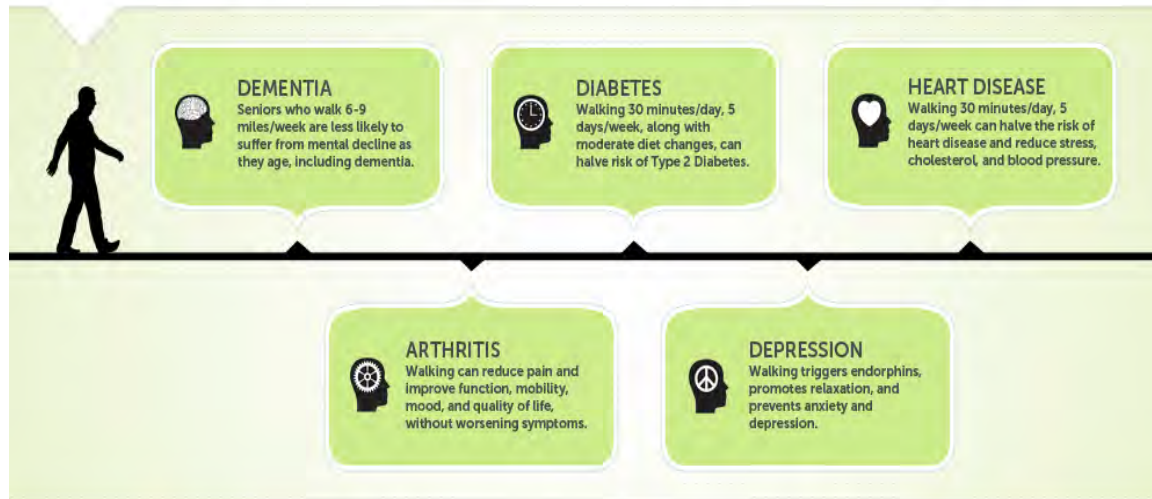
HEALTH BENEFITS of WALKING

 **20** WALKING 20 MINUTES/DAY WILL BURN 7 POUNDS OF BODY FAT/ YEAR

 **45** WALKING 45 MINUTES/ DAY HALVES ODDS OF CATCHING A COLD

 **1** WALKING 1 MINUTE CAN EXTEND LIFE BY 1.5-2 MINUTES

 **20** WALKING 20-25 MINUTES/WEEK CAN EXTEND LIFE BY SEVERAL YEARS



WALKING 3-5 HOURS/ WEEK REDUCES MORTALITY BY 50% IN WOMEN WITH BREAST CANCER



WOMEN WHO WALK FOR 1 HOUR/ DAY, 5 DAYS/WEEK AND CONSUME 1,500 CALORIES/ DAY CAN LOSE AND KEEP OFF 25 LBS



WALKING 30 MIN/ DAY, 4 DAYS/WEEK CAN REDUCE THE RISK OF DIABETES BY NEARLY 60%



PROSTATE CANCER PATIENTS WHO WALK 90 MIN/WEEK HAVE NEARLY 50% LOWER MORTALITY RISK



WOMEN WHO WALK REGULARLY ARE 31% LESS LIKELY TO DEVELOP COLON CANCER THAN THOSE WHO EXERCISE LESS THAN ONE HOUR/ WEEK



Complete Streets for Bicycles

Safety



Lower motor vehicle speeds:

- ▶ Narrower lane widths
- ▶ Reduced turning radii
- ▶ Traffic calming measures



Less exposure to conflicts:

- ▶ Dedicated space
- ▶ Shorter crossing distances
- ▶ Signal design that accommodates bicycle speeds
- ▶ Signal design that reduces conflicts with other modes



Degree of separation:

- ▶ Intersection treatments for separate bicycle crossings
- ▶ Bicycle lanes
- ▶ Buffered bicycle lanes
- ▶ Cycle tracks

Convenience



Well-maintained and bicycle friendly intersections:

- ▶ Good pavement quality
- ▶ Materials that reduce vibrations
- ▶ Connections to other bikeways
- ▶ Wayfinding signs
- ▶ Bicycle parking

Minimal Delay



- ▶ Responsive traffic signals
- ▶ Bicycle signals
- ▶ Bicycle detection
- ▶ Direct routes across complex intersections

Complete Streets



- ▶ Pedestrian Countdown Signals
- ▶ Crosswalk Markings
- ▶ Landscape Buffer
- ▶ Street Trees
- ▶ Bicycle Sharrows
- ▶ Bicycle Lane Safely Located
- ▶ Bicycle Intersection Design
- ▶ Bus and Service Vehicle Pull-Out Lanes
- ▶ Omni-directional Crosswalk (Barnes Dance)
- ▶ Speed Tables

Complete Streets



Requesting \$5 million dollar CIP appropriation

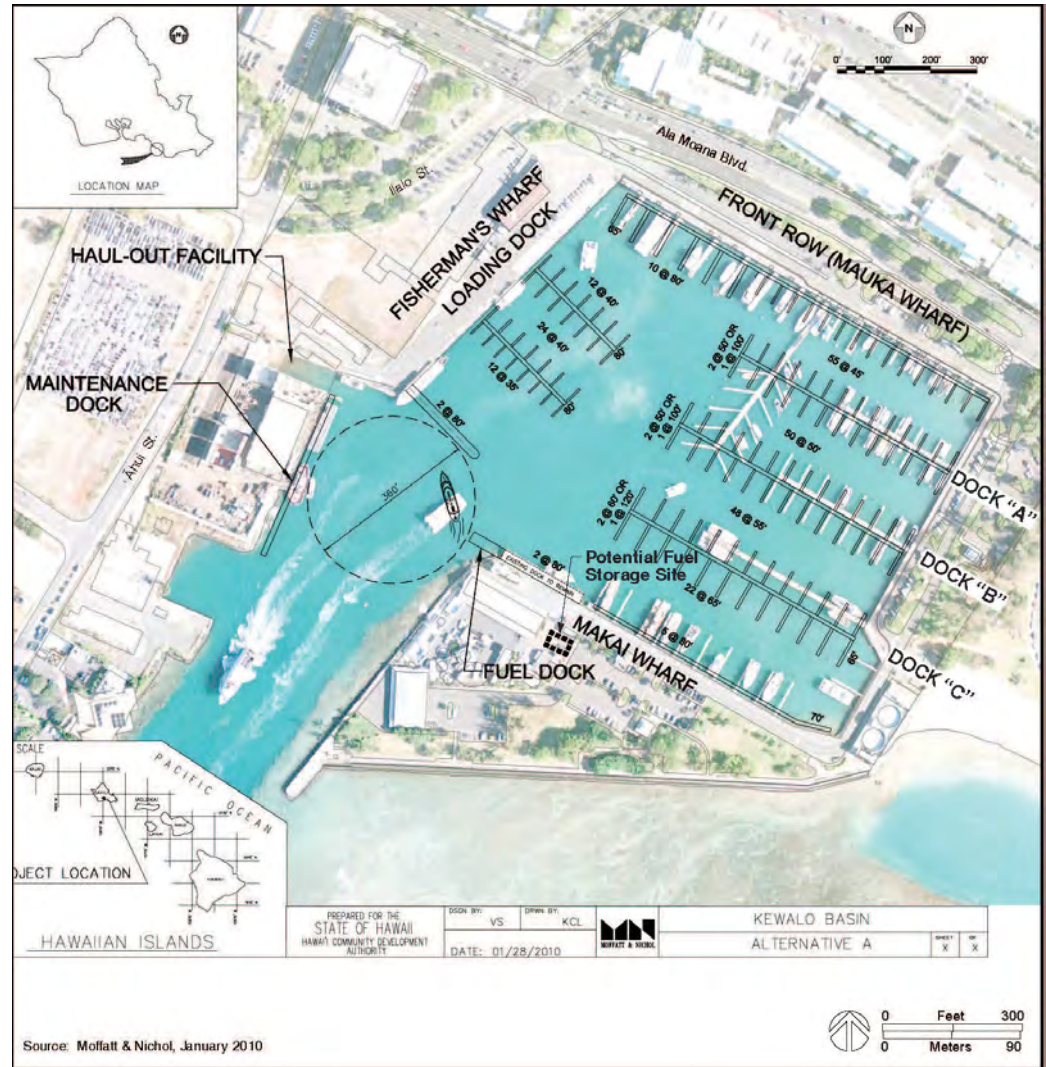
Kewalo Basin Harbor Partnership

- 50 Year Lease w/KB Marina LLC to Be Finalized
 - April 2013

- KB Marina to
 - Underwrite Repair/Renovation of Harbor (\$20 M)
 - Add 100 New Slips
 - Complete Harbor Development w/in 5 years
 - Manage Operations of Harbor in Accordance w/Harbor Rules
 - Collect Moorage in Accordance w/Rule Rate Schedule
 - Pay HCDA Minimum Rent or Percentage of Gross

- HCDA to Complete Repair of Fisherman's Wharf Loading Dock
 - \$3 M/18 Months Beginning Now

Kewalo Basin Harbor Repairs



Kewalo Basin Channel Jetty Repair



Health & Safety Project

**Requesting \$1 million
CIP appropriation**



KUPU Partnership at the Net Shed



Future Net Shed Training Center



McWayne Marine Supply Site

- Possible Restaurant or Commercial Facility
- Parking Structure to Accommodate Harbor Growth



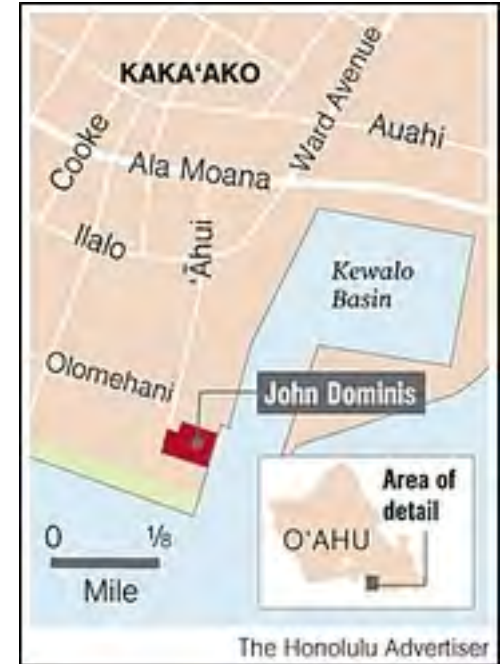
Charter Building Development



Restaurant Development Contemplated

- Casual, Family Friendly
- Complement Tour/Excursion Harbor Activities
 - Seafood Menu
- Negotiations w/Restaurant Operator Ongoing
 - Lease to be finalized
 - Minimum/Percentage Rent to be Paid to HCDA
 - Operator to Develop Facilities
- One Year Development Timetable Expected

53 By The Sea

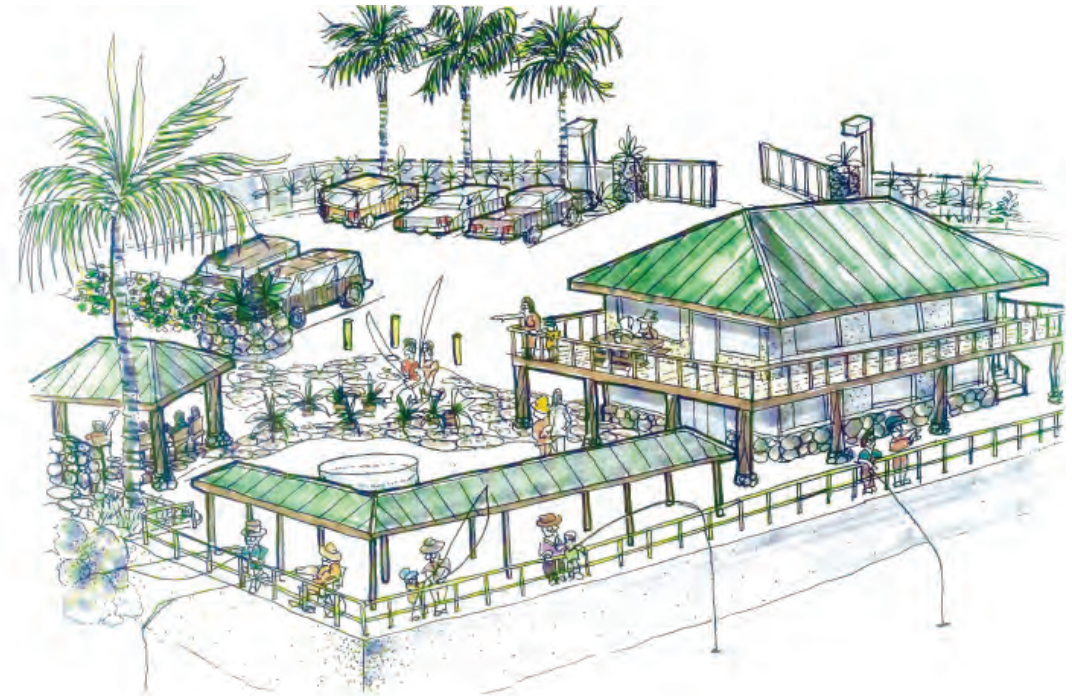


Ocean Investments/John Dominis recently completed construction on a new restaurant

53 By The Sea



Kewalo Keiki Fishing Conservancy



- A non-profit organization
- A catch and release program
- Educating keiki and adults about Hawaii's fish

Subject of \$2.3M CIP Appropriation

Kakaako Amphitheater



Kakaako Park Maintenance Shed



Community Performance Center

Partnership Possibility to Enhance Community

Proposed Site



CHILDREN'S DISCOVERY
CENTER



Community Performance Center Site



Proposed Presidential Center





Image Courtesy of Richard Matsunaga & Assoc.

Halekauwila Place

- Total Floor Area: 188,777 sf
 - Tower: 179,547 sf
 - Townhouses: 9,230 sf
- Total Dwelling: 204 units
- Parking: 282 stalls
- Open Space: 6,165 sf

Halekauwila Place



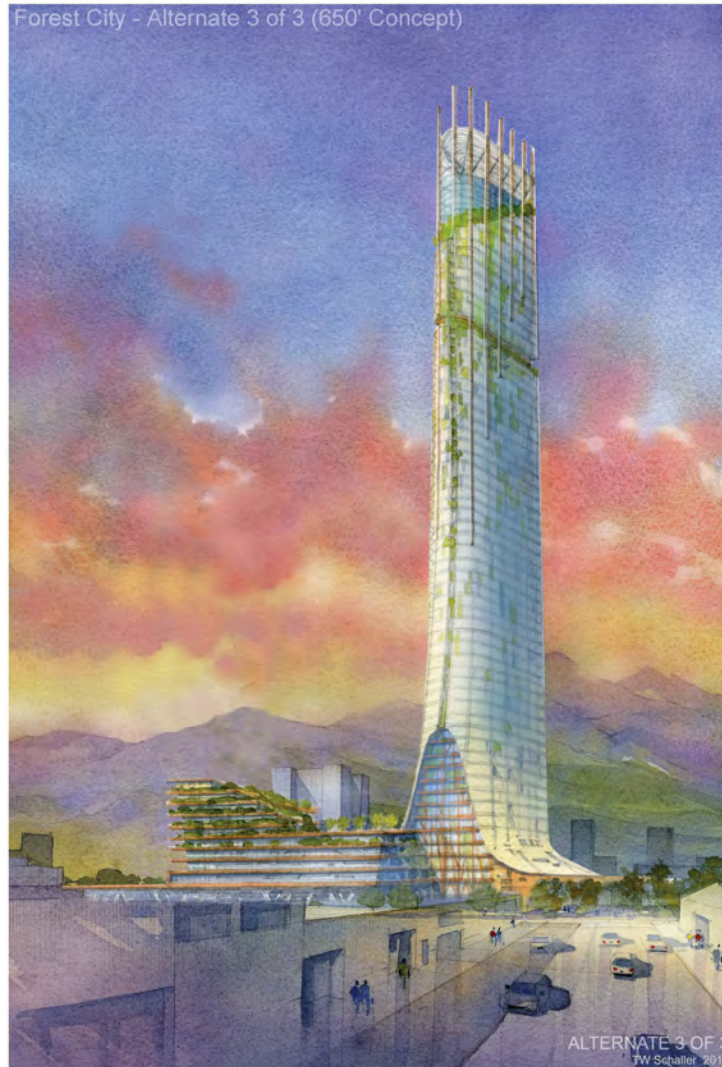
690 Pohukaina (Alternative #1)

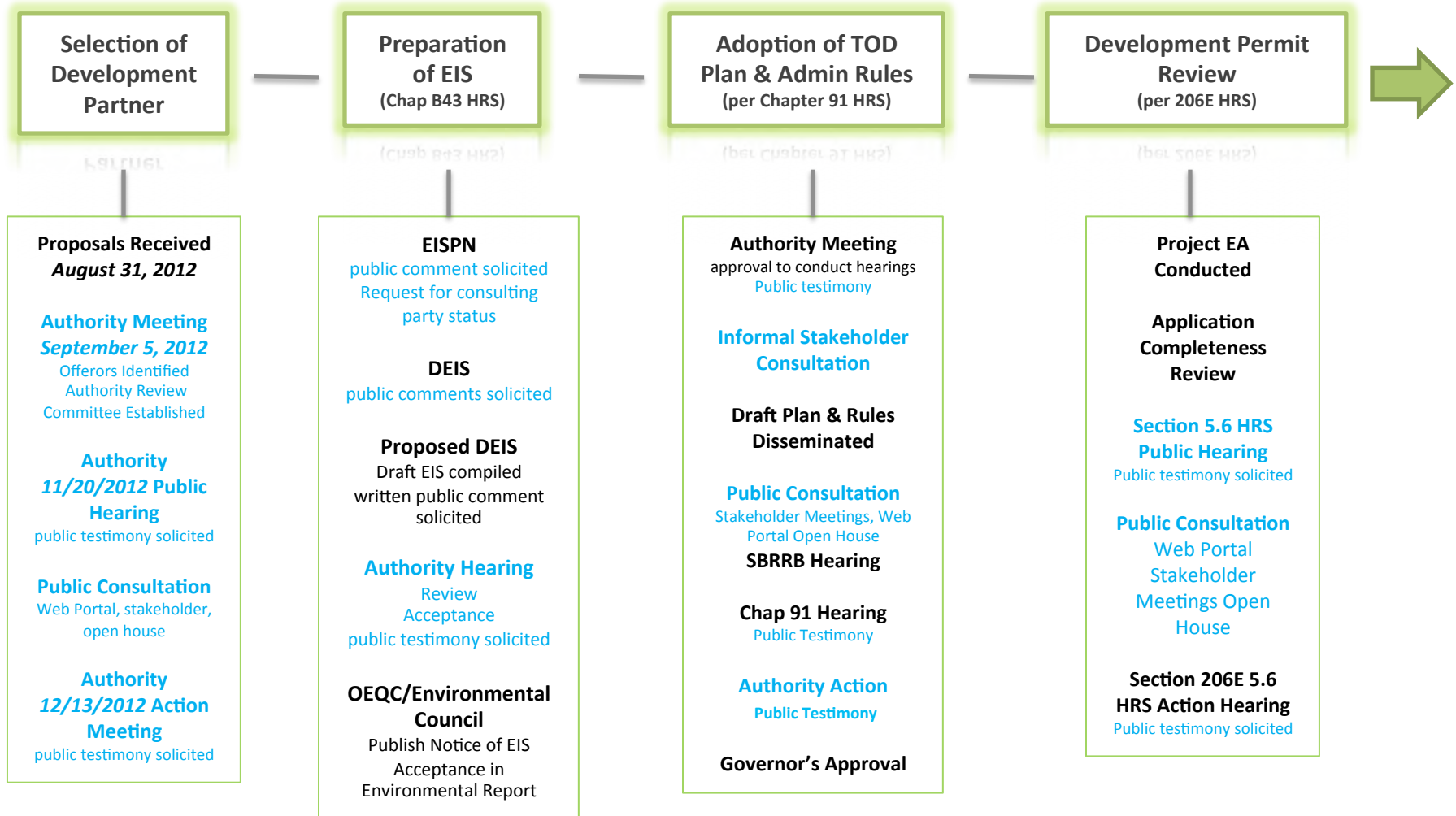


Ewa Facing Perspective



690 Pohukaina (Alternative #2)



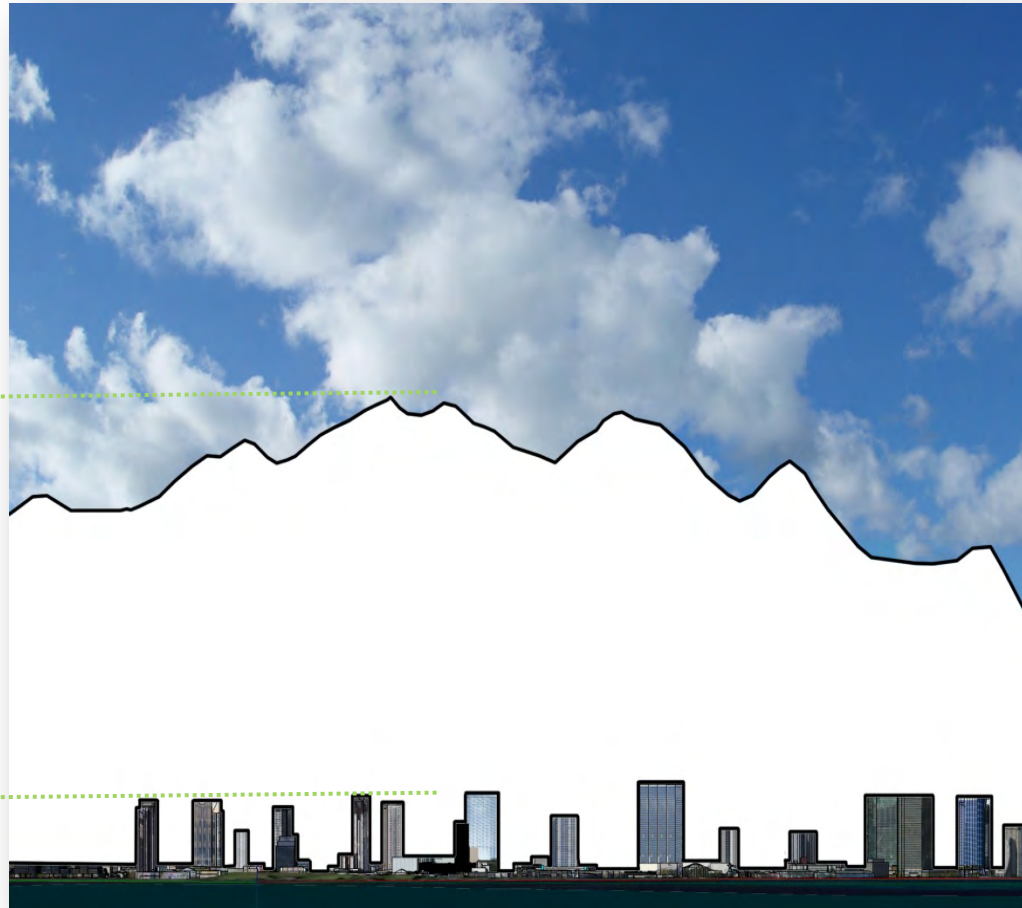


KAKAAKO Transformations

Existing Built and Natural Landscape

Ko'olau Range
+/- 3,100'

Max Building Height
+/- 400'

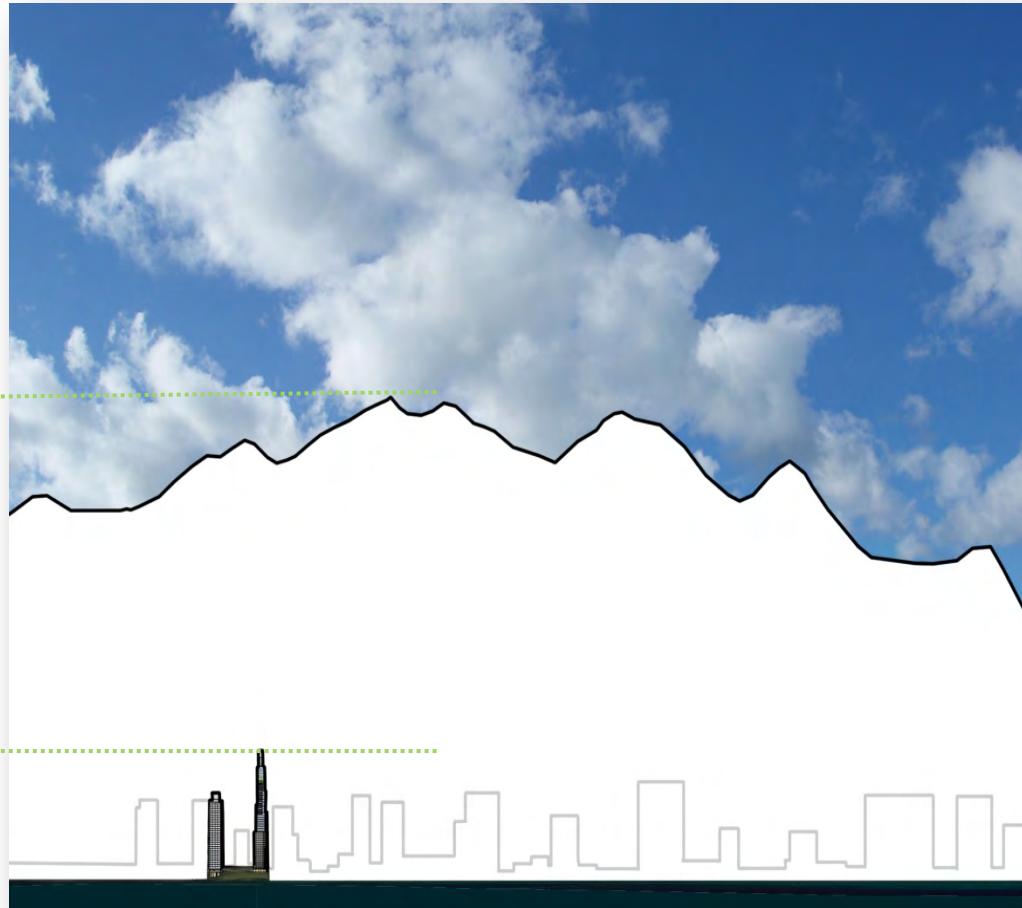


KAKAAKO Transformations

690 Pohukaina in Existing Context

Ko'olau Range
+/- 3,100'

Proposed Height
+/- 650'



Brewery Building Remediation



Waihonua at Kewalo



- **Features 1, 2, and 3 bedroom units**
- **Ground Breaking in 2012**
- **Work is underway**

OM Kapiolani - Symphony





801 South Street – 635 Workforce Housing Units

Comp USA Parcel



Slated for development as a mixed use condominium project

Groundbreaking may occur in Mid - 2014

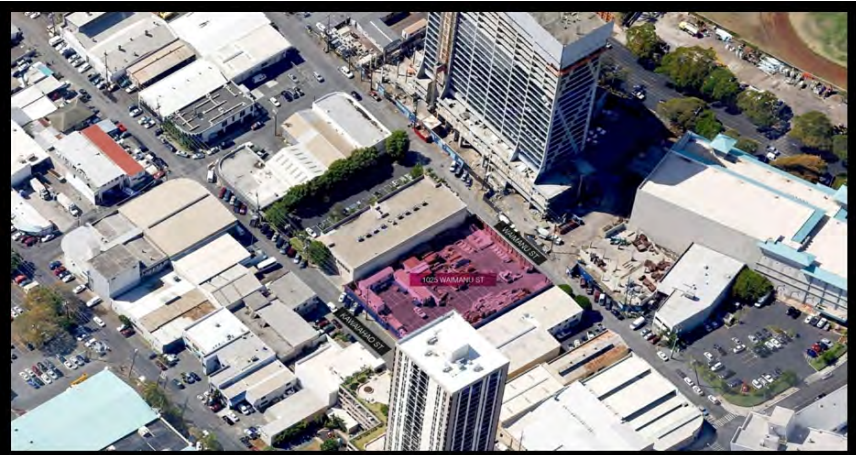


Lot 40 (on Waimanu & Kawaihao)



Artspace/Pa'l Affordable Live/Work Project

artspace
Arts-Based Community Center



680 Ala Moana Boulevard



Pagoda Terrace



Hawaii Community Development Authority

