CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

FILED
SEP 1 2021
PURSUANT TO ROH Sec. 1-2.5

20-223, CD1

RESOLUTION

APPROVING THE ALA MOANA NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT PLAN.

WHEREAS, Sections 21-9.100 through 21-9.100-4 of the Revised Ordinances of Honolulu 1990 ("ROH"), enacted by Ordinance 09-4, establish a procedure for the creation of transit-oriented development ("TOD") special districts, and accompanying development regulations, around rail transit stations to encourage appropriate TOD; and

WHEREAS, ROH Section 21-9.100-2 provides that for each TOD special district, a neighborhood TOD plan must be approved by the Council and will serve as the basis for the creation or amendment of a TOD special district and the TOD development regulations applicable thereto; and

WHEREAS, plans for the Honolulu rail transit project call for a station at the Ala Moana Center on Kona Street near Kona Iki Street; and

WHEREAS, the Department of Planning and Permitting ("DPP") and its consultant, RTKL Associates, Inc., have prepared the Ala Moana Neighborhood TOD Plan (June 2016) to serve as the basis for the creation of a TOD special district around the Ala Moana Center rail transit station; and

WHEREAS, the process of creating the Ala Moana Neighborhood TOD Plan was inclusive, open to residents, businesses, landowners, community organizations, government agencies, and others; and

WHEREAS, the process considered population, economic, and market analyses and infrastructure analyses, including capacities of water, wastewater, and roadway systems; and

WHEREAS, the Ala Moana Neighborhood TOD Plan is consistent with the Primary Urban Center Development Plan established by ROH Chapter 24, Article 5; and

WHEREAS, the Council desires to approve the Ala Moana Neighborhood TOD Plan; now, therefore,

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 20-223, CD1

RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that, pursuant to ROH Section 21-9-100-2(f), the Council hereby approves the Ala Moana Neighborhood TOD Plan (April 2021) attached hereto as Exhibit A and incorporated herein by this reference; and

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Mayor, the Director of the Department of Planning and Permitting, and the Honolulu Authority for Rapid Transportation.

INTRODUCED BY:

Ron Menor

DATE OF INTRODUCTION:

September 1, 2020
Honolulu, Hawaii

Councilmembers

FILED
SEP 1 2021
PURSUANT TO ROH Sec. 1-2.5

EXHIBIT A



ALA MOANA

Neighborhood Transit-Oriented Development Plan

APRIL 2021

ALA MOANA

Neighborhood Transit-Oriented Development Plan

DRAFT FINAL PLAN

Prepared for the *City and County of Honolulu* by:

CallisonRTKL
Los Angeles - Planning and Urban Design Studio

In collaboration with:
Belt Collins Hawaii
Fehr & Peers
Keyser Marston Associates

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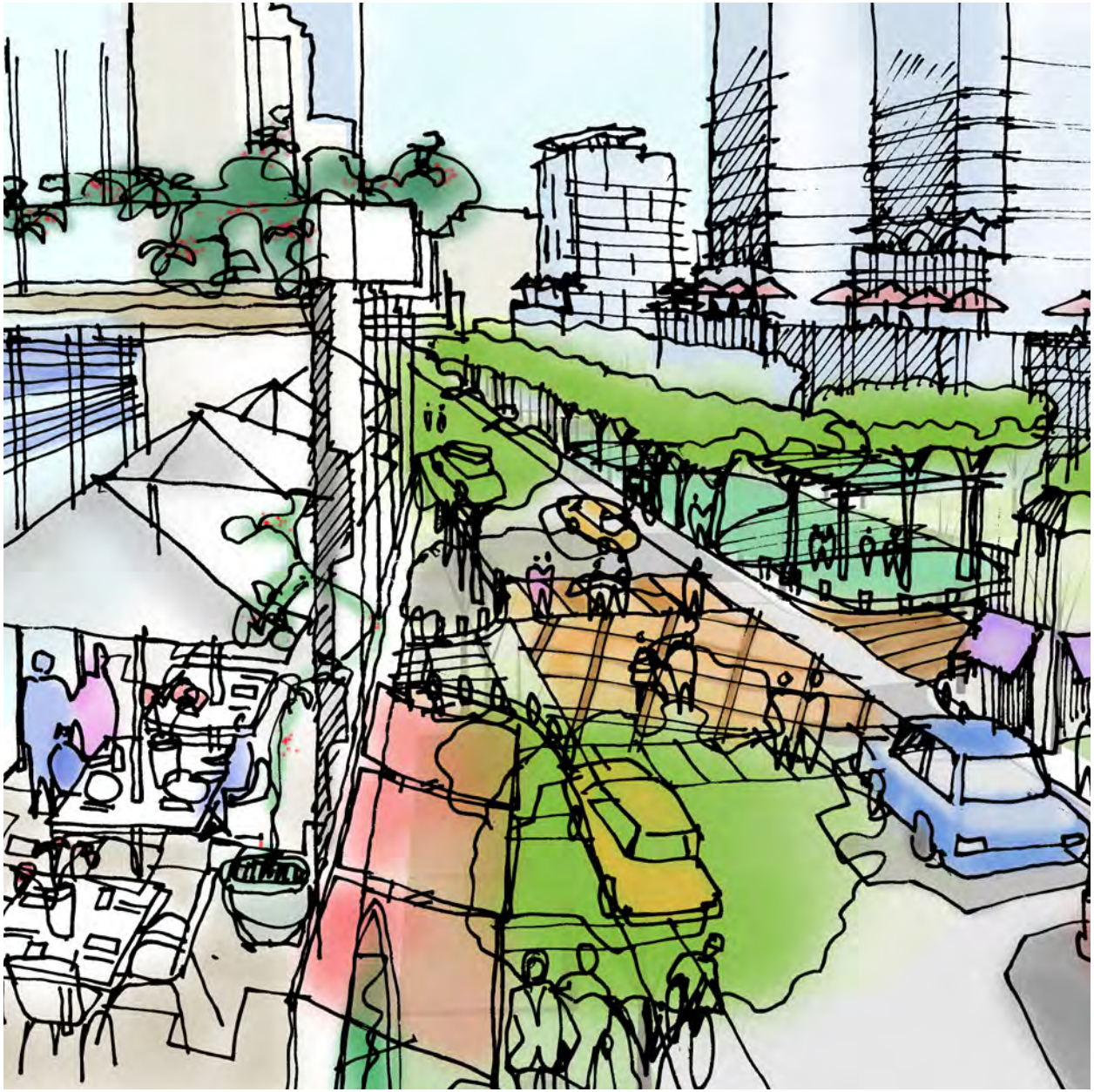
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The Ala Moana TOD Plan is intended to serve as a guide for future public improvements and private investment.



1 Overview & Background

The Ala Moana district's proposed station is part of a 21-stop rail system serving all of Honolulu. This station will serve as the eastern (diamond head) terminus of Phase 1, and is due to be completed in 2020. The Ala Moana district is one of the most urban and complex neighborhoods along the rail corridor. Its needs and opportunities are unique and particular to this place and its people. The following Transit-Oriented Development (TOD) Plan responds to comments from the Ala Moana community and their vision for the future. The Plan is intended to serve as a guide for future public improvements and private investment. This chapter summarizes the Ala Moana Neighborhood TOD Plan.

1.1 PURPOSE & INTENT OF THE TOD PLAN

The City and County of Honolulu has a long history of public transit; streetcars served the city as early as the turn of the twentieth century, and the current bus system is one of the most successful in the nation. As rail transit is re-introduced, the City has engaged in neighborhood planning surrounding the system's rail stations, including the Ala Moana Center station. The intent is to make the most of the system for the benefit of the community, emphasizing transit-oriented development that will support transit ridership, improve pedestrian access, and fund neighborhood improvements.

1.1.1. OVERVIEW

The City and County of Honolulu (the City), in partnership with the U.S. Department of Transportation Federal Transit Administration, is building the Honolulu Rail Transit (HRT) project that will bring rail transit service to the island of Oahu. The elevated rail system will connect employment and residential centers, starting at East Kapolei in the west and extending twenty miles east to Ala Moana Center. The overall project goals are to improve corridor mobility and reliability, increase access to existing and planned development, and promote transportation equity.

In conjunction with the rail project, the City is preparing a series of neighborhood transit-oriented development (TOD) plans that integrate land use and transportation planning around the rail stations. The neighborhood TOD plan serves as the basis for creation or amendment of a TOD District and the accompanying development regulations. The City's Land Use Ordinance (LUO) specifies that each neighborhood TOD plan shall address the following:

- General objectives supporting economic revitalization and reinforcing neighborhood character, including the desired mix of land uses, land use intensities, circulation strategies, urban design forms, and cultural and historic resources.
- Recommended boundaries for the TOD district based on natural topographic barriers, redevelopment potential, and relation to the transit station and potential ridership (normally including properties within 2000 feet of the station).

- Recommended zoning controls, including architectural and community design principles, open space requirements, parking standards, and other modifications to existing zoning.
- A strategy for preservation and creation of affordable housing.
- A general program for implementation, covering phasing, as well as approximate cost and potential financing mechanisms.

A recent economic study suggests that more than any other station along the line, the Ala Moana Center station offers the opportunity to capitalize on Honolulu's "Value Capture Strategy" to leverage public investment in the rail system. Although not scheduled for operation until 2020, development surrounding this station site has considerable potential to increase property values and tax revenues. The Ala Moana Neighborhood TOD Plan will guide development in such a manner that optimizes value capture while ensuring community benefits.



HRT&L streetcar running down King Street circa 1930

1.1.2. TRANSIT-ORIENTED DEVELOPMENT (TOD)

TOD typically refers to development within comfortable walking distance of a major transit stop. This is important because urban transit ridership relies heavily upon pedestrian access within a 5- to 10-minute walking distance, or a roughly ¼- to ½-mile radius from the station. Higher densities are an important characteristic of TOD and may be achieved through development of vacant land or redevelopment of low-density sites. Additionally, TOD should focus on creating a pedestrian scaled urban environment that is safe and appealing to persons on foot. Ideally, this involves a vibrant mix of land uses, generally encompassing residential and commercial activities, while featuring ground floor uses that maintain street vitality. Moreover, improved pedestrian and bicycle connections should readily link the transit station with major destinations and activity centers such as shopping centers and schools. Collectively, these measures will promote efficient use of land, encourage transit ridership, as well as support a diversity of land uses that are easily accessible and meet daily needs.

1.1.3. PUBLIC OUTREACH

Public input through various outreach efforts has been an essential aspect of preparation of the Ala Moana Neighborhood TOD Plan. Key stakeholders and interested groups and individuals had multiple opportunities to participate in the development of the Plan.

To date, three major community workshops, dozens of stakeholder meetings, several steering committee meetings, and a project-based website (http://www.honolulu.gov/tod/) have been used to solicit inputs that have been incorporated into this plan. The outreach program also included a resident survey. This survey was offered in Korean, and the City partnered with the United Korean Association do reach out to ethnic businesses in the area.

1.1.4. BACKGROUND ANALYSIS

The neighborhood TOD planning process began with a comprehensive background analysis for preparation of neighborhood TOD plans, including "population, economic, and market analysis and infrastructure analysis." The Existing Conditions Report summarized the surrounding physical and demographic context, identifies opportunities and constraints related to land use, circulation, open space, infrastructure, and physical design, and explores the potential of transit-oriented development. The Alternatives Report that followed emphasized the vision and principles for the Ala Moana district, which were carried out through streetscape concepts and development scenarios around the station. This work has been integrated within the Ala Moana Neighborhood TOD Plan.

1.1.5. PRIMARY URBAN CENTER DEVELOPMENT PLAN

The Primary Urban Center Development Plan (June 2004) consists of policies and guidelines to guide land use and infrastructure decisions in a manner consistent with applicable General Plan provisions. According to the General Plan, the Primary Urban Center (PUC) is intended to host major economic activity and accommodate approximately 46 percent of the island's population by the year 2025, while encouraging a variety of homes to people of different income levels and families of various sizes. As of 2015, the actual resident population for the PUC was 427,429, or 45 percent of the island. TOD in the Ala Moana area could increase dwelling units by 5,600 units or 13,160 residents (using an average household size of 2.35), which, when projected to the year 2025 and a larger island population, would retain its 45 percent share. However, it is important to note that this increase will be market driven and will occur incrementally over many years.

The PUC Development Plan identifies the land uses in the Ala Moana study area as District Commercial, and Medium and Higher-Density Residential/ Mixed Use. It also calls for the development of a rapid transportation system with high-density mixed land uses around rail stations, creating vibrant and convenient neighborhoods synonymous with transit-oriented developments. An enhanced pedestrian and bicycle network would improve multimodal mobility in the PUC and Ala Moana area. Envisioned are in-town housing choices that are affordable and varied in scale, coupled with schools and publicly accessible open spaces, which are critical amenities in compact urban areas. The Ala Moana Neighborhood TOD Plan envisions such a livable urban community that is not only consistent with, but also refines, the policies of the PUC Development Plan.

1.1.6. ALA MOANA NEIGHBORHOOD TOD PLAN SUMMARY

The Ala Moana TOD Plan comprises of six chapters that illustrate the full potential of the Ala Moana neighborhood:

- Chapter 1 provides background and an executive summary.
- Chapter 2 outlines the eight principles that should guide future growth in the Ala Moana neighborhood. Principles range from expanding land use diversity, complete street concepts, and promoting public-private partnerships.



The TOD Plan promotes mixed-use development with streetscape and public space improvements

- Chapter 3 identifies the development concepts vital to creating an integrated TOD community. It proposes a hypothetical buildout scenario as well as opportunities to expand land uses, roadway, bicycle, and pedestrian networks, parking districts, and open spaces. It also provides development guidelines for built character, solar access, viewsheds, etc. Lastly, Chapter 3 discusses infrastructure issues in relation to future development, as well as best practices to conserve resources.
- Chapter 4 provides concepts regarding potential public realm improvements throughout the Ala Moana district. This chapter includes design proposals for streets and sidewalks, as well as key intersections.
- Chapter 5 proposes amendments to the existing zoning code within the Ala Moana district. The amendments address zoning designations, building envelope standards, and on-site amenity space requirements.
- Chapter 6 discusses implementation strategies to achieve the goals outlined in the TOD Plan. The implementation chapter identifies potential development phasing, funding sources, strategic partnerships, and recommends an action plan, which is necessary to make redevelopment viable in the short and long term.

1.2 SITE BACKGROUND

1.2.1. LOCATION

The Ala Moana Center station is the easternmost (diamond head) in a string of 21 stations spanning the 20 mile length of the Honolulu Rail Transit (HRT) project. This station will serve the Ala Moana neighborhood, prominently located in the center of urban Honolulu. Ala Moana is strategically situated between Waikiki to the east (towards Diamond Head) and Downtown, located approximately two miles to the west (towards Ewa). Inland (mauka) is Punchbowl Crater and the Koolau Mountains. Seaward (makai) is Ala Moana Park.

FIGURE 1-1: PLANNING AREA CONTEXT



1.2.2. SITE CHARACTER

Figure 1-2 conceptually illustrates the Ala Moana neighborhood's existing physical design characteristics. It pinpoints key places, important linkages, as well as those areas of the neighborhood that lack identity. As such, this diagram provides a preliminary visual assessment of development opportunities and constraints, and it begins to suggest appropriate locations for design intervention.

Ala Moana offers a broad range of attractions serving both tourists and locals, including major regional draws and economic drivers (Ala Moana Center, the Hawaii Convention Center, Ala Moana Park), as well as vital neighborhood destinations (Walmart/Sam's Club, Don Quijote Supermarket, Makua Alii Senior Center, and McKinley High School). Arterial and collector streets link these nodes of activity. Kapiolani Boulevard has a special significance as the main tie between Downtown Honolulu and Waikiki. Keeaumoku Street brings the neighborhood to the Ala Moana Center's doorsteps, while Piikoi Street and Keeaumoku Street are the neighborhood's primary connection to the beach and upland neighborhoods.

Unfortunately, these and Ala Moana's other major roadways and commercial corridors could be described as "formless" or lacking in character. Moreover, they generally lack sufficient amenities to encourage safe, convenient and comfortable pedestrian flows and bicycle circulation within the district. Linkages are further interrupted at major intersections, where long pedestrian crossings are unfriendly and unsafe. Because these corridors are generally underdeveloped, they are also the best location for new development and the amenities that support neighborhood revitalization.

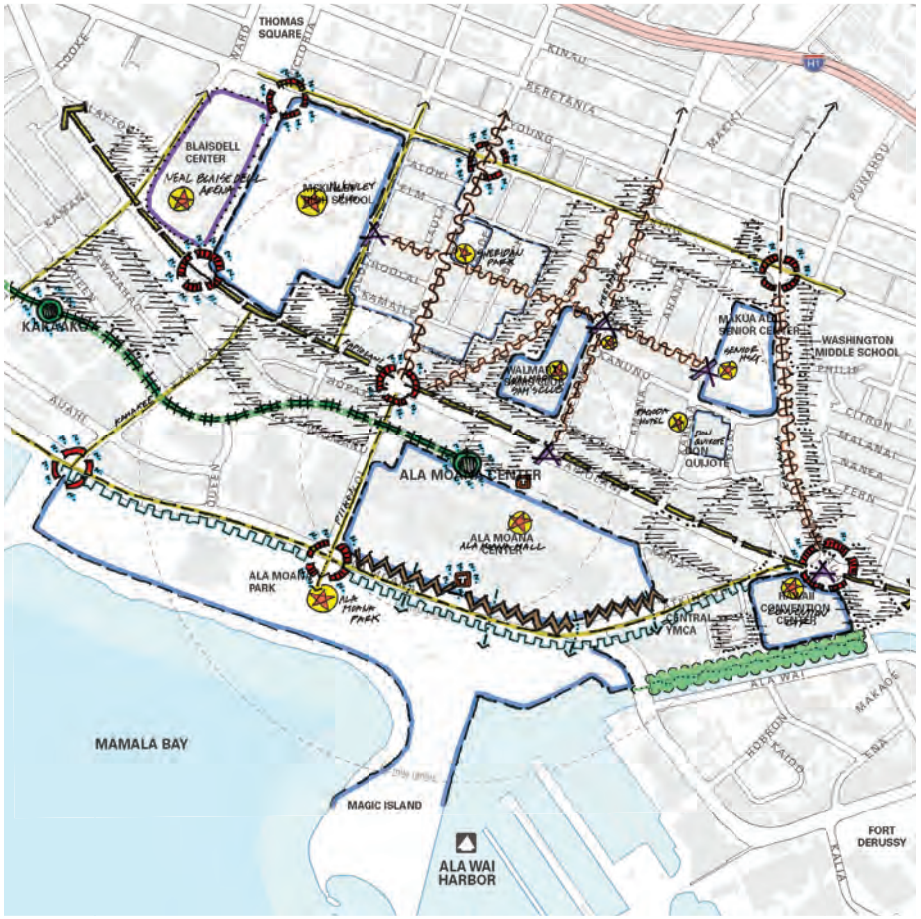
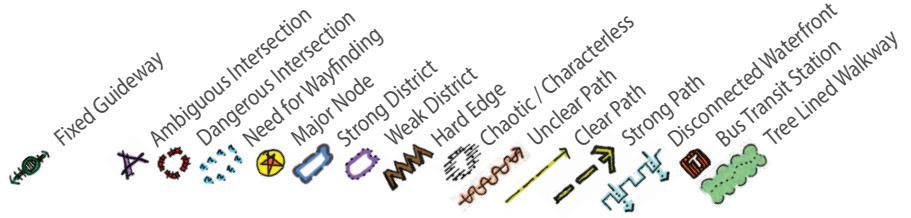


FIGURE 1-2: SITE CHARACTER

**for illustrative purposes only*



1.2.3. SOCIOECONOMICS

The Ala Moana neighborhood and environs is known for its commercial and civic uses of regional and statewide significance. In addition to being a high employment zone, it is also a major residential area which has seen several new high-rise condominiums constructed over the past ten years with price points aimed at high-income buyers. Residents of Ala Moana are attracted by the neighborhood's convenient access to numerous public amenities, shopping, and services. Census data show a roughly 36% increase in population for Ala Moana between 2000 and 2010.

Some key demographic findings derived from the summary of Census data in Table 1.1 are as follows (see Figure 3-5 for a map of Ala Moana subdistrict designations):

- Ala Moana has a higher percentage of residents over 65 years of age and a smaller percentage of children (under 18 years of age) than does the general population of Oahu. This is important because the elderly tend to rely on alternative modes of transportation, including walking and transit.
- Nearly half (47%) of the area's employed residents use a mode of travel other than driving alone for commuting to and from work (compared to the 36% for Oahu). Of this number, a relatively high percentage walks or uses transit.
- The neighborhood features a high percentage of foreign born residents, many of them immigrants from Korea and the South Pacific. The Kaheka and Keeaumoku subdistricts (largely depicted by Census Tracts 36.01, 36.03, and 36.04), has become a favored location for many Korean-owned businesses.
- Most households are renters rather than owners, the reverse of the islandwide pattern. The rental housing supply tends to be concentrated in the Kaheka, Sheridan, and Kalakaua subdistricts.

TABLE 1-1: DEMOGRAPHICS OF ALA MOANA

Characteristic	Ala Moana District	Oahu
Population	15,014	953,207
Age (Median)	45	38
Population under 18 years old	14%	22%
Population over 65 years old	20%	14%
Male / Female	48% / 52%	50% / 50%
Race		
Asian	63%	45%
Japanese	22%	17%
Filipino	6%	15%
Chinese	10%	6%
Korean	18%	2%
Other	7%	5%
White	18%	21%
2 or more	12%	22%
Native Hawaiian and Pacific Islander	5%	9%
Black	1%	2%
American Indian/Alaska Native and Other	1%	1%
Language spoken other than English	53%	28%
Median household income	$40,789	$70,093
Jobs	6,985	439,691
Housing		
Renter occupied	56%	45%
Average persons per household (Owned / Rented)	1.9 / 1.9	3.1 / 2.7
Educational Attainment		
% High school graduate or higher	88	90
% Bachelor's degree or higher	36	31
Transportation		
Mean travel time to work (minutes)	19	27
Commuting to work		
Driving alone	53%	64%
Carpool	10%	16%
Public transportation	15%	8%
Walk	16%	6%
Other means	3%	3%
Worked at home	3%	3%

Source: US Census Bureau: 2010 Census Data

1.2.4. LAND USE

Ala Moana is an urban district, featuring a balance of commercial and residential uses that are supported by a broad array of civic institutions and community facilities. Commercial and institutional uses promote local and tourist economies through major shopping nodes and low intensity, underutilized commercial corridors. Residents are attracted by a variety of housing choices, as well as the range of shopping and services that conveniently meet day-to-day needs. Ala Moana is bordered on the ewa side by the Kakaako neighborhood, under the planning jurisdiction of the Hawaii Community Development Authority (HCDA).

COMMERCIAL

Major commercial activity occurs at select nodes, the most significant being Ala Moana Center. As Hawaii's largest shopping center, encompassing over two million square feet, this is one of the island's major economic drivers. Secondary shopping nodes, which appeal primarily to locals, are located mauka of Kapiolani Boulevard, and include the Sam's Club/Walmart block and Don Quijote Supermarket. The proposed Ala Moana Center station, situated on the mauka side of Ala Moana Center, is located between all of these nodes. Ewa of Ala Moana Center, another commercial node is the



Ala Moana Center



FIGURE 1-3: EXISTING LAND USE

Source: Department of Planning & Permitting: Honolulu Land Information System

Ward Centers retail and entertainment development, which will be served by the Kakaako rail station. In addition to these shopping attractions, low-intensity commercial activity is found along the area's arterial and collector roadways. Kapiolani Boulevard in particular functions as the area's primary commercial corridor with older, low-rise buildings gradually being replaced by newer, higher value high-rise mixed-use buildings. Keeaumoku, Sheridan, Kalakaua, and King Streets are similarly underdeveloped with low-density commercial uses.

RESIDENTIAL:

Residential use is concentrated ewa and diamond head of the Keeaumoku Corridor. The area diamond head of Keeaumoku is developed at a higher density, and includes the Kalakaua Homes public housing project and a number of high-rise apartment buildings. The area ewa of Keeaumoku Street is the Sheridan Tract, characterized by low- to medium-density residential uses, including a number of single-family dwellings. Further afield, high concentrations of housing are found in the Makiki and McCully neighborhoods, while high-rise condominiums are emerging in Kakaako.

COMMUNITY FACILITIES / CIVIC INSTITUTIONS

An array of civic institutions and community-based facilities serve the Ala Moana neighborhood. Some of these institutions cater to a wide audience; however, many serve a local clientele, a key factor in attracting residents to the area as they can meet many of their daily needs without a car. Facilities of note include:

- Primary and Secondary Schools: The largest of these is McKinley High School, a public secondary school enrolling approximately 1,800 students. George Washington Middle School, located diamond head of Kalakaua Avenue has operated since 1926. There is also Kaahumanu Elementary School and a handful of private school campuses.
- Higher Education: There are no major colleges or universities located within the planning area. McKinley School for Adults offers continuing education opportunities.
- Medical Facilities: There are four major medical facilities adjacent to Ala Moana, all found mauka of King Street. These facilities include Straub Hospital, Shriners Hospital, Kapiolani Hospital, and Kaiser Permanente. A number of smaller medical and dental offices are in the immediate station area.



Mauka view of residential neighborhoods along Piikoi Street



McKinley High School

- Parks and Recreation Facilities: The largest facility is the heavily utilized Ala Moana Park, which covers roughly 118 acres. Sheridan Community Park is centrally located in the area. At the periphery of the neighborhood are Koluwalu Park, Pawaa In-Ha Park, Cartwright Field, and Thomas Square Park. These small parks are heavily used and are insufficient for such a dense, urban area. Indoor public recreational facilities are also found at Ala Moana Park, while private facilities include the Central YMCA, 24 Hour Fitness, and the Honolulu Club.
- Public Venues: The Neil Blaisdell Center features an arena, concert hall, and exhibition hall; the latter served as the city's major convention facility until the Hawaii Convention Center, also in the study area, opened in 1998.
- Other Uses: Emergency services include a fire station and emergency shelters. Government facilities include the Hawaii Department of Agriculture and the Hawaii Department of Judiciary's future mixed-use development on Alder Street. The area offers religious institutions of various denominations.



Neil Blaisdell Center



FIGURE 1-4: COMMUNITY FACILITIES

Source: Department of Planning & Permitting: Honolulu Land Information System

1.2.5. HISTORIC & CULTURAL RESOURCES

Kalia is the original name for the place now known as Ala Moana, and it had once served as a significant food production center for a district that extended from the western border of Moanalua to Makapuu Point. The Kalia Coast was once lined with saltpans and fishponds, like Kolowalu. The inland water resources made it a prime location for loi kalo (taro terraces). Kalia was significantly impacted at the turn of the 20th century when it, along with Waikiki, was transformed for recreational purposes. During that time, many Native Hawaiian families, dependent on subsistence fishing and farming, were displaced.

A considerable number of historically and culturally significant sites are found within the Ala Moana neighborhood, some of which are shown in Figure 1-5. Additionally, the Ala Moana-Sheridan Community Plan (May 2009) provides a concise history of the area. Several sites are either listed or eligible for listing in the Hawaii or National Register of Historic Places. The most noteworthy are listed on both State and National Registers:

- Ala Wai Canal prominently marks the mauka and ewa edges of Waikiki. This artificially constructed waterway was built in the 1920s to drain the area's marshes, and prepared the way for urban development.
- McKinley High School's original quadrangle was constructed in 1923. Featuring historic Spanish Colonial Revival buildings, this is one of the oldest secondary schools in Hawaii.
- Shingon Shu Buddhist Temple offers one of the most elaborate displays of Japanese Buddhist temple architecture in Hawaii.
- Thomas Square Park (the first public park in Hawaii), the Honolulu Museum of Art (formerly the Academy of Arts) and the Honolulu Museum of Art School (occupying the historic Linekona School) form a unique grouping of historic and cultural landmarks. The City created the Thomas Square/Honolulu Academy of Arts Special District to protect these sites from future development.

There are additional state designated landmarks, including the Department of Agriculture building and grounds on King Street and the Makiki Christian Church, built in 1932 in the style of Japan's Himeji Castle as a symbol of peace and protection. Ala Moana Park also has historic, as well as recreational and scenic significance. Dedicated by President



Ala Wai Canal



Makiki Christian Church

Roosevelt in 1934, it contains several structures reflecting the art deco design of that period.

Other sites of historic or cultural interest include several unique religious structures, such as the Chinese inspired First Chinese Christian Church and the art deco-style LDS Church. Non-religious sites include the Neal S. Blaisdell Arena and Concert Hall, both built in 1964 and well used to this day. The arena was the venue for Elvis Presley's famous 1973 'Aloha from Hawaii' performance, while the Concert Hall is home to the Honolulu Symphony and various theater and opera companies. A unique neighborhood attraction is the Pagoda Hotel's circular restaurant that "floats" over a remnant of the ponds that were once characteristic of the area's pre-urban landscape. The pond is now filled with colorful koi fish. The row of monkeypod trees fronting Kapiolani Boulevard and mahogany trees along Kalakaua Avenue has also been depicted as eligible for landmark status.

An Environmental Impact Statement completed in 2008 evaluated properties that may be directly impacted by construction of the rail project and determined that a small number of them are eligible for landmark status. Eligible sites include the Hawaiian Life Building at the corner of Kapiolani Boulevard and Piikoi Street. While there are affected structures with a general historic character, they have been modified beyond what is appropriate for listing in the National Register.

On future projects that involve ground disturbances, native Hawaiian burial sites or cultural artifacts may be discovered. If this is the case, work shall cease and the State Historic Preservation Division and any other appropriate agencies should be contacted.

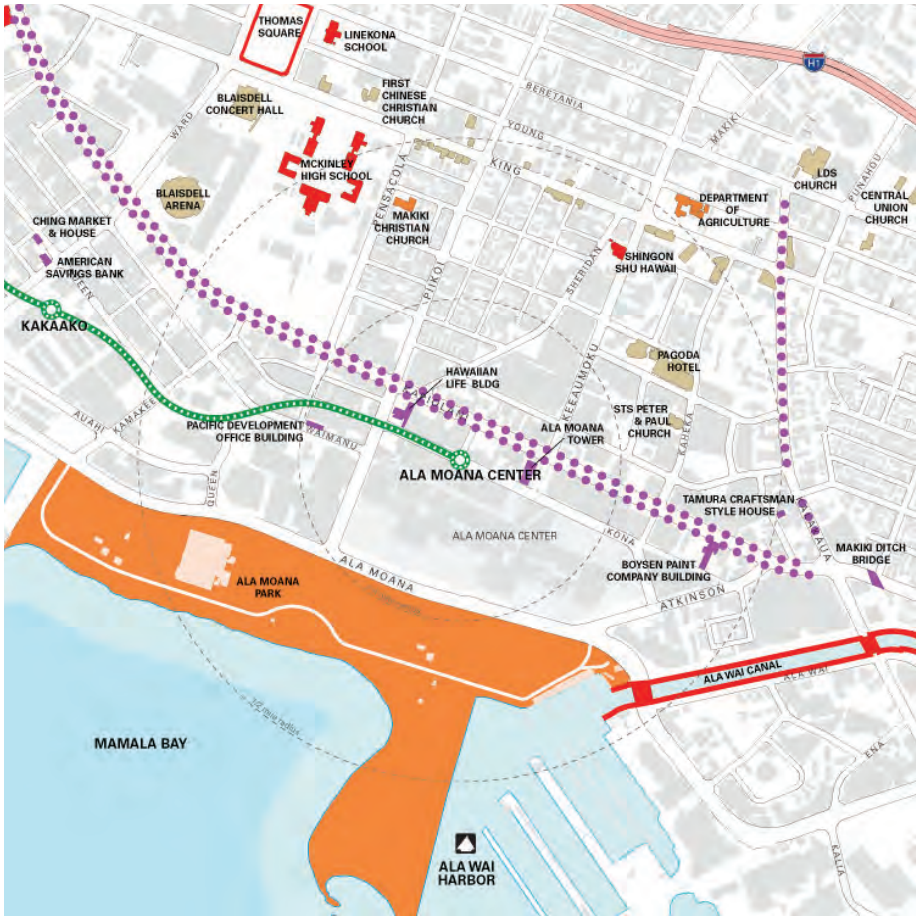


FIGURE 1-5: HISTORIC / CULTURAL SITES

Monkeypod trees on Kapiolani Boulevard

Source: Historic Resources Technical Report: Honolulu High-Capacity Transit Corridor Project



Monkeypod trees on Kapiolani Boulevard

1.2.6. TRANSIT NETWORK

Currently, the Ala Moana neighborhood is well served by Honolulu's "The Bus" network, with routes covering most of the area's major thoroughfares, allowing frequent service to Downtown, Waikiki, the University of Hawaii, and other major destinations. Bus stops are conveniently located near neighborhood attractions, and the Ala Moana Center in particular is highly accessible by bus, with transit stops along Kona Street (the mauka side of the mall) and Ala Moana Boulevard (the makai side of the mall). The Kona Street stops are especially active; however, waiting areas lack amenities and the convergence of numerous buses can cause delays.

Transit options will expand with the introduction of rail service in 2020. The Ala Moana Center station is projected to be the largest boarding station along the entire rail line, with 22,000+ daily boardings anticipated. As most of these arrivals are expected by bus, the integration of rail and bus will be critical. The rail station will be located at the intersection of Kona and Kona Iki Streets, adjacent to Ala Moana Center. For this reason the bus stops along Kona Street have particular importance, and planning should accommodate improved waiting facilities commensurate with a multimodal transit center for a major urban district. Prior to completion of the rail line, many bus routes will be reevaluated, and redundant bus routes may be converted to feeder routes, providing expanded service in a mauka-makai direction.

The City conducted initial planning for a potential extension of the rail system from Ala Moana Center to the University of Hawaii Manoa at Manoa. Figure 1-6 depicts one of the proposed alignments of the rail extension, the approved fixed guideway to the Ala Moana Center station, and the existing bus system. Recent TOD project approvals have eliminated the potential extension shown in Figure 1-6 and other route options. It is critical that the owners of Ala Moana Center help preserve a corridor for potential future rail extension from the Kona Iki Street station to Atkinson Drive along Kona Street and Mahukona Street and the edge of the structured parking area of Ala Moana Center. This corridor preservation, which would allow for the future construction of a rail extension and associated multimodal bus/rail transit centers, could be incentivized through density and height bonuses

within the Ala Moana Center Subdistrict and Convention Center Subdistrict. It is important for the owners of Ala Moana Center to recognize that the successful operation of a rail line to Ala Moana Center, and a potential future rail extension will increase economic activity for Ala Moana Center.



FIGURE 1-6: TRANSIT NETWORK



Source: Department of Planning & Permitting: Honolulu Land Information System

1.2.7. SEA LEVEL RISE AND HYDROLOGY / FLOOD ZONES

Given Ala Moana's proximity to the coastline, as well as the potential of sea level rise due to climate change, flooding could be an increasing matter for concern. Figure 1-7 shows the areas that are subject to a 3.2-foot sea level rise scenario. Figure 1-8 shows the areas that are subject to high and moderate-risk inundation as determined by FEMA. Due to likely climate change impacts, the City is following Mayor's Directive 18-02 for sea level rise exposure areas (SLR-XA). Any development proposed in the SLR-XA (see Figure 1- 7) will be subject to additional climate adaptation guidance and related regulations and rules, which may affect development standards and design elements such as base elevation and habitable floor levels, design of streetscapes and outdoor areas, drainage and utilities, and location of equipment and mechanical systems. All development in the SLR-XA must employ best engineering practices that are designed to mitigate or avoid the impact of such effects, without major impacts to adjacent properties.

Generally speaking, the mauka side of Kapiolani Boulevard is an area of moderate flood risk, placing most of the neighborhood's residential areas outside of the 100-year flood plain. On the other hand, the makai side of Kapiolani is considered a high risk area with a greater than 1% annual chance of flooding. The primary flood hazard area encompasses Ala Moana Park and Ala Moana Center. It also includes various commercial, industrial and residential uses, many of which have significant redevelopment potential. Recent development such as residential towers commonly and advantageously sit on a parking podium, protecting property from flood risk. Areas subject to the additional hazard associated with storm waves are limited to the immediate shoreline and do not extend inland (see Zone VE - no structures are impacted by this threat). Properties in the indicated high-risk flood hazard areas are required to purchase flood insurance, per the National Flood Insurance Program.



FIGURE 1-7: SEA LEVEL RISE EXPOSURE AREA

Source: Department of Planning & Permitting: Honolulu Land Information System

Drainage canals, such as the Makiki Stream, located on the diamond head side of Kalakaua Avenue, could be transformed into a highly appealing landscape amenity that incorporates the drainage canal and serves as a neighborhood open space and pedestrian trail. The storm water catchment running along the makai edge of Ala Moana Boulevard could also benefit from improved maintenance and landscape enhancements to better accommodate pedestrians and bicyclists, especially given its location within the park. Ala Wai Canal (which serves to drains a significant portion of urban Honolulu, diamond head of the planning area) with its tree lined promenade provides a tremendous local precedent. For further discussion of the drainage system in Ala Moana, pleaser refer to Section 3.6.4.

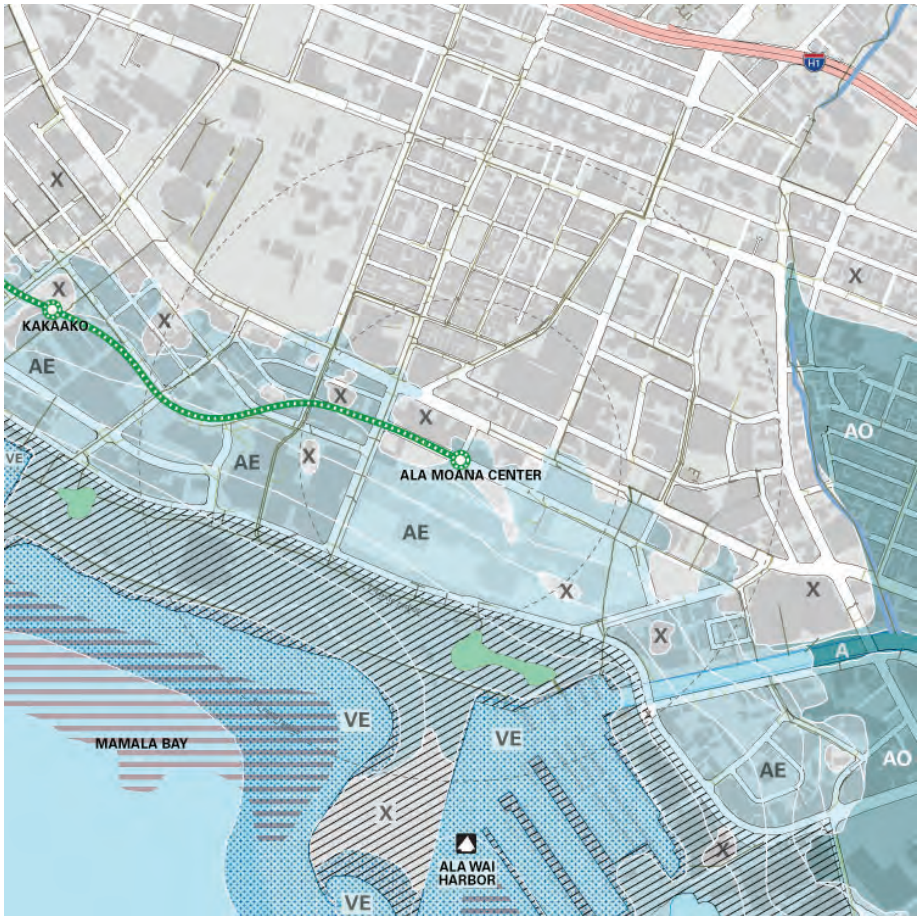


FIGURE 1-8: HYDROLOGY / FLOOD ZONES

Source: Department of Planning & Permitting: Honolulu Land Information System

1.2.8. DEVELOPMENT OPPORTUNITIES

Figure 1-8 presents the results of a parcel-by-parcel visual analysis of redevelopment potential. The assessment indicates that the highest redevelopment potential is found in non-residential buildings located along Ala Moana's arterial and collector streets. Development should focus on areas that are not expected to be impacted by sea level rise. A summary of the analysis follows:

The Kapiolani Boulevard and Keeaumoku Street corridors are populated by underdeveloped lots comprised of small office, retail, entertainment and dining establishments. While current zoning provisions allow more development potential than realized by most of these parcels, the on-going transition to higher-value, higher-density buildings has been slow due to redevelopment barriers. Principal among these is the need to assemble small lots to make development more viable.

The intersection of Kapiolani and Kalakaua offers a redevelopment opportunity as the gateway to Ala Moana and Waikiki and home to the Hawaii Convention Center. Ala Moana Center offers a large opportunity for the redevelopment of its parking structure. Redevelopment along Kona Street should accommodate preservation of a potential corridor for extension of the rail system to the University of Hawaii at Manoa, and wherever feasible, to enable more efficient construction of one or more multimodal bus/rail transit centers near the rail station. Additional development incentives may be provided for such qualifying redevelopments to support these types of community benefits.

Kakaako is home to a significant number of parcels that appear to present redevelopment potential. Many of these parcels are currently in the process of redevelopment or house light industrial uses with low building values.

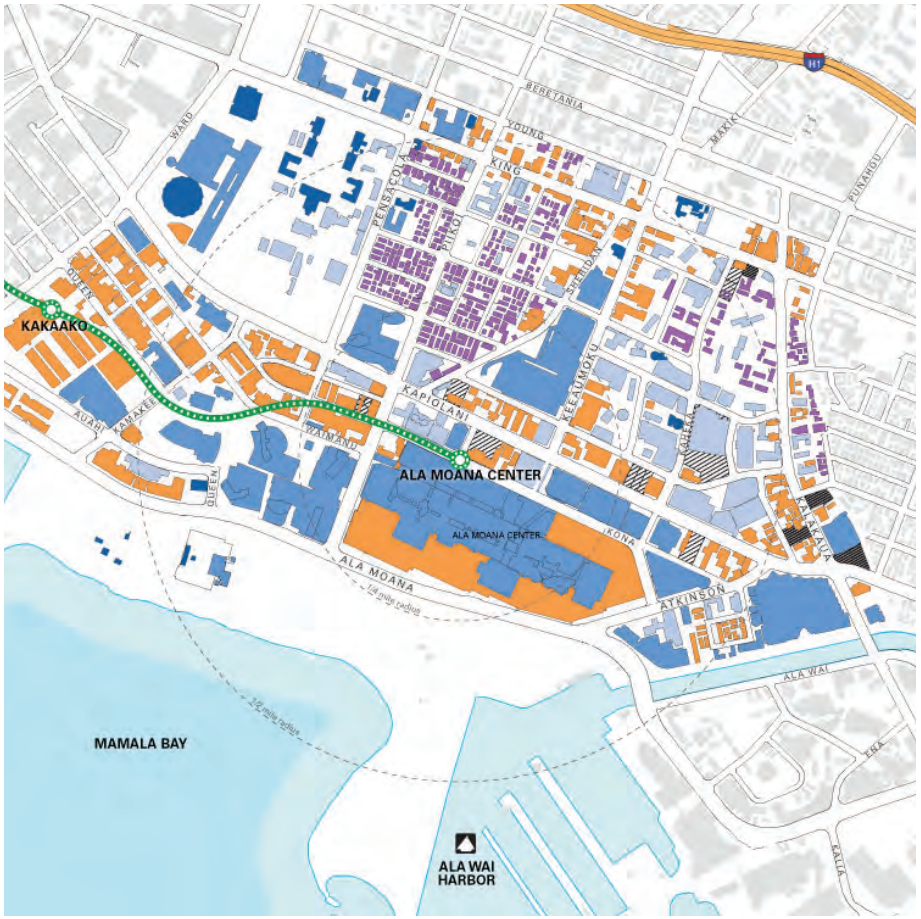


FIGURE 1-9: HARD / SOFT ANALYSIS

**for illustrative purposes only*

1.2.9. REVITALIZATION OF PRIORITY SITES

Figure 1-9 identifies and prioritizes potential redevelopment sites in the Ala Moana neighborhood based on visual surveys and background mapping.

ALA MOANA CENTER STATION PROXIMITY:

Underdeveloped commercial properties along Kapiolani Boulevard are prime redevelopment opportunities. Redevelopment of these parcels provides the best opportunity for transit-oriented development within ¼ mile of the Ala Moana Center station and would contribute to Kapiolani Boulevard's transformation into a highly identifiable, high-density mixed-use corridor linking downtown Honolulu and Waikiki.

CONVENTION CENTER PROXIMITY:

Properties located at or near the intersection of Kapiolani and Kalakaua present another important redevelopment opportunity. Although this intersection is located about ½ mile from the station, its situation as a gateway to Ala Moana and Waikiki and the presence of the Convention Center make this a crucial location. Activating this node through redevelopment will capitalize on the presence of the Convention Center and reinforce Kapiolani as a major mixed-use corridor.

OTHER SITES:

Lower priority redevelopment opportunity sites are located along major arterials and collector streets just beyond these nodes. Nonetheless, redevelopment of low-intensity commercial properties along Kalakaua Avenue and King Street, as well as Keeaumoku and Sheridan Streets, will further promote transit and a pedestrian-friendly mix of uses.

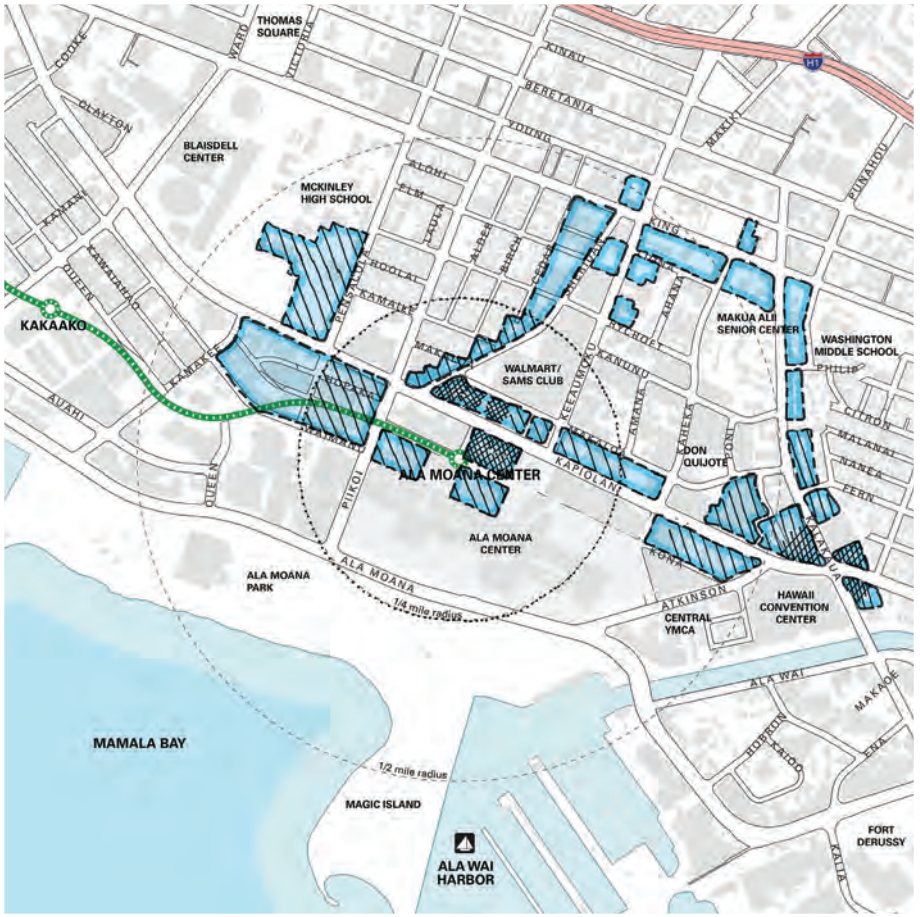


FIGURE 1-10: REDEVELOPMENTOPPORTUNITIES



Ala Moana is envisioned as a livable urban community and a model for walking, biking, and transit usage.



2 Vision & Principles

2.1 VISION STATEMENT

Ala Moana is envisioned as a livable urban community and a model for walking, biking, and transit usage. The new rail station and surrounding TOD district will include a mix of uses, spur redevelopment where appropriate, help revitalize neighborhoods, and provide infrastructure improvements for increased safety, better mobility, and a sustainable environment. The Ala Moana neighborhood will embody cultural and income diversity, convenience, and the aloha spirit - continuing its role as the place where locals and visitors gather together. It will continue to serve as a regional retail destination, and new mixed-use development will improve the physical environment, safety, and mobility by providing community benefits as a part of each's project's implementation.

2.2 PRINCIPLES & POLICIES


1 *Residential Diversity*


2 *Mix of Commercial*


3 *Usable Open Space*


4 *Complete Streets*


5 *Intermodal Connectivity*


6 *Incubator Office & Education*


7 *Cultural Programs & Public Events*


8 *Public-Private Partnerships*



1 Residential Diversity

The TOD Plan needs to promote a wide variety of housing types and sizes to accommodate diverse lifestyles and varying income levels for the future. A mix of for-sale and rental housing within a range of prices would help attract a wider demographic, making local neighborhoods stronger and more sustainable. The Ala Moana district enjoys a wide range of housing types, from the low-scale historic bungalows of the Sheridan neighborhood to the mix of towers and low-rise buildings within the Kaheka District, as well as the high-rise towers along Piikoi Street and Kapiolani Boulevard. Also included are diverse rental housing opportunities. However, there is additional need for housing that attracts young families, empty nesters, and singles, all of which tend to use transit, walk, and bike more frequently. New affordable housing designed around walkable streets, mauka-makai views, prevailing breezes, and rooftop amenities would offer a viable alternative for urban dwellers that promotes greater diversity, safety, and activity in the district.







Clockwise from left: Affordable lofts; Live/Work lofts; High-rise condominiums above retail



2 Mix of Commercial

A mix of commercial uses adds variety with a mix of large retailers and locally owned shops. Ala Moana Center is a great asset in the community and serves as a regional draw for locals and tourists alike. It plays a major role in the local community, providing jobs, a large variety of shopping and dining choices, and acts as a point of departure for local bus connections. Walmart and Sam's Club are also important regional destinations for both residents and visitors. Locally-owned businesses such as the Like Like Drive-Inn are local destinations, as are Korean and Japanese grocery stores. These and other street-level, 'mom and pop' retail establishments, personal services, restaurants, and healthcare providers should continue to support the community and contribute to the character of the neighborhood. Businesses should provide outdoor dining areas, free public Wi-Fi, shared parking, and district-wide promotion. The Convention Center would benefit from additional surrounding uses that support it, such as a convention hotel and destination restaurant, which would become an important gateway between the neighborhood and Waikiki. The preservation of existing major medical facilities and smaller medical and dental faciliites in the area is a key factor in ensuring the continued availability of neighborhood healthcare services.



Clockwise from top-left: On-street local retailers; Corner restaurant with outdoor seating; fitness center



3 Usable Open Space

Public open spaces are venues for community events, informal interactions, and many forms of play and relaxation. The Ala Moana district enjoys access to the shoreline and one of the most significant regional parks in Honolulu—Ala Moana Park. This park provides a variety of play fields, athletic courts, beaches, passive recreation areas, performance spaces, and much more. A variety of mauka-makai paths are being considered to facilitate convenient and safe pedestrian access from district neighborhoods to Ala Moana Park and the shoreline. In addition, several community open spaces such as Sheridan Community Park, Pawaa In-Ha Park, and the Ala Wai Promenade have the potential for more intensive uses. New urban parks, playgrounds, plazas, and gardens that integrate into the fabric of the neighborhood can further complement this urban community. These new spaces would provide respite from the hardscape and pace of the city, and provide cool, contemplative spaces, social gathering places, active recreation areas, and a home for community-oriented public events. Where possible, spaces should also be designed to address urban water quality and sustainability.



Clockwise from left: Open air multiuse event space; Active fountain provides play area for children; Plaza with outdoor seating and performance space



4 Complete Streets

Complete streets act as more than just corridors for moving traffic, they host the public life of the city. The Ala Moana district includes a grid of arterial streets that handle much of the automobile traffic through the area. Its major streets are designed for a high flow of automobile traffic, with one-way streets, coordinated lights, and generous turning radii at intersections. With seniors and young children walking and biking along these arterials, the current configuration is often inadequate, and safety is compromised. These rights-of-way would benefit from a consistent tree canopy, wayfinding, wider sidewalks, curb extensions, and other amenities that promote accessibility and walking and biking while maintaining the level of service for vehicles. Identifying alternate paths for pedestrian and bike routes along local roads that parallel the major arterials would minimize conflicts between vehicular traffic and other modes. A circulator bus system in the district would provide improved access to housing, local shopping, medical services, businesses, and cultural activities.



Clockwise from top-left: Wayfinding signage; Wide sidewalks and bike lanes; Curb extensions and wide pedestrian crosswalks



5 Intermodal Connectivity

Intermodal connectivity allows for seamless transfer between two or more modes of transportation. As Honolulu already ranks 4th in the nation for mass transit usage, connections between transit and other modes should be hassle free. The Ala Moana Center rail station will act as a hub for buses, bikes, taxis, and pedestrians within a concentrated area. Wayfinding, lighting, and public art and amenities are important to guide users and create a pleasant pedestrian environment. To enhance the user experience, ticket sales should be automated, information kiosks and security should be located in immediate proximity, and key retailers near the station should address the convenience needs of commuters. In order to improve conditions for pedestrians and bicyclists, the underside of the transit right of way should be carefully designed to promote an attractive and safe environment along Kona Street.



Clockwise from top-left: Buses arriving near the future rail transit station; Bike sharing station; Elevated transit station rendering



6 Incubator Office & Education

Bringing rail transit to the Ala Moana district will make office space within the station area even more desirable. A mix of office spaces that complements the residential and retail in the area, allowing for business start-ups or incubator facilities, would attract a younger population to the area. Flexspace would allow small businesses to grow while supporting local businesses already established in the area. A suite of support services—clerical, legal, graphic design, printing and shipping, catering, and other services—would help incubator office tenants become more efficient. High-speed broadband internet access would also facilitate high-tech economic development. Additional opportunities for continuing education should be located within the district, providing options for career advancement or career changes. McKinley Community School for Adults offers basic and secondary education, English as a second language (ESL), and substitute teacher training. Ensuring convenient access to these new office and education uses would support both the existing residential population and students, and attract a larger daytime workforce to the area, which would in turn support local businesses. Finally, the State Board of Education has established a School Impact District, in which impact fees may be collected to fund new or expanded primary and secondary public schools necessitated by new development.



Clockwise from top-left: Large live/work units with sidewalk access; Live/work loft; Office above retail



7

Cultural Programs & Public Events

Cultural programs and public events draw people together and activate public spaces. A multifunctional plaza near the rail station should act as a community gathering space for the district. This space, another central gathering space in the Keeaumoku district, and even area streets could be venues for highlighting the many cultures in Ala Moana, and celebrating the "aloha spirit" shared in the community. The cultures in the area—Korean, Japanese, Native Hawaiian, and other Pacific Islanders, among others—create endless potential for developing a rich calendar of events that could be programmed throughout the year. In addition, sponsorship by Ala Moana Center, other local businesses, and the residential neighborhoods could create additional opportunities for hosting programs and events. A business improvement district, or other entity, could help schedule, oversee, and create funding for events on the annual calendar. A community meeting hall would also benefit the area, located on or near the neighborhood's open spaces or the rail station, where organizations could hold monthly meetings and other social events.



Clockwise from top-left: Local art fair; Korean Festival in Kapiolani Park; Concerts in the plaza



8 Public-Private Partnerships

Public-private partnerships (PPPs or P3s) help fund and operate services that may otherwise not be available. P3s can help increase safety and security, improve the quality of the public environment, and run event programs. Opportunities for resident involvement already exist, however, local businesses and neighborhood organizations could play a more active role with improvement of the overall community. A business improvement district (BID) would help stimulate local efforts to upgrade the neighborhood. Through progressive financing tools such as tax increment financing, tax abatement, and infrastructure upgrades, P3s can "prime the market" for more long-term investment in the area.



A public workshop at McKinley High School fosters dialogue between residents, businesses, and city leaders.



The Ala Moana development framework emphasizes improvements to land use, circulation, open space, and urban design within the proposed boundaries of the Ala Moana TOD Special District.



3 Development Framework

3.1 OVERALL STRUCTURE

3.1.1. FRAMEWORK CONCEPT

The Ala Moana TOD Plan intends to guide public investment and target redevelopment activities in the district by integrating land use and transportation planning within close proximity to the Ala Moana Center rail station. This plan does so by providing an illustrative plan to visualize one potential physical outcome of TOD in this neighborhood. This preferred vision for development should optimize value captured while ensuring community benefits occur in conjunction with new development. Recommendations are made with regards to zoning designations, land use, circulation, open space and urban design. The Ala Moana development framework integrates the following three principles:

TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development around the Ala Moana Center station will support increased transit ridership, improved pedestrian access, and funding for neighborhood improvements. These transit-oriented developments will:

- Emphasize compact mixed-use development
- Expand mobility options by investing in and supporting an accessible multimodal transportation network
- Focus on making Ala Moana a model ride, walk and bike community

URBAN REDEVELOPMENT

Redevelopment of underutilized parcels within Ala Moana will improve the character of the neighborhood's arterial and collector roadways while keeping the existing character of the larger neighborhood. These redevelopment efforts should:

- Focus on areas near the transit station
- Focus on key corridors
- Encourage the development of affordable and workforce housing for local residents

INCENTIVIZED DEVELOPMENT

With barriers such as high land acquisition costs to both development and redevelopment in Ala Moana, incentivizing transit-oriented development can help to stimulate private investment. More specifically, the incentives should directly:

- Offer density and height bonuses
- Support on and off-site nexus fees or physical improvements that provide community benefits
- Enhance the public realm through streetscape improvements

3.1.2. FRAMEWORK DESCRIPTION

The Ala Moana development framework emphasizes public improvement projects and infill development around key existing destinations while identifying strategic locations for new community facilities. The combination of public and private investment is vital to the district's success.

EXISTING DESTINATIONS:

There are two types of existing destinations that serve as key elements of the Ala Moana development framework: private developments and community assets. Private developments include places that serve daily residential and business needs for locals and tourists. Some of these facilities include:

- Ala Moana Center
- Walmart/Sam's Club
- Don Quijote

COMMUNITY ASSETS:

Community assets provide cultural and recreational opportunities within Ala Moana. Some of these community assets include:

- Ala Moana Regional Park
- Ala Wai Canal Promenade
- Hawaii Convention Center
- Blaisdell Center

PROPOSED DESTINATIONS:

New attractions within the Ala Moana district will better serve the existing community, as well as new residents. Private developments could offer new shopping and dining choices, and new public facilities may include:

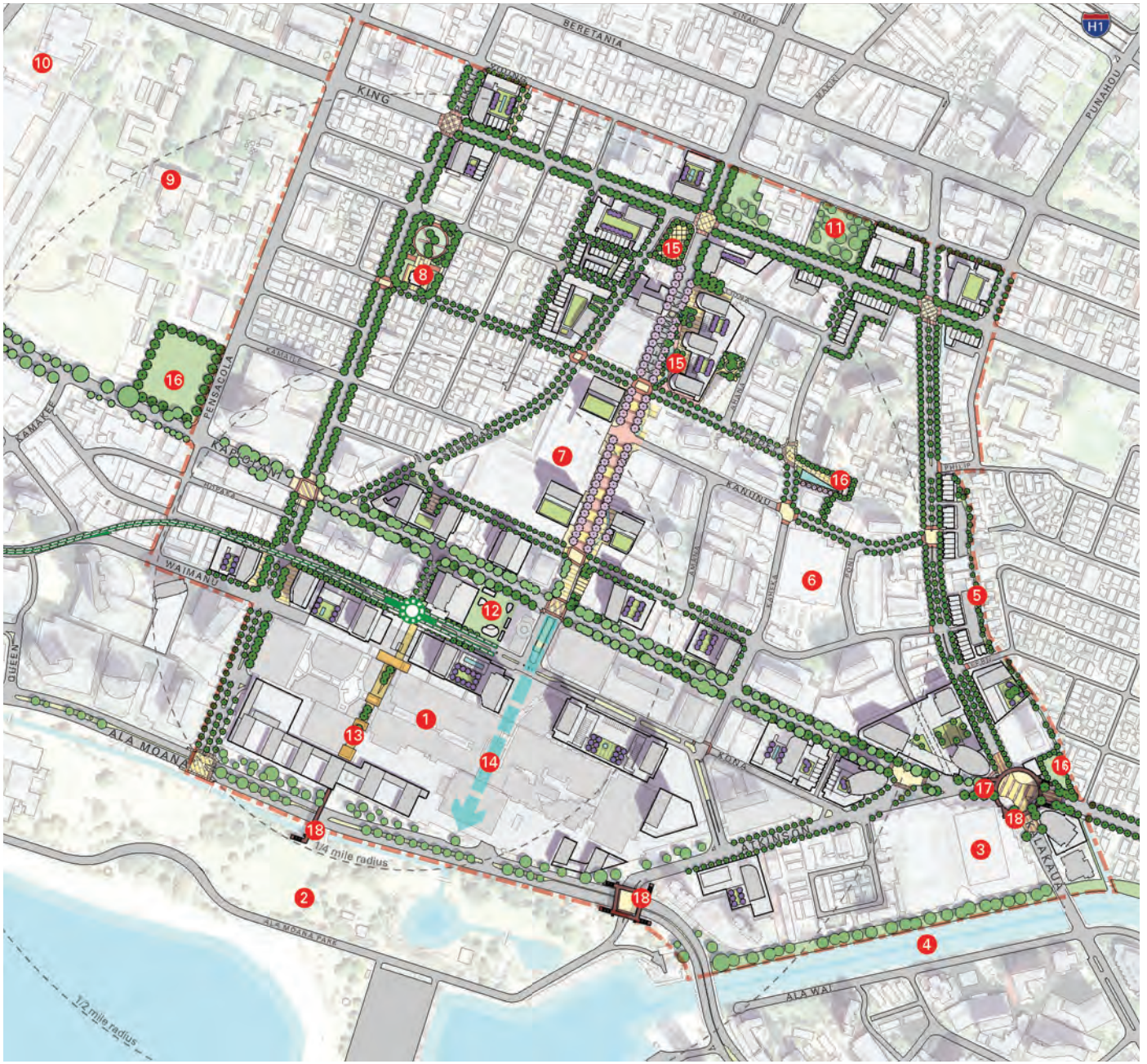
- Community parks and plazas
- Transit plaza and connections to the rail station
- Complete street improvements



The Ala Moana district is made up of communities of various densities and land uses, and is a key connection between downtown Honolulu and Waikiki.

FIGURE 3-1: KEY ACTIVITY NODES & PROPOSED PUBLIC IMPROVEMENTS

**for illustrative purposes only*



3.1.3. DEVELOPMENT YIELD POTENTIAL

As Hawaii recovers from the COVID-19 panemic, long term market demand for new development of retail and office space should be reassessed. These demands will have large effects upon residential, office, retail, and parking land uses within Ala Moana.

Market studies indicate that:

- Market absorption is estimated at 4 million square feet through 2035
- The absorption encompasses approximately 3,000 residential units; 600,000 square feet of retail; and 400,000 square feet of office space

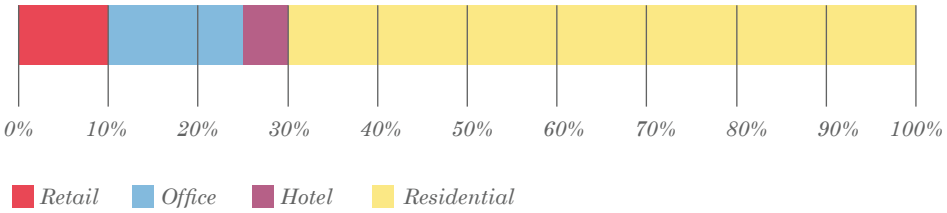
The following yield summary is for illustrative purposes only and will likely need to be adjusted. It is anticipated that the added density in this scenario will provide for a wide range of community needs, including comprehensive streetscape improvements and an upgraded and expanded parks network while addressing the market's needs.

YIELD SUMMARY BY LAND USE:

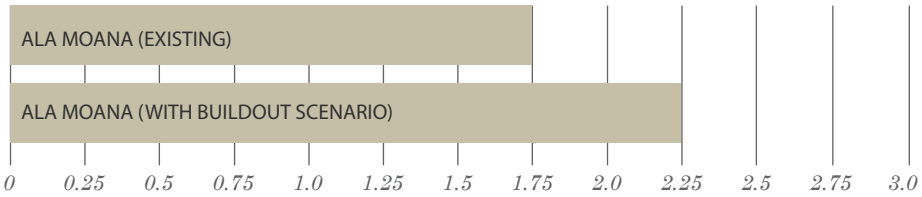
Approximately 70% of future development is anticipated to be residential, approximately new 5,600 dwelling units, based on an average size of 1,000 square feet per unit. This percentage may increase if the demand for retail and office space decreases in light of the COVID-19 pandemic, and would provide an opportunity to create more affordable housing, and a corresponding potential increase in rail transit ridership. The total amount of new development, based on this highest and best development scenario, is approximately 8 million square feet, raising the average district-wide FAR (floor area ratio) from 1.75 to 2.25. New hotel development should be limited to the Convention Center Subdistrict, as shown in Figure 3-5, and as provided in ROH Section 21-9.100-5(d) (as the same may be amended or superseded) relating to Interim Planned Development-Transit Permits.

FIGURE 3-2: YIELD SUMMARY BY LAND USE

PROPOSED LAND USE MIX (of development scenario)



FAR COMPARISON



DEVELOPMENT SUMMARY BY LAND USE TYPE

LAND USE	SQ FT	%
Retail	800K	10%
Office	1.2M	15%
Hotel	400K	5%
Residential	5.6M (5600 DU)	70%
TOTAL	8M	100%

YIELD SUMMARY BY BUILDING TYPE:

To establish a yield number based on the development scenario, the development framework was divided into four building typologies- high-rise, low-rise, podium, and townhouse. Each building type carried certain assumptions based on their land use, developable space (efficiency), and building height. The results show that approximately 50% of future development may be high-rise format; the vast majority of this is to be found within the TOD Precinct (see Figure 3-4). Figure 3-3 breaks down yields within the TOD and TIZ Precincts, as well as illustrates each building typology and their typical projected use.

FIGURE 3-3: YIELD SUMMARY BY BUILDING TYPE

ALA MOANA TOD DISTRICT	
TOTAL SQ FOOTAGE WITH PARKING	10,300,000
TOTAL SQ FOOTAGE WITHOUT PARKING	8,000,000

TOD PRECINCT	
HIGH-RISE	4,800,000
LOW-RISE	1,000,000
PODIUM	500,000
TOWNHOUSE	30,000
TOTAL SQ FOOTAGE WITH PARKING	8,200,000
TOTAL SQ FOOTAGE WITHOUT PARKING	6,200,000

TIZ PRECINCT	
HIGH-RISE	500,000
LOW-RISE	800,000
PODIUM	100,000
TOWNHOUSE	300,000
TOTAL SQ FOOTAGE WITH PARKING	2,100,000
TOTAL SQ FOOTAGE WITHOUT PARKING	1,800,000



High-rise (residential & hotel)



Low-rise (residential & office)



Podium (retail & parking)



Townhouse (residential & retail)

3.2 LAND USE

3.2.1. CONCEPT

The Ala Moana district, among the most urban neighborhoods along the rail corridor, is one of Honolulu's major centers. Adding new transit-oriented land uses within the area is imperative both to revitalizing the neighborhood and creating a truly livable urban community with the following attributes.

URBAN ENVIRONMENT:

Located between Waikiki and the downtown area, Ala Moana is characterized as having:

- A dense, urban development pattern
- A mosaic of places and activities
- A diverse urban living environment with urban-scale housing

TRANSIT-ORIENTED DISTRICT:

With the eminent opening of the Ala Moana Center rail station, any new development should leverage the presence of the rail station into creating a more transit-oriented district that features:

- Compact development within close walking distance of the rail station
- Amenities that make urban living convenient and pleasant
- A mix of uses and housing types
- Public parks and gathering spaces
- A balanced multimodal transportation system

COMPLEMENTARY SUBDISTRICTS:

Within the Ala Moana district there are specific subdistricts that offer a diversity of housing and retail types. Each with their own distinct character, these subdistricts:

- Incorporate a wide range of shopping and services
- Address both tourist needs and local/resident needs
- Allow residents to meet daily needs without automobiles

MIXED-USE CORRIDORS:

Revitalization of underutilized parcels along major travel corridors, such as Kapiolani Boulevard, Keeaumoku Street, Kalakaua Avenue, and King Street can positively impact the Ala Moana district. These mixed-use corridors should aim to:

- Transform travel corridors into multimodal corridors featuring a higher-density mixed-use character
- Create vertical mixed-use development with active ground floor uses

RESIDENTIAL LIVABILITY:

According to the community survey conducted as part of this planning process, residents are drawn to this neighborhood because of its proximity to jobs, shopping and services, civic and community facilities, and transit service. To preserve this convenience, and improve housing affordability, the Plan encourages diversity in land uses and residential products, thereby supporting an urban lifestyle choice.

TABLE 3-1: LAND USE POLICIES & DEVELOPMENT STRATEGIES

POLICIES		PUBLIC-PRIVATE STRATEGIES		
Land Use Policy No. 1: Intensify Land Use Surrounding Station	• Compact development • Reinforced urban character • Connections to transit • Consistent with TOD strategy	REDEVELOP UNDERUTILIZED COMMERCIAL PARCELS • Satisfy latent potential for redevelopment • Increase intensity along key corridors	ADJUST ZONING WITHIN TOD DISTRICT • Allow more intensive uses within area • Integrate residential and commercial districts	INCREASE FAR AND HEIGHT LIMIT • Encourage infill development • Establish hubs in the area • Maintain mauka-makai views
Land Use Policy No. 2: Provide Balanced Mix of Land Uses	• Uses appropriate to TOD strategy • Mix of residential, hotel retail, and office uses	ENCOURAGE VERTICAL MIXED-USE • Combine residential and non-residential uses • Activate streets with ground floor retail	CREATE TOD AND TIZ ZONES WITHIN DISTRICT (see pg. 42) • Integrate commercial and residential • Create areas to fulfill all daily activities without driving	REDUCE AMOUNT OF ADULT LAND USES • Discourage adult uses across zoning designations
Land Use Policy No. 3: Diversify Housing Options	• Market-rate and affordable housing • Mix of residential building typologies • Rental and for sale units	ENCOURAGE NEW AFFORDABLE UNITS • Require affordable housing in conjunction with new residential development • Reduce parking requirements	CONSERVE IN-TOWN HOUSING • Maintain affordable housing supply • Preserve Sheridan Tract	OFFER AFFORDABLE HOUSING INCENTIVES • Provide height and density bonuses for affordable housing • Establish affordable housing development incentives
Land Use Policy No. 4: Strengthen Regional Draws	• Ala Moana Center • Hawaii Convention Center • Ala Moana Regional Park • Keeaumoku Street	ESTABLISH DISTRICT HUBS AS GATEWAYS • Reinforce district gateways • Provide clear indication of entering Ala Moana	CREATE NETWORK OF OPEN SPACES • Provide for active and passive recreation • Link smaller open spaces to Ala Moana Regional Park with bike and pedestrian connections	EMPLOY "PARK ONCE" STRATEGY • Discourage frequent use of automobiles within district • Allow people to walk to all activities
Land Use Policy No. 5: Integrate Neighborhood Shopping and Services	• Public, private and non-profit institutions • Viable neighborhood-serving retail • Community services	ESTABLISH MIXED-USE CORRIDORS • Add local residents to support local retail • Provide retail and office space for community services	DEVELOP LOCAL SHOPPING AREAS • Establish local hubs for neighborhood shopping • Provide access from housing nearby	PROVIDE COMMUNITY RESOURCES • Encourage new community spaces near and within new development • Encourage multi-use of civic institutions • Encourage new and preserve existing neighborhood healthcare services
Land Use Policy No. 6: Increase Employment Base	• Office in proximity to rail station • Start-up businesses • Business support services and continuing education	DEVELOP BUSINESS INCUBATORS • Provide spaces for growing businesses • Provide services that keep workers in the area throughout the day	PROVIDE APPROPRIATE LAND USES NEAR RAIL STATION • Encourage transit use for office workers • Create a convenient and safe walk for employment base	PROVIDE FLEXIBLE OFFICE SPACES • Provide spaces for small, medium, and large companies

3.2.2. ALA MOANA TOD SPECIAL DISTRICT

The Ala Moana 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. Separate core and peripheral precincts are identified, with various zoning incentives targeting redevelopment of the core, while proposed design standards and public realm improvements are applicable district-wide.

TRANSIT-ORIENTED DEVELOPMENT (TOD) PRECINCT:

The TOD Precinct surrounds the Ala Moana station with boundaries based upon proximity to the rail station and targeted redevelopment areas. Urban-scale housing will populate this zone, while retail and office activities will serve the local population and reinforce Ala Moana's position as a major employment center and destination. Achieving this vibrant urban center primarily relies on:

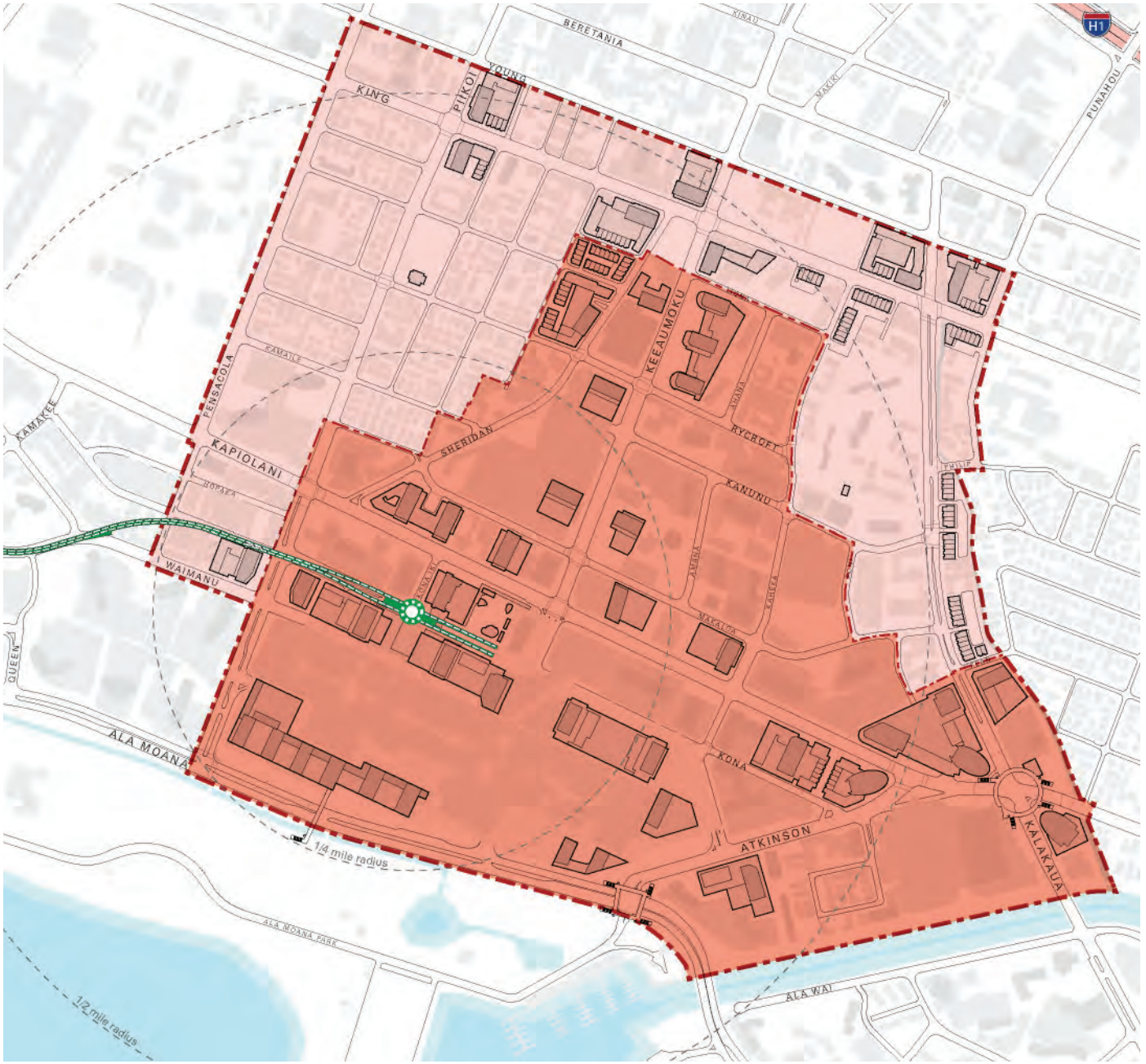
- Redevelopment of underutilized commercial properties
- Incorporating major centers of activity (i.e., Ala Moana Center and the Hawaii Convention Center)
- New development along key corridors (especially Kapiolani Boulevard and Keeaumoku Street)

TRANSIT-INFLUENCE ZONE (TIZ) PRECINCT:

The TIZ Precinct is situated at the periphery of the transit station's influence outside of the TOD Precinct. Emphasis is placed on creating livable residential areas, offering a range of in-town housing choices supported by local shopping and services. This area incorporates the low-density Sheridan Tract, higher-density housing along Kalakaua Avenue, and the range of commercial services that currently define King Street. Within the TIZ Precinct, it should be noted that:

- Compatible mixed-use and residential infill development is favored, but at intensities less than in the TOD Precinct.
- Properties located within the HCDA Kakaako Community Development District are governed by the Hawaii Community Development Authority (HCDA), however, the City has an interest in creating a walkable and vibrant public realm that connects this district seamlessly to the Ala Moana district.

FIGURE 3-4: PLANNING AREA



3.2.3. TOD PRECINCT SUBDISTRICTS

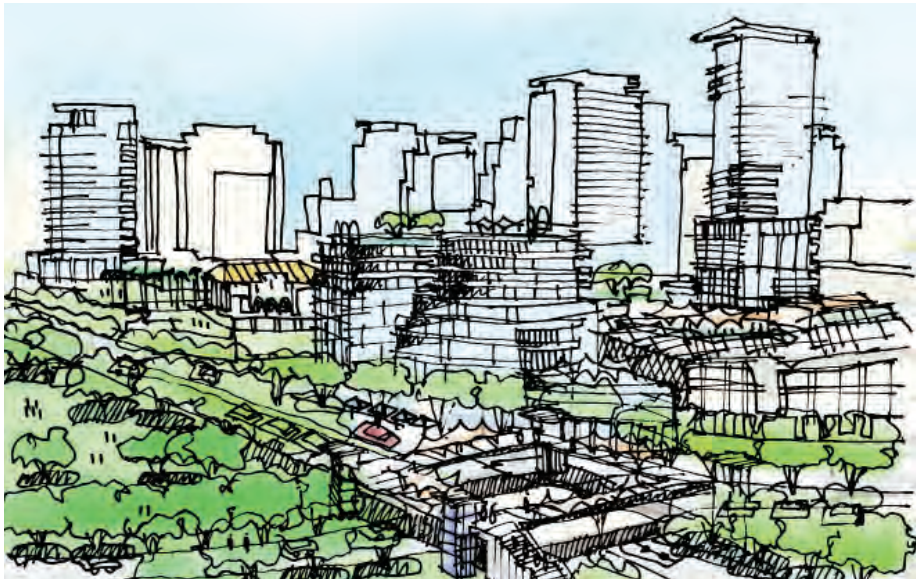
Opportunities and envisioned characteristics of the subdistricts within the TOD Precinct are described in this section.

ALA MOANA CENTER:

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

Strategies may include:

- Taking advantage of the shopping center's transit station adjacency by enhancing multimodal linkages, accommodating multimodal bus/rail transit centers, and preserving a potential corridor for future rail extension
- Utilizing air rights above the mall's parking structures for unique mixed-use development opportunities, while respecting important view corridors
- Improving access to the rail station and Ala Moana Regional Park

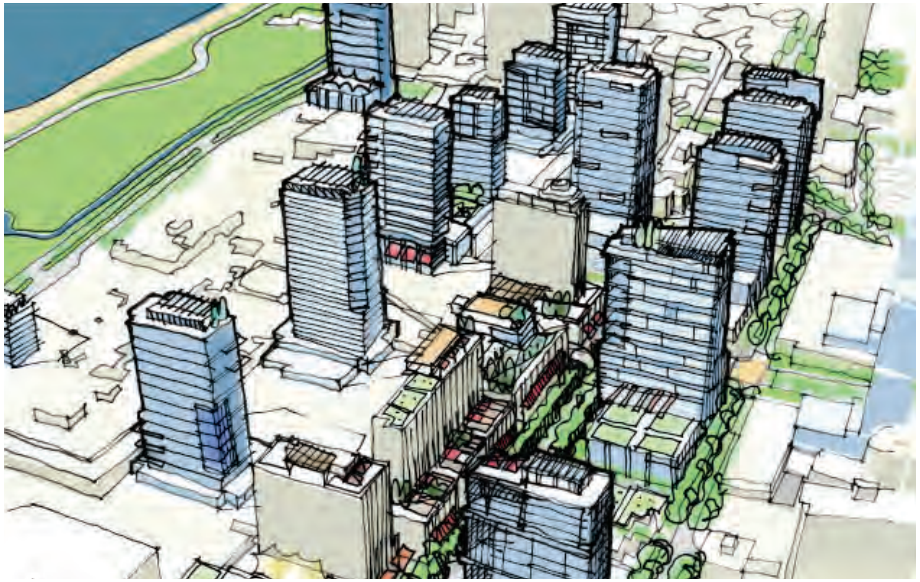


Ala Moana Center will continue to expand, but it should also improve accessibility to the beach and transit station

KAPIOLANI CORRIDOR:

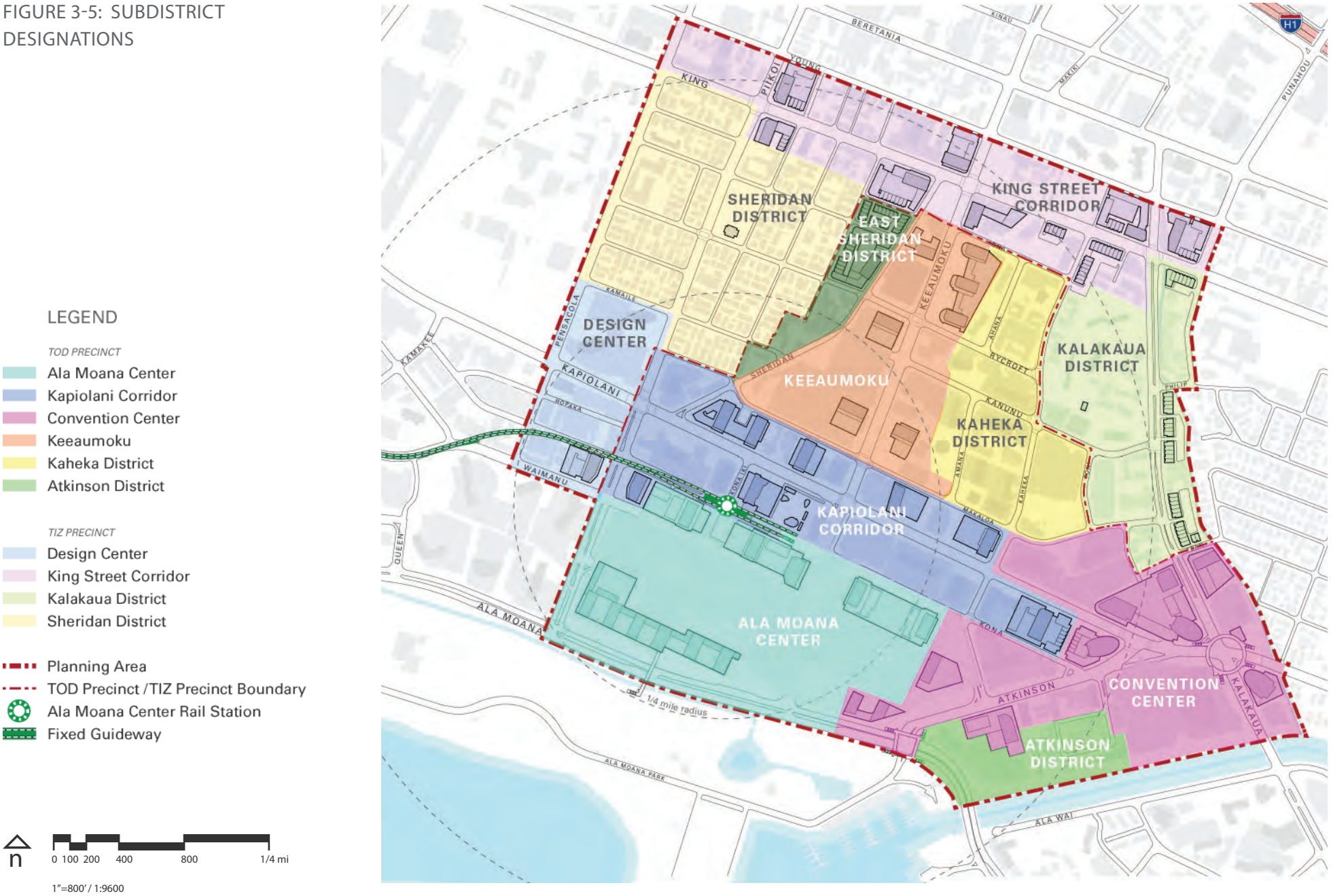
One of the district's primary commercial corridors, Kapiolani Boulevard links Ala Moana with Downtown and Waikiki. Although parts of Kapiolani Boulevard have undergone transition in recent years, the presence of low-intensity commercial establishments interspersed with high-value, high-intensity buildings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

- Continues to be distinct, characterized by 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



Kapiolani should be a high-density corridor connecting Downtown and Waikiki

FIGURE 3-5: SUBDISTRICT DESIGNATIONS



CONVENTION CENTER:

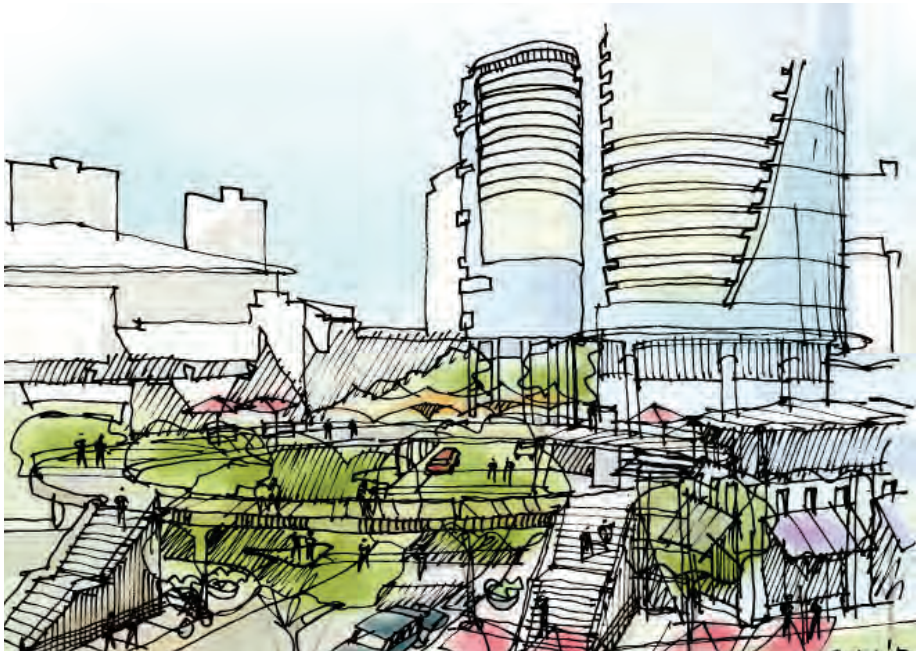
This subdistrict is anchored by the Hawaii Convention Center and serves as the gateway between the Ala Moana district and Waikiki. By capitalizing on the presence of the Convention Center, redevelopment of key parcels located at or near the intersection of Kapiolani Boulevard and Kalakaua Avenue can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

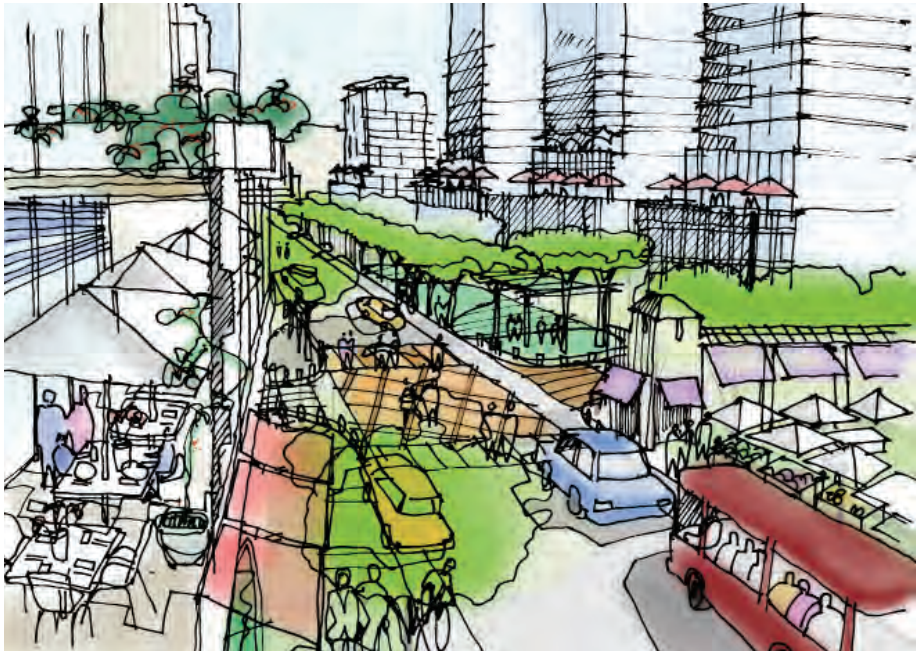
KEEAUMOKU DISTRICT:

This vital mauka-makai corridor connects upland communities and the heart of the Ala Moana neighborhood with the rail station and Ala Moana Center. Currently characterized by a number of small-scale commercial establishments serving a local clientele and the Sam's Club/Walmart, some would like to see the area become an official Koreatown. Envisioned as the focus of locally-based commercial, civic, and cultural activities, future improvements 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



The Convention Center subdistrict acts as the gateway between Ala Moana and Waikiki



Keeaumoku should be characterized by street-level retail, dining, and generous landscaping

KAHEKA DISTRICT:

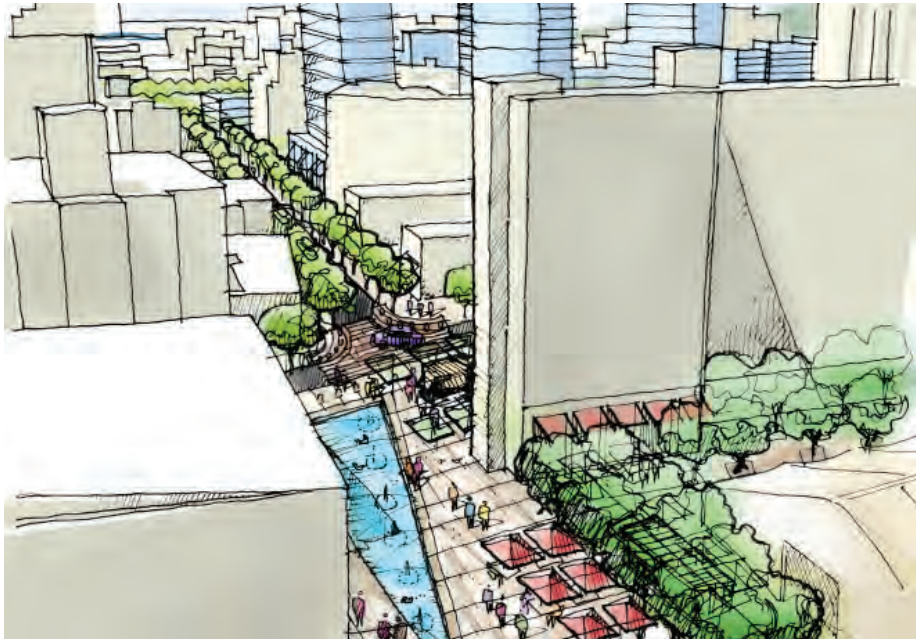
Located east of Keeaumoku Street, this residential district is densely populated and mostly "built-out." Home to a population that embraces urban living, the district includes numerous high-rise residential buildings, but limited convenience retail or open space opportunities. Although significant redevelopment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

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 Regional Park, and the Ala Wai Canal indicate potential long-term residential densification, supported by improved pedestrian connections and a redeveloped YMCA.

EAST SHERIDAN DISTRICT:

This subdistrict includes a mix of commercial and low-rise apartment uses in low-density developments that are ready for redevelopment. The mixed-use nature of the district should be continued, characterized by small scale commercial establishments serving local clientele with slightly increased height and density.



A variety of pocket parks should cater to the densely populated Kaheka district



Atkinson should retain its residential character but provide accessibility to the Ala Wai Canal

3.2.4. TIZ PRECINCT SUBDISTRICTS

Opportunities and envisioned characteristics of the subdistricts within the TIZ Precinct are described in this section.

DESIGN CENTER:

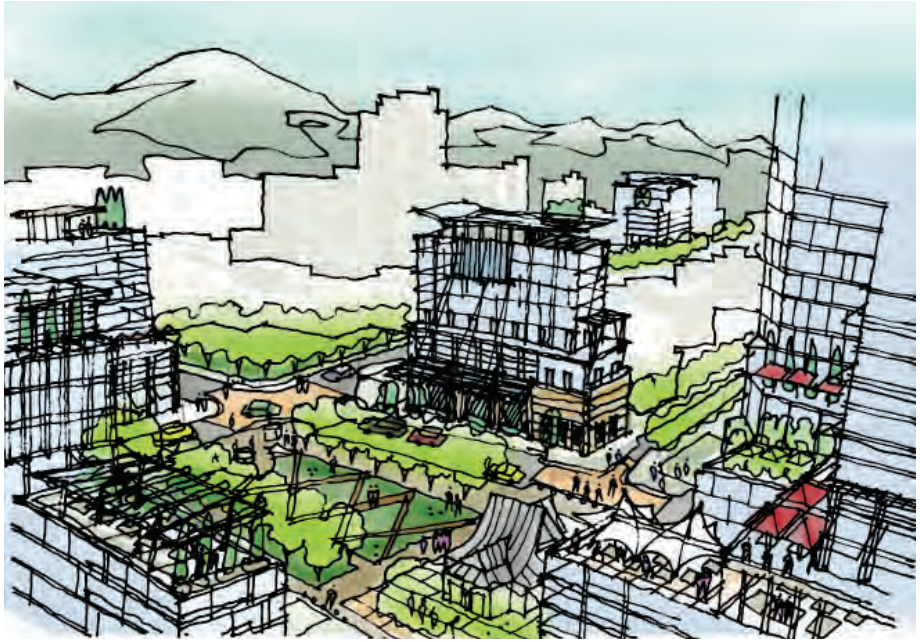
This subdistrict marks the gateway to Ala Moana on the ewa side, anchored by the Honolulu Design Center, the Blackfield Building, and the adjacent Blaisdell Center. Redevelopment opportunities makai of Kapiolani have the capacity to strengthen the transit orientation of the district. It is recommended that the district be programmed to attract businesses such as creative industries (due to the proximity of Honolulu Design Center and Blaisdell Center).

KING STREET CORRIDOR:

Marking the northern extent of the TOD Special District, this roadway forms a one-way couplet with Beretania Street, establishing a critical link with other areas of urban Honolulu. The corridor's primary characteristic is its historic commercial architecture, lined with numerous 'mom and pop' establishments. However, like many of Ala Moana's principal corridors, portions of the street tend to be underdeveloped with auto-oriented commercial uses. Long term transformation into a moderate-density, mixed-use corridor that maintains its historic character by better integrating neighborhood shopping and services is proposed. The corridor also has an opportunity to serve the Korean community with a proposed Korean Cultural Center in Pawaa In-Ha Park. King Street's connectivity between Downtown and the University of Hawaii at Manoa is being strengthened with protected bicycle lanes and improved crossings.



The Design Center district could act as a hub of creative industry in Honolulu



A plaza at the intersection of King and Keeaumoku could act as a community gathering place

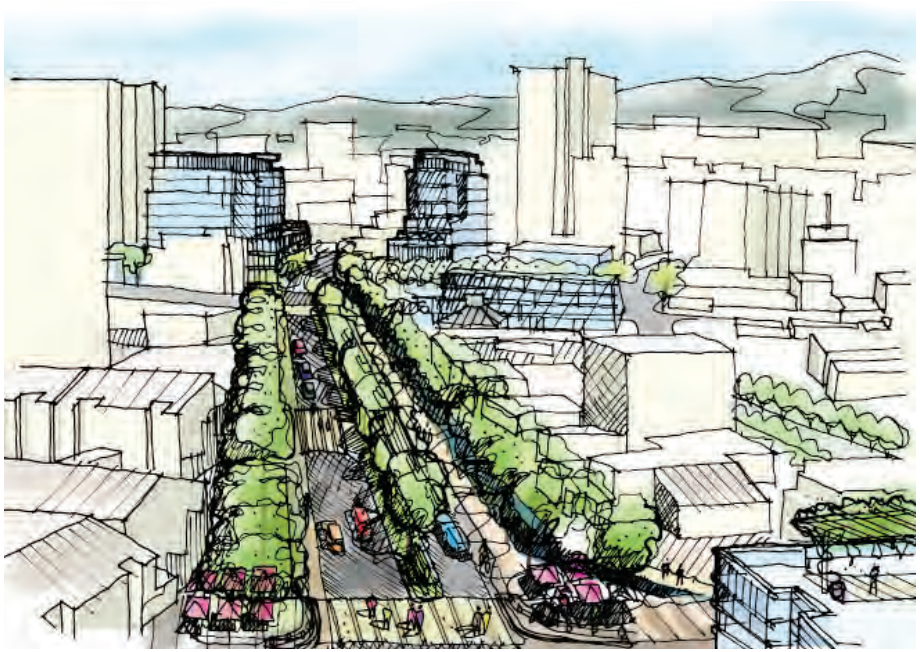
KALAKAUA DISTRICT:

Kalakaua Avenue is another important mauka-makai link that leads directly into the heart of Waikiki. Despite this prominent role, the current mix of residential and commercial uses offers an inconsistent visual character. This inconsistency can be addressed through:

- Redevelopment of select sites to establish a more consistent development pattern along Kalakaua Avenue
- Urban housing with a focus on moderate-density mixed-use and townhomes
- Possible regeneration of Makiki Stream, allowing a pedestrian or bicycle path along this underutilized waterway
- Streetscape and open space improvements around the Kalakaua Homes public housing project, specifically the Mauka Alii Senior Center that largely serves the area's elderly population

SHERIDAN DISTRICT:

A modestly scaled and mature residential tract, this subdistrict is primarily comprised of a diverse mix of small apartment buildings and older single-family homes. The development objective is to protect the existing residential character from incompatible intrusions while accommodating building renovation and sensitive infill such as walk-up apartments and ohana units. Another important objective is the ongoing maintenance of affordable housing within Sheridan District. HCDA has land use regulatory jurisdiction over a portion of the Sheridan Tract between Piikoi Street and McKinley High School, establishing restrictive development standards (e.g., a 45-foot height limit) to promote neighborhood conservation. Existing Sheridan Park is currently underutilized and requires renovation. And large roadways that cut through the area are in need of upgrades to better accommodate non-vehicular travel.



The underutilized Makiki Stream could become a major community resource



The Sheridan district should retain its character but with improvements to the public realm

3.2.5. LAND USE DISTRIBUTION & INTENSITY

The following are generalized land use types envisioned for the Ala Moana TOD Special District. Height and density limits are further detailed in Chapter 5.

HIGH-DENSITY COMMERCIAL MIXED USE:

This land use classification concentrates density closest to the transit station. The Kapiolani and Keeaumoku corridors, as well as the Convention Center subdistrict, are specifically identified. A portion of Ala Moana Center is also included to support regional-scale uses. It is anticipated that these developments would serve local, regional, and tourist populations and include a dense mix of apartment/condominium towers, office buildings, hotels, and destination retail.

MODERATE-DENSITY COMMERCIAL MIXED USE:

This land use type supports areas with a focus on local neighborhood use while still reflecting the influence of the transit station. Specifically, the King Street corridor and Ala Moana Center along a significant portion of Ala Moana Boulevard are identified. Moderate-density mixed-use developments would include housing, retail, and smaller commercial buildings up to 150 feet in height.

HIGH-DENSITY RESIDENTIAL:

This land use type is envisioned for areas with a primarily residential character while integrating convenience shopping and local services. More specifically, the established residential areas diamond head of Keeaumoku Street, including portions of the Kaheka, Kalakaua and Atkinson districts, are identified for multifamily dwellings, including low-rise and residential towers up to 350 feet in height.

MODERATE-DENSITY RESIDENTIAL:

This land use designation supports areas that are primarily residential in character but have a diverse set of housing types. More specifically, the established residential areas such as the Sheridan district and Kalakaua district are identified. By accommodating a diverse residential product with heights up to 150 feet in height, this land use allows for limited integration of supporting retail, office, and community facilities.

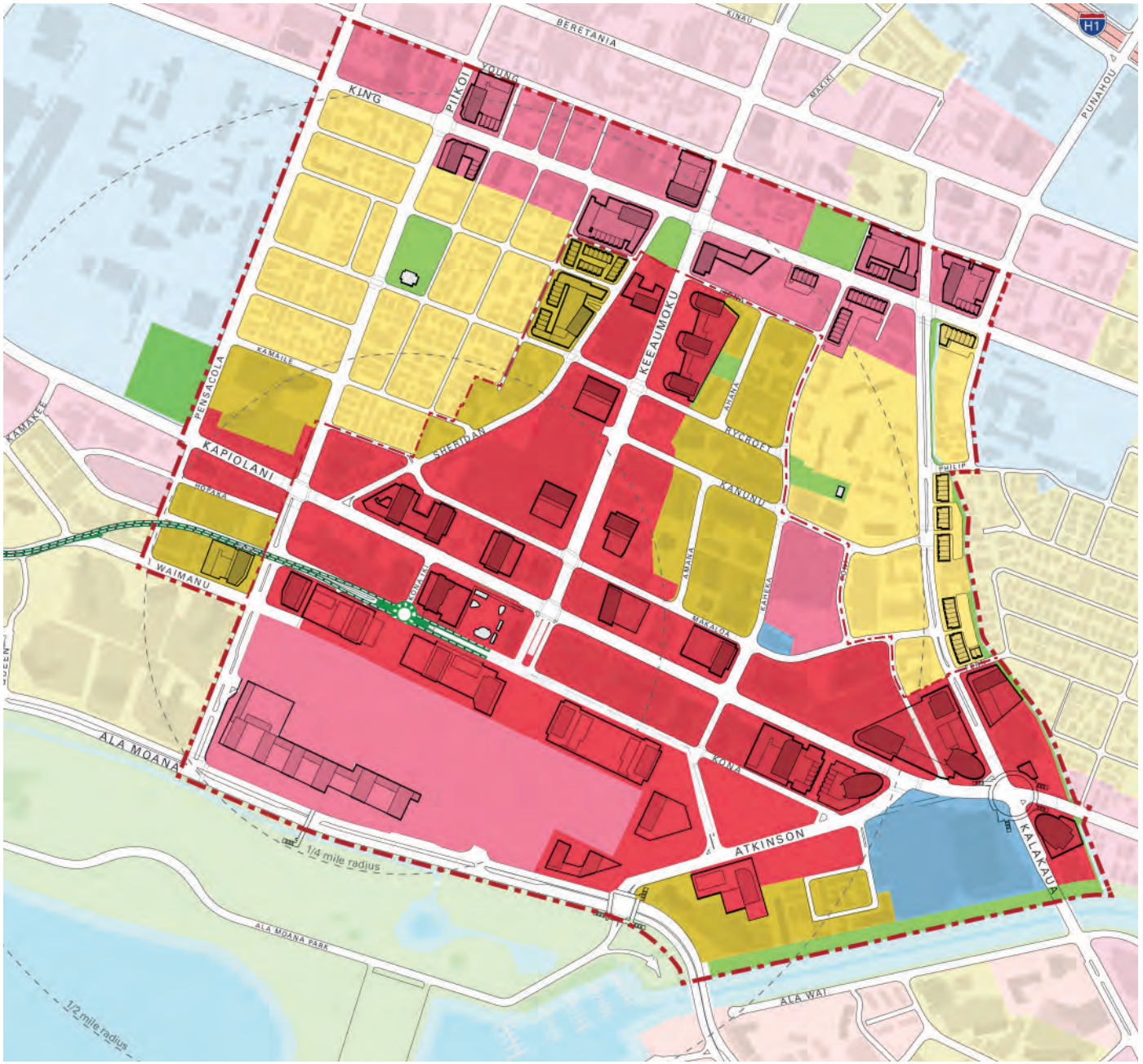
CIVIC/INSTITUTIONAL:

This land use type supports areas that provide a public benefit or service. Institutions such as the Hawaii Convention Center, McKinley High School, and the fire station on Makaloa Street are represented in the area.

PARKS & OPEN SPACE:

This land use type is composed of existing and proposed public realm parks and open spaces. No residential is allowed but limited commercial development may be encouraged to support park maintenance, upgrades, and programming.

FIGURE 3-6: PROPOSED LAND USE TYPE & INTENSITY



3.3 CIRCULATION

3.3.1. CONCEPT

To support the land uses mentioned, a comprehensive circulation plan must be developed and implemented. Currently, Ala Moana's streets are auto-dominated and lack the amenities that are key in creating a transit-oriented district. The high use of non-automotive transportation modes in transit-oriented districts does not cause traffic to grow with new development like it would in districts with fewer transportation choices. In order to truly integrate the rail station into the district, the circulation network must:

- Reduce dependency on automobiles
- Promote an integrated multimodal transportation system
- Incorporate a balanced hierarchy of roadways, bikeways, and pedestrian walkways
- Make travel by alternative modes more convenient
- Design facilities for access by persons with disabilities
- Transform Ala Moana's arterial and collector streets into multimodal, mixed-use corridors that link activity nodes

TRANSIT CONNECTIONS:

As the district is well served by a heavily utilized bus system, integration of the rail station with bus transit is vital. This integration will involve:

- A major bus transfer station adjacent to the station with improved amenities and waiting facilities for passengers
- Expanded bus service in the mauka-makai direction as redundant routes are converted to feeder service
- Improving bicycle and pedestrian access to the rail station
- Kiss-and-ride drop-off accommodations at developments close to the station

MULTIMODAL ROADWAYS:

In order to remain consistent with the Honolulu Complete Streets Ordinance, circulation must promote multimodal movement to create a balanced transportation system. Such a system involves:

- Maintaining adequate traffic flow
- Accommodating other modes of travel in the street right-of-way, including bus, bicycle and pedestrian movement

BICYCLE NETWORK:

The lack of bike lanes and facilities within the Ala Moana district is dangerous to bicyclists and is a hindrance to growing ridership. A comprehensive and continuous bicycle network would:

- Improve the safety and desirability of bicycling with adequately sized facilities separated from vehicular traffic
- Connect to the surrounding community and bike network
- Promote transit ridership in combination with bike storage facilities at the rail station

PEDESTRIAN MOBILITY:

Safe and efficient pedestrian mobility is crucial to establishing a healthy and vital district. Such a network can be established by focusing on:

- Improving pedestrian safety and comfort with wide, unobstructed sidewalks and amenities
- Addressing pedestrian-vehicle conflicts by enhancing intersection crossings

MANAGED PARKING:

A balanced approach must be taken to provide adequate parking for employees, residents, and visitors to the district while still encouraging transit ridership to Ala Moana. This balanced approach must aim to:

- Unbundle parking to charge residents and workers the true cost of providing parking spaces
- Employ a "park once" strategy ensuring visitors can access multiple destinations
- Reduce minimum and consider establishing maximum parking requirements in the TOD Special District
- Consider a parking district to manage, share, and market existing parking facilities

TABLE 3-2: CIRCULATION POLICIES & DEVELOPMENT STRATEGIES

POLICIES		PUBLIC-PRIVATE STRATEGIES		
Circulation Policy No. 1: Reduce Auto Dependency	• Integrated, balanced transportation system • Expanded mobility options	ENCOURAGE NON-VEHICULAR MODES • Invest in transit system • Prioritize walking and biking	INTRODUCE COMPLETE STREETS • Provide quality facilities for alternate modes of transportation • Eliminate auto-dependent trips	TRANSFORM ARTERIALS INTO MULTIMODAL STREETS • Design streets and land uses to support alternate transportation modes • Create seamless links between modes
Circulation Policy No. 2: Manage Parking Facilities	• Less traffic • More parking options	"PARK ONCE" STRATEGY • Discourage additional parking trips • Allow people to access all needs by foot	REDUCE PARKING REQUIREMENTS • Prevent the "over-parking" of the district • Unbundle parking • Introduce car-sharing	ADVOCATE SHARED PARKING • Reduce need for new construction • Better manage existing parking network
Circulation Policy No. 3: Promote Transit Usage	• Transit access to major destinations • Integrate transit network	MAKE TRANSIT ATTRACTIVE • Provide comfortable shelters • Ensure high district coverage	INTEGRATE MULTIPLE MODES AT STATION • Establish rail station as transportation hub • Create seamless connection between pedestrian, bicycle, and transit	IMPROVE ACCESS TO DISTRICT DESTINATIONS • Promote pedestrian and bicycle travel to station • Improve access to shoreline
Circulation Policy No. 4: Introduce Bike Friendly Streets	• Connected bike network • Safe facilities	ESTABLISH ROBUST BICYCLE NETWORK • Provide connections on a district level • Build protected bike lanes • Reduce automobile speeds	CONSTRUCT BIKE PATH AS FIRST CHOICE • Ensure safe bicycle travel • Separate bicyclists from pedestrians and automobiles	CREATE CONNECTED BIKE STORAGE FACILITIES • Locate in safe areas to eliminate theft • Allow expansion for future facilities
Circulation Policy No. 5: Make Ala Moana Walkable	• Safe, convenient, and comfortable place to walk • Walking the mode of choice for short trips • Accessibility	INTRODUCE ALTERNATIVE PATHS • Create pedestrian-only paths • Create mid-block passageways • Emphasize mauka-makai connections	IMPROVE INTERSECTION GEOMETRY • Provide additional pedestrian crosswalks • Reduce automobile speeds at/through intersections • Shorten pedestrian crossing distances	PROMOTE SAFE PEDESTRIAN ROUTES • Enhance sidewalks through improvements • Install signalized crosswalks, scramble system • Construct elevated pedestrian crossings
Circulation Policy No. 6: Reduce Conflicts Between Modes	• Safety • Equitable allocation of street space	REDUCE AUTOMOBILE SPEEDS • Minimize lane widths • Use traffic calming in places • Mandate right turns at parking garages • Prohibit right turns on red	SEPARATE MODES WHERE APPROPRIATE • Construct elevated pedestrian crossings • Install scramble intersections • Provide separated bicycle lanes	MAINTAIN VISIBILITY OF PEDESTRIANS AND BICYCLISTS • Make crosswalks highly visible • Eliminate parking spots at intersections • Provide sufficient street lighting at night
Circulation Policy No. 7: Enhance Mauka-Makai Links	• Connected neighborhood • Multiple route choices	ENHANCE PEDESTRIAN FACILITIES • Improve Makiki Stream and protect mahogany trees • Provide clear pedestrian access through district to rail station and beyond	CONNECT BIKE NETWORK & TRANSIT • Bicycle facilities on Piikoi, Pensacola, Keeaumoku and Kalakaua • New mauka-makai bus routes	EMPHASIZE NEIGHBORHOOD CONNECTIVITY • Consistent streetscapes and shade to encourage Makiki residents to walk to district and rail station • Introduce in the long-term new streets that break up large blocks

3.3.2. ROADWAY HIERARCHY

The following classifications serve to identify the major function of streets in the planning area and inform their future design.

URBAN PRINCIPAL ARTERIAL:

These major streets are the backbone of the city's roadway network and move a high volume of vehicles and people. Typically four to six lanes, these roads can be both two-directions or major one-way couplets to provide connectivity for all nodes between Downtown, Waikiki, and destinations such as Ala Moana Center. The urban principal arterials within the district are:

- Ala Moana Boulevard
- Kapiolani Boulevard
- King Street (Link to Downtown that forms one-way couplet with Beretania Street)
- Piikoi Street (One-way mauka-bound couplet connecting H1 Freeway)
- Pensacola Street (One-way makai-bound couplet connecting H1 Freeway)
- Kalakaua Avenue (diamond head of Kapiolani Boulevard)

URBAN MINOR ARTERIAL:

These play a secondary role by connecting principal arterials internally. Typically four lanes, they are typically two way and slower than principal arterials. Minor arterials include:

- Kalakaua Avenue (a critical mauka-makai connection)
- Keeaumoku Street (an important mauka-makai connection to Ala Moana Center)
- Atkinson Drive (provides access to Ala Moana Regional Park and Hawaii Convention Center)

URBAN COLLECTOR:

Collector roads connect local roads with arterials, and provide access to businesses, residences, and parking. Typically two lanes, the speed and volume of vehicles are much lower than on arterials. The urban collectors within the district are:

- Sheridan and Kaheka Street in the mauka-makai direction
- Rycroft and Makaloa Street in ewa-diamond head direction
- Young Street at the northern boundary of the planning area

LOCAL ROAD:

Local roads primarily serve the access and parking needs of local residents and businesses, with through traffic tending to stay on the larger roads. Typically two lanes, local roads generally have narrow curb-to-curb distances to promote slower speeds.

NEW ROAD:

These roads are proposed as part of a long-term strategy to increase connectivity by breaking up large blocks, as well as to improve emergency access.

MALL ACCESS LANE:

These lanes' primary purpose is to provide entry and exit to and from Ala Moana Center with no through traffic allowed. The numbers of lanes can vary from two to five.

FIGURE 3-7: EXISTING ROADWAY HIERARCHY

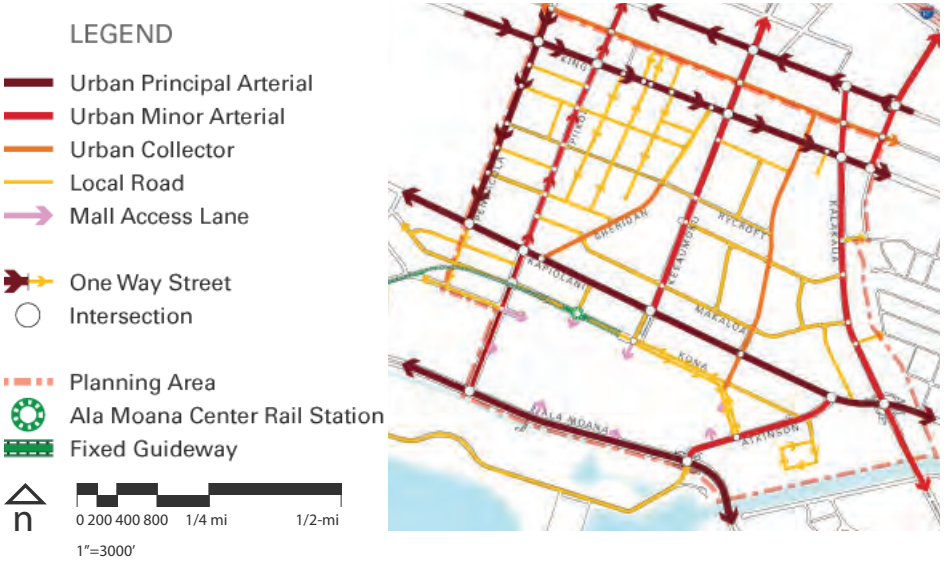
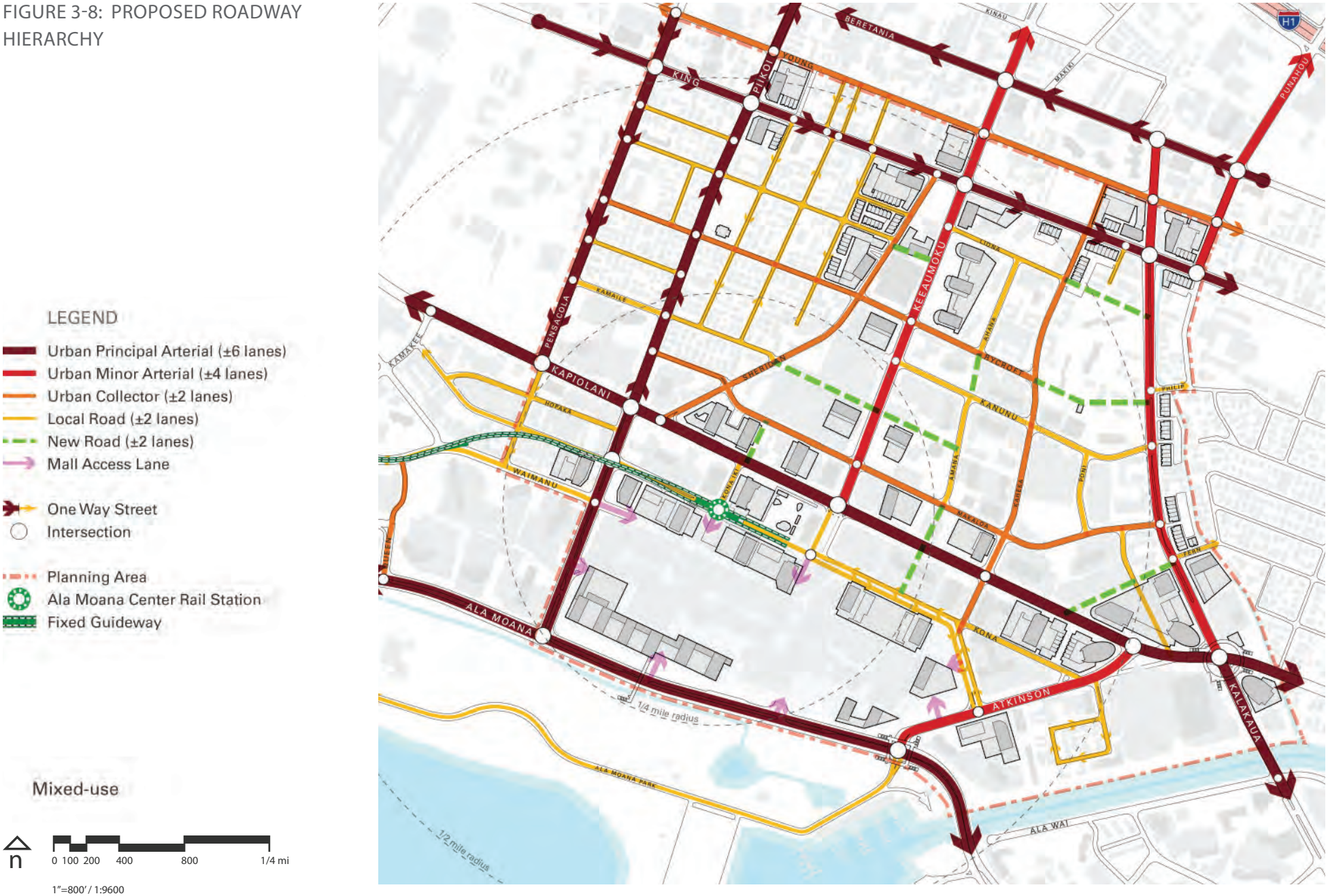


FIGURE 3-8: PROPOSED ROADWAY HIERARCHY



3.3.3. BICYCLE NETWORK

EXISTING FACILITIES:

The current bicycle network within the Ala Moana district is both disconnected and heavily oriented toward existing open spaces. Existing bicycle paths circulate through Ala Moana Regional Park and along the Ala Wai Canal Promenade. Additionally, a marked bike lane exists on Young Street, although it is discontinuous as it approaches Downtown.

OAHU BIKE PLAN PROPOSED FACILITIES:

In 2012 the City completed the Oahu Bike Plan, an islandwide plan to develop a 691-mile regional bike network over the next 20-30 years. Within the Ala Moana neighborhood, the plan calls for bicycle lanes or routes along many of the area's arterial and collector roadways, specifically Kalakaua Avenue, Piikoi Street, and Ala Moana Boulevard. In addition, this plan calls for expanding the bicycle rack program at Ala Moana Regional Park.

EXPANDED FACILITIES:

The TOD plan calls for expanding the bicycle network beyond the Oahu Bike Plan proposals in order to increase the number of bike-friendly streets. These facilities should include:

- Bike Paths / Cycle Tracks: Off-street or on-street facilities with physical separation from vehicular traffic
- Bike Lanes: On-street demarcation delineated by a white line, typically 5-6 feet wide with pavement stencils to signal bicycle use only
- Neighborhood Bike Routes: On-street demarcation generally in sharrow form, no separation from vehicular traffic but indications of a bike-friendly street

BICYCLE PARKING/STORAGE FACILITIES:

Integral to supporting this expanded bicycle network are robust bicycle parking and storage facilities. These facilities must include:

- Visible, well-signed bicycle parking and storage facilities/ lockers at or near the rail station
- Short-term bicycle parking facilities appropriate for public parks and civic facilities
- A bike sharing program

FIGURE 3-9: EXISTING BIKE NETWORK



FIGURE 3-10: PROPOSED BICYCLE NETWORK



3.3.4. PEDESTRIAN CONNECTIVITY

One of the community's most important goals is improving the quality and safety of the walking environment in the Ala Moana district. These improvements are important for short pedestrian trips, transit trips, and the character of the neighborhood. More specific improvement concepts are depicted in Chapter 4.

SIGNALIZED CROSSWALK:

Located at areas with high pedestrian flows, these allow safe travel across busy streets. Two are proposed along Rycroft Street to improve neighborhood connections with McKinley High School and Sheridan Community Park. Additionally, signalized crosswalks are proposed where pedestrian paths intersect streets.

CROSSWALK ENHANCEMENTS:

Comprehensive crosswalk enhancements contribute to safe pedestrian street crossings and improve pedestrian connections to existing destinations. ADA compliant crosswalks across all legs of an intersection, additional signalization, and highly visible crosswalk markings can help achieve these goals.

SCRAMBLE INTERSECTION:

Scramble intersections, or "Barnes Crossings", allow for a safer, more efficient flow of pedestrian and vehicular traffic by separating the two into alternating time periods. The Kapiolani Boulevard and Keeaumoku Street intersection, due to its high pedestrian and vehicular traffic, would be ideal for this strategy.

INTERSECTION IMPROVEMENTS / RECONFIGURATION:

Through the reconfiguration of intersection geometry (such as reduced turning radii), intersections in the Ala Moana neighborhood can experience improved pedestrian and bike safety by decreasing vehicular speeds. The high priority intersections are:

- King Street at Pensacola Street and Kalakaua Avenue
- Kapiolani Boulevard at Pensacola Street and Kalakaua Avenue
- Ala Moana Boulevard at Piikoi Street and Atkinson Boulevard
- Kona Street at Kaheka Street

ELEVATED PEDESTRIAN CROSSINGS:

When reconfiguration is unable to provide pedestrian safety at the busiest intersections, grade separation may allow improved safety while maintaining high traffic flow. These would work best where land uses have destinations on upper levels, such as Ala Moana Center and the Hawaii Convention Center. Elevated crossings are considered for:

- Connection between transit station and Ala Moana Center
- Ala Moana Boulevard and Atkinson Drive
- Kapiolani Boulevard and Kalakaua Avenue

TRANSIT PLAZA:

In order to provide a pedestrian-friendly environment for those traveling via rail, a transition from the elevated station to street level is needed. An elevated or street level plaza can both create that transitory space while tying the station to the busy Kapiolani Boulevard and Keeaumoku Street intersection.

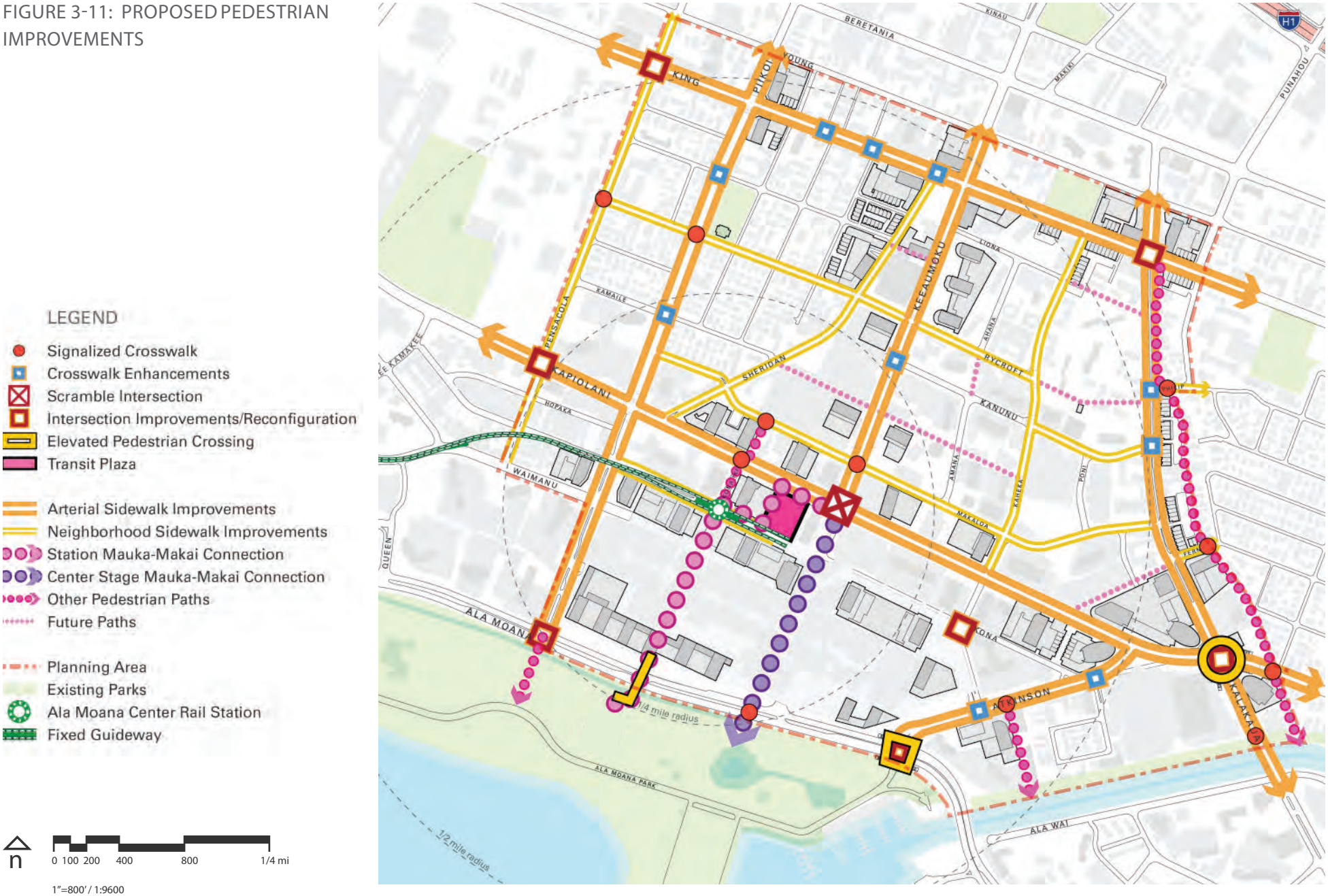
SIDEWALK IMPROVEMENTS:

Sidewalk improvements can create pedestrian-friendly outdoor environments at the street level. Ample, ADA-compliant sidewalks and enhanced streetscape amenities such as trees, pedestrian-scale lighting, and furniture can accommodate heavy pedestrian flows while enhancing commercial activity within mixed-use, multimodal arterials, and local streets. Permeable paving should be utilized to minimize storm water runoff.

PEDESTRIAN PATHS:

Mauka-makai pedestrian paths can provide trails adjacent to existing amenities such as Makiki Stream or help to physically unite disjointed areas. Allowing more mauka-makai connections and shoreline access, such as through Ala Moana Center, visual and physical barriers to the shoreline can be broken down.

FIGURE 3-11: PROPOSED PEDESTRIAN IMPROVEMENTS



3.3.5. PARKING & SERVICING STRATEGY

Managing parking is a critical element of creating a walkable district and encouraging alternate travel modes.

REDUCED PARKING STRATEGY:

In order to establish Ala Moana as a TOD district, the primacy of the automobile must be reduced. This shift can be assisted by:

- Reducing off-street parking requirements
- Establishing maximum parking requirements within the TOD district
- Encouraging transit ridership

PARKING DISTRICTS / SHARED PARKING:

Establishing a districtwide parking strategy can reduce the total amount of parking required. A unified parking strategy, especially in proximity to the rail station, will also allow for better implementation of the "park once" strategy by reducing the number of vehicle trips needed to fulfill desired activities in the area. A shared parking analysis/parking demand study is required to gauge the viability of such a system. Shared parking between specific land uses is already permitted in the Land Use Ordinance.

STRUCTURED PARKING FACILITIES:

To discourage surface parking lots within the TOD district, structured parking should be encouraged to achieve a higher number of parking spaces with less land, making more land available for development. Podium parking is ideal for garage parking in residential towers, with access via right turns generally recommended to maintain optimal traffic flow.

MALL PARKING FACILITIES:

Ala Moana Center provides a high capacity of parking spaces and has recently added several additional floors of structured parking directly adjacent to the rail station. Though this parking is currently only intended to serve mall customers, the Center does not reach its maximum capacity at all hours of the day. By incorporating the mall parking in the parking demand study, off-peak hours can be identified to either designate specific rail station parking or these spaces can become a part of the districtwide parking system.

PROPOSED PARKING COUNT:

Table 3-3 proposes a potential parking count based on the development yield summary in Section 3.1.3. The parking counts are based on proposed parking minimum requirements and likely market demands. Like the yield summary totals, proposed parking numbers required are projected on top of existing supply.

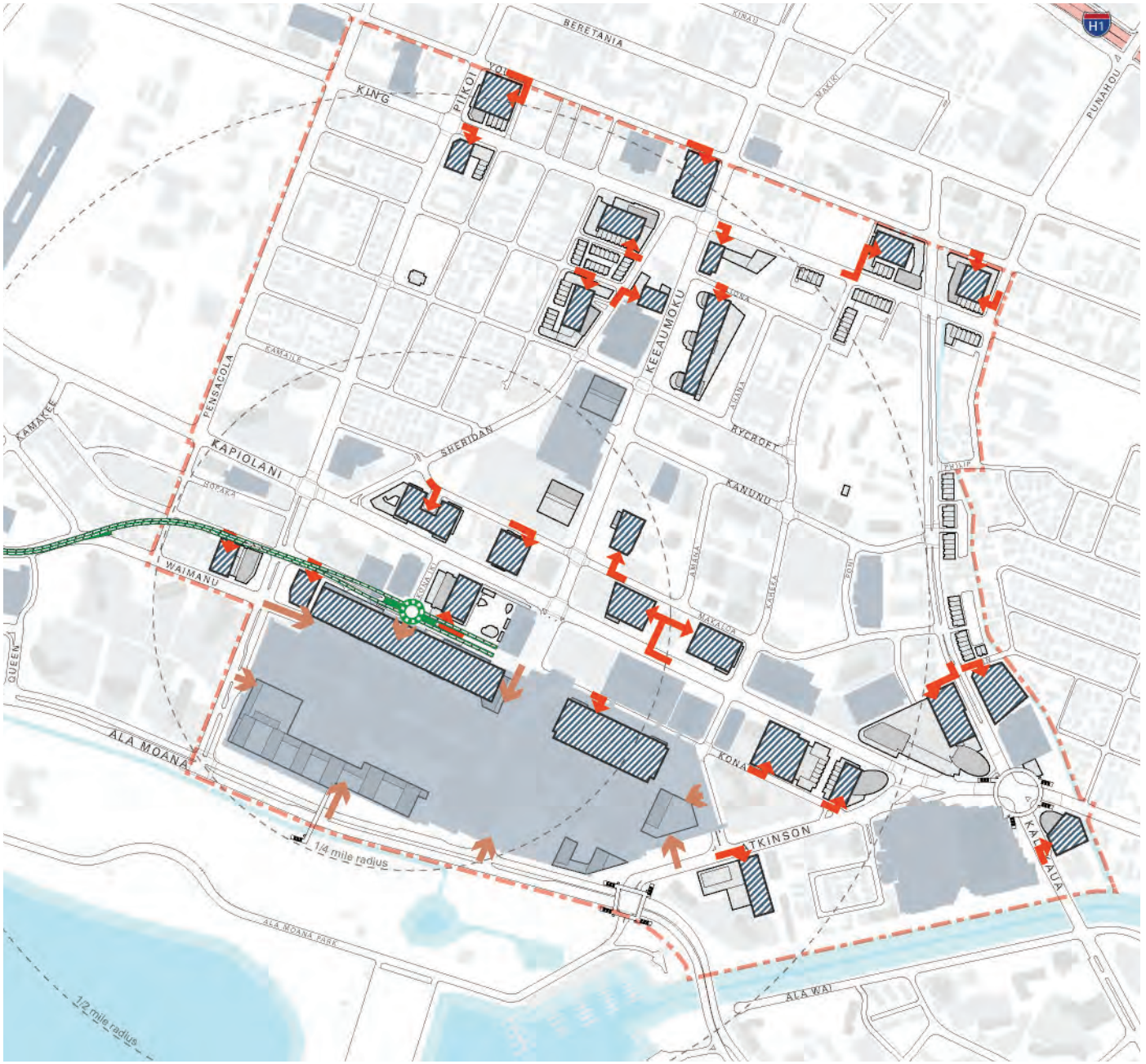
TABLE 3-3: PROPOSED PARKING COUNTS

**for illustrative purposes only*

PARKING	TOD PRECINCT *parking count*	TIZ PRECINCT *parking count*	TOTAL
PARKING SPACES - RETAIL	1,103 *(1.75 / 1000)*	360 *(2 / 1000)*	**1,463**
PARKING SPACES - OFFICE	1,654 *(1.75 / 1000)*	540 *(2 / 1000)*	**2,194**
PARKING SPACES - HOTEL	79 *(.25 spaces/unit)*	23 *(.25 spaces/unit)*	**101**
PARKING SPACES - RESIDENTIAL	2,205 *(0.5 spaces/unit)*	1,260 *(1 space/unit)*	**3,465**
PARKING SPACES	**5,040**	**2,183**	**7,223**

FIGURE 3-12: PROPOSED PARKING & SERVICING CONCEPT

**for illustrative purposes only*



3.4 OPEN SPACE

3.4.1. CONCEPT

Currently, the Ala Moana neighborhood has insufficient community parks and recreational facilities for the densely populated area. In particular, outdoor public spaces are lacking near the rail station. New residential development could provide approximately 20 acres of new park space, making a comprehensive open space network consisting of parks, recreation facilities, plazas, and generous streetscape vital. The City's park dedication process, as well as the community benefit bonus discussed in Chapter 5, will contribute to this goal. This open space network should:

- Accommodate a range of activities through a diversity of open spaces, including active and passive recreation
- Make Ala Moana an inviting neighborhood and destination for locals and tourists
- Utilize native and Polynesian-introduced plants
- Provide facilities accessible to persons with disabilities
- Enhance quality of life



Pocket parks can provide much needed active and passive recreation areas.

URBAN PARKS & PLAZAS:

Urban parks and plazas are spaces that allow for active and passive recreation in an urban environment. Opportunities on key and underutilized parcels should be explored to expand the open space network.

STREETSCAPE IMPROVEMENTS:

Streets are an integral part of the open space system, providing the physical connections for the neighborhood. Enhancing street conditions supports multimodal objectives while improving image and appeal of the neighborhood. Tree canopies along streets are a critical element.

PUBLICLY ACCESSIBLE PRIVATE OPEN SPACES:

Beyond public urban parks and plazas, private development can provide open spaces in the form of pocket parks and plazas. It is important to ensure that while ownership may be private, accessibility remains public for a portion of the day.

COMMUNITY EVENTS:

Community gatherings and celebrations are a necessary part of public life. Open spaces and street closures can be utilized to support cultural events as needed throughout the year.



A street can act as a large community event space.

TABLE 3-4: OPEN SPACE POLICIES & DEVELOPMENT STRATEGIES

POLICIES		PUBLIC-PRIVATE STRATEGIES		
Open Space Policy No. 1: Maximize Existing Open Space	• Improvement of existing facilities • Preservation of existing open spaces	UPGRADE EXISTING PARKS • Make Ala Moana Regional Park capital investments • Improve Sheridan and Pawaa In-Ha Park facilities	ENSURE EXISTING OPEN SPACES CANNOT BE DEVELOPED • Classify all existing major open spaces as P-2 zoning	EXPAND USES AT EXISTING PARKS • Allow food vendors • Introduce event programming
Open Space Policy No. 2: Expand Open Space Network	• New spaces to support new resident population • Urban scale consistent with surrounding development	PROVIDE TRANSIT PLAZA • Link rail station to Keeaumoku Street and Kapiolani Boulevard intersection • Establish "heart" of Ala Moana district	ENCOURAGE NEW TYPES OF OPEN SPACES • Expand sidewalk network with parklets • Provide plazas and parks within core of Ala Moana	CREATE TEMPORARY SPACES THROUGH STREET CLOSURES • Create temporary open spaces • Identify temporary closure areas with special street paving
Open Space Policy No. 3: Increase Recreational Opportunity	• Diversity of recreational opportunities • Linked network of recreation options	INCORPORATE NEW FACILITIES INTO NEW DEVELOPMENTS • Provide public access to privately built and managed spaces • Provide community meeting spaces	EXPAND UPON RECREATIONAL BIKE NETWORK • Connect to Waikiki, Downtown, mauka areas • Connect to and from Ala Moana Regional Park	PROMOTE PEDESTRIAN AND BICYCLE ACCESS • Bring signalized crosswalks near open spaces • Build bike paths to/from open spaces
Open Space Policy No. 4: Enhance Streetscapes	• Increased pedestrian movement within the district • Consistency in the pedestrian experience	CREATE TREE-LINED STREETS • Maintain consistent tree placement • Provide shading along streets • Preserve adequate sidewalk width for pedestrians	FULFILL COMPLETE STREETS ORDINANCE • Expand sidewalks where possible • Reduce sidewalk obstructions • Provide curb cuts at street intersections	IMPROVE THE PEDESTRIAN EXPERIENCE • Provide appropriate amount of street seating and landscaping • Encourage active land uses that provide "eyes on the street"

3.4.2. PUBLIC OPEN SPACE (PUBLIC OWNERSHIP)

EXISTING PARK IMPROVEMENTS:

Investing in existing area parks though the community benefits process can leverage current amenities to improve neighborhood quality. In particular, Sheridan Community Park and Pawaa In-Ha Park should be improved with additional uses and attractions. Ala Moana Regional Park's continued importance as a open space for residents should be reinforced through park improvements, as well as improved pedestrian connections. See Section 4.4 for a discussion of how connections to Ala Moana Center station and Ala Moana Regional Park can be improved.

COMMUNITY PARK:

A large community park is proposed, potentially in conjunction with new development, for the mauka/ewa corner of Kapiolani Boulevard and Pensacola Street, adjacent to (and perhaps integrated with) the athletic fields of McKinley High School, which could be accessed by the general public during non-school hours.

POCKET PARK:

Pocket parks allow for small, open spaces within the urban environment without the need for large public investment. Through the redevelopment of underutilized parcels, new pocket parks can be established. New small parks are recommended within the densely populated Kaheka district.

TRANSIT PLAZA:

A link must be created from the elevated rail station to the Kapiolani Boulevard and Keeaumoku Street intersection, considered the "heart" of Ala Moana, for a seamless, integrated pedestrian experience. A transit plaza can provide that necessary connection while providing a public open space adjacent to the rail station.

COMMUNITY PLAZA:

The community has expressed an interest in a large urban open space where people can gather for social and cultural events throughout the year.

ARTERIAL STREETSCAPE:

Many of the area's major roadways lack unified planting of street trees (of notable exception are the Monkeypod trees on Kapiolani Boulevard and Ala Moana Boulevard). As their sidewalks are the primary right-of-way for pedestrians, they should provide safety and comfort with a full tree canopy. Ample space should be given for street tree wells, to minimize uplifting of concrete sidewalks by tree roots. Trees should be selected that are slow growing, with a non-aggressive root system, and with a reasonable height and canopy spread that considers the preservation of important public view corridors.

NEIGHBORHOOD STREETSCAPE:

Many local residential streets in the district are devoid of trees or pedestrian amenities. These streets can be transformed into "green streets" through streetscape improvements, including street trees, landscaping, and permeable paving.

EVENTS STREET CLOSURE AREA:

During non-peak traffic periods, temporary street closures to vehicular traffic can provide gathering spaces for large public activities. Special paving to differentiate the sections subject to temporary closure is recommended.

FIGURE 3-13: OPEN SPACE CONCEPT



3.4.3. ON-SITE OPEN SPACE (PRIVATE OWNERSHIP)

WIDE SIDEWALKS/PARKLETS:

Wide sidewalks may encroach onto privately owned space, especially along arterial streets, and they provide opportunities for additional amenities such as green space or outdoor dining. Parklets are small patches of open space, and can also be facilitated through the removal of on-street parking spaces. Both are an option within the community benefits program to allow for private contribution to the open space network.

PUBLICLY ACCESSIBLE PLAZAS:

Public plazas are areas for passive recreation within the urban environment. Remaining publicly accessible, while surrounding it with active ground floor uses is key to ensuring a plaza's public use throughout the day.

MALL PASSAGE:

Mall passages can be created by including setbacks that operate as an extension of the sidewalk. Passages through Ala Moana Center would improve rail station access and better connect the mall with Ala Moana Regional Park.

AMENITY DECKS/TERRACES:

Amenity decks and terraces are open spaces on building roofs and parking garages that occupants can utilize for recreation or for private gatherings, and should be accessible during reasonable hours of operation.

MAKIKI STREAM TRAIL:

Parallel to Kalakaua Avenue, Makiki Stream is an underutilized drainage canal in the district. Through landscape rehabilitation, clean-up, and new pedestrian trails, the stream can become a crucial part of the open space and circulation network.



Tamarind Park in Downtown Honolulu is a privately owned, publicly accessible space.



Parklets are a cost-effective way to create public spaces in an urban environment.

FIGURE 3-14: OPEN SPACE TYPES











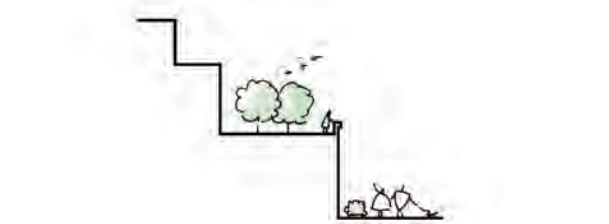




Publicly accessible open space



Semi-public open space



Privately accessible, privately owned open space (amenity deck)

3.5 URBAN DESIGN

3.5.1. CONCEPT

Establishing specific urban design principles for the Ala Moana district can reinforce a sense of place by creating a distinct physical environment. These urban design principles should:

- Emphasize the neighborhood identity
- Preserve mauka-makai views
- Protect existing assets
- Create interaction along the street

NEIGHBORHOOD IDENTITY:

It is important to identify character defining elements such as gateways, corridors, and landmark buildings in order to protect and respect historical and cultural resources. Such identity should be reflected in and strengthened by new development within Ala Moana.

VALUED VIEWS & VISTAS:

Mauka-makai public view corridors are valued by the community and reinforce a sense of place in Ala Moana. The densification of the district needs to respect, protect, and conserve these view corridors.

ENGAGING PUBLIC REALM:

By creating an engaging pedestrian-friendly public realm through streetscape improvements and ground floor activity along mixed-use corridors, the area's image as a vibrant neighborhood can be enhanced. It is important to maintain human-scale design elements at street level.

SCALE TRANSITIONS:

Building heights can severely affect neighborhood identity, views, and the public realm. Establishing height limits, setbacks, and gradual transitions for varying building heights and densities is important.



The Ala Moana Building remains a primary Ala Moana neighborhood landmark.



Controlling building heights can help define neighborhoods and maintain view corridors.

TABLE 3-5: URBAN DESIGN POLICIES & DEVELOPMENT STRATEGIES

POLICIES		PUBLIC-PRIVATE STRATEGIES		
Urban Design Policy No. 1: Reinforce Neighborhood Character	• Development compatible with physical and social character of Ala Moana	DEVELOP SUBDISTRICTS WITHIN ALA MOANA • Develop uniqueness of Sheridan, Kaheka, Ala Moana Center, and other areas within Ala Moana district	REQUIRE PEDESTRIAN-ORIENTED GROUND FLOORS • Require buildings to add to pedestrian realm • Create consistent neighborhood experience	
Urban Design Policy No. 2: Protect Mauka-Makai Views	• Preservation of views with high community importance	ESTABLISH PROPER DESIGN STANDARDS & HEIGHTS • Utilize height setbacks to reduce potential visual barriers while still allowing for development	REQUIRE MAUKA-MAKAI TOWER ORIENTATION • Establish massing guidelines that maximize views of shoreline and mountains • Develop tower spacing requirements	ENHANCE CORRIDOR VIEWPOINTS • Utilize buildings as view frames • Protect views from public spaces
Urban Design Policy No. 3: Preserve Historic & Cultural Resources	• A community that reflects its history and embraces the future	ENCOURAGE ARCHITECTURAL PRESERVATION • Encourage restoration and rehabilitation of historic structures	CELEBRATE EXISTING RESOURCES • Develop wayfinding to sites within the neighborhood • Explain their importance to the public	INCENTIVIZE PRESERVATION • Provide financial incentives towards rehabilitation of historic structures • Down-zone important cultural resources
Urban Design Policy No. 4: Promote Compatibility of Scale	• Appropriate transitions between different uses and subdistricts	PROVIDE APPROPRIATE HEIGHT & DENSITY TRANSITIONS • Provide highest height and density at station • Provide consistent setbacks	ESTABLISH LOT COVERAGE & YARD STANDARDS • Prevent huge discrepancies between adjacent buildings	RESTRICT OFF-STREET SURFACE PARKING • Prevent conflicts with urban scale of new transit-oriented development
Urban Design Policy No. 5: Create Active Street Environment	• Pedestrian scale at street level • "Eyes on the street" • Safe, appropriate lighting	APPLY APPROPRIATE DEVELOPMENT CONTROLS • Ensure compatibility with context • Establish active ground floor uses • Create consistent frontage along property lines	ENCOURAGE BUILDING FRONTAGE AS PART OF PUBLIC REALM • Encourage use of the outdoor environment • Provide visual connections between indoors and outdoors	RE-DESIGN AREA STREETS • Create spaces for activation • Reduce automobile speeds in key areas • Allow safe pedestrian and bike travel
Urban Design Policy No. 6: Establish Wayfinding & District Gateways	• Visual cues that create a strong sense of place and help visitors navigate the area	PROVIDE VISUAL CUES OF ENTERING DISTRICT • Install gateway signage indicating entry into the Ala Moana district • Establish gateway-specific landscaping • Add wayfinding elements as necessary	DEVELOP GATEWAYS AS A DESTINATION • Encourage iconic development at gateways • Create spaces for passive or active recreation	INSTALL WAYFINDING ELEMENTS • Use consistent signage to identify important destination • Use art and other elements to brand district
Urban Design Policy No. 7: Support Public Events	• Cultural community events that celebrate and bring together the diverse residents and visitors of Ala Moana	CREATE NEW EVENTS • Encourage area organizations and businesses to program events • Explore creation of a BID	CREATE OPEN SPACES FOR COMMUNITY GATHERINGS • Establish locations for future community events • Provide special paving in key areas	RELOCATE EXISTING EVENTS TO THE DISTRICT • Explore moving Koreatown Festival to Keeaumoku Street

3.5.2. URBAN DESIGN

The following elements help to define the Ala Moana district and make it unique within Honolulu.

GATEWAYS:

Gateways provide visual cues to mark thresholds along major arterials. Gateways can be communicated through iconic gathering places or buildings, as well as public signage or landscape treatment. District gateways for the Ala Moana district include but are not limited to:

- Keeaumoku Street and King Street
- Ala Moana Boulevard and Piikoi Street
- Atkinson Drive and Ala Moana Boulevard
- Kapiolani Boulevard and Kalakaua Avenue

MAJOR NODES:

Though these major nodes act primarily as intersections for vehicular traffic, they are also characterized by high ground-floor activity and active or passive open space recreation. Pedestrian accessibility to these nodes that is safe and comfortable is key. Major activity nodes can be found at major street intersections such as:

- Kapiolani Boulevard and Keeaumoku Street
- Atkinson Drive and Kapiolani Boulevard

MAJOR ATTRACTIONS:

Area attractions provide activities for the public within the Ala Moana district. Ala Moana Center and the Hawaii Convention Center, both located makai of Kapiolani Boulevard, are the principal major attractions and bring large numbers of people to the area. Walmart/Sam's Club and Don Quijote are also major attractions that cater primarily to local residents.

HISTORIC AND CULTURAL RESOURCES:

Within the Ala Moana district there are several historically protected and culturally significant sites that provide links to the area's past. These resources include:

- Shingon Shu Buddhist Temple on Keeaumoku Street
- Makiki Christian Church in the Sheridan subdistrict
- Department of Agriculture building and grounds
- Ala Moana Regional Park and facilities
- McKinley High School along King and Pensacola Streets
- Commercial properties along King Street
- Mahogany trees on Kalakaua Avenue

Preservation and adaptive re-use of these resources is encouraged. Guidelines for new development near them is described in Section 5.8.3.

LANDMARK BUILDINGS / ARCHITECTURE:

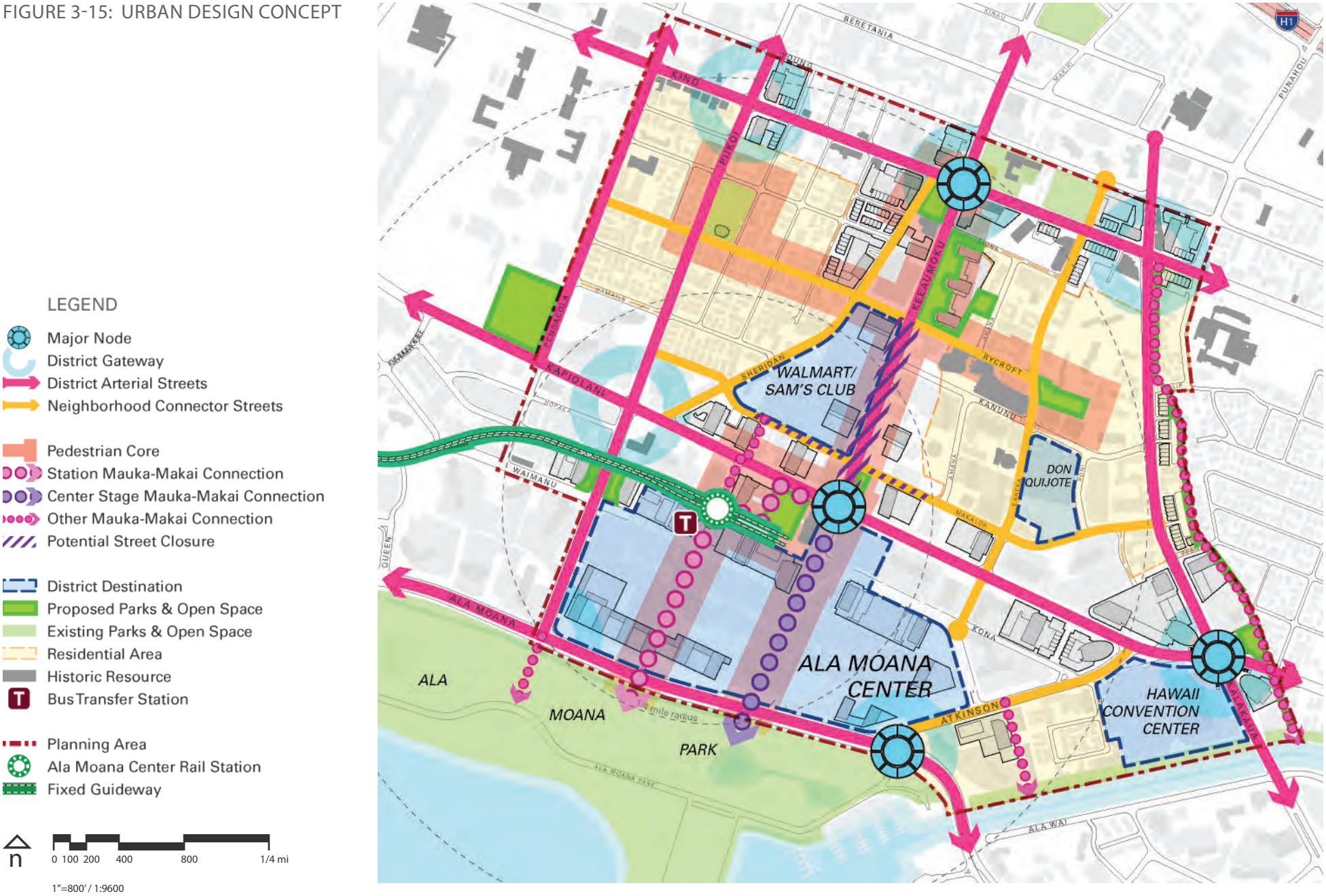
Whether historic or not, landmark buildings help define an area's identity, contribute to the skyline, and provide orientation in the district. New developments should enhance existing landmarks and create new ones for future generations.

VIEW CORRIDORS:

Mauka-makai views are valued by the Ala Moana community and these view corridors should remain a part of the district's character. Large scale development should also consider the creation and preservation of view corridors whenever possible. It is important to note that a mauka view does not have to be from the same place as a makai view. Some of the district's main view corridors include:

- Piikoi Street (mauka-makai views)
- Keeaumoku Street (mauka view)
- Kalakaua Avenue (mauka-makai views)
- Pensacola Street (mauka view)
- Makaloa Street (mauka view)
- Sheridan Street (mauka view)
- Kaheka Street (mauka view)
- Ahana Street (mauka view)

FIGURE 3-15: URBAN DESIGN CONCEPT



3.5.3. VIEWSHED ANALYSIS

The City's Primary Urban Center Development Plan encourages the preservation of mauka-makai views as directional references and panoramic views as a relationship between open space and Honolulu's urban skyline. Presently, there are some remaining panoramic views of the Koolau Range from Ala Moana Regional Park, especially from the makai end of Magic Island. The viewshed from Ala Moana Regional Park (Figure 3-16) shows the effect of the hypothetical buildout scenario on visibility of the mountains beyond. The view is impacted by development adjacent to the station; however, a mauka-makai orientation of towers is critical to preserving visibility of the mountain range. A view study should be conducted when drafting the design of tall buildings (see Section 5.9).

Other significant viewsheds within the planning area include Piikoi and Keeaumoku Streets, which would both be relatively unobstructed throughout the project area. Figure 3-17 illustrates these conditions as well as others within the district.



Major view corridors established in the Primary Urban Center Development Plan



Existing Condition - View from Magic Island

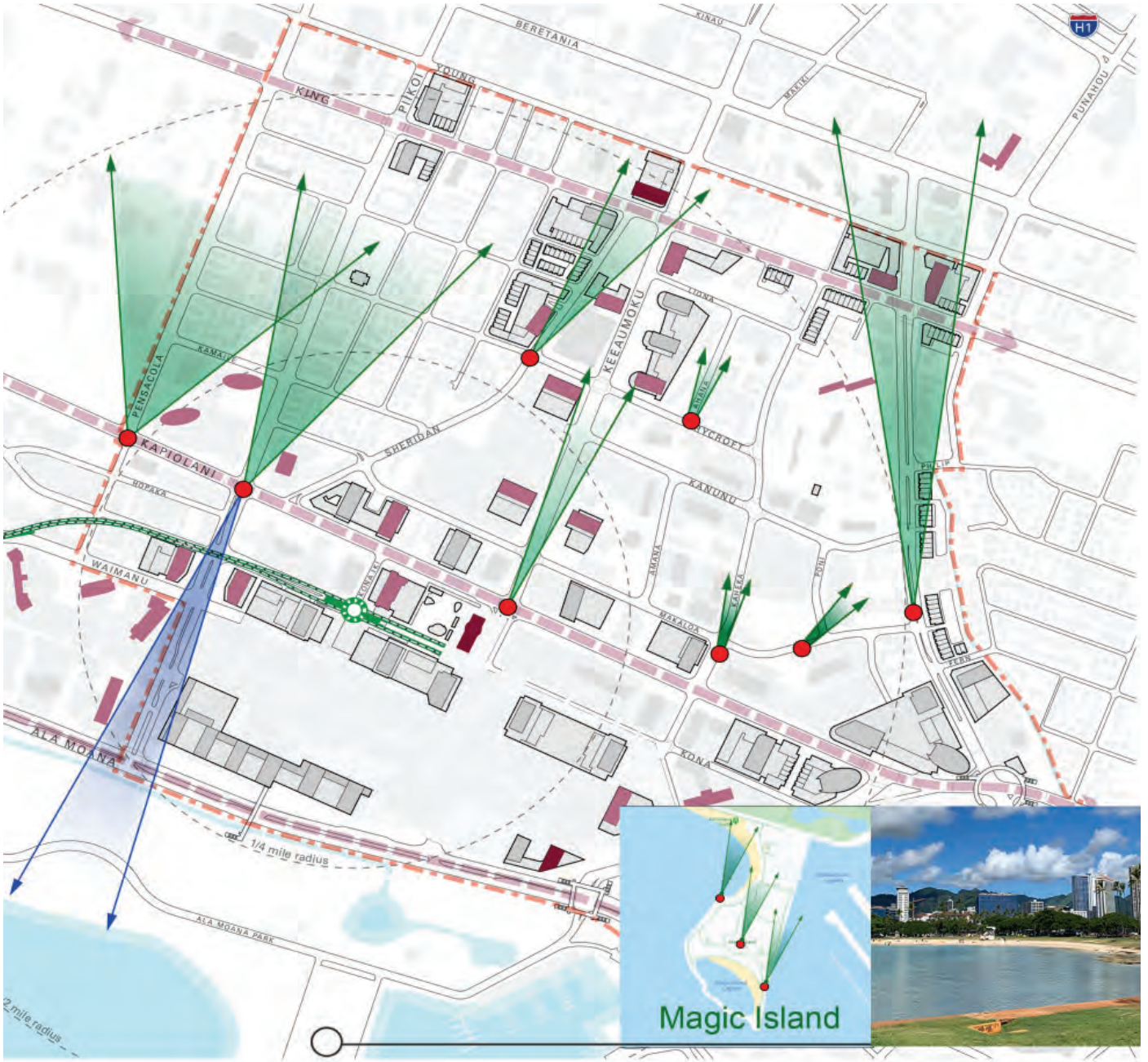
FIGURE 3-16: VIEWSHED FROM ALA MOANA REGIONAL PARK



Potential impacts of TOD buildout - View from Magic Island

FIGURE 3-17: IMPORTANT PUBLIC VIEWS & VIEWSHEDS

**for illustrative purposes only*



3.5.4. BUILDING FORM

New buildings in the district should be built following these guidelines so as to accommodate additional density near the rail station while advancing the community's vision.

TOWER ORIENTATION:

To define and protect mauka-makai views, tall buildings (see Section 5.9) should maintain a consistent orientation in order to frame primary arterials and view corridors. Towers should be oriented mauka-makai to ensure that the important viewshed at Ala Moana Regional Park maintains mountain views. The orientation of buildings at or under base heights along major streets may follow the orientation of that street; provided that the building does not disrupt important public views identified in Figure 3-17.

DEVELOPMENT INTENSITY:

Towers in the district should fall within specific height ranges to differentiate parts of the district as focal points. In general, the tallest buildings should be nearest to the rail station and the Convention Center, and should step down to reinforce the Kapiolani and Keeaumoku corridors. Figure 3-18 illustrates how proposed towers in the conceptual development scenario follow this rule. Towers should be taller in height along Kapiolani Boulevard, Kona Street, and Atkinson Drive, and step back in height along Keeaumoku Street to preserve mauka views. Development across from Ala Moana Regional Park should create a scale transition from the park, including building heights and setbacks, with landscaped terraces and stepped-back heights and facades. In addition to meeting view and tower spacing requirements, the location and spacing of towers within the Ala Moana Center Subdistrict should reflect a redevelopment plan that identifies long-term development potential for the shopping center and parking garages, and is integrated with the rail station and associated multimodal bus/rail transit centers.

Please refer to Section 5.3.3. for a further discussion on required building heights and how community benefits can allow buildings to be built at a greater height.

BUILDING MASSING:

As buildings move up in height, setbacks on upper floors should allow ample sunshine, light, and blue skies to be seen from street level. Reducing the perceived presence of buildings and their shadows along roads is key. Tall buildings should adhere to design guidelines found in Section 5.9.

GROUND FLOOR ACTIVATION:

At the street level, buildings should engage the public realm to create a pedestrian-friendly environment. Ground floor uses, especially along streets with high pedestrian traffic, should be active and visible from the sidewalk to create interest and improve safety.

FIGURE 3-18: NEW DEVELOPMENT INTENSITY STRATEGY

**for illustrative purposes only*



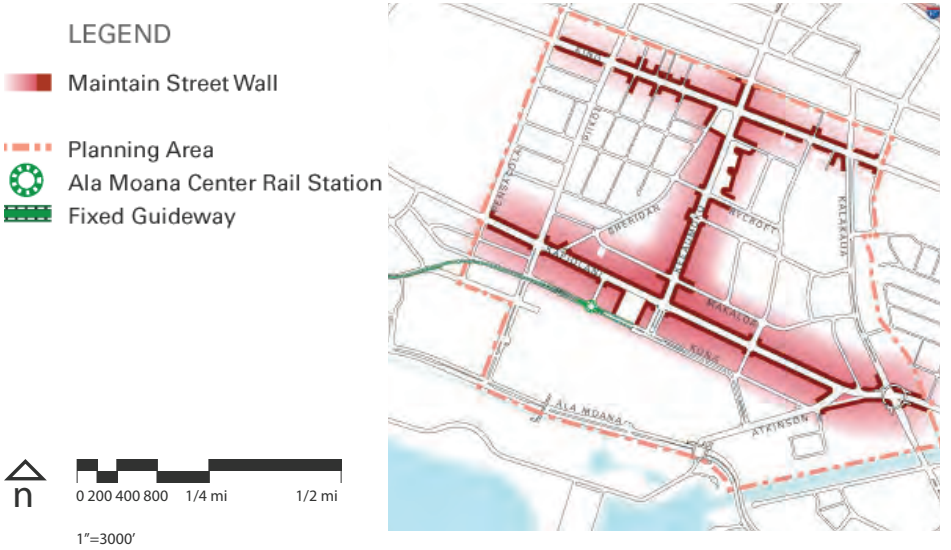
PODIUM/STREET WALL:

Along major corridors, buildings should be built up to the sidewalk to create a consistent street frontage. Intended to foster an urban atmosphere and a greater sense of place, tower podiums and their ground floor uses should face the street. Consistent street walls are proposed for Kapiolani Boulevard, Keeaumoku Street, and King Street.

SCALE COMPATIBILITY / TRANSITION:

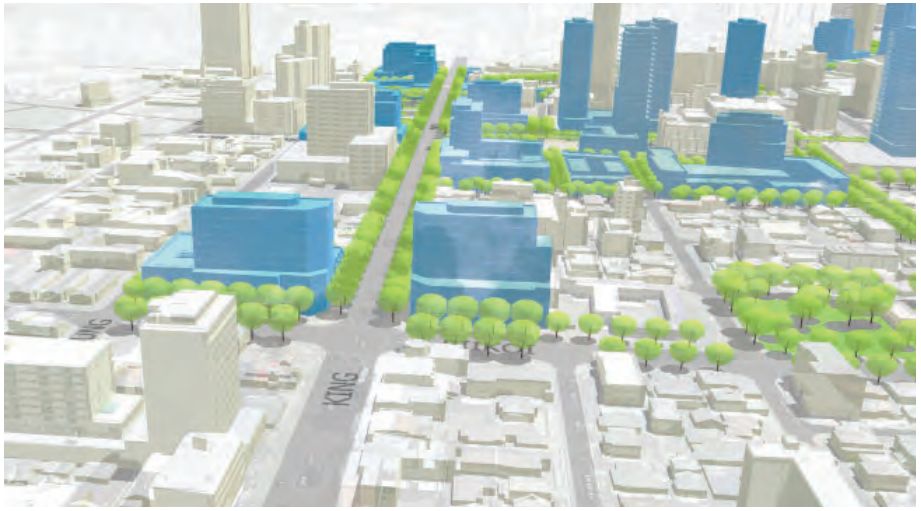
Appropriate transitions between land use, density, and height are needed for livability to maintain each subdistrict's specific identity. Transitions can also help new development be sensitive to historic resources. As a general rule, greater intensities are found in the TOD Precinct, and lesser intensities in the TIZ Precinct.

FIGURE 3-19: STREET WALL ORIENTATION





Higher densities are proposed within the TOD Precinct



Medium densities are proposed within the TIZ Precinct

3.5.5. SHADOW STUDY

Building shadows are important to consider in an area expecting significant high-rise development. During most of the year, the sun casts typical shadows found in the northern latitudes. Careful consideration needs to be given to tower spacing, allowing solar access throughout the year. The TOD plan suggests a spacing of at least 100' between towers. Figure 3-21 depicts the conceptual development scenario during the spring/autumn equinoxes, the summer solstice (where shadows are cast to the south), and the winter solstice.

FIGURE 3-20: SHADOW STUDY OF BUILDOUT SCENARIO

**for illustrative purposes only*



MAR / SEPT 21: 9:00 AM



JUNE 21: 12:00 PM



DECEMBER 21: 3:00 PM

3.6 INFRASTRUCTURE

3.6.1. INTENT

The following section summarizes the requirements for utility infrastructure to support transit-oriented development in the Ala Moana neighborhood. In summary, current conditions of the water and sewer systems, and the electric and gas networks, will be able to handle the demand generated by the significant development proposed in the Plan, if certain provisions and regulations are met.

3.6.2. WATER SYSTEM

The majority of the public water system, including fire hydrants, on the island of Oahu is owned and operated by the Honolulu Board of Water Supply (BWS). Potable water is drawn from underground aquifers and, to a lesser extent, collected from surface water sources. Raw water is treated and pumped to enclosed water reservoirs located at various locations and elevations throughout the island. Transmission pipelines deliver potable water from the reservoirs to the service areas.

WATER FACILITIES

The water mains within the Ala Moana neighborhood consist of 8- and 12-inch diameter mains with a limited number of 6- and 16-inch diameter mains. The 12- and 16-inch diameter mains generally form a backbone network coinciding with the major roadways. The 6- and 8-inch diameter mains serve as local supply lines for individual parcels along the smaller streets. The extent of the water system within Ala Moana is adequate with supply lines on virtually every street and a backbone line within a block or two thereof.

SYSTEM CAPACITY

The water system in the Ala Moana neighborhood will have capacity to support an even more intensive urban environment. The water system is typically sized to provide for the maximum density allowed by zoning. Ala Moana is largely zoned with variations of commercial, medium- and high-density apartment, and commercial/residential mixed use, designations—typically characterized by higher water consumption.

The water infrastructure is able to deliver the maximum fire flow demand of 2,000 gallons per minute as cited in the BWS Water System Standards, 2002, for high rise and commercial use areas. The fire hydrant network is well developed with hydrants spaced at a maximum of 250 feet based on zoning.

DEVELOPMENT CONSIDERATIONS

Any planning efforts should consider how the resulting new redevelopment will impact water quality and the beneficial use of the State's water resources.

For new developments, the BWS must verify that adequate water resources are available. A general request for water availability should be made in the early project planning phase. New developments will be obligated to pay a Water System Facility Charge (WSFC) based on the net number and type of plumbing fixtures planned.

WATER CONSERVATION

Water conservation measures are required for all proposed developments. These measures may include utilization of non-potable water for irrigation using rain catchment and chiller/air handler condensate, cooling tower conductivity meters and water softening recycling systems, drought tolerant plants, xeriscaped landscaping, and efficient irrigation systems. Wherever practicable, alternate water sources should be utilized.

In addition, water efficient, or low flow plumbing fixtures should be installed throughout new and existing developments in Ala Moana to reduce the increased demand on the island's freshwater resources.

3.6.3. WASTEWATER SYSTEM

Wastewater in the metropolitan areas of Oahu is typically collected by a system of gravity mains and sewage pump stations and conveyed to the Sand Island Wastewater Treatment Plant, located between the Honolulu International Airport and downtown Honolulu. The sewer system is maintained by the City Department of Environmental Services. The City Department of Planning and Permitting (DPP) Wastewater Branch manages sewer connection requests.

SEWER SYSTEM

The sewer system within the Ala Moana neighborhood consists of a combination of local collection mains from 6-inch up to 12-inch diameter pipe and regional trunk sewers of 36-, 48-, and 69-inch diameter. Three trunk sewers cross the planning area, generally parallel to the shoreline, effectively creating three service zones. The upper third is served by the 48-inch diameter East End Relief Sewer along Rycroft Street. The middle zone is served by a 36-inch diameter sewer under Kapiolani Boulevard. The makai most zone is served by a 69-inch diameter sewer tunnel in Ala Moana Regional Park. These trunk sewers convey wastewater originating from properties diamond head of Ala Moana. Figure 3-21 depicts the existing wastewater system in the Ala Moana neighborhood.

SYSTEM CAPACITY

While the existing trunk system in Ala Moana as a whole will have adequate capacity to serve new developments, there are capacity limitations in certain reaches of the local collection mains and, in some cases, specific reaches of the trunk sewers. Known limitations identified by the DPP Wastewater Branch are indicated on Figure 3-21. These limitations are typically addressed by construction of local relief sewers, or upsizing of existing mains.

Privately funded sewer improvements were made by a consortium of developers several years ago, increasing capacity in certain sections of the Kapiolani Boulevard and Kalakaua Avenue trunk sewers. Much of the sewer credits associated with the excess capacity is held by the members of the consortium, however, the DPP Wastewater Branch indicated some excess capacity is currently available to the general public. Alternatively, sewer credits held by the consortium may be available for purchase through private transactions.

DEVELOPMENT CONSIDERATIONS

All new connections to the sewer system will incur a Wastewater System Facility Charge (WWSFC). The WSFC is a function of the number of units for a residential development and the size of the potable water meter for non-residential units. The construction cost of an off-site improvement may be credited against the WWSFC provided the improvement will be a public benefit, rather than just the individual development.

3.6.4. STORM WATER DRAINAGE SYSTEM

Community planning must recognize storm water as an asset that sustains and protects natural ecosystems.

STORM WATER FACILITIES

The municipal drainage system in the Ala Moana neighborhood consists of open drainage channels and underground drainage conduits, and it is separate from the sewer system. All storm water runoff ultimately discharges to the ocean at various points along the shoreline.

The DPP Civil Engineering Branch (CEB) conducts review of proposed developments to ensure the neighboring properties are not adversely impacted by runoff generated by the improvements, and impacts to the environment by storm water pollutants are minimized. The basis for their review is the Rules Relating to Storm Drainage Standards, January 2000 (amended June 1, 2013).

SYSTEM CAPACITY

The capacity of the storm drain system is adequate for the existing condition. Proposed developments must demonstrate that proposed improvements will not discharge runoff to the municipal system in excess of the current condition, commonly referred to as a "no net increase" in runoff. Any increase in storm water runoff in excess of the existing condition is typically retained or disposed of on-site.

A related component of storm water runoff managed by the CEB is storm water quality, under the City's Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit. The MS4 NPDES permit requires the City to minimize the quantity of pollutants entering the municipal drain system and ultimately the ocean through the use of best management practices, or BMPs.

The City has implemented low-impact development (LID) standards to minimize the impact of development to an area's hydrology, while maintaining on-site infiltration and preventing polluted runoff from storm events. LID strategies are utilized to manage and control "…stream channel instability, streambank or shoreline erosion, loss of habitat, increased sediment transport and deposition, and increased flooding." Developments will be required to retain storm water runoff on-site through the use of infiltration or rain harvesting methods, or may be allowed to discharge runoff through an appropriate filter such as a rain garden, green roof, tree box filters, or hydrodynamic separators.

FLOOD HAZARDS

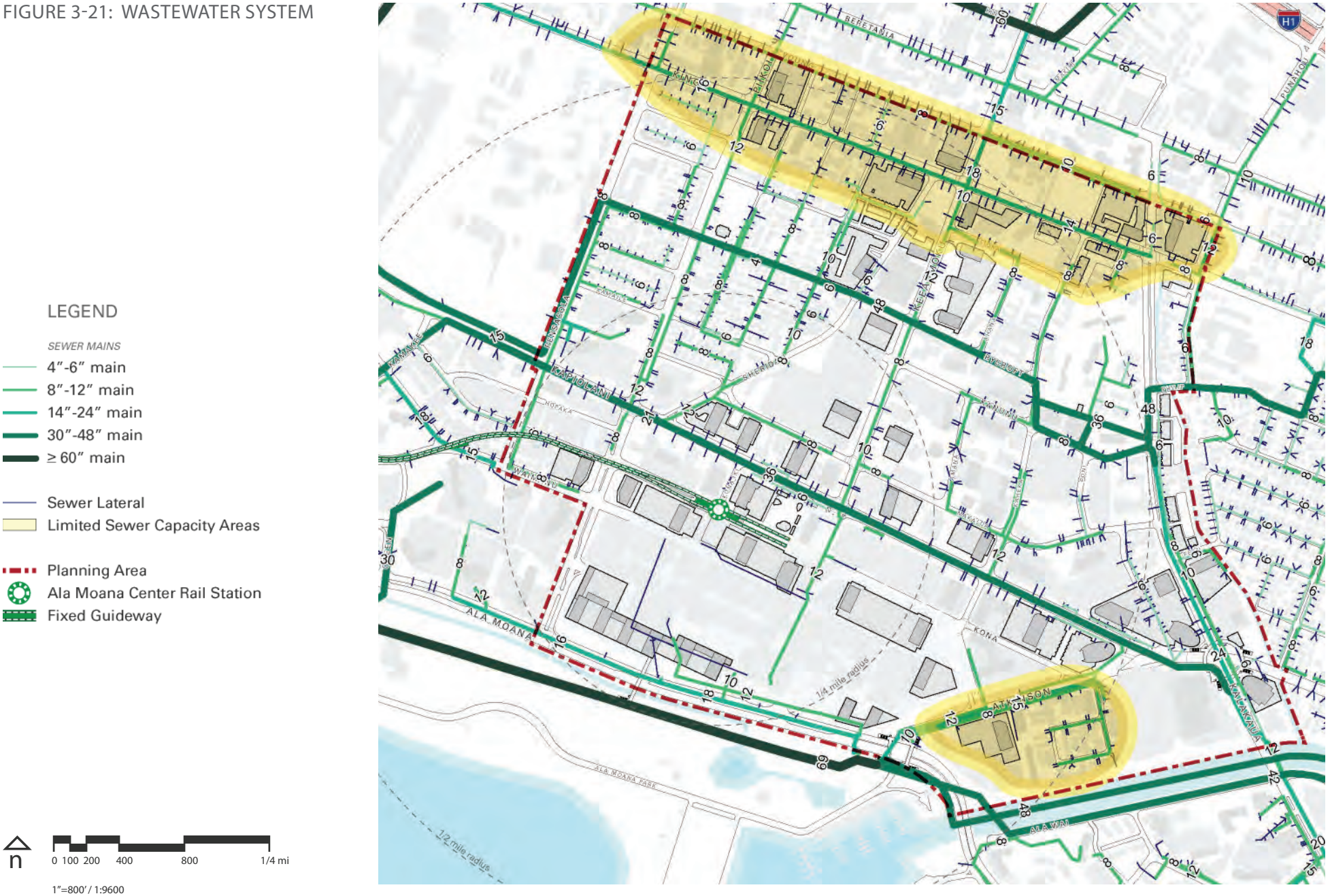
Much of the planning area makai of Kapiolani Boulevard is in the Federal Emergency Management Agency (FEMA) VE and AE flood hazard districts, as depicted in Figure 1-7. The flood zone in this particular area is determined by the anticipated impact of flood waters resulting from a tsunami or hurricane. Flood elevations range from 5 feet above mean sea level (msl) inland to 12-feet (msl) at the shoreline.

FEMA regulates the development of residential dwellings in the flood hazard district, requiring flood proofing measures to protect life safety, a flood study to validate that proposed developments will not alter the character of the flood zone, and residential property owners to purchase flood insurance. Non-residential developments within the flood hazard district are subject to certain flood proofing construction requirements, however, they are not required by FEMA to purchase flood insurance. Flood insurance may be required by lenders or other parties to the development team. Areas outside of the VE and AE flood zones within the Ala Moana area are classified as Zone X and are not subject to flood proofing or FEMA flood insurance requirements.

GREEN STREETS

Landscape features, such as streetscapes, should be designed with storm water BMP approaches. For example, improvements to existing streets in Ala Moana are intended to utilize the "green street" concept, as depicted in Figure 3-22. Green streets are intended to serve as a primary channel for storm water capture, improving ocean water quality, while providing natural areas for community enjoyment. Large rain gardens, planters, and permeable paving define this street typology. In addition, bike lanes and upgraded street elements throughout the neighborhood may also reduce paved asphalt traffic lanes for automobiles. This provides the opportunity to introduce porous surfaces either in the form of pavers or landscaping, mitigating storm water runoff to the ocean and the heat island effect. Figure 3-22 also depicts the potential to reduce hazardous substances. Further discussion of streetscape elements proposed for Ala Moana's major streets is located in Section 4.2.

FIGURE 3-21: WASTEWATER SYSTEM

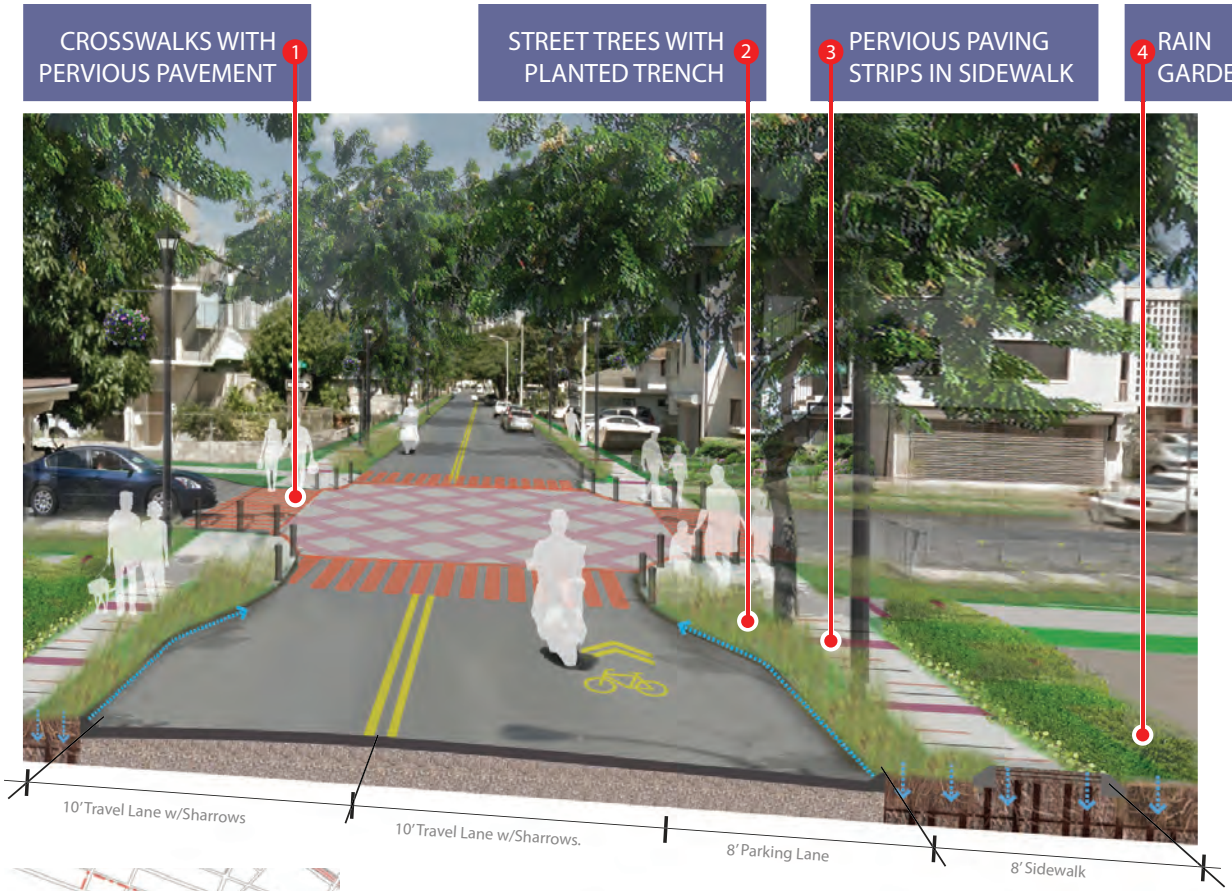


3.6.5. ELECTRIC / CATV / TELEPHONE (E/C/T) & NATURAL GAS

E/C/T services are provided by three major public utility companies. Hawaiian Electric is the sole electric utility on the island. Oceanic Time Warner and Hawaiian Telcom both provide cable TV service, broadband internet, and digital telephone service. Hawaii Gas is the sole supplier of natural gas.

As the Ala Moana neighborhood is located within the primary urban center, underground and overhead E/C/T service and underground gas service is widely available. Gas service can also be provided via above ground storage tanks where underground service is not available. Service requests must be made with the applicable utility provider.

FIGURE 3-22: GREEN STREET ENHANCEMENTS *(Rycroft Street Vision)*



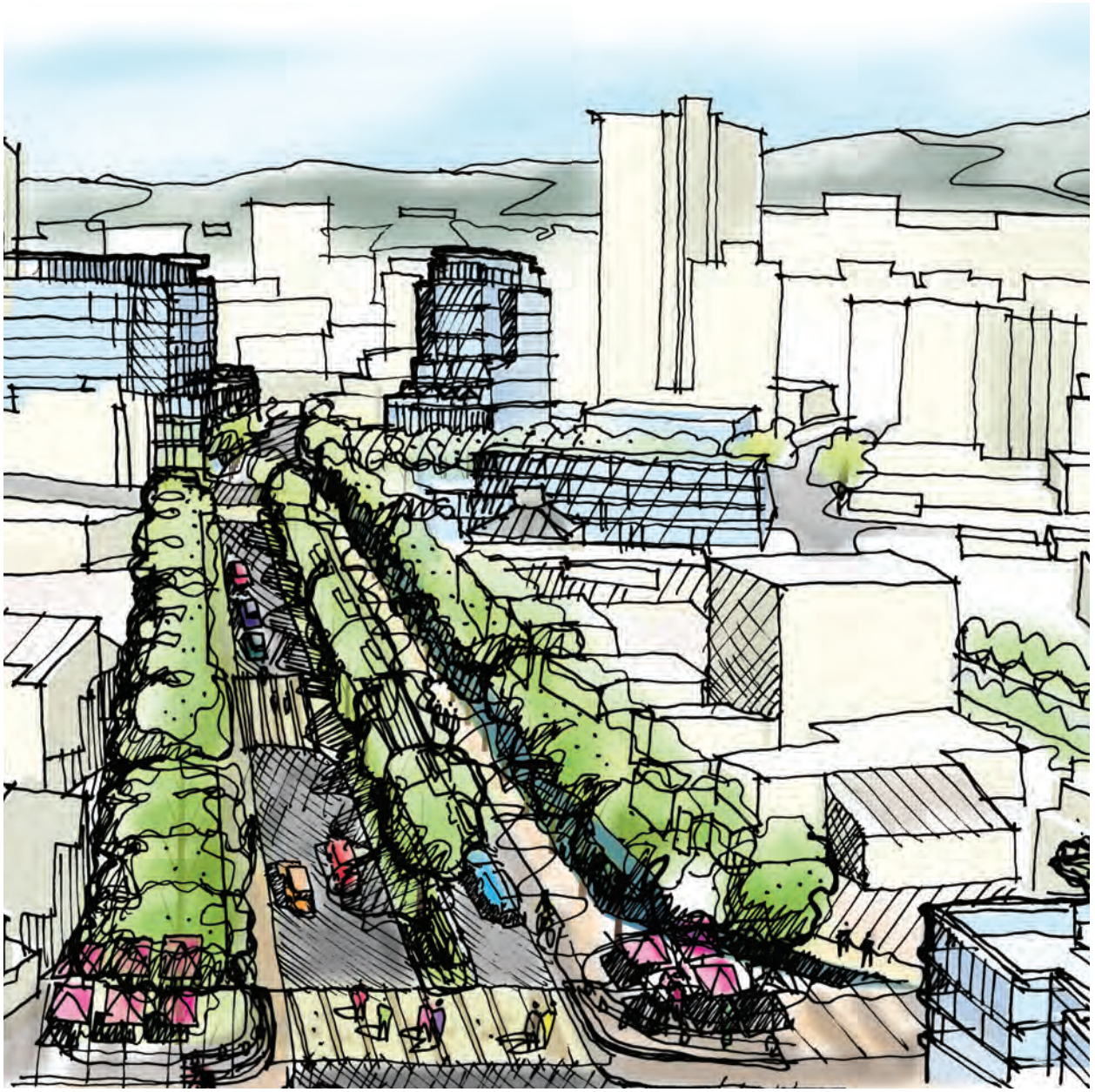


Section cut

Key Map

POTENTIAL REDUCTIONS

Nitrogen	40%
Phosphorus	50%
Suspended Solids	60%



In order to make Ala Moana an attractive, comfortable, and safe environment for pedestrians, bicyclists, and transit riders, improvements to the district's streetscape, key intersections, and station connectivity are critical.



4 Public Realm Improvement Concepts

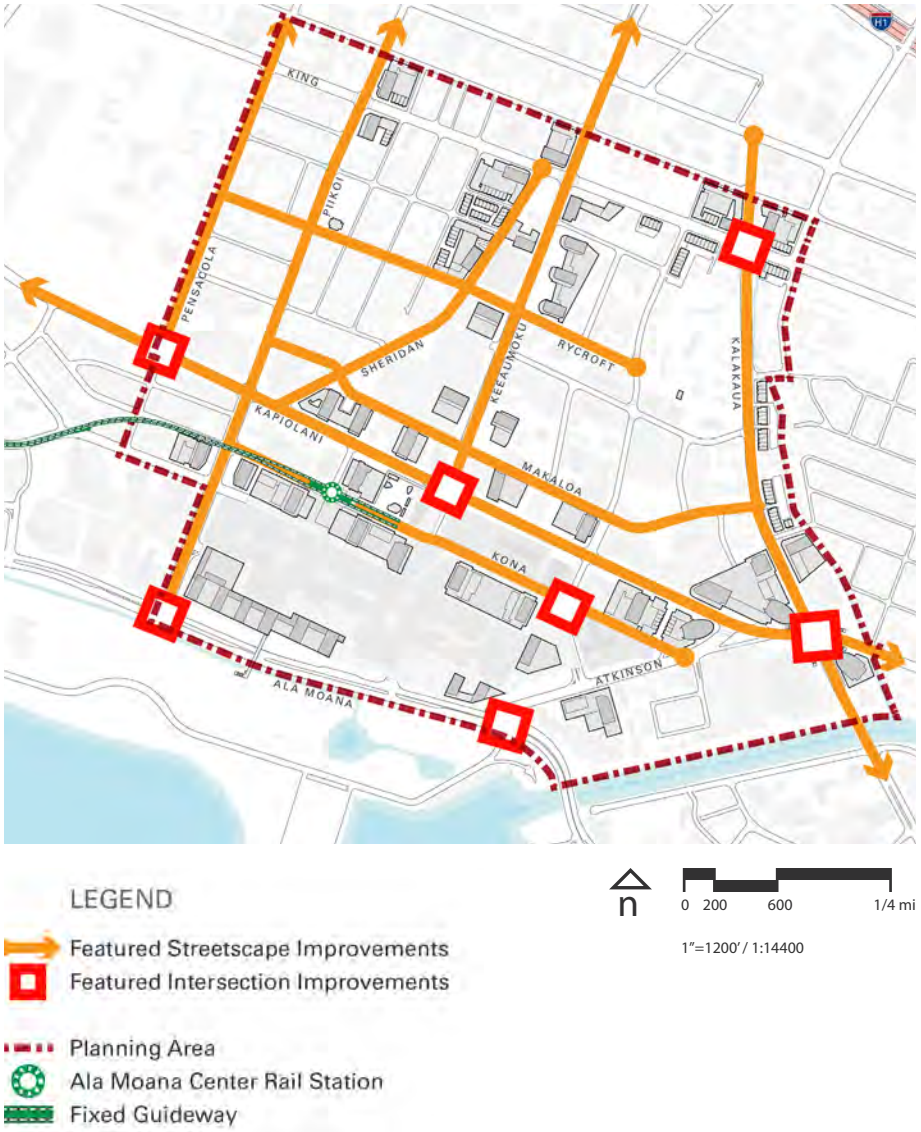
4.1 CONCEPT

The following pages illustrate how streetscape and intersection projects can improve the Ala Moana district through the addition of landscaping, pedestrian amenities, and bicycle facilities. Modifications vary from the addition of pedestrian lighting, benches, and trash receptacles to significant changes in roadway geometry and curbs to accommodate wider sidewalks, crosswalks, and bicycle lanes.

These concepts propose bicycle and pedestrian-friendly "complete streets" in both the mauka-makai and ewa-diamond head directions along local streets and major corridors, providing more connectivity to surrounding neighborhoods and improved access to the Ala Moana Center station. These streetscape improvements are expected to be paid for in part by the community benefits program. In addition, prior to the longer-term completion of these complete streets, "pop-up" style installations could act as a near-term implementation strategy. Section 4.2 features concepts for complete streets, while Section 4.3 depicts concepts for improving several important intersections.

Additionally, improvements are necessary to improve pedestrian connectivity to the new rail station, Ala Moana Center, and Ala Moana Park. The intersection of Kapiolani Boulevard and Keeaumoku Street is further detailed in Section 4.4 and 4.5, as it is a crucial component of a district-wide mauka-makai pedestrian strategy.

FIGURE 4-1: FEATURED STREETSCAPE & INTERSECTION IMPROVEMENTS



4.2 STREETSCAPE CONCEPTS

4.2.1. KAPIOLANI BOULEVARD

Connecting Waikiki to Downtown Honolulu, Kapiolani Boulevard is central to the Ala Moana neighborhood and the Kapiolani corridor subdistrict. Lined with mature monkeypod trees that contribute to a desirable environment for pedestrians, the street currently lacks active street-level uses and adequate sidewalk width in some places.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Shops and cafes
- Pedestrian-scaled elements (benches, planters, sidewalk lighting)
- Wider sidewalks where inadequate
- Bicycle lanes in both directions

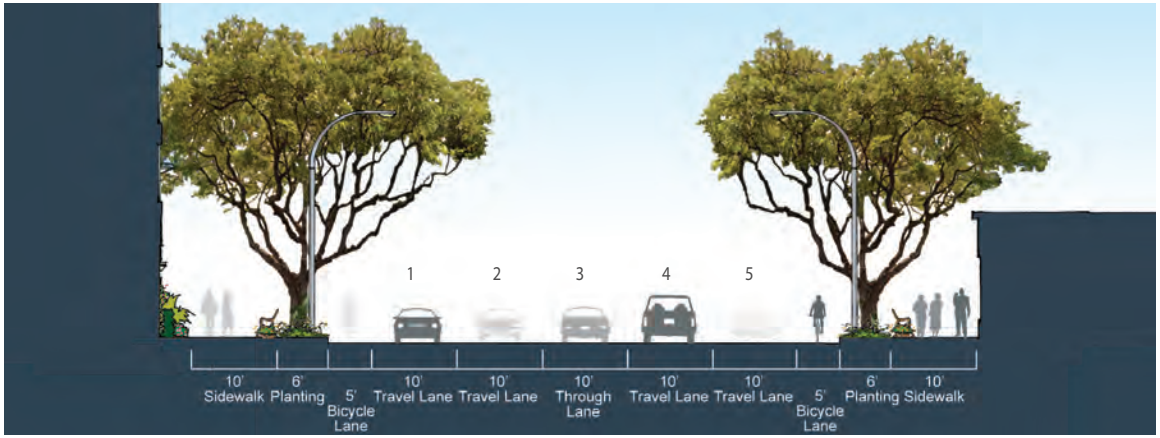


Kapiolani Boulevard - Existing

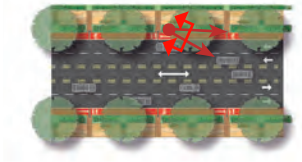


Kapiolani Boulevard - TOD Vision

FIGURE 4-2: KAPIOLANI BOULEVARD STREETSCAPE ENHANCEMENTS



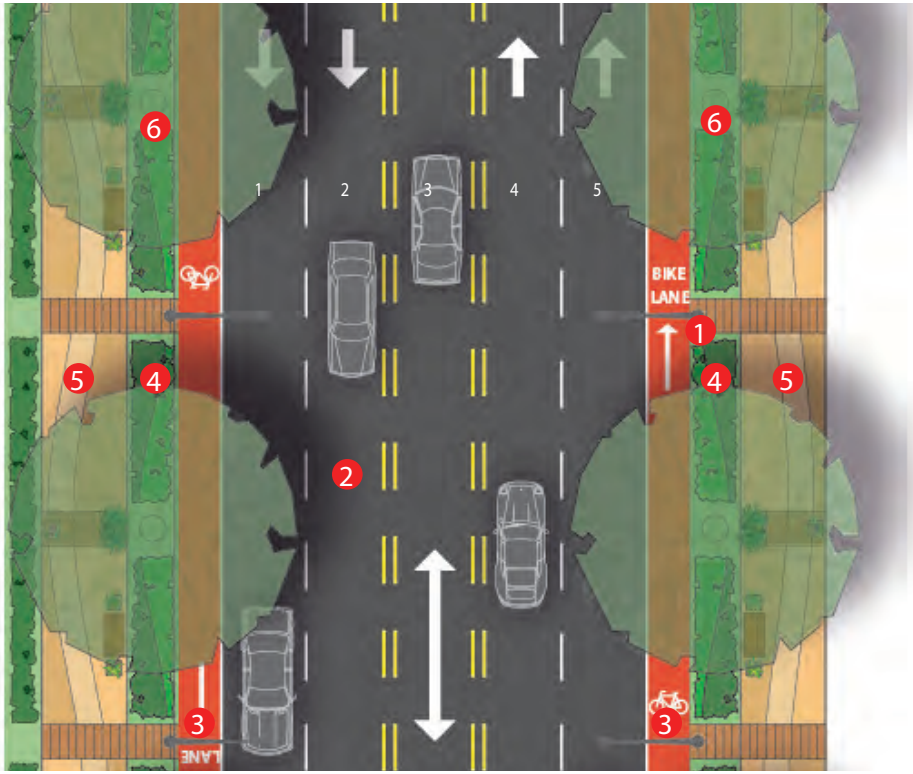
Kapiolani Boulevard - Enhanced Streetscape (R.O.W. 92' / curb-to-curb 60')



Section cut

Before/After view

Key Map



Plan View

RECOMMENDED MODIFICATIONS:

1. Amenities: Hang banners on street light poles for local events. Add planters, benches, trash cans, and wayfinding elements.
2. Travel Lanes: Remove one lane to allow for bicycle lanes. The center lane may act as a peak hour reversible lane.
3. Bicycles: Create two dedicated bicycle lanes. Use paint to enhance visibility.
4. Landscaping: Improve landscaping on both sides of the street.
5. Sidewalk: Widen sidewalks when possible. Use permeable paving.
6. Trees: Maintain large street trees with adequate planting areas.

4.2.2. KALAKAUA AVENUE

Linking Ala Moana to Waikiki, Kalakaua Avenue serves as an important connection into the district. The Makiki Stream is channelized along this corridor and could be transformed into an amenity for community enjoyment. Any modifications of Makiki Stream will require cooperation with the Army Corps of Engineers.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Enhanced pedestrian connections across Kalakaua Avenue and Makiki Stream
- New bicycle lanes
- Enhanced landscaping and natural features
- Preservation of the mahogany trees (Exceptional Trees of Oahu) in the Kalakaua Avenue median

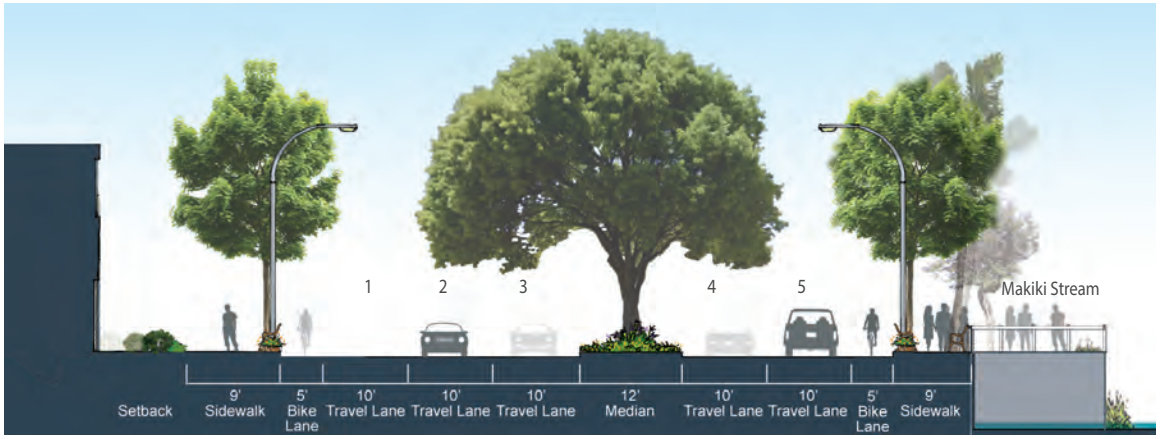


Kalakaua Avenue - Existing



Kalakaua Avenue - TOD Vision

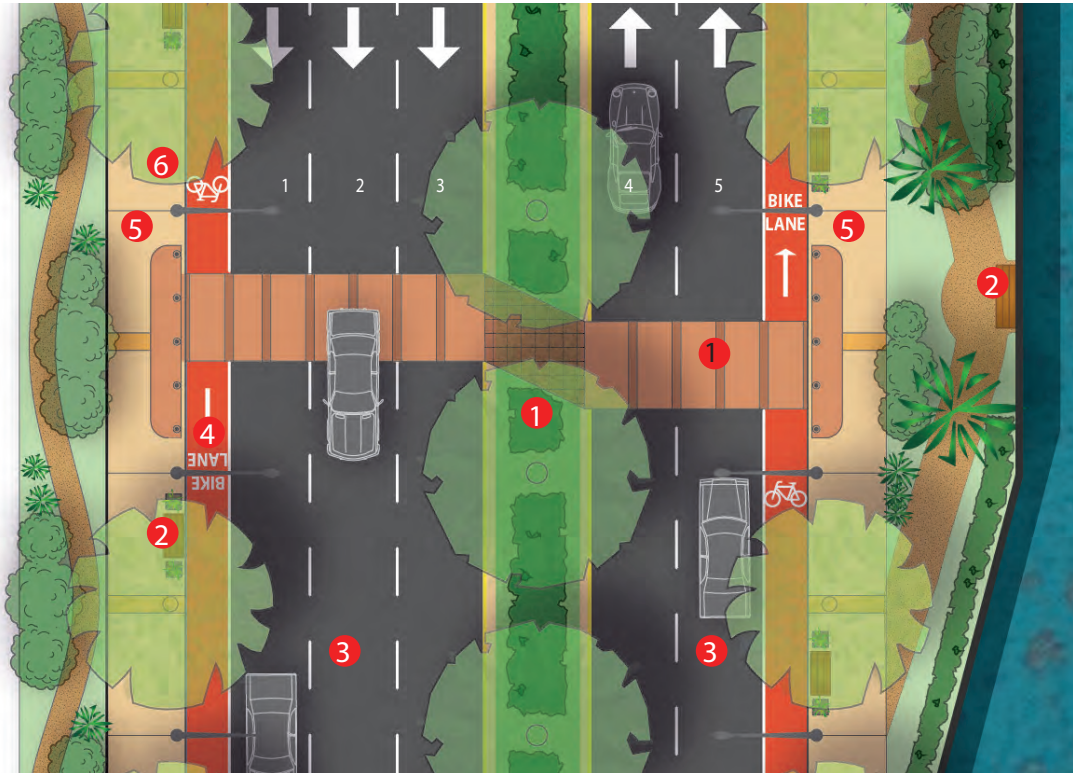
FIGURE 4-3: KALAKAUA AVENUE STREETSCAPE ENHANCEMENTS



Kalakaua Avenue - Enhanced Streetscape Option (R.O.W. 80' / curb-to-curb 62')



Key Map



Plan View

RECOMMENDED MODIFICATIONS:

1. Median: Maintain median and its Exceptional Trees. Add a mid-block crossing.
2. Amenities: Add planters, street furniture, bicycle racks, and wayfinding.
3. Travel Lanes: Reduce width of travel lanes to gain space for bicycle lanes.
4. Bicycles: Create two dedicated bicycle lanes.
5. Sidewalk: To accommodate bicycle lanes, modify sidewalk widths on both sides of street, and relocate utility and light poles.
6. Trees: Add canopy trees along sidewalk for shade and appeal.

4.2.3. PIIKOI STREET

Piikoi Street is the most continuous mauka-makai connection in the district, and it connects Ala Moana Park to the H1 Freeway. Mauka of Kapiolani Boulevard, traffic flows in the mauka direction parallel to its one-way couplet, Pensacola Street. A lack of shade along the street exacerbates the district's heat island effect, making temperatures for pedestrians and bicyclists uncomfortably high.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Street tree planting program
- New protected bicycle lane
- Wider sidewalks
- Utilities placed underground

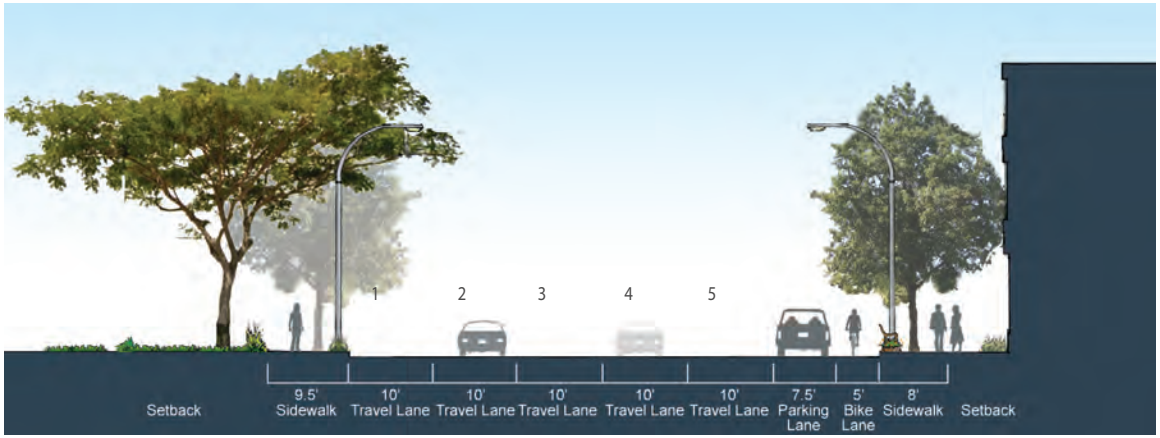


Piikoi Street - Existing

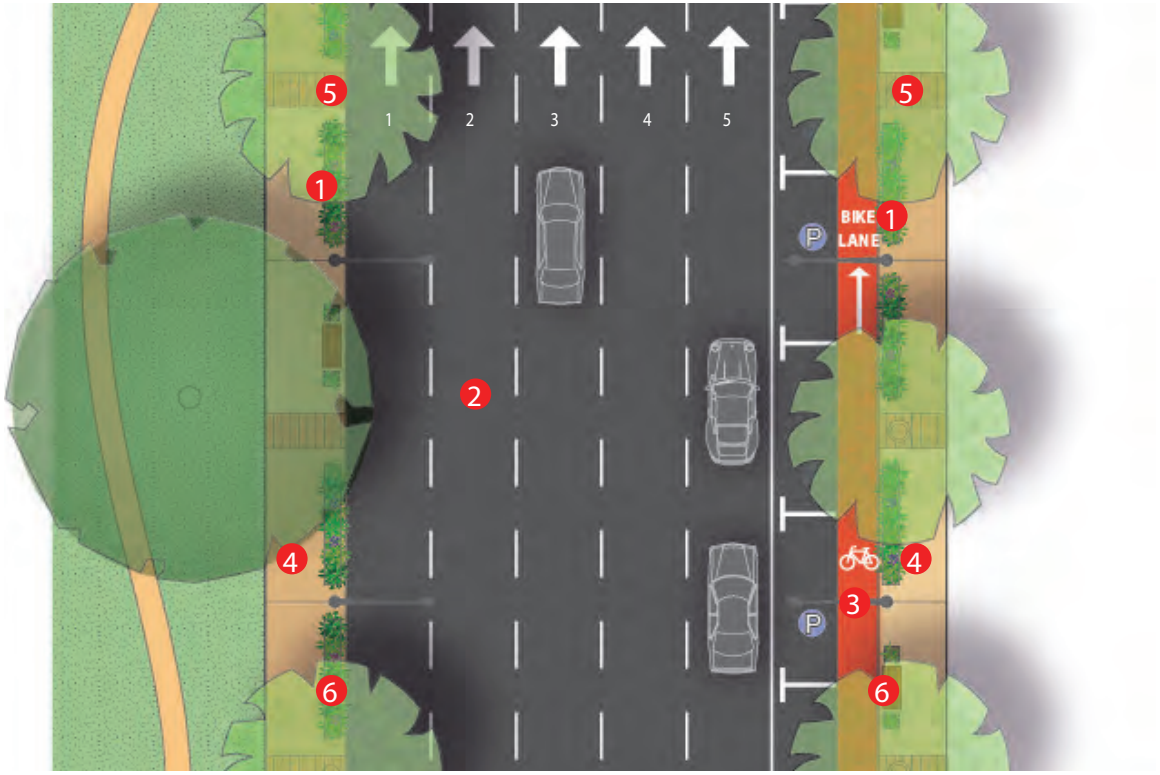


Piikoi Street - TOD Vision

FIGURE 4-4: PIIKOI STREET STREETSCAPE ENHANCEMENTS



Piikoi Street - Enhanced Streetscape (R.O.W. 80' / curb-to-curb 64')



Plan View



Key Map

Section cut

Before/After view

RECOMMENDED MODIFICATIONS:

1. Amenities: Add planters, benches, and other street furniture, including bicycle racks.
2. Travel Lanes: Reduce width of travel lanes to slow traffic and gain space for a dedicated bicycle lane.
3. Bicycles: Create one protected bicycle lane between on-street parking and sidewalk. Use paint to enhance visibility.
4. Sidewalk: Widen sidewalk on ewa side for added pedestrian ease. Add permeable paving and planter strips.
5. Trees: Add canopy trees along sidewalk for shade and appeal.
6. Utilities: Place underground if possible.

4.2.4. PENSACOLA STREET

Bringing travelers from the H1 Freeway, Pensacola Street flows in the makai direction. Pensacola Street would benefit greatly from improved sidewalks and safer connections between the Sheridan neighborhood, McKinley High School, and the Kakaako neighborhood.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Enhanced pedestrian crossings
- New bicycle lane or protected cycle track
- More consistent planting of street trees
- Additional pedestrian and bicycle amenities

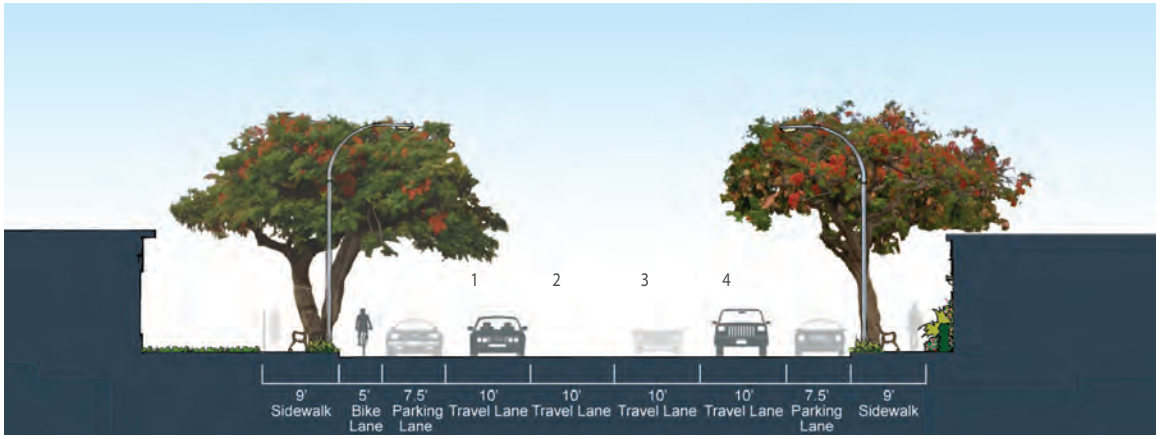


Pensacola Street - Existing

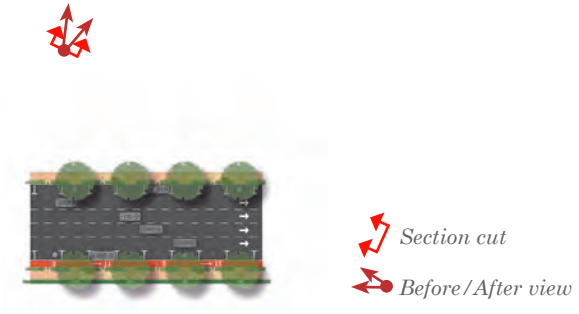


Pensacola Street - TOD Existing

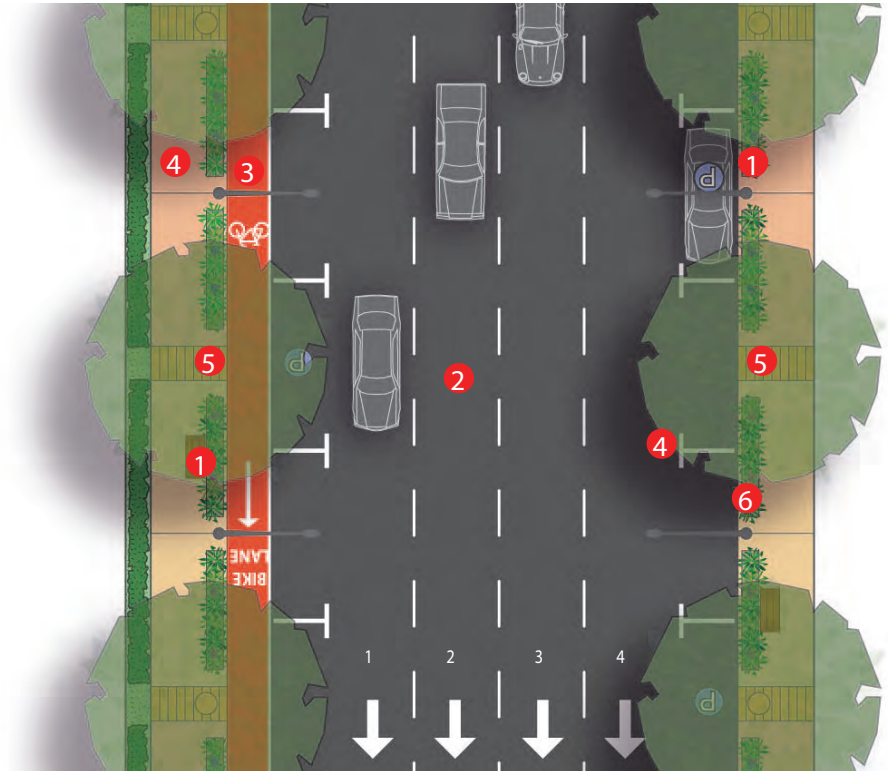
FIGURE 4-5: PENSACOLA STREET STREETSCAPE ENHANCEMENTS



Pensacola Street - Enhanced Streetscape (R.O.W. 78' / curb-to-curb 60')



Key Map



Plan View

RECOMMENDED MODIFICATIONS:

1. Amenities: Add planters, benches, and other street furniture, including bicycle racks.
2. Travel Lanes: Reduce width of travel lanes to slow traffic and gain space for a dedicated bicycle lane.
3. Bicycles: Create one protected bicycle lane between on-street parking and sidewalk. Use paint to enhance visibility.
4. Sidewalk: Widen sidewalk on ewa side for added pedestrian ease. Add permeable paving and planter strips.
5. Trees: Add trees for consistent planting rhythm and shade.
6. Utilities: Place underground if possible.

4.2.5. KEEAUMOKU STREET

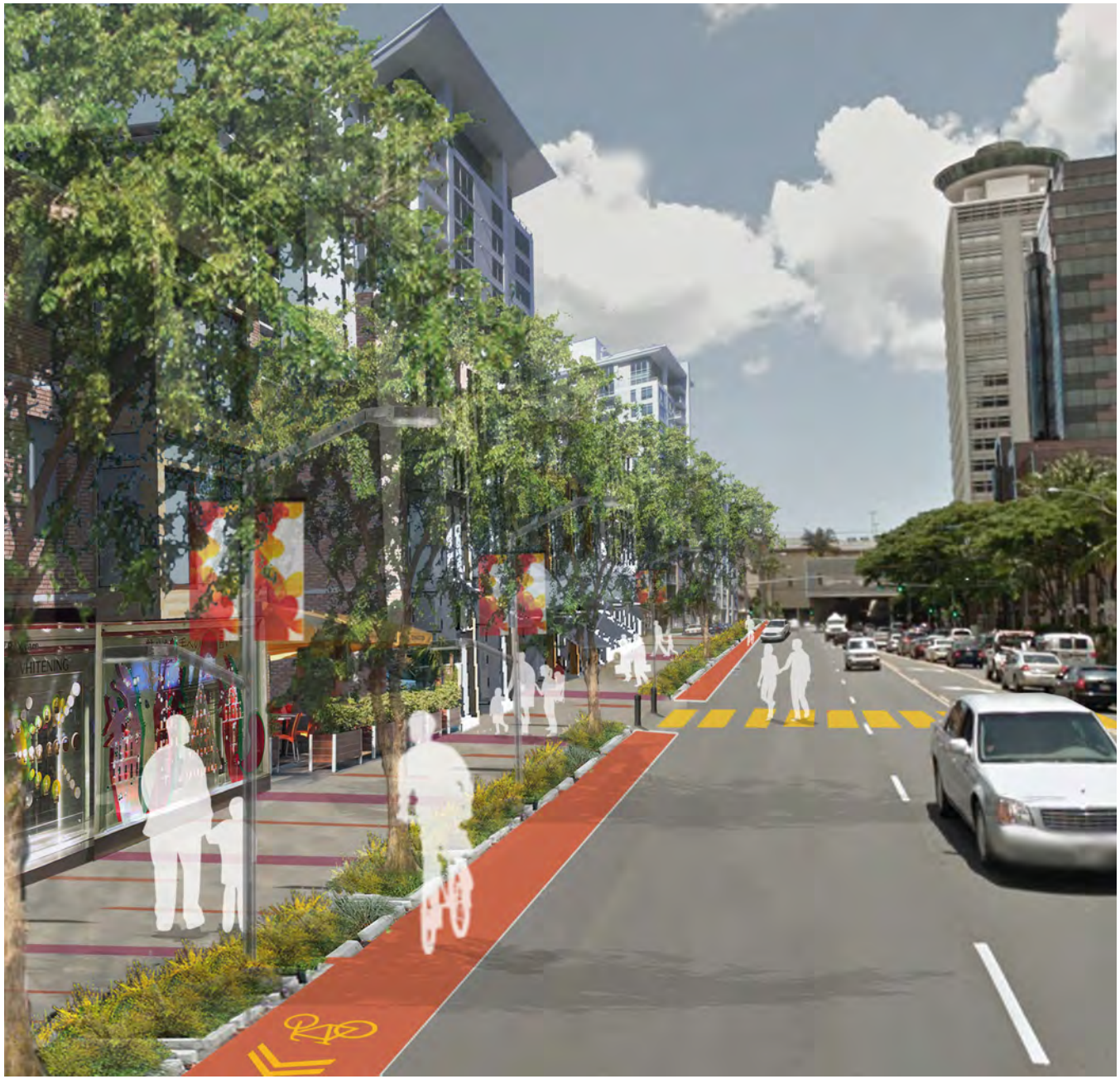
Centrally located, Keeaumoku Street is one of the most important streets in the district, providing access to businesses along it, Ala Moana Center, and the future rail station. This busy street can become extremely hot during the day and unpleasant for pedestrians. Walmart has provided lush landscaping, wide sidewalks, as well as some street level food retailers. This approach should be continued along both sides of the street as redevelopment occurs.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Landscaping and facades with sun-shading features
- Enhanced pedestrian crossings
- New bicycle lanes
- New street-oriented retail, food and beverage offerings
- Potential to close street for events

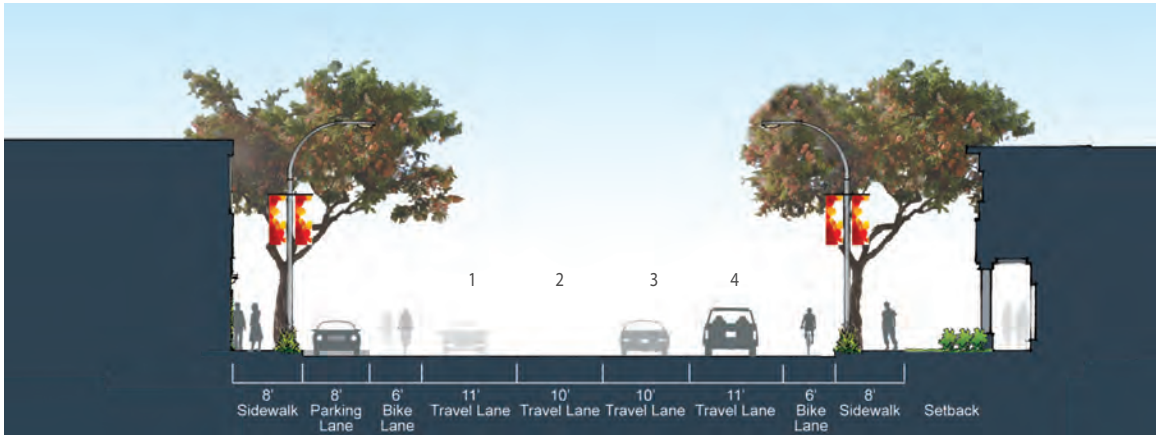


Keeaumoku Street - Existing



Keeaumoku Street - TOD Vision

FIGURE 4-6: KEEAUMOKU STREET STREETSCAPE ENHANCEMENTS



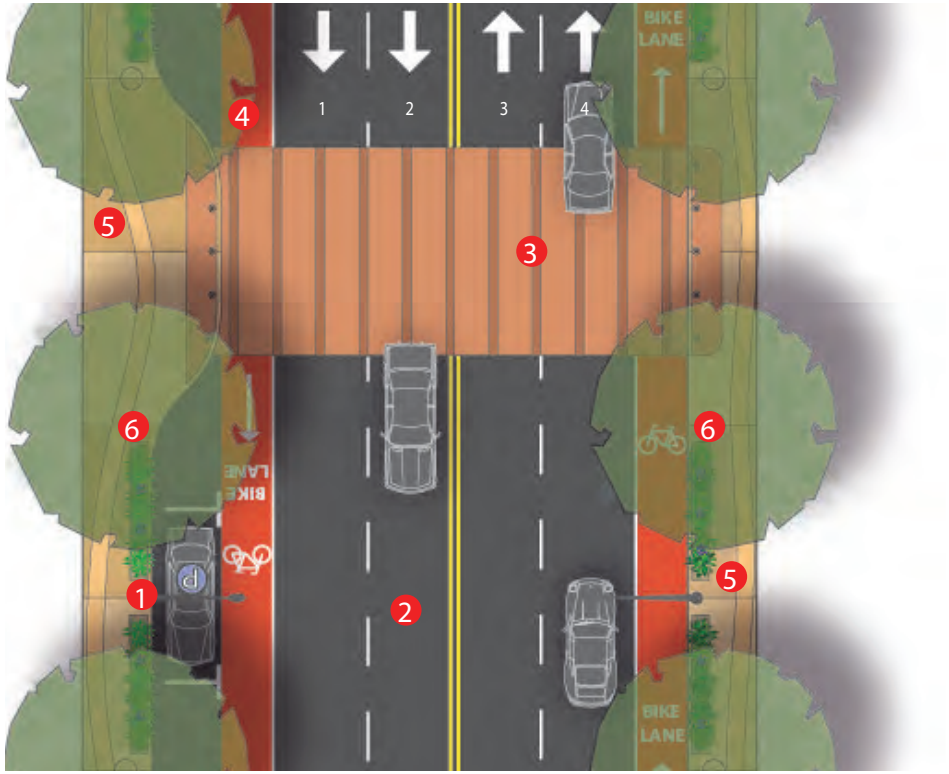
Keeaumoku Street - Enhanced Streetscape (R.O.W. 78 / curb-to-curb 62')



Key Map

Section cut

Before/After view



Plan View

RECOMMENDED MODIFICATIONS:

1. Amenities: Hang banners on street light poles for local events. Add wayfinding, street furniture, and bicycle racks.
2. Travel Lanes: Eliminate one mauka-bound travel lane and one makai-bound travel/park lane each way to gain bicycle lanes and a permanent parking lane.
3. Crosswalk: Add mid-block crossings on long blocks.
4. Bicycles: Create two dedicated bicycle lanes (one in each direction). Use paint to enhance visibility.
5. Sidewalk: Maintain sidewalk widths on both sides of the street. Add planter strips.
6. Trees: Add trees for shade and consistent planting rhythm, where necessary.

4.2.6. KONA STREET

Privately owned and maintained by the owners of Ala Moana Center (General Growth Properties), this is the future location of the elevated rail guideway and station. Kona Street currently functions as a major bus transfer area and should be significantly improved as a multimodal hub.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Wider sidewalks
- Street-level convenience retail
- Public artwork and lighting
- Improved planting areas
- Bicycle storage
- Safer pedestrian crossings

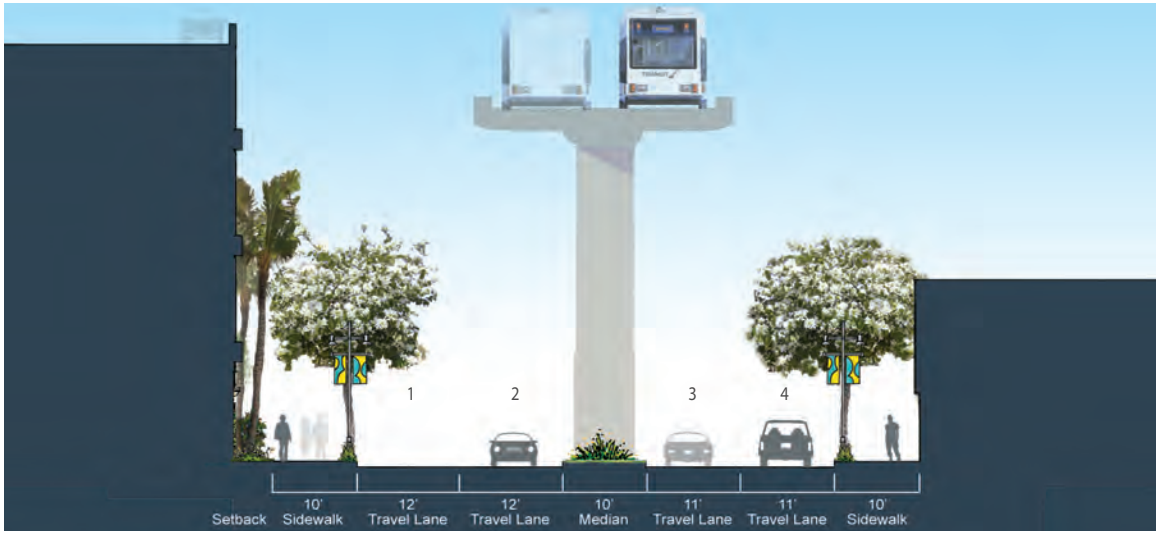


Kona Street - Existing



Kona Street - TOD Vision

FIGURE 4-7: KONA STREET STREETSCAPE ENHANCEMENTS



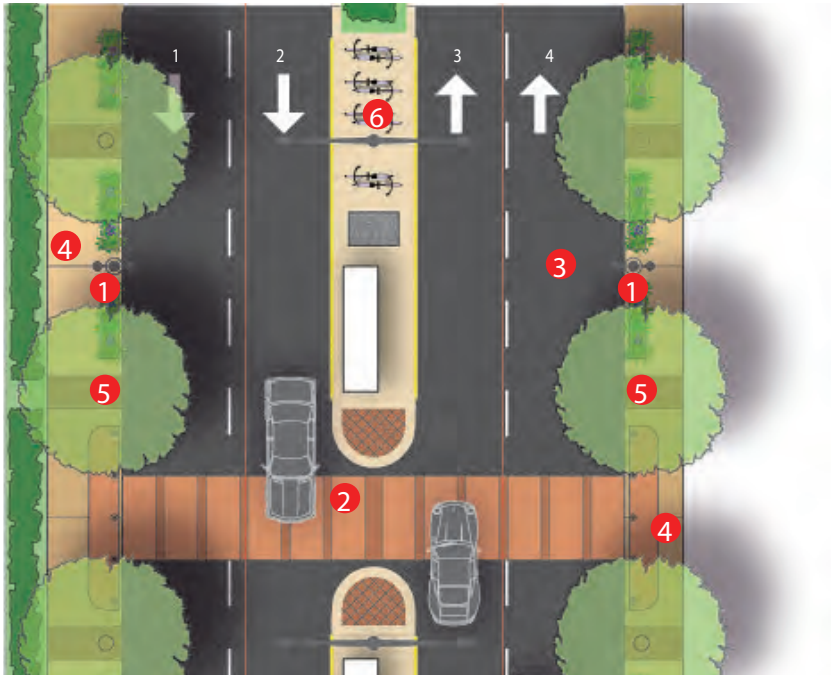
Kona Street - Enhanced Streetscape (R.O.W. 76' / curb-to-curb 56')



Key Map

Section cut

Before/After view



Plan View

RECOMMENDED MODIFICATIONS:

1. Amenities: Add pedestrian scaled lighting fixtures for added safety and appeal. Incorporate public art and special lighting. Add convenience retail adjacent to the rail station.
2. Crosswalk: Add mid-block crossings.
3. Travel Lanes: Modify width of travel lanes to slow traffic and allow for wider sidewalks. Provide wider lanes where heavier bus traffic is anticipated.
4. Sidewalk: Widen sidewalks on both sides. Add planter strips.
5. Trees: Add small scale flowering trees for color.
6. Bicycles: Add bicycle storage facilities in median.

4.2.7. SHERIDAN STREET

Sheridan Street runs parallel to Keeaumoku Street, and offers a convenient mauka-makai connection for pedestrians and bicyclists. It mainly serves the Sheridan neighborhood, and connects King Street with Kapiolani Boulevard. Though currently hosting various auto shops and small businesses, Sheridan Street has potential for greater street activity through locally-oriented commercial development.

RECOMMENDED MODIFICATIONS INCLUDE:

- Sharrow striping for better motorist awareness of bicycle traffic
- Sidewalk enhancements
- Street trees for shade

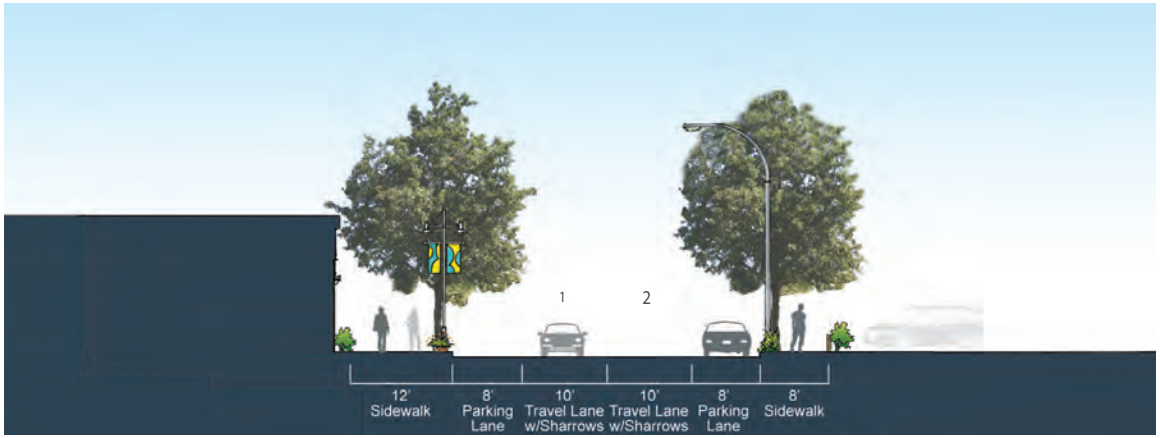


Sheridan Street - Existing

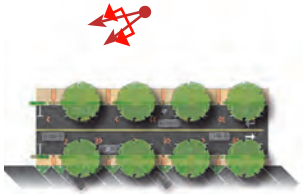


Sheridan Street - TOD Plan

FIGURE 4-8: SHERIDAN STREET STREETSCAPE ENHANCEMENTS



Sheridan Street - Enhanced Streetscape (R.O.W. 56' / curb-to-curb 36')



Section cut

Before/After view

Key Map



Plan View

RECOMMENDED MODIFICATIONS:

1. Amenities: Pedestrian-scaled lighting fixtures for added safety and appeal. Add planters and other street furniture, including bicycle racks.
2. Travel Lanes: Reduce width of travel lanes to slow traffic and allow for greater sidewalk width and street trees.
3. Bicycles: Add sharrows to both travel lanes.
4. Sidewalk: Reduction in width of travel lanes allows for slightly wider sidewalks and curb extensions at intersections. Add planter strips.
5. Trees: Consistent planting of canopy trees for increased shade and pedestrian comfort.

4.2.8. RYCROFT STREET

Rycroft Street provides ewa-diamond head access to McKinley High School and the Kaheka subdistrict. It runs entirely within the Ala Moana neighborhood. It should support multiple modes of travel but should also encourage slow vehicle traffic.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Wider sidewalks with adequate lighting for pedestrians
- Utilities placed underground
- Additional street trees for shade
- Curb extensions to increase pedestrian safety and slow traffic

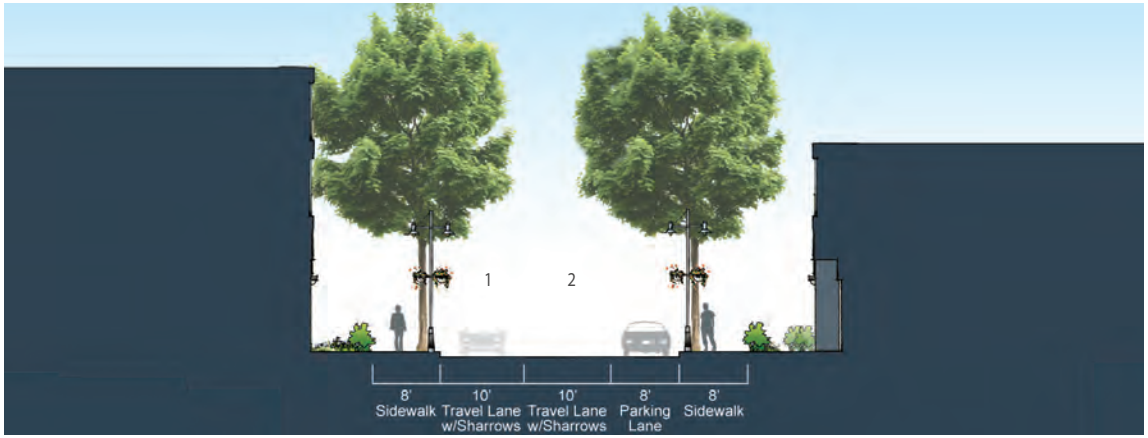


Rycroft Street - Existing



Rycroft Street - TOD Vision

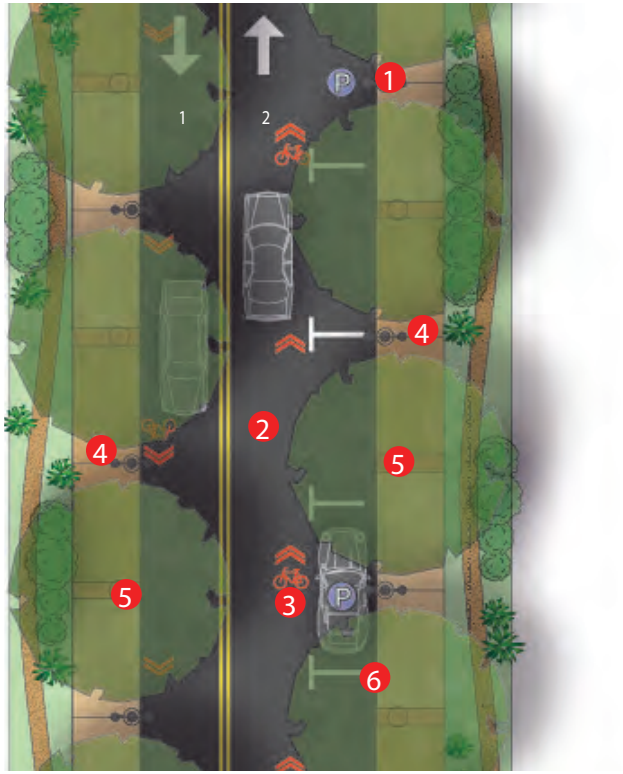
FIGURE 4-9: RYCROFT STREET STREETSCAPE ENHANCEMENTS



Rycroft Street - Enhanced Streetscape Option 1 (R.O.W. 44' / curb-to-curb 28')



Key Map



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Amenities: Pedestrian-scaled lighting fixtures for added safety and appeal. Add street furniture, including bicycle racks.
2. Travel Lanes: Maintain travel and parking lanes.
3. Bicycles: Add sharrows to both travel lanes.
4. Sidewalk: Add permeable paving strips or consider widening sidewalks.
5. Trees: Consistent planting of canopy trees to provide shade and comfort for pedestrians, as well as added visual appeal.
6. Utilities: Place underground if possible.

4.2.9. MAKALOA STREET

A small commercial street running parallel to Kapiolani Boulevard, Makaloa Street connects Kalakaua Avenue with the Don Quijote market, Walmart/Sam's Club, and Sheridan Street.

PROPOSED STREETSCAPE ENHANCEMENTS:

- Sharrow striping for better motorist awareness of bicycle traffic
- Wider sidewalks with additional street trees
- Additional street furniture.
- Potential to close street for events

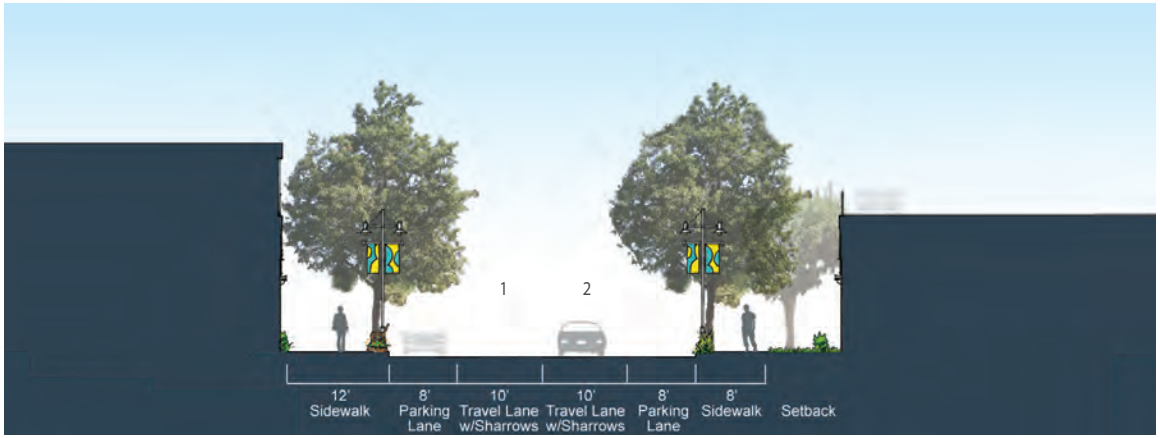


Makaloa Street - Existing

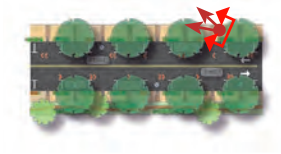


Makaloa Street - TOD Vision

FIGURE 4-10: MAKALOA STREET STREETSCAPE ENHANCEMENTS



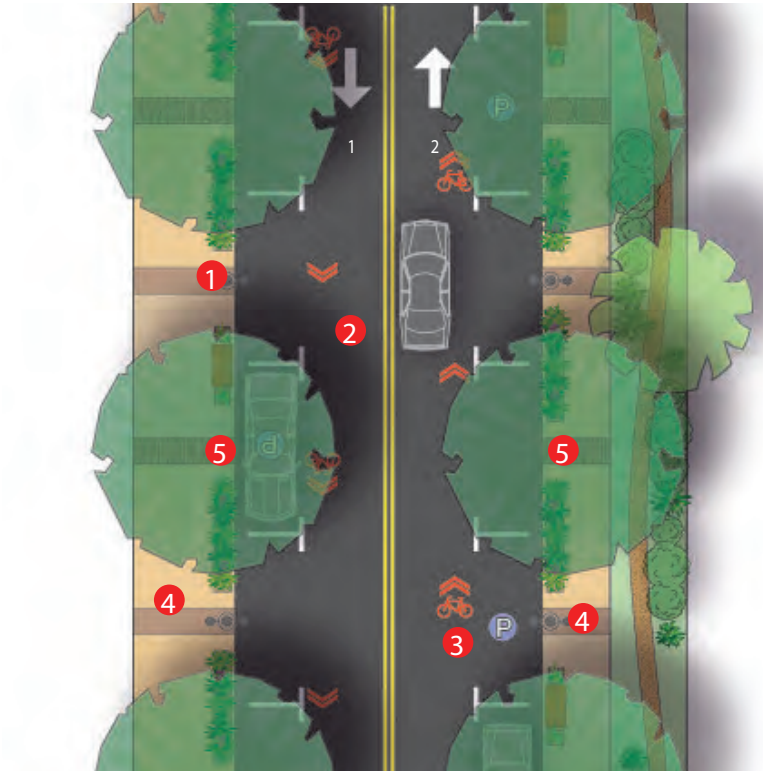
Makaloa Street - Enhanced Streetscape (R.O.W. 56' / curb-to-curb 36')



Section cut

Before/After view

Key Map



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Amenities: Add pedestrian-scaled light fixtures for added safety and appeal. Add benches, planters, trash cans, and bicycle racks.
2. Travel Lanes: Reduce the width of travel lanes to allow for greater sidewalk width.
3. Bicycles: Add sharrows to both travel lanes.
4. Sidewalk: Reduction in travel lanes allows for wider sidewalks. Add planter strips.
5. Trees: Consistent planting of canopy trees for increased pedestrian comfort and appeal.

4.3 INTERSECTION CONCEPTS

Several key intersections deserve special attention in order to improve the non-vehicular connectivity and safety of the Ala Moana district. In addition to new pedestrian design elements and improved roadway geometry, elevated crossings are explored where pedestrian and automobile conflicts warrant grade separation, and where there are destinations at the elevated level.

4.3.1. ALA MOANA BOULEVARD & ATKINSON DRIVE (OPTION 1)

This important intersection handles significant vehicular and pedestrian traffic along Ala Moana Boulevard, a state right of way. Decreasing the turning radii and reducing crosswalk lengths will maintain traffic flow while improving pedestrian and bicycle safety.

KEY FEATURES:

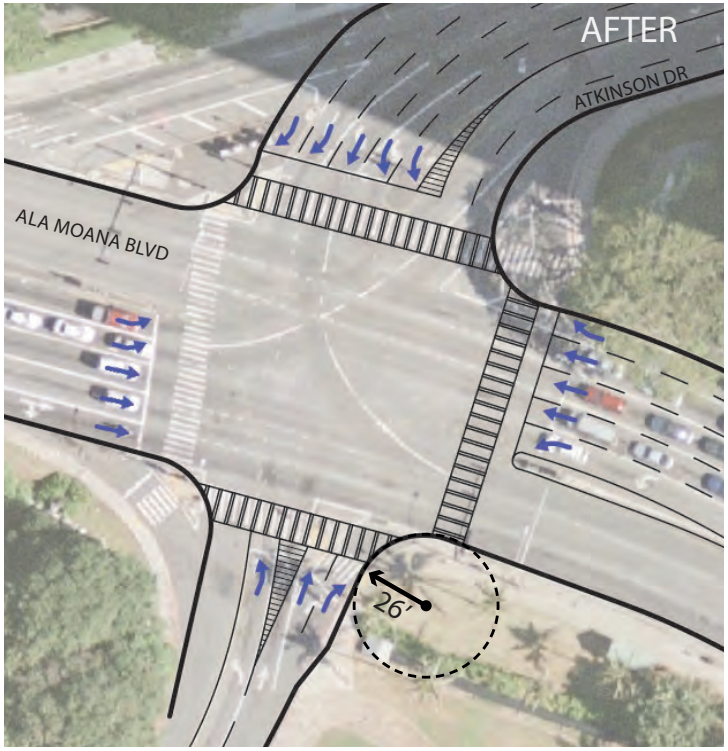
- Additional crosswalk
- Shortened crossing distances
- Reduced turning radii at all corners
- Eliminated free right hand turns



Street View

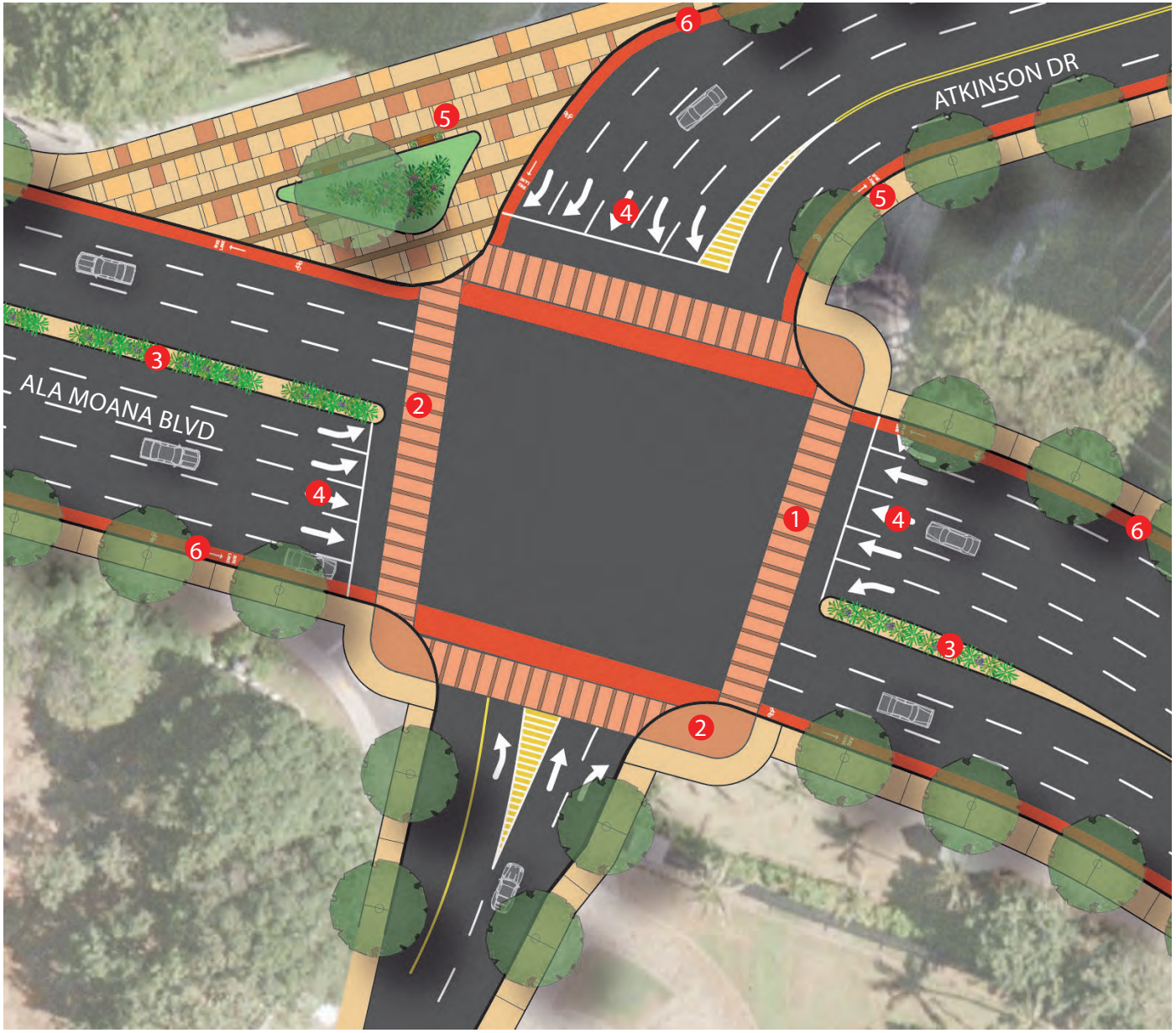


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-11: ALA MOANA BOULEVARD & ATKINSON DRIVE INTERSECTION IMPROVEMENTS (OPTION 1)



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Additional crosswalk
2. Painted crosswalks and special paving at corners
3. Median planting
4. Narrower travel lanes/restriping
5. Additional street trees and improved sidewalks
5. Hardscape plaza provides pedestrian access to Ala Moana Center
6. Bike lanes on Ala Moana Boulevard and Atkinson Drive



Key Map

4.3.2. ALA MOANA BOULEVARD & ATKINSON DRIVE (OPTION 2)

In addition to street-level improvements, an elevated pedestrian crossing may be appropriate here as part of a long-term strategy to enhance pedestrian safety and improve circulation to the elevated levels of Ala Moana Center. In addition to its potentially high cost and visual impact, providing grade-separated pedestrian crossings requires further changes to the intersection corners to accommodate access to the stairs, escalators, and elevators up to the overpasses.



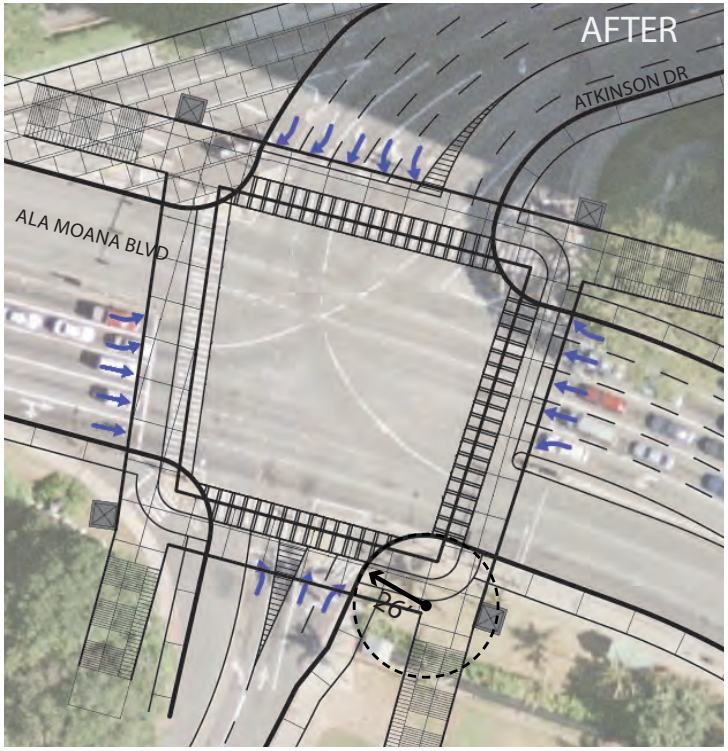
Street View

KEY FEATURES:

- Elevated pedestrian crossing
- Additional crosswalk
- Shortened crossing distances
- Reduced turning radii at all corners
- Eliminated free right hand turns
- Upper level access to Ala Moana Center

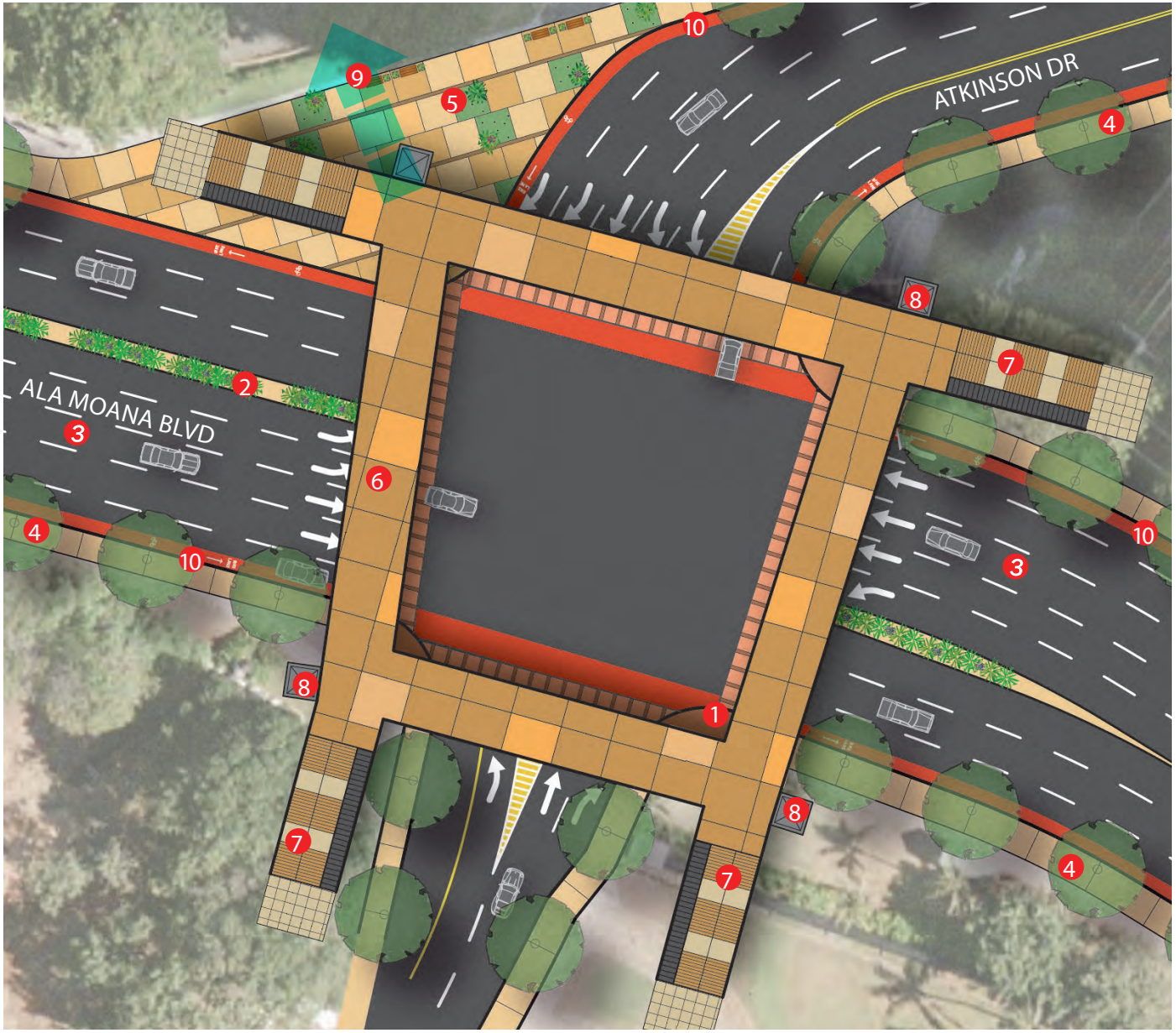


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-12: ALA MOANA BOULEVARD & ATKINSON DRIVE INTERSECTION IMPROVEMENTS (OPTION 2)



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Painted crosswalks and special paving at corners
2. Median planting
3. Narrower travel lanes/restriping
4. Additional street trees and improved sidewalks
5. Additional hardscape area/plaza
6. Elevated pedestrian crossing
7. Stairways/escalators
8. Elevators
9. Possible elevated connection to Ala Moana Center
10. Bike lanes on Ala Moana Boulevard and Atkinson Drive



Key Map

4.3.3. ALA MOANA BOULEVARD & PIIKOI STREET

This important intersection is adjacent to Ala Moana Center and Ala Moana Park. Because Piikoi Street is a major pedestrian connection in the area, it is important to include crosswalks across all intersection approaches for the most efficient pedestrian flow. Reducing the turning radius at the northwest corner will also benefit pedestrian safety by slowing traffic through the intersection.



Street View

KEY FEATURES:

- Additional crosswalk
- Reduced turning radius at northwest corner
- Eliminated free right-hand turn

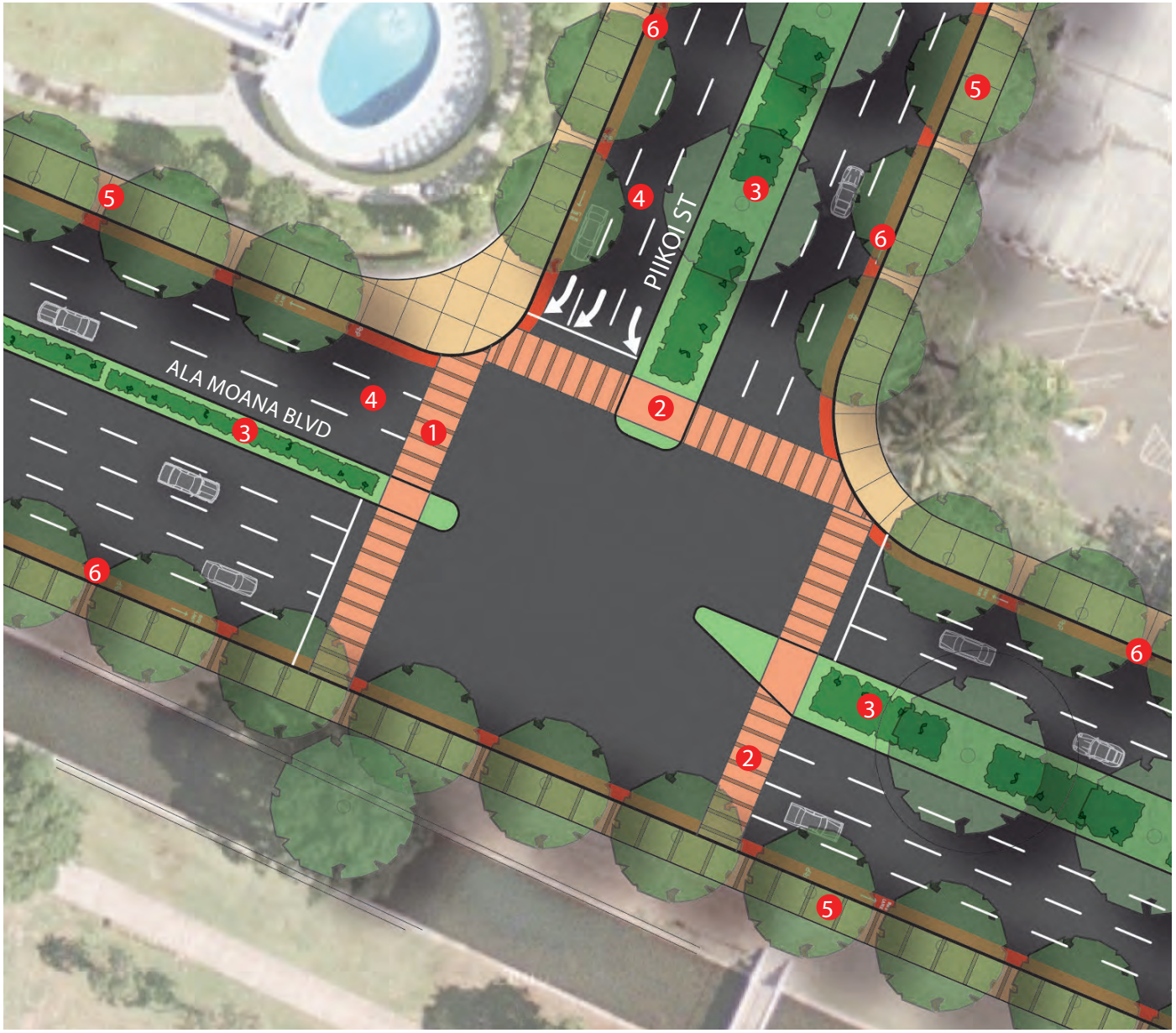


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-13: ALA MOANA BOULEVARD & PIIKOI STREET INTERSECTION IMPROVEMENTS



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Additional crosswalk
2. Painted crosswalks and special paving at corners
3. Median planting
4. Re-striping travel lanes
5. Additional street trees for consistent shade
6. Bike lanes on Ala Moana Boulevard and Piikoi Street



Key Map

4.3.4. KALAKAUA AVENUE & KING STREET

Kalakaua Avenue is a major connection into Waikiki, and its intersection with King Street experiences high pedestrian volumes that will benefit from intersection enhancements and modifications. Reducing the turning radii will slow traffic, augment pedestrian safety, and shorten crossing distances at this intersection. Crosswalks should be designed to improve visibility.



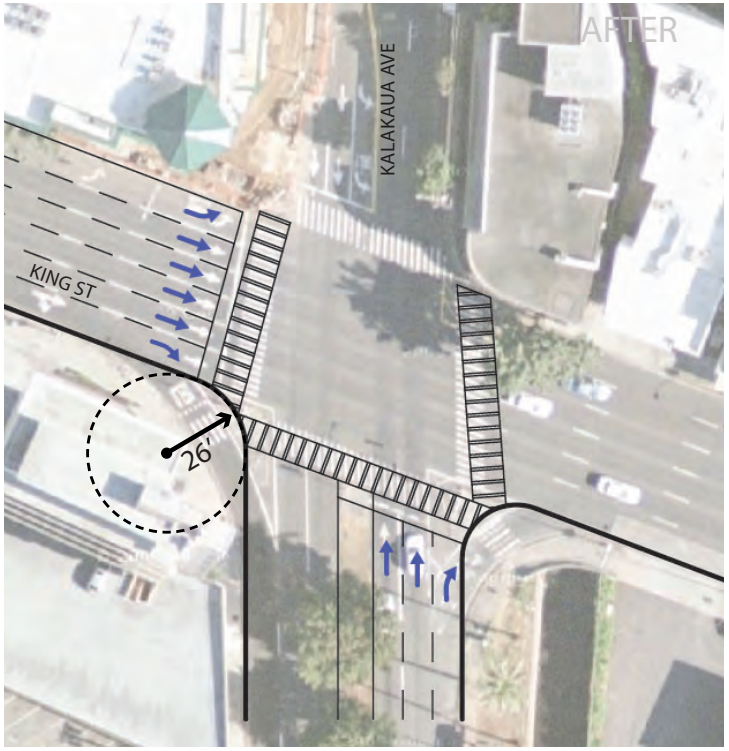
Street View

KEY FEATURES:

- Re-aligned crosswalks
- Reduced turning radii at both southern corners
- Eliminated or reconfigured free right-hand turn

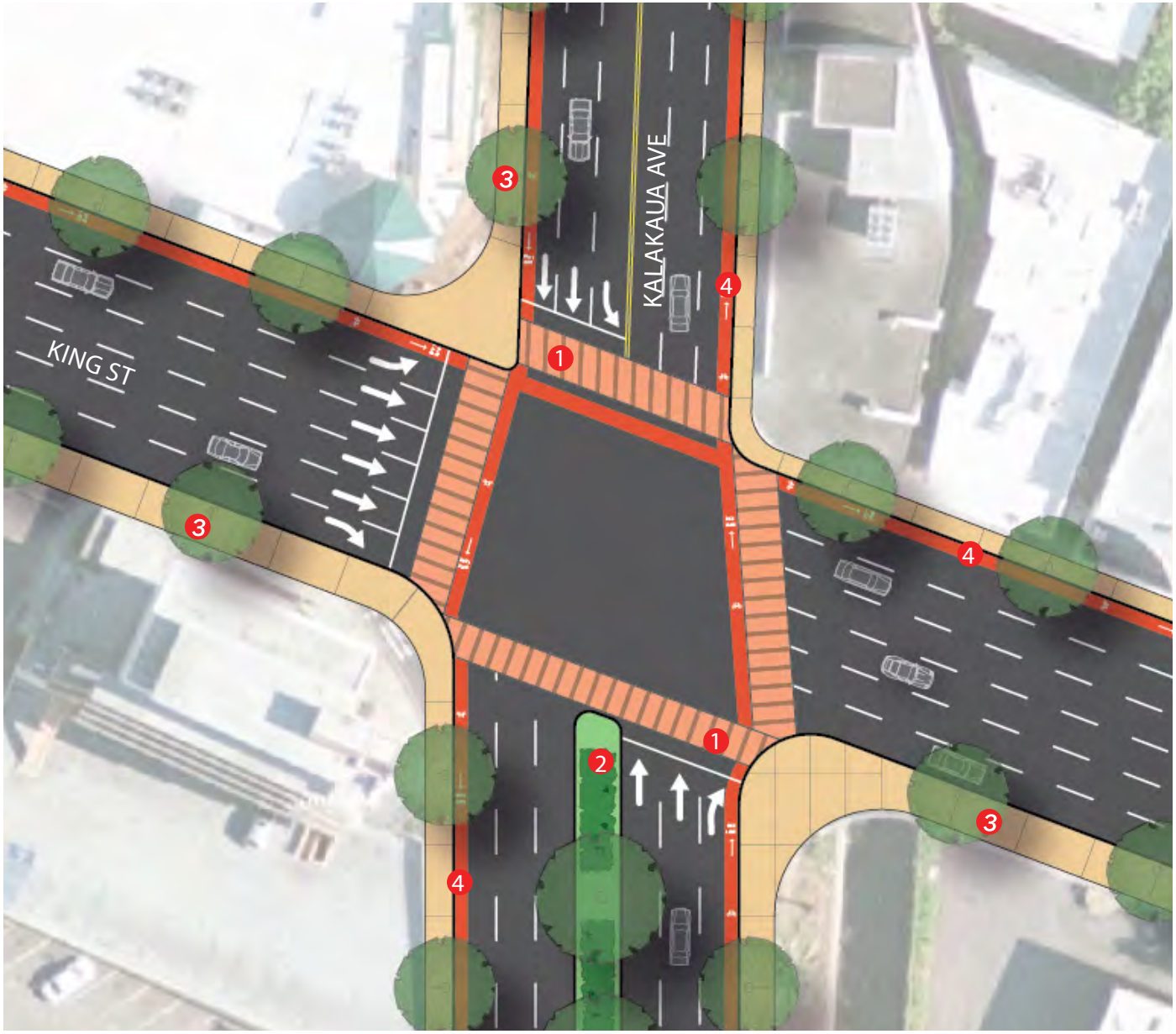


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-14: KALAKAUA AVENUE & KING STREET INTERSECTION IMPROVEMENTS



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Painted crosswalks and special paving at corners
2. Median planting
3. Improved sidewalks with additional street trees
4. Bike lanes on King Street and Kalakaua Avenue



Key Map

4.3.5. KONA STREET & MAHUKONA STREET

This intersection is small and confusing but important for access to Ala Moana Center and the rail station. A few key changes in the configuration of the crosswalks and the addition of an additional stop sign will improve pedestrian safety.



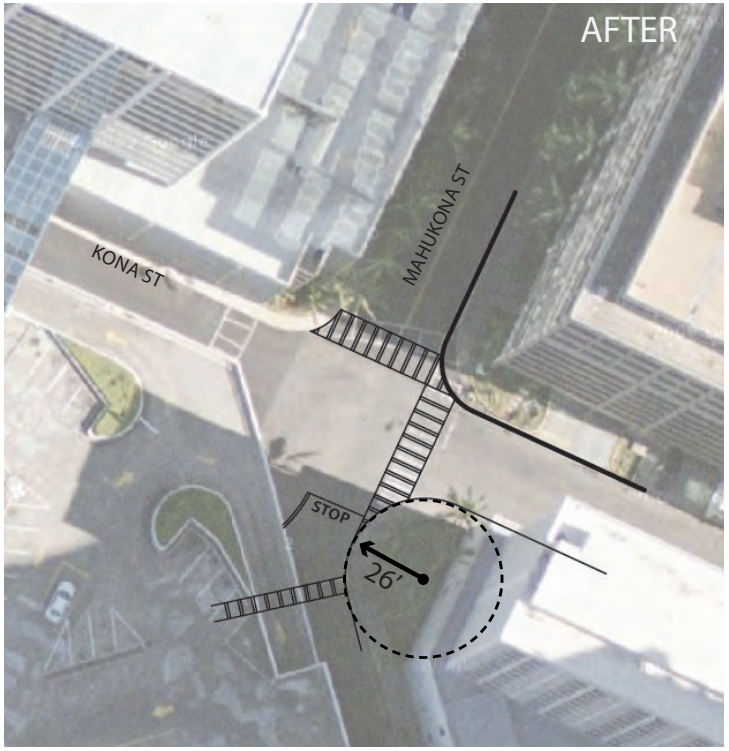
Street View

KEY FEATURES:

- Re-aligned curbs
- Additional crosswalk
- Additional stop sign

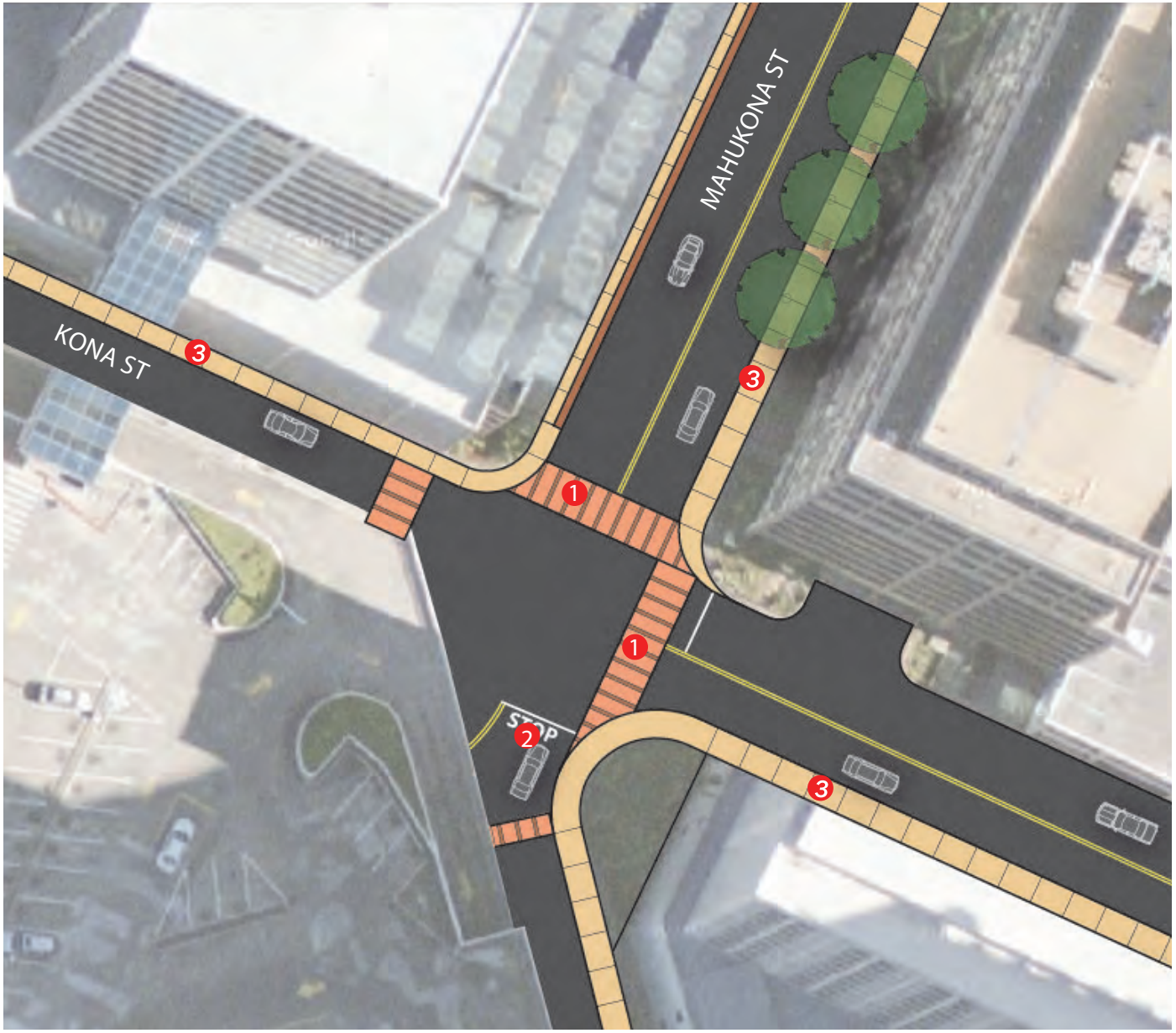


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-15: KONA STREET & MAHUKONA STREET INTERSECTION IMPROVEMENTS



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Painted crosswalks and special paving at corners
2. New stop sign and stop bar
3. Improved sidewalks



Key Map

4.3.6. KAPIOLANI BOULEVARD & KALAKAUA AVENUE

A major intersection and gateway into Ala Moana, this intersection leads to the Hawaii Convention Center and Waikiki. Enhancements such as special paving, re-aligned crosswalks, and tree lawns with generous planting will aid in creating an inviting pedestrian environment and a positive image of the area. This location may also benefit from an elevated pedestrian crossing, which will not only remove the pedestrian conflicts from the busy intersection below, but could also function as a second pedestrian entry into the Convention Center and into any buildings with mezzanine level entries. In addition to its potentially high cost and visual impact, an elevated pedestrian crossing at this location would need to be compatible with, or may be precluded by, a future extension of the rail system to the University of Hawaii at Manoa.



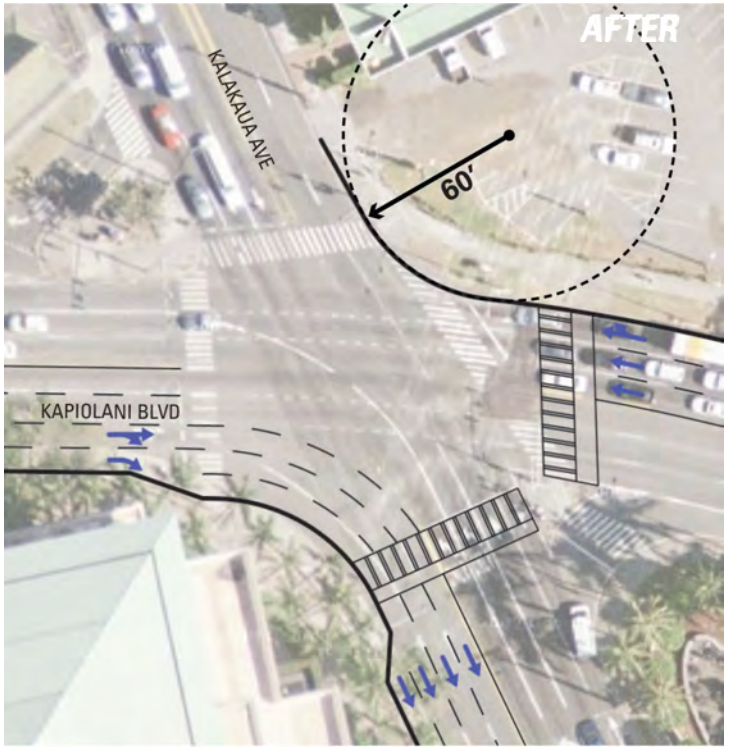
Street View

KEY FEATURES:

- Additional and re-aligned crosswalks
- Elevated pedestrian crossing
- Upper level access to Convention Center and new development

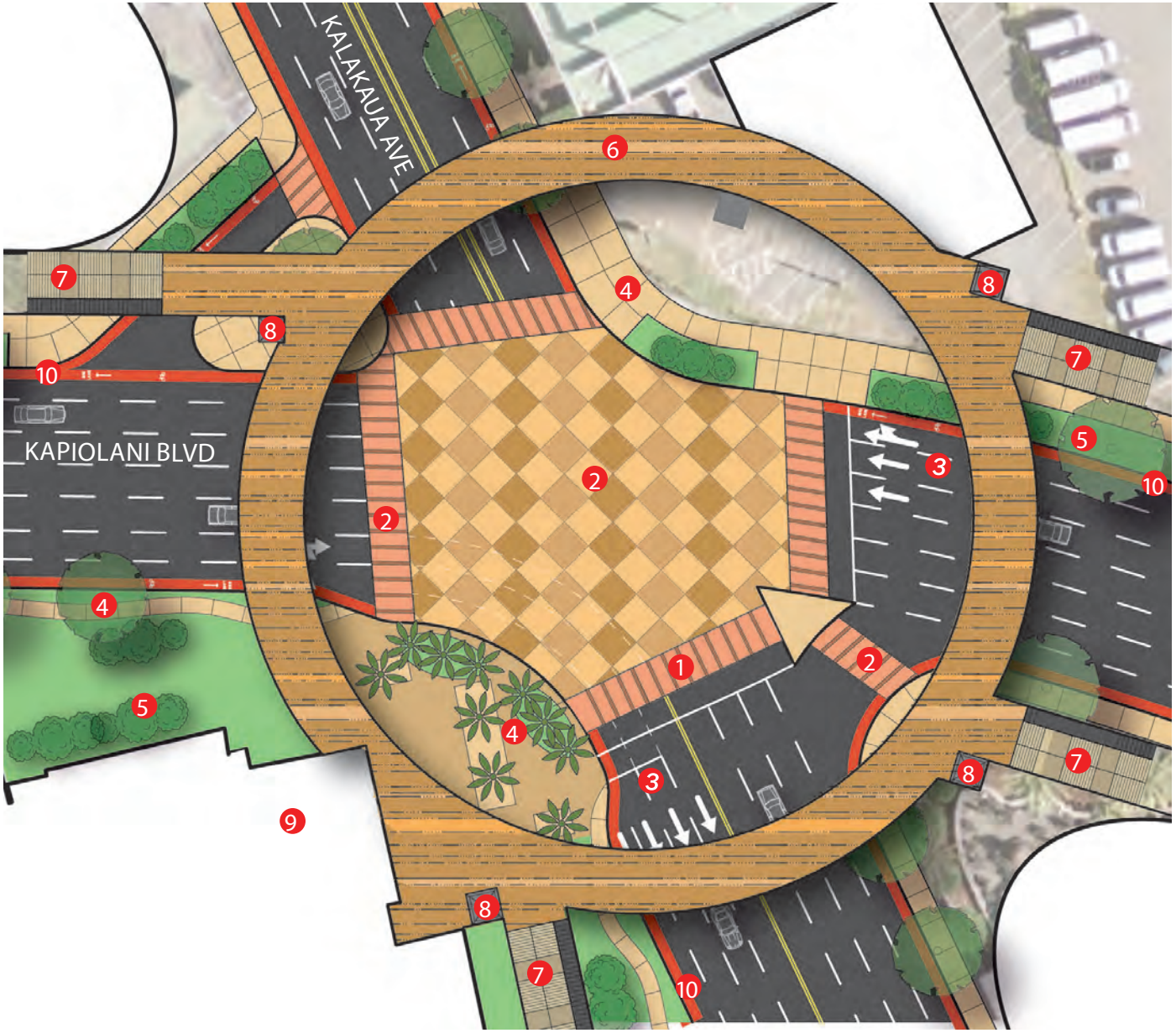


Roadway Geometry - Existing



Roadway Geometry - TOD Plan Recommendation

FIGURE 4-16: KAPIOLANI BOULEVARD & KALAKAUA AVENUE INTERSECTION IMPROVEMENTS



Plan View

RECOMMENDED MODIFICATIONS INCLUDE:

1. Additional crosswalk
2. Painted crosswalks and intersection
3. Re-striped travel lanes
4. Additional street trees + sidewalk improvements
5. Sidewalk shrubs/planting
6. Elevated pedestrian crossing
7. Stairs/escalators
8. Elevators
9. Hawaii Convention Center
10. Bike lanes on Kapiolani Boulevard and Kalakaua Avenue



Key Map

4.4 STATION CONNECTIVITY STRATEGY

The intersection of Kapiolani Boulevard and Keeaumoku Street is the district's perceptual "front door." An interconnected series of legible and easy to follow improvements should take the pedestrian from this intersection to the station concourse. This link is essential to high transit ridership and the long-term success of the Ala Moana TOD district. The following strategy provides two pedestrian connections with minimal interference from vehicular traffic between Keeaumoku Street, the rail station, Ala Moana Center, and Ala Moana Park. Additionally, a midblock transit plaza can aid in providing vertical circulation to the elevated rail station.

4.4.1. MAUKA-MAKAI CONNECTIONS

Pedestrian connections can connect Keeaumoku Street to Ala Moana Park with a minimal amount of modifications to Ala Moana Center. Streetscape improvements along Keeaumoku Street would include vertical pedestrian circulation (stairs, escalators, elevators) between station and street levels.

KEY ELEMENTS:

- A Keeaumoku Street improvements
- B Proposed community park/ transit plaza with elevated connection to the rail station
- C Convenience retail adjacent to the rail station
- D Station mauka-makai connection
- E Potential elevated pedestrian crossing to Ala Moana Park
- F Center Stage mauka-makai connection
- Ala Moana Center rail station

0 50 100 200 300 600'

FIGURE 4-17: STATION CONNECTIVITY STRATEGY

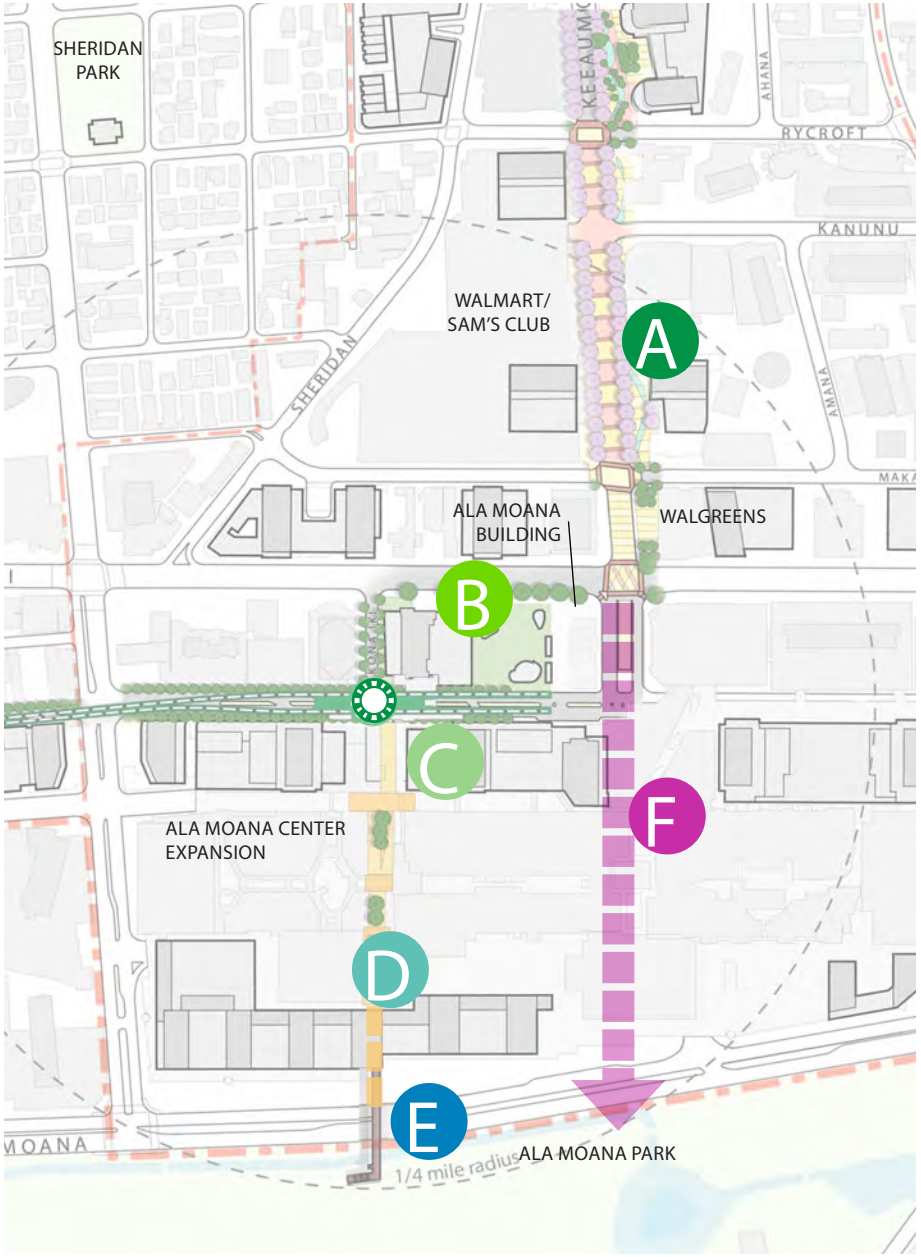
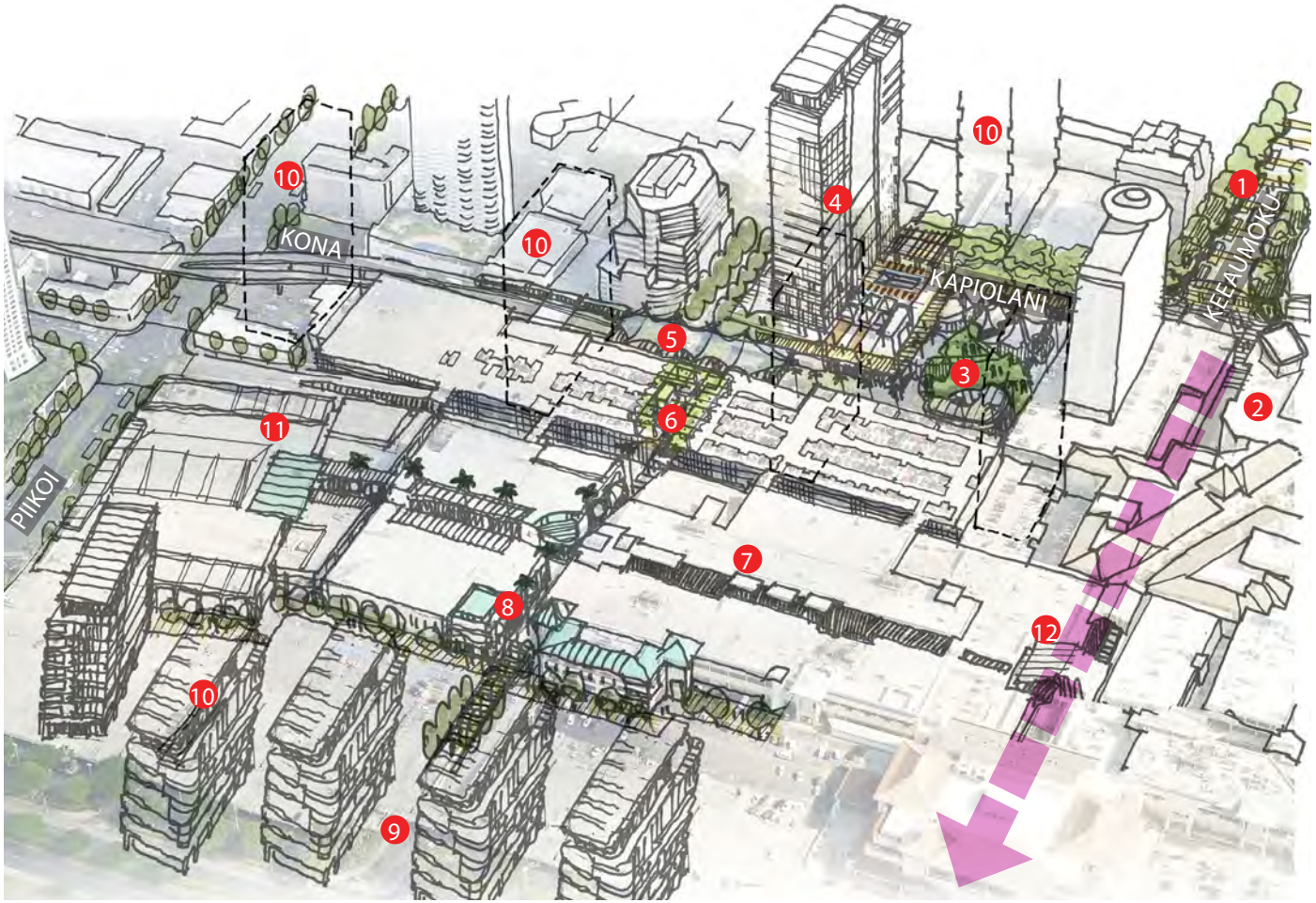


FIGURE 4-18: VIEW SHOWING MAUKA-MAKAI CONNECTIONS THROUGH ALA MOANA CENTER



KEY ELEMENTS:

1. Keeaumoku Street improvements
2. Nordstrom
3. Proposed transit plaza
4. Potential future development
5. Ala Moana Center rail station
6. Pedestrian improvements linking Ala Moana Center to rail station
7. Ala Moana Center
8. Station mauka-makai connection
9. Pedestrian connection to Ala Moana Park
10. Potential development
11. Ala Moana Center expansion
12. Center Stage mauka-makai connection



Key Map

STATION MAUKA-MAKAI CONNECTION:

Figure 4-19 conceptually illustrates how an open air pedestrian passage connects the station and Ala Moana Park. A mid-block transit plaza (detailed in Section 4.4.2) between Kona Iki Street and Keeaumoku Street provides a community space while allowing vertical circulation to the concourse level of the station, as well as Ala Moana Center.

CENTER STAGE MAUKA-MAKAI CONNECTION:

A path through the Center Stage area of Ala Moana Center which utilizes existing mall circulation can also provide pedestrian access to Ala Moana Park. This connection would encourage pedestrians to continue makai past the Kapiolani Boulevard and Keeaumoku Street intersection, past the Ala Moana Building, into Ala Moana Center, and then cross Ala Moana Boulevard at-grade. This path should be upgraded to be as comfortable and convenient as possible. This connection could also provide pedestrian access to the rail station, if an elevated pedestrian crossing were provided at Kapiolani Boulevard and Keeaumoku Street and integrated into Ala Moana Center. An elevated pedestrian crossing at this location would need to be compatible with, or may be precluded by, a future extension of the rail system to the University of Hawaii at Manoa.

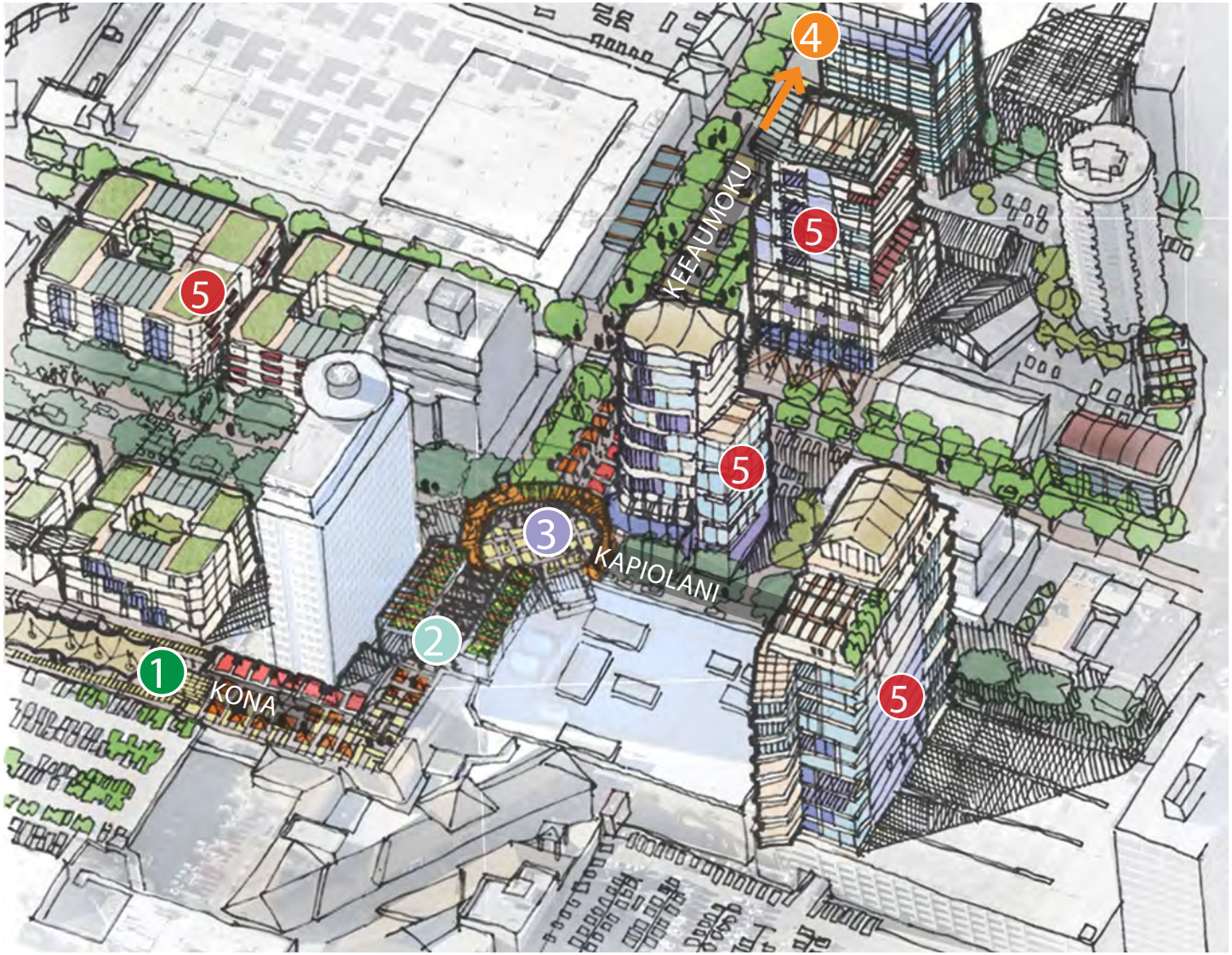


Ewa view of Keeaumoku Street showing a possible elevated pedestrian crossing



Mauka view looking up Keeaumoku Street showing a possible elevated pedestrian crossing

FIGURE 4-19: VIEW SHOWING ELEVATED STATION CONNECTION



KEY ELEMENTS:

1. Ala Moana Center station
2. Pedestrian link and grand stair to station
3. Keeaumoku/Kapiolani Boulevard crossing
4. Keeaumoku Street
5. Potential new development with active ground floor uses along Kapiolani Blvd and/or Keeaumoku Street



Key Map

4.4.2. TRANSIT PLAZA CONCEPT

A central feature for mauka-makai connectivity is the proposed transit plaza, a public open space that allows pedestrians unobstructed access from the intersection of Kapiolani Boulevard and Keeaumoku Street to the rail station concourse approximately thirty feet above street level. The station concourse continues the connection into Ala Moana Center. Creation of the transit plaza will require cooperation with HART, other government stakeholders, landowners, and private developers.

Bracketed between the Ala Moana Building and a proposed high-rise residential complex near the station, the transit plaza is envisioned as a large programmable space that can act as a gathering place for the entire Ala Moana community. Retail and restaurants should line the perimeter of the space to engage pedestrians at both ground and concourse levels. Multiple stairs and elevators should allow pedestrians concourse access along an elevated walkway that traverses the transit plaza. It is also proposed that the historic Ala Moana Building, built in 1961, be rehabilitated as an enduring symbol of the Ala Moana neighborhood.

The following exhibits also detail recommendations for how the development of the adjacent property can better integrate its ground and concourse-level commercial amenities with the station and the transit plaza. Additionally, they depict how convenience retail can be added to the Ala Moana Center parking structure for pedestrians that pass in and out of the station.



The transit plaza will create multiple opportunities for access to the station concourse

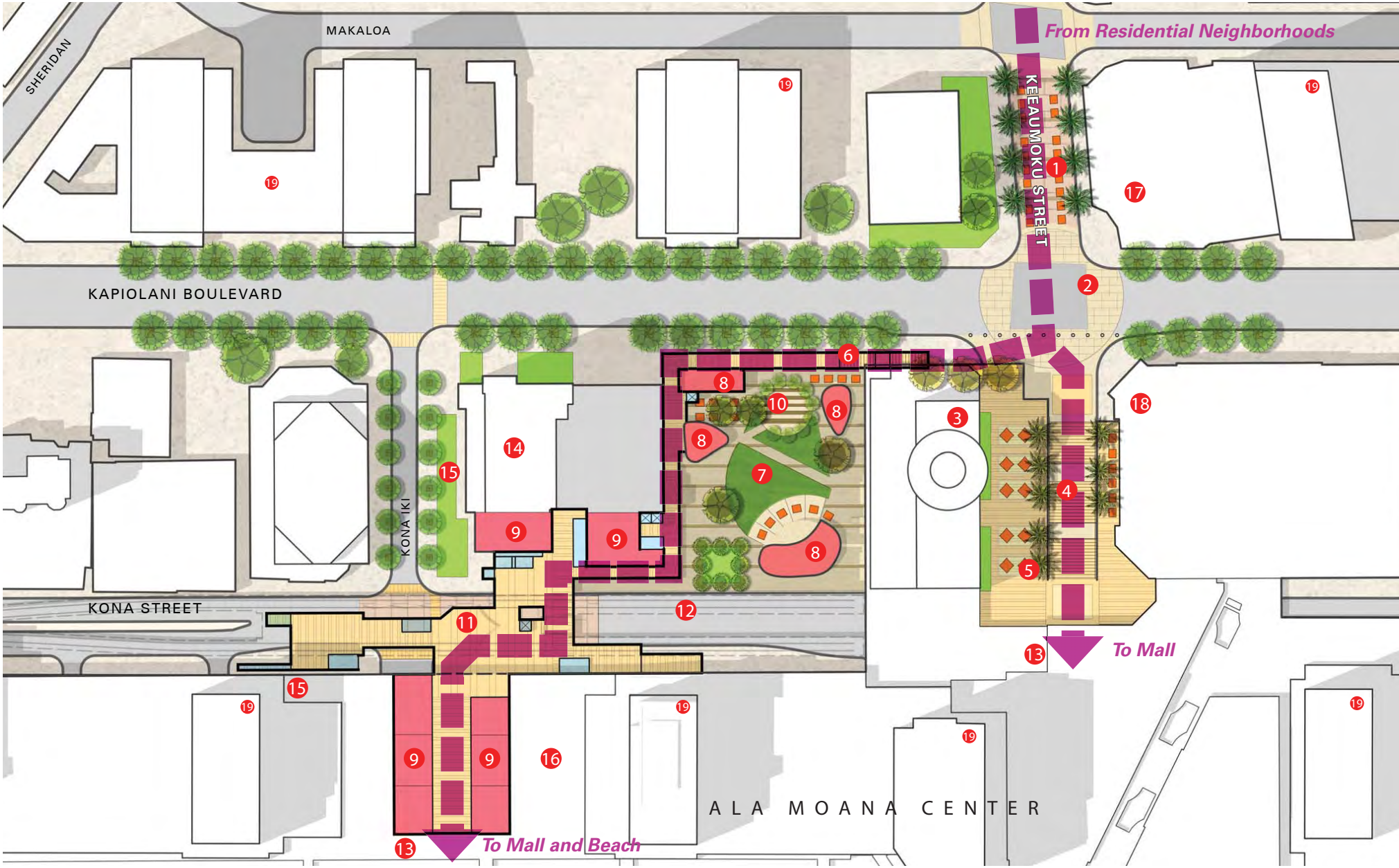


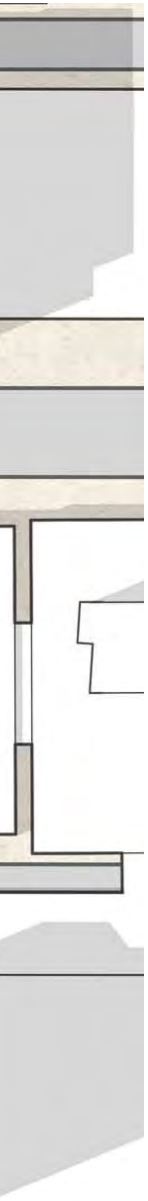
Ala Moana Center and other properties adjacent to the station enjoy a strategic location and should embrace pedestrian and commuter traffic as assets



View of Kapiolani Boulevard / Keeaumoku Street intersection and transit plaza, looking makai towards Ala Moana Center

FIGURE 4-20: TRANSIT PLAZA CONCEPT: GROUND / CONCOURSE LEVEL



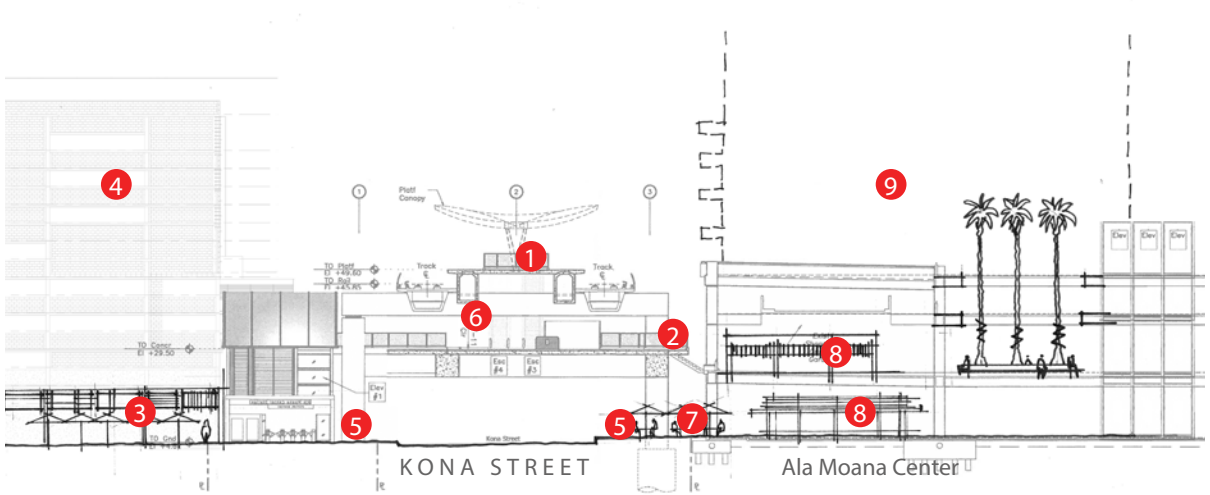


KEY ELEMENTS:

1. Potential street closure for events along Keeaumoku Street
2. Scramble intersection or elevated pedestrian crossing
3. Rehabilitated Ala Moana Building with retail frontage
4. Grand stair
5. Terrace level with food and beverage
6. Elevated connection to rail station
7. Community Space and lawn
8. Retail, food and beverage
9. Convenience retail
10. Performance stage
11. Ala Moana Center station Concourse level
12. Ala Moana Center station Platform level (above)
13. Mall Entry
14. Potential mixed-use development
15. Ground floor retail and bicycle storage
16. Ala Moana Center parking structure
17. Walgreens
18. Nordstrom
19. Proposed development (for illustrative purposes only)



FIGURE 4-21: SECTION THROUGH KONA STREET, LOOKING DIAMOND HEAD



Section cut

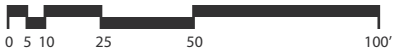
Plan view

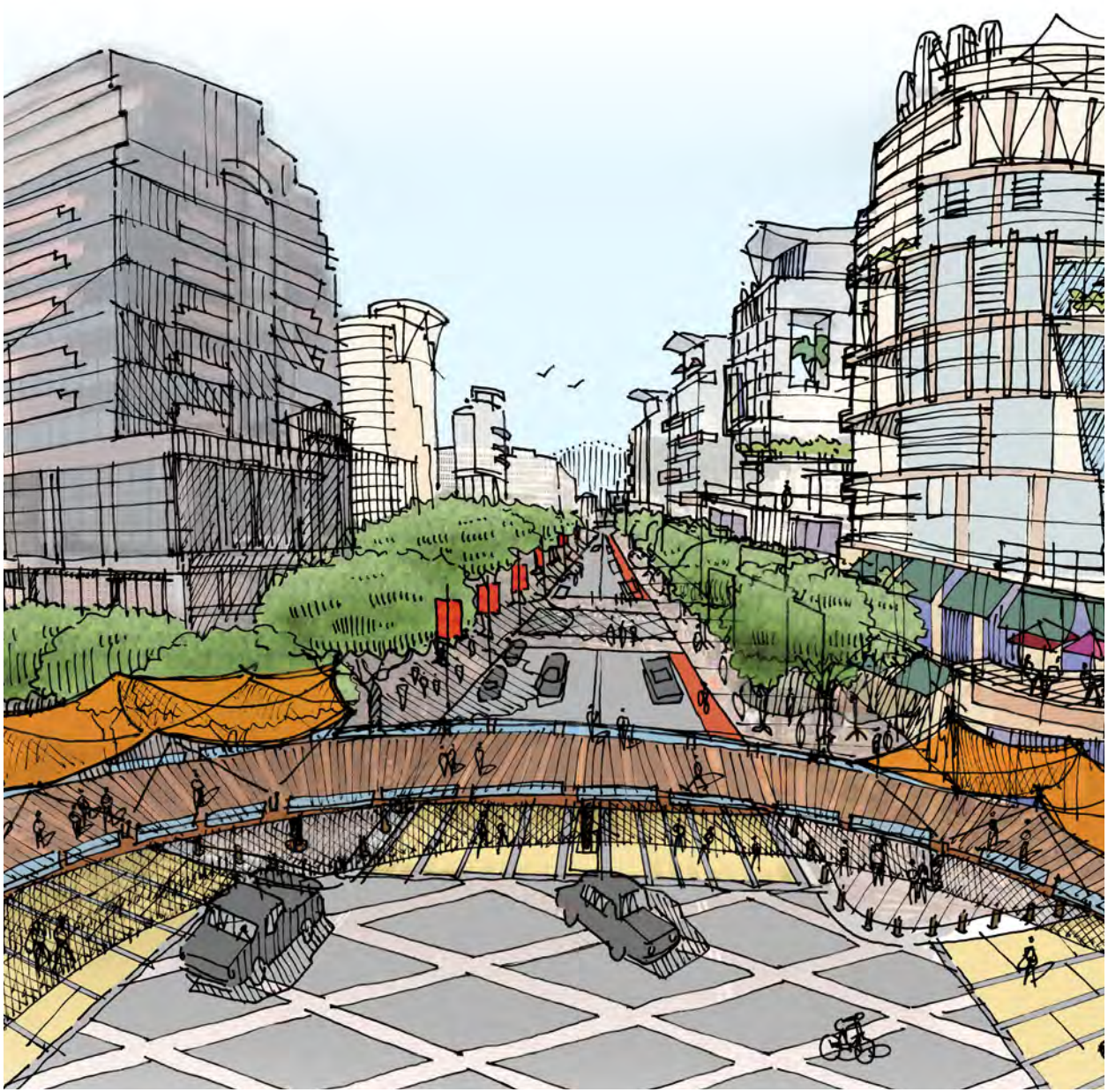


Key Map

KEY ELEMENTS:

1. Rail station platform
2. Rail station concourse
3. Ground floor retail, services, and cafes
4. Potential residential tower and parking structure
5. Bicycle storage
6. Turnstiles/steps up to concourse
7. Outdoor seating
8. Retail kiosks at ground and concourse levels
9. Future parking and residential tower





Amendments to the existing zoning code with regards to land use, building envelope standards, parking, and amenity space will ensure new developments in Ala Moana are transit-oriented.



5 Zoning Recommendations

Note: Recommendations proposed in this chapter are subject to further study.

5.1 TOD SPECIAL DISTRICT

5.1.1. PURPOSE

The Land Use Ordinance (LUO) provisions for TOD special districts require any neighborhood TOD plan to include recommended zoning controls. These zoning controls will provide a basis for transit-oriented development regulations applicable to the Ala Moana station area.

5.1.2. TOD ORDINANCE REQUIREMENT

The City's TOD ordinance encourages mixed-use districts with appropriate design standards and controls to ensure an attractive environment compatible with surrounding land uses. The ordinance calls for:

- Design standards and controls to promote more compact development
- Strategies to stimulate redevelopment and overcome barriers hindering redevelopment efforts
- Incentives for affordable housing development

5.1.3. APPLICABILITY

Development of any property within the Ala Moana Special District (both the TOD and TIZ Precincts) must be in accordance with the standards and guidelines of the Ala Moana Special District, and must be in accordance with the standards and guidelines of the TOD Special District as established in the Land Use Ordinance (LUO)." Any property under the jurisdiction of HCDA is excepted.

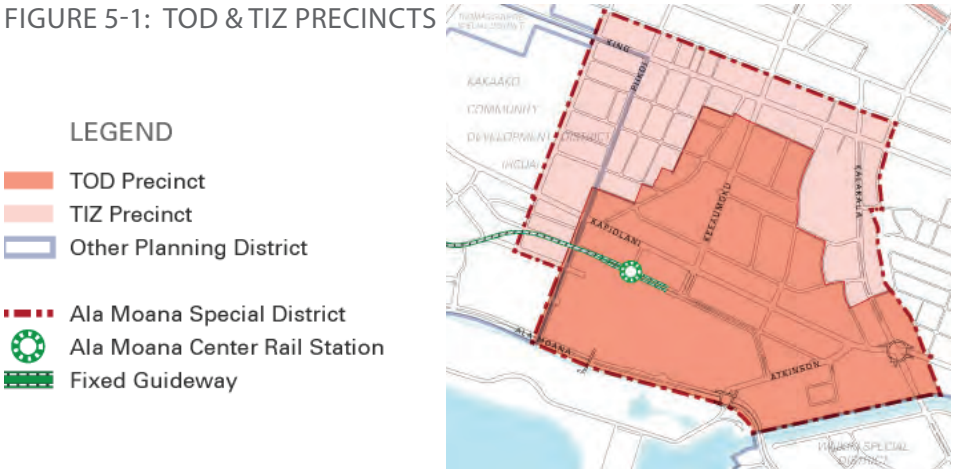
5.1.4. DISTRICT BOUNDARIES

ALA MOANA SPECIAL DISTRICT: The area roughly within a ten-minute walk of the station that has the most potential for ridership and transit-oriented development.

TOD PRECINCT: Proximal to the rail station, the Transit-Oriented Development (TOD) Precinct emphasizes a compact, high-density core characterized by a vibrant mix of land uses.

TIZ PRECINCT: The periphery of the district, the Transit-Influence Zone (TIZ) Precinct emphasizes residential neighborhoods and community-oriented commercial uses connected by walkable streets.

FIGURE 5-1: TOD & TIZ PRECINCTS



5.2 ZONING DISTRICTS & USE

5.2.1. INTENT

The Ala Moana district currently supports residential and commercial land uses such as single-family homes, high-rise condos and offices, destination retail, surface parking lots, and adult businesses that create a disjointed urban fabric. TOD zoning through a special district can both regulate land uses around the Ala Moana station and allow a complementary mix of uses to support a diverse urban community. The new special district would aim to:

- Prohibit auto-reliant uses such as service stations, auto repair, car washes, and vehicle/equipment sales, lease, and rentals
- Create increased density and diversity of residential land uses near the rail station

5.2.2. ZONING DISTRICTS

Figure 5-2 identifies the recommended new zoning districts for the Ala Moana neighborhood. The changes primarily aim to:

- Increase density within the TOD Precinct
- Provide greater flexibility and encourage residential mixed-use districts

The primary changes involve introducing a new BMX-3B zone into the core of Ala Moana and changing the Atkinson sub-district to AMX-3. BMX-3B would allow some of the highest densities possible within the City and County of Honolulu, with the highest currently found in Downtown (BMX-4 designation). AMX-3 allows higher flexibility in land uses than the current zone while establishing more diverse housing types.

5.2.3. NEW PERMISSIBLE LAND USES

Existing allowable uses may limit the ability to construct a diverse housing stock within the TOD area. To address these potential conflicts, new residential land uses are recommended. For example, live/work dwellings, a medium-density housing type designed to house both residential and business uses, could be recommended for both the TOD and TIZ Precincts. Hotels are also permissible, but only within the boundaries of the Convention Center Subdistrict.

5.2.4. CONDITIONAL LAND USES

Some commerce and business land uses are recommended to be limited to reduce auto-reliance and undesirable activity in the TOD area. These include:

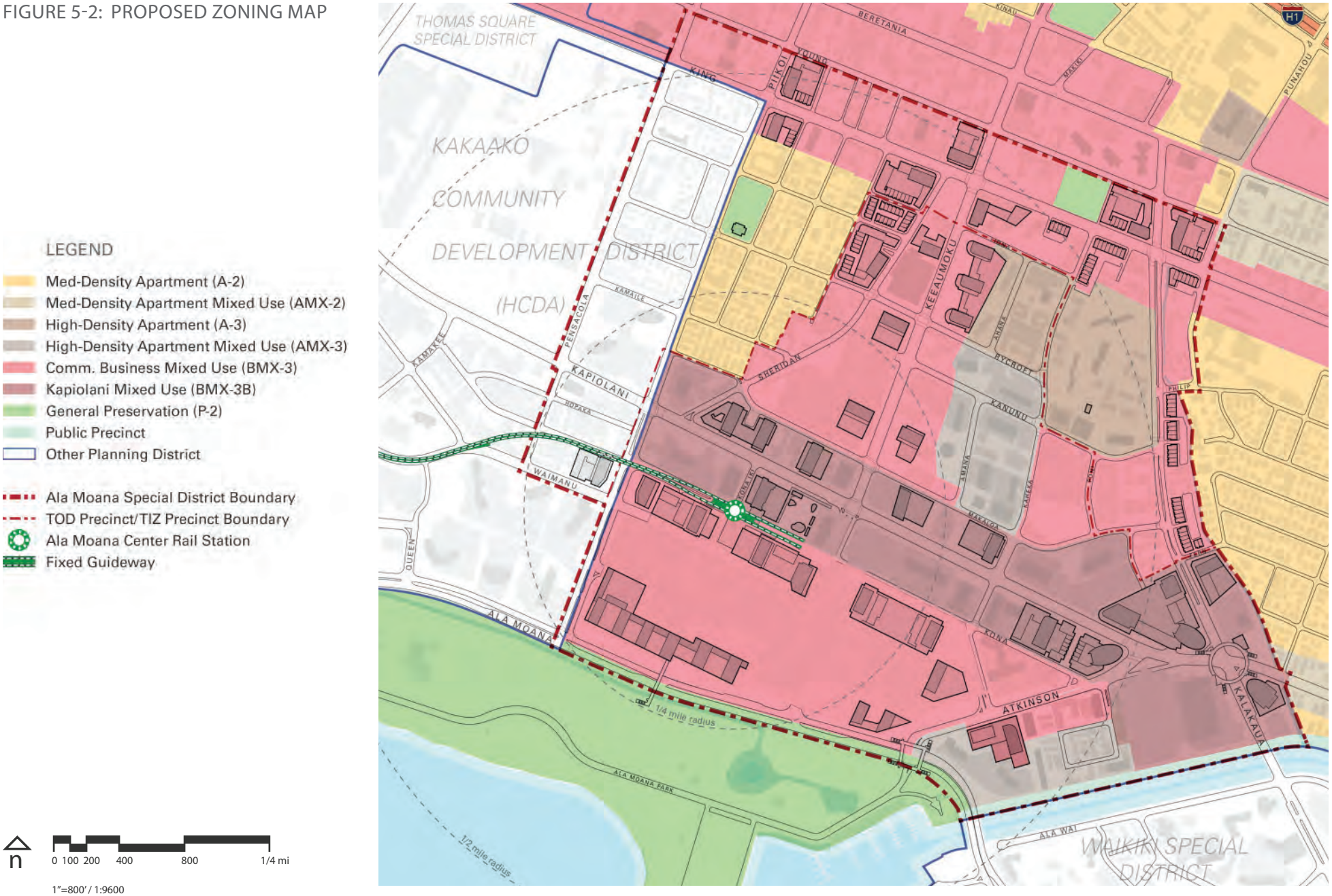
- Automobile sales and rentals
- Automobile service stations
- Car washing, mechanized
- Bars, nightclubs, and taverns
- Cabarets
- Self-storage facilities

5.2.5. NON-PERMISSIBLE LAND USES

Some commerce and business land uses are recommended to be non-permissible within the TOD Precinct to maintain a cohesive urban fabric within the community. These include:

- Drive-thru facilities
- Auto repair establishments, minor

FIGURE 5-2: PROPOSED ZONING MAP



5.3 BUILDING ENVELOPE STANDARDS

5.3.1. INTENT

Currently, many developments within the planning area are below maximum standards for floor area ratio and height. Floor area ratio, or FAR, is a quantifiable measure of building intensity, and is expressed by the ratio of building floor area to land area. Current building envelope standards do not encourage urban development to reach its highest and best use. Therefore, new development standards should be set to better regulate the height, bulk, and location of buildings. These standards aim to:

- Focus more intense development within the TOD Precinct
- Stimulate development and community benefits through FAR and height bonuses
- Create active urban street edges through strong street frontages
- Preserve mauka-makai corridors through consistent building form and massing regulations
- Encourage highest and best use

These goals can be achieved by amending the existing zoning code. Within the existing zoning structure, allowing for higher FAR in exchange for mitigation measures allows for direct community benefits while encouraging a more urban environment. Establishing new height regulations, building frontages, lot coverage, and building setbacks can create a more cohesive urban environment while maintaining key community features such as mauka-makai connections, historic and cultural sites, and major attractions. A summary of the proposed building envelope standards can be found in Table 5-1.

5.3.2. FLOOR AREA RATIO (FAR)

Floor area ratios (FAR) assign maximum building intensities for specific zoning designations. Throughout the district a base FAR per zone is established for potential development. Within the TOD Precinct, key areas have the potential for a higher FAR if certain conditions and mitigation measures are met.

FAR ZONE BOUNDARIES

Figure 5-3 identifies the recommended base and maximum FAR limits for the Ala Moana district. The proposed TOD zoning allows for greater development standards only within the TOD Precinct with the highest density targeted along Kapiolani Boulevard and Kona Street.

BASE FAR LIMIT

The base FAR limits within the TOD and TIZ Precincts are generally consistent with the existing FAR limits in the Ala Moana district. It should be noted that for purposes of FAR allowances and calculation, there is no distinction between residential and nonresidential uses.

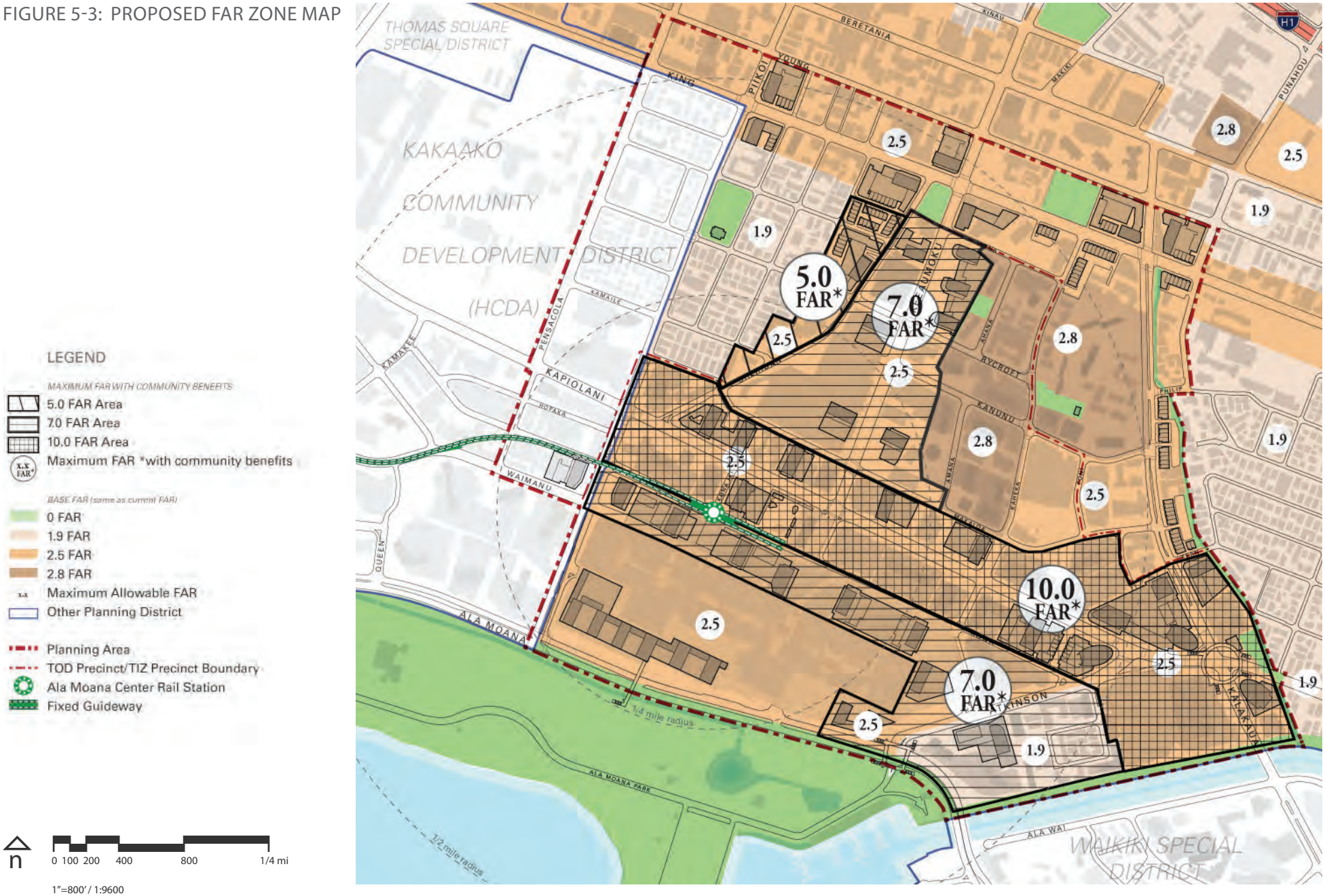
MAXIMUM FAR LIMIT

Additional floor area may be granted within the TOD Precinct, provided development adheres to the community benefits bonus rules described in Section 5.6. The FAR of 10.0 should only be used on select projects with exceptional community benefits and/or catalytic potential.

FAR CALCULATIONS

The proposed FAR limits are based on the City's LUO, which excludes parking areas from this calculation. The idea of including parking in FAR calculations to incentivize less parking and higher densities should be considered.

FIGURE 5-3: PROPOSED FAR ZONE MAP



5.3.3. BUILDING HEIGHTS

HEIGHT ZONE BOUNDARIES

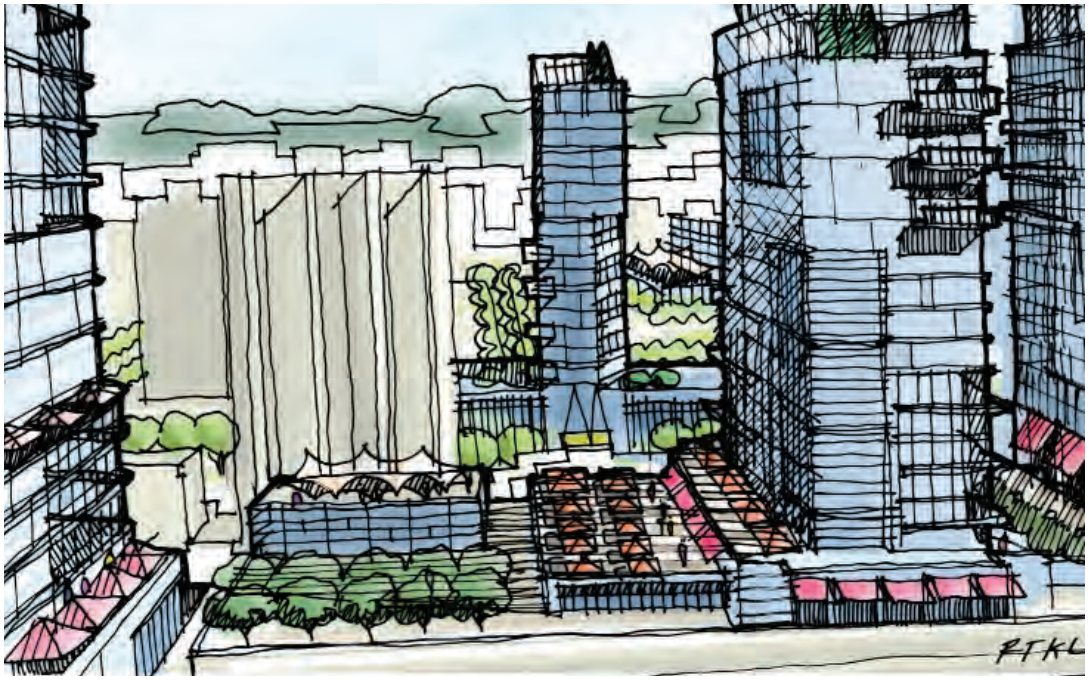
Figure 5-4 identifies the recommended base building height limit and maximum building heights with mitigation measures for the Ala Moana Special District, allowing for additional building height within the TOD Precinct. The Federal Aviation Administration must be notified of proposed structures over 200' in height (per Section 77.13 of 14 CFR Part 77).

BASE HEIGHT LIMIT

The base height limits are set to establish the general maximum height developers are allowed to build to within the TOD and TIZ Precincts. These base height limits are generally consistent with the existing height limits in the Ala Moana district.

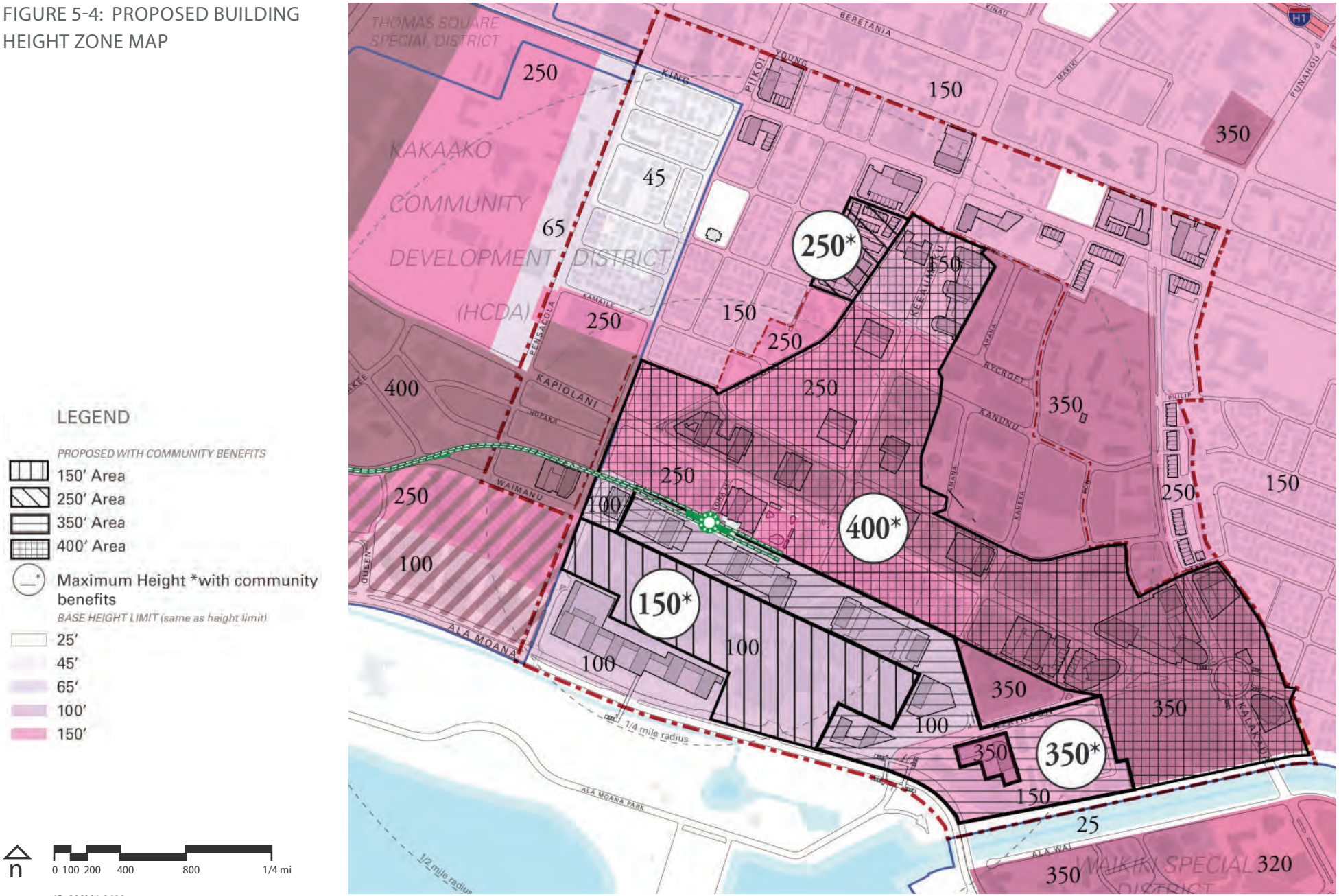
MAXIMUM HEIGHT WITH MITIGATION MEASURES

Additional building height may be granted, provided development provides commensurate community benefits. Commensurate community benefits mean that the value of the community benefits provided is proportional to the value of the additional height and/or density sought for a project. This additional building height is provided only within the TOD Precinct to encourage more people to live and work near the rail station. The maximum heights indicated allows for protuberances of up to 18 feet. Please refer to Section 5.6 for a description of the community benefits bonus.



Flexible zoning based around community benefits allows for much needed infrastructure improvements coupled with transit-oriented growth.

FIGURE 5-4: PROPOSED BUILDING HEIGHT ZONE MAP



5.3.4. BUILDING FORM & MASSING

YARDS / BUILDING SETBACKS

Yards and building setbacks should allow for safe, comfortable circulation along the street and between buildings, where necessary, and preserve mauka-makai view corridors through height setbacks above the street level. However, a case-by-case basis may be appropriate for properties around gateways and certain major streets. Proposed building setbacks, frontages, and transparencies for the Ala Moana Special District can be found in Table 5-1. It is further recommended that the current street centerline setback for BMX-3 be replaced with the height setback that currently applies to properties in apartment mixed use zoning districts.

BUILDING FRONTAGE

Continuous building frontage assists in providing an engaging ground-level environment for pedestrians. The frontage should meet the building build-to line in the building envelope standards below. Figure 5-5 identifies the recommended building frontage percentages proposed for the Ala Moana district.

STREET-LEVEL TRANSPARENCY

Transparency allows for buildings to engage pedestrians and contribute to a vibrant public realm. Transparency can take the form of windows, open air connections, and outdoor dining.

TOWER WIDTH

Tall buildings (see Section 5.9) should be relatively slender to mitigate visual disruptions of important public views. The preferred tower width is a maximum of 100' oriented on the mauka-makai axis. Appropriate building design must take precedence over maximizing FAR.

TABLE 5-1: PROPOSED BUILDING ENVELOPE STANDARDS

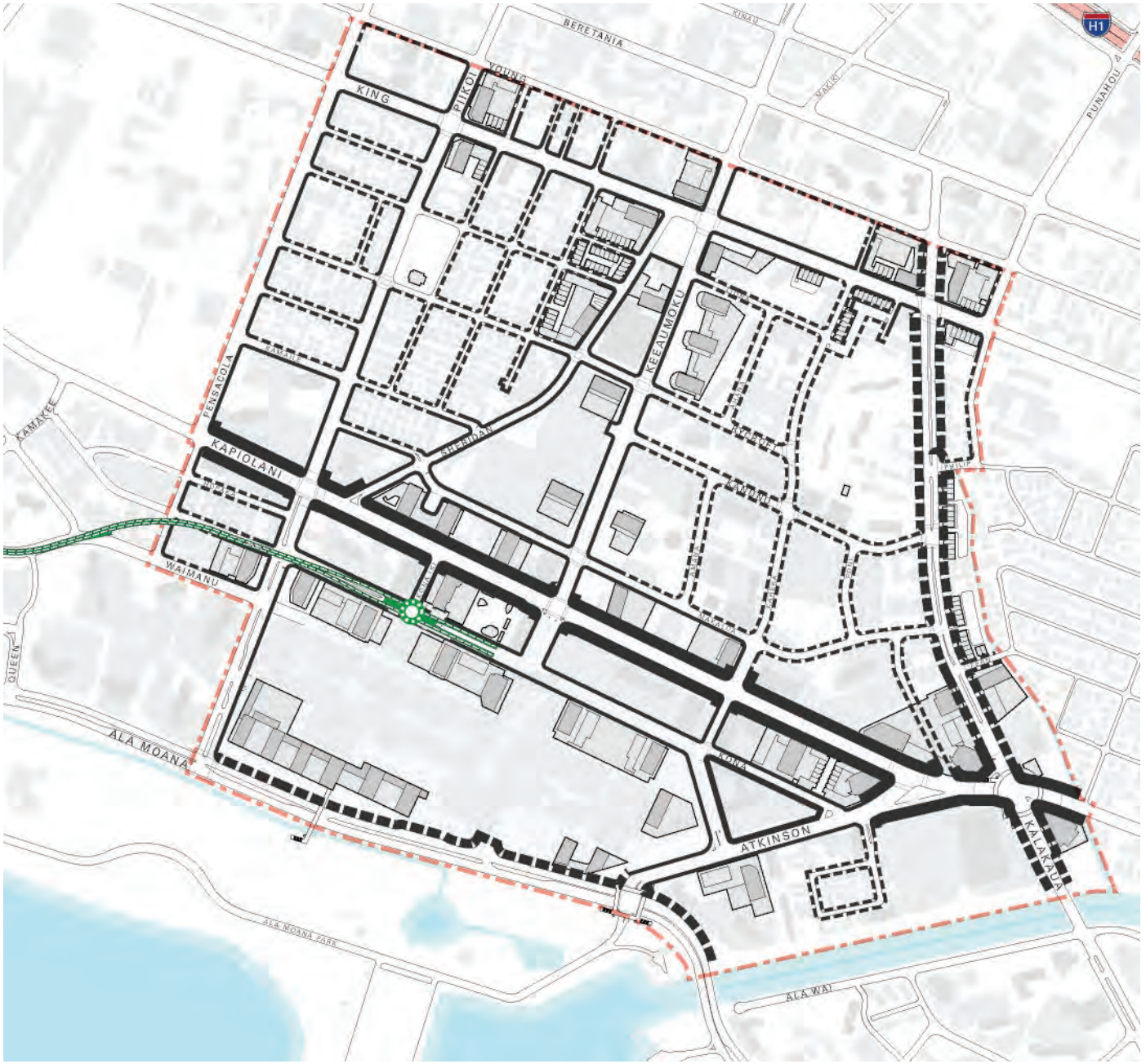
BUILDING STANDARD	TOD PRECINCT					TIZ PRECINCT			
	A-3	AMX-3	BMX-3	BMX-3B	P-2	A-2	A-3	AMX-2	P-2
SIDE YARD / SETBACK	5'	5'	-	-	-	10'	10'	-	-
HEIGHT SETBACK ABOVE 40'	1';10'	1';10'	1';10'	1';10'	-	1';10'	1';10'	1';10'	-
HEIGHT SETBACK ABOVE FIRST FLOOR (KAPIOLANI BOULEVARD ONLY)	-	-	-	20'	-	-	-	-	-
REAR YARD / SETBACK	5'	5'	10'	10'	-	15'	15'	15'	-
STREET-LEVEL TRANSPARENCY PERCENTAGE	25%	50%	75%	75%	-	25%	25%	50%	-
FAR	REFER TO FIGURE 5-3					REFER TO FIGURE 5-3			
MAX FAR IN MITIGATION AREA	REFER TO FIGURE 5-3					REFER TO FIGURE 5-3			
MAXIMUM HEIGHT	REFER TO FIGURE 5-4					REFER TO FIGURE 5-4			
MAXIMUM HEIGHT IN MITIGATION AREA	REFER TO FIGURE 5-5					REFER TO FIGURE 5-4			
FRONTAGE	REFER TO FIGURE 5-5					REFER TO FIGURE 5-5			
FRONT YARD / SETBACK	REFER TO FIGURE 5-5					REFER TO FIGURE 5-5			

FIGURE 5-5: PROPOSED BUILD-TO LINES

LEGEND

	SETBACK	FRONTAGE
Setback Type 1	12'	70%
Setback Type 2	10'	50%
Setback Type 3A	5'	70%
Setback Type 3B	5'	50%

Planning Area
Ala Moana Center Rail Station
Fixed Guideway



0 100 200 400 800 1/4 mi

1"=800' / 1:9600

5.4 PARKING STANDARDS

5.4.1. INTENT

Within the Land Use Ordinance, parking ratios are tied to land use in order to provide adequate automobile parking supply. However, these parking ratios have historically established only minimum parking requirements, not considered time-use into account, and failed to differentiate transit-oriented from auto-oriented communities. Results in urban neighborhoods have included reliance upon the automobile, excessive parking, little infrastructure supporting other transportation modes, and increased housing costs. To encourage a reduction in auto-reliance and lower housing development costs, new parking standards are being explored for the TOD and TIZ Precincts. These standards should:

- Set lower minimum automobile parking standards
- Phase in maximum automobile parking standards
- Require bicycle parking to encourage alternatives to driving

These proposed standards are based on Ala Moana's existing parking ratios, as well as minimum and maximum parking ratios in other successful TOD districts.



On-street parking should better support short term and long term uses.

5.4.2. PARKING RATIOS

Current parking requirements within the LUO do not encourage a transit oriented character and maintain dependency upon the automobile as the primary mode of transportation. It is recommended that existing parking requirements are reduced by at least 50 percent, or eliminated for certain uses. In addition, it is also recommended that residential and some commercial uses consider unbundling parking to encourage the use of alternative transportation modes. The provision of bikeshare and carshare facilities can also reduce the need for private automobile parking spaces. Projects seeking entitlement bonuses should limit their parking provision to a maximum of the LUO requirements for commercial uses, and a maximum of 1.25 spaces per residential unit, while including measures such as carshare, bikeshare and accommodations for ridehailing pick-up and drop-off.

5.4.3. PARKING MANAGEMENT

Parking management between uses can reduce the overall amount of parking in the area while providing enough capacity during peak demand times. Shared parking does so by:

- Integrating the off-street parking spaces of various uses into one system
- Introducing parking need based on time-use
- Unbundling parking from residential units and commercial developments
- Regulating and pricing based on demand

A shared parking district analysis must be completed to understand the feasibility of such a system for an entire district.

5.4.4. ON-STREET PARKING

On-street parking can be better managed to support more types of uses (e.g., short vs. long term), and higher frequency of available spaces, resulting in lower traffic and automobile emissions. These goals can be achieved by:

- Allowing on-street parking to count towards a development's parking requirements within the TOD Precinct
- Converting existing on-street parking into flexible open spaces (e.g., parklets)
- Pricing parking to ensure adequate turnover in commercial areas
- Implementing a residential parking permit program

5.4.5. BICYCLE PARKING

To encourage bicycle use, bicycle parking should be required in addition to automobile parking. Bicycle parking must be:

- Located in a safe place
- Provided on-street and near building entrances for short-term use
- Conveniently located within close proximity to the station and major Ala Moana area attractions
- Secure for long-term bicycle parking (e.g., residents, workers) within parking garages

Table 5-2 indicates the proposed bicycle parking requirements based on land use.



More bicycle parking is needed to support transit-oriented development.

TABLE 5-2: PROPOSED BICYCLE PARKING RATIOS

LAND USE	BICYCLE PARKING REQUIREMENT
RESIDENTIAL	
BOARDING FACILITIES	1 PER 4 UNITS
CONSULATES	1 PER 4 DWELLING OR LODGING UNITS
DWELLINGS, DETACHED, DUPLEX	1 PER 2,000 S.F.
DWELLINGS, MULTIFAMILY	1 PER 1,600 S.F.
HOTELS: DWELLING UNITS AND LODGING UNITS	1 PER 10 UNITS
COMMERCIAL AND BUSINESS	
AUTOMOTIVE AND BOAT PARTS AND SERVICES	1 PER 1,600 S.F.
BOWLING ALLEYS	1 PER 5 ALLEYS
BUSINESS SERVICES	1 PER 2,400 S.F.
CONVENIENCE STORES	1 PER 2,400 S.F.
DATA PROCESSING FACILITIES	1 PER 2,400 S.F.
EATING AND DRINKING ESTABLISHMENTS	1 PER 2,400 S.F.
LAUNDROMATS, CLEANERS	1 PER 2,400 S.F.
SALES	1 PER 3,200 S.F.
SELF-STORAGE FACILITIES	1 PER 6,000 S.F.
SHOPPING CENTER	1 PER 3,200 S.F.
SKATING RINKS	1 PER 3,200 S.F.
OUTDOOR RECREATION	
GOLF DRIVING RANGES	1 PER 6 TEE STALLS
MARINAS	1 PER 10 MOORING STALLS
RECREATION FACILITIES, OUTDOOR	1 PER 600 S.F. OF SEATING AREA
SOCIAL AND CIVIC SERVICES	
ART GALLERIES, MUSEUMS AND LIBRARIES	1 PER 1,200 S.F.
AUDITORIUMS, MEETING FACILITIES, GYMS	1 PER 15 FIXED SEATS
DAY-CARE FACILITIES	1 PER 1,200 S.F.
SCHOOLS: ELEMENTARY AND INTERMEDIATE	1 PER 1,200 S.F.
SCHOOLS: HIGH, LANGUAGE, AND VOCATIONAL	1 PER 1,200 S.F.
TRANSPORTATION AND PARKING	
COMMERCIAL PARKING LOTS AND GARAGES	1 PER 2,400 S.F.

5.5 ON-SITE AMENITY SPACE STANDARDS

5.5.1. INTENT

With an increase in population, the Ala Moana district will need additional amenity spaces that are diverse in size and type. Carefully constructed amenity space requirements for new development can help achieve a more robust open space network for active and passive recreation for residents, locals, and tourists.

5.5.2. TOTAL AMENITY SPACE REQUIREMENT

Table 5-3 indicates the proposed amenity space requirements for the zoning designations within the Ala Moana Special District. The amount of residential spaces required are provided through the park and playground requirements found within Chapter 22, Article 7 of the Honolulu Ordinances. The proposal expands the open space network through commercial and civic/institutional land uses to be provided on a percentage of gross square footage. These spaces can take many forms, and developers are encouraged to provide several different types. Below are some, but not all, of the possible amenity spaces that can be provided. Usable landscaped areas do not satisfy this plan recommendation.



Community benefits can include public open spaces for recreation.

PUBLIC OPEN SPACE

Publicly accessible open space feature few limitations on when the public can use the space. Provision of this community benefit beyond the required amount can result in development bonuses per the community benefits bonus.

COMMUNAL OPEN SPACE

Communal open spaces are resident-specific open spaces such as courtyards that may be located at grade or as amenity decks on rooftops. These spaces must be accessible to all residents and/or business tenants during reasonable hours of operation.

PRIVATE OPEN SPACE

Private open spaces allow for public use with limitations on when the public can use the space.

BALCONIES

Balconies can be both communal spaces for residents and businesses or private spaces for individual residences. Balconies can make multifamily housing more usable and provide an opportunity to appreciate views at a higher vantage point than at street level.

TABLE 5-3: PROPOSED AMENITY SPACE REGULATIONS

LAND USE	AMENITY SPACE REQUIREMENT
COMMERCIAL AND BUSINESS	
BUSINESS SERVICES	5% OF GROSS SQUARE FOOTAGE
CONVENIENCE STORES	
EATING AND DRINKING ESTABLISHMENTS	
OFFICES, PROFESSIONAL	
RETAIL	
SALES	
SHOPPING CENTER	
SOCIAL AND CIVIC SERVICES	
ART GALLERIES, MUSEUMS AND LIBRARIES	2.5% OF GROSS SQUARE FOOTAGE
AUDITORIUMS, MEETING FACILITIES, GYMS	
DAY-CARE FACILITIES	
SCHOOLS: ELEMENTARY AND INTERMEDIATE	
SCHOOLS: HIGH, LANGUAGE, AND VOCATIONAL	



Private open spaces within Ala Moana Center provide locations for community and cultural events. (image by "Picture This! Photography)

5.6 COMMUNITY BENEFITS BONUS

5.6.1. INTENT

A community benefits bonus leverages development potential to incentivize transit-oriented development, meet community goals and objectives, and mitigate development impacts. The City is proposing such a program as a means of encouraging the implementation of many of the design concepts identified in this document through the LUO.

5.6.2. SUMMARY PROCESS

To promote community benefits within Ala Moana, the City can use incentives (i.e., density or height bonuses, parking reductions) to support higher yields and promote redevelopment in desired locations (i.e., station proximity) that go above and beyond in providing defined community benefits. This can be achieved by:

- Tying incentives to community goals and objectives that reinforce TOD and enhance neighborhood livability
- Prioritizing desired community benefits and establishing nexus with incentivized development
- Assigning mitigation measures or "nexus fees" to offset impacts of additional development and promote community goals and objectives
- Encouraging a balanced mix of uses (that market forces might not otherwise support) to strengthen TOD, including affordable and workforce housing, incubator office space, neighborhood shops and services, accessible open space (i.e., parks and plazas), and civic and cultural facilities
- Funding neighborhood programs and improvement projects that enhance livability, including infrastructure upgrades; multimodal improvements/streetscape enhancements; public park and open space upgrades; paths and trails; traffic demand management; transit priority access; civic facilities such as fire stations; resiliency centers or multimodal bus/transit centers; and redevelopment or financial contributions that defray the costs of constructing any future rail extension and/or associated multimodal bus/rail transit centers

5.6.3. COMMUNITY BENEFITS IMPLEMENTATION ALTERNATIVES

Implementation of community benefits bonus should be established through a "menu" of benefits combined with zoning incentives. With this approach, benefits are selected by the applicant from an available list. This list:

- Assigns point values to various mitigation measures (e.g., square feet of publicly accessible park space, affordable housing units), and assigns the highest point value to affordable housing units
- Ties the mitigation measures to additional development yield

This approach may be administered "as-of-right" or through discretionary review depending on the desired level of flexibility. However, if a project building footprint is greater than 75,000 square feet, a negotiated agreement with the City should take place. To help frame this discussion, the following questions are common obstacles that are faced when establishing the "Menu of Benefits."

- What is the value of the increased height and density being sought in comparison to the community benefits being offered, and are they commensurate (proportional) in value?
- What is the potential value capture associated with the Ala Moana Center station? How much development yield will maximize value capture?
- How much additional development yield is considered desirable for Ala Moana?
- What specific locations should be targeted for redevelopment?
- How much additional yield may be effectively realized at targeted locations?

- What are the anticipated impacts of additional development? How are positive impacts to be leveraged? How may negative impacts be mitigated?
- Next steps require that the City set up a scorecard of community benefits and determine how they would allow development interests to have a series of predictable outcomes based on this scorecard as a part of the development cycle.

In return for the significant community benefit of providing a potential route for a future rail extension, or a location or funding for integrated multimodal bus/rail transit centers, that exceed the commensurate level of bonuses sought for a project, the excess community benefits may be applied to future projects on the same property through an approved agreement with the City.

5.7 AFFORDABLE HOUSING

5.7.1. INTENT

The community has expressed a clear desire for TOD to provide a balance of housing types, including more affordable housing. Affordable housing can help to preserve the diversity of people within the neighborhood central to the district's overall vision.

5.7.2. EXISTING & NEW STANDARDS

Pursuant to affordable housing requirements set forth in ROH Chapter 38 (as the same may be amended or superseded), new for sale developments of 10 dwelling units or more are required to provide a percentage of total dwelling units in the project as affordable units, targeted for households earning up to a maximum of 120 percent of the area median income (AMI). The percentage of total dwelling units in the project that are required to be affordable units (5 percent to 35 percent) varies depending on the period of affordability (5 years to 30 years) and location (the required percentage is greater for TOD projects seeking additional height and density). Developers may also provide rental housing for households earning 80 percent and below of the AMI.

In addition to meeting these affordable housing requirements (as the same may be amended or superseded), TOD projects requesting additional height and density available under TOD zoning are required to provide commensurate community benefits such as additional affordable housing.

ROH Section 21-9.100-5(g) (as the same may be amended or superseded) requires projects that include a hotel component to provide affordable housing or City multimodal transportation system improvements as a community benefit.

5.7.3. INCENTIVES

Incentives can encourage developers to both reach and exceed the affordable housing requirement. Potential incentives include:

- Density and height bonuses
- Parking reductions
- Property tax abatement
- Certain financial incentives that are available for a limited time to support the affordable housing requirements set forth in ROH Chapter 38 (as the same may be amended or superseded), including building permit fee waivers, park dedication requirement waivers, and wastewater system facility charge waivers

5.8 ARCHITECTURAL CHARACTER GUIDELINES

5.8.1. INTENT

In addition to the bulk, height, and setback regulations proposed in this chapter, the following guidelines are recommended to ensure new development contributes to making Ala Moana a walkable, interesting, and urban TOD community.

5.8.2. ENSURE NEIGHBORHOOD COMPATIBILITY

With new FAR and building height limits in the TOD Precinct, the scale of buildings may begin to grow to match the allowable development. New buildings should:

- Consider their surrounding context
- Match the desired scale and character of a transit-oriented community
- Closely study how building spacing impacts shadowing and wind
- Maintain at least 100' spacing between tall buildings in order to preserve solar access at street level



Clustering buildings of similar scale is important for neighborhood compatibility.

5.8.3. RESPECT HISTORICAL LANDMARKS

New buildings around historical landmarks should take care not to threaten the integrity of the landmark, such as through degradation of style or excessive shading. The character of these adjacent buildings should:

- Contrast with the architectural style of the historical landmark, without introducing alien forms and materials that erode historic character
- Incorporate massing that is consistent with the scale of the historic buildings

5.8.4. ENSURE INTERACTION WITH ADJACENT BUILDINGS

To promote sidewalk orientation and a vibrant district character, buildings close to each other should interact with each other through their building frontages. These frontages should:

- Allow direct building access during business hours
- Contain at least one public entrance on the street
- Provide a public entrance per street front on corner buildings



Historical landmarks should be respected.

5.8.5. BUILDING ORIENTATION TO STREET & PUBLIC SPACES

To sustain street-level activity and promote pedestrian traffic, buildings should be oriented to the street and public spaces. This orientation should include:

- Pedestrian design elements along building frontages
- Tenant spaces oriented to the street and public spaces
- Retail storefronts along streets and public spaces
- Open air seating at ground-level restaurants
- Wide sidewalks and support amenities (e.g., waste bins, lighting)
- Storefront transparency at ground level
- Human-scaled architectural features (awnings, canopies,overhangs) that help activate storefronts

5.8.6. PROVIDE PEDESTRIAN-ORIENTED STREETSCAPE

It is important that streetscapes throughout the Ala Moana Special District make the public realm both attractive and safe for pedestrians. Landscape buffers against the building with sidewalks at the curb are inappropriate. A preferable streetscape alignment includes:

- Street trees and planting zones along the curb
- Sidewalks set back against the building
- A clear differentiation of 1) curb line/planting areas, 2) middle walking areas, and 3) building face,display, and outdoor seating areas



Features such as signage, lighting, and awnings promote pedestrian activity.



Green spaces with seating areas contribute to the street environment.

5.8.7. REDUCE VISUAL IMPACT OF VEHICULAR CIRCULATION

As many new developments will include parking facilities, the design of these parking facilities could have large impacts on the district. Parking should be designed to limit its impacts on the public realm by:

- Reducing the number of curb cuts on pedestrian-oriented streets
- Limiting parking entrances on pedestrian-oriented streets
- Restricting street-level parking facilities unless lined with storefronts or residences
- Providing shared passenger pick-up/drop-off and package delivery locations
- Incorporating liner residential or commercial units into the face of large parking garages fronting key streets such as Kapiolani Boulevard and Keeaumoku Street

5.8.8. SCREEN / BUFFER SERVICE & LOADING FACILITIES FROM PUBLIC STREETS

Service and loading facilities, while essential to commercial activities, detract from the public realm. Their impact on pedestrian-oriented areas can be reduced by:

- Placing facilities away from sidewalks amenity spaces
- Incorporating equipment architecturally, where applicable
- Screening facilities with walls or landscaping

5.8.9. AVOID BLANK WALLS

Blank walls are not visually interesting and are extremely difficult to mitigate, even with landscape and streetscape improvements. Blank walls are not desirable and can be avoided through:

- Placement of active uses and entries along public spaces and streets
- Maintaining a required amount of transparency at the street level
- Incorporation of public art where appropriate



Mitigating the visual impact of parking structures is important.



Extensive blank walls can be augmented through active uses and landscaping.

5.9 TALL BUILDING GUIDELINES

5.9.1. INTENT

With over eight million square feet of new construction projected in the Ala Moana district, a significant portion of new development will likely be in the form of high-rise towers. How these towers are designed in relation to mauka-makai view corridors, the public realm, and shadowing will play a key role in the future urban environment of the district. There are several key issues that should be addressed when establishing architectural guidelines for tall buildings, defined as buildings over 100' in height.

5.9.2. DESIGN GUIDELINES FOR THE PODIUM, MIDDLE, & TOP OF TOWER

The design of tall buildings generally consists of three sections: base (podium), middle (tower), and top. Design principles should be established for each building section to address how:

- The podium will affect the experience of the building at street level. Podium heights should be limited to 65' in height, and massed in a way to maintain street-level solar access.
- The tower will affect the building's shadows on the urban environment.
- The tower top will affect the building's aesthetic and experiential contribution to the urban skyline.

5.9.3. PROMOTE NATURAL AIR CIRCULATION & VENTILATION WHILE MINIMIZING ADVERSE WIND CONDITIONS

Tall buildings have the ability to capture natural breezes that can provide benefits through reduced energy consumption and higher indoor air quality. Tower design should also evaluate potential wind canyon impacts that may have negative effects at the street level. At minimum, a 100' tower space buffer should be maintained between all towers of tall buildings to preserve views and solar access, and to protect the privacy of dwelling units. For properties that share a property line with an adjacent private property, each property should set back its respective tower at least 50' from this common boundary.

5.9.4. PROVIDE PROPER SETBACKS FOR TOWERS

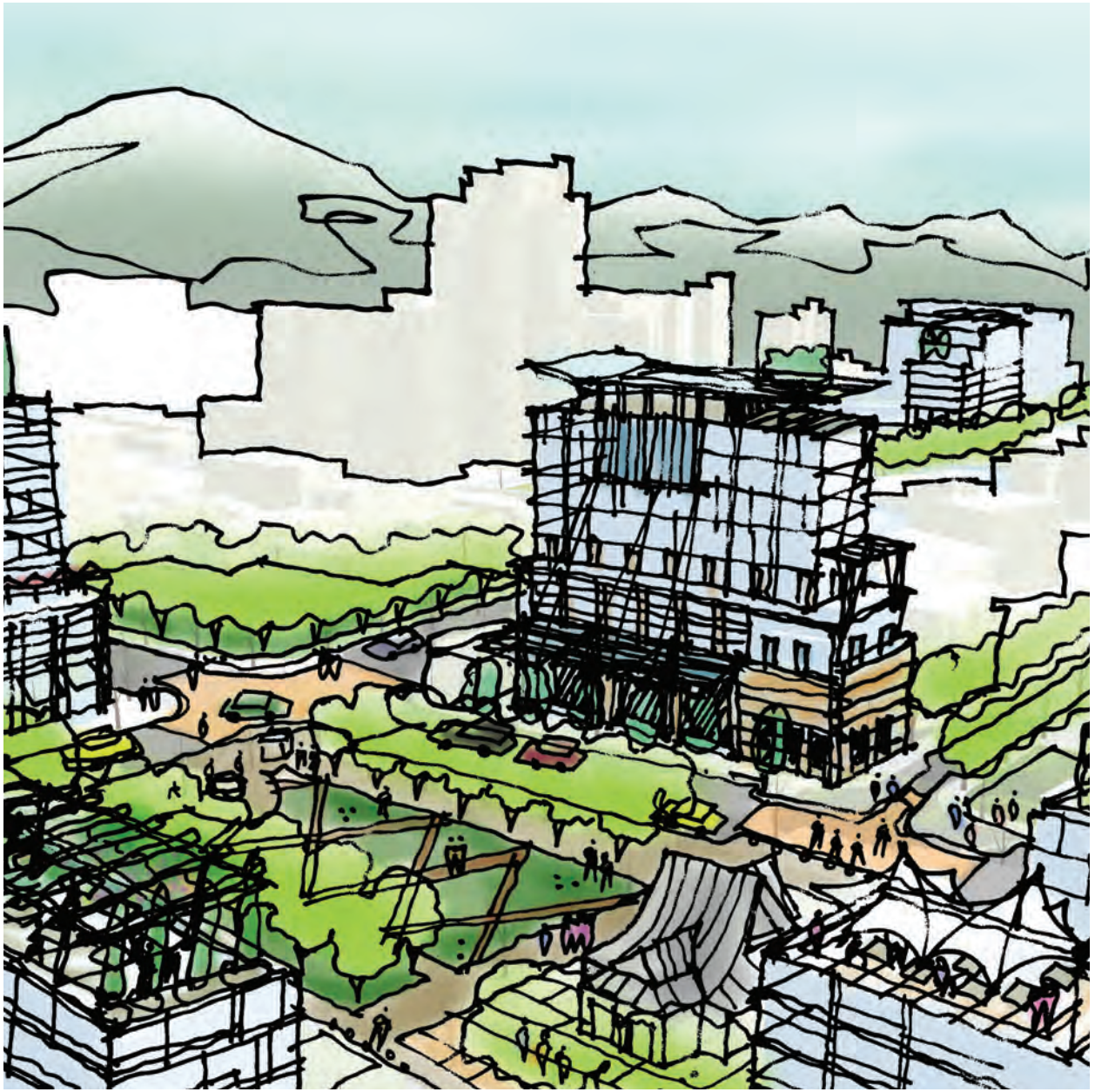
Tall buildings can create imposing facades along street frontages. As such, tower placement is key to ensuring the public realm remains a comfortable environment. By setting back upper stories in towers away from street frontages, parks, trees, or open spaces, the perceived impact of the tower on the urban environment can be significantly reduced. For example, along Kapiolani Boulevard, a 20' setback from the property line above the first story can provide room for the street's Monkeypod trees.

5.9.5. ORIENT TOWERS IN MAUKA-MAKAI DIRECTION

Mauka-makai view corridors may be impacted by new tower development in the Ala Moana district. Tall buildings should orient themselves in a mauka-makai direction to preserve view corridors in the public realm, as well as to create mauka-makai visual connections for people at street level. Towers of tall buildings are encouraged to generally align with other towers within a shared mauka-makai viewshed where possible.

5.9.6. VIEW STUDY

To reinforce public view preservation, a viewshed study should be conducted for proposed tall buildings, demonstrating that the building has been designed, oriented, and aligned in a way that minimizes the disruption of important views to the best extent possible. A digital 3D model of the proposed project should be made available prior to the initial viewshed study presentation (including to the neighborhood board), to help the community gauge how the project will fit with the surrounding built and natural environment. The model should display surrounding approved projects and reflect how the proposed project will affect mauka-makai views from public vantage points.



With the vision for future Ala Moana development and public realm improvements now outlined, how these changes are implemented is integral to their success.



6 Implementation

6.1 OVERALL STRUCTURE

6.1.1. IMPLEMENTATION DESCRIPTION

The implementation of the Ala Moana TOD Plan will involve various players at different times during the process. This chapter outlines:

- How development should be phased in the Special District
- Who the players are to advance the Plan
- How specific projects can be funded for construction and maintenance

DEVELOPMENT PHASING

As not all the objectives of the Ala Moana TOD Plan can be completed at the same time, a phased approach can allow for the full extent of the Plan to roll out over the short, medium, and long-term development of the district. The phasing schemes outlined in this chapter are suggested, and actual implementation timing may vary.

STRATEGIC PARTNERS

The Ala Moana TOD Plan crosses multiple jurisdictions and involves key private sector partners as well. Identifying who these partners are and their responsibilities in the district's development gives accountability to each player in the process.

FUNDING SOURCES

With the large extent of infrastructure projects proposed in the plan, funding is a key issue in moving these improvements forward. Identifying various local, state, federal, and private funding sources for construction, operation, and maintenance will help advance implementation.

ACTION PLAN

The final part of this chapter synthesizes the different initiatives of the Ala Moana TOD Plan. It summarizes what initiatives should be completed; what government agencies should be involved; and short, mid, and long-term goals.

6.2 PHASING

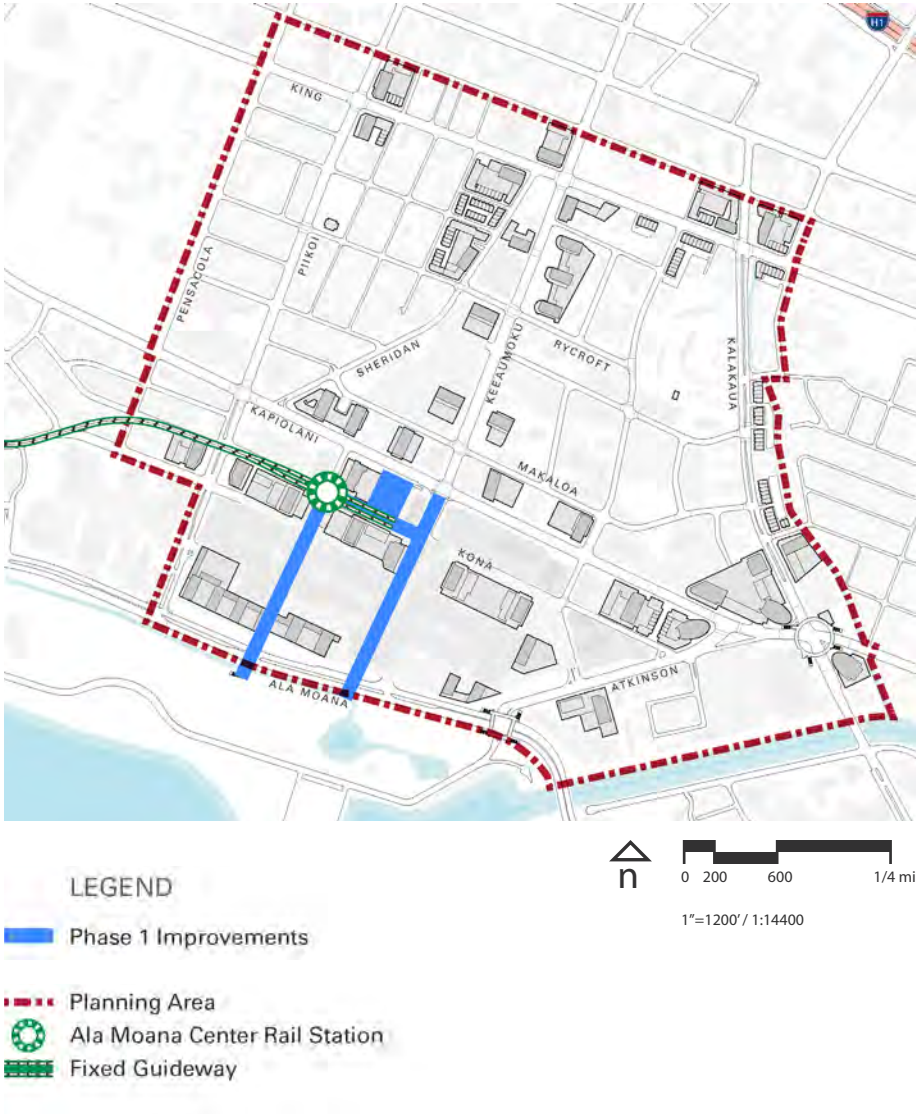
6.2.1. PHASE 1 - CREATING A TRANSIT NODE

The initial phase of the TOD Plan establishes the new rail and bus stations as a transit node. The rail station needs to function for both daily and occasional users that are both locals and tourists. The transit experience to/from Ala Moana should be simple and direct. To make the station accessible and enjoyable, this phase includes:

- Constructing a transit plaza adjacent to the station
- Constructing pedestrian at-grade improvements along Kona Street and Ala Moana Boulevard to provide improved access to Ala Moana Park
- Providing multimodal multilevel connections to the rail station such as vehicle parking, bicycle storage areas, and key pedestrian entry points

POTENTIAL FUTURE TRANSIT CORRIDOR EXTENSION. In order to ensure that the rail transit project may be extended in the future, the City should negotiate agreements with area landowners to preserve one or more potential rail corridors for future extensions. These agreements may also include potential locations or funding for multimodal bus/rail transit centers near the rail station. Any agreement should be executed prior to the approval of permits for a project requesting development bonuses in return for providing a potential rail corridor and/or multimodal bus/rail transit center locations. It is recognized that any such agreement to preserve a potential rail corridor would not determine the actual future alignment or technology, as that determination would require an unbiased and rigorous technical analysis of all alternatives.

FIGURE 6-1: PHASE 1 - CREATING A TRANSIT NODE

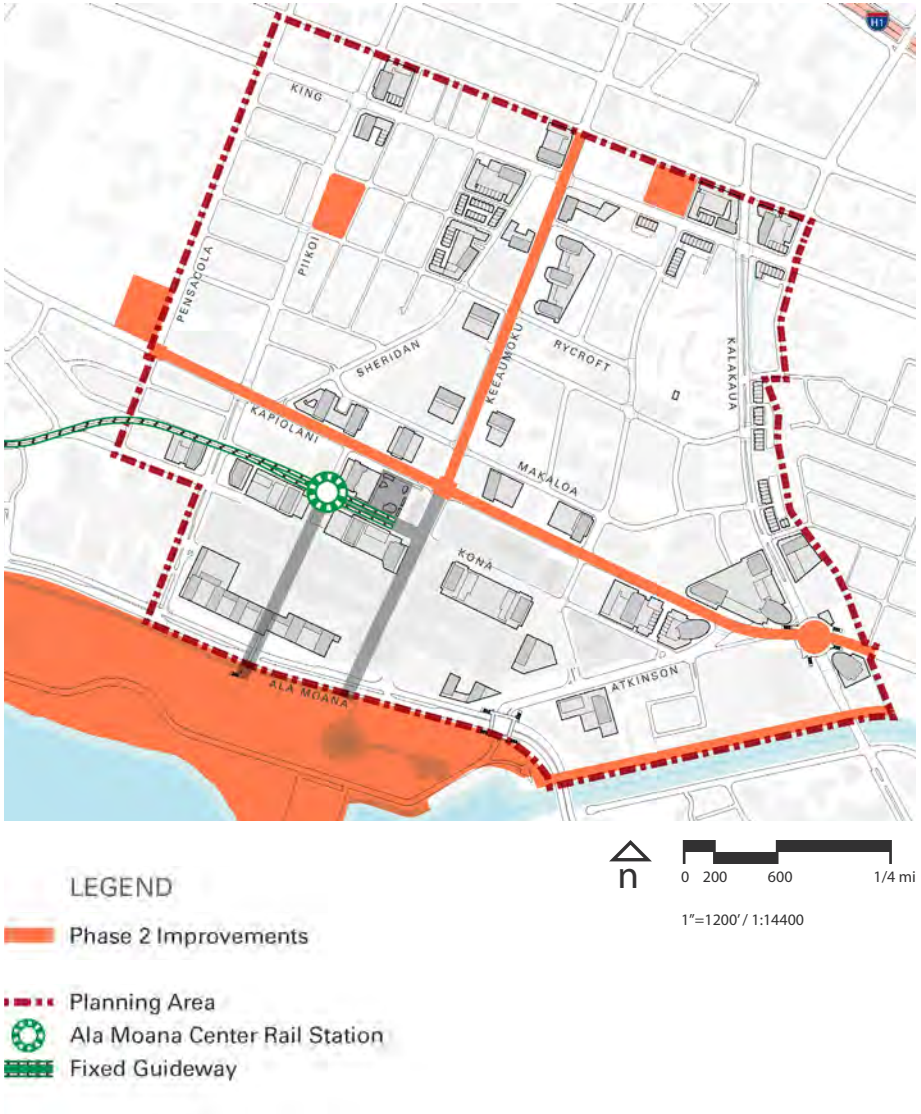


6.2.2. PHASE 2 - DEVELOPING A BACKBONE

The second phase of the Ala Moana public realm improvements aims to complement the transit node by improving the district's main streets for multimodal mobility. Near the transit plaza, Kapiolani Boulevard and Keeaumoku Street will continue to be the primary streets people walk down in order to reach their destinations and the rail station, making them the "backbone" of the district. It is important to enhance these streets first to encourage walking, biking, and taking transit. These enhancements include:

- Streetscape and bicycle improvements along Keeaumoku Street and Kapiolani Boulevard
- Intersection improvements at Kapiolani Boulevard and Pensacola Street, Kapiolani Boulevard and Keeaumoku Street, and Kapiolani Boulevard and Kalakaua Avenue
- Sidewalk and crosswalk enhancements along Keeaumoku Street from Rycroft Street to Kapiolani Boulevard
- Enhancing Pawaa In-Ha and Sheridan Parks for more active recreation, as well as the development of community park space at Kapiolani Boulevard and Pensacola Street
- Gateway signage at Kapiolani Boulevard/Pensacola Street intersection and Kapiolani Boulevard/Kalakaua Avenue intersections
- Improvements to Ala Moana Park and Ala Wai Promenade

FIGURE 6-2: PHASE 2 - DEVELOPING A BACKBONE

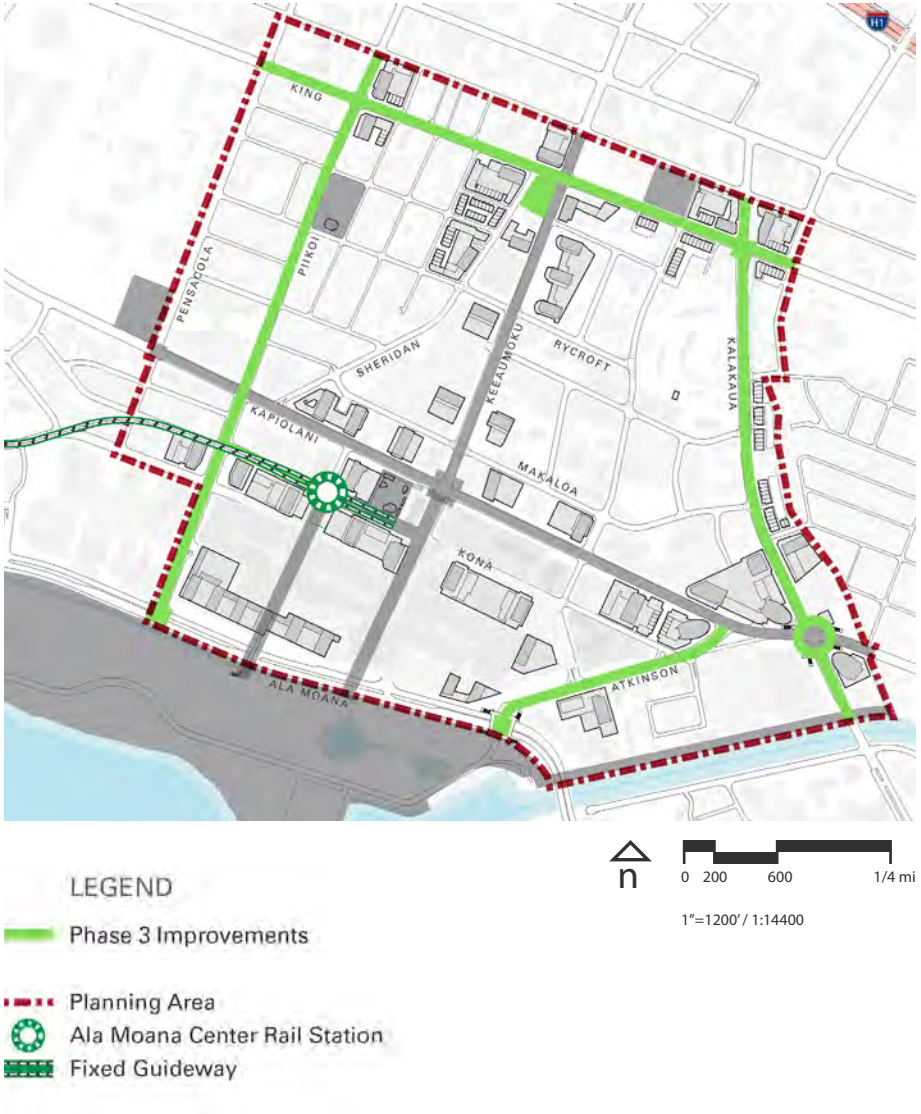


6.2.3. PHASE 3 - IMPROVING ARTERIAL CONNECTIONS

Phase 3 complements Keeaumoku Street and Kapiolani Boulevard to create a more integrated street network throughout the district. Improvements focus on enabling new and existing residents to reduce or eliminate auto trips when going out for daily needs. This environment can be encouraged through:

- Streetscape and bicycle improvements along Kalakaua Avenue, King Street, Piikoi Street, Atkinson Drive, Kona Street, and Pensacola Street
- Intersection improvements at Atkinson Drive and Ala Moana Boulevard, Piikoi Street and Ala Moana Boulevard, King Street and Pensacola Street, and King Street and Kalakaua Avenue
- A community plaza at the intersection of King Street and Keeaumoku Street
- Elevated pedestrian crossing at the intersection of Kapiolani Boulevard and Kalakaua Avenue

FIGURE 6-3: PHASE 3 - ARTERIAL CONNECTIONS

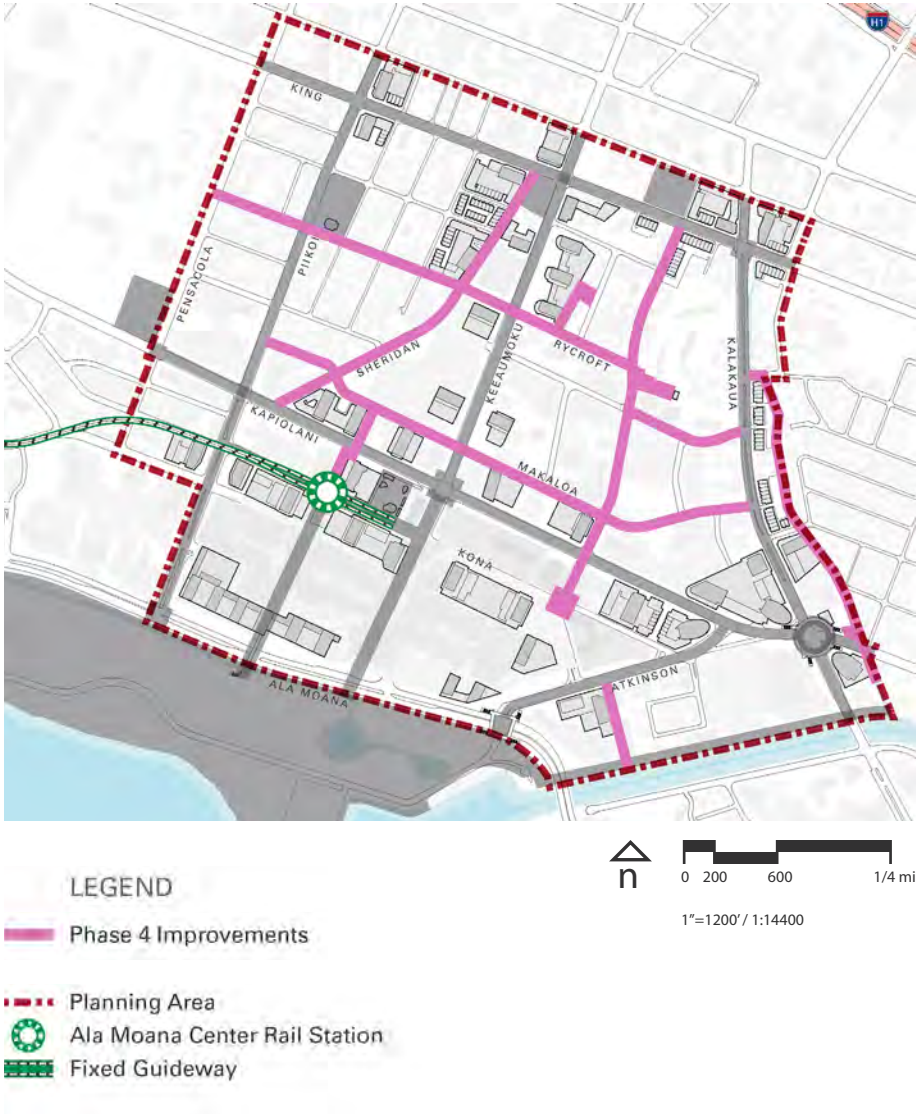


6.2.4. PHASE 4 - STRENGTHENING NEIGHBORHOOD CONNECTIONS

The final phase of the TOD plan's public improvements intends to enhance connections to local amenities found throughout the district, especially within residential neighborhoods. This phase also intends to create new open space amenities as well as improve existing ones. The likelihood that residents will drive to these amenities will decrease if they have viable neighborhood connections as opposed to a reliance on arterial streets. Key pieces of this phase include:

- Developing the Makiki Stream trail
- Adding bicycle facilities along Rycroft Street, Kaheka Street, Makaloa Street, Kona Iki Street, and Sheridan Street
- Constructing a pedestrian connection from Atkinson Drive to the Ala Wai Canal
- Providing intersection improvements at Kona Street and Kaheka Street

FIGURE 6-4: PHASE 4 - NEIGHBORHOOD CONNECTIONS



6.3 FUNDING SOURCES

6.3.1. INTENT

In order to fund and maintain infrastructure projects proposed in the Ala Moana TOD Plan, various funding sources will be necessary. These funding sources provide for capital improvements, operation, and maintenance.

6.3.2. FUNDING SOURCES

SAFE ROUTES TO SCHOOL (SRTS)

SRTS funds state and local programs for infrastructure and non-infrastructure projects to provide students safe pedestrian and bicycle access to schools, such as McKinley High School and Washington Middle School.

COMMUNITY BENEFITS

Community benefits are neighborhood improvements developers provide in exchange for higher height and FAR bonuses. The community benefits bonus is discussed in Section 5.6.

MOVING AHEAD PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

MAP-21 is a federal program intended to establish multimodal connections for more efficient transportation systems. While MAP-21 acts as an umbrella program for some of the other programs mentioned here, it also provides infrastructure improvement funding separate from them.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

A piece of MAP-21, HSIP is a federal program intended to reduce traffic fatalities and serious injuries on all public roads. HSIP funds can be used to provide intersection improvements.

SURFACE TRANSPORTATION PROGRAM (STP)

STP is a federally-funded, state-run program that can be used for the construction of bicycle and pedestrian facilities or non-construction projects related to safe bicycle and pedestrian travel.

TRANSIT ENHANCEMENT ACTIVITIES (TEAs)

Ten percent of a state's STP funds must to go TEAs. TEAs include bicycle and pedestrian facility construction or non-construction projects related to safe bicycle and pedestrian travel.

RECREATIONAL TRAILS PROGRAM (RTP)

RTP is a federally-funded, state-run program to develop and maintain recreational trails, such as along Makiki Stream.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

CMAQ is a federally-funded, state-run program providing air quality improvements and congestion relief. CMAQ funds may be used for bicycle and pedestrian facilities or non-construction projects for safe bicycle use.

TAX INCREMENT FINANCING (TIF)

TIF is used to leverage future increased property taxes to pay for projects within a geographic area. Establishing an Ala Moana TIF District can pay for and maintain capital improvement programs.

COMMUNITY FACILITIES DISTRICT (CFD)

CFDs are an assessment tool used by local governments to obtain community funding for neighborhood-specific improvements. These funds can also be used for public services.

BUSINESS IMPROVEMENT DISTRICT (BID)

BIDs are an organizational tool used by businesses to pay additional taxes for improvements such as marketing, security, and street maintenance. Establishing a BID within the area can help in the maintenance of capital improvement projects.

EXISTING LOCALIZED REVENUE STREAMS

Within the Ala Moana Special District are revenue sources (such as parking revenues) that go to the City's General Fund. Localizing these types of funds can provide a steady revenue stream for projects in the area.

6.4 STRATEGIC PARTNERS

6.4.1. INTENT

There are many different strategic partners who will be key players in making Ala Moana a successful TOD district. A few, but not all, of them are described below. Coordination at the city level will be conducted by a TOD working group of relevant agencies and departments.

6.4.2. FEDERAL AGENCIES

Cooperation with the Army Corps of Engineers will be crucial in their ongoing effort to improve the channelized Makiki Stream and mitigate flooding. Any aesthetic improvements to the stream as proposed in this plan should be coordinated with the Corps.

6.4.3. STATE AGENCIES

State agencies are responsible for planning, constructing, and operating transportation systems such as highways, harbors, and airports. Specific to Ala Moana, these responsibilities can include, but are not limited to:

- Coordinating planning, infrastructure and transportation issues in the adjacent Kakaako neighborhood
- Maintaining and improving Ala Moana Boulevard, a state highway, and providing input on the design of elevated crossings of Ala Moana Boulevard
- Planning for additional primary and secondary school capacity to accommodate increased demand
- Continuing administration of the Hawaii Convention Center (contracted out for private operation)
- Funding affordable housing

6.4.4. CITY AGENCIES

City agencies are responsible for planning, construction, and maintenance of public facilities and capital improvement projects as well as regulating new residential and commercial development. These responsibilities, coordinated internally by the existing TOD Subcabinet of relevant city department heads, can include, but are not limited to:

- Constructing rail stations, including the Ala Moana station
- Providing efficient and timely rail service to Ala Moana Center
- Coordinating planned rail extensions
- Providing city services, such as police, fire and trash pickup
- Supporting cultural programs and small businesses
- Improving city infrastructure such as streetscapes, multimodal connections, and bicycle lanes
- Maintaining streets, parks, rail infrastructure, and trees
- Increasing water and sewer capacity, to allow Plan realization
- Partnering with the private sector to provide high-speed broadband internet service
- Enforcing zoning designations, regulations, and standards
- Coordinating bus and rail timetables for efficient transfers
- Improving vehicular travel and pedestrian safety
- Planning new bicycle facilities
- Providing plan updates and implementation actions to all affected neighborhood boards, as well as area residents, businesses, etc.
- Providing property tax abatements and other financial tools as incentives for TOD projects
- Adopting new affordable housing policies and incentives

6.4.5. ALA MOANA RESIDENTS & COMMUNITY GROUPS

The citizens of Ala Moana are responsible for participating in government processes to ensure community input continues to be a part of plan implementation. These responsibilities can include, but are not limited to:

- Attending community meetings
- Providing input on community context for development projects

6.4.6. LANDOWNERS / PRIVATE DEVELOPERS

Landowners and private developers are responsible for maintaining existing buildings and constructing new ones that reflect the new transit-oriented vision for the area. These responsibilities can include, but are not limited to:

- Building new housing, offices, and commercial businesses
- Property maintenance, including privately-owned open spaces and potentially streetscapes and other landscaping
- Maintenance of privately-owned Kona Street
- Providing community benefits in conjunction with new development, including elements that help implement the City's Complete Streets ordinance, and providing locations or funding for multimodal bus/rail transit centers, and preserving a corridor for future rail extension.

6.4.7. LOCAL BUSINESSES

Business owners are responsible for participating in government processes to ensure business input is taken into account to keep Ala Moana a competitive place for business. As well, they should collaborate with the City to make the district more attractive to customers. These responsibilities can include, but are not limited to:

- Attending community meetings
- Providing insight into market trends
- Maintaining a clean environment in the area
- Forming BIDs as necessary
- Sharing in ownership and programming of public spaces

6.5 ALA MOANA TOD ACTION PLAN

6.5.1. INTENT

Coordinating different government agencies within a TOD working group is vital to creating a transit-oriented environment in Ala Moana. An action plan identifying short-term, mid-term, and long-term actions can help guide this process.

6.5.2. SUMMARY PROCESS

The actions that can be taken by the City are broken down into three categories: policy initiatives, administrative programs, and capital investment.

POLICY INITIATIVES

Certain policies within the existing Honolulu Land Use Ordinance or Primary Urban Center Development Plan conflict or do not take into account the tenets of transit-oriented development. The City should take steps to change city ordinances to reflect the changes in development goals.

ADMINISTRATIVE PROGRAMS

There are actions the City can take internally to help move the Ala Moana TOD Plan forward. These actions can involve communication between agencies, hosting public programs and events within Ala Moana, and working with the private sector to attract new development into the area. The TOD working group should coordinate city-level actions. Additional city services like police, fire and trash pickup will also be needed with additional development.

CAPITAL INVESTMENTS

The physical changes necessary to make Ala Moana transit-oriented should provide investment in pedestrian, bicycle, and multimodal infrastructure improvements, as well as public spaces and utility infrastructure necessary for new development.

TABLE 6-1: ALA MOANA TOD ACTION PLAN

LEGEND
● Lead ○ Support

ALA MOANA TOD ACTION PLAN						
Action Item	Short-Term	Mid-Term	Long-Term	State	City	Private
POLICY INITIATIVES						
Amend the Honolulu Land Use Ordinance • Develop BMX-3B zoning designation • Formalize Ala Moana Special District • Formalize community benefits program	Develop language for new zoning policies	Update as necessary	Update as necessary		●	
Amend Primary Urban Center Development Plan • Address height limitations for low and medium density areas in Policy 3.2.2.3 • Address commercial square footage limitation in Policy 3.2.2.4	Identify funding for plan	Address policies as needed	Update as necessary		●	
ADMINISTRATIVE PROGRAMS						
Coordinate through the TOD Subcabinet • Involve all necessary agencies in cabinet for proper communication • Coordinate different city initiatives between agencies for efficient expenditures	Review plan elements with TOD Subcabinet	Coordinate as necessary	Coordinate as necessary		●	
Implement cultural program and events • Utilize paving enhancements and open space network • Advertise events illustrating new neighborhood improvements	Promote infrastructure improvements	Hold events in new parts of open space network	Hold events in new parts of open space network	○	●	○
Secure state and federal program funding • Promote the CIP as fulfilling state/federal program objectives • Coordinate with agencies to fill out applications accurately	Coordinate which funds to pursue and connect with state officials over available funding	Apply for state and federal programs	Apply for state and federal programs	○	●	
Provide financial incentives to private sector • Streamline underwriting ability • Coordinate funding sources such as CIP and TIF as leverage for new development	Identify how funding sources can support private sector development	Market different funding sources to private sector	Supply private sector with funding on case by case basis	○	●	

LEGEND
● Lead ○ Support

ALA MOANA TOD ACTION PLAN						
Action Item	Short-Term	Mid-Term	Long-Term	State	City	Private
ADMINISTRATIVE PROGRAMS						
Gather travel and economic data before and during rail station operation • Track changes in level of service • Track transit ridership to/from • Track property value changes	Gather information on existing property values, commute times	Allow for rail operation to alter traffic patterns, development	Gather information on new property values, commute times		●	
Coordinate an Ala Moana Point of Contact • Person with intimate knowledge of Ala Moana Special District • Speaks with developers regarding community benefits	Educate and Familiarize with new Ala Moana policies, regulations, and guidelines	Promote information to developers	Promote information to developers		●	
Streamline development process for TOD projects • Establish land assembly tool • Shorten time for entitlement process • Provide tax abatements on case by case basis	Develop new streamlined planning tools	Promote information to developers	Promote information to developers		●	○
CAPITAL INVESTMENT						
Provide Streetscape Improvements • Introduce trees, furniture, lighting • Construct bulb outs at key intersections • Bury utilities where possible	Focus on Kapiolani Boulevard, Keeaumoku Street, and Kona Street	Focus on Piikoi Street, Pensacola Ave, Kalakaua Avenue, and Sheridan Street	Focus on Ala Moana Boulevard, Atkinson Drive, Rycroft Street, and Makaloa Street	○	●	○
Ensure Adequate Utility Infrastructure • Enhance area's sewer capacity • Ensure adequate water supply & transmission	Program capital funding and implement short-term fixes	Construct system improvements and upgrades	Construct system improvements and upgrades	○	●	○

LEGEND
● Lead ○ Support

ALA MOANA TOD ACTION PLAN						
Action Item	Short-Term	Mid-Term	Long-Term	State	City	Private
CAPITAL INVESTMENT						
Provide Intersection Enhancements • Alter geometry for better vehicular flow • Reduce turning radii for slower speeds • Provide crosswalk enhancements • Eliminate free right hand turn lanes	Develop plan concepts and engineering drawings	Construction of intersection improvements	Maintain materials for full life cycle	○	●	○
Redevelop Makiki Stream • Enhance natural landscaping • Provide bicycle and pedestrian paths • Plant native plantings in waterway • Revisit role as drainage conduit	Conduct planning and design study with Army Corps of Engineers	Construction of stream improvements	Maintain plantings and materials for full life cycle	○	○	●
Expand Bicycle Path Network • Repave roads for smooth paths • Stripe bike lanes as necessary • Construct protected bicycle lanes as necessary	Develop Ala Moana Bicycle Network	Construction of intersection improvements	Maintain materials for full life cycle	○	●	
Construct Pedestrian Grade Separations • Determine which separations are vital • Coordinate bridge locations with Ala Moana Center • Coordinate with rail expansion plans		Construct improvements	Maintain materials for full life cycle	○	●	○
Enhance Multimodal Connections • Develop bus feeder routes to station • Align bus schedule with train schedule • Provide furniture, lighting at bus stops • Identify locations and construct multimodal bus/ rail transit centers • Preserve potential routes for extension of the rail system	Establish key connection locations	Construct connections	Maintain materials for full life cycle	○	●	○
Develop Open Space Network • Construct new transit plaza • Enhance Sheridan and Pawaa In-Ha parks • Create pocket parks on undeveloped land where available	Develop plan concepts for new parks	Construct new parks, improve existing parks	Maintain parks to high standard		●	○