

DOWNTOWN AND KALIHI NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT PLANS



CITY AND COUNTY OF HONOLULU DYETT & BHATIA

The adjoining Downtown and Kalihi Neighborhood TOD Plans each address three station areas within the Honolulu Rail Transit corridor. Together, these six station areas encompass some of Honolulu's most urban, culturally diverse, and historic districts, as well as key infill opportunities. Prepared concurrently, the Plans emphasize public realm improvements, conservation of historic resources and neighborhoods, and catalytic transformation of the Iwilei-Kapalama area into livable, mixed-use neighborhoods, with new paths and connections integrated with transit and the area's waterways.

Downtown TOD Plan. Downtown will continue to be the region's premier employment center with new housing, a revitalized Aloha Tower, and an accessible and activated waterfront. Chinatown will retain its historic character, and Iwilei will be transformed into a high-intensity full-service Downtown neighborhood.

Kalihi TOD Plan. Kalihi will be a livable urban community with a balance of employment, residential, and recreational uses that reflect the area's central location and rich cultural heritage. Revitalized districts in the Kapalama and Middle Street station areas will capitalize on proximity to Honolulu Community College and the area's natural resources.

Throughout the six station areas, the Plans foster enhancement of the public realm, creation of memorable and livable streets, and community-oriented building design. Together, they propose 60 acres of new parks connected by a network of "green streets", working "living streets", new bike paths, pedestrian improvements, shaded sidewalks, and waterfront promenades. Implementation of the plans will result in 11,300 new housing units, accommodating 25,000 residents directly adjacent to transit.

The APA Hawai'i Awards Jury found that the plans provide thoughtful, long-range planning with an emphasis on the public realm. They integrate land-use and transportation planning principles to encourage transit ridership and walkability. Crafting the plans' vision, goals, and specific development programs entailed an extensive bottom-up, community-driven process aligned with citywide goals and strategies. The community engagement process supplemented resident surveys with community outreach activities and was very well designed and executed. Planning processes that resulted in the plans are transferable to other station area plans, and could potentially serve as a model in similar contexts. The plans also helped garner support from a broad range of partners, which could be pivotal in moving forward in a timely manner. The jury commends the plans for their quality of research, analysis, and presentation.



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