

21st Century Kalihi

Transformation Initiative

Draft Vision Report

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*Work-in-progress (Content will be created based on future meetings with the VC in early 2017)

Introduction

1.1 Purpose

The 21st Century Kalihi Initiative was instituted in August 2016 by Governor David Ige and the State Office of Planning (OP) to produce a vision concept that re-imagines the future of Kalihi in the event the O’ahu Community Correctional Center (OCCC) is relocated or replaced. The Hawai’i Department of Public Safety is actively evaluating options for the replacement of the aging facility, which has been in operation since 1975.

The purpose of this effort was to understand community needs, concerns, and desires for the site and surrounding area, and to articulate a vision informed and inspired by community aspirations.

Occupying 16-acres of State land, the existing OCCC site and its anticipated redevelopment* is the impetus for exploring how the site’s transformation can serve as a catalyst for large-scale redevelopment in the Kalihi neighborhood. By examining the OCCC site’s potential to transform social, physical, and economic conditions, the vision aims to catalyze a preferred future for Kalihi in the 21st Century.

*City Council Resolution 15-078, CD 1 (OCCC) sets forth the rationale for the relocation of OCCC and requests the establishment of an OCCC Site Redevelopment Task Force.



Source: Google Street View 2016

1.2 Visioning Process and Outreach

1.2.1 Vision Committee

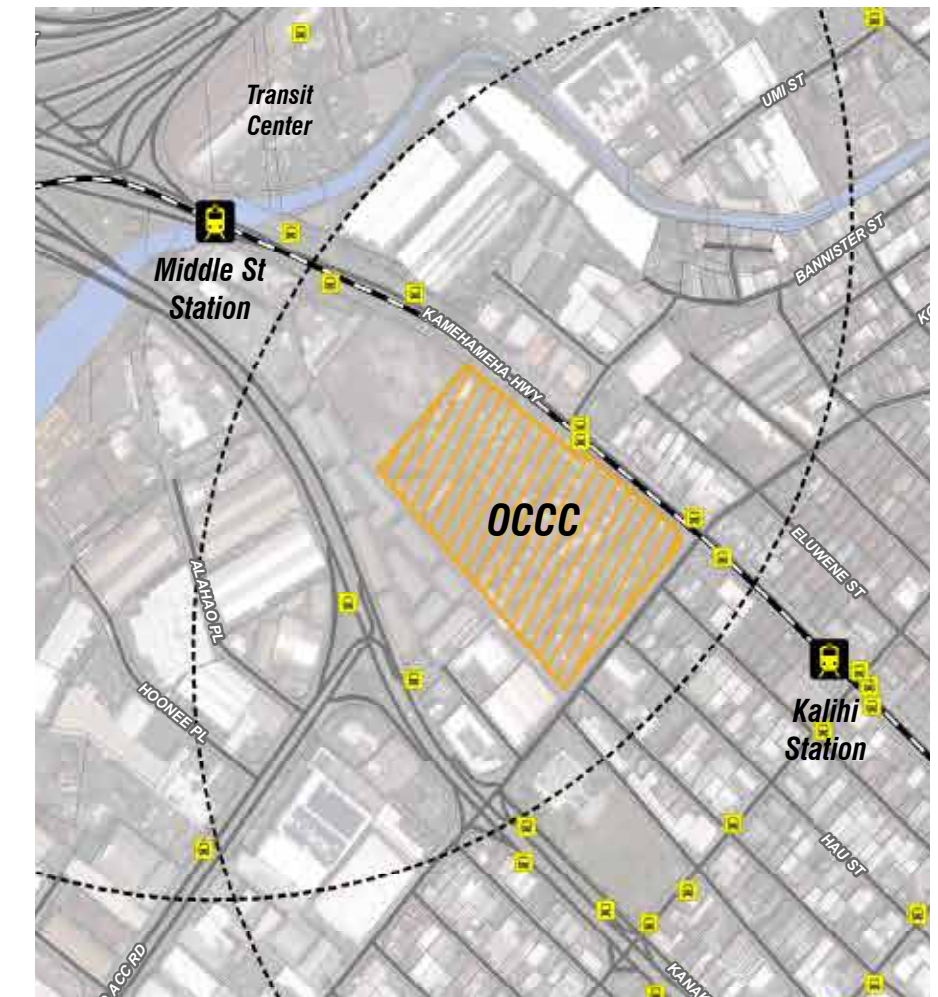
A Vision Committee (VC) comprised of area legislators, neighborhood board members, representatives from the public and private sectors, social service agencies, and community-based organizations was formed by the Governor to provide balanced representation from different community and business interests.

1.2.2 Planning Area

The planning area originally designated by the Governor’s Office is bound by Middle Street on the north side, King Street on the mauka side, and Kohou Street on the south side. The western boundary of the site generally follows the City’s Kalihi Neighborhood Transit-Oriented Development Plan boundary, which is one-half mile radius from the future rail stations (see Figure 1-2).

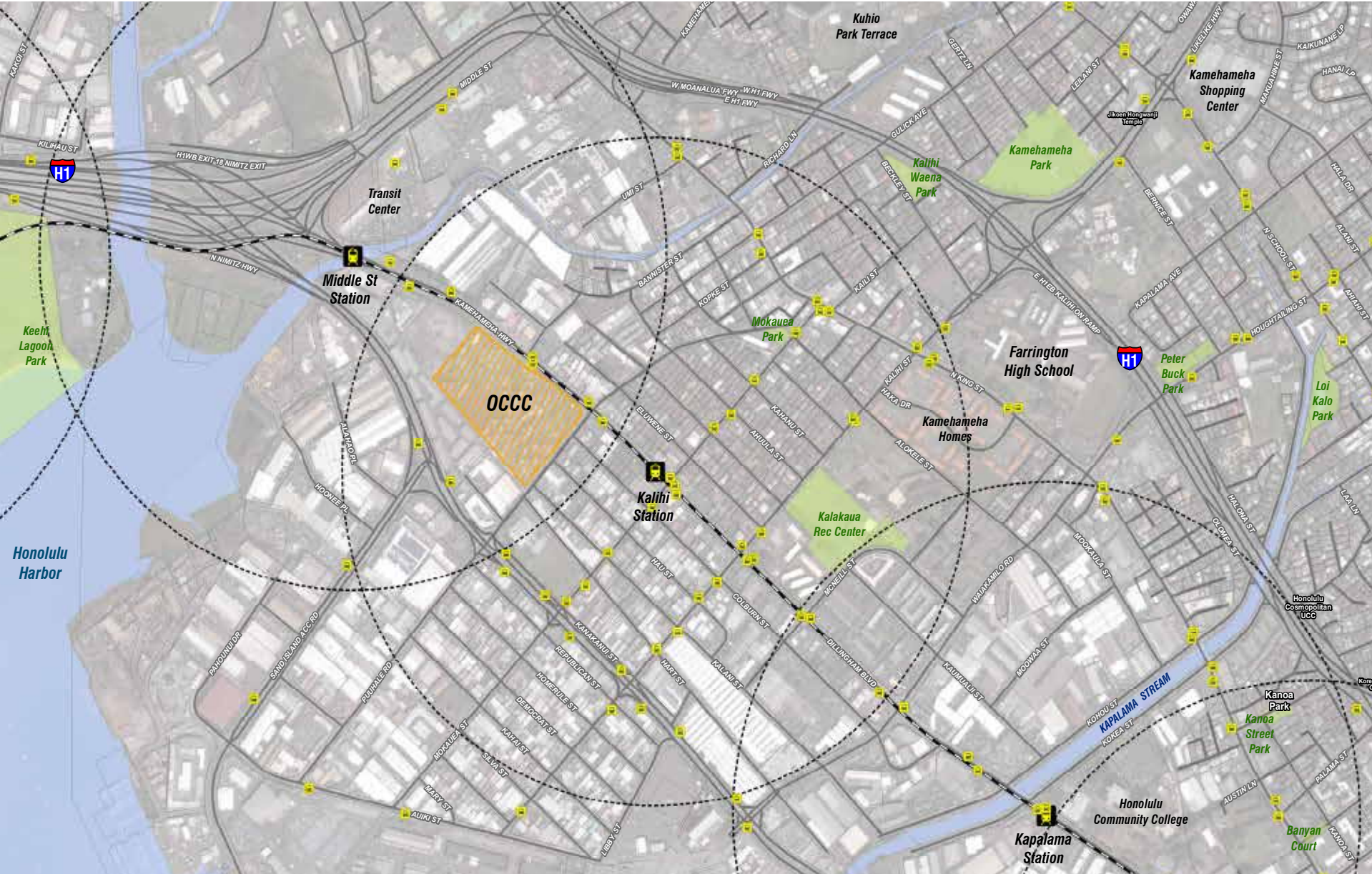
Based on its research and findings, the VC determined in the early stages of the planning process that there would be more value in focusing on the OCCC site (see Figure 1-1). Thus, this study envisions the transformation of the OCCC site as the impetus for large-scale improvements to the area.

Figure 1-1: Area of Focus



GOAL: To catalyze a preferred future for Kalihi in the 21st Century.

Figure 1-2: Planning Area



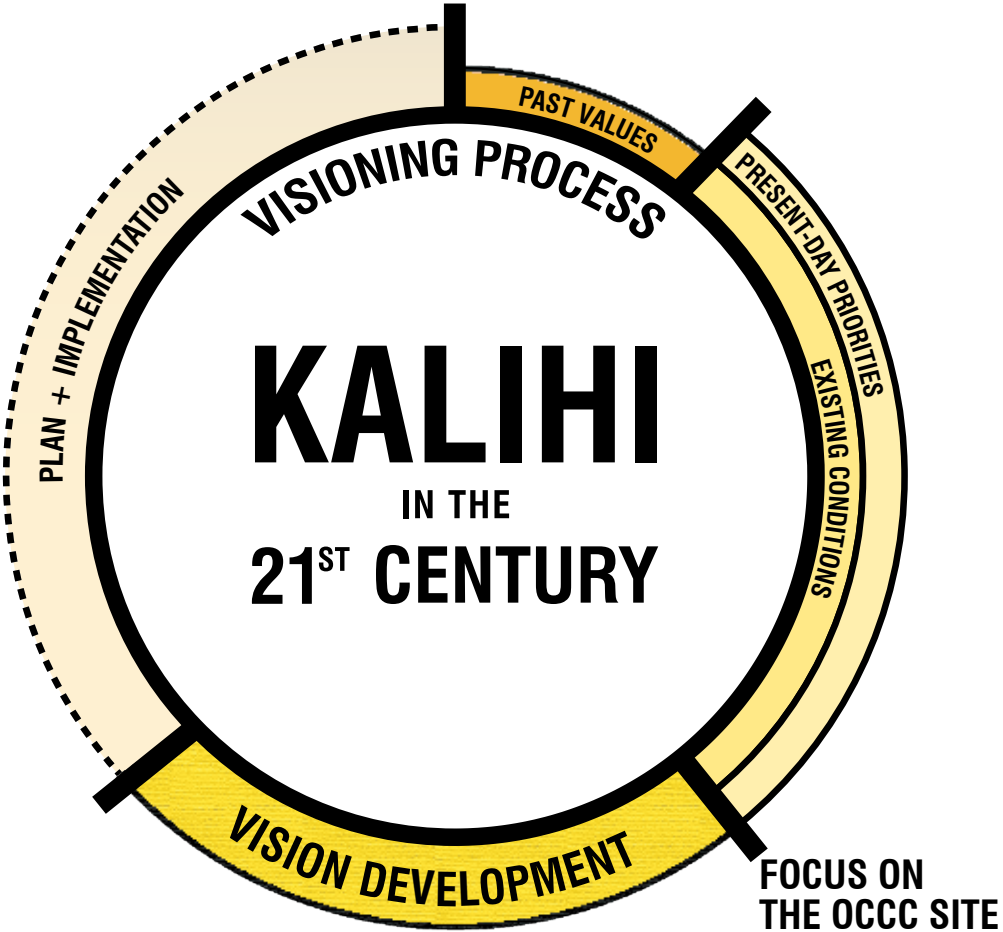
PROCESS

1.2.3 Visioning Process

- (1) Revisits the community's values in previous planning studies and outreach efforts in Kalihi
- (2) Identifies present-day priorities specific to the OCCC site
- (3) Puts forth a shared vision that imagines the transformation of the OCCC site as a catalyst for large-scale change

The vision presented here is the result of a process that revisited previous planning efforts, identified present-day priorities, and articulates a vision with a focus on the OCCC site. The input received at various stages of vision development is summarized and documented in Appendix A.

In the first phase of the process, meetings were held to establish and gather input from both the VC and the community regarding their concerns and aspirations for Kalihi. During a subsequent half-day visioning workshop, the VC considered the initial input as well as thematic principles, concepts, and priorities produced in prior community visioning exercises, studies, and surveys dating back to 2004 to formulate its own list of priorities and concerns specific to the OCCC site and the areas immediately adjacent to it.



The VC’s list of priorities was shared with community members who were given opportunities to review, comment and add their own concerns, priorities, and issues to assist the VC in its efforts to formulate a draft vision concept. The VC’s draft vision concept was reviewed and accepted by the community with little amendment.

In later phases of the process, the VC convened to integrate comments it received from the OP and Governor and worked to refine the draft vision concept. The VC successfully presented a final draft of its 21st Century vision concept for Kalihi to the Governor for approval in June 2017.

1.2.4 Public Meetings and Outreach

The community was invited to share their input and comments as the vision was being developed and refined by the VC. A public kick-off meeting was held to introduce the goals and objectives of the Governor’s initiative. Additional meetings were conducted to allow for community review and input to be



Participants at the kick-off meeting helped identify the community’s needs and assets.



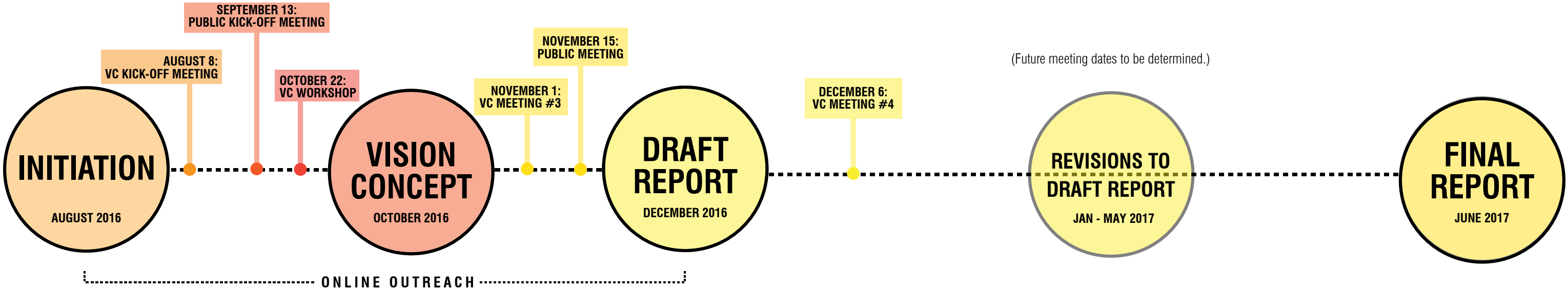
Ramsay Taum initiated every meeting by introducing the ALOHA protocol.

integrated throughout various stages of vision development.

Wish cards were distributed at the meetings to solicit input from those who were unable to attend. Wish cards and web-based input forms were also made available on the Office of Planning’s project website. The website provides an overview of the vision, links to input forms, and a mailing list sign-up.

All members of the VC were asked to extend public meeting invitations to their networks. Resource teams and social service organizations were encouraged to distribute input forms to their constituents. 75 comments have been received (to date).

VISION DEVELOPMENT



Vision Concept

Vision Statement

The top priorities for the 21st Century Initiative focus on ***economic development*** and ***housing*** for the support and betterment of Kalihi's current and future generations. It supports ***innovation and capacity-building***, and takes a ***balanced approach*** in creating jobs and providing housing so the people who live in the area can continue to live and work in Kalihi and ***future generations*** can be elevated. Mixed-income and mixed-housing types would be provided, including affordable, workforce, low-income, and kupuna housing as well as market-rate and larger 2-3-bedroom units to support ***families and multiple generations***. The ***mixed-use neighborhood*** that is envisioned would provide safe and convenient access to goods and services, including restaurants, child and kupuna care facilities, small grocery stores and pharmacies, and health/medical clinics. ***Mom and pop stores*** would thrive and gentrification would be mitigated.

Additionally, the Vision Committee expressed aspirations for a future Kalihi that is not only ***iconic and outstanding***, but one that memorializes the ***historic and cultural sense of place***, and honors the ***intergenerational and multicultural*** community that resides, works and recreates in the region. Equally important, members of the Vision Committee stated a need to ***incentivize investment*** in the area, support and encourage educational and workforce development opportunities, and coordinate strategic, large-scale improvements to the area's infrastructure and transit systems.

ECONOMIC DEVELOPMENT

- **Use OCCC site as highest and best use**
 - Financing is key; use OCCC to bargain with investors/developers to relocate the jail to Halawa at little or no cost to taxpayers in return for development rights
- **Balanced approach**
 - Consider economic future of Kalihi; develop jobs/tax base so you can elevate people that live in the area
- **Support innovation**
 - Housing / coworking / living; draw population in so they can learn skills they can do in place
- **Develop industrial park**
- **Establish City facilities**
 - Consolidate transit services into a one stop shop

HOUSING

- **Mixed-income, mixed-type/family housing**
 - Encourage mixed-income housing and distribute affordable housing throughout the planning area. Mitigate the potential for gentrification and avoid displacing low- and moderate-income residents
 - Include affordable, workforce, low-income, kupuna as well as market housing
 - Include a mix of types, not just lofts and studios, but also 2-3 bedroom units
- **Mixed-use, complete neighborhood**
 - Include neighborhood-oriented commercial uses such as restaurants, day care, small grocery stores, health center/ medical clinic/pharmacy/mom & pop shops/local stores/kupuna/community center; cluster along Dillingham
- **Flexible and realistic**
 - Plans need to be flexible and realistic or no one will take the risk to build

OPEN SPACE

- **Green space as part of workforce housing concept**
 - Shade, pocket parks, walkability built into the housing complex but open to community with security
- **Cultural center**
 - Include fields for soccer, softball, rugby; something like Kroc Center to bring people in

INFRASTRUCTURE & SIDEWALKS

- **Improve infrastructure to support and enhance opportunities for small business owners**
- **Accessibility, safety, and connectivity for everyone**

HEALTH & SAFETY

- **Need the community to buy-in so they become proactive, as opposed to reactive**

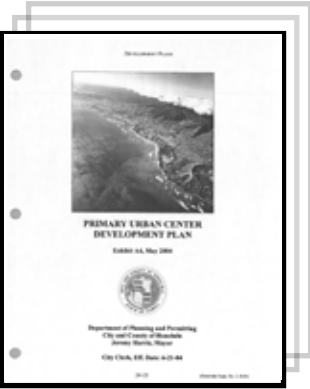
PRIDE & CULTURE

- **Build on ‘I love Kalihi’**
- **Have ethnic parades and cultural celebrations in and throughout Kalihi**

OUR VISION CONCEPT WILL BE...

- Be iconic
- Be multicultural
- Create incentives for investors and property owners
- Be intergenerational
- Transform infrastructure and transit
- Prioritize education

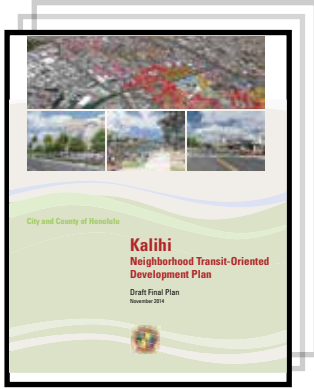
PLANNING CONTEXT



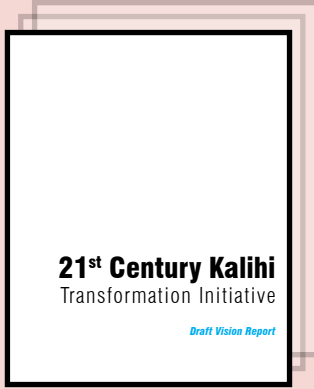
Primary Urban Center Development Plan (2004)
- Policy guide for development decisions required to support expected growth in Oahu’s most populous region



Kalihi-Palama Action Plan (2004)
- Vision for the future of Kalihi-Palama neighborhoods
- Values



Kalihi Neighborhood TOD Plan (2014)
- Corridor Vision
- Planning Principles
- Goals and Policies (Land Use, Mobility, Urban Design, Public Facilities, Services, and Infrastructure)
- Implementation Strategy



21st Century Kalihi (2017)
- Vision for Kalihi in the 21st Century
- Articulates priorities specific to the OCCC site

2.2 Related Plans

Through the visioning process, this project affirmed that the values presented in previous planning efforts in Kalihi were still relevant today. Many of the action items identified in the Kalihi Neighborhood Transit-Oriented Development (TOD) Plan and the Kalihi-Palama Action Plan were successfully reinstated by the VC in this vision. This 21st Century Kalihi vision concept narrowed the focus of these shared goals by exploring how they can be applied to the OCCC site.

Kalihi Neighborhood Transit-Oriented Development (TOD) Plan (2014)

With the planned introduction of three rail transit stations, the City and County of Honolulu’s Kalihi Neighborhood TOD Plan provides a land use and circulation framework to guide future development. The 21st Century Kalihi Vision acknowledges the projected growth and extensive outreach efforts of the TOD plan, and re-affirms many of the concepts it puts forth. Another impetus for this visioning effort is that, upon its adoption, the TOD plan will serve as the de facto guide for near-term redevelopment in Kalihi’s new transit corridor. The 21st Century Kalihi Vision therefore aims to scale the vision of the TOD plan to the OCCC site.

The TOD planning effort encompasses areas within a ½-mile radius of the three future rail stations located in Kalihi (see TOD Plan figure). The plan presents the community’s vision for the area, as well as a set of planning principles:

- 1. Revitalize Kalihi into a More Livable Community
- 2. Maintain and Enhance Diversity
- 3. Improve the Quality of Public Spaces
- 4. Improve Connections to the Waterfront
- 5. Create a Convenient and Accessible Transportation Network
- 6. Increase Public Safety

The plan supports a revitalized, mixed-use corridor along Dillingham Boulevard, which will provide residents and transit riders with an array of shopping choices and services that accommodate the needs of Kalihi’s diverse, multi-cultural community. The land use framework supports the existing scale and character of uses, with a diversity of industrial and commercial uses makai of the station and primarily residential uses mauka of the station. New higher-density housing and rehabilitation of units in disrepair is envisioned in the residential neighborhood.

In addition to a vision, the plan also describes keys actions for implementation. It addresses specific transportation improvements, urban design recommendations, and infrastructure needs. The vision presented in the Kalihi Neighborhood TOD plan is still relevant today and the implementation plan outlined with this vision will continue to apply to the 21st Century Kalihi project area. The 21st Century Kalihi Vision carries forward many elements of the TOD plan, including:

- Creating a safer, more active streetscape for residents and visitors
- Supporting the success of existing industries with better infrastructure
- Expanding the range of uses in the neighborhood
- Promoting a more robust economic mix, with greater opportunity for career work
- Maintaining neighborhood character throughout the development process

Various elements of the TOD plan attempt to capture and leverage the potential value of the OCCC site. Of particular relevance are the land use and mobility goals stated by the plan (See Appendix B).

Kalihi Neighborhood TOD Plan (2014)



Existing.



Conceptual illustration of streetscape improvements and land use changes along Dillingham Boulevard. OCCC is consolidated into one portion of the site, creating opportunities for new community uses. Landscaping, bike lanes and sidewalks create a truly multi-modal street.

“Moreover, the possibility of redevelopment or consolidation of Oahu Community Correctional Center and development in the Middle Street area around the transit center could spur a new residential and mixed-use district on the ewa end of the corridor”

(2014 Kalihi Neighborhood TOD Plan, Section 6-11)

The 21st Century Kalihi visioning effort revisits the final stage of the phasing scheme of public improvements proposed by the TOD plan, which preserves the idea that OCCC can serve as an impetus for further growth. The TOD Plan proposes a potential sequencing of public improvements based on development cost, market factors, available financing, and infrastructure improvements. In this phasing scheme, projects currently underway, such as the Honolulu Community College and Kamehameha Schools, would serve as “catalyst” projects, helping to fund and construct critical public facilities that draw new activities, residents, students, and services to the area. The second phase of the phasing scheme anticipates the construction and opening of the three Kalihi rail stations by 2019. The potential transformation of OCCC site is considered in the third phase, in which the rail system and infrastructure and public amenities are installed. The redevelopment of the OCCC is expected to spur new residential and mixed-use district on the ewa end of the corridor.

Kalihi-Palama Action Plan (2004)



Kalihi-Pālama Multi-Cultural Market Place at the OCCC Site: Envision this vibrant economic and community space that incorporates adaptive reuse of existing buildings and offers a venue for an open market and valued social services. Other features provide tot lots, pedestrian paths, green spaces, and an open-air stage.

Many of the concepts rendered in the Kalihi-Palama Action Plan still resonate with Kalihi residents today: Redeveloping the OCCC as a community gathering place, such as a multi-cultural marketplace; improving streetscapes with adequate sidewalks, better lighting, street trees, landscaped medians, and setbacks from vehicular traffic; supporting local businesses; and improving existing open space.

(2004 Kalihi-Palama Action Plan)

Kalihi-Palama Action Plan (2004)

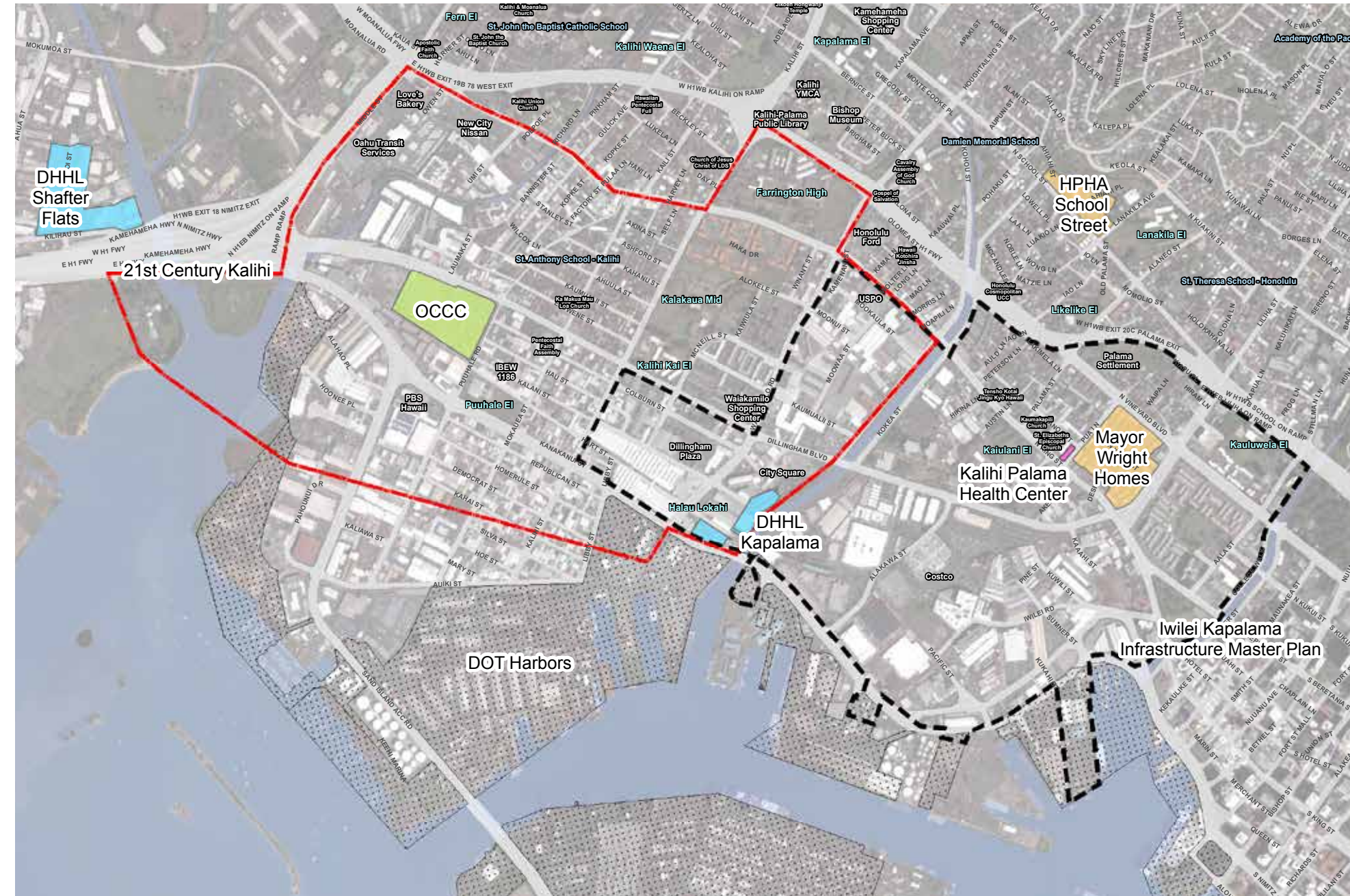
The Kalihi-Palama Action Plan presents a vision statement and action plan for the future of neighborhoods in the Kalihi-Palama area, a designated project area that encompasses 8,500 acres between the coastline and the ridge-line. It puts forth a set of value statements that articulate the spirit of the community and to some extent responds to the question: ‘Who are we planning for?’

A rough vision for the OCCC site is described in this former planning effort, in which it is considered a potential catalyst for large-scale redevelopment. The Kalihi-Palama Action Plan specifically recommends redeveloping the OCCC as a community gathering place and has proposed alternative facilities including a multi-cultural marketplace, health and senior services, multi-purpose rooms, office space, and other venues that could directly serve residents.

Primary Urban Center Development Plan (2004)

The Primary Urban Center Development Plan (PUCDP) was prepared to address projected growth within O’ahu’s Primary Urban Center, which includes the Kalihi neighborhood. It outlines policies that promote key elements of the vision statement, which include transit-oriented development. The policies presented in the plan promote mixed land uses that support a diversity of lifestyle choices. The plan also calls out the significance of cultivating “neighborhood centers” that provide a sense of community identity and allow people to come together.

The 21st Century Kalihi Vision integrates many elements of the PUCDP, as it strives to scale both policy and planning solutions to the OCCC site and surrounding parcels.



E. Dillingham DMV Relocation

The Department of Community Services has been the first of various city departments relocating its operations from City Square to Kapalama Hale on Dillingham Boulevard, toward the Diamond Head side of Kalihi. The new Kapalama Hale, previously known as the Sprint building, will also house the Ethics Commission, the Equal Opportunity Office, the Neighborhood Commission Office, the Honolulu Emergency Services Health Services Branch, and a part of the Honolulu Police Department. The consolidated city offices will be able to improve efficiency of services to the community and will remain easily accessible within the Kalihi neighborhood.

Status: Phase 1 was completed in the summer of 2016 in which the Department of Community Services relocated driver's licensing and satellite city hall services to the new location. The remaining phases were anticipated to transition to the new location during the weekend of November 19, 2016.

F. Downtown Neighborhood TOD Plan

Downtown Honolulu is one of the main employment centers in the region. Planning for transit-oriented development is underway to improve public spaces and accessibility within the already dense, urban area via the draft Downtown Neighborhood TOD Plan proposed. The plan incorporates guiding principles for the future rail corridor between the Iwilei, Chinatown, and Downtown rail stations. Downtown will be extended into Iwilei, which borders Kalihi on the Diamond Head side, through additional housing, green space, and mix-use developments.



Renderings from the Downtown Neighborhood TOD Plan

G. OCCC Replacement Project

The State of Hawai'i Department of Public Safety is working to replace the O'ahu Community Correctional Center (OCCC) in Kalihi in order to provide a more modern and functional facility. The focus of the development is to improve the efficiency and security of OCCC operations as well as to improve the availability of inmate services. Although a decision for the final project site has not been decided, the Kalihi area can expect to benefit from investments in infrastructure and improvements to the surrounding area whether the site is redeveloped for OCCC or for different purposes.

Status: An Environmental Impact Statement Preparation Notice (EISPN) was published on September 23, 2016 and the comment deadline ended on November 22, 2016. The site selection process is underway and as of November 21, 2016, eleven sites are being reviewed, including its current location.

H. DOT Harbors

The Department of Transportation is working to upgrade existing harbor facilities and develop newly constructed piers into what will become known as the Kapalama Container Terminal. These improvements are expected to increase the capacity and efficiency of cargo handling as well as consolidate emergency response vessels at Piers 12 and 15, makai of the Kalihi neighborhood. These developments are expected to improve commerce and may provide more opportunities for the surrounding Kalihi community.

I. Kalihi-Palama Health Center

Redevelopment of the Kalihi-Palama Health Center (KPHC) will provide a larger facility to accommodate a growing number of patients and provide space for new services. The new facility will utilize a vacant commercial space to consolidate the services of three of its existing Kalihi facilities. The new facility will benefit the entire Kalihi area and surrounding communities by providing improved facilities and easier access to multiple services within a single location. Providing primary health services to low income Native Hawaiians and New Americans will continue to be the primary function of KPHC as well as other populations that face significant barriers to accessing healthcare.

Status: Phase 1, renovation of the existing building on site has been completed. The timeline of Phase 2, an addition on the makai portion of the property, will be contingent upon the release of HUD funds.

J. Department of Community Services 431 Kuwili St.

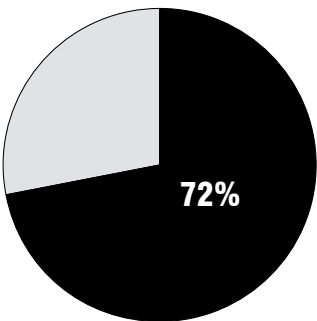
The City and County of Honolulu is working to develop a hygiene center in Iwilei to accommodate families and individuals dealing with homelessness. The center will include various disability services and stable housing through reuse of an existing four-story facility on Kuwili Street. The hygiene center will be accessed most directly by homeless individuals and families in the Iwilei and Kalihi areas, providing both short and long term services and solutions for homelessness.

Status: The City and County of Honolulu purchased the building at 431 Kuwili Street for use as a hygiene facility. The timeframe for the next phases will be determined once all project consultants have been selected.

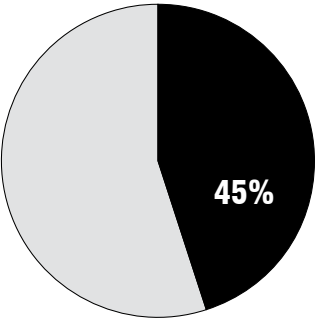
Community Profile & Existing Conditions

COMMUNITY SNAPSHOT

**Higher percentage of
renter-occupied housing**

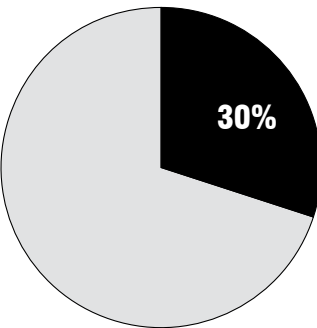


Kalihi planning area

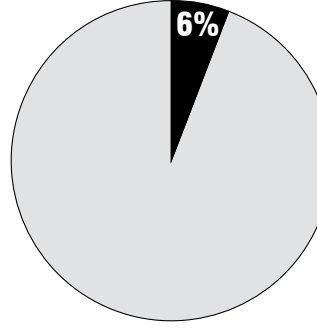


Oahu

Higher percentage of transit-oriented population
% of residents who reported taking public transportation to work



Kalihi planning area



Oahu

3.1 Socio-economic Characteristics

Kalihi’s population is diverse and growing. The percentage of renter-occupied housing is noticeably higher in the planning area, compared to other parts of O’ahu. Most households generate less income than households across O’ahu. It is also a transit-oriented population: 30% of the residents in the planning area reported using public transit to get to work, compared to only 6% of residents throughout the State. See Appendix C for additional statistics.

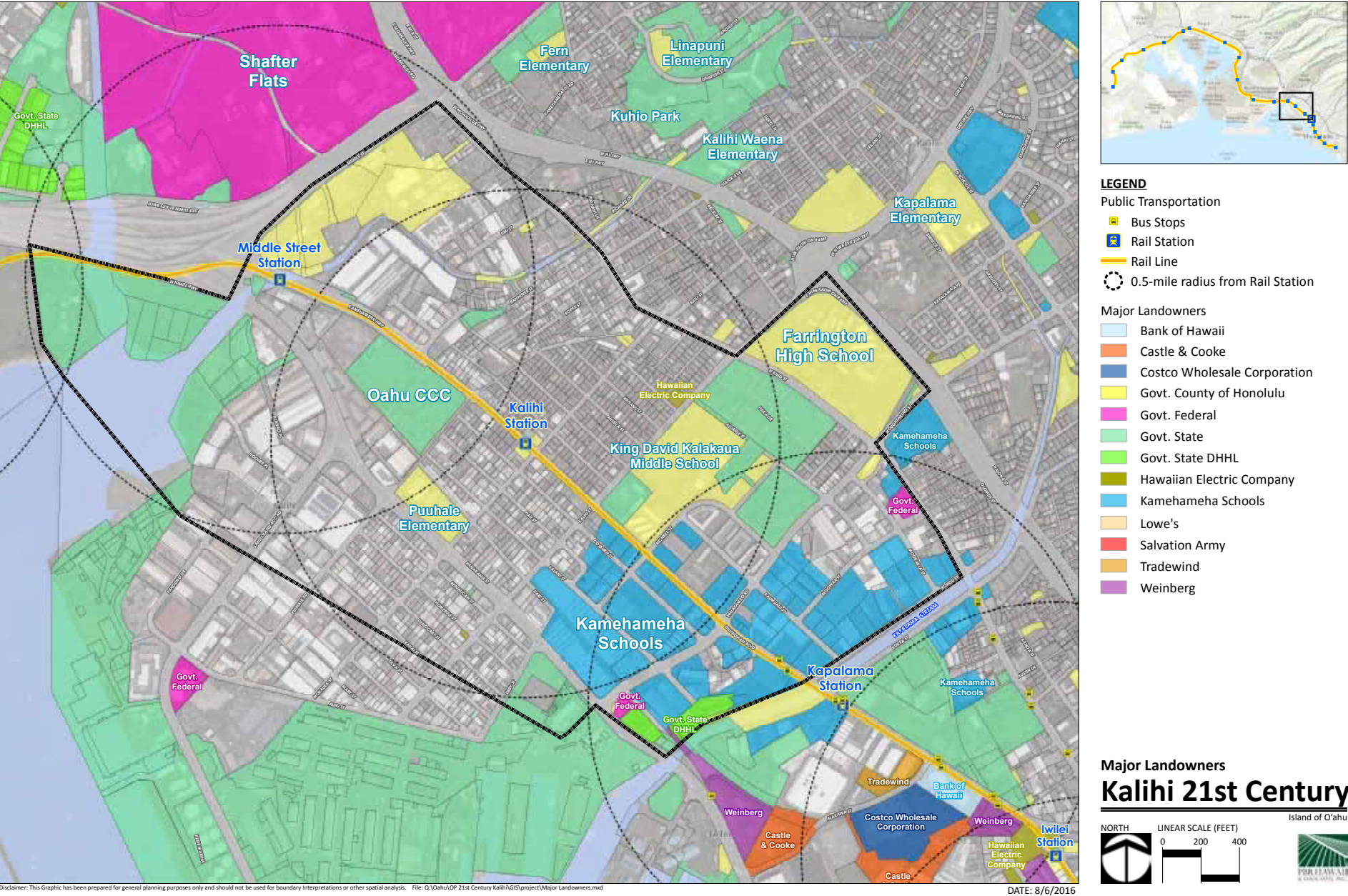
3.2 Regulatory Context and Existing Land-Use

Dillingham Boulevard is the main arterial road. Along Dillingham Boulevard, there is a range of small commercial buildings, including fast food, gas stations, offices, banks and auto uses (e.g. sales and repairs). Although the area makai of Dillingham is designated as an Industrial-Commercial zone, the existing uses range from “engineering offices/ machine shops, food industries, and warehouses to single-family residential homes” (Kalihi Neighborhood TOD Plan). The area mauka of Dillingham is primarily residential, with some stores and auto-related uses interspersed. Within the project site, most of the residents are two-story single-family homes with fenced front yards and carport parking. Street parking is common in the residential areas.

3.3 Land Ownership

Situated on 16-acres of State-owned land, the OCCC site is ripe for a number of long-term development opportunities. Publicly owned lands (i.e. land owned by City, State, and Federal agencies) occupy most of the project area, including the OCCC, the O’ahu Transit Center, Farrington High School, Kalakaua Middle School, Kalakaua District Park, and Puuhale Elementary.

Kamehameha Schools is the largest private owner in the area. Other major landowners in close proximity to the OCCC site include the Mark A Robinson Trust and First Hawaiian Bank. The smaller residential and industrial parcels in the area are owned by other private individuals.



3.4 Built Environment

With the exception of OCCC, most of the project area consists of a small-block grid pattern that houses relatively dense mix of retail, employment, and residential uses. Kalihi maintains a distinct industrial character, as a result of Kalihi’s transition from a formerly working-class residential neighborhood to an industrial center. Whether its industrial character ought to be preserved will be an important consideration moving forward, as the needs of most industrial spaces (i.e. large parcels of low-rise warehouses, primarily surrounded by other hard surfaces) may be at odds with the proposed mixed-use, transit-oriented development.

3.5 Opportunities and Constraints

A market study was conducted as part of the Kalihi Neighborhood TOD planning effort. Much of the report re-affirms that the OCCC site and surrounding parcels are in many ways ripe for development. The market study identifies affordable housing as a priority issue for the community, which is consistent with the findings from more recent outreach efforts. This study also projects a high demand for rental housing. Recognizing that Downtown will be just a six-minute train ride from the Kalihi future rail station, this study also anticipates greater demand for housing close to transit.

The community has expressed a preference for low- to mid-rise buildings. The TOD plan acknowledges this as well, and has projected higher-density development to occur in the areas immediately around the Kapalama station, where large-scale redevelopment is expected to take place in and around the Kamehameha Schools properties,

Honolulu Community College, and Kapalama Canal.

Many of the retail buildings were built over 30 years ago and are in need of rehabilitation and reinvestment.

“Based on projected household growth, the market demand study finds that the market could support approximately 465,000 square feet of retail development within the [Kalihi TOD planning area] by 2035.”

(Market Opportunities Study / 2014 Kalihi Neighborhood TOD Plan)

Although large-scale re-use of the site may be ideal, the fragmented ownership of smaller parcels surrounding the OCCC site will make lot consolidation challenging. Another potential challenge lies in the poor condition of the area’s infrastructure, particularly its sewer and drainage systems. Most of the site is also in need of pedestrian improvements, including repairs related to sidewalks, crosswalks, and street lighting.

There are also several environmental hazards inherently tied to the site. The ewa part of the OCCC site is within the 100-year flood plain (i.e. zones subject to a one percent annual flood). In addition to the inherent development risks of known flooding issues, flood insurance rates may rise substantially in the next few decades.

Due to the industrial nature of the site, the undetermined presence of hazardous materials may pose legitimate health and safety concerns and add time and cost to redevelopment. However, there are Federal and State grants that fund brownfield remediation.

Initial modeling suggests that three feet of sea-level rise could inundate areas makai of Nimitz Highway, including the OCCC site, if no protection measures are put in place (Kalihi Neighborhood TOD Plan). Further site-specific analysis will be required in any event.

3.6 Summary of Infrastructure

The vision presented in this report acknowledges ongoing improvements to the area’s infrastructure. A number of infrastructure improvements are expected to take place within the next few years. This section provides a summary of current and future infrastructure projects in the planning area.

A. Police and Fire Facilities

There are no police stations located in the planning area. The Kalihi City Police Station is approximately 2 miles from the OCCC site (mauka of the planning area).

There are currently 2 fire stations in the planning area: the Kalihi Fire Station at North King and Kalihi Streets and the Kalihi Kai Fire Station at Waiakamilo Road and Nimitz Highway.

B. Education and Library Facilities

Schools are an important educational amenity and are also critical nodes of community activity for Kalihi residents. Schools in the area include: Puuhale Elementary, Kalihi-Kai Elementary, Kalakaua Middle, and Farrington High School. Because Farrington has a large catchment area, students travel somewhat long distances to school, whether on foot, by bicycle, by transit, or by car (2014 Kalihi TOD Plan).

As more housing units are developed, the City and State will need to coordinate with the Department of Education to ensure that the educational needs of the future population are met.

C. Sewer Wastewater

Wastewater services in the planning area are provided by the City and County of Honolulu Department of Environmental Services. The limited capacity of the existing wastewater system could create development constraints. The existing sewer infrastructure connects to the Hart Street Pump Station. Additionally, the Kalihi/Nuuanu Area

Sewer Rehabilitation is currently underway in the area.

An increase in the population will generate demand for wastewater treatment. Further study will need to be done for this specific project area. However, the TOD plan does estimate that it will not exceed projections already anticipated under current zoning.

D. Water Supply

Water supply is another important consideration in the future buildout of the planning area. According to the 2014 Kalihi Neighborhood TOD plan, the planning area has a “very modest projected increase: the additional source requirement is estimated to be 0.37 MGD.”

The Board of Water Supply is currently undergoing Part III of the Kalihi Water System Improvements project, which is being undertaken to replace approximately 9,600 feet of 8-inch water main along Puuhale Road, Bannister Street, Gulick Avenue, Kopke Street, Stanley Street, and Waterhouse Street. The replacement will minimize potential breaks in the existing piping, which was installed in the 1930s. The project is expected to be complete in the summer of 2017 (Honolulu Board of Water Supply, 2016).

E. Drainage

Many residents mentioned “flooding” and reported drainage issues on Kalihi’s streets. Poor road and sidewalk conditions are a long-standing problem in Kalihi, where many privately-owned roads have received little to no maintenance and may not have functioning drainage.

To date, the City and County of Honolulu has no plans to modify drainage systems in the Kalihi area. However, in 2013, the City and County implemented rule changes that encourage “Low-Impact Development” (LID)-based stormwater drainage regulations and standards, which integrate post-construction Best Management

Practices into the initial design process.

According to the TOD plan, the planning area will not be significantly impacted with respect to its hydraulic capacity. The plan suggests that TOD redevelopment will be an near-term opportunity to soften the vast amount of hardscape on the site.

Landscaping elements such as bioswales could potentially help reduce stormwater overflow and provide aesthetic improvements to the streetscape.

“Streetscapes were a top priority for development.”

(2011 Community Survey / Kalihi Neighborhood TOD Plan)

Best Practices

4.1 Adaptive Re-Use of Jails & Prison Sites

Following the Kalihi TOD Plan, the OCCC site and surrounding parcels provide opportunities for reimagined utilization of the space. As a TOD zone, the greater Kalihi neighborhood has the ability to benefit from mixed-use and industrial mixed-use development near or on the OCCC site by improving connections between residential and economic activities. Industrial mixed-use development promotes more efficient use of underutilized space, existing facilities, and resource centers within the community. The location of the OCCC site also provides an opportunity to increase physical connections between existing residential and commercial areas that are currently segregated by zoning restrictions.

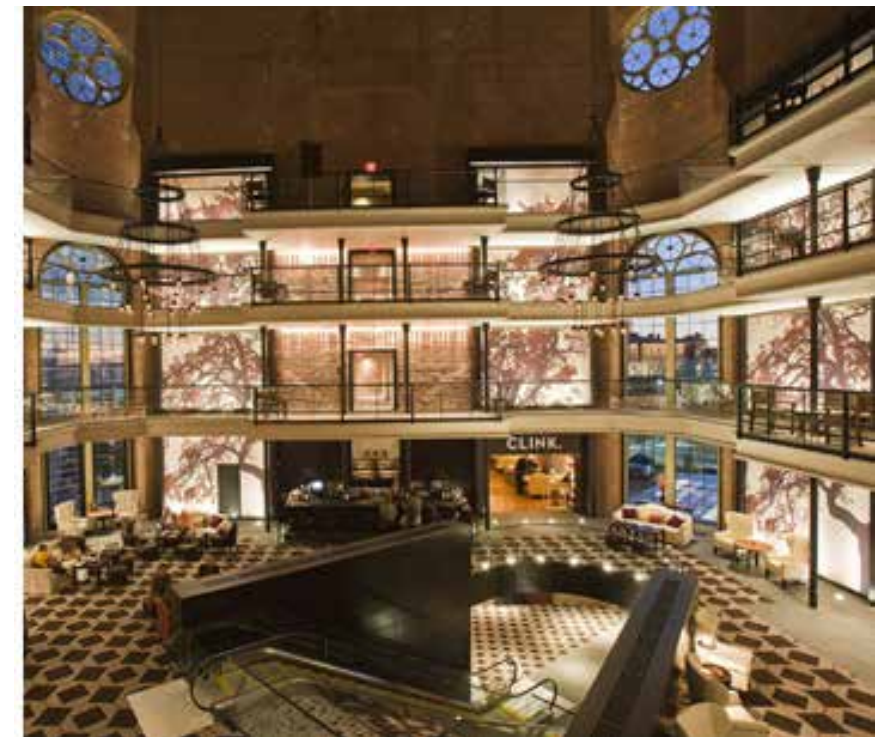
Consolidation of OCCC operations in Kalihi, either by partial or complete relocation of the jail, leaves the facility available for redevelopment of all or portions of the site, and/or adaptive re-use of the existing structures. Adaptive re-use of a site refers to the process of retaining part of the previous physical structure to use for a different functional purpose. Jail and prison structures have been successful for adaptive re-use as they possess features like high building integrity and can support accommodate a range of

industrial, commercial, and residential functions. Most importantly, the OCCC site as a whole can be planned for mixed-use much more easily than coordinating with many individual building owners throughout the neighborhood. Successful examples of adaptive re-use of correctional and prison structures include the Charles Street Prison in Boston, Massachusetts, which converted its use into a luxury hotel, now known as the Liberty Hotel, in the early 1990s. While the design concept of the hotel is meant to maintain historic themes of the old jail, the converted use was successful by adapting the structure in a way that does not give the same feeling of jail or prison.

Other adaptations like the Jackson State Prison in Jackson, Michigan and the ongoing redevelopment of the former Lorton Prison in Fairfax, Virginia, have adapted the prison structures into mixed-use centers that house arts centers, educational facilities, parks, and residential buildings. An important factor in the success of these mixed-use communities was additional development in parcels around the prisons that created a demand for conversion of the prison for additional housing and community resources. Adaptive re-use of these prisons took cues from the revitalization of the rest of the neighborhood, which paved the way for a successful adaptation of the prisons. The OCCC site in Kalihi may be similarly affected by TOD plans, which may see changes in population, availability of community resources, and land use. The conversion of these prison structures has improved access to community resources and demonstrated how partitioning space to various uses can both function harmoniously and better serve the community. Adaptive re-use may also help to reduce development costs of a full demolition and rebuild if, instead, there is an option to expand and renovate the existing OCCC structure for other uses.



Charles Street Jail (built 1851)



Liberty Hotel (today)



Metropolitan Correctional Center in Chicago, IL

Another option that should not be overlooked is the possibility of retaining some of the OCCC operations on part of the current site, most likely in the form of a vertical structure. This upgraded structure will also need to be integrated into the surrounding mixed-use development of Kalihi in a way that is conducive to both the existing community and future TOD operations. A successful example of this design is a federal jail located in downtown Chicago, which serves the same functional purpose as OCCC, and has been able to blend seamlessly into the surrounding metropolitan community. This jail, called the Metropolitan Correctional Center (MCC), is a high-rise structure occupying a much smaller building footprint with convenient access to necessary resources such as medical centers, courts, and job training venues at its urban location. The jail directly supports the local economy through the need for outsourcing certain services and is able to operate discretely with a building façade that mimics surrounding office buildings. The high-rise building design supports the inmates as well, offering a layout that can better support specialized programs and surveillance operations.

Whether OCCC is fully relocated or remains a part of the Kalihi neighborhood, the parcel will need to be planned and redeveloped to adapt to a mixed-use community without negating the needs of the existing residents. Lessons learned from previous adaptations to jails and prisons as well as lessons from similar TOD plans should be considered to help direct appropriate development in Kalihi so as to uphold community culture while also upgrading the rest of the neighborhood.

4.2 ‘What is gentrification?’

One of the biggest concerns that articulated in public meetings in the 21st Century Kalihi effort has begged the question, ‘Who are we building for?’ Some of these concerns have included, but are not limited to increased housing costs, dilution of community and culture, and displacement of current residents and businesses. In light of the future OCCC redevelopment, it will be important to decide how the space will be adapted and what purpose it will serve within the community in order to fully support the people of Kalihi.

A familiar example on O‘ahu is the redevelopment of the Kaka‘ako area. Recent developments in Kaka‘ako have demonstrated the issues of gentrification in the increased demand for housing, which has driven up housing prices as well as displacing businesses and residents who could no longer afford to remain in the area. Governor Ige addressed the issue of gentrification in Kaka‘ako in his 2016 State of the State speech, and called for a return to community focus in Kalihi (Ige, 2016):

“When we govern in the right way, we conduct the people’s business WITH the community, not against it or around it or without it. I’ve long had strong concerns about the way the redevelopment in Kaka‘ako proceeded. So do a lot of people who felt left out. We have a great opportunity to learn from past experience and do things differently going forward. We have an immediate opportunity to get it right in Kalihi.”



Source: Honolulu Magazine (Olivier Koning)

As property values rise and private developers construct more market-rate homes, affordability is a growing problem (Hofschneider, 2014). Existing residents are left to watch their property values spike as money pours into the neighborhood to build housing they themselves are unable to afford. They are faced with the decision of paying a property tax far higher than they ever expected, or selling their property and abandoning the community they once called home, which is ‘displacement.’ For many of those displaced, moving means abandoning the support system they have developed, the family and friends they have nurtured, and finding a new home somewhere affordable. As social connections are the key decider of quality of life, the effects can be devastating, far-reaching, and difficult to mitigate.

In Kaka’ako, rising property values are forcing organizations like the Kaka’ako Food Pantry and Nā Mea Hawai’i bookstore to relocate as well (Cerball, 2016). The neighborhood is noted for its thriving art scene and high-end commerce, serving as a foil to the high population of unhoused residents, which consists of up to 400 people by some estimates. Several initiatives were started to accommodate the artist community by HCDA and developers. Affordable housing promises likewise attempted to accommodate demand for housing among those defined by the state as low-income (80% AMI). Despite best efforts, the discrepancy between low-income population and low-income housing continues to grow (Grandinetti, 2015).

The fears associated with increased development are not unique to Kaka’ako. How can gentrification be controlled in a 21st Century Kalihi? As the Governor said, by working with the community. This task is not a simple one. With the advent of 21st Century data technology, working at a grassroots level has never been easier. The key to this effort will be encouraging the same communities who have been sidelined or ignored by past policymakers to engage in the planning process, though the disenfranchising effect of the top-down policies of the 20th century will not be easy to overcome.

With the Governor’s commitment to robust 21st Century planning and learning from the lessons of our own island in the Kaka’ako case, and the opportunities provided by TOD with the advent of the HART rail corridor, there has never been a better time for a true community-based and people-oriented approach to a 21st-century Kalihi. TOD means heavy public investment in highly-demanded infrastructure like sidewalks and street lighting, and the promise of access to and from Kalihi for residents, shoppers, and commuters alike. It also means relief to a housing market rife with overcrowding and expansion of much-needed green spaces and community services (Hofschneider, 2014). Making incentives inclusive and favoring residents can safeguard and preserve the most valuable part of Kalihi: the Kalihi community. By keeping to this community and transit focus, Kalihi will be more able to elevate and provide for community members, without the destructive effects of gentrification and displacement.

Next Steps...

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