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December 11, 2015

The Honorable Ronald D. Kouchi,
President and Members of the Senate
Twenty-Eighth State Legislature
State Capitol, Room 409
Honolulu, Hawaii 96813

The Honorable Joseph M. Souki,
Speaker and Members of the
House of Representatives
Twenty-Eighth State Legislature
State Capitol, Room 431
Honolulu, Hawaii 96813

Dear President Kouchi, Speaker Souki, and Members of the Legislature:

For your information and consideration, I am transmitting a copy of the Status Report on the Transit-Oriented Development (TOD) Task Force. This report describes the activities of the State TOD Task Force during the period from December 2014 to December 2015. The Task Force, convened by State legislators in 2014, is comprised primarily of State agencies that own land or have jurisdiction over land along the 20-mile TOD corridor from East Kapolei to Ala Moana. As the largest landowner along the TOD corridor, the State has the potential to impact land use patterns and demonstrate how transit can benefit all of Hawaii's residents, visitors, businesses, and institutions.

Please note that this status report is not statutorily mandated, and is provided for informational purposes only.

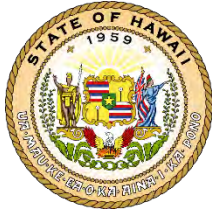
This report may also be viewed electronically at: <http://planning.hawaii.gov/lud/state-tod/>.

Sincerely,

Luis P. Salaveria

Enclosure

c: Legislative Reference Bureau
Leo R. Asuncion, Office of Planning



REPORT TO THE TWENTY-EIGHTH LEGISLATURE, REGULAR SESSION OF 2016

STATUS REPORT **on the** **STATE TRANSIT-ORIENTED DEVELOPMENT TASK FORCE**



Prepared by
OFFICE OF PLANNING
STATE OF HAWAII

December 11, 2015

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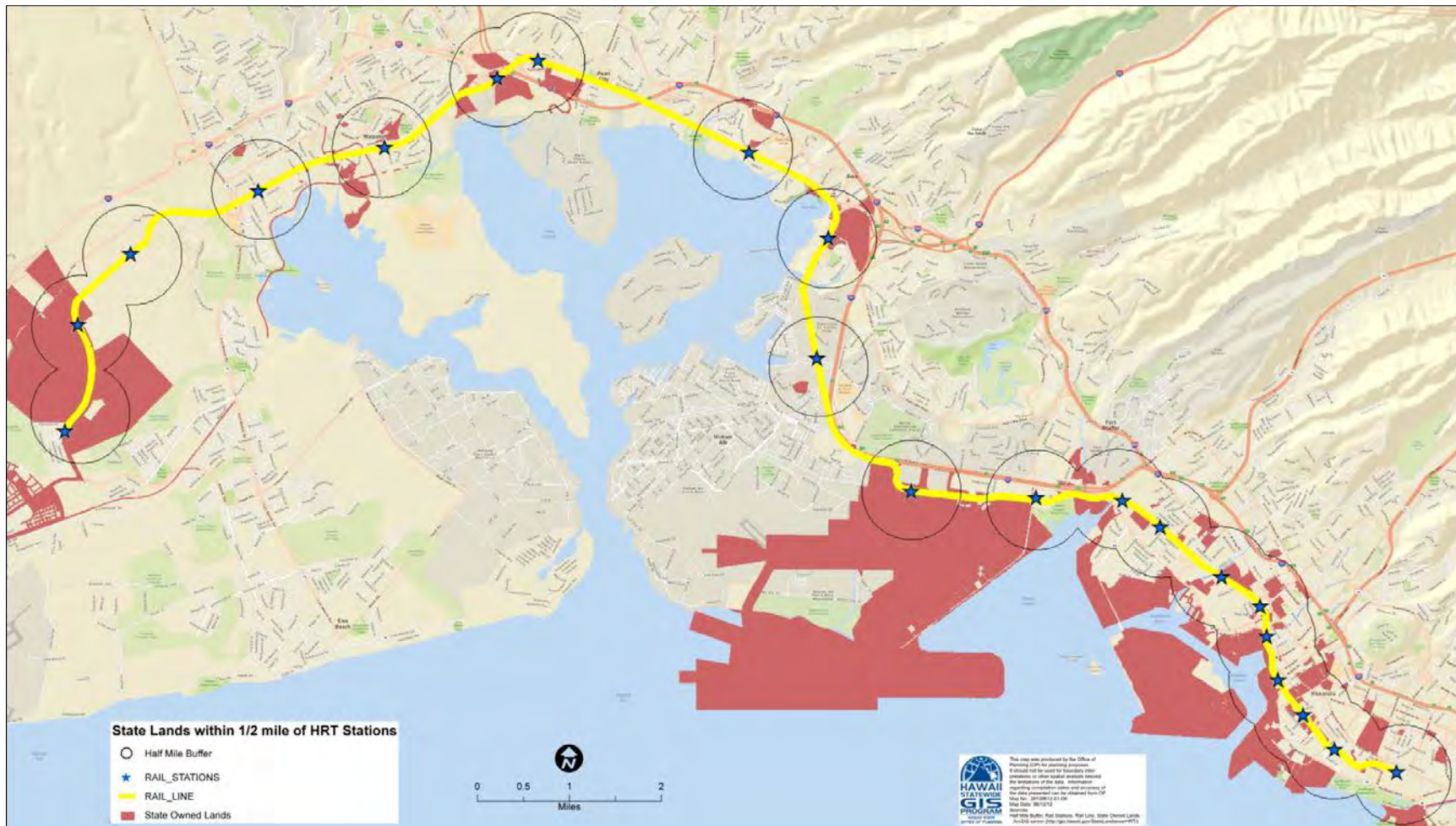


Figure 1: State land within a half-mile of the planned HART stations.
Source: Office of Planning

I. Introduction

This report describes the activities of the State Transit-Oriented Development (TOD) Task Force during the period from December 2014 to December 2015. The Task Force was convened by State legislators in late 2014, led by Senator Suzanne Chun Oakland, in response to: 1) the need to encourage action; and 2) improve coordination among State agency activities for TOD in the vicinity of the rail transit stations, which are being developed by the City and County of Honolulu as part of the Honolulu Rail Transit Project. The Task Force is comprised primarily of State agencies that own land or have jurisdiction over land along the 20-mile TOD corridor from East Kapolei to Ala Moana.

The State is one of the largest landowners along the TOD corridor, with approximately 2,000 acres under its jurisdiction. As such, the State has the potential to impact land use patterns and demonstrate how transit can benefit all of Hawaii's residents, visitors, businesses, and institutions.

The map in Figure 1 shows the significant State property ownership along the proposed Honolulu Rail Transit alignment, a corridor where future transit investments could have a major impact on quality of life as well as development potential.

II. Background

In 2012, the State Office of Planning (OP) and Smart Growth America organized and convened a Project Stakeholders Group to develop a TOD implementation strategy for State agencies. The report, entitled *Leveraging State Agency Involvement in Transit-Oriented Development to Strengthen Hawaii's Economy*, recommends ways that State agencies can leverage TOD to maximize benefits to the State of Hawaii and, by extension, the people of Hawaii.

The recommendations were developed through a series of meetings of the Project Stakeholder Group, which consisted of representatives from over 40 organizations, including government, private sector, and non-profit organizations. Over the course of three meetings and review of multiple working documents, the group discussed the meaning and importance of TOD in the context of Hawaii, the role of state agencies in TOD, and strategies to take advantage of new TOD opportunities. The major findings were:

- The State of Hawaii has a strong tradition of stewardship as expressed through the Hawaii State Planning Act (HRS Chapter 226), using existing resources more effectively to build a stronger economy and an improved quality of life for the people of Hawaii.

BENEFITS OF TOD

Economic development

- Increases productivity and saves time
- Encourages concentration of business activity
- Increases economic competitiveness and
- Promotes a green economy
- Increases property values and development potential

Fiscal benefits

- Savings on cost to build and maintain highways and roads
- Generates stronger tax revenues

Household benefits

- Savings from reduced cost of driving
- Improved access to jobs, schools and other destinations
- Promotes health

Environmental benefits

- Reduces greenhouse gas emissions
- Preserves agricultural land and assists with food security
- Promotes energy independence

Source: OP and Smart Growth America. (2012). *Leveraging State Agency Involvement in Transit-Oriented Development to Strengthen Hawaii's Economy*.

- TOD is a key tool that can assist in implementing a wide range of social, environmental, and economic benefits. TOD is a means of implementing “smart growth” development patterns that support quality of life, preserve the natural environment, provide a range of housing choices for residents, and encourage walking, biking, and mass transit.
- The State has a wide range of opportunities to be a leader in encouraging TOD in its roles as a major property owner, employer, and service provider.
- The State also has an important role to play in overcoming barriers to TOD, including encouraging needed investments in infrastructure in areas served by transit, and promoting affordable housing investments in locations with good transit access.

The Project Stakeholder Group developed four recommendations, which were carried out or continue to be implemented.

1. Issue a State of Hawaii executive policy identifying TOD as a priority for implementing smart growth.

In February 2013, an executive directive was issued which required the State to make TOD a priority for implementing smart growth.

In January 2015, in his State of the State address, Governor David Ige stated that building affordable homes in TOD areas is one of his Administration’s main goals. He stated that rail can help build

future communities on Oahu by sensibly directing growth, protecting open space and agriculture, stimulating business, reinvigorating older neighborhoods, and building affordable homes.

2. Identify a lead agency within State government to advance TOD, to include identifying a cluster of State agencies whose mission would most directly relate to TOD implementation.

The February 2013 executive directive designated OP as the point-of-contact for all matters related to TOD involving State lands and/or State funds.

In the 2014 and 2015 Legislative sessions, the State Legislature funded TOD Planner positions within HHFDC and OP to coordinate TOD activities. Recruitment for these positions is currently underway.

3. Prioritize State-owned properties and assets within areas served by transit to understand sustainable development potential or the need to preserve existing uses located on environmentally and culturally sensitive lands.

In late 2014, Senators Suzanne Chun Oakland, Donovan Dela Cruz, and Breene Harimoto and other State legislators convened the State TOD Task Force to coordinate State agency activities for TOD. The activities of the Task Force to identify and pursue priority TOD projects are discussed in Section IV.

4. **Target resources to support TOD and walkable, bicycle-friendly smart growth communities.**

State agencies are using existing resources and seeking new resources to help overcome barriers to TOD implementation, working in partnership with other levels of government, transit agencies, and the private sector. Discussion of actions taken and underway are also described in Section III.

III. Formation of the State TOD Task Force

Following an informational briefing on housing in July 2014, the State Legislature held an informational briefing on Housing and Support Services around the proposed Transit-Oriented Development (TOD) Stops in December 2014 to inquire as to the status of State agency actions being taken to make use of their lands in proximity to rail transit stations. The briefing was called by the Senate Committees on Human Services and Housing, Government Operations, Transportation, and Economic Development and Technology. Key State legislators included Senators Suzanne Chun Oakland, Donovan Dela Cruz, Breene Harimoto, and Clarence Nishihara.

As a follow-up to the December briefing, the Senate committee chairpersons convened a task force of State agencies with State lands and jurisdictional interests in the approximately one-half mile area surrounding the rail transit stations. Monthly meetings were held from January to December 2015, chaired by Senator Suzanne Chun Oakland.

TASK FORCE PARTICIPANTS

The State agencies who were participants in the State TOD Task Force included:

- State Office of Planning (OP)
- Department of Accounting and General Services (DAGS)
- Department of Agriculture (DOA)

- Department of Education (DOE)
- Department of Hawaiian Home Lands (DHHL)
- Department of Land and Natural Resources (DLNR)
- Department of Public Safety (PSD)
- Department of Transportation (DOT)
- Hawaii Community Development Authority (HCDA)
- Hawaii Housing Finance and Development Corporation (HHFDC)
- Hawaii Public Housing Authority (HPHA)
- Stadium Authority
- University of Hawaii (UH) System
- University of Hawaii Honolulu Community College (HCC)
- University of Hawaii Leeward Community College (LCC)
- University of Hawaii West Oahu (UHWO)

The City and County of Honolulu Department of Planning and Permitting (DPP) and the Honolulu Authority for Rapid Transit (HART) staff were regular participants in the Task Force meetings and provided technical support and updates on City TOD planning and zoning and rail and transit station construction. Other attendees included labor organizations, businesses, landowners, housing organizations, social service providers, community organizations, health organizations, architectural organizations, early learning institutions, students, and public school parents.

From January to December 2015, the State TOD Task Force held 11 meetings to provide a forum for inter-agency coordination. The meetings included a station-by-station update of agency TOD projects and activities, along with informative and educational presentations on TOD plans, sewer infrastructure, complete streets, and affordable housing.

TASK FORCE SUBCOMMITTEES

In addition to monthly meetings, subcommittees were formed to promote planning and coordination at the station level. The following subcommittees held inter-agency meetings to discuss project status, land ownership, infrastructure, and area-specific plans, needs and opportunities (lead agency in parentheses).

- **Halawa Makai (Stadium Authority)**

The Halawa Makai TOD Subcommittee met in April and May 2015. Participants included the Stadium Authority, DAGS, DOE, HHFDC, DLNR, DPP, OP, and Neighborhood Board #20. The subcommittee reviewed surrounding State lands with the main focus on the redevelopment of the Aloha Stadium property to accommodate plans for an on-site rail transit station. Outstanding issues discussed included constraints imposed by deed restrictions, pedestrian access, and road circulation. The Stadium Authority has been actively working with HART and DPP on Neighborhood TOD planning for the Halawa Station area.

- **Kalihi & Iwilei (HPHA)**

The Kalihi and Iwilei TOD Subcommittee met in May 2015. Participating agencies included HPHA, DAGS, DOE, HHFDC, OP, and DPP. The subcommittee reviewed plans for near-term priority projects, including Mayor Wright Homes, HPHA Offices at School Street, Kamehameha Homes, Kaahumanu Homes, and the Liliha Civic Center project. Issues discussed included sewer capacity, school concurrency, complete streets, and park space.

- **Waipahu Transit Station (HHFDC)**

The Waipahu Transit Station Subcommittee met in July 2015 to discuss development potential of the area where HHFDC, DAGS, HPHA, and DOE have land or facilities. Issues raised included mixed-use development potential, need for school facilities, better use of parking areas, and the need for coordinated site master planning.

- **Keehi Lagoon-Middle Street (DLNR)**

The Keehi Lagoon-Middle Street Subcommittee, comprised of DLNR, DHHL, HHFDC, DAGS, PSD, OP, and DPP met in June 2015. There is limited residential development potential here as the area is mostly light industrial and will likely remain so. State landowners in the area include DLNR, DHHL, DAGS, and DOT. DHHL will be master planning their landholdings in this area, and joint planning with DLNR was recommended. Issues included sewer infrastructure, pedestrian safety and access

across highways, and prison relocation plan uncertainties.

- **East Kapolei (Representative Sharon Har)**

The East Kapolei TOD Subcommittee held two meetings in October and December 2015. Participants included UH West Oahu, DLNR, DHHL, DOE, HHFDC, OP, DOT, DPP, and DR Horton. Issues discussed included high school facilities need, coordination among master plans for circulation, infrastructure needs, and pedestrian access across highways.

TOD TASK FORCE SUPPORT

Support services for the Task Force meetings were provided by Senator Chun Oakland's staff and the OP.

The OP provided mapping support for the Task Force and the subcommittees, including the production of regional and station-level GIS maps. These maps depicted the City's Neighborhood TOD planning areas and zones delineated by DPP, State-owned lands, City-owned lands, current zoning, and existing uses as depicted by aerial photography.

OP prepared and launched a State TOD website in June 2015 to support and reflect the Task Force activities, including regional and station-level maps and project priority listings. The website is available through OP's website at <http://planning.hawaii.gov/lud/state-tod/>.

IV. Priority TOD Projects

The primary objective for 2015 was to identify and determine priority sites and projects that should be considered for TOD master planning and development. If funding is needed, these priority projects could then be supported and requests for funding submitted to the Legislature in the 2016 session. Priority projects were reviewed at the monthly TOD Task Force and subcommittee meetings. OP also followed up with individual agencies to clarify project scopes and schedules.

A listing of Potential State TOD Projects along with their priority designation is provided in the Appendix. The project list was formulated by the State agencies participating in the State TOD Task Force. The priority designations are based on lead agency determinations. Criteria suggested for prioritizing State TOD sites (High, Medium, or Low Priority) included:

- Location – proximity to station or attractors
- Site Availability – lease terms, existing uses, and deed restrictions
- Site Constraints – access, environmental, infrastructure
- Development Potential – access, size, configuration, zoning, surroundings
- Agency Interest – readiness and willingness

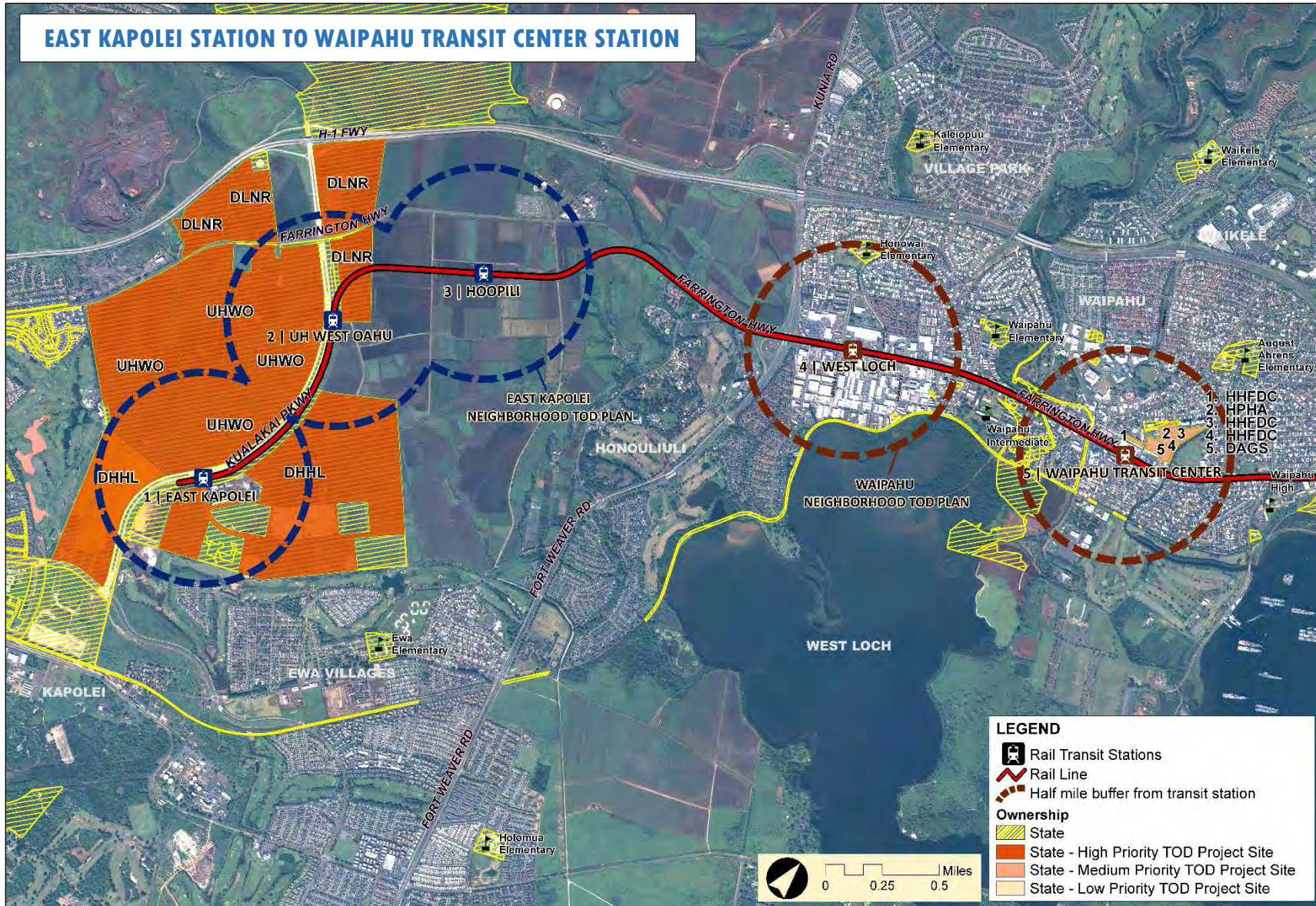
- Agency Benefits – employee access, reduced parking
- Public Benefits – customer access
- Timing of Development – near-term development feasibility

Planned mixed-use projects where affordable housing is anticipated may include a range of services or uses, such as child care, elder services, youth activities, commercial and retail spaces, maker spaces, farmers markets, cultural and historical educational places, recreational and wellness centers, arts spaces, government services and one-stop shops, public restrooms (including family restrooms and other amenities), multi-modal amenities (including places for bicycles, motorcycles, skateboards, or scooters), community gardens, and locally-created restaurants. Interpretive signage in English and Hawaiian, which highlights special and unique aspects of each place around the rail stations is encouraged, to promote Hawaii's history and cultural diversity.

The maps on the following pages illustrate priority State TOD projects along the rail corridor. The half-mile radius around each of the rail stations represents one of the eight neighborhood TOD plan areas developed by the City and County of Honolulu. Information on the City's neighborhood TOD plans and the City's TOD planning process is available online at <http://www.honolulu.gov/tod.html>.

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EAST KAPOLEI STATION TO WAIPAHU TRANSIT CENTER STATION



East Kapolei Station #1:

HIGH
PRIORITY

Kanehili Development (Department of Hawaiian Home Lands). The Kanehili East Kapolei I development consisting of 403 single-family homes on 93 acres is completed, but pedestrian access across Kualakai Parkway at Keahumoa Parkway is needed.

HIGH
PRIORITY

East Kapolei II (Department of Hawaiian Home Lands). As part of DHHL's master planned East Kapolei community, East Kapolei II is a 404-acre area east of Kualakai Parkway being planned and developed in increments to include approximately 2,000 single and multi-family residential units, a middle and elementary school, parks, and detention basins. Also in this area are the Kroc Center and a Special Olympics office and training facility. DHHL will continue master planning and development in increments.

HIGH
PRIORITY

Kupuna Housing (Department of Hawaiian Home Lands). A portion of Kapolei II, which is currently planned for 157 single family lots on 33 acres, is being considered instead for low-density apartment or kupuna housing.

HIGH
PRIORITY

Abutilon Contingency Reserve Area (Department of Hawaiian Home Lands). The 30-acre site is being transferred from DLNR to DHHL, but DLNR is taking license on an 18-acre preserve. The developable area depends on the prospects for propagation of the endangered red ilima (*abutilon menziesii* or kooloaula) elsewhere.

East Kapolei Station
to Waipahu Transit
Center Station

UH West Oahu Station #2:

HIGH PRIORITY

University of Hawaii West Oahu Master Plan (University of Hawaii West Oahu). UH West Oahu is seeking a master developer for 168 acres adjoining the campus and rail station. The University District is envisioned for mixed uses including student and faculty housing, senior, market and affordable housing, commercial, hotel, medical, recreational, schools, parks, and child care facilities. Also envisioned in the master plan is the Creative Media Center of Excellence, which will house various creative media disciplines such as mobile apps and game design, web development, and internet video design. Workforce development space will be provided for students to collaborate and incubate business opportunities in creative media.



*Figure 2: Aerial image of UH West Oahu's proposed University District lands (in yellow) and UH West Oahu's makai lands (in red).
Source: UH West Oahu.*

HIGH PRIORITY

DLNR East Kapolei Master Plan (Department of Land and Natural Resources). DLNR has initiated consultant services to prepare a Strategic Master Development Plan for four parcels in East Kapolei: 36, 66, 41, and 32 acres in the vicinity of the UH West Oahu station. The master plan will include infrastructure assessment, conceptual land use plans, and a market assessment.

East Kapolei Station to Waipahu Transit Center Station

HIGH
PRIORITY

New high school facilities in East Kapolei (Department of Education). Due to the rapidly growing population, new high school facilities are needed in addition to the planned new high school in the Hoopili development.

Waipahu Transit Center Station #5:

HIGH
PRIORITY

Elementary school facilities in Waipahu (Department of Education). There is a great need for additional elementary school facilities in Waipahu to support existing and planned developments. Space requirements can be reduced if located adjacent to an existing park.

MEDIUM
PRIORITY

Waipahu I & II and Holuu & Kamalu (Hawaii Public Housing Authority). HPHA is considering the sale of the four-story Waipahu I and Waipahu II housing development (39 public housing units), with the proceeds used to redevelop the 3.8-acre site of Hooluu and Kamalu (112 and 109 units respectively in 7-story buildings) serving low-income elderly. The mixed-use, mixed-income redevelopment would provide an increase from 362 units to 700-1,000 total housing units.

MEDIUM
PRIORITY

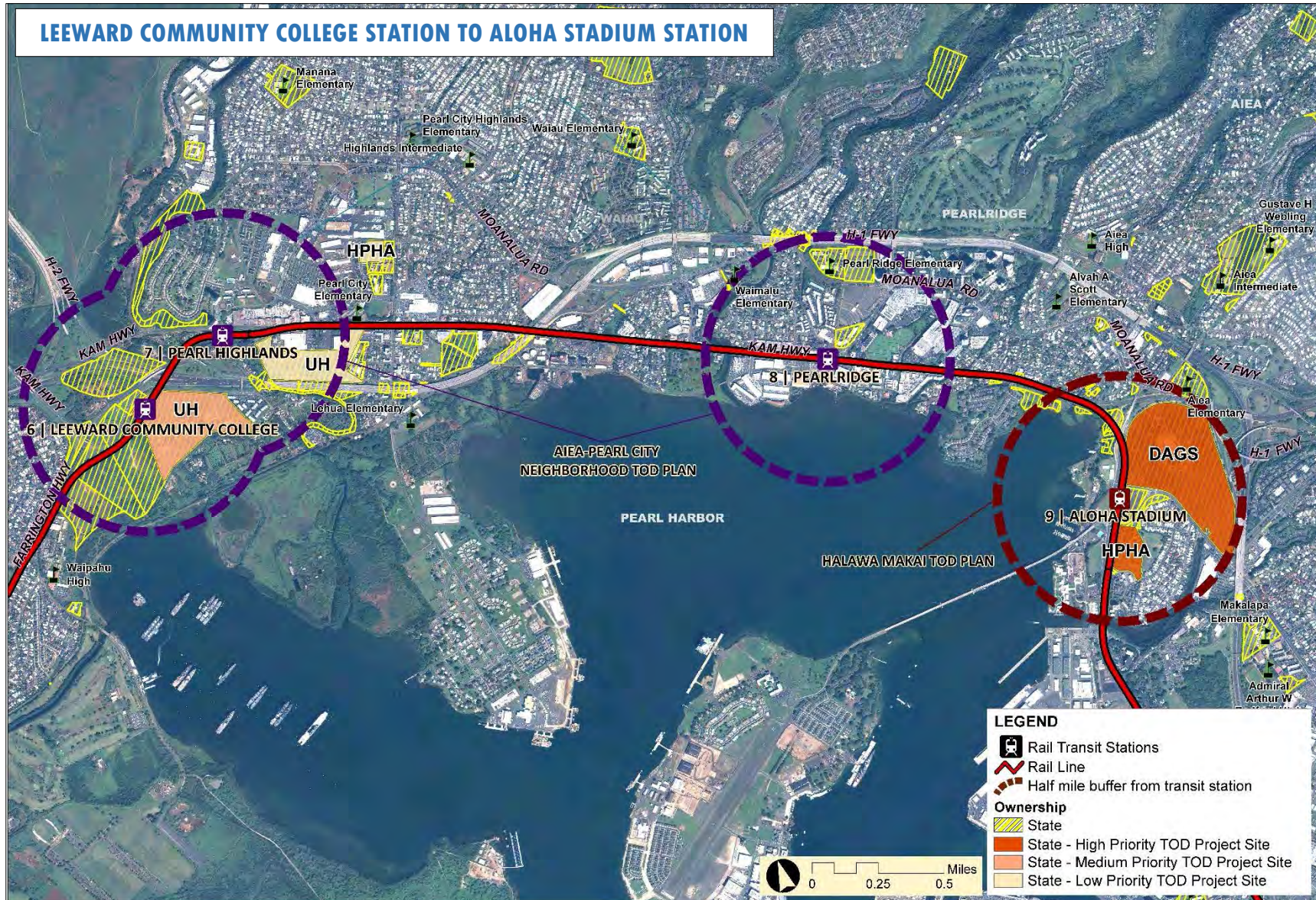
Waipahu Library and Civic Center (Department of Accounting and General Services). The Waipahu Transit Station area is an existing civic center area of approximately 10 acres with mixed-use redevelopment potential. The redevelopment requires coordinated site planning among State agencies with existing facilities and landholdings, and different development needs, and with the City's TOD plan, rail transit mall and Hikimoe Bus Transit Center. Given the multi-agency effort required, early coordinated planning is needed among HHFDC, DAGS, HPHA, DOE, and OP.

MEDIUM
PRIORITY

Waipahu mixed-use housing and school (Hawaii Housing Finance and Development). See DAGS discussion above on this project.

**East Kapolei Station
to Waipahu Transit
Center Station**

LEEWARD COMMUNITY COLLEGE STATION TO ALOHA STADIUM STATION



Leeward Community College Station #6:

**MEDIUM
PRIORITY**

Leeward Community College redevelopment (University of Hawaii Leeward Community College). This involves the potential redevelopment of the surface parking lot at the Leeward Community College adjacent to the LCC Rail Station to a higher density, mixed-use residential/commercial development.

Pearl Highlands Station #7:

**LOW
PRIORITY**

Pearl City Urban Gardens Center (University of Hawaii Leeward Community College). The Urban Gardens Center in Pearl City between Kamehameha Highway and the H-1 Freeway is a 30-acre site operated by the University of Hawaii College of Tropical Agriculture and Human Resources. There are no current plans for redevelopment.

**LOW
PRIORITY**

Hale Laulima (Hawaii Public Housing Authority). HPHS is considering redevelopment of a 4-acre site containing 36 units in 10 two-story buildings built in 1981, to provide from 700-1,000 housing units in a mixed-income, mixed-use development.

Aloha Stadium Station #9:

**HIGH
PRIORITY**

Puuwai Momi (Hawaii Public Housing Authority). Located adjacent to the Aloha Stadium property, HPHA proposes to redevelop the 11.5-acre site, which has 260 units in 28 low-rise buildings serving low-income families. The proposed redevelopment would include mixed incomes and mixed uses, with an increase in the number of housing units from 260 units to 600-1,200 units.

**HIGH
PRIORITY**

Aloha Stadium redevelopment (Department of Accounting and General Services and Stadium Authority). The Stadium Authority is planning to redevelop the 99-acre Aloha Stadium property to include a

**Leeward Community
College Station to
Aloha Stadium Station**

Leeward Community College Station to Aloha Stadium Station

new 30,000 to 35,000-seat capacity stadium as part of a mixed-use development including commercial, residential, and entertainment uses. The lifting of Federal and City deed restrictions is required to enable redevelopment. Five development teams have submitted responses to an earlier RFI. The solicitation of development proposals is the next step.

The Stadium Authority is participating in the City's ongoing neighborhood TOD planning process for the Halawa Station area. The following figures depict conceptual scenarios for redevelopment of the Stadium from the City Department of Planning and Permitting – Halawa Area TOD Plan Community Workshop 2.



The "grid" scenario allows for a rebuilt stadium in its current location, a grid of streets, and a town square.



The "crescent" scenario allows for a relocated stadium alongside Halawa Stream, a crescent pedestrian connection, and a Great Lawn.



The "corridor" scenario allows for a relocated stadium to the Kamehameha Highway frontage, a mixed-use core, and retail frontage.

Figure 3: Potential development scenarios from the City's Halawa Area TOD Plan Community Workshop 2.

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Aloha Stadium Station #9:

HIGH
PRIORITY

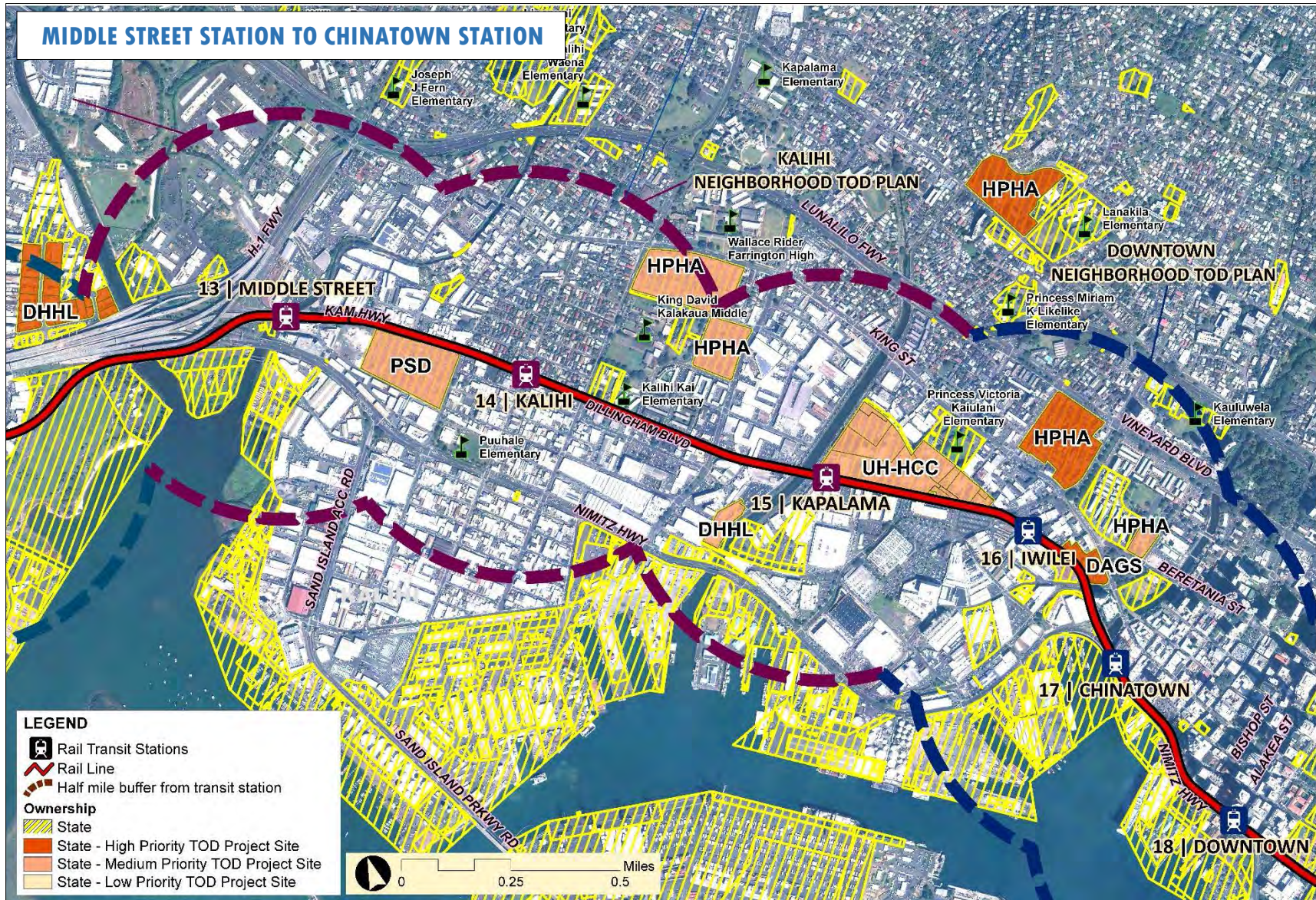
Aloha Stadium redevelopment (Department of Accounting and General Services). See earlier discussion.

Lagoon Drive Station #12:

HIGH
PRIORITY

Mapunapuna Industrial Lots (Department of Hawaiian Home Lands). Department of Hawaiian Home Lands. DHHL owns 13.8 acres in 20 industrial lots in Mapunapuna. DHHL will be initiating a master plan for the area.

**Aloha Stadium
Station to Middle
Street Station**



Kalihi Station #14:

MEDIUM
PRIORITY

Oahu Community Correctional Center (Department of Public Safety). PSD and DAGS are actively working with a consultant on the relocation of the Oahu Community Correctional Center. The Oahu Community Correctional Center is situated on a 16 -acre site between the Kalihi and Middle Street transit stations.

MEDIUM
PRIORITY

Kamehameha Homes (Hawaii Public Housing Authority). HPHA is planning to redevelop the 16-acre Kamehameha Homes (221 low-income housing units), to provide an increase to approximately 1,000-1,500 units.

MEDIUM
PRIORITY

Kaahumanu Homes (Hawaii Public Housing Authority). HPHA is also planning the redevelopment of the 7-acre Kaahumanu Homes (152 low-income housing units), to provide an increase to approximately 500-800 units.

Honolulu Community College (Kapalama) Station #15:

HIGH
PRIORITY

HPHA Administrative Offices (Hawaii Public Housing Authority). HPHA has selected the Retirement Housing Foundation from Long Beach, California to redevelop a portion of the HPHA's 12-acre site to include a mixed-income, mixed-use development with new administrative offices, affordable housing, and commercial uses. Approximately 200-800 housing units are expected to be developed.

MEDIUM
PRIORITY

Honolulu Community College (HCC) master plan (University of Hawaii Honolulu Community College). HCC is focusing on providing good pedestrian connections with the planned rail station fronting the campus. There are no current plans for higher density mixed-use development on the existing campus.

**Middle Street Station
to Chinatown Station**

**MEDIUM
PRIORITY**

City Square Shopping Center (Department of Hawaiian Home Lands). DHHL has 3 acres in commercial and 2 acres in industrial use in the Kapalama, Nimitz/Kohou/Kalani Streets area. Current plans are to retain industrial and commercial uses in this area.

Iwilei Station #16:

**HIGH
PRIORITY**

Mayor Wright Homes (Hawaii Public Housing Authority). HPHA is partnering with the Hunt Development Group to redevelop the 14.85-acre Mayor Wright Homes public housing project, built in 1952 and consisting of 36 two-story buildings. The plan is to replace the 364 public housing units within a mixed-use, mixed-income development with up to 1,400 housing units.



Figure 4: (Left) Aerial photo of Mayor Wright Homes. Source: Hawaii Public Housing Authority.

Figure 5: (Below) Conceptual image of the redeveloped Mayor Wright Homes. Source: Hawaii Public Housing Authority.



**Middle Street Station
to Chinatown Station**

**HIGH
PRIORITY**

Liliha Civic Center (Department of Accounting and General Services). The 3.9-acre site of the historic Oahu Railway and Land (OR&L) Building is proposed for redevelopment as the Liliha Civic Center to consolidate State services from leased private office spaces in Downtown Honolulu. The site can accommodate approximately 300,000 net square feet of office space, but must first undergo site remediation for contaminated soils. Planning and design funds have been appropriated for the development.

**MEDIUM
PRIORITY**

Kalaniihuia (Hawaii Public Housing Authority). HPHA plans to redevelop the 1.9-acre, 17-story tower and community building serving low-income elderly persons, to increase the number of units from 151 to 500 total housing units.

**Middle Street Station
to Chinatown Station**



Civic Center Station #19:

HIGH
PRIORITY

690 Pohukaina new school facilities (Department of Education). DOE is pursuing discussions with the developer of the 690 Pohukaina tower to explore elementary school facilities in a higher density setting.

HIGH
PRIORITY

Cooke Street micro-unit rental housing (Hawaii Community Development Authority). HCDA has selected a developer for their affordable micro-unit rental project on a 10,000 square foot parcel on Cooke Street. Proposed are 104 units to be developed for rental at the 60% Area Median Income (AMI) level. A development agreement is pending.

MEDIUM
PRIORITY

690 Pohukaina mixed-use tower (Hawaii Community Development Authority). HCDA and Forest City are continuing to discuss a mixed-use market and affordable rental housing development consisting of approximately 800 units in a 400-foot tower. Educational facilities also may be provided subject to discussions with DOE.



Figure 6: Conceptual image of HCDA's Cooke Street micro-unit rental housing project.

Source: Hawaii Community Development Authority.

Kakaako Station #20:

HIGH
PRIORITY

Artspace Lofts affordable rental housing (Hawaii Community Development Authority). HCDA has approved an 84-unit affordable rental housing project for artists, named Ola Ka Ilima Artspace and Lofts, on a 30,000-square foot parcel owned by HCDA on Waimanu Street. Final funding approvals are pending.

**Downtown Station to
Ala Moana Station**

Ala Moana Station #21:

HIGH PRIORITY

Alder Street rental housing and juvenile services (Hawaii Housing Finance and Development Corporation). HHFDC is partnering with the Judiciary to develop a mixed-use affordable rental housing and juvenile services/shelter facility on a 1.45-acre parcel on Alder Street. The mid-rise 180-unit rental housing will target 60% AMI. This will be the first joint development between the Executive and Judicial branches of State government.

HIGH PRIORITY

Hale Kewalo affordable rental (Hawaii Housing Finance and Development Corporation). HHFDC is financing the development of Hale Kewalo, an 11-story, 128-unit affordable rental project targeting 60% AMI at the corner of Piikoi and Kona Streets. The project is being developed by Stanford Carr Development.

MEDIUM PRIORITY

Makua Alii and Paoakalani (Hawaii Public Housing Authority). HPHA plans to redevelop Makua Alii (20-story building with 211 units) and Paoakalani (17-story building with 151 units) on 9 acres to increase the number of elderly units from 362 to 700-1,000 total housing units, with mixed uses and mixed incomes.

Downtown Station to Ala Moana Station

V. State TOD Task Force in 2016 and Beyond

The State TOD Task Force is expected to continue meetings to coordinate planning, development, and implementation of TOD projects among State agencies and the City and County of Honolulu. The following activities will be pursued in the coming year.

2016 LEGISLATIVE SESSION

- a. **Formalize State-level coordination:** The State TOD Task Force should be formally constituted to promote effective and efficient TOD planning and coordination among the State, county, and Federal governments and the private and non-profit sectors. This would provide the authority to develop a unified action plan for TOD on State lands and facilitate the acquisition of funding for TOD projects. A bill to formalize the Task Force is under consideration for submittal to the Legislature.
- b. **Seek funding for site master planning and implementation:** For projects that have been identified or initiated, seek and support funding to implement priority projects. Ideally, a dedicated source of funding should be identified for TOD

projects, such as a percentage of the State surcharge on the general excise tax for the rail project.

STATE TOD TASK FORCE IMPLEMENTATION STRATEGIES

- c. **Continue TOD project planning and implementation:** The Task Force will continue to coordinate efforts among State and City agencies as site planning and development proceeds for specific sites and projects.
- d. **Review and refine priorities for State TOD projects:** The Task Force will continue to review and refine the priorities for undertaking State TOD projects as development opportunities and constraints are revealed.
- e. **Identify new projects to be pursued:** The Task Force will seek to identify new projects that can be pursued as identified by further discussions with State agencies. A more detailed inventory of State lands will be pursued by OP and the Task Force to identify additional potential sites that may be available for TOD consideration.

Acknowledgements

Mahalo to the following organizations and individuals who have participated in the State TOD Task Force meetings.

Senator Suzanne Chun Oakland
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Senator Michelle Kidani
Senator Clarence Nishihara
Senator Laura Thielen
Senator Glenn Wakai
Representative Henry Aquino
Representative Sharon Har
Representative Mark Hashem
Representative Marcus Oshiro
Department of Accounting and General
Services
Department of Agriculture
Department of Business, Economic
Development, and Tourism
Department of Defense
Department of Education
Department of Education, Facilities Planning
Branch
Department of Hawaiian Home Lands
Department of Health
Department of Health, Council on
Developmental Disabilities
Department of Health, Executive Office of
Aging
Department of Human Services
Department of Land and Natural Resources

Department of Public Safety
Department of Transportation
Hawaii Community Development Authority
Hawaii Housing Finance and Development
Corporation
Hawaii Public Housing Authority
Hawaii State Judiciary
High Technology Development Corporation
Housing and Community Development
Corporation of Hawaii
Office of Hawaiian Affairs
Office of Planning
Stadium Authority
University of Hawaii System
University of Hawaii, Academy for Creative
Media
University of Hawaii, College of Tropical
Agriculture and Human Resources
University of Hawaii, Honolulu Community
College
University of Hawaii, Leeward Community
College
University of Hawaii, West Oahu
Councilmember Brandon Elefante
Councilmember Carol Fukanaga
Councilmember Joey Manahan
Council Chair Ernest Martin
City & County of Honolulu Department of
Planning and Permitting

City & County of Honolulu Department of
Transportation Services
Hawaii Authority for Rapid Transportation
TheBus
National Park Service
United States Navy
Aloha United Way
Building Industry Association of Hawaii
Castle & Cooke Hawaii
Chamber of Commerce of Hawaii
Faith Action for Community Equity
General Contractors Association
Hawaii Building and Construction Trade
Council
Hawaii Construction Alliance
Hawaii Institute for Public Administration
Hawaii International Real Estate Council
Hawaii Laborers' Union Local 368
Hawaii Laborers-Employers Cooperation
and Education Trust
Hawaii Transportation Association
He'e Coalition
Hunt Companies
Neighborhood Board #20
Pacific Resource Partnership
Sustainable, Humanitarian, Architecture &
Design for the Earth (SHADE)

Appendix – Potential State TOD Projects

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Agency	Station No./Name	Acres	Project	Status	Priority
DAGS	#9 Halawa Area	99	Aloha Stadium redevelopment, 30 - 35,000 seat stadium with mixed use developments	Pre-planning	HIGH
	#16 Iwilei	4	Liliha Civic Center development, with 350,000 square feet of office space and parking	Master Planning	HIGH
	#5 Waipahu Transit Center	5	Waipahu Library and Civic Center	Pre-planning	MEDIUM
DHHL	#1 East Kapolei	30	Abutlon Contingency Reserve Area	Pre-planning	HIGH
	#1 East Kapolei	29	East Kapolei II	Pre-planning	HIGH
	#1 East Kapolei	92	Kanehili Development	Master Planning	HIGH
	#1 East Kapolei	10	Kupuna Housing - 175 senior housing units	Master Planning	HIGH
	#12 Lagoon Drive	14	DHHL master plan for Mapunapuna industrial lots	Master Planning	HIGH
	#15 Kapalama	3	City Square Shopping Center redevelopment and master planning	Master Planning	MEDIUM
DLNR	#2 UH West Oahu	175	DLNR master plan for 4 East Kapolei parcels. Uses to be determined	Master Planning	HIGH
DOE	#2 UH West Oahu		New high school facilities in East Kapolei	Pre-planning	HIGH
	#5 Waipahu Transit Center	5	Any planning effort to consider school facilities, especially a new elementary school	No Plans	HIGH
	#20 Kakaako	2	690 Pohukaina project - include new school facilities	Planning	HIGH
HCDA	#19 Civic Center	0.3	Cooke Street affordable rental housing - 104 micro-units at 60% AMI	Design	HIGH
	#20 Kakaako	1	Artspace Lofts - 84 affordable rental housing units at 80% AMI or below	Project Approved	HIGH
	#20 Kakaako	2	690 Pohukaina mixed-use tower, 400 housing units, school	EIS	MEDIUM
	#21 Ala Moana	0.6	Hale Kewalo - 128-unit affordable rental project	Project Approved	HIGH
HHFDC	#21 Ala Moana	1.5	Alder Street mixed-use affordable rental housing and Judiciary - 180 units	Planning	HIGH
	#5 Waipahu Transit Center	3	Existing Use: Surface-level parking for adjacent Plantation Town Apartments	Pre-planning	MEDIUM
	#5 Waipahu Transit Center	1	Existing Use: Surface-level parking	Pre-planning	MEDIUM
	#5 Waipahu Transit Center	1	Existing Use: Waipahu Community Adult Day Care Center	Pre-planning	MEDIUM

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Agency	Station No./Name	Acres	Project	Status	Priority
HPHA	#5 Waipahu Transit Center	4	Waipahu I & II and Holuu & Kamalu - from 362 units to 700 to 1,000 units	Pre-planning	MEDIUM
	#7 Pearl Highlands	4	Hale Laulima - from 36 units to 700 to 1,000 units	Pre-planning	LOW
	#9 Halawa Area	12	Puuwai Momi - from 260 to 600 to 1,200 units	Planning	HIGH
	#14 Kalihi	16	Kamehameha Homes - from 221 units to approximately 1,000 to 1,500 units	Planning	MEDIUM
	#14 Kalihi	7	Kaahumanu Homes - from 152 units to approximately 500 to 800 units	Planning	MEDIUM
	#15 Kapalama	12	HPHA Administrative Offices - 200 to 800 units	Planning	HIGH
	#16 Iwilei	16	Mayor Wright Homes - from 364 units to approximately 1,400 units	Master Planning	HIGH
	#16 Iwilei	2	Kalanihuia - from 151 units to approximately 500 units	Planning	MEDIUM
	#21 Ala Moana	9	Makua Alii and Paoakalani - from 362 elderly units to 700 to 1,000 elderly units	Pre-planning	MEDIUM
PSD	#14 Kalihi	16	Oahu Community Correctional Center relocation	Pre-planning	MEDIUM
UH	#2 UH West Oahu	492	UH West Oahu master plan, to include commercial and a Creative Media Innovation Hub	Pre-planning	HIGH
	#6 Leeward Comm College	38	LCC master plan for surface parking lot	Pre-planning	MEDIUM
	#15 Kapalama	23	HCC master plan, to include Manufacturing Innovation Hub	Pre-planning	MEDIUM
	#7 Pearl Highlands	27	Pearl City Urban Gardens potential redevelopment	No Plans	LOW
	UH future station		University of Hawaii TOD Plan for future UH rail station	Pre-planning	LOW