Intent / Purpose

State Strategic Plan for Transit-Oriented Development

- Provide picture of long-term strategy
- Framework for work groups, specific actions & investments
- Living document
DRAFT Plan Structure & Organization

CHAPTER

1 Introduction: Vision/framework for State Investment
2 State TOD/TRD Implementation & Investment Strategy
3 TOD/TRD Opportunities in Each County
4 TOD Investment Tools
5 TOD/TRD Implementation/Investment—’5-yr plan’

APPENDIX

A TOD/TRD Project Fact Sheets
B Criteria for Review of TOD CIP Requests

EXECUTIVE SUMMARY to be prepared for final
Disclosures

- Plan to be reformatted & more graphics inserted
- Timeline format & data to be modified
- Narrative likely to be revised as agencies complete review
1 Introduction: Vision/framework for State Investments in Livable Communities

- **Policy direction & need** for directed growth strategy
- **Vision for a directed growth strategy** that complements County efforts to create livable communities and increases the value of State CIP investments to TOD & TRD communities
- **Key principles** for State investment in TOD & TRD
- **Plan as dynamic framework** for identifying opportunities & implementing TOD/TRD—periodic updates
Locate or redevelop facilities first in existing town and growth centers, aligned with county plans, at transportation nodes served by public transportation.

Maximize the co-location of State facilities and services in higher density, compact, mixed use development, and walkable communities.

Invest in critical infrastructure necessary to successfully implement town/growth center development.

Partner more through creative, cost-effective partnerships with other public and private partners.

Develop affordable housing wherever feasible to do so.

Use green building and sustainable development practices as much as possible.

Engage in equitable development that promotes and supports community well-being and active and healthy lifestyles.
Chapter Highlights

2 State TOD/TRD Implementation & Investment Strategy

- High-level description of long-term TOD/TRD implementation & investment strategy over 30-40 years
- Guidance for Ch 5 short-term actions
- Four strategy components
  1—TOD/TRD Implementation—Project-level
  2—TOD/TRD Implementation—Regional-level
  3—Implementation Tools
  4—Program Support
- Strategy timeline—description & use
Strategy Components

1—TOD/TRD Implementation—Project-level
2—TOD/TRD Implementation—Regional-level
3—Implementation Tools
4—Program Support

Strategy Component

**DELIVER @ PROJECT-LEVEL**

- Coordination & support to agencies as needed
- Sub-committee coordination & support for agency projects as needed
Strategy Components

1—TOD/TRD Implementation—Project-level
2—TOD/TRD Implementation—Regional-level
3—Implementation Tools
4—Program Support

Strategy Component
DELIBER @ AREA/REGION-LEVEL

- Sub-committee coordination & support for regional infrastructure improvements & shared project needs
Strategy Components

1—TOD/TRD Implementation—Project-level
2—TOD/TRD Implementation—Regional-level
3—Implementation Tools
4—Program Support

TOD POLICY/TOOLS

- TOD Council study & recommendations for policies & tools to facilitate & sustain TOD

P3

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Strategy Components

1—TOD/TRD Implementation—Project-level
2—TOD/TRD Implementation—Regional-level
3—Implementation Tools
4—Program Support

Program Support

- Staff support for TOD Council & TOD program coordination
- Establishment of support tools to monitor & track progress
- Advocacy for TOD projects & investments
- Recommendations for policy & program tools
- Education & outreach
Chapter Highlights

2 Strategy Timeline

- **big picture timeframe**
- **project milestones/timeframes**
- **regional grouping**
- **all strategy components & identified actions**
- **aims for alignment with fiscal timeframes**
- **support updates with TOD project database**
Chapter Highlights

3 TOD/TRD Opportunities for Each County

- Oahu: State
- Oahu: City & County of Honolulu
- County of Kauai
- County of Hawaii
- County of Maui

Projects identified for...

- State along rail
  As identified through TOD Task Force, individual agency meetings under TOD Council

- City catalytic projects
  As identified in TOD planning efforts & Mayor’s sub-cabinet work

- Kauai, Hawaii, Maui projects
  As identified in County planning processes & TOD Council County TRD workshops

Each sub-chapter describes:

- Planning context for TOD/TRD
- TOD/TRD opportunities & identified projects
- Regional needs as identified
- Actions to be taken for project implementation
TOD/TRD Opportunities: State along Rail

1,900 acres of State lands within ½ mi of rail
~29 State TOD-related projects identified to date
TOD/TRD Opportunities: State along Rail

East Kapolei

Aloha Stadium-Halawa

Iwilei-Kapalama

Hawaii Interagency Council for Transit-Oriented Development
TOD/TRD Opportunities: State along Rail

Priority Areas

Kauluokahai Increm II-A TOD
UHWO University Village
UHWO LRDP & TOD Infrastructure
UHWO Multi-Campus Housing Plan
DLNR East Kapolei Parcels Master Plan
East Kapolei High School
TOD/ TRD Opportunities: State along Rail

Priority Areas

Aloha Stadium Redevelopment
Puuwai Momi Homes

Aloha Stadium-Halawa
TOD/TRD Opportunities: State along Rail

Priority Areas

DHHL Kapalama TOD
UH HCC TOD
Mayor Wright Homes
Liliha Civic Center
Kalanihuiia Homes

Iwilei-Kapalama

Hawaii Interagency Council for Transit-Oriented Development
TO D/TRD Constraints: State along Rail

Region-wide Sub-committee Work:
- Problem-solving area-wide/regional issues
- Targeting investments needed
City & County TOD Opportunities

HONOLULU’S TOD PLANS

The City and County of Honolulu is working proactively to ensure that the corridor proceeds in concert with the vision and goals of each rail station community. Neighborhood TOD plans have been developed to guide new development and spur economic growth and improved accessibility around the stations. These plans are each unique to their context, as highlighted below. The TOD Plans, and the implementation projects that grow out of them, have been developed with extensive community engagement, including public workshops, stakeholder meetings, community surveys, business and student outreach, and more.

EAST KAPUOLI

The East Kapuolani Neighborhood TOD Plan presents a framework for building of three station areas that are part of the long-range plan to develop a “city in Kapolei.” These station areas will provide access for future developments that build on, as well as existing residents with public and rail facilities and a bus transit center. The Kapolei (Ohau) Station area will continue to grow as a campus and urban community.

WAI’IHU

The Waipahu Neighborhood TOD Plan covers the Waipahu Transit Center and West Loch Station areas. The TOD vision for these stations is to retain and strengthen the historic character of Waipahu, while encouraging appropriate mixed-use development. A Waipahu Transit Action Plan has been created to prioritize near-term implementation actions related to pedestrian and bicycle facilities, wayfinding and placemaking, safety, and economic development.

AIA-PEARL CITY

With its existing resources and destinations, the Pearl Pearl City area serves as a gateway to the island’s TOD goals. With TOD, Lawrance Community College could become more than just a commuter campus, and Pearlridge and Pearl Highlands Station areas could become nodes for mixed-use communities with improved housing, employment, retail, and recreation. Pearl City also serves as a major transit center for residents in and around the city's TOD areas.

HALAWA/CALOHA STADIUM

The Aloha Stadium Station will provide high-quality transit access to nearby retail and housing, military facilities, the Pearl Harbor Historic Sites, and Stadium events. A replacement structure is also proposed by the State of Hawaii in conjunction with new TOD that may include housing, hotels, offices, retail, entertainment, and sport-oriented uses. There are also efforts underway to extend the Pearl Harbor Island Trail to this station area to improve regional bicycle access.

AIRPORT AREA

The Pearl Harbor, Daniel K. Inouye International Airport, and Lagoon Drive Stations will serve residents and visitors alike. The area is envisioned as the gateway to Hawaii and a premier employment center. The rail stations, along with associated bus and bicycle upgrades, will improve access, allowing for more-concentrated mid-rise development. TOD zoning will diversify employment and commercial retail options in the area and improve the pedestrian environment.

KALUAU

While the Kalua Station area will likely remain stable following the introduction of rail transit, the Middle Street and Kapalama Station areas have great potential for transformation with projects underway such as the State’s modernization of OCCC and revitalization of Kapalama Canal. The Kapalama Station area in particular is anticipated to change over the coming decades from a light industrial and commercial district into a mixed-use urban community extended by Waikiki Community College. The future station area continues to serve as a major transit center.

DOWNTOWN

While largely built out, the Downtown and Chinatown Station areas will benefit from new TOD development and ongoing liability improvements. The Chinatown Action Plan and Complete Street Program will serve to capitalize on those changes, focusing on streets and placemaking, cleanliness, safety, as well as events/activities and park improvements. The station areas will also present significant mixed-use development opportunities for the central urban core. The development of Mayor Wright Homes, along with regional infrastructure upgrades, will catalyze this new TOD district.

ALA MOANA

The Ala Moana Center Station is the terminus for the rail rail project. The high-rise retail district continues to serve as a regional destination and the area has a long tradition of transit-oriented development. Passengers will be able to transfer to buses to reach Waikiki and the university of Hawaii at Manoa.
TOD/TRD Opportunities: City along Rail

City Catalytic Projects/Areas

- Pearlridge Transit Station
- Kapalama Canal/Linear Park
- Blaisdell Center Master Plan
- Chinatown Action Plan
- Iwilei-Kapalama Infrastructure Master Plan
- Waipahu Town Action Plan
TOD/TRD Opportunities: Kauai

Hanapepe Infill

Mahelona Hospital

Old Police Station/DOH Office, Lihu'e

Haleko Road/Pua Loke St, Lihu'e

Kauai Community College, Puhi

Kauai Transit-Ready Development

Hawaii Interagency Council for Transit-Oriented Development
TOD/TRD Opportunities: East Hawaii

- Downtown Hilo Multimodal Master Plan
  Public Draft - February, 2017

- Prince Kuhio Plaza Hub Area

- University of Hawaii Hilo
TOD/TRD Opportunities: West Hawaii

Kailua Village (Regional Center TOD)

Honokohau Village (Regional Center TOD)

Kamakana Village at Keahuolu (Neighborhood Center TOD)

Ane Keohokalole Hwy multimodal trunk line accessing GOAs
TOD/TRD Opportunities: Maui

Maui Growth Boundaries

Leilani - HHFDC

Wailuku Courthouse

Kane St. - Kahului
Chapter Highlights

4 TOD Investment Tools

- **Strategy Component 3: TOD Implementation Tools**
  - Goal: Establishment & use of TOD-supportive tools
  - Discussion of key tools identified in TOD Council discussions
  - Initial focus: financing mechanisms
  - Key tools for further consideration/facilitation
    - **Public private partnerships**
    - Technical assistance / office clarification / authorizing legislation
    - **Value capture mechanisms**
    - Community facilities district tax increment financing hybrid forms
  - Short term actions in **Ch 5**
Chapter Highlights

5 TOD/TRD Implementation & Investment Strategy—Next 5 Years

- Identifies **key actions for next fiscal year/fiscal biennium** for each strategy component
- Provides **framework for more detailed work** by TOD Council sub-committees
Short Term Implementation Actions

1. Strategy Component: DELIVER @ PROJECT-LEVEL
2. Strategy Component: DELIVER @ AREA/REGION-LEVEL
3. Strategy Component: TOD POLICY/TOOLS
4. Strategy Component: PROGRAM SUPPORT

TOD Project Implementation & Investment—Projects

- Key projects: Oahu & Neighbor Islands
- Coordination through sub-committee work plans
Short Term Implementation Actions

1. **Strategy Component**: Deliver @ Project-Level

2. **Strategy Component**: Deliver @ Area/Region-Level

3. **Strategy Component**: TOD Policy/Tools

4. **Strategy Component**: Program Support

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**TOD Project Implementation & Investment—Regional**

- Sub-committee support & workplans
  [East Kapolei, Stadium, Iwilei-Kapalama, Kauai, Hawaii, Maui]

- State infrastructure needs assessment & infrastructure improvement & financing strategy for Oahu [FY18 CIP funds]
Short Term Implementation Actions

Establish/Use of TOD-Supportive Tools

- Institutional framework for P3 & alternative delivery methods
- Greater use of value capture tools
  - CFDs
  - TIF
  - Hybrid models
Short Term Implementation Actions

1. **Strategy Component** DELIVER @ PROJECT-LEVEL
2. **Strategy Component** DELIVER @ AREA/REGION-LEVEL
3. **Strategy Component** TOD POLICY/TOOLS
4. **Strategy Component** PROGRAM SUPPORT

**TOD Program Support & Administration**

- Administrative support for TOD Council & sub-committees
- Development of performance measures & metrics for
  - Project review criteria
  - Implementation of TOD key principles
  - Monitoring project implementation
Chapter Highlights

5 Near-term Strategy Timeline

- displays cost estimates and/or fund appropriations where available
- aims for alignment with fiscal timeframes
- focus should be on near-term identified actions
Appendix A

PROJECT FACT SHEETS & NARRATIVES
APPENDIX B
Review Criteria for CIP Requests

Site Suitability

Project Readiness

Market/Financial Factors

Community Benefits

Catalytic Impact

Site Considerations
- Proximity to station or commercial center with scheduled public transportation service
- Development potential
  - access, size, configuration
  - zoning
  - adjacent land uses
- Site constraints:
  - Environmental, hazards, cultural/archaeological
  - Infrastructure capacity
  - Access to social infrastructure: schools, jobs, services, etc.

Agency/Project Readiness
- Site availability (lease, existing uses, deed restrictions)
- Status of project planning
- Financial resources
- Serves mission & provides public benefits (see below)

Other Financial Considerations
- Joint development and/or public/private partnership potential
- Market readiness in area / development timing
- Location in improvement or facility district
- Funding needs (type and amount of assistance needed)

Public Benefit
- Mixed-use component: co-location of economic opportunities, public & private services, amenities
- Provision of affordable/rental housing, including greater percentage of lowest AMI units
- Intermodal connectivity, accessibility
- Sustainable development / green building / climate change / resiliency factors
- Improvement of public realm, streetscapes

Catalytic Impact
- Potential to seed priority State redevelopment/development objectives in neighborhood/region:
  - Degree of State control of land in area
  - Degree of State interest in redevelopment in area
- Alignment with county plans / county catalytic investments in TOD, smart growth
What is needed from you/reviewers...

- Project data:
  - Cost/budget
  - Development schedule
  - Edits to fact sheet narratives
- Updated project graphics/renderings
- Comments on actions
- Edits to narrative
QUESTIONS?

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