

# OVERVIEW OF DRAFT PLAN

**DRAFT** State Strategic Plan for TOD



Hawaii Interagency Council for Transit-Oriented Development

November 7, 2017

# 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'

○ EXECUTIVE SUMMARY  
to be prepared for  
final

## APPENDIX

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



# Disclosures

**DRAFT** Strategic Plan  
for Transit-Oriented Development

- Plan to be reformatted & more graphics inserted
- Timeline format & data to be modified
- Narrative likely to be revised as agencies complete review



# Chapter Highlights

## 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



# Key Principles for State investment [from Exec Sessions]

**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—

3—Implementation Tools

4—Program Support

Strategy Component

**1 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

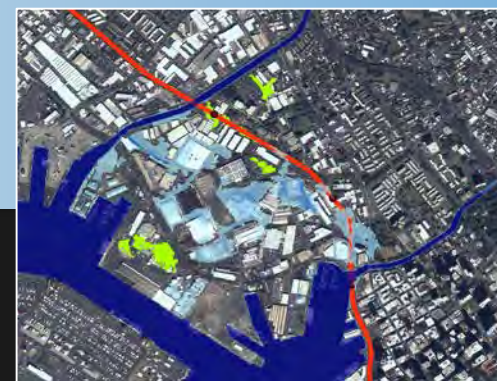
4—Program Support

Strategy Component

2

DELIVER @ 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

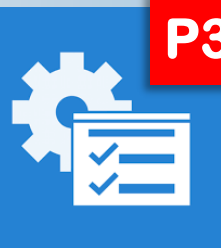
4—Program Support

Strategy Component

3

TOD POLICY/TOOLS

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



# Strategy Components

**1—TOD/TRD Implementation—Project-level**

**2—TOD/TRD Implementation—Regional-level**

**3—Implementation Tools**

**4—Program Support**

**Strategy Component**

**4**

**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

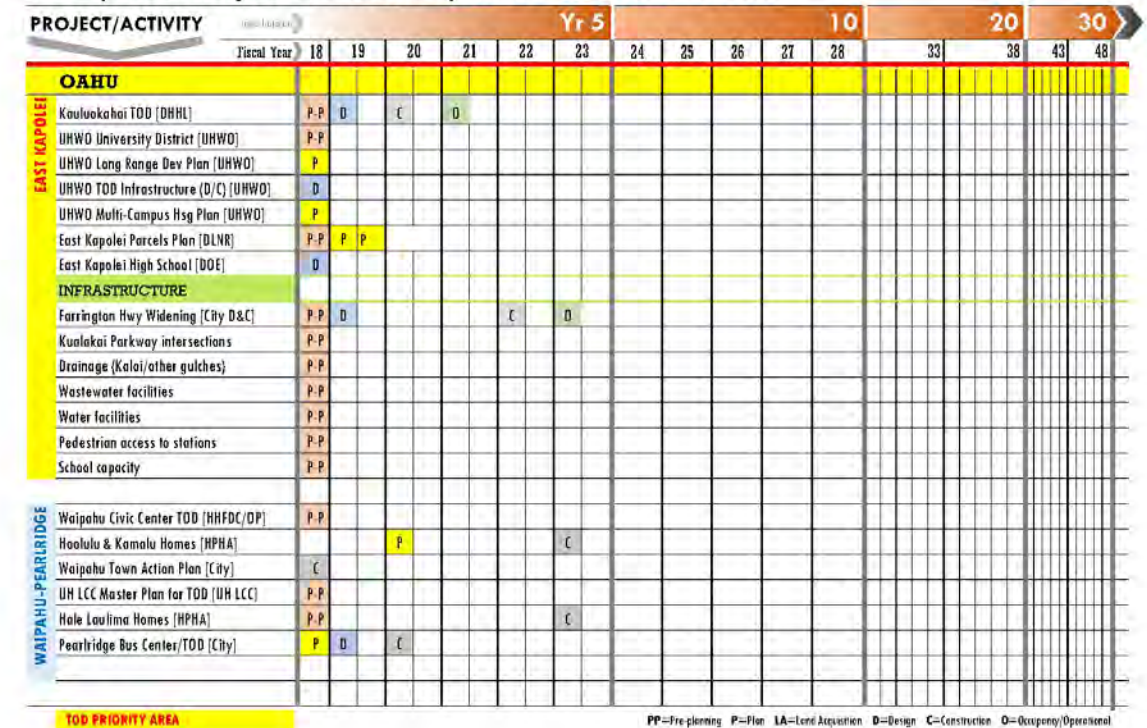


# Chapter Highlights

## 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

### TOD/TRD Implementation/Investment Timeline



# 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





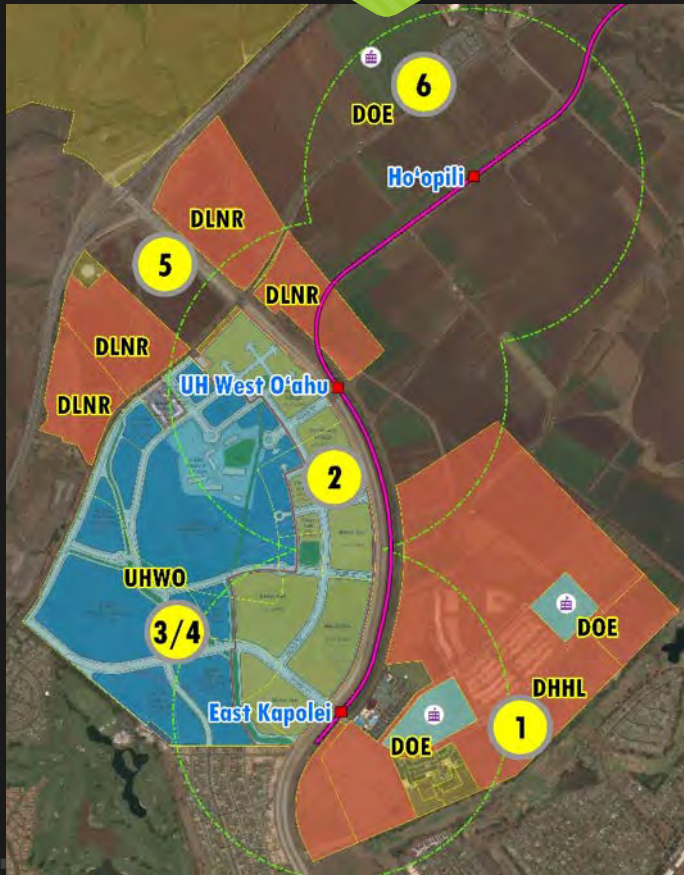
# TOD/TRD Opportunities: State along Rail

1,900 + acres of State lands within  
 $\frac{1}{2}$  mi of rail  
~29 State TOD-related projects  
identified to date





# TOD/TRD Opportunities: State along Rail



**East Kapolei**



**Aloha Stadium-Halawa**



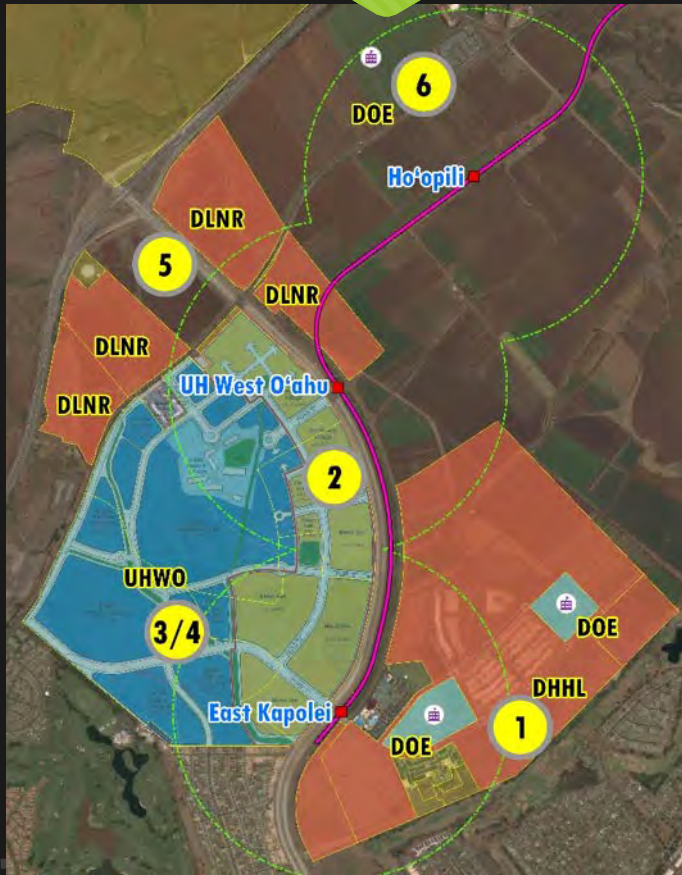
**Iwilei-Kapalama**





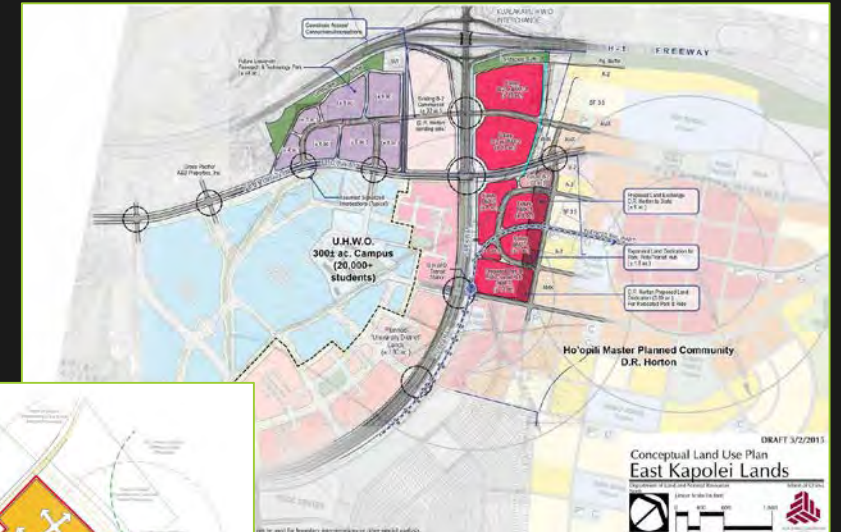
# TOD/TRD Opportunities: State along Rail

## PRIORITY AREAS



East Kapolei

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



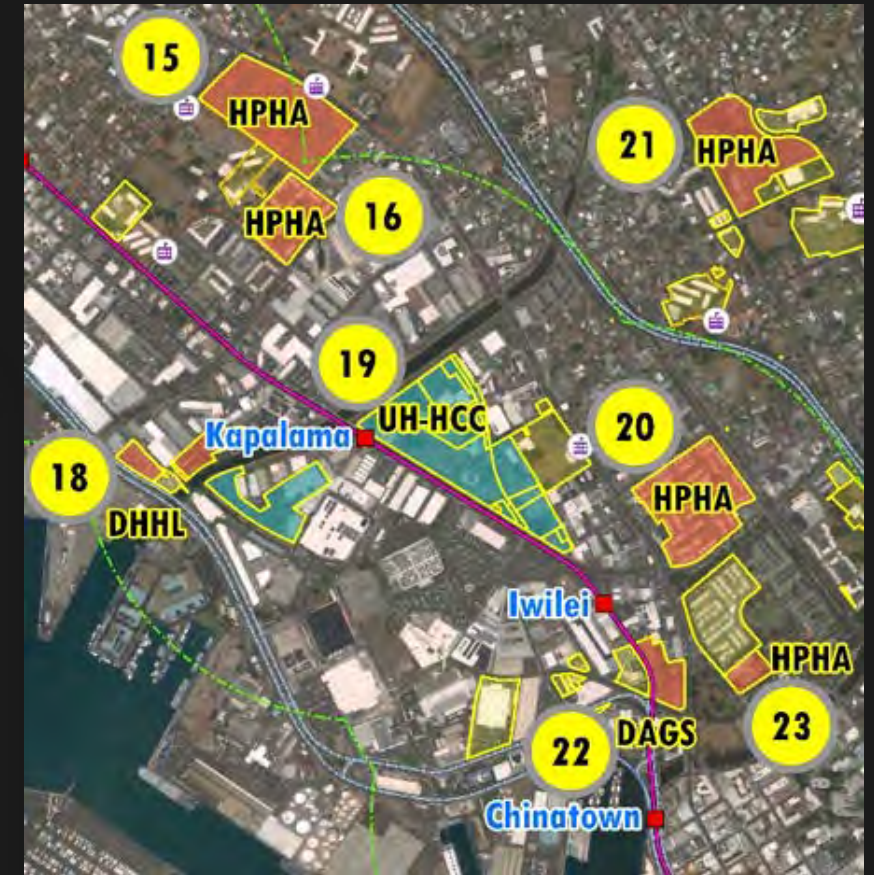


# TOD/TRD Opportunities: State along Rail

## PRIORITY AREAS



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



Iwilei-Kapalapa





# TOD/TRD Constraints: State along Rail







### EAST KAPOLEI

The East Kapolei Neighborhood TOD Plan presents a framework for buildout of three station areas that are part of the long-term plan to create a "second city" in Kapolei. These stations will provide access for future developments like Hōpili, as well as existing residents with park-and-ride facilities and a bus transit center. The UH-West O'ahu Station area will continue to grow as a campus and urban community.



### WAIPAHU

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 Town Action Plan has been created to prioritize near-term implementation actions related to pedestrian and bicycle facilities, wayfinding and placemaking, safety, and economic development.



### AIEA - PEARL CITY

With its existing resources and destinations, the Aiea-Pearl City area serves as a keystone to the island's TOD goals. With TOD, Leeward Community College could become more than just a daytime campus, and Pearlridge and Pearl Highlands Station areas could become livable mixed-use communities with improved housing, employment, retail, and recreational choices. The Pearl Highlands Station will also serve as a major transit center for residents' lewa and mauka of the TOD areas.



## HONOLULU'S TOD PLANS

The City and County of Honolulu is working to ensure that growth in the rail 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 plan for orderly 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 grew out of them, have been developed through extensive community engagement, including public workshops, stakeholder meetings, community surveys, business and student outreach, and more.



### ALA MOANA

The Ala Moana Center Station is the terminus for the HART rail project. This high-rise urban district will continue to serve as a regional destination and gathering place for residents and visitors. Passengers will be able to transfer to buses to reach Waikiki and the University of Hawai'i at Mānoa.



### HALAWA/ ALOHA 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 stadium is also proposed by the State of Hawai'i in conjunction with new TOD that may include housing, hotels, offices, retail, entertainment, and sports-related uses. There are also efforts underway to extend the Pearl Harbor Historic 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 Hawai'i and a premier employment center. The rail stations, along with associated bus and bicycle upgrades, will improve access, allowing for more concentrated infill development. TOD zoning will diversify employment and convenience retail options in the area and improve the pedestrian environment.



### KALIHI

While the Kalihi Station area will likely remain stable following the introduction of rail transit, the Middle Street and Kapālama Station areas have great potential for transformation with projects underway such as the State's modernization of OCCO and the revitalization of Kapālama Canal. The Kapālama/Iwilei area in particular is anticipated to change over the coming decades from a light industrial and commercial district into a mixed-use urban community anchored by Honolulu Community College. The Middle Street Station will also continue to serve as a major transit center.



### DOWNTOWN

While largely built out, the Downtown and Chinatown Station areas will benefit from new infill development and ongoing livability improvements. The Chinatown Action Plan and Complete Streets Program will serve to catalyze these changes, focusing on streets and placemaking, cleanliness, safety, as well as events/activities and park improvements. The Iwilei Station area will see significant shifts from existing industrial/commercial uses to more residential and mixed-use opportunities. The redevelopment of Mayor Wright Homes, along with regional infrastructure upgrades, will catalyze this new TOD district.



### CIVIC CENTER/ KAKA'AKO (HCDA)

The neighborhood around the Civic Center and Kaka'ako Stations is under the jurisdiction of the Hawai'i Community Development Authority (HCDA). TOD in this area is planned as high-rise mixed-use development to support O'ahu's population growth within Honolulu's urban core. The ongoing Blaisdell Center Master Plan is underway to support this new population and quality of life islandwide.

# City & County TOD Opportunities



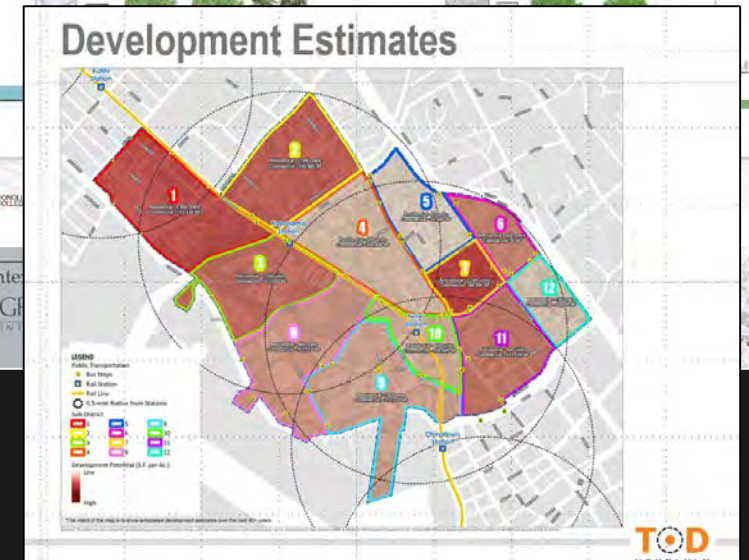


# TOD/TRD Opportunities: City along Rail

## City Catalytic Projects/Areas

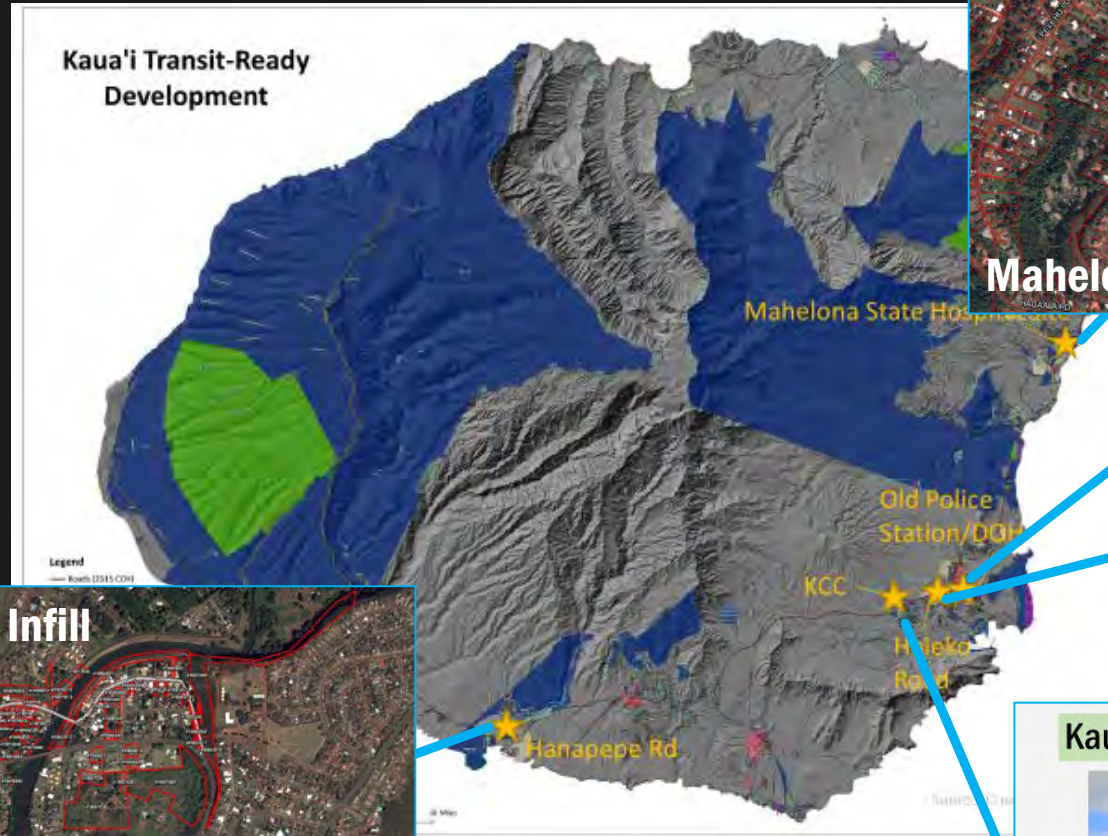


**Pearlridge Transit Station**  
**Kapalama Canal/Linear Park**  
**Blaisdell Center Master Plan**  
**Chinatown Action Plan**  
**Iwilei-Kapalama Infrastructure Master Plan**  
**Waipahu Town Action Plan**





# TOD/TRD Opportunities: Kauai



Old Police Station/DOH Office, Lihue



Haleko Road/Pua Loke St, Lihue

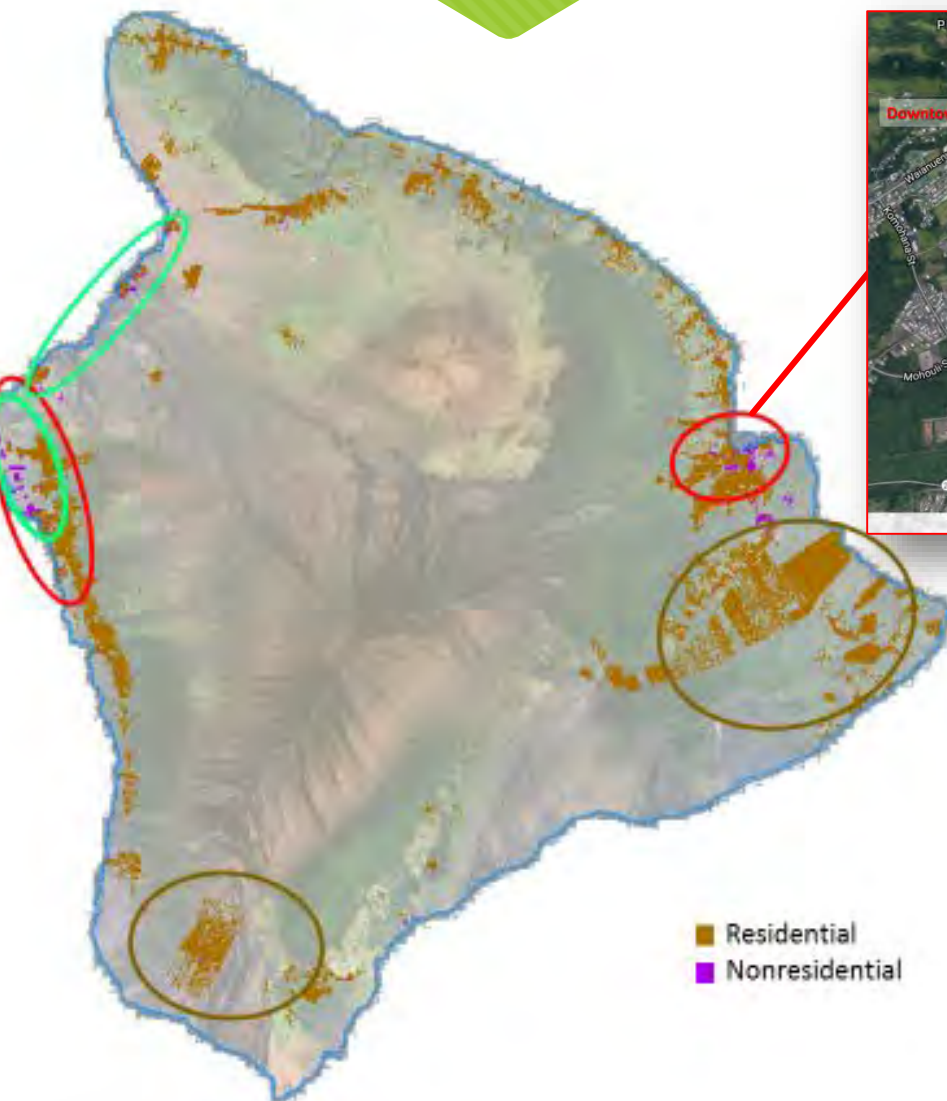


Kauai Community College, Puhi





# TOD/TRD Opportunities: East Hawaii



University of Hawaii Hilo



Prince Kuhio Plaza Hub Area



# TOD/TRD Opportunities: West Hawaii

Kailua Village (Regional Center TOD)



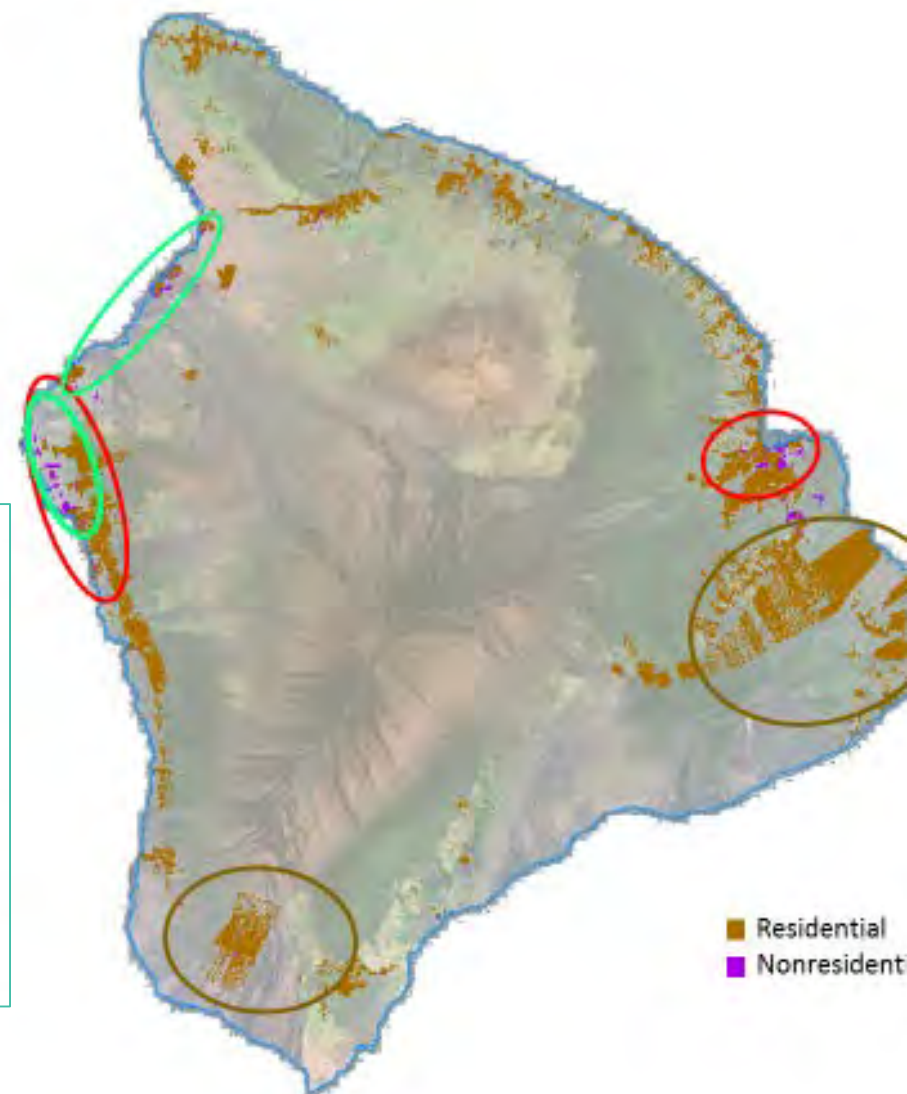
Honokohau Village (Regional Center TOD)



Kamakana Village at Keahuolu  
(Neighborhood Center TOD)

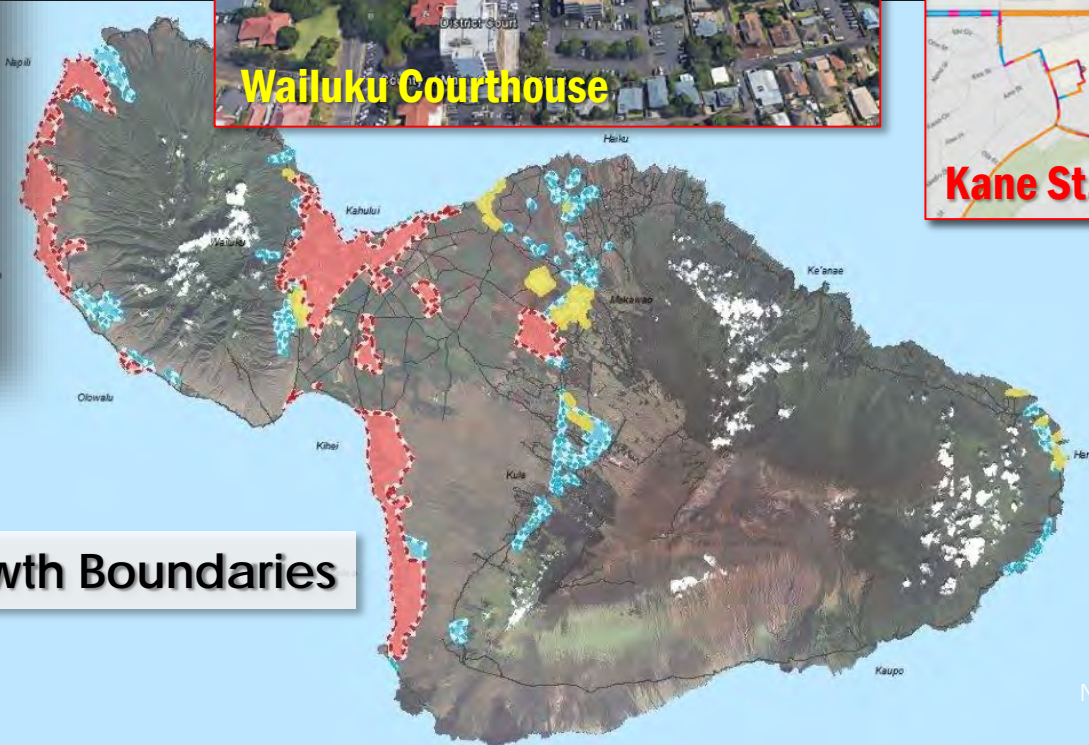
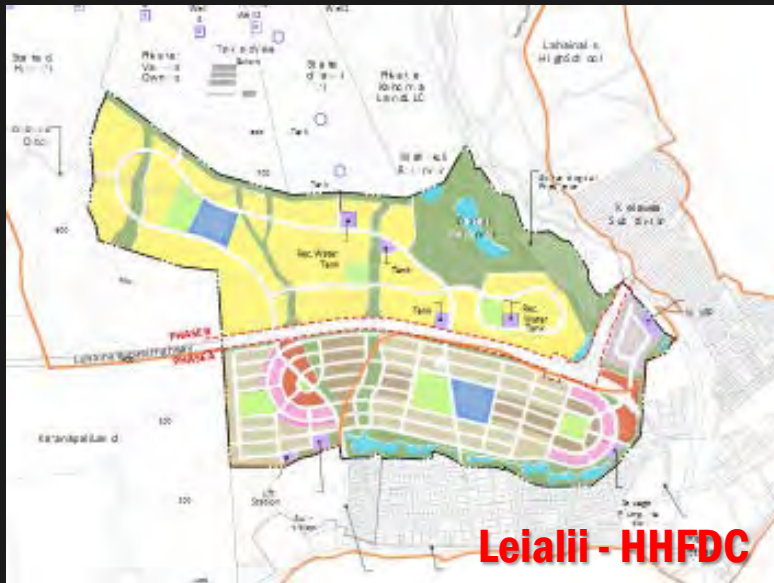


Ane Keohokalole Hwy multimodal trunk  
line accessing GOAs





# TOD/TRD Opportunities: Maui



Maui Growth Boundaries



# 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

Strategy Component  
**1** DELIVER @ PROJECT-LEVEL

Strategy Component  
**2** DELIVER @ AREA/REGION-LEVEL

Strategy Component  
**3** TOD POLICY/TOOLS

Strategy Component  
**4** PROGRAM SUPPORT

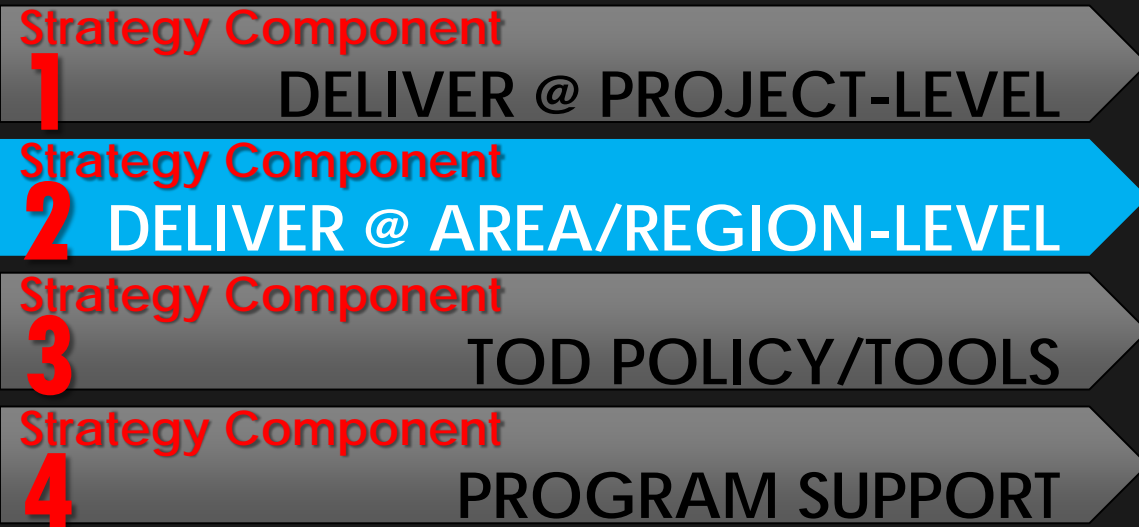
## TOD Project Implementation & Investment—Projects

- Key projects: Oahu & Neighbor Islands
- Coordination through sub-committee work plans





# Short Term Implementation Actions

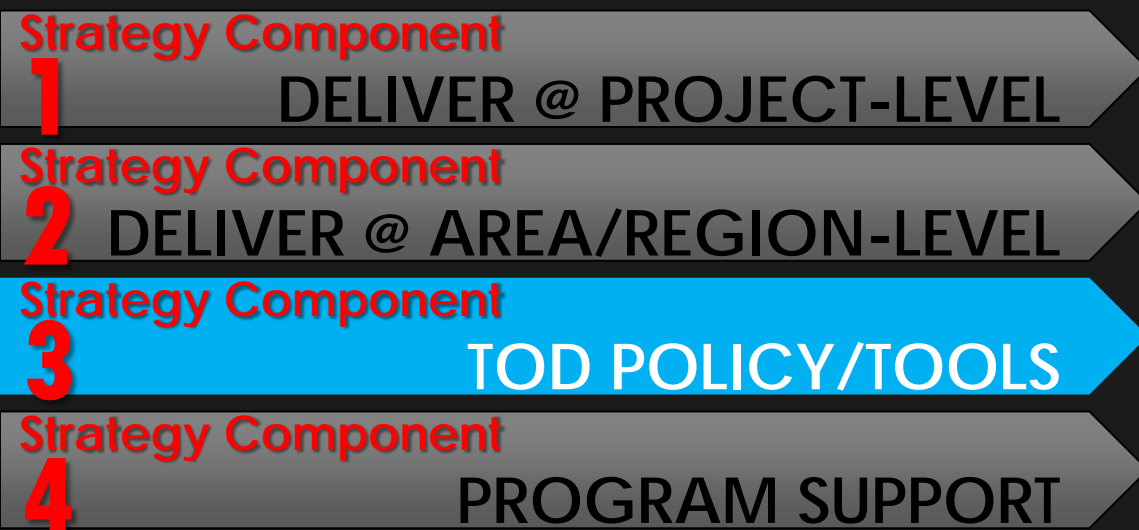


## TOD Project Implementation & Investment—regional

- 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



## 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

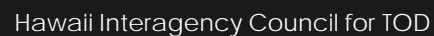
### TOD/TRD Implementation/Investment: FY19-23

PROJECT/ACTIVITY			Fiscal Year										Yr 5		
			18		19		20		21		22		23		
OAHU			Phase	\$ (1000s)	Phase	\$ (1000s)	Phase	\$ (1000s)	Phase	\$ (1000s)	Phase	\$ (1000s)	Phase	\$ (1000s)	
EAST KAPOLEI	Kaulaokahai TOD [DHHL]	P-P	TBD	D	TBD	C	TBD	O	TBD						
	UHWO University District [UHWO]	P-P	TBD												
	UHWO Long Range Dev Plan [UHWO]	P	799												
	UHWO TOD Infrastructure (D/C) [UHWO]	D	750												
	UHWO Multi-Campus Hsg Plan [UHWO]	P	80												
	East Kapolei Parcels Plan [DLNR]	P-P	TBD	P	TBD										
	East Kapolei High School [DOE]	D	700												
	INFRASTRUCTURE														
	Farrington Hwy Widening (City D&C)	P-P	TBD	D	4,000					C	60,000	O	46,000		
	Kualakoi Parkway intersections	P-P	TBD												
WAIKIKI	Drainage (Kalo/other gulches)	P-P	TBD												
	Wastewater facilities	P-P	TBD												
	Water facilities	P-P	TBD												
	Pedestrian access to stations	P-P	TBD												
	School capacity	P-P	TBD												
	Waipahu Civic Center TOD [HHFDC/OP]	P-P	250												
	Haolulu & Kamala Homes [HPHA]					P	TBD					C	TBD		
	Waipahu Town Action Plan [City]	C	50,000												
	UH LCC Master Plan for TOD [UH LCC]	P-P	200												
WAILUKU	Hale Lualaba Homes [HPHA]	P-P	TBD									C	TBD		
	Pearlridge Bus Center/TOD [City]	P	1,000	D	10,000	C	130,000								
	Aloha Stadium Redevelopment [DAGS/SA]	P-P	TBD	P	100	D	550	C	2,600	O	TBD				
	Puuwai Momi Homes [HPHA]	P-P	TBD					C	TBD						
	INFRASTRUCTURE														
	Wastewater facilities	P-P	TBD												
	Highway & road improvements	P-P	TBD												
	School capacity	P-P	TBD												
	Water facilities	P-P	TBD												
WAIKIKI															
	Moanalua Kai Conceptual Plan [DHHL]	P-P	575												
	Kamehameha Homes [HPHA]	P-P	TBD							C	TBD				
	Kaahumanu Homes [HPHA]	P-P	TBD							C	TBD				
	Oahu CCC Redevelopment [DAGS/PSD]	P-P	5,000												





# PROJECT FACT SHEETS & NARRATIVES



November 7, 2017

State TOD Strategic Plan, Dec 2017 | Appendix A: Project Fort Street

project. They would also be responsible for the operation, marketing, and maintenance of both the residential and commercial components. The intent is for the retail commercial component to generate sufficient revenues to pay down construction costs and fund on-going operating and maintenance costs for the entire project, limiting the need for DHHL or State funding.



State TOD Strategic Plan - Dec 2017 | Appendix A: Project Fact Sheets

FAMILY/COMMERCIAL

a master-planned community being developed by the a 404-acre parcel located mauka of the Ewa Village; the community will consist of approximately 1,000 single-family, approximately 1,000 multi-family residential units, Community Center, a middle school, and an elementary

ed for 157 single-family residential lots. Currently, it consists of multi-family rental units for native Hawaiians. Some units could be for "transitional housing"—beneficiaries pay down debts, increase savings, and could be for kupuna (elderly). The retail commercial services and products. The expected market are the as well as the Hoopi Master Planned Community. The port and subsidize the residential rental units, thus

be East Kapolei transit station at the Kualakai Parkway east and west sides of the site are owned by Hawaiian and are being developed as affordable rentals for the Agreement II-B, for which infrastructure construction has to start in early 2018. South of the site is the Iwa necessary to support the project has been constructed. Engaging a professional planner to assist with a Request for Information with beneficiaries to refine the scope of the project. The RFP is anticipated in mid-2018. Selection of a tenant or public-private partnership agreement is engineering would be done in calendar year 2019; and 21.

anning, designing, financing, and construction of the

# 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...

**DRAFT** Strategic Plan  
for Transit-Oriented Development

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



# QUESTIONS?

**DRAFT** State Strategic Plan for Transit-Oriented Development

