

City and County of Honolulu



# TOD Honolulu

## Making TOD Happen

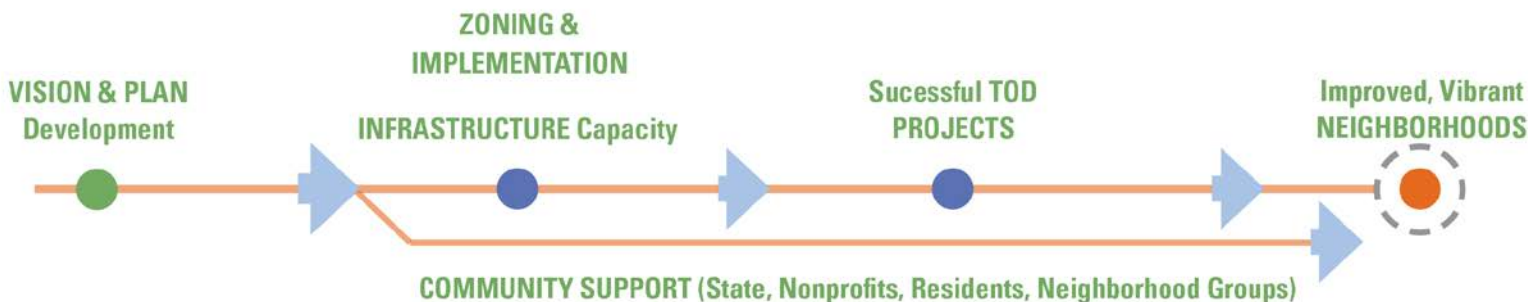
Harrison Rue

Interagency TOD Council

November 1, 2016

# TOD Strategy

- TOD vision, neighborhood plans and zoning
- Walkable, connected, complete streets
- Infrastructure finance tools and incentives
- Affordable housing strategy
- Catalytic projects and market interest
- TOD Subcabinet coordinates infrastructure, permits, funding, projects



# A Tale of Two Programs

# TRANSIT - HART

# Rail Alignment

# Build Stations

## Apply for Permits

# Land Acquisition

# Public Outreach

## Link to TheBus



# TOD/DPP/Subcabinet

# Neighborhood Plans

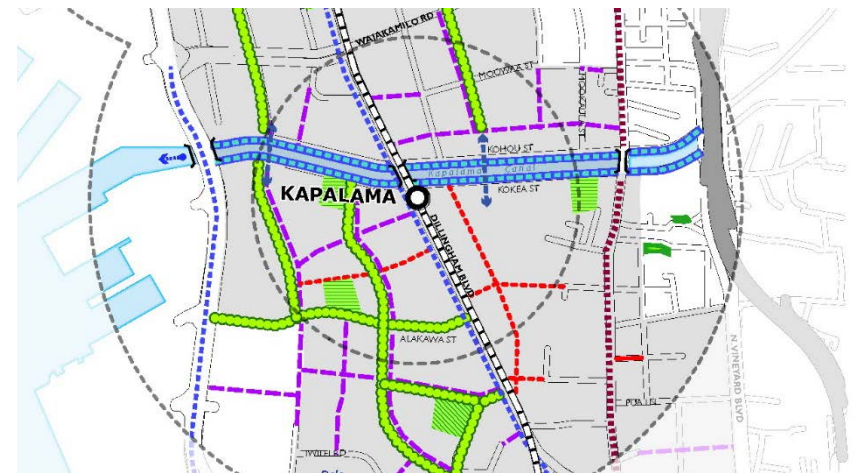
# Zoning & Permits

## Implementation Strategy

## Infrastructure & Finance

# Catalytic projects

## Coordinate City Efforts





# Honolulu's TOD Vision

## Create choices and a high-quality, healthy urban lifestyle

- Series of walkable, healthy, age-friendly neighborhoods
- Connect people with jobs, homes, goods, services & parks
- Station areas have their own unique identity
- Scale of new development fits community context
- Revitalize older communities

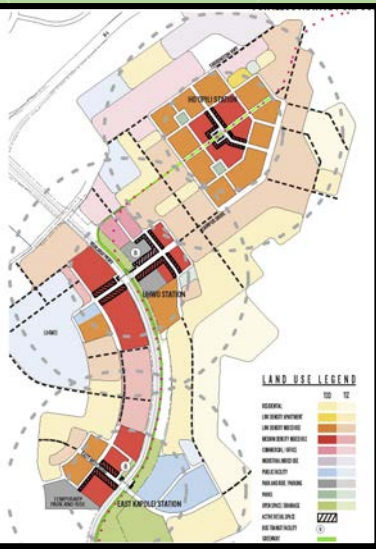




It's about people and their neighborhoods.  
And how they live, work, and connect





[illegible]



# Draft Ala Moana TOD Plan at Council

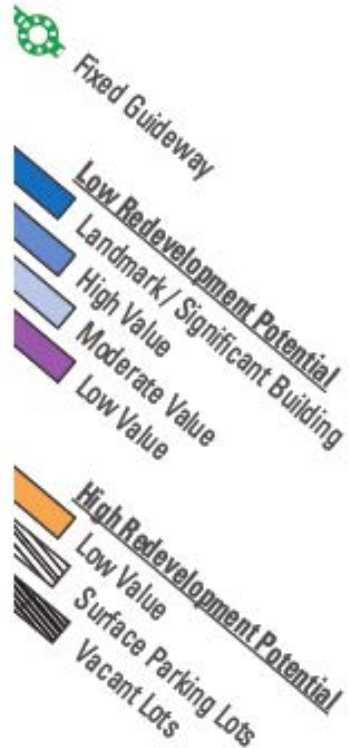


# ALA MOANA

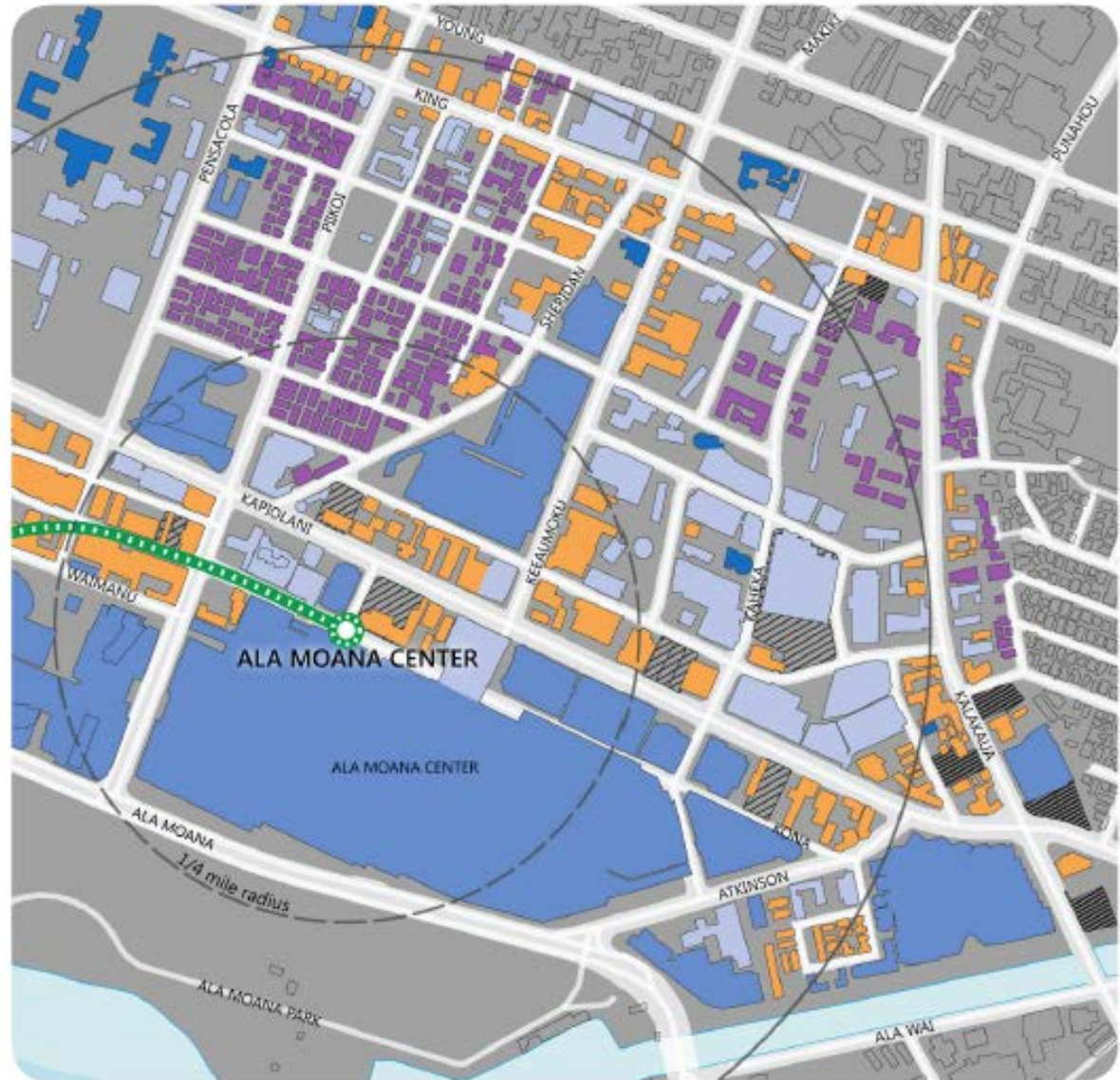
NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT MASTER PLAN



# MARKET & LAND USE ANALYSIS



*This cursory analysis shows the highest development potential exists along major streets within the Ala Moana District.*



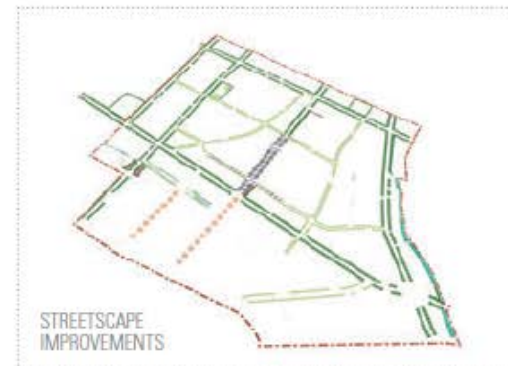
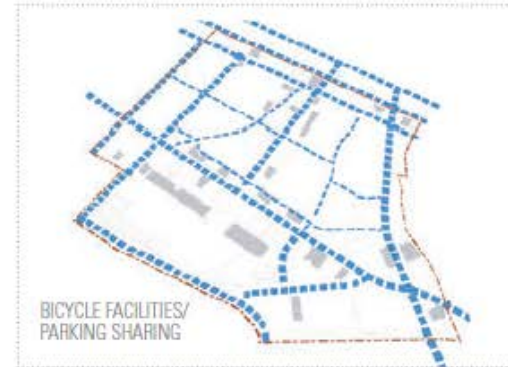


# Connecting Places with Active Streetscapes



- PARKS
- TERRACED LEVELS
- STATION PLAZA
- EVENTS STREET
- INTERSECTION IMPROVEMENTS
- PEDESTRIAN CONNECTIONS
- TREE CANOPY

Open spaces include existing neighborhood park improvements, community parks, pocket parks, stream rehabilitation, and a central transit plaza adjacent to the station. These open spaces are connected by streets featuring generous landscaping and a full tree canopy.





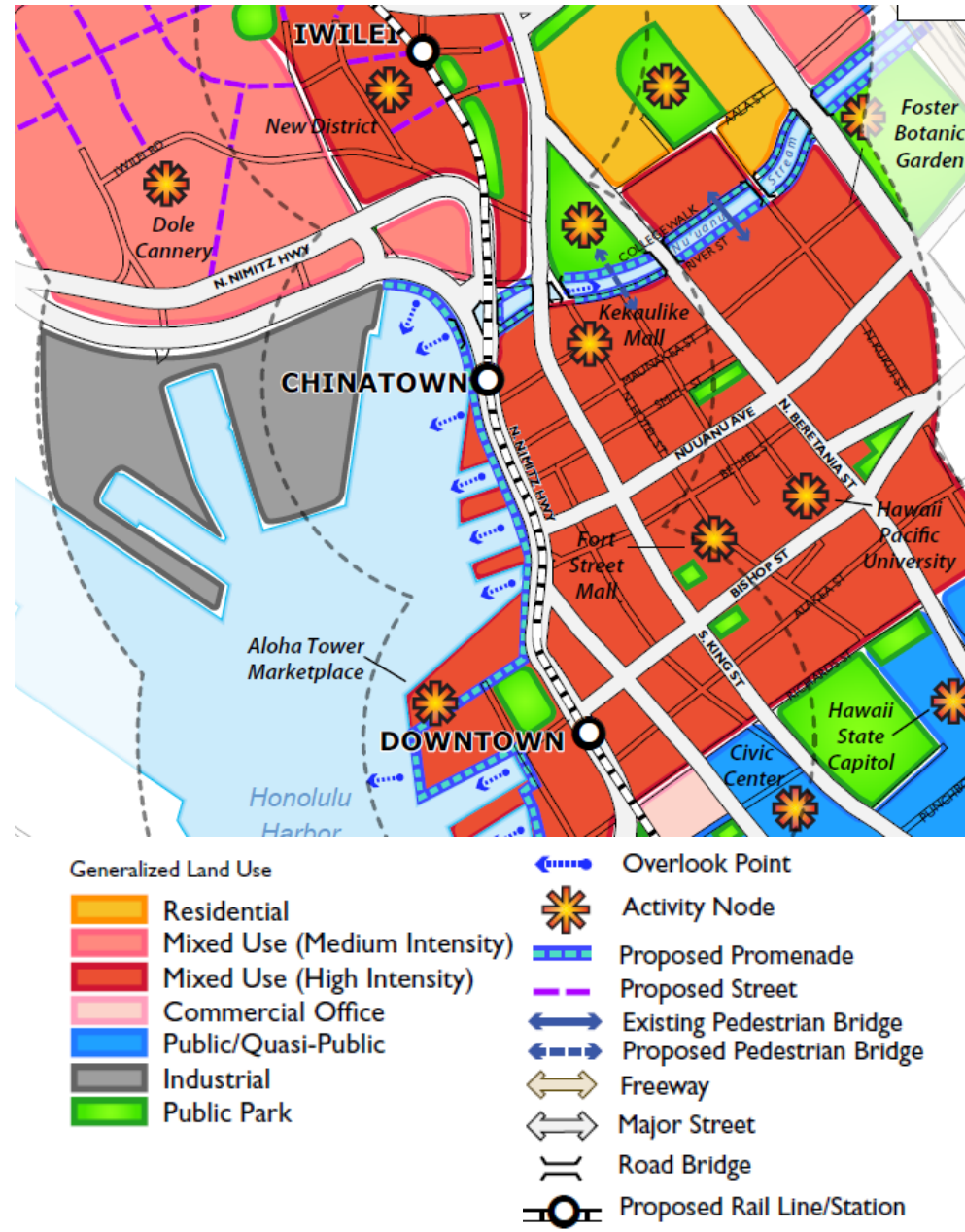
# KAPIOLANI BOULEVARD





# Chinatown Station Area

- Retain historic character and scale
- Revitalize River Street, Nuuanu Stream canal, and Aala Park
- Redevelop surface parking lots on Nimitz Highway with taller buildings
- Encourage new uses and public services that accommodate seniors, children, and families



# Chinatown Action Plan

**Developing near-term actions in three areas:**

- **Streets and Placemaking.** Repurposing & redesigning streets, pop-up/tactical improvements, wayfinding, improvements to the parks & malls
- **Cleanliness & Sanitation.** Trash, street cleaning, toilets, graffiti prevention
- **Events/Activities/Economy.** Activating streets and parks, especially Nuuanu Corridor. Better use of city assets, maker spaces, support for 'makers and doers'









# CHINATOWN ACTION PLAN SUMMARY September 2016



# Chinatown Station Area

# Nuuuanu Corridor

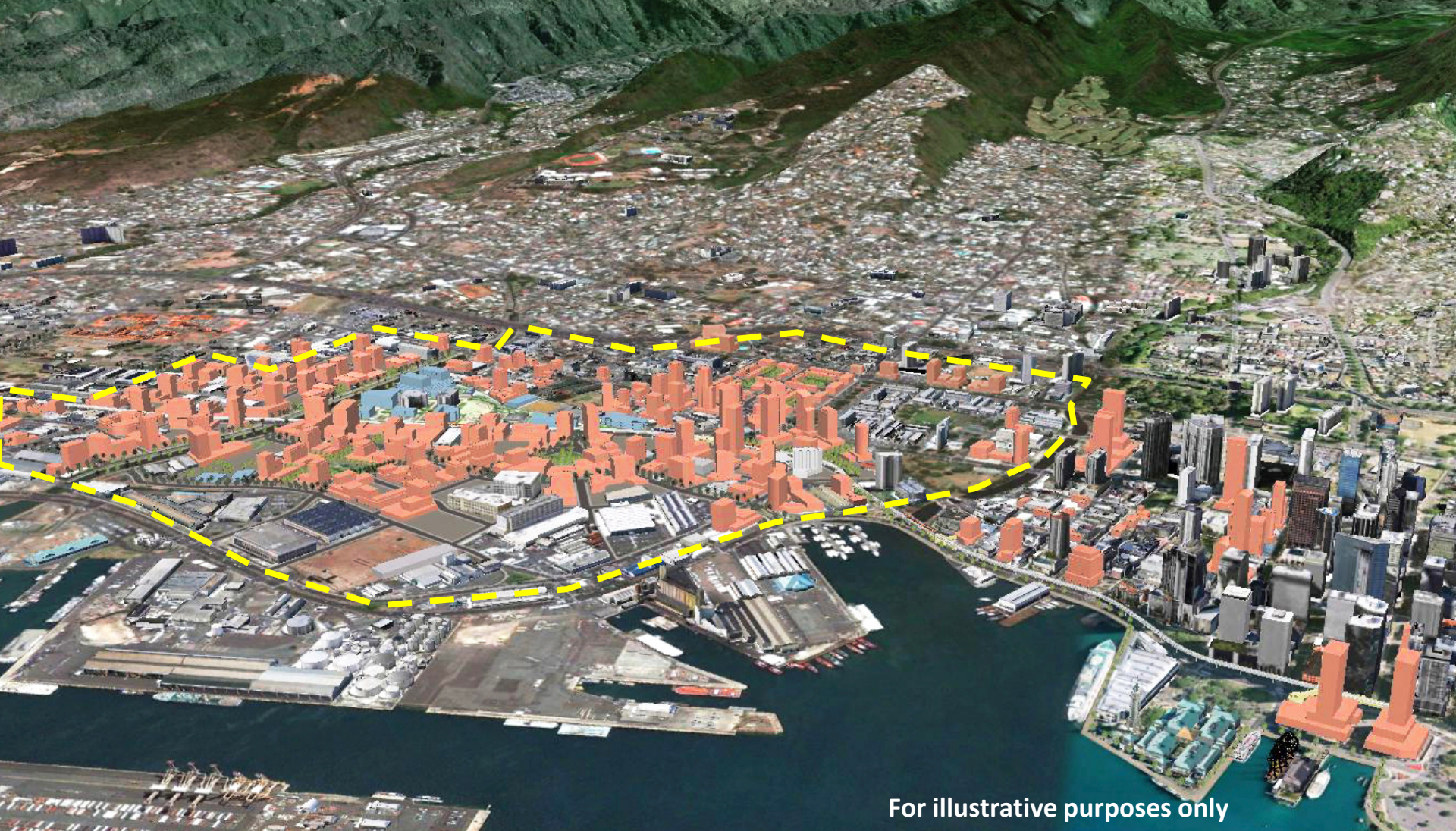




# Halewai'olu Senior Residences River Street







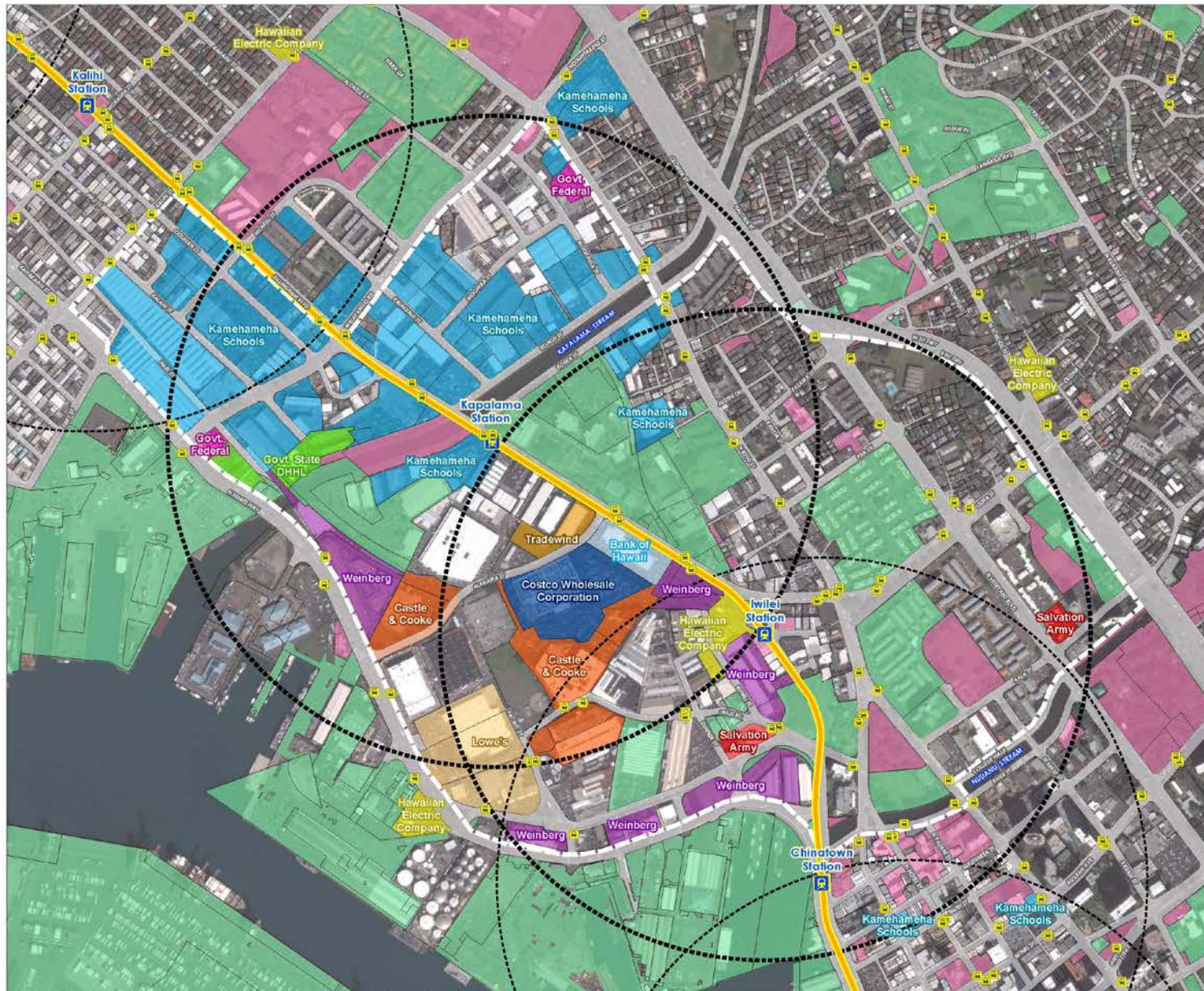
For illustrative purposes only

**Iwilei/Kapalama Area Looking from the Harbor**  
*Hypothetical*





# Large Landowners



- LEGEND**
- Public Transportation**
- Bus Stops
  - Rail Station
  - Rail Line
  - 0.5-mile Radius from Stations
- Major Landowners**
- Bank of Hawaii
  - Castle & Cooke
  - Costco Wholesale Corporation
  - Govt. County of Honolulu
  - Govt. Federal
  - Govt. State
  - Govt. State DHHL
  - Hawaiian Electric Company
  - Kamehameha Schools
  - Lowe's
  - Salvation Army
  - Tradewind
  - Weinberg

**Large Landowners**  
**Iwilei/Kapālama**

Island of O'ahu

NORTH

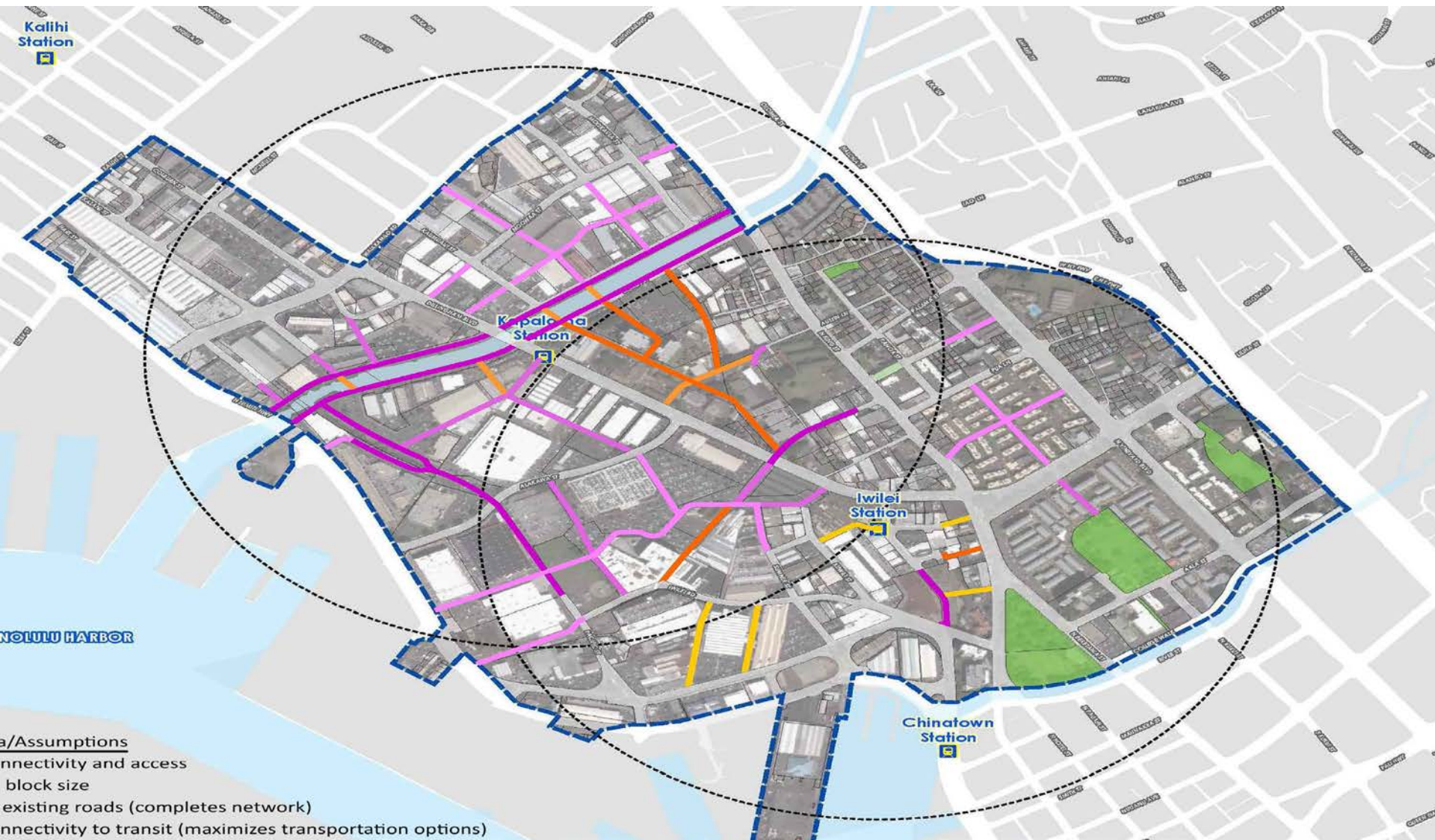
LINEAR SCALE (FEET)  
0 350 700

DATE: 2/4/2016

U.S. HAWAII & ASSOCIATES, INC.



# Iwilei/Kapalama Circulation



# Iwilei/Kapalama Infrastructure Master Plan

Public Facilities and Infrastructure Plan to  
accommodate future growth

- Water
- Sewer
- Drainage
- Electrical
- Parks
- Street network
- Schools

District Finance Study to determine best approach  
to fund phased infrastructure investments



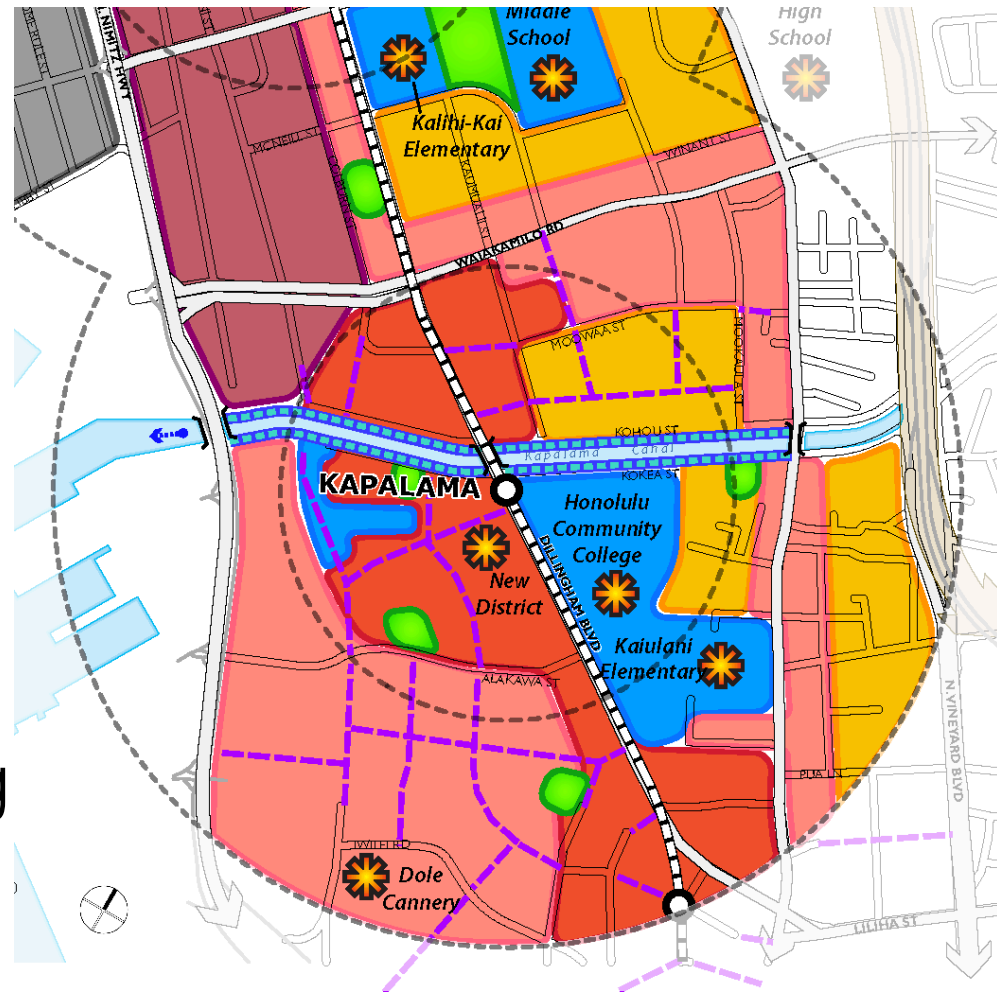
# Grayfield redevelopment of parking lots



Example mixed use redevelopment of Costco lot

# Kapalama Station Area

- Most transformative area
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- Promenade/linear park along Kapalama Canal
- New streets and paths



## Generalized Land Use

- Residential
- Mixed Use (Medium Intensity)
- Mixed Use (High Intensity)
- Industrial
- Industrial Mixed Use
- Public/Quasi-Public
- Public Park

- Overlook Point
- Activity Node
- Proposed Promenade
- Proposed Street
- Freeway
- Major Street
- Road Bridge
- Proposed Rail Line/Station



# Kapalama Canal



For illustrative purposes only

Looking makai along Kohou Street



# Kapalama Canal

## **ADAPTATION - LA River Revitalization** *(Various- Los Angeles, CA)*

*Develop continuous multi-use pedestrian paths linking neighborhoods*



*Top-down phasing to minimize short-term impact on channel design*



*Treatment terraces filter pollutants & manage storm water infiltration*



*Provide safe access to the river so communities can reconnect w/ nature*



# Kapalama Canal

## **CATALYST - Spruce Street Harbor** *(Groundswell Design Group - Philadelphia, PA)*

*Creative seating & lighting create dynamic experiences day or night*



*Floating gardens and barge pavilions extend park into the River*



*Recreational follies provide nodes of interest and inspire play*



*Food & beverage vendor areas activate park and encourage social users*



# Halawa Area TOD Plan

- Aloha Stadium Station



# Halawa Area Draft TOD Plan





# THE POTENTIAL

## MIXED-USE SPORTS & ENTERTAINMENT DISTRICT



University of Phoenix  
Stadium/  
Westgate  
Entertainment District,  
Glendale, AZ

Photo Source: Google Image



# SPORTS & ENTERTAINMENT DISTRICT

Hotel/  
Housing

Multifunction Event  
Space

Smaller  
Venue

Outdoor  
dining

Entertainment  
Cultural  
Elements

Linkages to  
transit

Staples Center/LA  
Live,  
Los Angeles, CA

Photo Source: Google Image





for illustrative purposes only

# LAND USE



SCENARIO A:  
TOWN SQUARE & GREENWAYS

- All land uses match ranges and assumptions found within the market study
- Large number of residential units as townhouses, high-rise towers (~300'), and low-rise podium blocks
- Retail, restaurant, and entertainment uses located along Stadium-Station pedestrian connection and along Town Square
- Single office building located at Aloha Stadium Station
- Hotel located along Salt Lake Boulevard

		RESIDENTIAL	Use of varied lots & affordable housing	~1,000 units
		RETAIL/RESTAURANT		~75,000 square feet
		OFFICE/INSTITUTIONAL		~50,000 square feet
		HOTEL	Caters to sports, tourists, business, or military travelers	~100 rooms
		ENTERTAINMENT/CULTURAL		~100,000 square feet
		ALOHA STADIUM	Rehabilitated or rebuilt facility	~30,000-40,000 seats



SCENARIO B:  
GREAT LAWN & CRESCENT

- Lower-density residential found primarily in low-rise podium blocks, shorter towers (~150')
- Greater amount of retail and restaurant uses required due to crescent pedestrian connection to relocated Stadium
- Creative office located on second floor along crescent pedestrian connection
- Office or institutional campus facing Great Lawn open space
- Retail and office front mauka side of Salt Lake Boulevard
- Hotel located immediately adjacent to Station

		RESIDENTIAL	Use of varied lots & affordable housing	~1,000 units
		RETAIL/RESTAURANT		~100,000 square feet
		OFFICE/INSTITUTIONAL		~200,000 square feet
		HOTEL	Caters to sports, tourists, business, or military travelers	~270 rooms
		ENTERTAINMENT/CULTURAL		~100,000 square feet
		ALOHA STADIUM	Rehabilitated or rebuilt facility	~30,000-40,000 seats



SCENARIO C:  
THE GATHERING PLACE

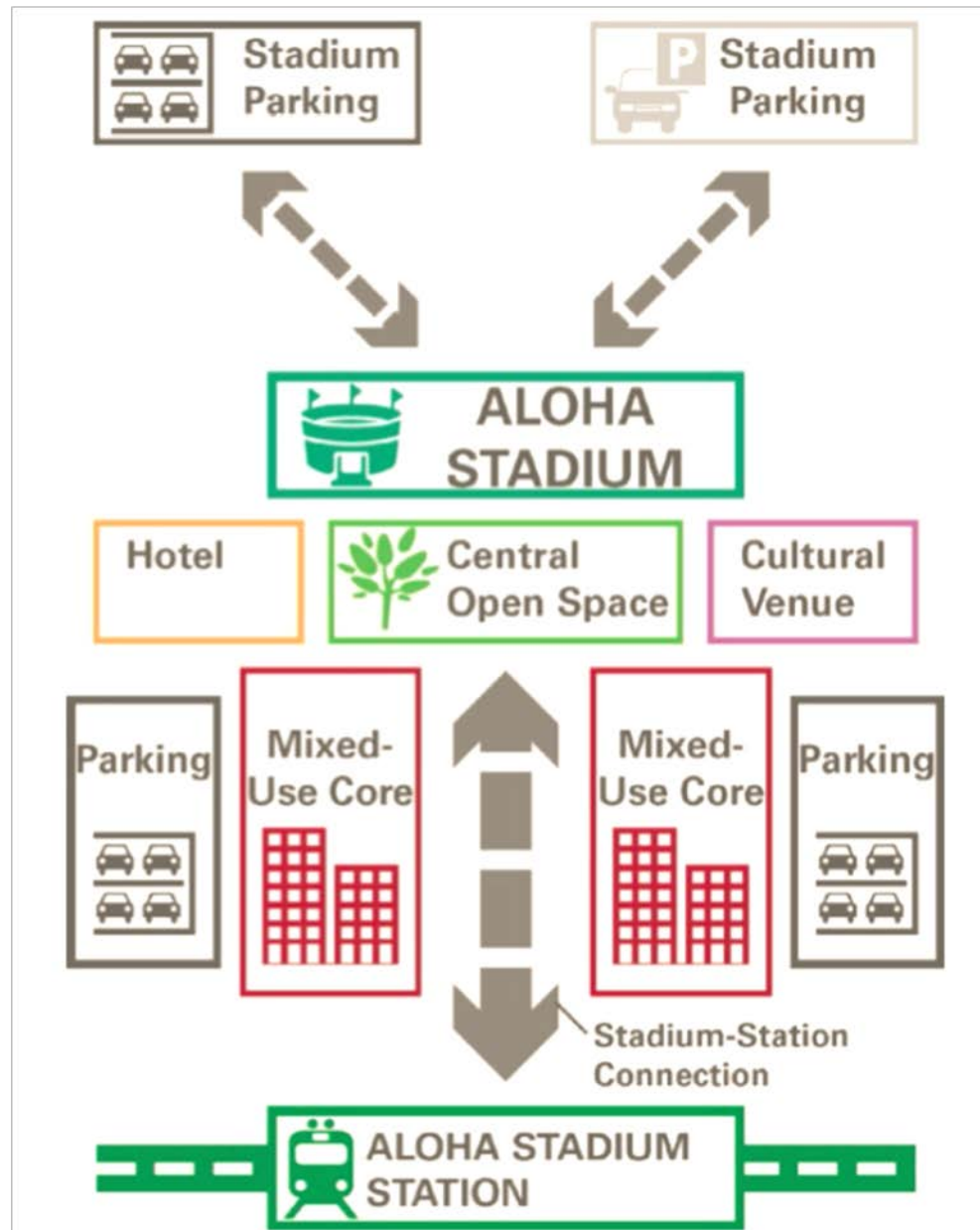
- Residential is located immediately adjacent to the Station in a high-density mix of townhouses, podium blocks, and high-rise (~300') and medium-height (~150') towers
- Retail, restaurant, and entertainment uses face Stadium-Station pedestrian connection and Gathering Place
- Major office or institutional/academic campus located mauka of Stadium
- Retail and office line mauka side of Salt Lake Boulevard
- Hotel located immediately adjacent to Station

		RESIDENTIAL	Use of varied lots & affordable housing	~1,000 units
		RETAIL/RESTAURANT		~200,000 square feet
		OFFICE/INSTITUTIONAL		~400,000 square feet
		HOTEL	Caters to sports, tourists, business, or military travelers	~200 rooms
		ENTERTAINMENT/CULTURAL		~100,000 square feet
		ALOHA STADIUM	Rehabilitated or rebuilt facility	~30,000-40,000 seats



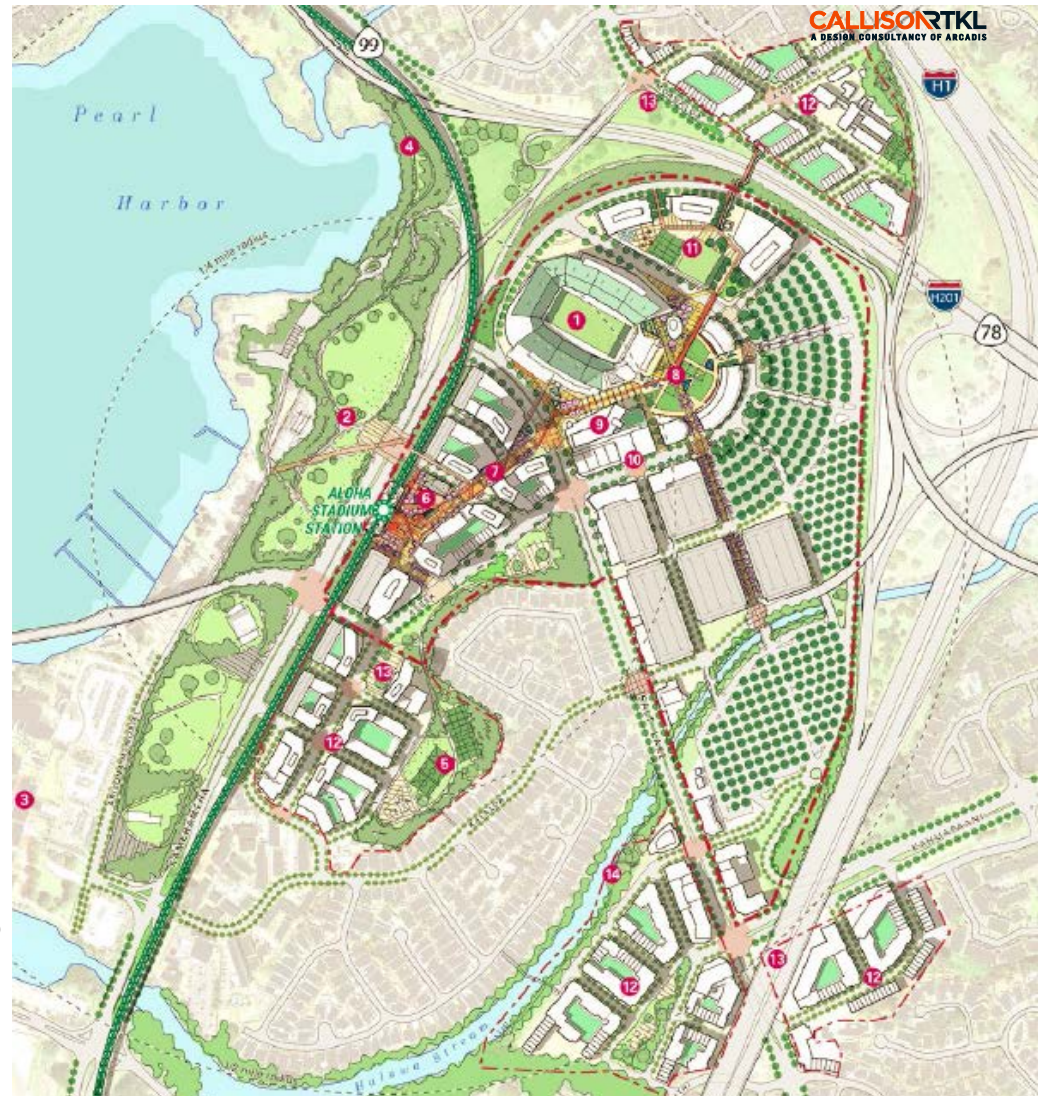


# HALAWA AREA DRAFT TOD PLAN



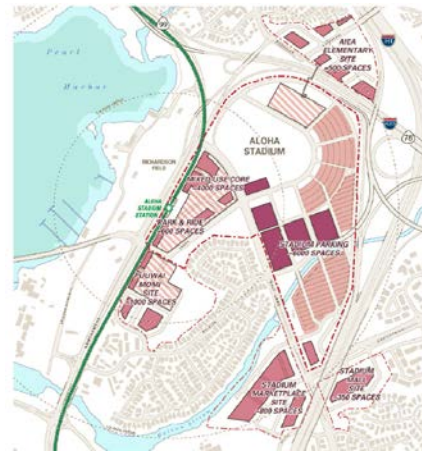
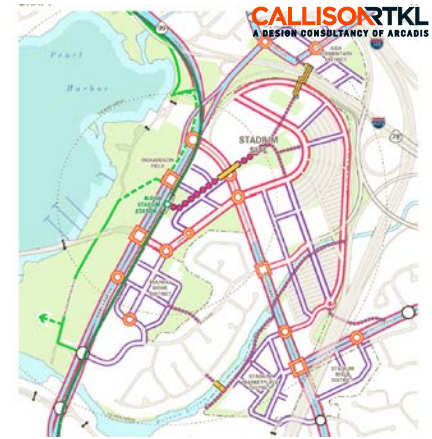
# PLAN REFINEMENTS

1. Stadium Visibility along Hwy
2. Mixed Use Gateway at Station
3. Salt Lake Blvd Redirection
4. 200-300 Room Hotel
5. Critical Mass
5. Bike and Ped Improvements
6. Transportation Improvements
7. Parking Strategy



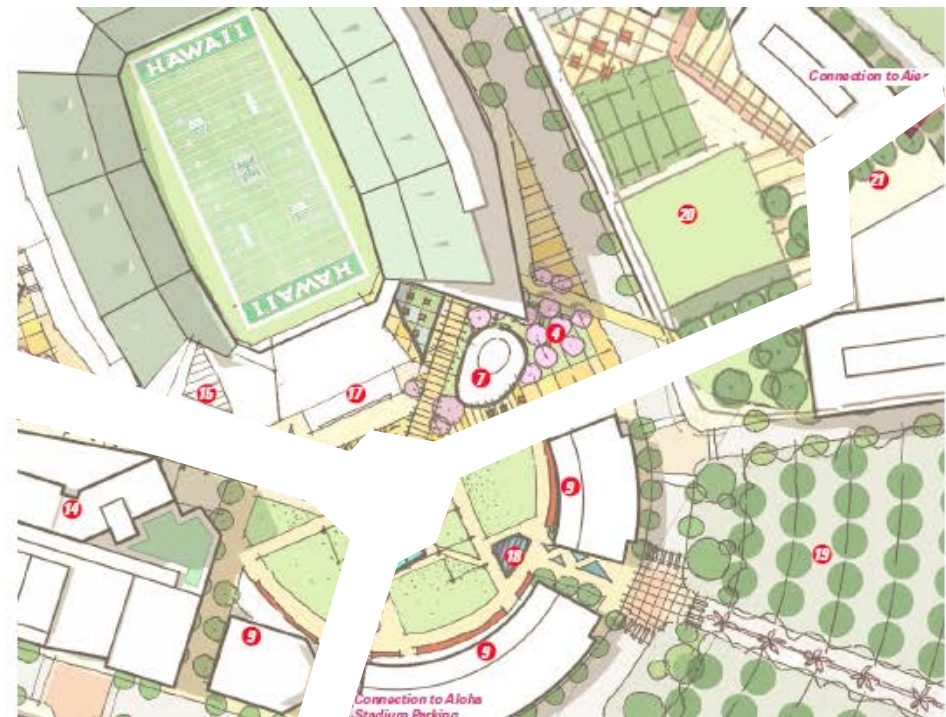
HALAWA AREA DRAFT TOD PLAN





# HALAWA AREA DRAFT TOD PLAN





# HALAWA AREA DRAFT TOD PLAN



### 3.2.9 COMPLETE STREETS

Complete Streets should balance vehicular travel with walking, biking and transit. Where possible, these concepts and related features should be incorporated in any new road design and on existing arterials and collectors when repaved.

#### KAMEHAMEHA HIGHWAY

Due to Navy requirements, Kamehameha Highway must retain its vehicular level of service. Complete Streets improvements can improve the quality of pedestrian and bicycle facilities.



FIGURE 3-13: KAMEHAMEHA HWY - SECTION OF POTENTIAL ENHANCEMENTS



FIGURE 3-14: KAMEHAMEHA HWY (MAUKA VIEW) - TOD VISION

#### SALT LAKE BOULEVARD

Salt Lake Boulevard passes ewa-diamond head through the center of the Halawa area. It holds much potential to serve as a mixed-use corridor, especially if development can take place on both sides of the street to form a consistent street frontage. Salt Lake Boulevard also may serve as a conduit for improved transit services, such as express bus service.

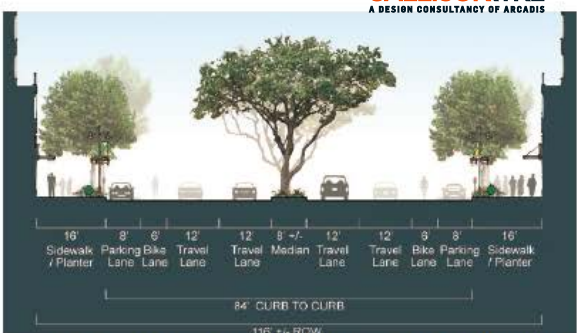


FIGURE 3-15: SALT LAKE BLVD - SECTION OF POTENTIAL ENHANCEMENTS

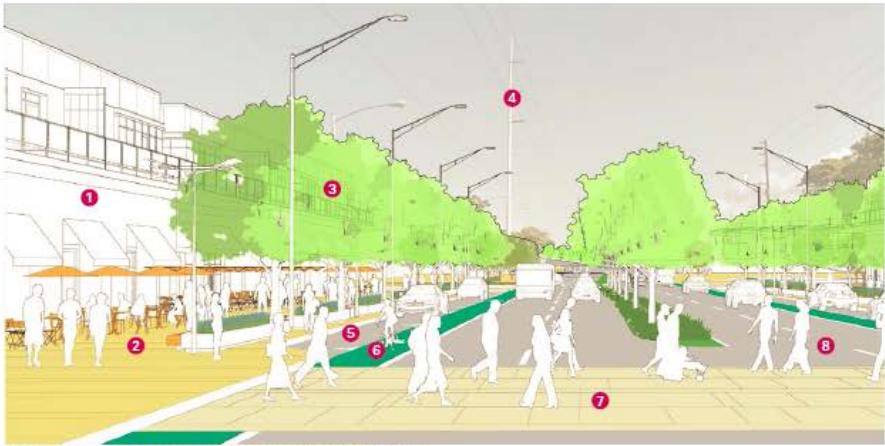


FIGURE 3-16: SALT LAKE BLVD (EWA VIEW) - TOD VISION





# HALAWA AREA DRAFT TOD PLAN



# HALAWA AREA

**~\$495-675 Million**

estimated infrastructure costs



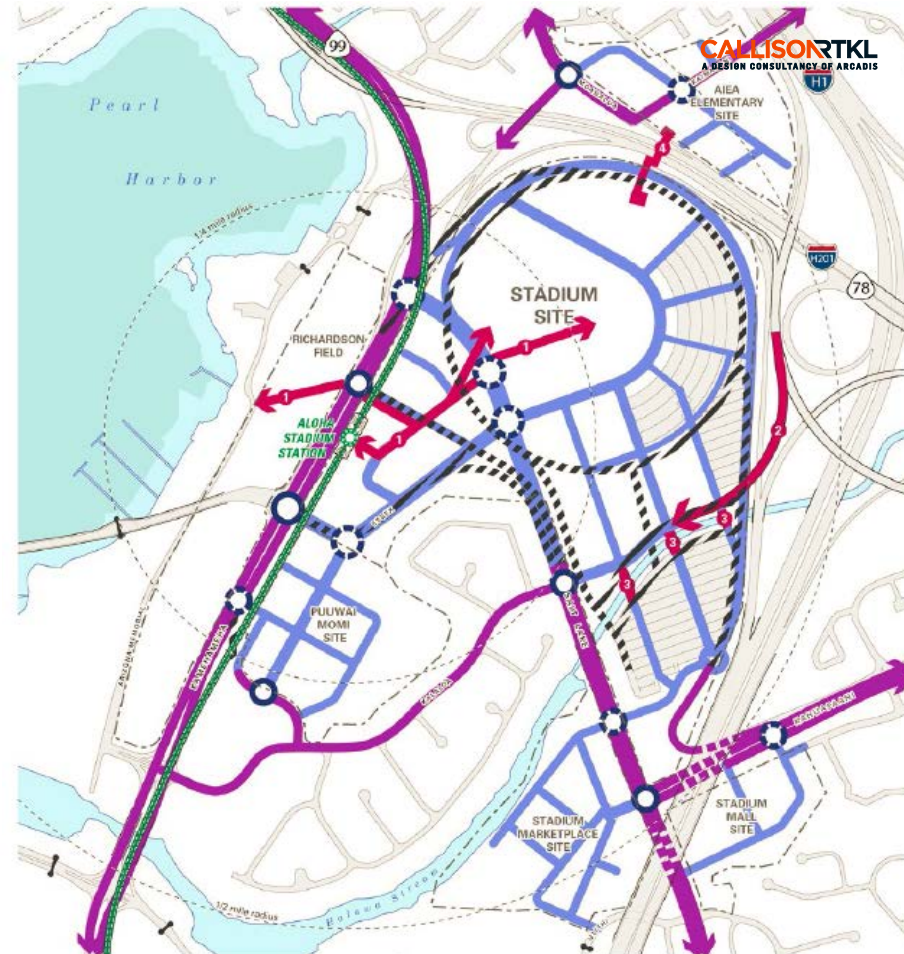
**~\$200 Million**

UTILITY INFRASTRUCTURE



**~\$295-475 Million**

TRANSPORTATION  
INFRASTRUCTURE



**HALAWA AREA DRAFT TOD PLAN**

# PHASING

PH 1: Station

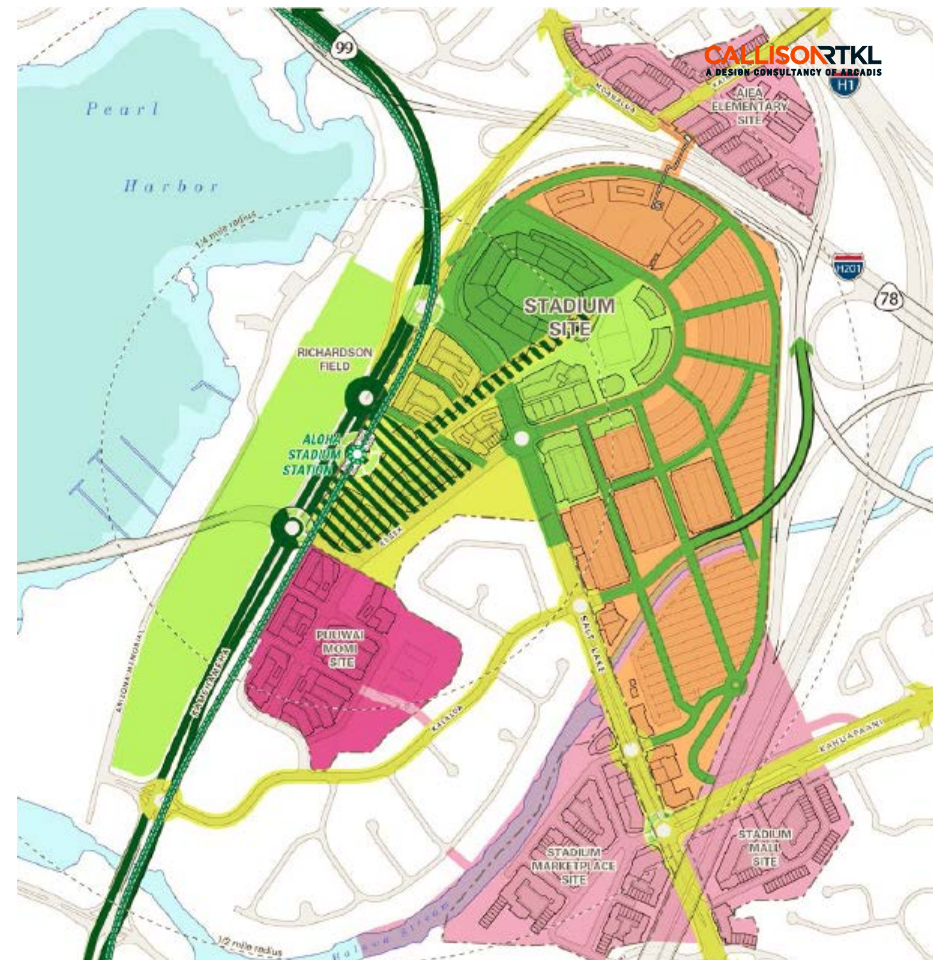
PH 2: Aloha Stadium

PH 3: Gathering Space

PH 4: Mixed Use Core

PH 5: Stadium Site Infill

PH 6: Other Development Sites

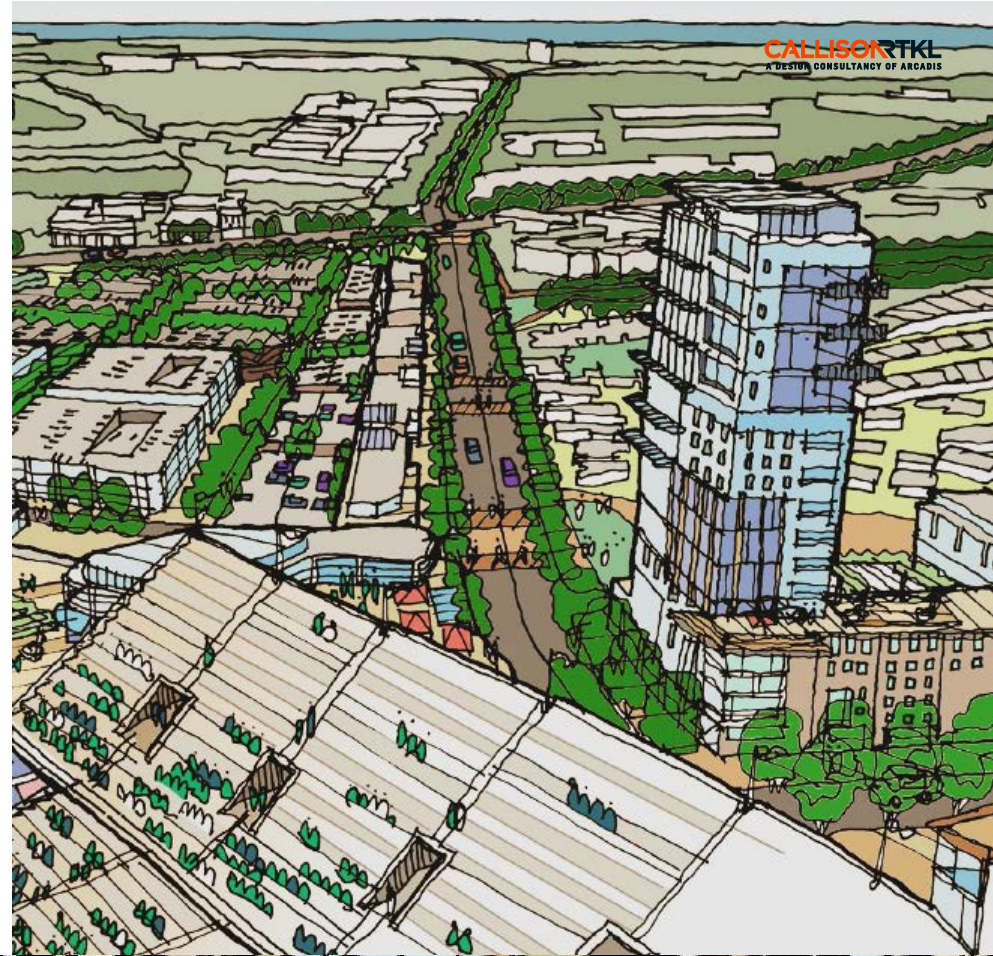


HALAWA AREA DRAFT TOD PLAN



# NEXT STEPS

- Public Review Draft
- Staff Recommendation
- Planning Commission Approval
- City Council Approval
- TOD Special District Zoning Regs
- Incentives and Funding Sources
- Partnerships (DAGS, Developers, etc.)



HALAWA AREA DRAFT TOD PLAN



# Aiea-Pearl City Neighborhood TOD Plan Update

- Pearlridge Station
- Pearl Highlands Station
- Leeward Community College Station



# Pearlridge Station

Live Work Play Aiea  
approved mixed use  
development

Proposed mixed-use, mixed-  
income housing over new bus  
transfer station

\$2.9M

2010 Dollars

## LAND USE

MIXED USE RESIDENTIAL	HIGH DENSITY HOUSING
MIXED USE COMMERCIAL	MEDIUM DENSITY HOUSING
RETAIL	LOW DENSITY HOUSING
EDUCATION	SINGLE-FAMILY HOUSING
TRANSIT	PARKS & OPEN SPACE
SURFACE PARKING	EXISTING BUILDINGS
STRUCTURED PARKING	<b>A</b> See Pg. 13 for Key Plan Elements





## B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE





# Pearlridge Station Development

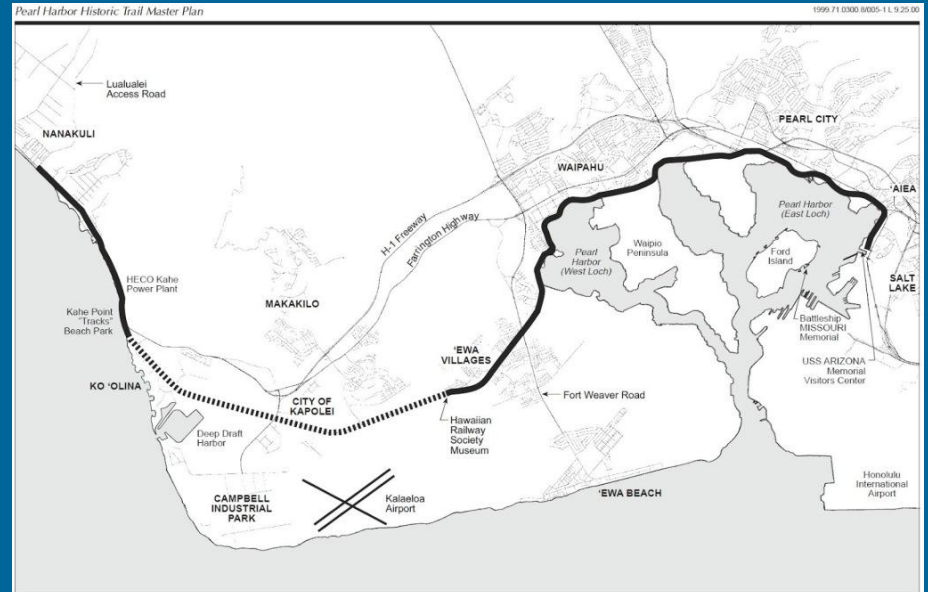




# Pearl Harbor Historic Trail Master Plan

## Vision:

“Develop the Pearl Harbor Historic Trail as a world-class heritage and recreational corridor that enhances the communities from Aiea to Nanakuli.”





# Mixed-Use Development on LCC Parking Lot (Phased)





# Mixed-Use Development on LCC Parking Lot (Phased)





# Mixed-Use Development on LCC Parking Lot (Phased)





# Mixed-Use Development on LCC Parking Lot (Phased)





# Mixed-Use Development on LCC Parking Lot (Phased)





# C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS

For Illustrative Purposes Only





# Waipahu Neighborhood TOD Plan





# WAIPAHU: MOKUOLA STATION AREA



## LEGEND

- MIXED-USE RESIDENTIAL
- MIXED-USE COMMERCIAL
- RETAIL
- EMPLOYMENT
- CIVIC
- HIGH-DENSITY HOUSING
- MEDIUM-DENSITY HOUSING
- HIGH-INTENSITY LIVE/WORK
- MEDIUM-INTENSITY LIVE/WORK
- PARKS AND OPEN SPACE
- STRUCTURED PARKING
- (B) POTENTIAL BUS TRANSFERS
- (K) POTENTIAL KISS-N-RIDES



# WEST LOCH / LEOKU STATION

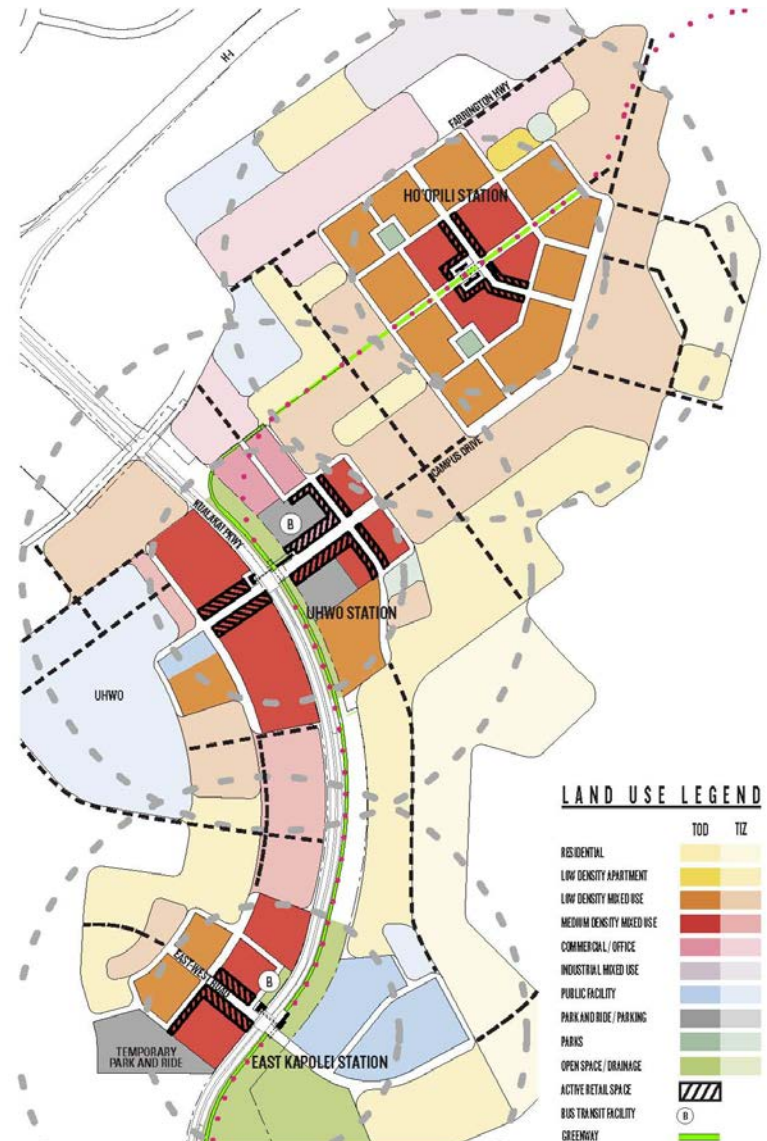


- Neighborhood mini parks adjacent to infill development



# East Kapolei TOD Plan

- Walkable village-scaled development around 3 stations
- Four major land owners
- Includes 'main street' district near UHWO





# Walkable campus district





# Corridor Development Potential

TOD Planning Area	Dwelling Units		
	Existing	New TOD	Gross
<b>East Kapolei</b> (3 Stations)	---	18,440	18,440
<b>Waipahu</b> (2 Stations)	760	4,300	5,060
<b>Aiea/Pearl City</b> (3 Stations)	550	5,670	6,220
<b>Halawa Area</b> (Aloha Stadium)	1,130	2,650	3,780
<b>Airport Area</b> (3 Stations)	1,840	1,000	2,840
<b>Kalihi</b> (3 Stations)	3,700	5,400	9,100
<b>Downtown</b> (3 Stations)	8,800	5,900	14,700
<b>Kakaako</b> (2 Stations - HCDA)	6,130	6,190	12,320
<b>Ala Moana Center</b> (1 Station)	9,640	5,600	15,240
<b>Total</b>	<b>32,550</b>	<b>55,150</b>	<b>87,700</b>





# TOD Implementation Strategy

## Challenges and Opportunities



# TOD Implementation Strategy

- TOD Sub-cabinet coordinates investments & policy
  - Infrastructure & connectivity
- Finalize and adopt Neighborhood TOD Plans
- Adopt TOD zoning and process improvements
- Implement financing and incentive toolkit
- Brownfields assessment grant/assistance
- Implement affordable housing strategy
- Enhance partner roles in TOD
- Develop catalytic projects
  - Pearlridge, Kapalama, Blaisdell Center
  - *Chinatown, Iwilei, Waipahu*



# Draft Land Use Ordinance (LUO) & Zoning Map Amendments

## ☑ **Interim Planned Development – Transit Permit (IPD-T)**

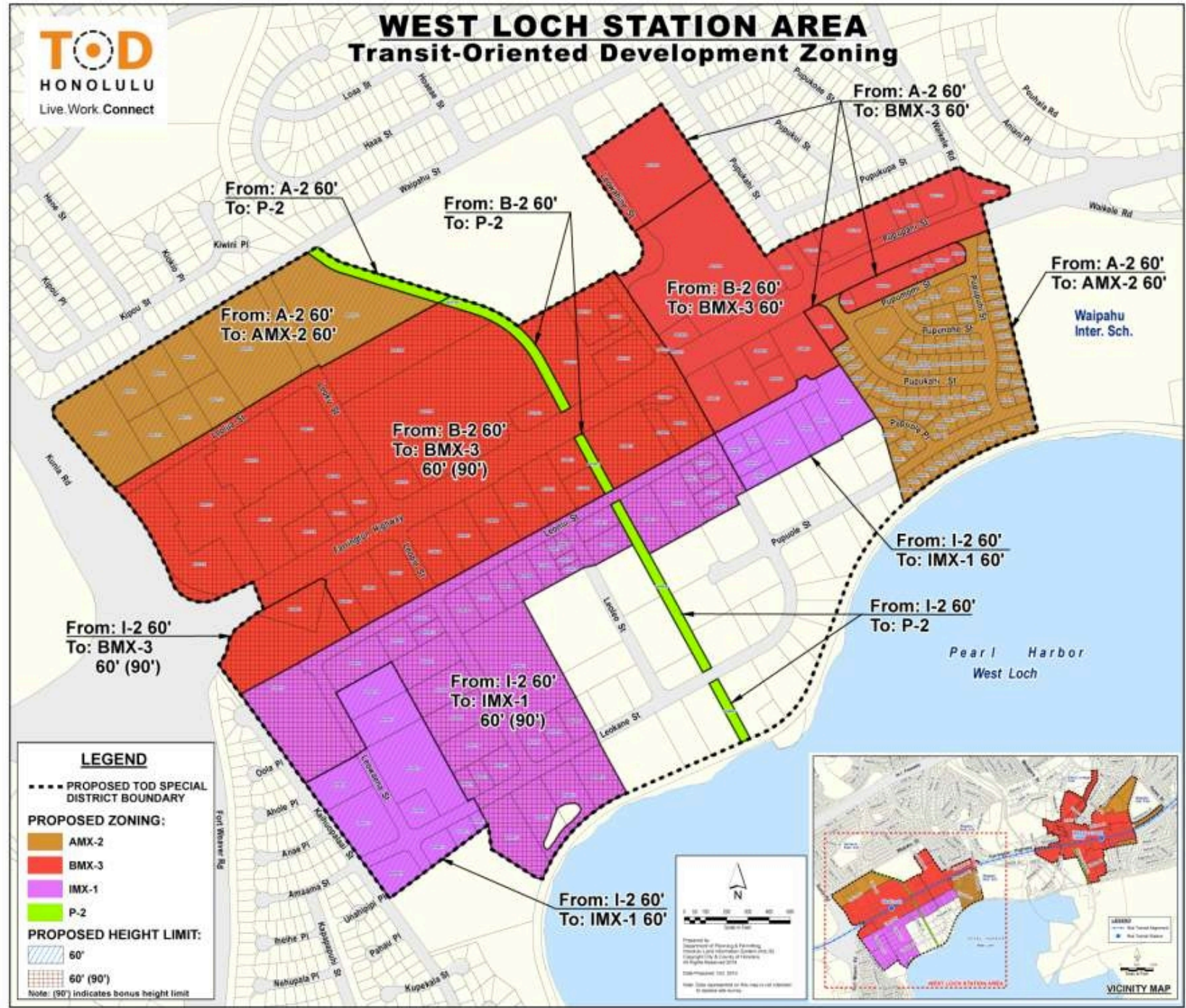
- ☑ Newly-adopted permit process to facilitate catalytic TOD projects prior to adoption of the neighborhood plans, zoning maps, and LUO amendments

## • **Draft TOD Special District** (entire rail corridor)

- Use and design standards that activate the streetscape
- Reduced vehicular parking / New bicycle parking
- Developing formulas for community benefits like affordable housing & connectivity, in return for added height & density

## • **Draft Zoning Map Changes** (each TOD zone)

- Allows for more mixed uses, e.g. AMX, BMX, IMX
- Begins with Waipahu, continues along entire transit corridor after each plan is adopted







# Affordable Housing Strategy

- **Islandwide housing vision**, policy plan, and implementation strategies
  - To be incorporated into, implemented by, and coordinated with a variety of public/private plans
- **Affordable housing strategy**, TOD codes and zoning, policies, priority projects and targeted funding
  - Revised policies, regulations, incentives, programs, investments, and financial tools
  - Focus on *smaller* affordable housing percentage, at *lower* AMI, across *more* projects, at *longer* affordability period
  - Accessory dwellings (cottages, additions) on existing lots
  - New building types (townhouses, rowhouses, micro-units)



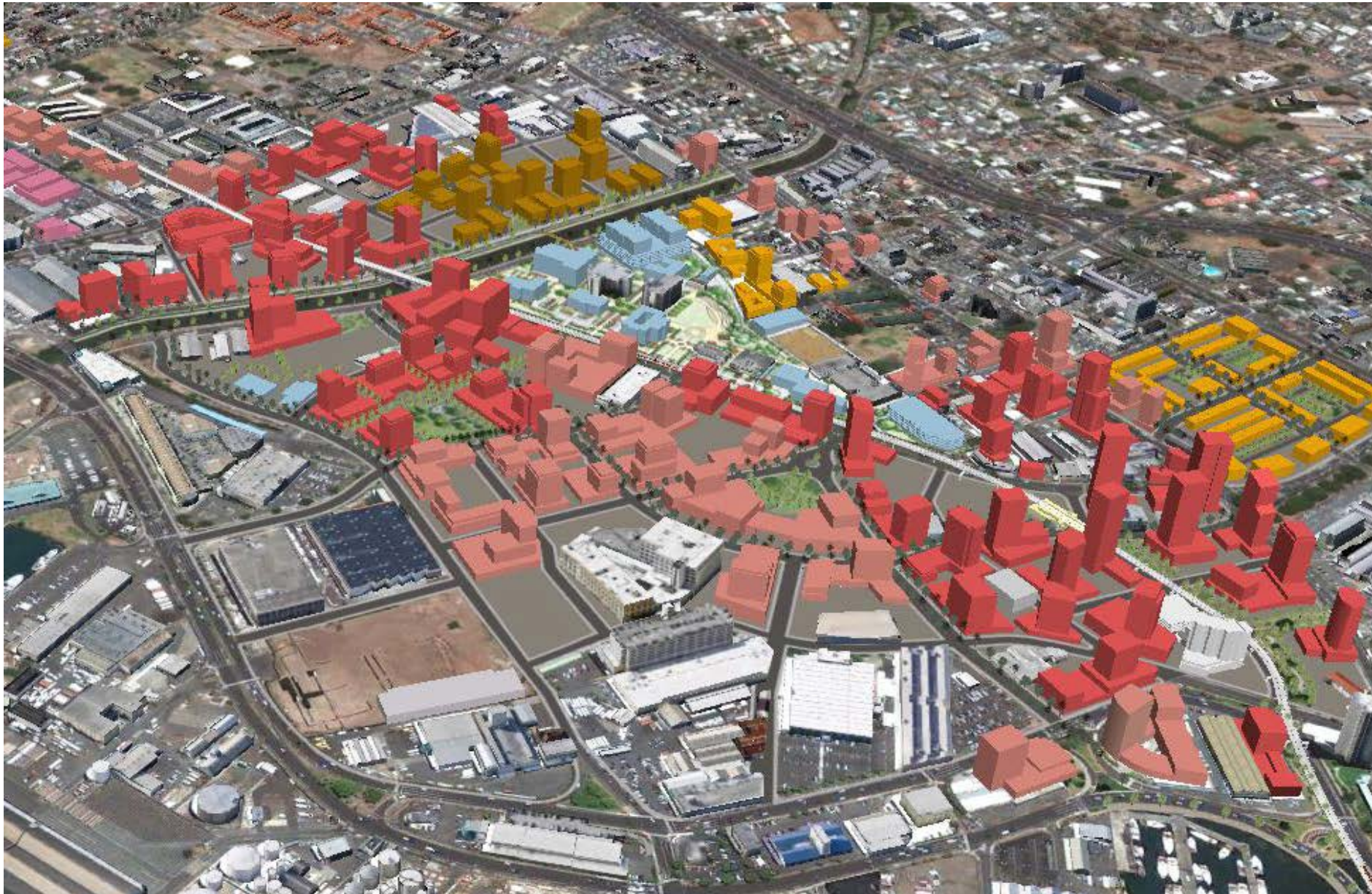
# Financial Toolkit



Includes financing mechanisms, incentives and policy guidelines to stimulate private investment.

- Establish Infrastructure Finance Districts (Iwilei-Kapalama)
- Reduce Fees to Lower Affordable Housing Cost
- Adjust Real Property Tax Exemptions
- Modify Existing Affordable Housing Fund
- Create new TOAH loan fund (for mixed-income projects)
- Target City private activity bonds for affordable housing
- Create a Community Land Trust/ Land Acquisition Fund
- Target use of HOME & CDBG Funding.

# Pilot infrastructure district – Iwilei to Kalihi



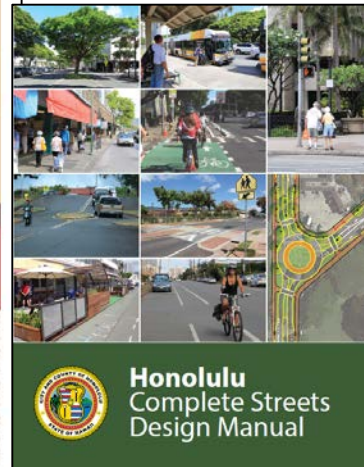
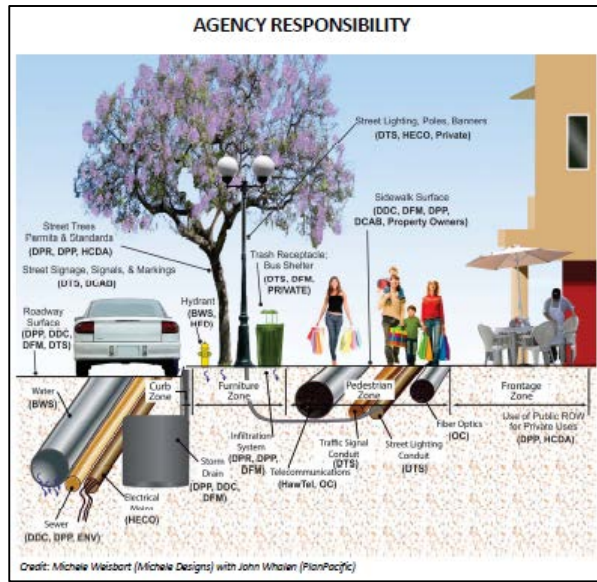


# Land Recycling

- \$400k Brownfields Assessment Grant from US EPA
- Conducts Phase 1 & 2 environmental assessments and develops clean-up plans
- Targeted towards smaller landowners and businesses
- Technical assistance and education
- Can help lead to potential clean-up funding

# Streets as a Placemaking Tool

- Streets are the City's most usable, largest accessible public space – and cost-effective
  - Often over-designed for function; many have 'extra' space
- Complete Streets projects & design manual under way
- Protected bike lane network
  - Guidelines/permitting for bikeshare, carshare, parklets
- Interim Design Strategies
  - Parklets, pop-ups, street seats
  - Plazas and mini-parks



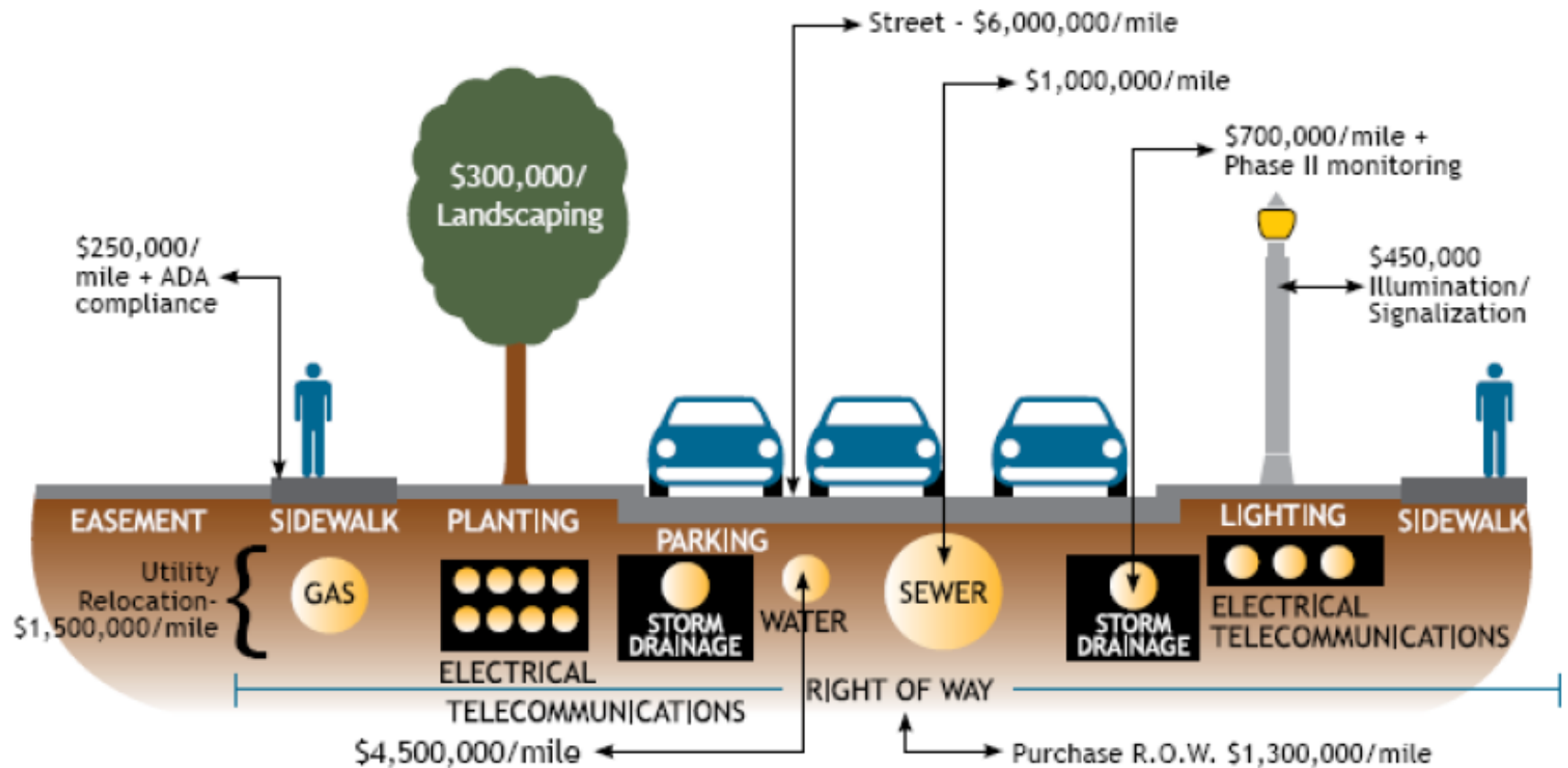


## Complete Streets and infrastructure costs

Walking, biking, and landscaping costs are a small part of the total costs.

## Typical City Infrastructure Costs Today

City streets are more than pavement.



**Plus ongoing maintenance, preservation and operating costs.**

# Parklets



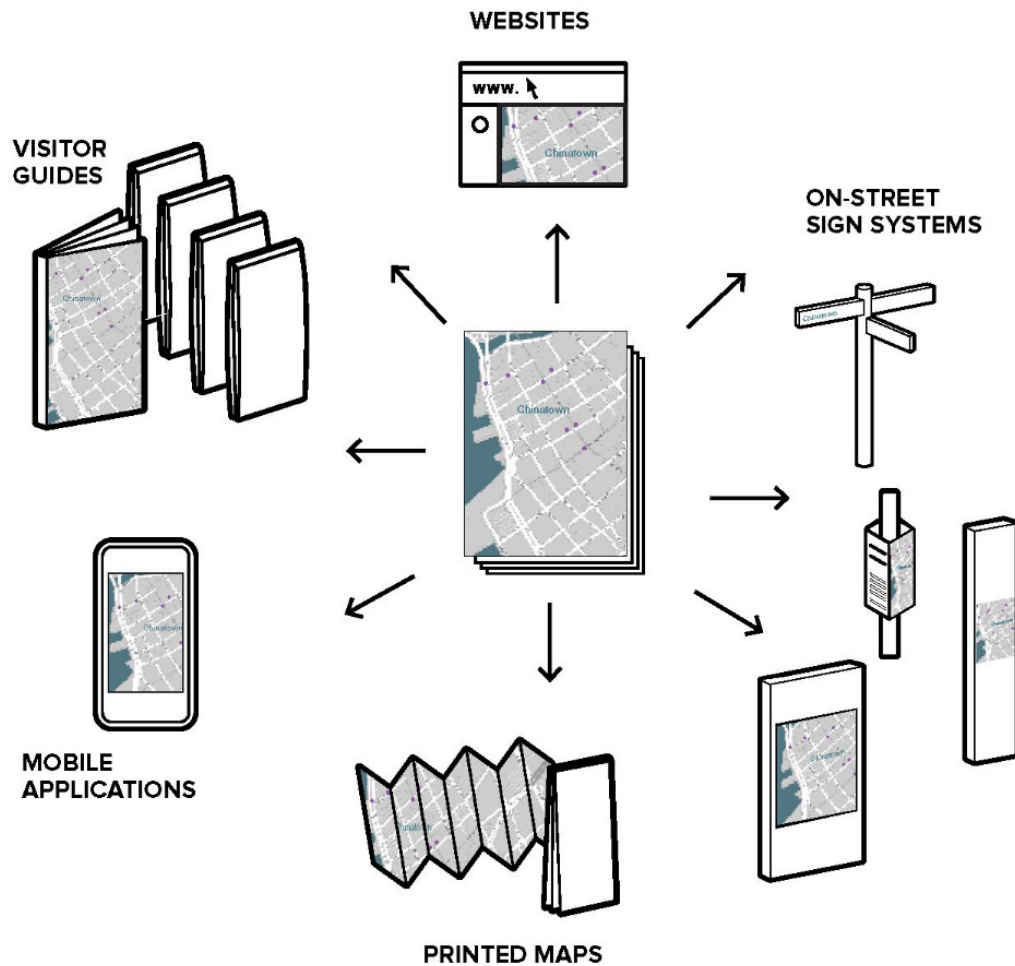
Hank's Haute Dogs, Kakaako



# 'Pop-up' complete streets

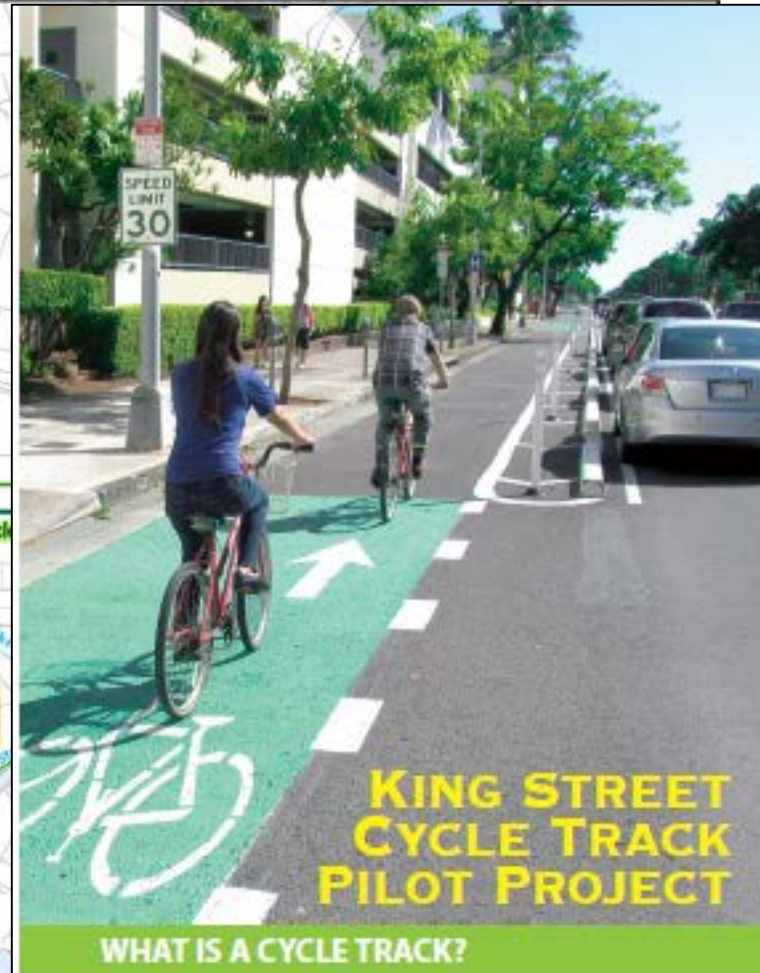


# Wayfinding





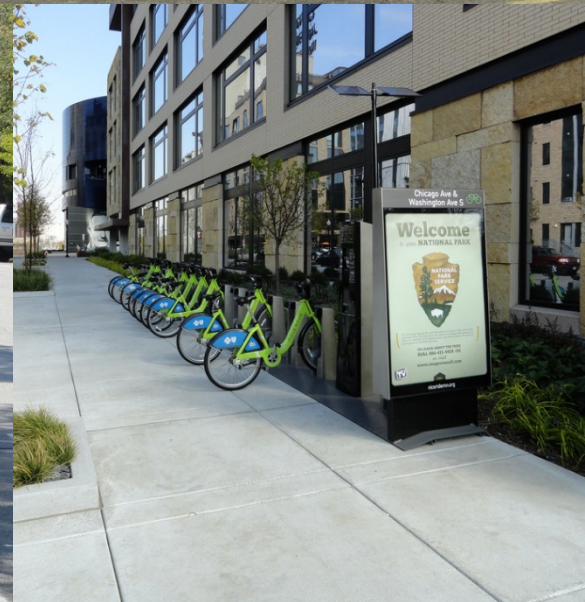
# Protected Bike Lane Network



Cycle Tracks, also known as protected bike lanes, are bike lanes that are physically separated from traffic. Cycle tracks are positioned between the sidewalk and a physical barrier, such as a curb or on-street parking. Cycle tracks can be on the left or right and can be one-way or two-way.



# Bikeshare Hawaii





# Next Steps

- Z&P Committee mtg. on draft LUO and TOD zoning, tonight at 5:30pm, FilCom, Waipahu
- Halawa Area TOD Plan workshop, Wed 11/15. 6:00pm, Aloha Stadium
- I/K infrastructure district plan & finance under way; meetings in early 2017
- Kapalama Canal alternatives review & I/K multimodal plan, early 2017
- Chinatown and Waipahu rail access & wayfinding under way, implementation in 2017
- **TOD Subcabinet is available to meet with you!**



# *Mahalo!*

[www.todhonorolulu.org](http://www.todhonorolulu.org)



Facebook: TOD Honolulu

[www.connecthonorolulu.com](http://www.connecthonorolulu.com)