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.
Neighborhood TOD Plans

WAIPAHU NEIGHBORHOOD TOD PLAN

AIEA-PEARL CITY NEIGHBORHOOD TOD PLAN

HALAWA MAKAI TOD PLAN

AIRPORT AREA TOD PLAN

EAST KAPOLEI NEIGHBORHOOD TOD PLAN

KALIHI NEIGHBORHOOD TOD PLAN

DOWNTOWN NEIGHBORHOOD TOD PLAN

BLAISDELL CENTER MASTER PLAN

HCDA JURISDICTION

ALA MOANA NEIGHBORHOOD TOD PLAN

Pacifice Ocean
This cursory analysis shows the highest development potential exists along major streets within the Ala Moana District.
Connecting Places with Active Streetscapes

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.
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 SUMMIT

EVENTS

Heritage
Halewaiʻolu
Senior Residences
River Street
Iwilei/Kapalama Area Looking from the Harbor

Hypothetical

For illustrative purposes only
Large Landowners
Iwilei/Kapalama Circulation

- New streets in Kapalama
- New streets in Iwilei
- Pedestrian bridges over canal
- Intersection upgrades
- New bike connections

Diagram showing urban planning in Iwilei/Kapalama with highlighted areas and routes.
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
Kapalama Canal

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 with 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
HALAWA AREA Transit-Oriented Development (TOD) Plan

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.

STADIUM SITE
~2.3 million square feet* of potential development

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 masonry side of Salt Lake Boulevard.
- Hotel located immediately adjacent to Station.

STADIUM SITE
~2.4 million square feet* of potential development

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-rise (~150) towers.
- Retail, restaurant, and entertainment uses face Stadium-Station pedestrian connection and Gathering Place.
- Major office or institutional/academic campus located masonry side of Stadium.
- Retail and office line masonry side of Salt Lake Boulevard.
- Hotel located immediately adjacent to Station.

STADIUM SITE
~2.6 million square feet* of potential development
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
6. Bike and Ped Improvements
7. Transportation Improvements
8. Parking Strategy
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.

SALT LAKE BOULEVARD

Salt Lake Boulevard passes a 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**

**FIGURE 3-18: KAMEHAMEHA HWY (MAUKA 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
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
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.)
Aiea-Pearl City Neighborhood TOD Plan Update

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

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

Live Work Play Aiea approved mixed use development

PEARL RIDGE STATION AREA

LAND USE
- MIXED USE
- RESIDENTIAL
- MIXED USE COMMERCIAL
- RETAIL
- EDUCATION
- TRANSIT
- SURFACE PARKING
- STRUCTURED PARKING

HIGH DENSITY HOUSING
MEDIUM DENSITY HOUSING
LOW DENSITY HOUSING
SINGLE-FAMILY HOUSING
PARKS & OPEN SPACE
EXISTING BUILDINGS

See Pg. 13 for Key Plan Elements

$2.9M

2010 Dollars

AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN
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)
C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS
Waipahu Neighborhood TOD Plan

WEST LOCH (FARRINGTON / LEOKU) STATION

WAIPAHU TRANSIT CENTER (FARRINGTON / MOKUOLA) STATION
WAIPAHU: MOKUOLA STATION AREA
- 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

- Housing above retail
- Bike lanes
- Street trees & landscaping
- Benches & seating, near activity nodes
- Pedestrian oriented storefronts
- Mix of local & national businesses
- On-street parking
- Bicycle parking
- Wide sidewalks
- Community gathering places

For illustrative purposes only.
## Corridor Development Potential

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

- Street: $6,000,000/mile
- $1,000,000/mile
- $700,000/mile + Phase II monitoring
- $450,000 Illumination/Signalization

- $250,000/mile + ADA compliance
- $300,000/Landscaping

- Utility Relocation: $1,500,000/mile
- Gas: $4,500,000/mile
- Electrical Telecommunications: $1,300,000/mile

Plus ongoing maintenance, preservation and operating costs.
Parklets

Hank’s Haute Dogs, Kakaako
‘Pop-up’ complete streets
Wayfinding

- Visitor Guides
- Mobile Applications
- Printed Maps
- Websites
- On-Street Sign Systems
Protected Bike Lane Network

Connecting Bikes to Transit

**Bikeway Projects**
- Proposed Bikeway Projects
- Existing Bikeways
- Planned King St Cycle Track
- Howard Hughes Projects

**King Street Cycle Track Pilot Project**

**WHAT IS A CYCLE TRACK?**

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.todhonolulu.org

Facebook: TOD Honolulu

www.connecthonolulu.com