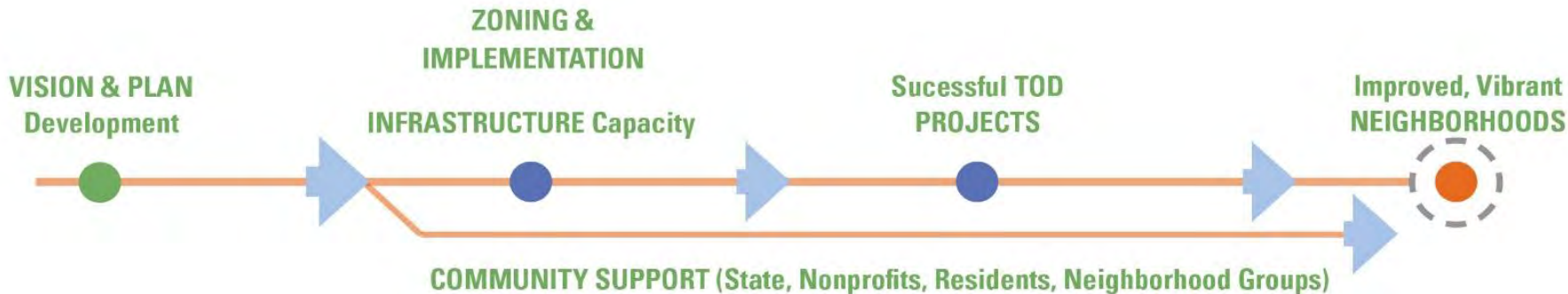


# Transit-Oriented Development & Multimodal Transportation Harrison Rue, TOD Administrator

Maui Multimodal  
Transportation Committee  
July 25, 2019

# Honolulu's TOD Program



- High-density, mixed-use development near rail stations
- TOD planning/ community outreach
- Rezoning of lands around each station, with added height and density available
- Infrastructure, complete streets, finance tools and incentives
- Catalytic projects
- Affordable housing strategy and investments
- Mayor's TOD Subcabinet
- State Interagency TOD Council

# Honolulu's TOD Vision

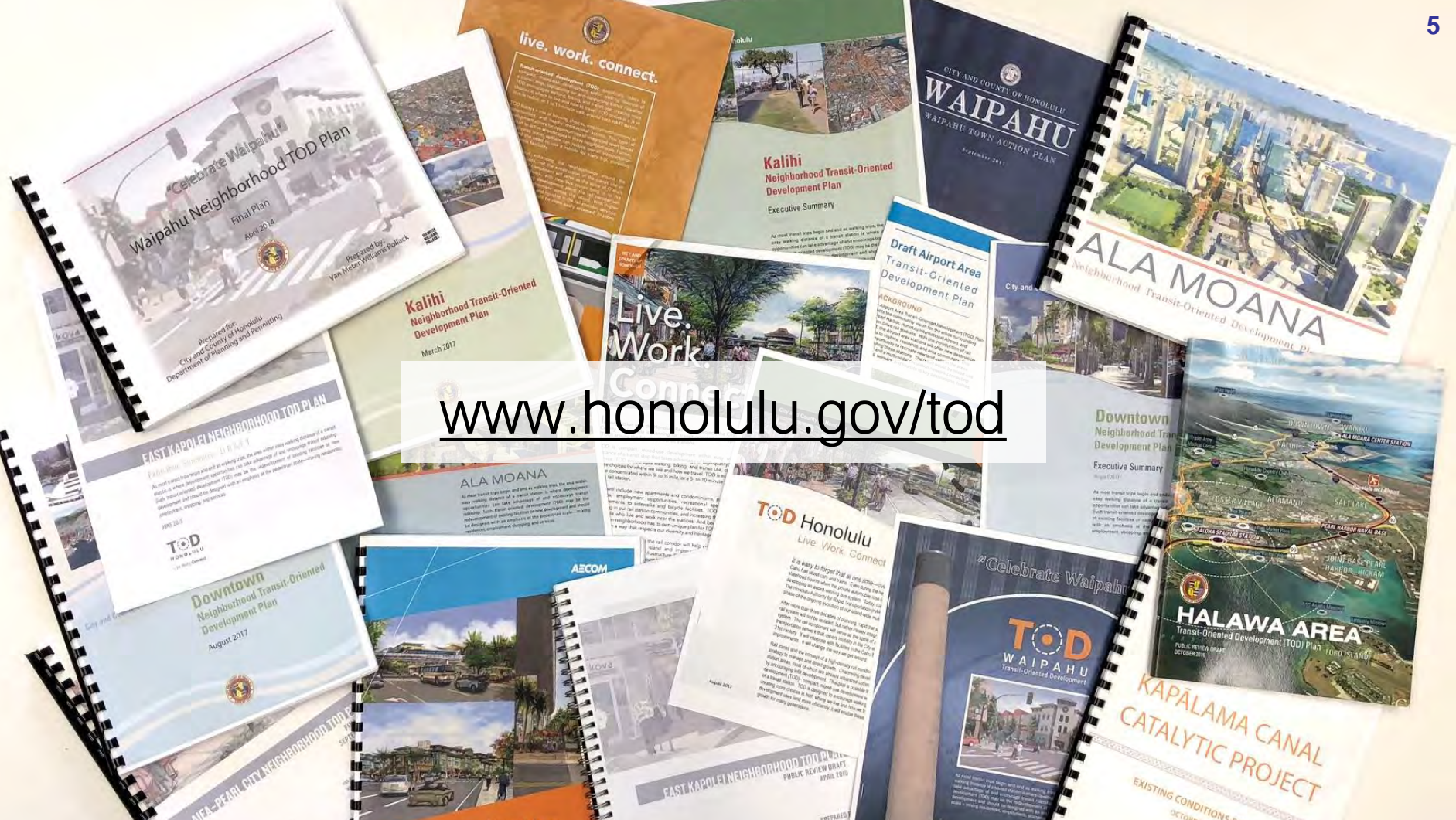
Create choices and a high-quality, healthy urban lifestyle

- 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



# Neighborhood TOD Plans





[www.honolulu.gov/tod](http://www.honolulu.gov/tod)

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



華埠改進會議

# CHINATOWN ACTION SUMMIT

STRENGTHENING COMMERCE, CULTURE & COMMUNITY

If you love the streets, culture and energy of Honolulu's Chinatown, please join us on Saturday, June 27, to be part of the conversation on making neighborhood improvements happen!

The event will build on previous plans and prioritize specific actions we can implement in the following areas:

- Safety and Cleanliness
- Art, Culture and Historic Preservation
- Wayfinding and Pedestrian Access
- New Economic Opportunities



**Saturday, June 27, 2015**

**8:30 am to 1:00 pm**

Golden Palace Restaurant, 111 North King Street, 2nd Floor



Info + Register (free!) at:  
[www.chinatownsummit.eventbrite.com](http://www.chinatownsummit.eventbrite.com)



The Chinatown Action Summit is a community-based initiative brought to you by the City & County of Honolulu, the State of Hawaii, and local cultural, civic, arts, business and community groups.



# TOD Zoning and Entitlements

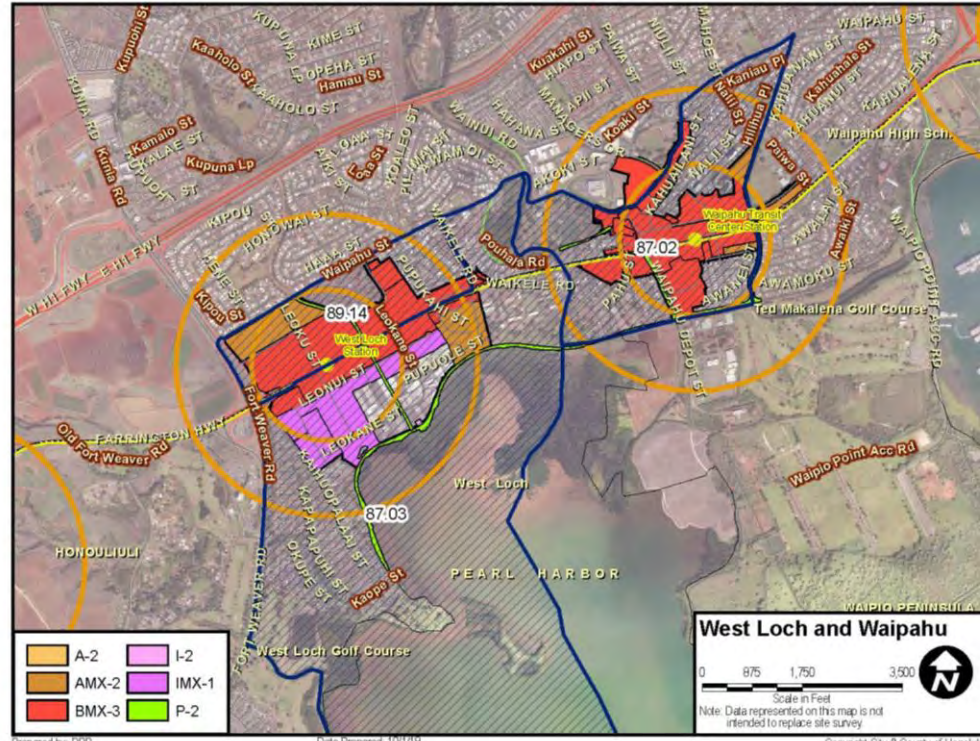
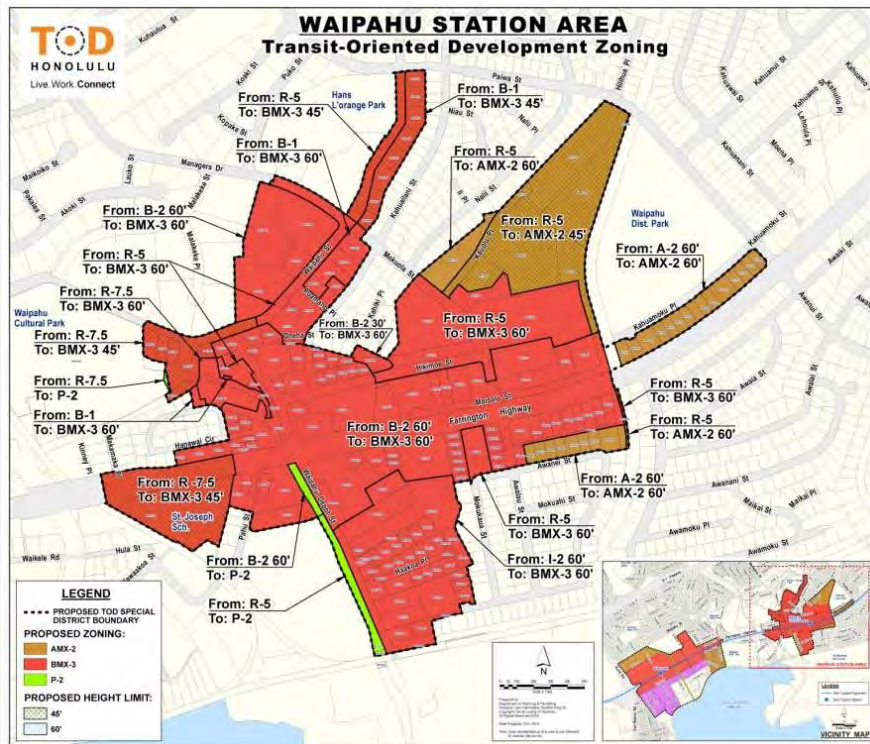
- Interim Planned Development – Transit Permit (IPD-T)
  - Flexible permit to facilitate catalytic TOD projects prior to adoption of TOD zoning
  - 6 projects approved to date
- TOD Special District Overlay
  - Design standards for site layout and ground-floor buildings
  - Reduced vehicular parking
  - Additional height and density in exchange for community benefits: affordable housing, parks, multimodal connectivity improvements
  - Adopted for entire rail corridor (applies only where zoning adopted)





# TOD Zoning and Opportunity Zones

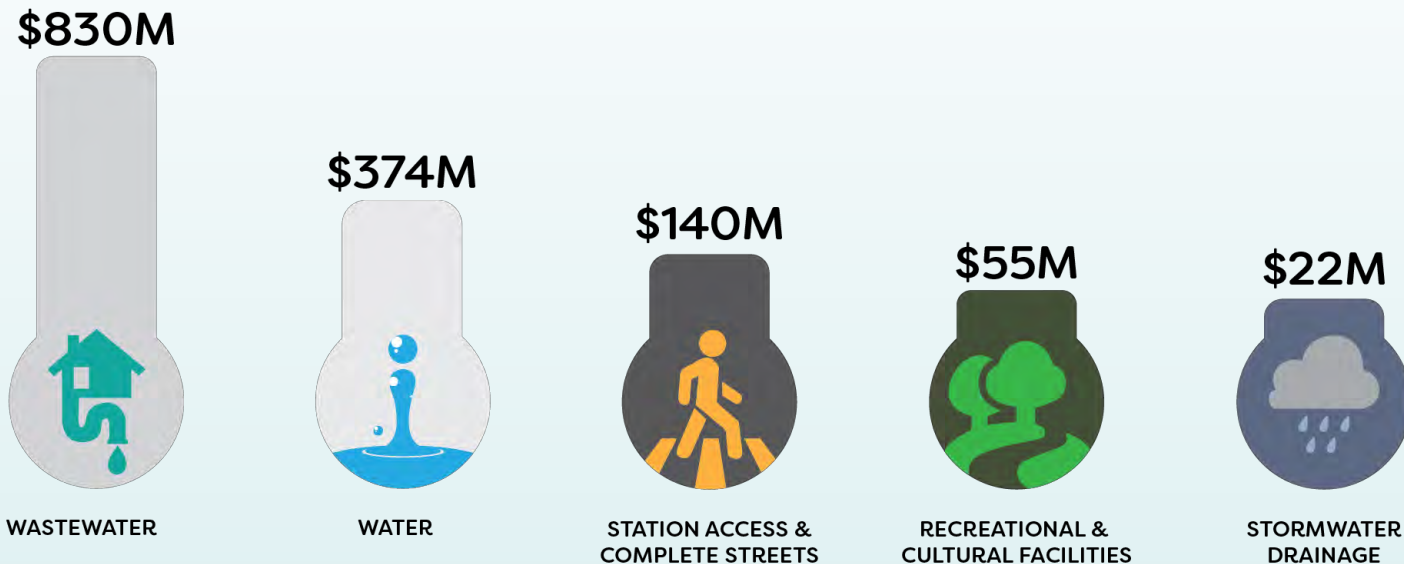
Oahu's federal Opportunity Zones are mostly around TOD zones, making them more attractive to potential OZ fund investors



# TOD Housing Potential



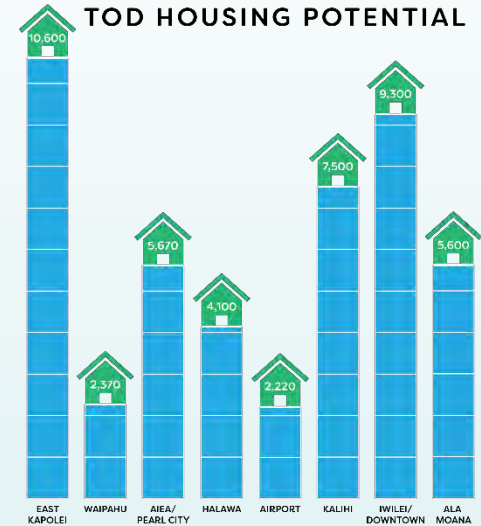
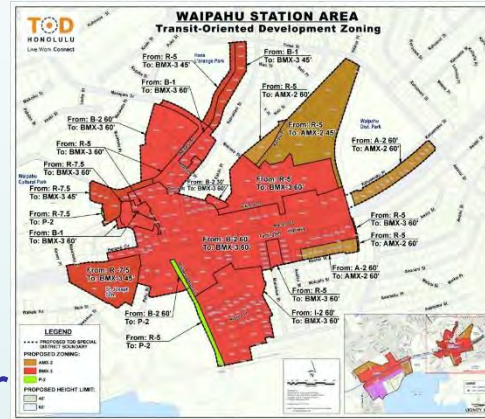
# TOD Infrastructure Investments



**\$1.5 billion in planned TOD infrastructure investments**  
(as of November, 2017)

# Affordable Housing Requirement & TOD Zoning

- Aff. Housing required in most development islandwide
- Higher % required for TOD
- \$30 - \$70k/unit in incentives
- TOD zoning provides added height and density in return for benefits like aff. housing
- Considering TOD-type zoning for other areas (“small towns”)
- Infrastructure investments to support TOD and aff. housing



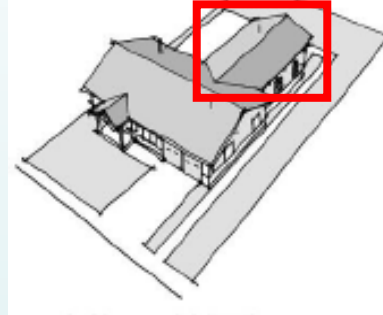
# Affordable Housing Strategy

- **Accessory Dwelling Units (ADUs)** and fee waivers/incentives
- **Affordable Housing Requirement** – Ord. 18-10; inclusionary
- **Financial Incentives** – Ord. 18-1 fee waivers (\$25-\$70k/unit) for sewer, park dedication, building permits, property taxes
- **TOD Zoning and Infrastructure Investments**
- **New Affordable Rental Housing** (Bill 7) – density bonus, code waivers and fee waivers for workforce rental housing
- **Housing First Investments** and shelter initiatives
- **Leverage City Lands** – several properties being RFP'd to private developers and nonprofits

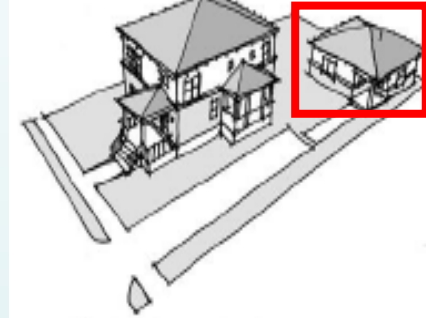
# Accessory Dwelling Units (ADUs)

- ADUs permitted on most Residential or Country lots
- Permit fees, facility charges, and park dedication waived
- 400-800 SF (depends on lot size)
- Minimum 6-month rental, with owner/rep living onsite
- Requires parking (exc. TOD), infrastructure, and lot access

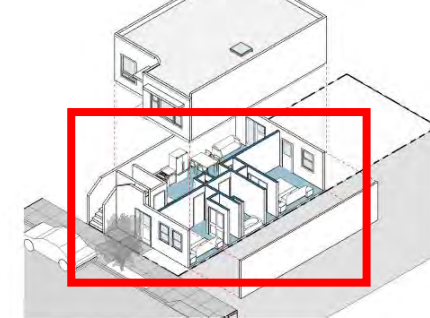
**Attached**



**Detached**



**Interior conversion**



**Above garage**

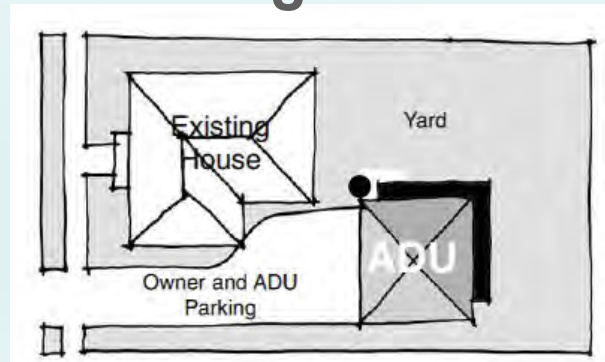
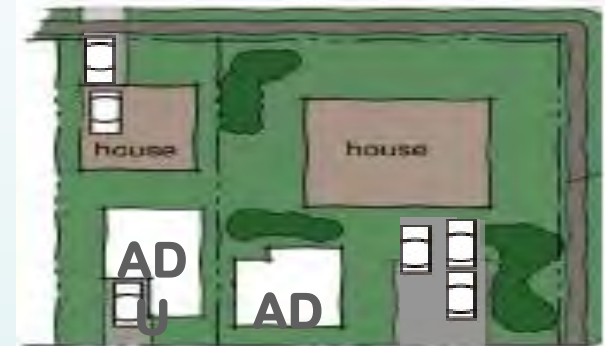


# ADU Progress to Date (since 2015)

- Pre-check forms submitted: over **4,000**  
Under 20% denied, mostly sewer issues
- Building permit applications: **1,007**  
49 cancelled by applicant
- Building permits issued: **659**  
35 approved/waiting for pickup
- ADUs completed: **280**

## Approved Materials and Methods (MM)

- Six unit designs by two companies





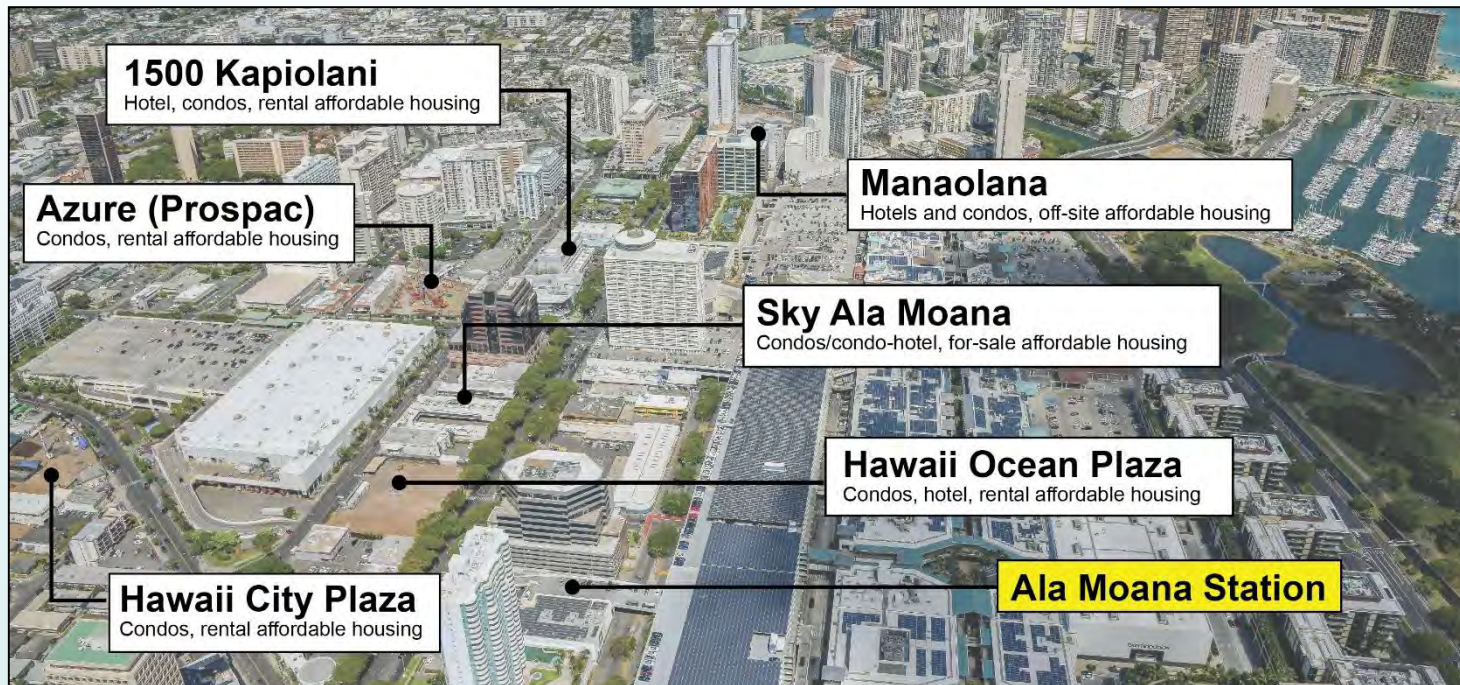
# TOD Projects – Ala Moana (approved or built)



**Gold:**  
IPD-T projects  
Approved

**Blue:**  
201H projects,  
approved or built

# Approved TOD Projects (Interim PD-T)



**Significant project interest** in Ala Moana, Iwilei, Kapalama, Pearlridge, Waipahu, West Loch, and East Kapolei

# Civic Center Station

View looking Ewa



# Civic Center Station



# Civic Center Station



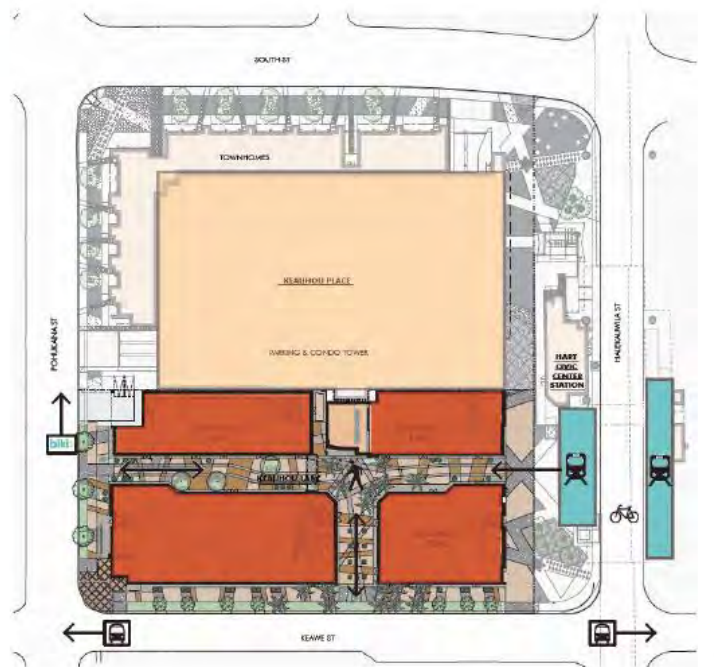
## COOPERATIVE EFFORT

A joint development agreement between **Keauhou Lane** and neighboring **Keauhou Place** resulted in efficiency in parking and an overall enriched pedestrian experience, nestling all parking inside neighbor building in exchange for condo tower access at pedestrian concourse. This can **ONLY** happen with early and engaged discussion with **ALL** parties.

# Civic Center Station

## TRULY CONNECTED

- HART Civic Center Rail Station routes the public through the retail promenade.
- Lobby of adjacent Keauhou Place opens to public space.
- Sidewalks surrounding the block carry through a matching motif.
- Biki and bicycle racks within close walking distance; resident bike storage and maintenance at corner



# Mobility & Connectivity

- **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 completed
- Biki bikeshare implemented; first expansion implemented  
Expanding protected bike lane network
- Guidelines/permitting for bikeshare, carshare, parklets
- Developing TOD Street Tree Plans
- Interim Design Strategies
  - Parklets, pop-ups, street seats
  - Plazas and mini-parks

# 1. Get started

People: The more the merrier





# A street full of cars

Many streets and highways are at capacity, can't fit more cars, and can't be widened.



# Street capacity sit-in

If we think in terms of moving people, not cars, existing streets have plenty of room for more.



# Street capacity sit-in

People walking and biking fill just a fraction of existing sidewalk and bike lane capacity.



# Street capacity sit-in

Saving a lane for buses would increase the capacity of our streets - without widening.



# Why invest in transit?

**It's the most effective way to maximize capacity of existing streets – at affordable costs.**





# Honolulu

COMPLETE STREETS

Renee Espiau  
Complete Streets Administrator  
City & County of Honolulu

# What are Complete Streets?



People on Foot and  
Universal Access



People on Cycles



People Using  
Collective Transport



People in Personal  
Motorized Vehicles



People Moving  
Goods and City  
Services



People Doing  
Business



# Complete Streets Law (Ordinance 12-15)

Every transportation facility or project, whether new construction, reconstruction, or maintenance, provides the opportunity to implement complete streets policy and principles.

1. Improve **safety**
2. Apply **context-sensitive** solutions
3. Protect + promote **accessibility** and **mobility** for all
4. Balance the needs and comfort of **all modes** and users
5. Encourage consistent use of **national** industry **best practices**
6. Improve **energy efficiency** in travel and **mitigate emissions**
7. Encourage **opportunities** for **physical activity**
8. Recognize Complete Streets as a **long-term investment**
9. Build **partnerships** with stakeholders + organizations statewide
10. Incorporate **trees** and **landscaping**



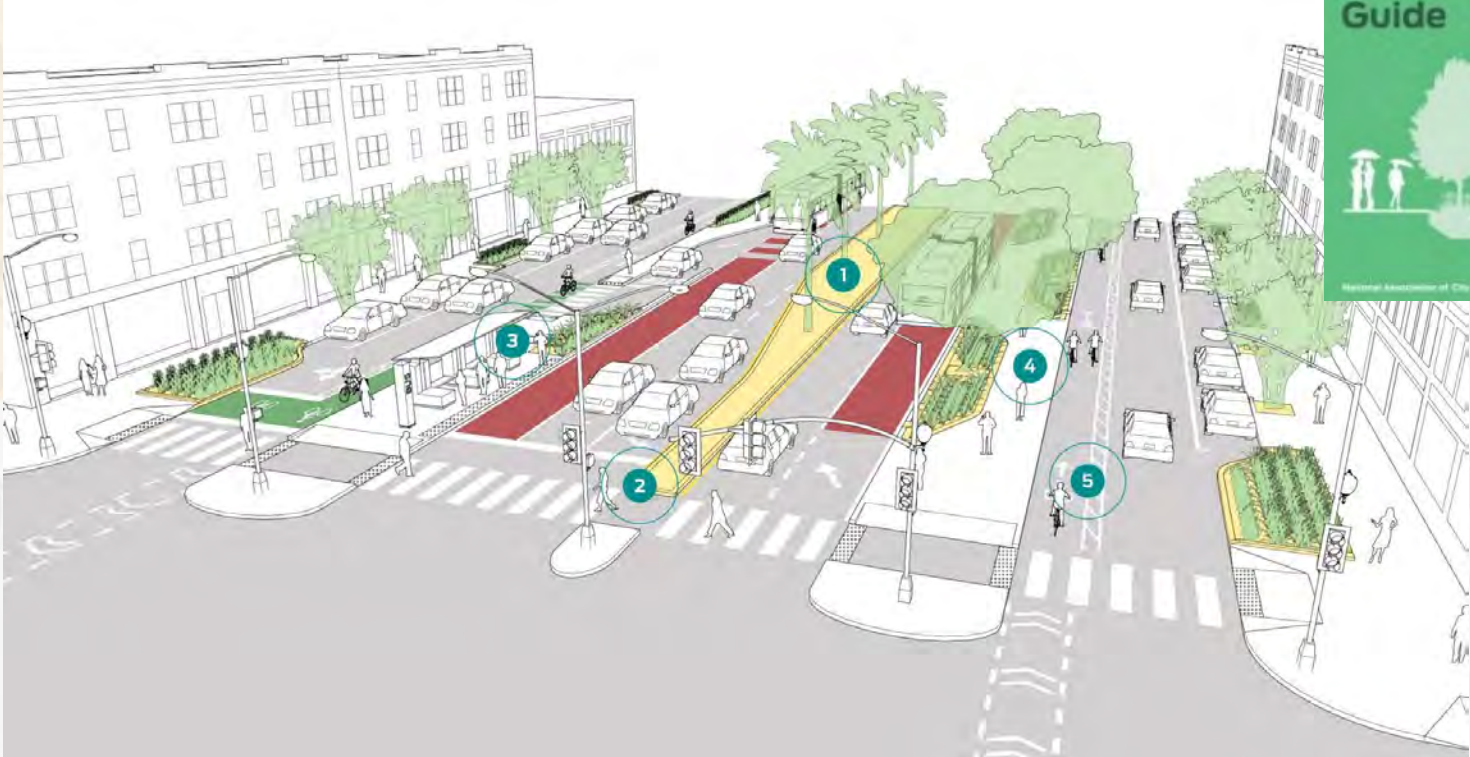


# The Context

- Bus + Rail
- Transit-Oriented Development (TOD)
- Housing Crisis
- Public Health Crisis
- Aging Population
- Shared Mobility
- Innovative Technology
- Climate Change
- Impaired Water Quality



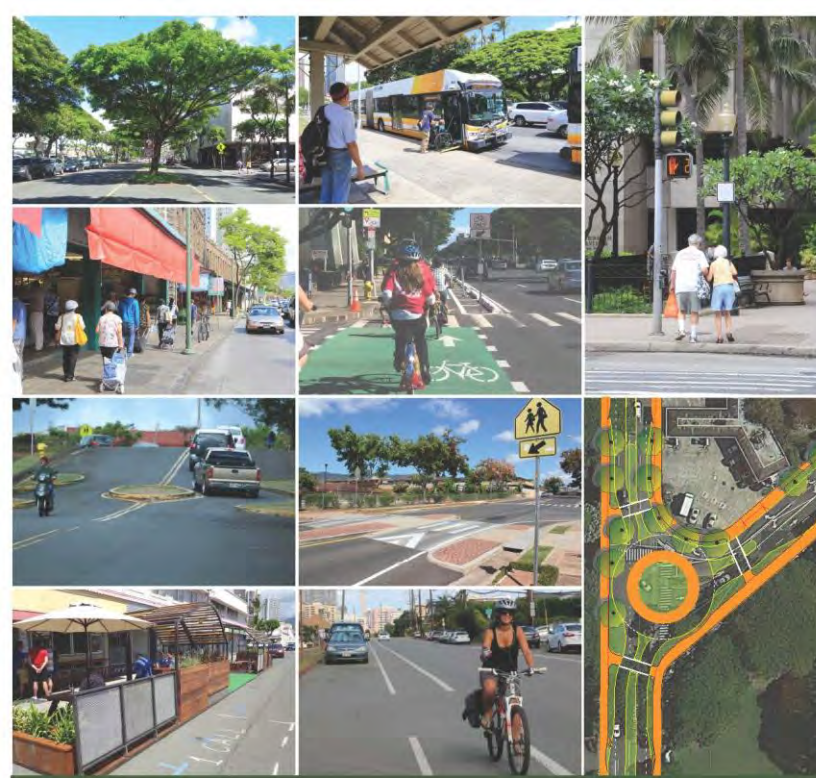
# Complete Streets are Green Streets



# Complete Streets Design Manual

## Chapter 9: Streetscape Ecosystem

1. Stormwater Management
2. Urban Forestry



City and County of

# HONOLULU

Complete Streets Design Manual

*Honolulu*  
COMPLETESTREETS



# Honolulu

COMPLETESTREETS

City and County of Honolulu  
Complete Streets Policies and Principles  
(ROH 14-33)

DFM

DPP

DTS

DDC

First Aid  
Road Repairs

Oahu  
Bike Plan

ROW  
Setback

TOD

Policies +  
Procedures

Survey, maintenance, +  
pavement preservation

Transit-Oriented Development, community-building  
and catalytic projects

TOD + Special District Zoning, Subdivision  
Rules, Transportation Impact Assessment

Construction  
Projects

Bus Rail  
Integration

Oahu  
Ped Plan

TIVL

Design and construct Complete Streets  
Improvements

Rail Access

Traffic Improvements at  
Various Locations (TIVL)

Multimodal access and circulation around rail stations

# Full Right-of-Way Reconstruction

- Roundabouts
- Wider sidewalks + landscaping
- Pedestrian refuge/ landscaped medians
- Curb extensions
- High-quality bicycle facilities
- Bus priority lanes + boarding islands

Permeable Pavement Bicycle Lanes



Chicago, Illinois

Street Trees/Landscaped Buffer



Paki Avenue, Honolulu

Landscaped Roundabout



Lihue, Kauai County

Rain Garden Curb Extensions



Portland, Oregon

# Complete Streets Projects with SWQ BMPs

- Waipahu Transit Center Improvements
- Pauahi Street Curb Extensions
- South Street Permeable Materials Test
- Salt Lake Boulevard
- Kamehameha Highway (Haleiwa)
- Farrington Highway (East Kapolei)
  
- *Nuuanu Avenue*
- *University Avenue*
- *Kaneohe Area Complete Streets*
- *Kailua Area Complete Streets*
- *Ala Wai Boulevard*



Stay Connected to



**ASK | LEARN | SHARE | CONNECT**

[www.honolulu.gov/completestreets](http://www.honolulu.gov/completestreets)

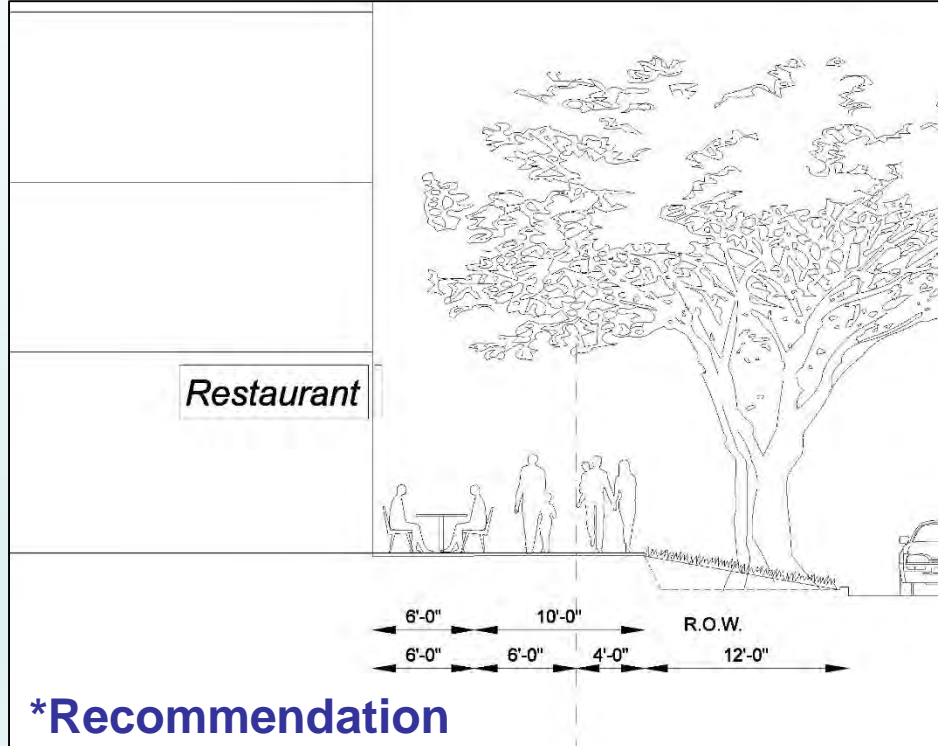
[www.facebook.com/hnlcompletestreets](https://www.facebook.com/hnlcompletestreets)

- Sign up for our mailing list
- Download our fact sheets
- Comment online
- Learn about Complete Streets projects and initiatives
- Get involved!



# Project-specific design solutions

Transitions in the tree-planting strip –  
Ala Moana/Kapiolani Blvd



Transitions in the tree-planting strip – Keawe St





# Kekaulike Street Rail Access Project



**CONCEPT A  
MAINTAIN EXISTING CURBS  
WITH NO PARKING**



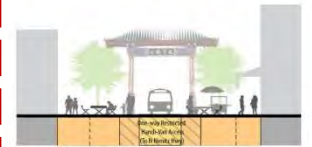
- Maintain existing curbs
- Extend sidewalk width on both sides
- Allow one-way general traffic and handi-van access
- Commercial vehicle parking only (no general parking)

**CONCEPT B  
LEVELED STREET  
WITH DEDICATED PARKING**



- Leveled street/plaza extend to Kekaulike Mall
- Allow one-way general traffic and handi-van access
- Designated parking and loading area

**CONCEPT C  
LEVELED STREET  
WITH NO PARKING**



- Leveled street/plaza extend to Kekaulike Mall
- Allow commercial vehicle and handi-van access only
- No general vehicle access and parking

**PREFERRED OPTION**

# Adding housing in existing shopping areas



Example: Liliha Street

# Mother Waldron Park – Cook St.

**Identify appropriate sites**



# Mother Waldron Park – Cook St.

## Complete public space improvements



# Mother Waldron Park – Cook St.

## Complete public space improvements



# Mother Waldron Park – Cook St.

**Create design guidelines and incentives for  
desired development patterns**



# Mother Waldron Park – Cook St.

## Continue building by building



# Mother Waldron Park – Cook St.

**Identify missing services and recruit  
developers and tenants**





# Mother Waldron Park – Cook St.

## Continue public space improvements



# Keeaumoku & Rycroft

Ala Moana “super-block” became  
Walmart/Sam’s Club



# Keeaumoku & Rycroft

**Ala Moana “super-block” became  
Walmart/Sam’s Club**



# Keeaumoku & Rycroft

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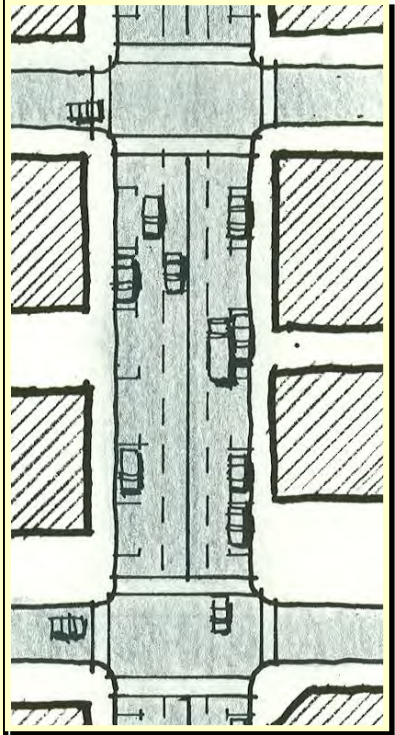
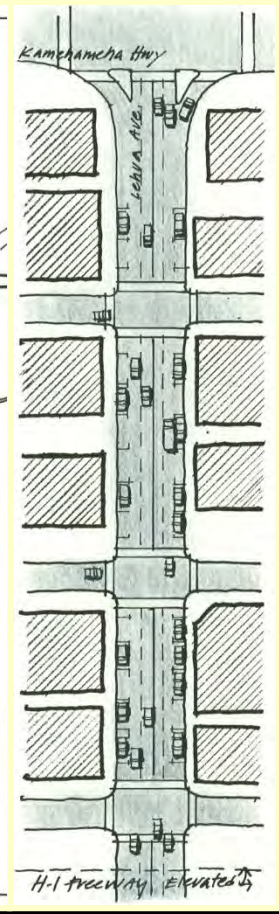
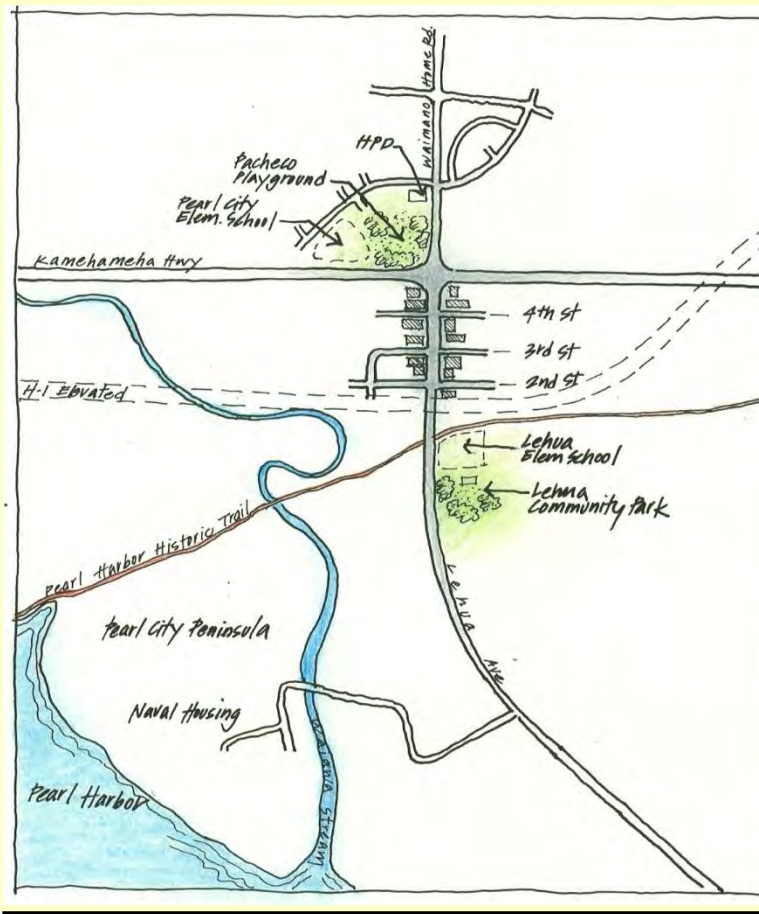
# Keeaumoku & Rycroft

**Ala Moana “super-block” became  
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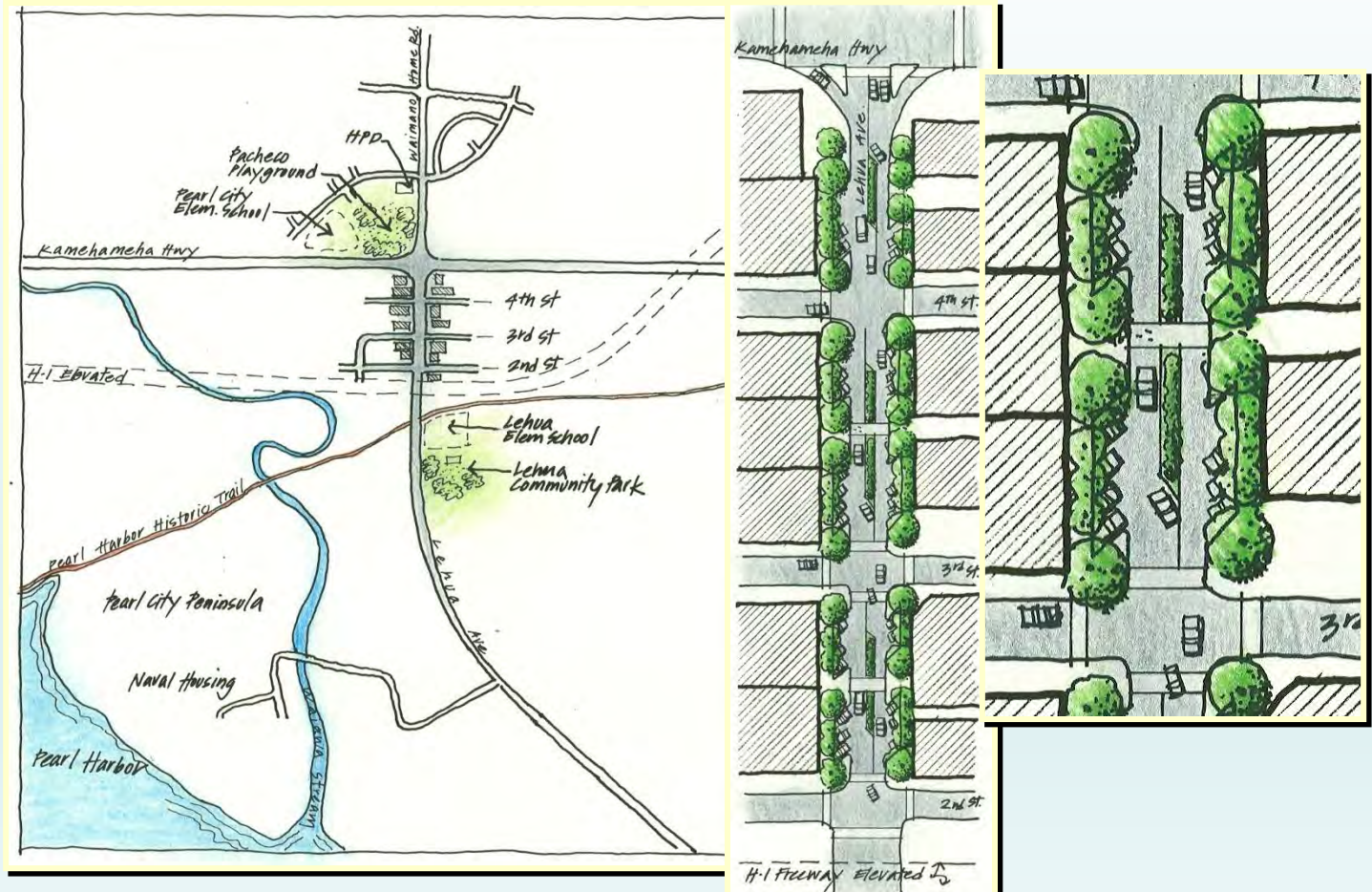




# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue



# Downtown Pearl City – Lehua Avenue





# Dillingham Plaza

**Priorities: Focus efforts where they count**



# Dillingham Plaza

**Priorities: Focus efforts where they count**



# Dillingham Plaza

**Priorities: Focus efforts where they count**



# Dillingham Plaza

**Priorities: Focus efforts where they count**

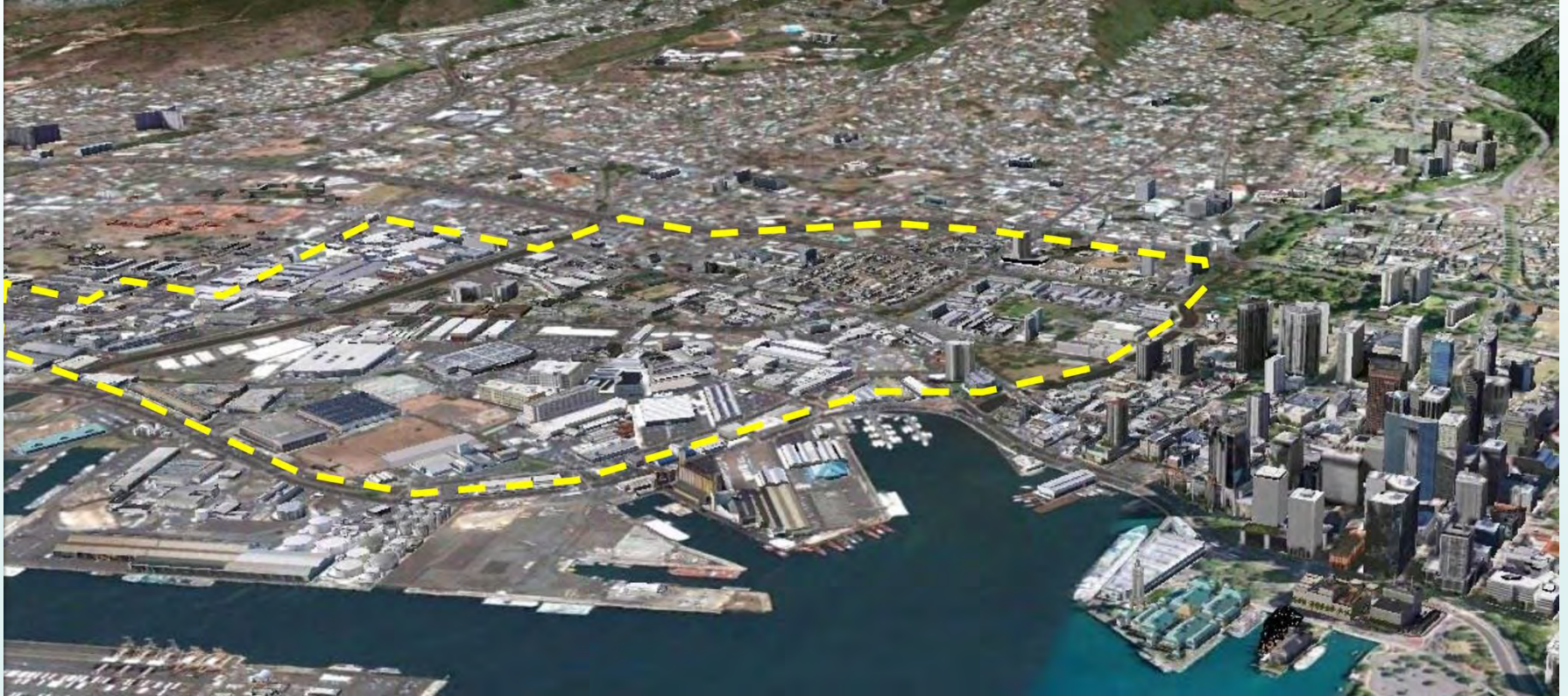


# Iwilei and Kapālama Station Areas



- Industrial district ⇒ mixed-use neighborhood
- Largest potential for new housing in the rail corridor
- Easy walking distance to downtown Honolulu
- City and State are investing in utilities, streets, & parks

# Iwilei and Kapālama Area - Existing



# Iwilei and Kapālama Area - Hypothetical



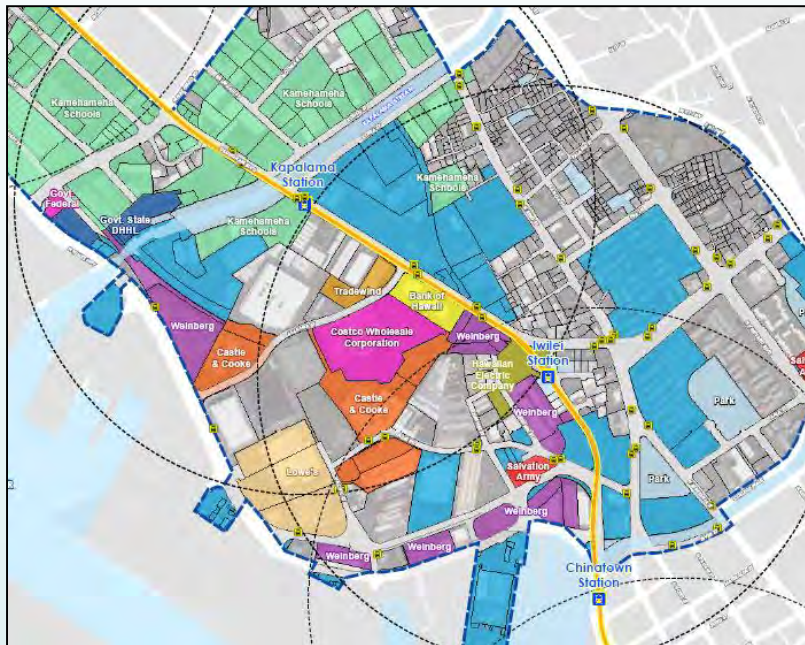
**80% buildout; for illustrative purposes only.**

# Greyfield Redevelopment





# Iwilei and Kapālama Station Areas

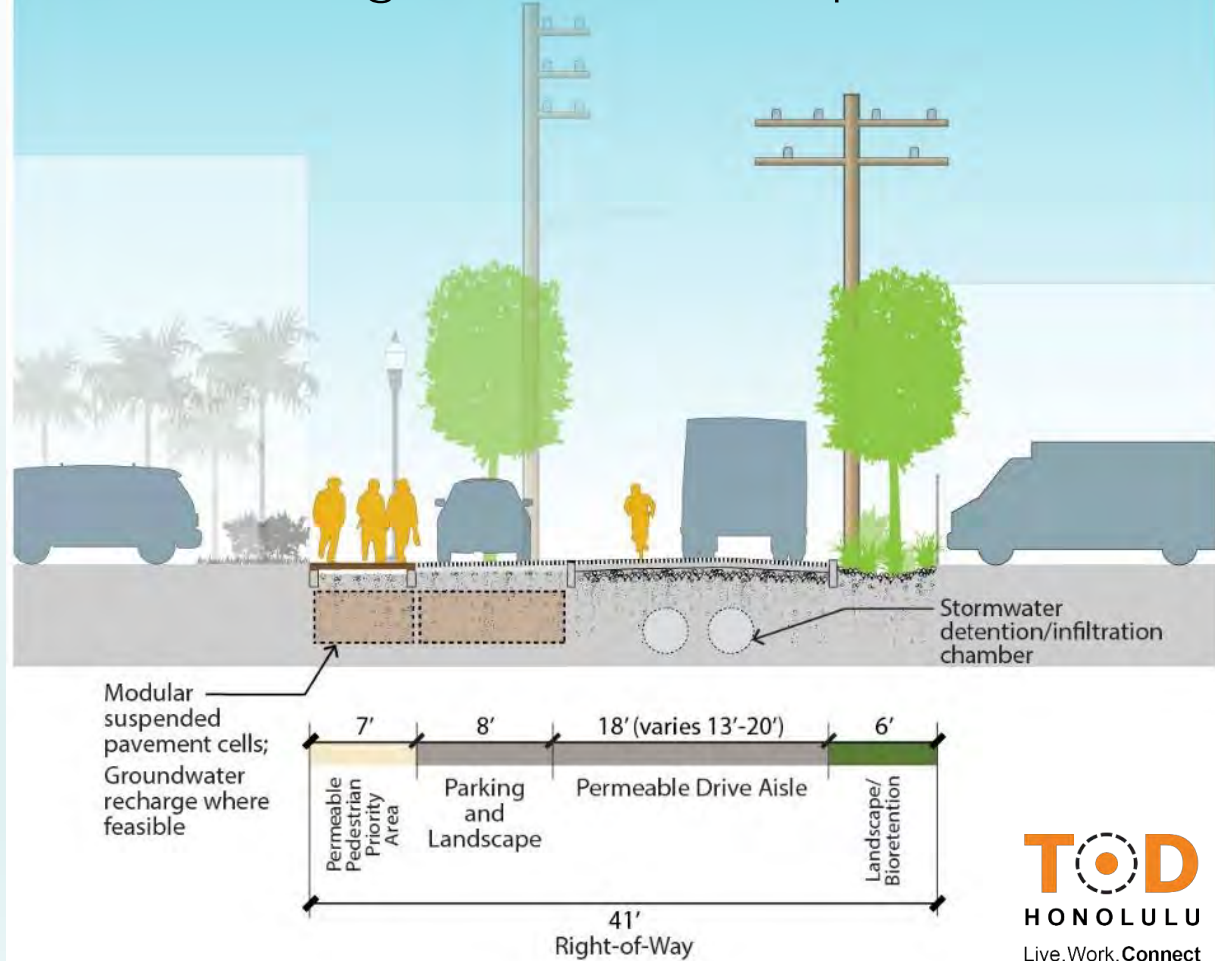


Large Landowners

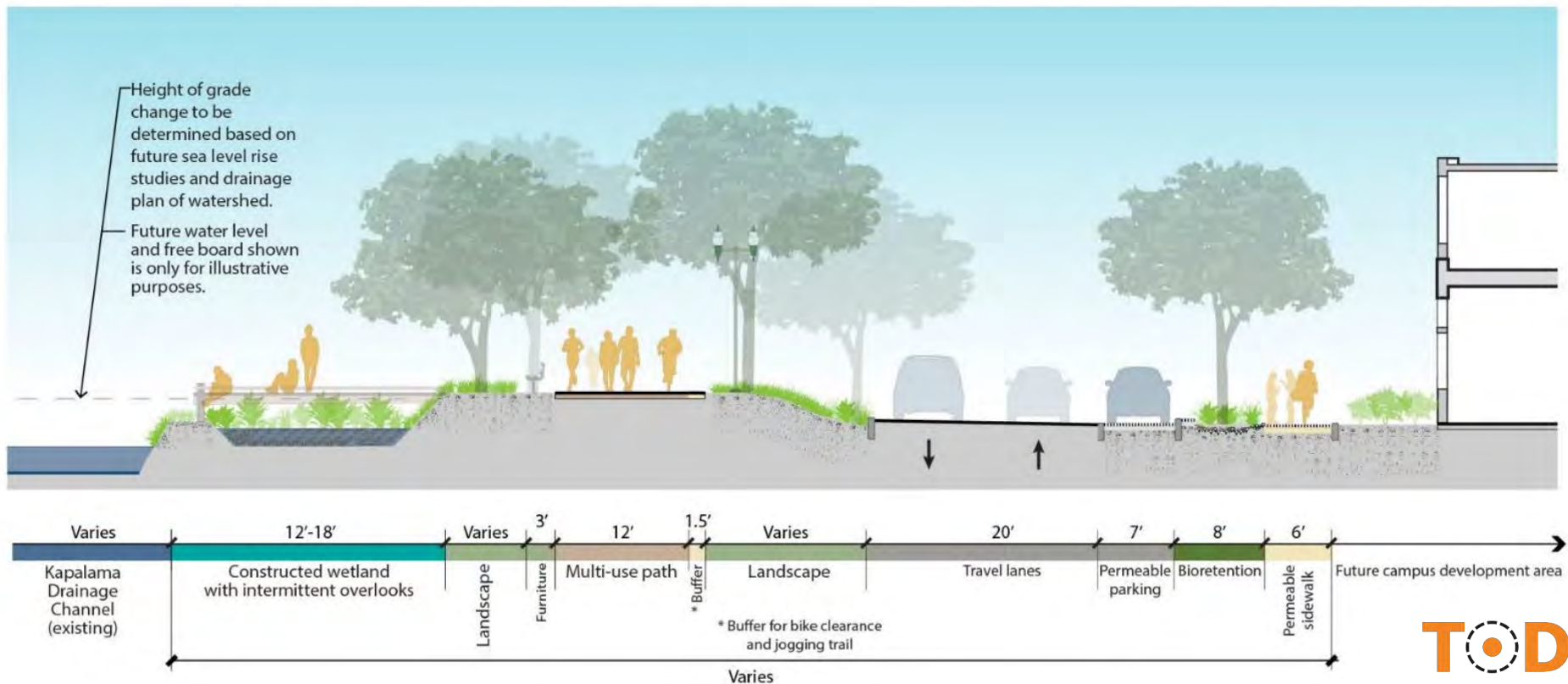


Sea Level Rise and Groundwater Vulnerability in 2100

# Greening Iwilei and Kapalama



# Greening Iwilei and Kapalama



# Kapālama Canal Linear Park

## MAKAI CANAL

*nature park*



*view looking makai*

## CENTRAL CANAL

*gathering place*



*view looking makai*

## MAUKA CANAL

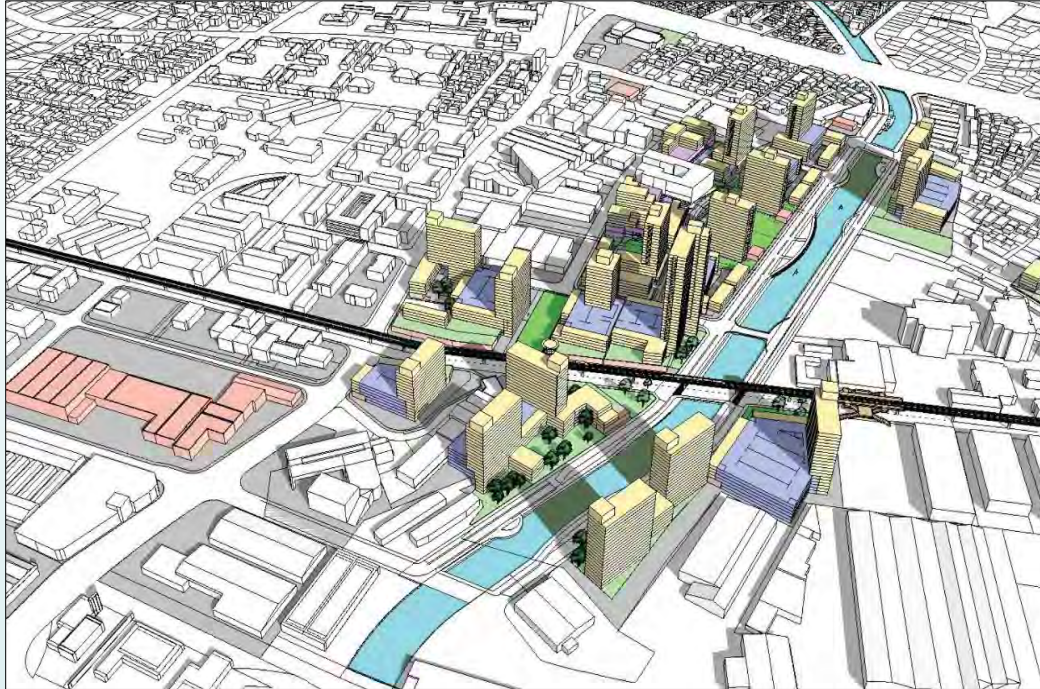
*community terrace*



*view looking mauka*



# Kapālama Kai – Kamehameha Schools



105 acres is Kamehameha Schools largest contiguous urban land holding



Initial phases along Kapalama Canal

# Kapālama Kai – Kamehameha Schools



Shows concept designs for City's Kapalama Canal linear park

# Greening Iwilei and Kapalama

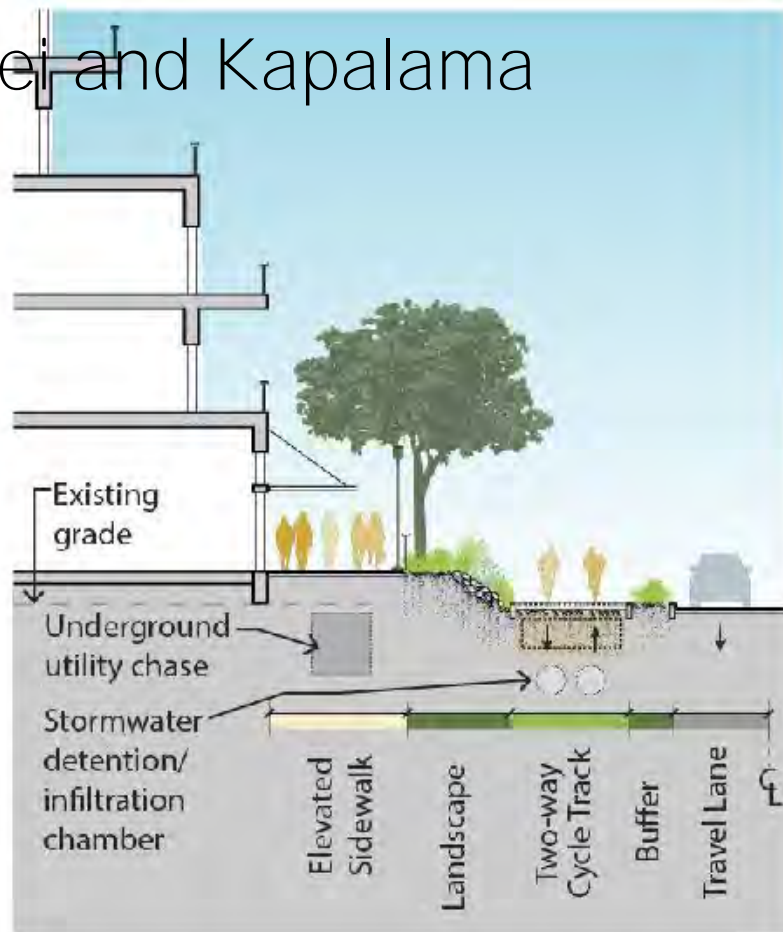
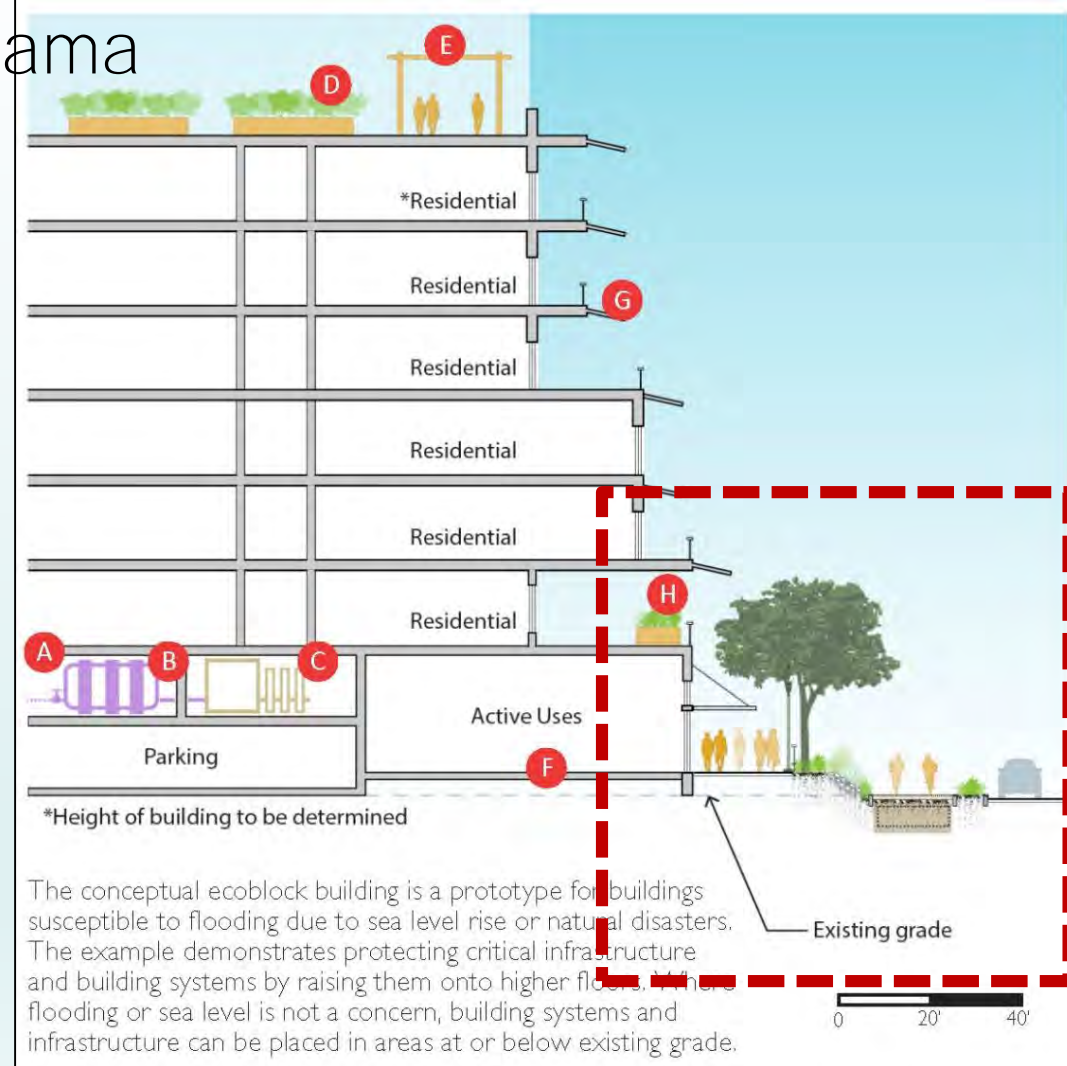


Figure 27C. Section C- at Bioretention

Section D- through alternative with elevated sidewalk

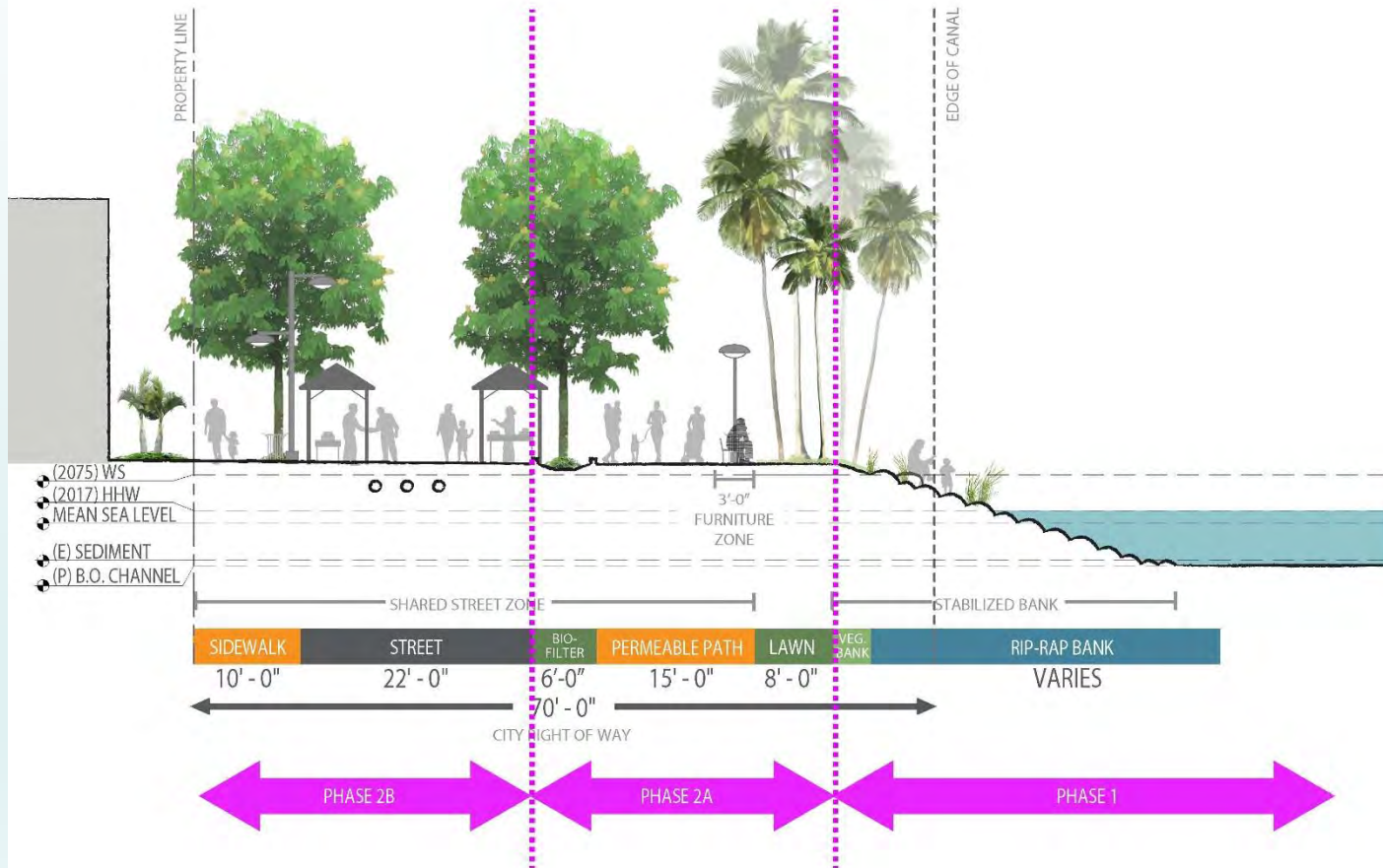
# Greening Iwilei and Kapalama

- TOD & CCSR are drafting a 'climate adaptation guide'
- Will include local and international 'best practices so far'
- Focused on buildings and streets/transitions

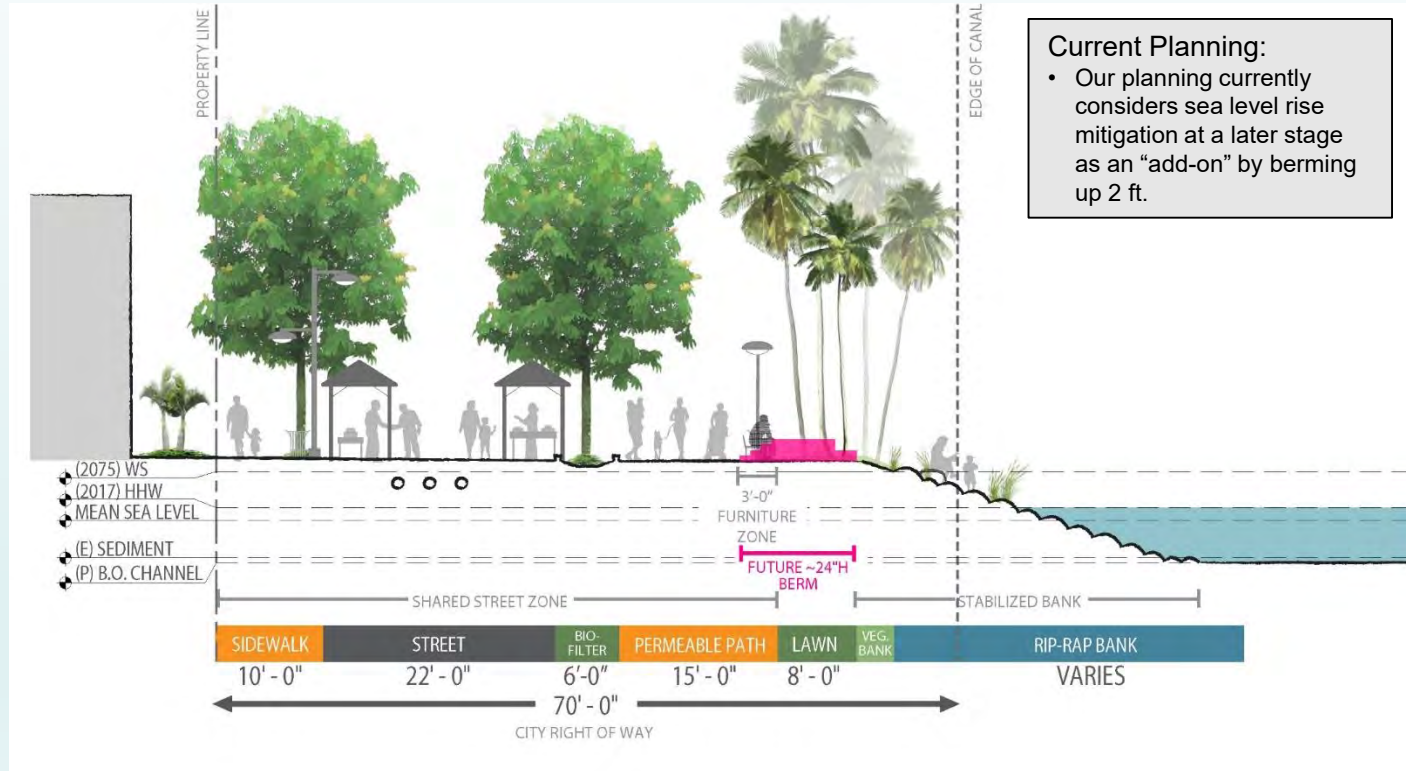




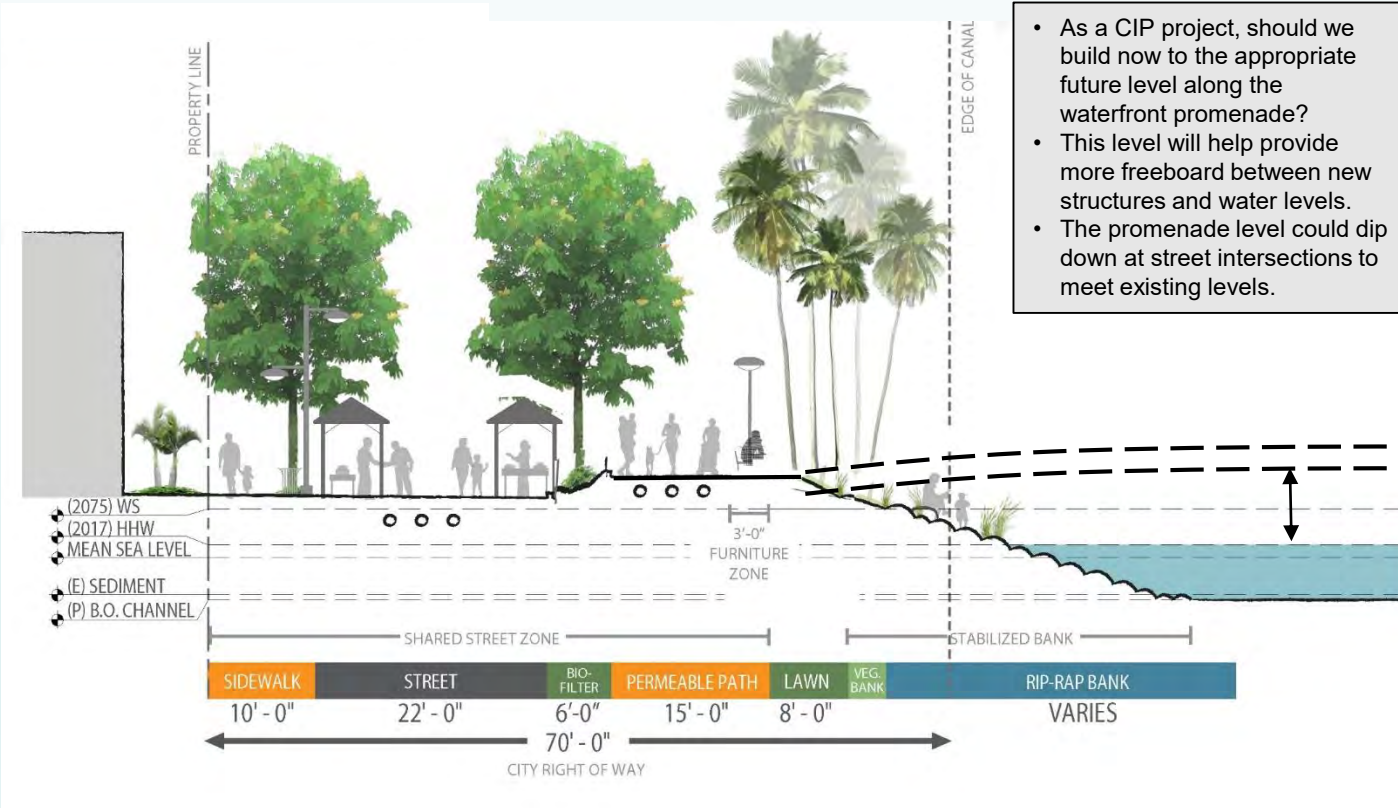
# Kapalama Canal



# Kapalama Canal

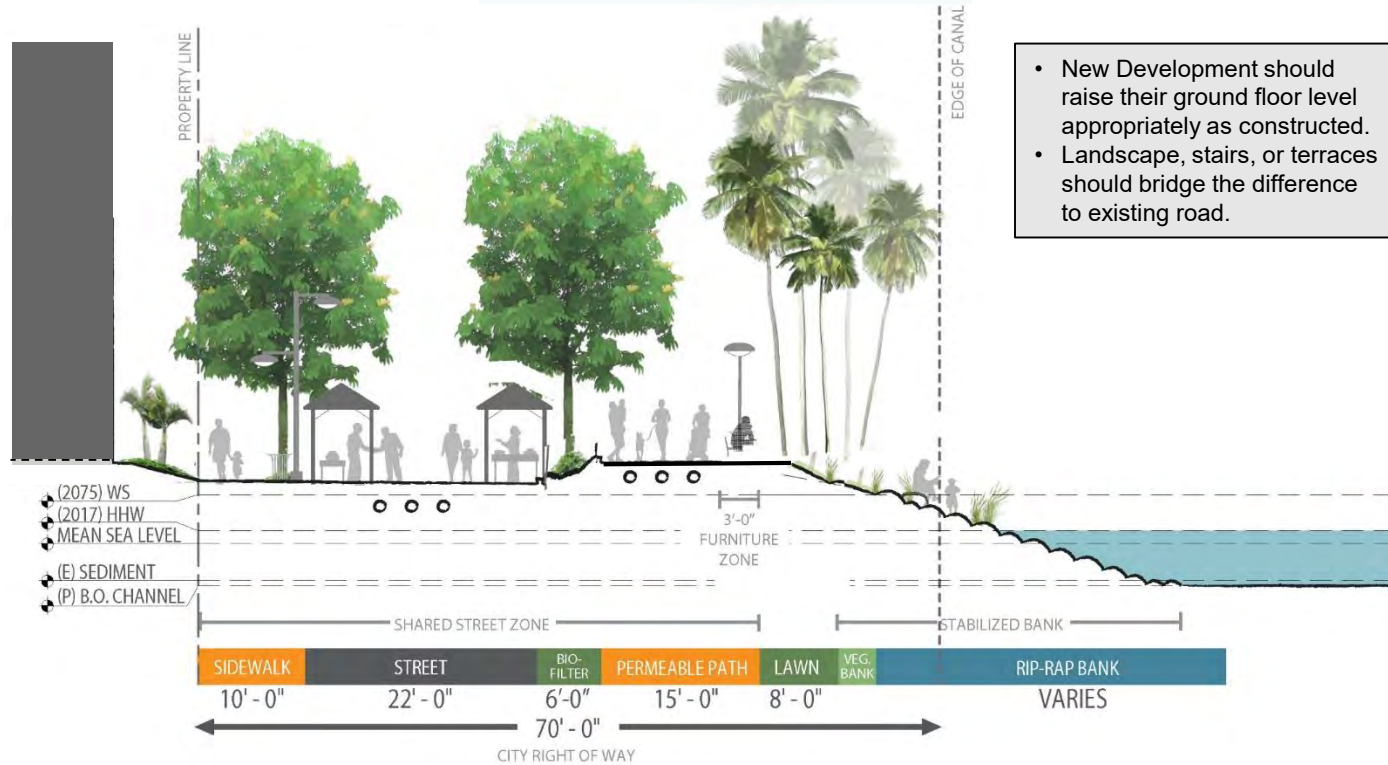


# Kapalama Canal



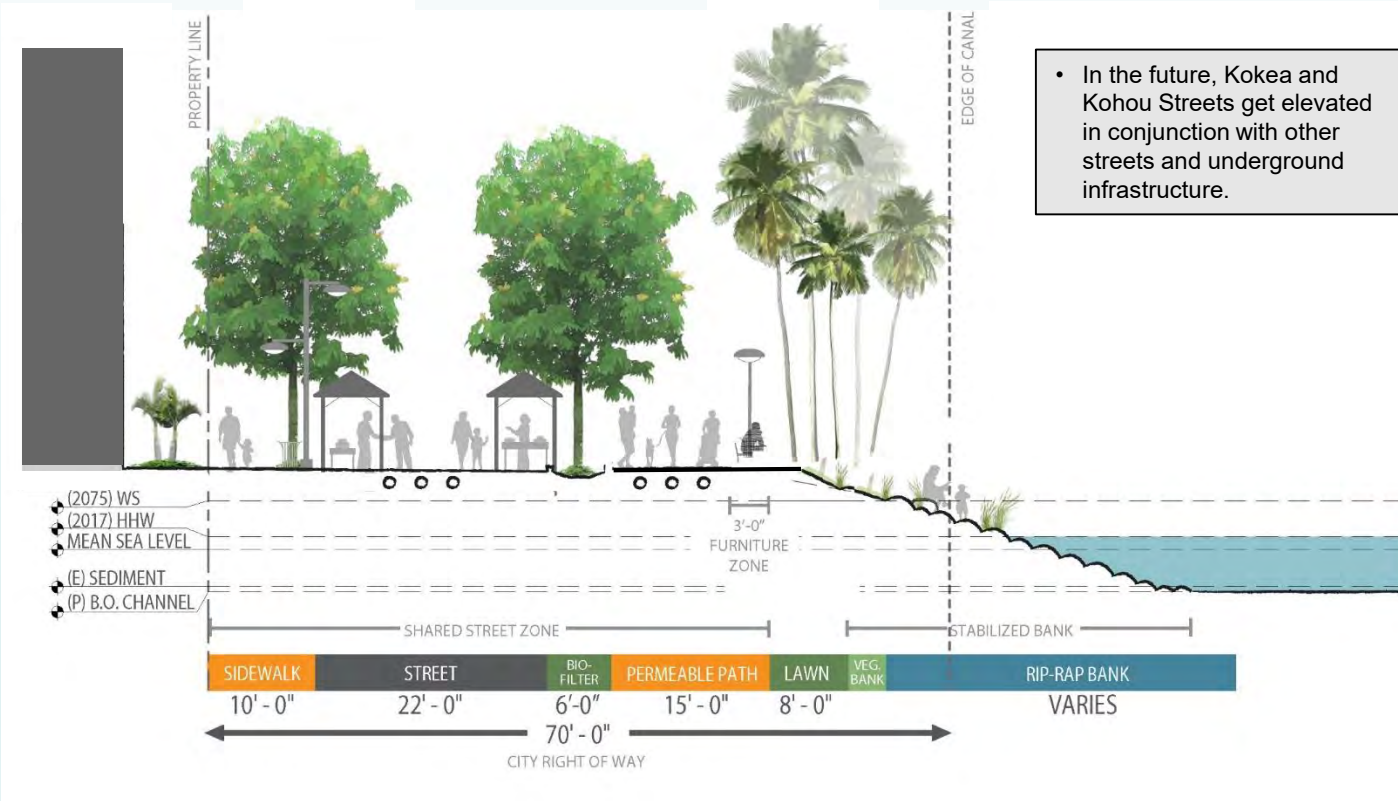
- As a CIP project, should we build now to the appropriate future level along the waterfront promenade?
- This level will help provide more freeboard between new structures and water levels.
- The promenade level could dip down at street intersections to meet existing levels.

# Kapalama Canal



- New Development should raise their ground floor level appropriately as constructed.
- Landscape, stairs, or terraces should bridge the difference to existing road.

# Kapalama Canal



• In the future, Kokea and Kohou Streets get elevated in conjunction with other streets and underground infrastructure.

State of Hawaii

## Strategic Plan for Transit-Oriented Development

Hawaii Interagency Council for Transit-Oriented Development

Prepared Pursuant to Act 130, Session Laws of Hawaii 2016 by

Office of Planning  
and

Hawaii Housing Finance and Development Corporation  
Department of Business, Economic Development and Tourism  
State of Hawaii

December 2017 (Revised August 2018)

# State Strategic Plan for Transit-Oriented Development

● Near- & long-term  
framework for

specific actions &  
investments

PLAN CONTENT

1. Vision for TOD & State Investments
2. TOD Implementation/Investment Strategy
3. TOD Opportunities in Each County
4. TOD/Investment Tools Needed
5. Near-term TOD Implementation & Investments
6. TOD Project Fact Sheets: Oahu, Neighbor Islands

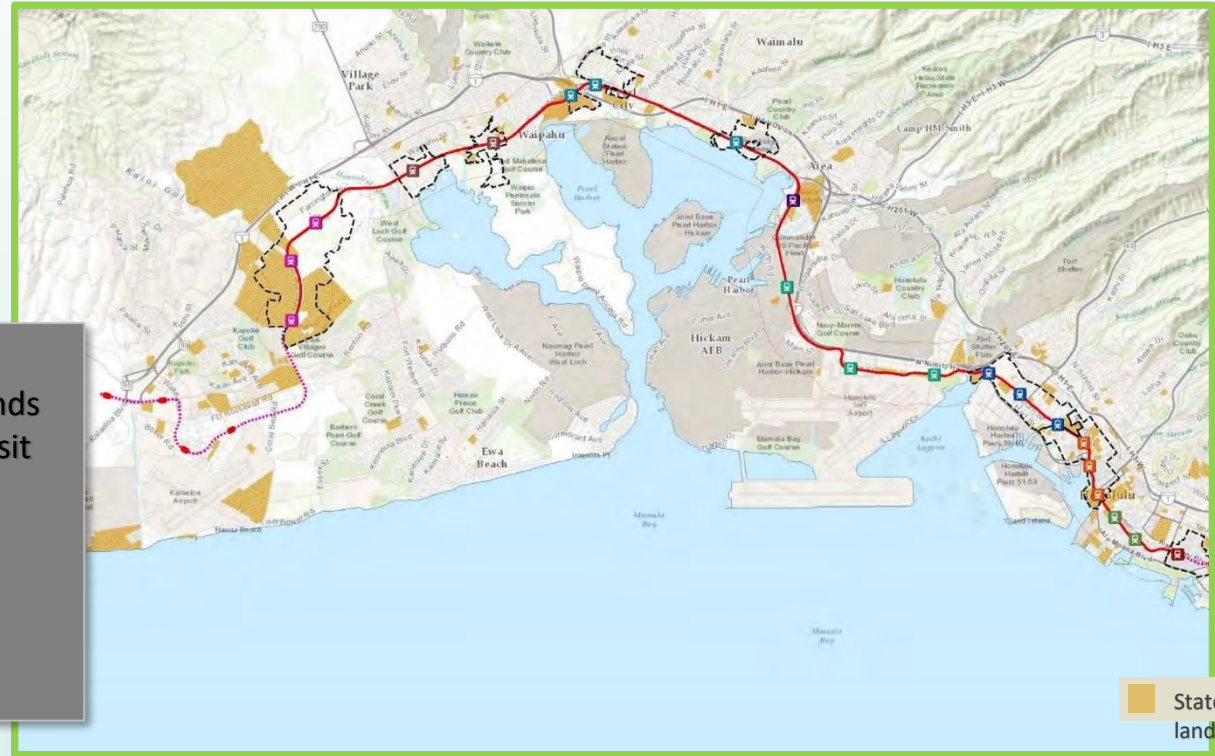
to support State & county

TOD

statewide

# TOD Opportunities: State Along the Rail

- 1,900 + acres of State lands within ½ mile of rail transit stations
- ~29 State TOD-related projects identified

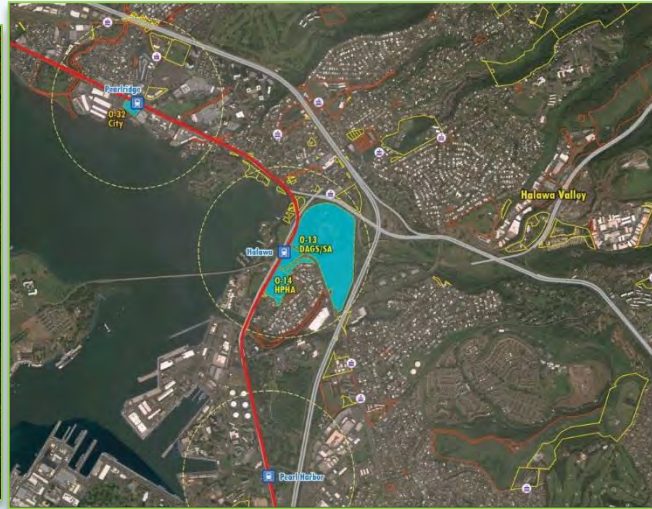


# State TOD Implementation Plan Project

## Priority Areas



East Kapolei



Halawa-Stadium



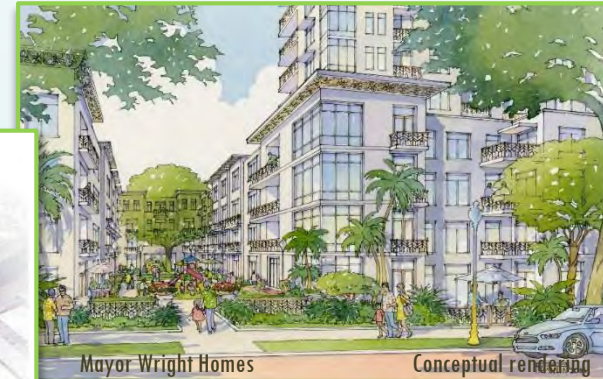
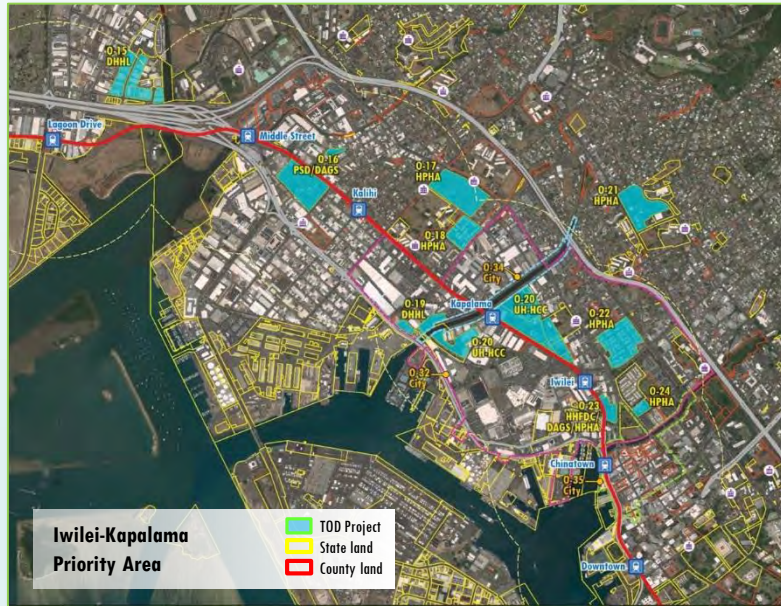
Iwilei-Kapalama



# TOD Opportunities: State Along the Rail

## Iwilei-Kapalama

Mayor Wright Homes Redevelopment  
 DHHL Kapalama Project  
 Liliha Civic Center  
 UH Honolulu Community College  
 OCCC Redevelopment



Conceptual rendering

# Key TOD Takeaways

- Many opportunities to transform the rail station neighborhoods
  - Also State lands; State TOD Strategic Plan
- Single coordinated City-County government for leasing, entitlements, infrastructure, etc.
- Adopted TOD plans, zoning
- TOD infrastructure investment strategy
- Public and policymaker support for TOD policies, projects and improvements
- TOD area properties (whether HART or City owned) may be bundled in a larger package or released individually

# For more information



## City and County of Honolulu

Harrison Rue

Community Building & TOD Administrator

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(808) 768-8042

[www.honolulu.gov/tod](http://www.honolulu.gov/tod)

Facebook: TOD Honolulu