



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Transit Oriented Development Committee Meeting
Friday, March 16, 2012, 8:30 A.M.
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii**

PRESENT:	William "Buzz" Hong Ivan Lui-Kwan Robert "Bobby" Bunda	Don Horner David Tanoue
ALSO IN ATTENDANCE: (Staff and Sign-In Sheet)	Joyce Oliveira Terrance Ware Bob Sumitomo Bill Brennan Winnie Hee	Jeanne Mariani-Belding Gary Takeuchi Russ Honma Shannon Wood
EXCUSED:	Glenn Okimoto Keslie Hui	Wayne Yoshioka

I. Call to Order by Committee Chair

At 8:49 A.M., the meeting of the Transit Oriented Development Committee was called to order by Committee Chair William "Buzz" Hong.

II. Public Testimony

Mr. Hong called for public testimony.

Russ Honma offered testimony advocating for TOD guidelines, and emphasized the need for consistency between the needs of the City, HART, and the State.

Shannon Wood, a member of the Windward Ahupua'a Alliance, testified in support of TOD as a way to promote sustainable redevelopment of urban areas, thereby protecting agricultural and conservation land from inappropriate development.

Winnie Hee offered testimony reminding the Committee that the purpose of mass transit is not to spur economic development along the alignment, but rather, to provide the most cost-effective solution to the transportation problem.

III. Approval of January 5, 2012 TOD Committee Minutes

Mr. Hong called for the approval of the minutes of the January 5, 2012 committee meeting. There being no objections, the minutes were approved as circulated.

IV. Presentation by Senator Donovan Dela Cruz of TOD Issues and Legislation

Senator Donovan Dela Cruz then made a presentation on currently pending TOD legislation. Senate Bill 2927 seeks to stifle sprawl development by encouraging focused development and main street redevelopment. Senator Dela Cruz emphasized the need to work with the State of Hawaii as the largest landowner along the rail alignment, citing such entities as the University of Hawaii West Oahu, Leeward Community College, the Department of Hawaiian Homelands, the Honolulu International Airport, the Hawaii Community Development Authority, the Honolulu Stadium Authority, and Honolulu Community College.

The bill creates a mechanism for counties to allow for a streamlined, 45-day process to focus on the goal of ridership, mixed use and density where it is appropriate, and to provide economic development. Qualified developers would apply, and the county could then require the developer to involve neighborhood boards and the community in a dialogue. The application would then be referred to the County Council for approval or disapproval.

Senate Bill 2927 also allows for the transfer of density rights, with the goal being to preserve the character of conservation and agricultural lands.

Other resolutions presented by Senator Dela Cruz aim to support SB 2927 by requesting HART to determine ridership goals to make rail self-sustaining and revenue generating, to avoid utilizing general funds. One resolution in particular focuses on coordination with the State of Hawaii in achieving those goals.

Board member Ivan Lui-Kwan thanked the Senator for being a champion of rail. He asked what the interface was between SB 2927 and City ordinances. Senator Dela Cruz responded that a philosophical change in land use is needed to achieve density, ridership, and a good mix of land use on main streets. The bill will allow counties to be "outside the box" of urban sprawl by attracting developers and supporting the long term viability of mass transit. It would reduce the burden on taxpayers in the long run by consolidating government services in a compact area, and diminish the current subsidizing of urban sprawl.

Board member David Tanoue also thanked Senator Dela Cruz for his passionate support of rail. The senator stated that he views this bill as part of the solution in reversing the "brain drain" that has been occurring in Honolulu by encouraging international economic development along the route.

Board member Don Horner also expressed appreciation for Senator Dela Cruz's leadership. He stressed the need for conversation about the unique characteristics of each station, and their surroundings, attributes, and ridership. Senator Dela Cruz responded by saying that he believes the creation of strong partnerships with State agencies such as Hawaii Tech Development Corp. would encourage the development of specific industries within certain focus areas. Regarding the recent closure of St. Francis West, he stated that density along the rail route would ensure the long term viability of the hospital. Mr. Horner also pointed out that rail would help reduce the \$75 million per year incurred by the Department of Education for bus service.

Board member Robert "Bobby" Bunda asked about the 45-day fast track review process for developers. Senator Dela Cruz responded that HRS Chapter 201H affordable housing permitting process already involves a 45-day council review, so that timeline was familiar and long-standing. Mr. Bunda asked about the status of the bill in the Legislature. Senator Dela Cruz responded that the SB 2927 passed in the Senate, and is currently in the House. It passed the joint Water, Land and Housing Committee, and was waived by the Economic Revitalization & Business and Transportation Committees. It will then go before the Finance Committee.

Mr. Lui-Kwan asked the senator about his thoughts on the notion that HART is not doing a good job of communicating the project's benefits to potential allies. Senator Dela Cruz answered that it is important to find the focus of each station and create partnerships to aid HART in promoting the benefits of rail.

Chair Hong echoed the other members' sentiments in thanking the senator for his presentation, and for his advocacy of rail.

V. Presentation by the Department of Planning and Permitting on Neighborhood TOD Plans

Terry Ware of the Department of Planning and Permitting (DPP) gave a presentation on DPP's neighborhood transit-oriented development plans. He stated that planning was underway for almost every station, including those stations that are not under DPP's direct planning authority, such as Aloha Stadium, Kakaako, and Civic Center. Mr. Horner asked about the difference between the stations and the surrounding land. Mr. Ware explained that HART has control of the station design, but no control of the surrounding land and development. Mr. Ware stated that as they develop the station plans, it informs the regional perspective of the project. He stated that his presentation would focus on the West Loch and Waipahu stations.

DPP has also examined the role of the marketplace in relation to the stations. The focus of where people live and work strongly influences TOD, particularly in Hawaii where the demand for affordable housing is so great. They have also done preliminary market studies to look at long and short term development, and have begun to identify how the station areas fit in those markets. They have also ranked the stations in terms of

development potential and market demands. Mr. Ware also talked about DPP's efforts to create a great sense of place for people to gather. He spoke of focusing retail in specific areas, and being sensitive to what the area will bear in terms of density and use.

DPP is also examining how the areas surrounding the stations have been defined by the communities. West Loch has been defined as the gateway to Waipahu for folks coming from West Oahu, while the Waipahu station has been defined as an employment and residential center, with a plantation heritage. The plan focuses on strengthening the historical core of Waipahu by providing new economic opportunities while retaining its historical character.

Mr. Ware pointed out that the private sector will be accomplishing most of this plan through developers who will want to take the risk, and stated that the public investment will be minimal. There are, however, areas such as the Waipahu Transit Center where flooding concerns will require public investment to ready them for private development. Overall, the plan will be effected through a public/private partnership. Cost is a major constraint, so density will be key, as developers will need to see a return on their investment in order to proceed. Mr. Ware then displayed a number of renderings of possible TOD surrounding the West Loch and Waipahu stations.

Lastly, Mr. Ware stated that DPP's consultant will translate station area plans to zoning designations for mixed use development.

Mr. Hong thanked Mr. Ware for the progress DPP has made in TOD planning.

Mr. Horner asked whether there had been conversations between partners, such as UH West Oahu, the Kroc Center and the Ho'opili developers. Mr. Ware stated that HART staff is engaged in conversation with the landowners, but could not speak to any dialogue between the partners. Mr. Tanoue stated that UH West Oahu and Leeward Community College have been working with HART on access and development matters. Mr. Horner also pointed out that the Department of Hawaiian Homelands is building thousands of homes in the Kapolei area. Mr. Ware stated that basic construction issues should be resolved first, then the land use planning issues could come to the forefront. Mr. Bunda stated that it is HART's responsibility to go out and talk to developers.

Mr. Lui-Kwan stated that the challenge moving forward would be how to get the partners to interact, and how it is all coordinated. He asked Mr. Hong if there was a clearinghouse where partners and developers could go to find out what to do. Mr. Hong suggested that DPP put its TOD data into a fact sheet for the developers to reference, to include information such as barriers and incentives to development, tax map keys, zoning and land use information, and information on owners. Mr. Tanoue stated that DPP is preparing to present condensed information and plans to the City Council, so the framework for that presentation could be utilized to that end.

Mr. Hong thanked Mr. Ware and DPP again for their efforts in TOD planning.

VI. Adjournment

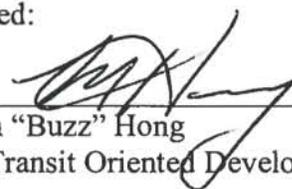
Having completed all Committee business, Mr. Hong called for the meeting of the Transit Oriented Development Committee be adjourned. Hearing no objections, Mr. Hong adjourned the meeting at 10:08 A.M.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William "Buzz" Hong
Chair, Transit Oriented Development Committee

JUL 19 2012

Date

ATTACHMENT A

MAR 14 2012

SENATE RESOLUTION

URGING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO
DETERMINE COST-EFFECTIVE AND REVENUE-GENERATING RIDERSHIP
LEVELS FOR THE RAIL TRANSIT SYSTEM.

1 WHEREAS, rail transit will provide people living and
2 working from West Oahu to Ala Moana Center with a fast, reliable
3 alternative to driving in traffic congestion; and
4

5 WHEREAS, with the ability to carry more than 400
6 passengers, which is the equivalent of more than six buses, rail
7 transit is more economical and efficient than buses for heavy-
8 volume passenger loads; and
9

10 WHEREAS, by 2030 there will be an estimated additional
11 40,000 car trips per day on Honolulu's highways and surface
12 streets, which rail transit will alleviate, and rail transit is
13 also expected to reduce delay due to congestion by eighteen
14 percent; and
15

16 WHEREAS, thirty-five percent of construction for rail
17 transit is being paid for with funds from the Federal Transit
18 Administration; twenty-three percent is being paid by tourists
19 visiting Oahu as part of the existing one-half percent general
20 excise tax surcharge; and forty-two percent is being paid by
21 Oahu residents and businesses through the general excise tax
22 surcharge; and
23

24 WHEREAS, during each year of its construction, the rail
25 transit project will create an average of 10,000 jobs in
26 construction, engineering, and other areas, which will increase
27 demand for goods and services at local businesses and increase
28 tax revenues to the City and County of Honolulu and State; and
29

30 WHEREAS, the Honolulu Authority for Rapid Transportation
31 ("HART") was established as a semi-autonomous public transit
32 authority, approved by voters in 2010, and is responsible for
33 planning, construction, operation, maintenance, and expansion of
34 the City and County of Honolulu fixed guideway system; and
35



1 WHEREAS, HART determines that thirty-five percent of Oahu's
2 population lives in areas of low-income districts expected to
3 benefit significantly from low commuting costs that will
4 increase transit ridership by twenty percent; and
5

6 WHEREAS, development and redevelopment should be focused
7 along public transit corridors to optimize public transit
8 ridership, and HART should coordinate with stakeholders on
9 ridership goals; and
10

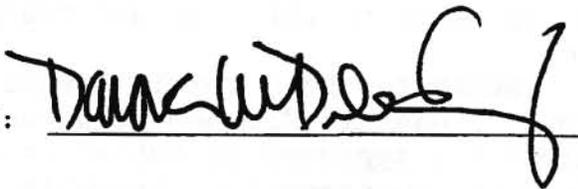
11 WHEREAS, much information exists regarding the building and
12 planning of the construction, location, and financing of the
13 rail transit system; however, a very limited amount of
14 information exists regarding the sustainability of the project
15 beyond its completion; and
16

17 WHEREAS, information on the number of riders per day
18 required to make the project cost-effective and revenue-
19 generating is needed to ensure the proper planning and financing
20 of the project; now, therefore,
21

22 BE IT RESOLVED by the Senate of the Twenty-sixth
23 Legislature of the State of Hawaii, Regular Session of 2012,
24 that the Honolulu Authority for Rapid Transportation is urged to
25 determine cost-effective and revenue-generating ridership levels
26 for the rail transit system; and
27

28 BE IT FURTHER RESOLVED that the Honolulu Authority for
29 Rapid Transportation submit a report of its findings to the
30 Legislature at least twenty days prior to the convening of the
31 Regular Session of 2013; and
32

33 BE IT FURTHER RESOLVED that certified copies of this
34 Resolution be transmitted to the Governor, Mayor of the City and
35 County of Honolulu, and Chairperson of the Honolulu Authority
36 for Rapid Transportation.
37
38
39

OFFERED BY: 



MAR 14 2012

SENATE RESOLUTION

REQUESTING THE OFFICE OF PLANNING TO HIRE CONSULTANTS TO REVIEW ALL STATE AND COUNTY LAND USE PRACTICES AND DEVELOP RECOMMENDATIONS TO REDUCE URBAN SPRAWL AND PROPERLY DEVELOP URBAN CORES.

1 WHEREAS, in the last twenty years the State has developed
2 nearly 3,300 acres of prime farmland, increasing the price of
3 remaining land and creating financial hardships for farmers; and
4

5 WHEREAS, article XI, section 3, of the Hawaii State
6 Constitution requires the State to conserve and protect
7 agricultural lands and increase self-sufficiency and directs the
8 Legislature to provide standards and criteria to meet these
9 requirements; and
10

11 WHEREAS, there is widespread support for the idea that the
12 State should become less reliant on cars and more reliant on
13 locally grown food and energy; and
14

15 WHEREAS, Hawaii residents have voted to build a mass
16 transit system to take cars off the road and focus growth around
17 transit centers; and
18

19 WHEREAS, on the island of Oahu, up to 4,000 new households
20 are created each year which requires the building of 100,000 new
21 homes over the next twenty-five years; and
22

23 WHEREAS, to prevent urban sprawl from destroying our
24 agricultural lands, a viable option would be to focus growth
25 along the transit corridors; and
26

27 WHEREAS, changes in state and county land use practices
28 need to be implemented to plan for the proper population growth;
29 otherwise, new housing supply will decrease and island-wide
30 prices will increase; and
31

32 WHEREAS, it costs approximately \$300,000 to subsidize one
33 affordable rental unit, which, multiplied by the state shortage
34 of 10,000 units, requires \$3,000,000,000 of taxpayer subsidy and



1 provides no solution to the affordable housing shortage or
2 expansion of urban sprawl; and

3
4 WHEREAS, the Office of Planning gathers, analyzes, and
5 provides information to the Governor to assist in the overall
6 analysis and formulation of state policies and strategies to
7 address current or emerging issues; and

8
9 WHEREAS, the Office of Planning engages in land use
10 planning by representing the State before the Land Use
11 Commission, assisting state agencies on land use district
12 boundary amendments, and reviewing the classification and
13 districting of all state lands; and

14
15 WHEREAS, consultants with expertise on state and county
16 land use issues are needed to review all existing land use
17 practices, including statutes, ordinances, permitting,
18 development application processes, and environmental
19 infrastructure, to effectively provide the necessary information
20 and recommendations required to plan for the reduction of urban
21 sprawl and proper development and redevelopment to accommodate
22 population growth; now, therefore,

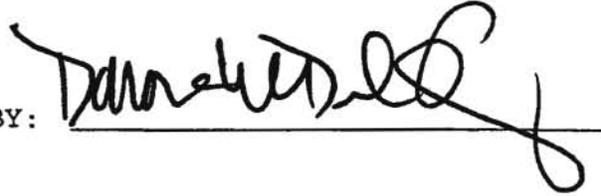
23
24 BE IT RESOLVED by the Senate of the Twenty-sixth
25 Legislature of the State of Hawaii, Regular Session of 2012,
26 that the Office of Planning is requested to use funds in its
27 existing budget to hire consultants to review all state and
28 county land use practices and develop recommendations to reduce
29 urban sprawl and properly develop urban cores; and

30
31 BE IT FURTHER RESOLVED that the Office of Planning is
32 requested to submit a report of the findings and recommendations
33 of the consultants, including any proposed legislation, to the
34 Legislature no later than twenty days prior to the convening of
35 the Regular Session of 2013; and

1 BE IT FURTHER RESOLVED that certified copies of this
2 Resolution be transmitted to the Governor, Director of the
3 Office of Planning, and Chairperson of the Land Use Commission.

4
5
6

OFFERED BY: _____

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MAR 14 2012

SENATE RESOLUTION

URGING THE OFFICE OF PLANNING TO COORDINATE WITH ALL STATE AGENCIES THAT HOLD TITLE TO OR LEASES OF LAND ALONG THE ELEVATED RAPID TRANSIT LINE ROUTE TO DEVELOP A COMMUNITY DEVELOPMENT PLAN FOR COMMUNITIES ALONG THE ROUTE.

1 WHEREAS, the Honolulu Rail Transit Project ("Project") is
2 the plan to construct an elevated rapid transit line on the
3 island of Oahu; and
4

5 WHEREAS, the Project will construct an elevated rapid
6 transit line from the edge of Kapolei to Ala Moana Center and
7 pass through communities along southern Oahu via Honolulu
8 International Airport and downtown Honolulu; and
9

10 WHEREAS, the Project will provide people living and working
11 from West Oahu to Ala Moana Center with a fast, reliable
12 alternative to driving in traffic congestion; and
13

14 WHEREAS, the proposed stations are scheduled to open in
15 three phases between the years 2015 and 2019, starting from
16 suburban areas to urban centers with the first phase to include
17 a baseyard for the trains, delaying major infrastructure impacts
18 associated with construction in the urban center; and
19

20 WHEREAS, the proponents of the Project have given much
21 thought to the planning and design but have not fully accounted
22 for the effects it will have on the surrounding communities and
23 the State as a whole; and
24

25 WHEREAS, the Office of Planning was established to maintain
26 an overall framework to guide the development of the State
27 through a continuous process of comprehensive, long-range, and
28 strategic planning to meet the physical, economic, and social
29 needs of Hawaii's people, and provide for the wise use of
30 Hawaii's resources in a coordinated, efficient, and economical
31 manner, including the conservation of natural, environmental,
32 recreational, scenic, historic, and other limited and
33 irreplaceable resources for future generations; and
34



1 WHEREAS, the Project is well underway and there is a need
2 to accommodate the communities surrounding the stations; and
3

4 WHEREAS, considering the route and length of the Project,
5 many state agencies are likely to be affected, due to the areas
6 along the route as well as each state agency's respective
7 purview; now, therefore,
8

9 BE IT RESOLVED by the Senate of the Twenty-sixth
10 Legislature of the State of Hawaii, Regular Session of 2012,
11 that the Office of Planning coordinate with all state agencies
12 that hold title to or leases of land along the elevated rapid
13 transit line route in order to develop a community development
14 plan for communities along the route; and
15

16 BE IT FURTHER RESOLVED that the community development plan
17 include the following:
18

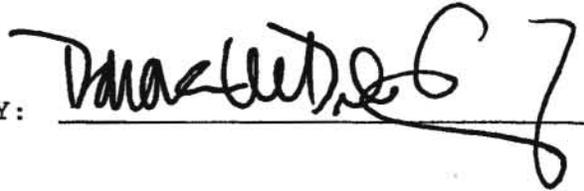
- 19 (1) Plans to develop public-private partnerships to assist
20 with the planning, coordination, and implementation of
21 revenue-generating activities and development plans
22 for the community;
23
- 24 (2) Density goals to increase rail transit ridership; and
25
- 26 (3) Updates of existing state agency state plans to
27 incorporate rail transit and optimize the
28 opportunities the Project can provide; and
29

30 BE IT FURTHER RESOLVED that the Office of Planning submit
31 the plan to the Legislature no later than twenty days prior to
32 the convening of the Regular Session of 2013; and
33



1 BE IT FURTHER RESOLVED that certified copies of this
2 Resolution be transmitted to the Governor, Director of the
3 Office of Planning, and Chairperson of the Honolulu Authority
4 for Rapid Transportation.
5
6
7

OFFERED BY:

A handwritten signature in black ink, appearing to read "Daniel J. G. 7", written over a horizontal line. The signature is stylized and cursive.

MAR 14 2012

SENATE RESOLUTION

URGING THE COUNTIES TO REVISE LAWS TO REFLECT STRATEGIC LAND USE PRACTICES FOR MAIN STREET REDEVELOPMENT IN EXISTING TOWNS THAT SUPPORT PUBLIC TRANSPORTATION TO ACCOMMODATE THE GROWING POPULATION OF THE STATE.

1 WHEREAS, the State needs strategic community-oriented rules
2 and regulations to protect our unspoiled landscapes and farming
3 lands, preserve the beauty of the islands, and secure its unique
4 agricultural business; and

5
6 WHEREAS, existing land use practices create urban sprawl,
7 threatening our agricultural and conservation lands; and

8
9 WHEREAS, agriculture has a special place in Hawaii's
10 history and continues to be an important industry generating
11 \$1,900,000,000 and 42,000 jobs; and

12
13 WHEREAS, with the decline of the sugar industry,
14 agricultural lands are being used increasingly by small farms
15 growing diversified agricultural products which have gained
16 recognition in foreign and domestic markets; and

17
18 WHEREAS, millions of visitors from around the globe travel
19 to our State with the great expectation of viewing spectacular
20 landscapes of green vegetation; and

21
22 WHEREAS, trends in the travel industry also show an
23 increasing interest in eco-tourism, farm tours, and cultural
24 experiences; and

25
26 WHEREAS, substantial numbers continue to be added to the
27 Hawaii resident population each decade, averaging at least
28 100,000 for each decade from 1960 to 2000; and

29
30 WHEREAS, for each decade between 2000 and 2030, the
31 population is expected to increase by 140,000, with
32 approximately 59,000 of that growth being in the neighbor island
33 counties; and
34



1 WHEREAS, much of the island of Oahu's future population
2 growth is slated for the Ewa plains and southern slopes of the
3 island's central valley, between Waipahu and Wahiawa near the
4 island's center; and

5
6 WHEREAS, it is important to encourage redevelopment and
7 reinvestment in the historic nature of towns and communities to
8 preserve Hawaii's heritage for future generations; and

9
10 WHEREAS, existing land use practices that increase urban
11 sprawl have discouraged economic activity in main street
12 settings by decreasing the number of visitors to main street
13 shops and vendors because development is concentrated away from
14 rather than in and around main street settings; and

15
16 WHEREAS, the counties' focus should be to create
17 communities in which future generations can grow up in safety
18 and good health by reducing traffic congestion, greenhouse
19 gases, and use of fossil fuels; and

20
21 WHEREAS, the counties need to look at tools such as
22 transferring density rights, incentives for redevelopment,
23 revenue generating public-private partnerships, and economic
24 development strategies; and

25
26 WHEREAS, current land codes do not encourage consistency in
27 maintaining building facades of historical buildings in the area
28 or community; and

29
30 WHEREAS, encouraging the development of infrastructure that
31 allows for a preferred choice of walking, biking, or the use of
32 public transportation will help accommodate the State's growing
33 population; and

34
35 WHEREAS, the counties' current practices relating to land
36 use such as county ordinances, zoning, permitting, and
37 development processes need to be amended to ensure proper
38 development in appropriate areas; and

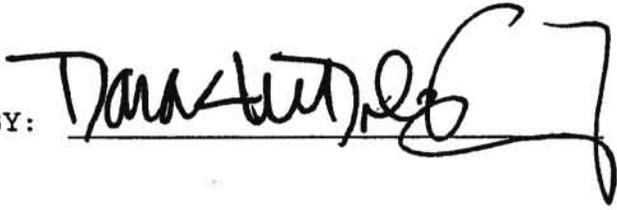
39
40 WHEREAS, the increasing population puts pressure on the
41 counties to implement land use practices that carefully regulate
42 a balance of development while sustaining the beauty and natural
43 resources of the islands; now, therefore,



S.R. NO. 104

1 BE IT RESOLVED by the Senate of the Twenty-sixth
2 Legislature of the State of Hawaii, Regular Session of 2012,
3 that the counties are urged to revise laws to reflect strategic
4 land use practices for main street redevelopment in existing
5 towns that support public transportation to accommodate the
6 growing population of the State; and

7
8 BE IT FURTHER RESOLVED that certified copies of this
9 Resolution be transmitted to the mayors of the counties of
10 Hawaii, Honolulu, Kauai, and Maui.

11
12
13 OFFERED BY: 



ATTACHMENT B

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
 PHONE: (808) 768-8000 • FAX: (808) 768-6041
 DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

PETER CARLISLE
MAYOR



DAVID K. TANOUÉ
DIRECTOR

JIRO SUMADA
DEPUTY DIRECTOR

Memorandum

TO: HART, Transit Oriented Development (TOD) Committee

FROM: Terrance Ware, TOD Administrator

DATE: March 16, 2012

SUBJECT: Status of Neighborhood TOD Plans

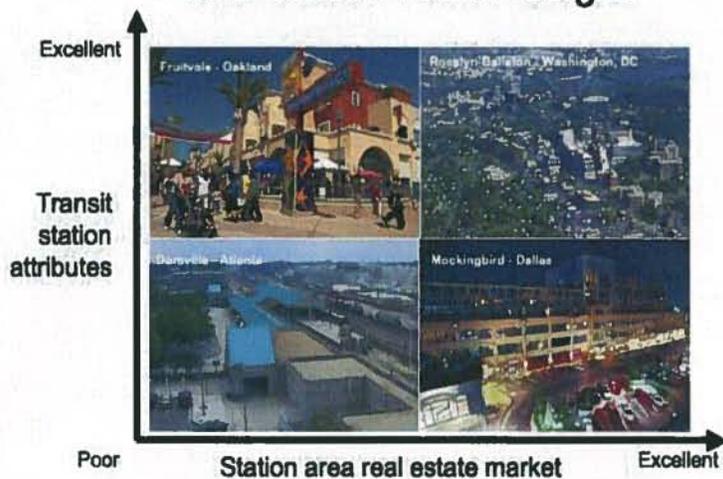
Neighborhood Station Area	Status	% Complete
<ul style="list-style-type: none"> • East Kapolei • UH West Oahu • Ho'opili 	Plans have been completed in public draft form and are being finalized for submittal to City Council.	99%
<ul style="list-style-type: none"> • West Loch • Waipahu Transit Center 	Staff will present station area neighborhood plans at future HART TOD Committee meetings once submitted to City Council.	95%
<ul style="list-style-type: none"> • Leeward Community College • Pearl Highlands • Pearl Ridge 		95%
<ul style="list-style-type: none"> • Middle Street Transit Center • Kalihi • Kapalama 	Consultant is working on station area plans.	75%
<ul style="list-style-type: none"> • Iwilei • Chinatown • Downtown 		75%
<ul style="list-style-type: none"> • Ala Moana Shopping Center 	Consultant has been selected and has begun preliminary fact-finding efforts on plans for the area.	5%
<ul style="list-style-type: none"> • Aloha Stadium 	Consultants have been selected, but activities have yet to be initiated.	0%
<ul style="list-style-type: none"> • Pearl Harbor Naval Air Base • Honolulu International Airport • Lagoon Drive 	Consultants have been selected, but activities have yet to be initiated.	0%
<ul style="list-style-type: none"> • Civic Center • Kaka'ako 	Under the jurisdiction of the Hawaii Community Development Authority.	N/A
<ul style="list-style-type: none"> • All neighborhood station areas 	Consultant selected to recommend revisions to the Land Use Ordinance (zoning code) implementing the station area plans.	25%

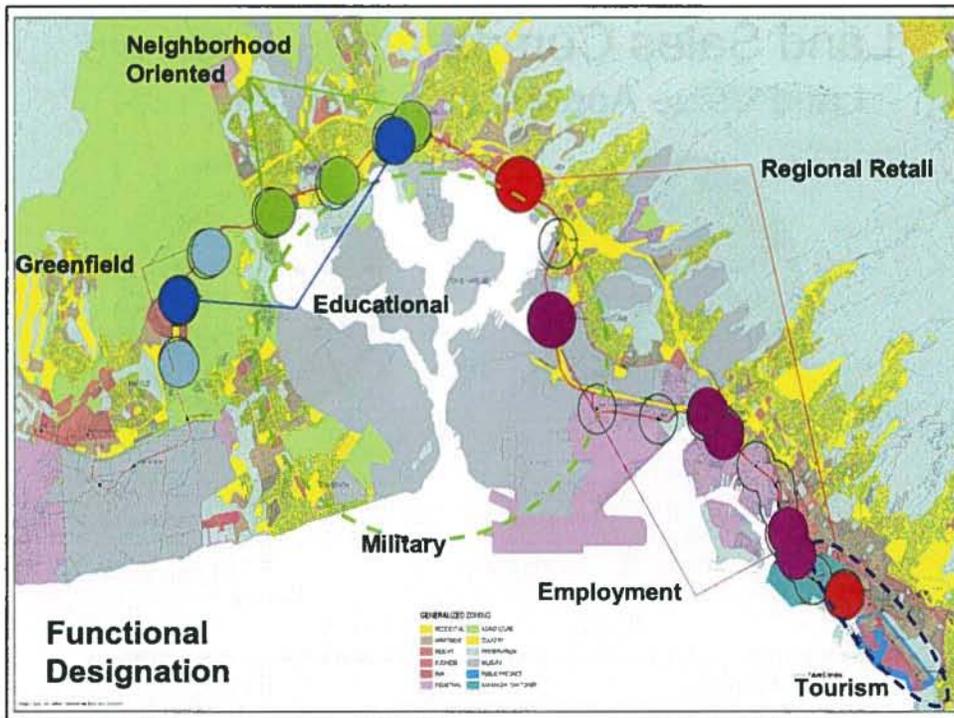
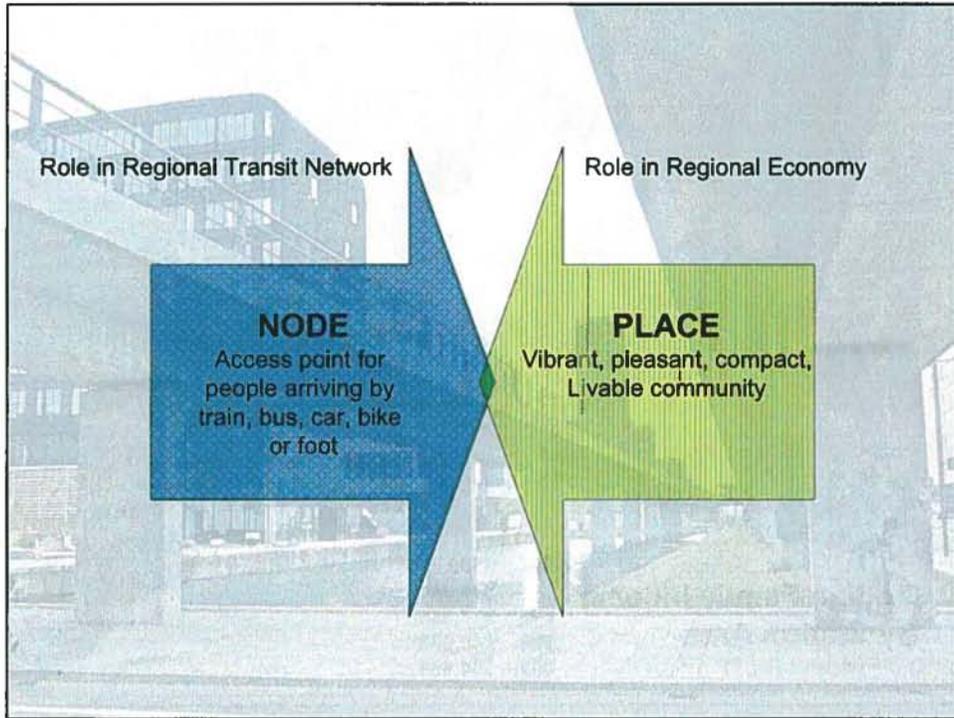
The City continues its activities related to the award of a Communities Challenge Grant from the Department of Housing and Urban Development to develop policies, strategies and a catalytic project to provide affordable housing along the transit corridor.

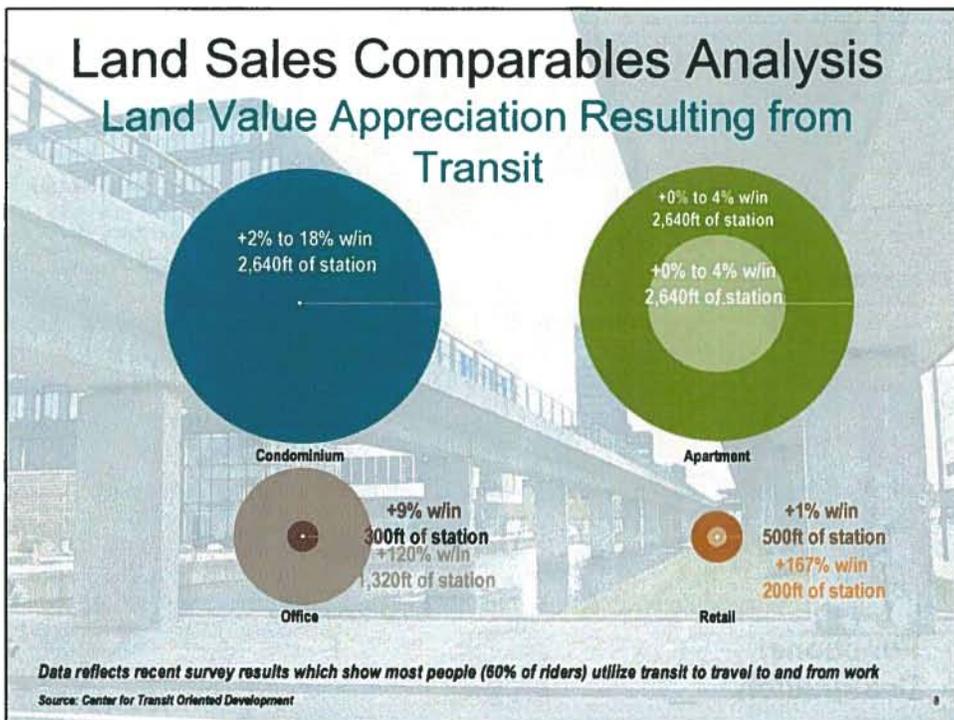
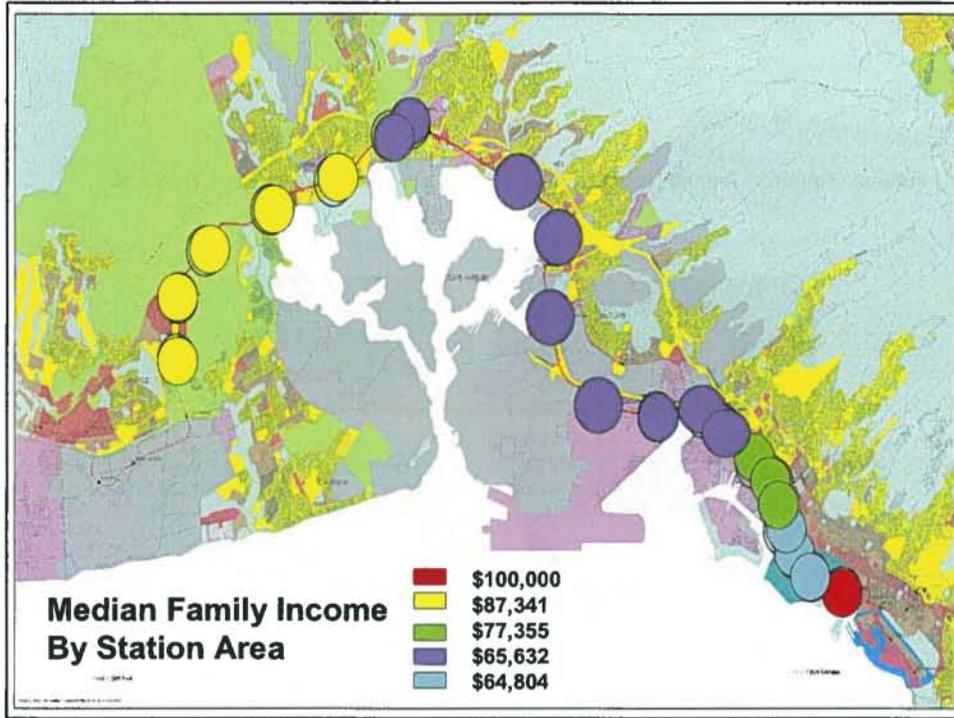
Status of TOD Station Area Plans

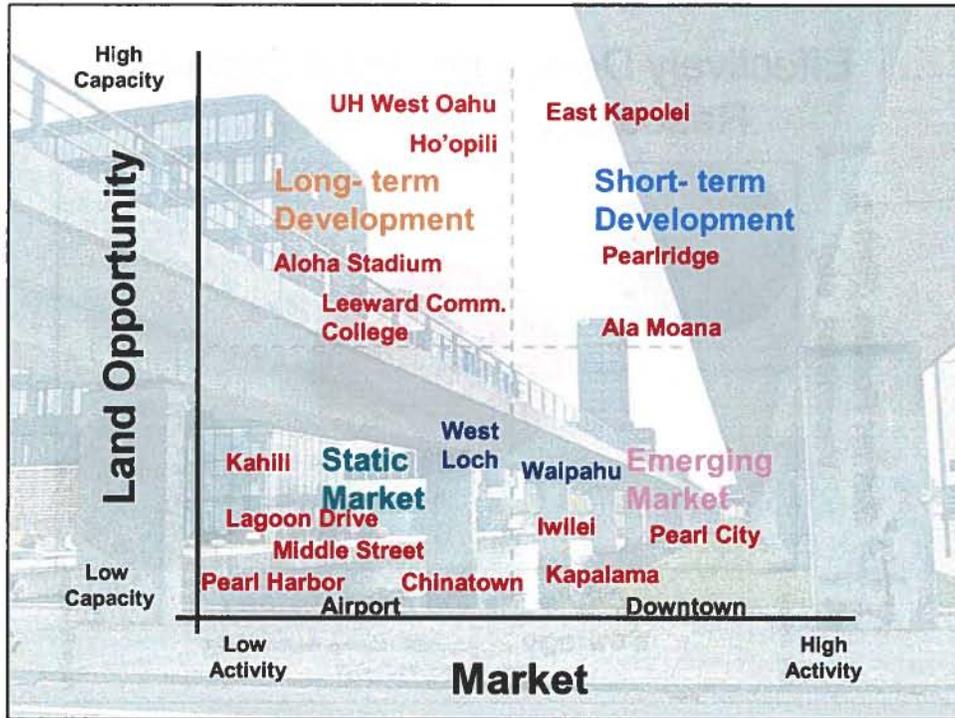
Status of Planning activity	E. Kapolei	U.H. West	Ho'Opi'i	W. Loch	Waipahu	Leeward C.C.	Pearl Highlands	Pearl Ridge	Aloha Stadium	Pearl Harbor	Alipohi	Lagoon Dr.	Middle Street	Kalihi	Kapalama	Iwilei	Chinatown	Downtown	Civic Center	Kaka'ako	Ala Moana	
Contract initiated (<25%)										■	■											■
Underway (25 - 75%)													■	■	■	■	■	■	■			
Complete (90+%)				■	■	■	■	■	■													
Planning by Others (Federal or State control)	■	■	■						■										■		■	

Transit Planners Determine TOD Success By Selecting Routes, Station Locations, and Station Area Designs





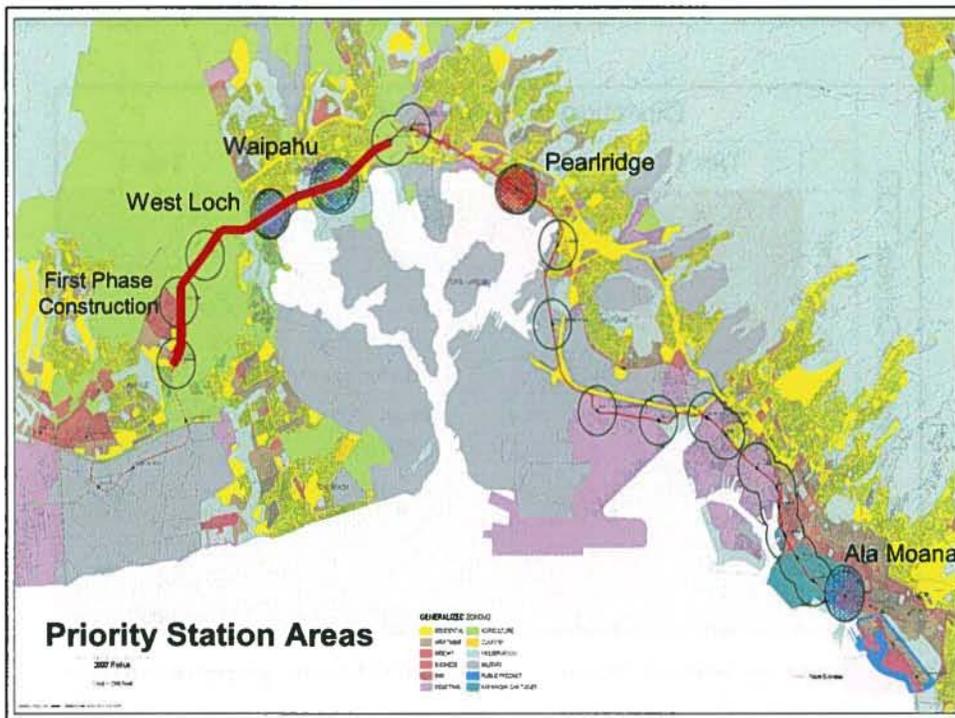
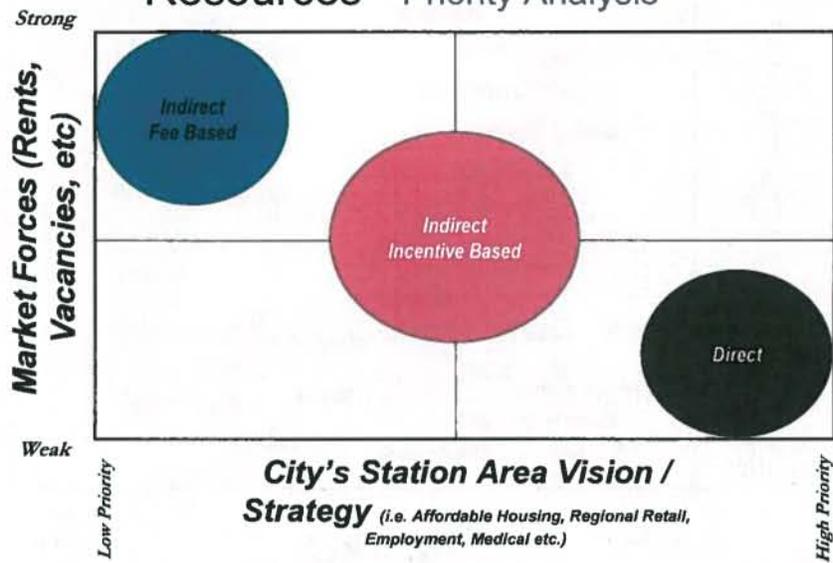




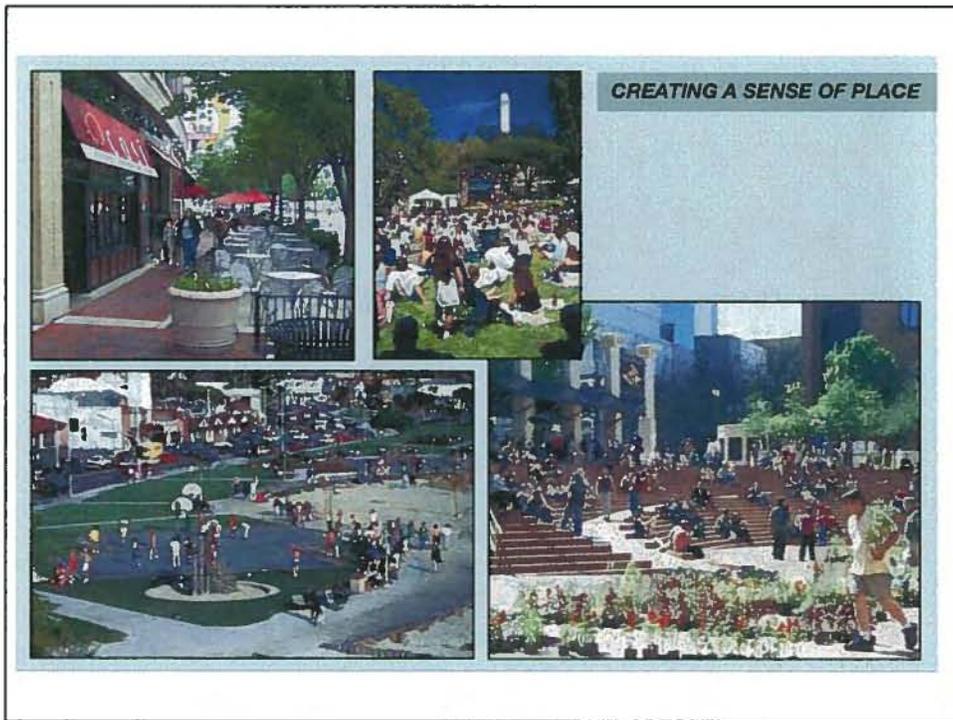
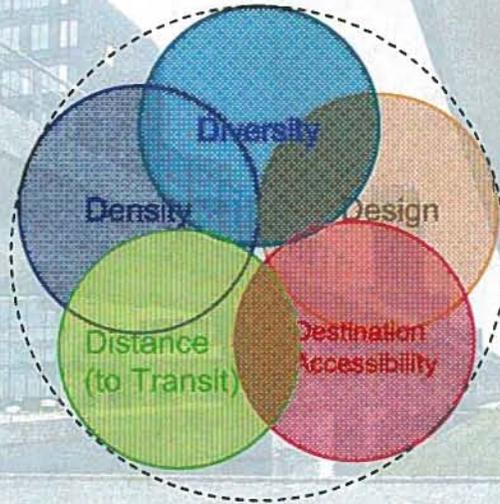
		Directing Neighborhood Change			
		Tier 1	Tier 2	Tier 3	Tier 4
Catalyze Market Driven TOD	Tier 1		•Pearlridge		
	Tier 2		•Ala Moana	•Ho'opili •East Kapolei •UH West Oahu	•Downtown
	Tier 3	•West Loch •Waipahu	•Kapalama	•Pearl City •Chinatown	•Leeward CC
	Tier 4		•Kalihi	•Middle Street	•Aloha Stadium •Pearl Harbor •Airport •Lagoon Drive

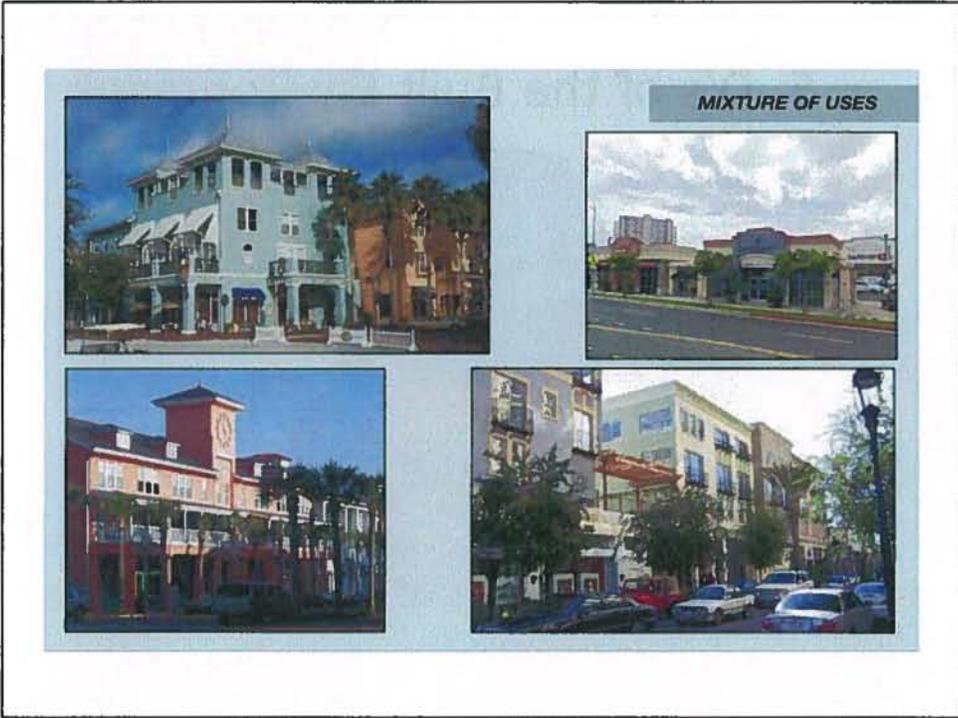
Critical TOD Priority Stations
 TOD Stations of Regional Importance

Effectively Deploying Value Capture Resources - Priority Analysis

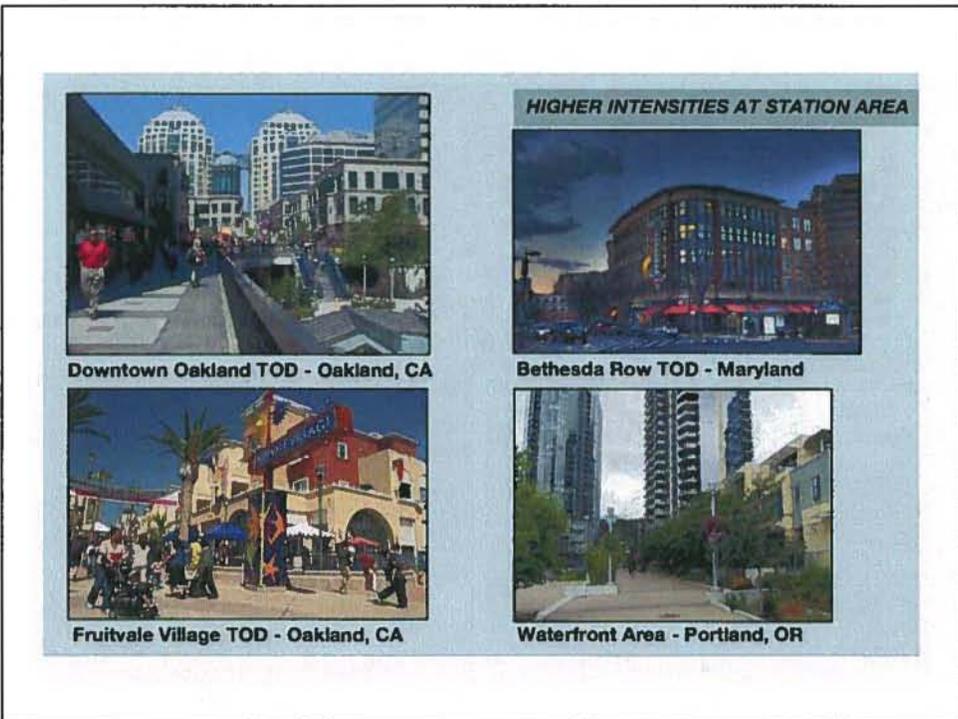


5 D's of the Built Environment





MIXTURE OF USES



HIGHER INTENSITIES AT STATION AREA



Downtown Oakland TOD - Oakland, CA



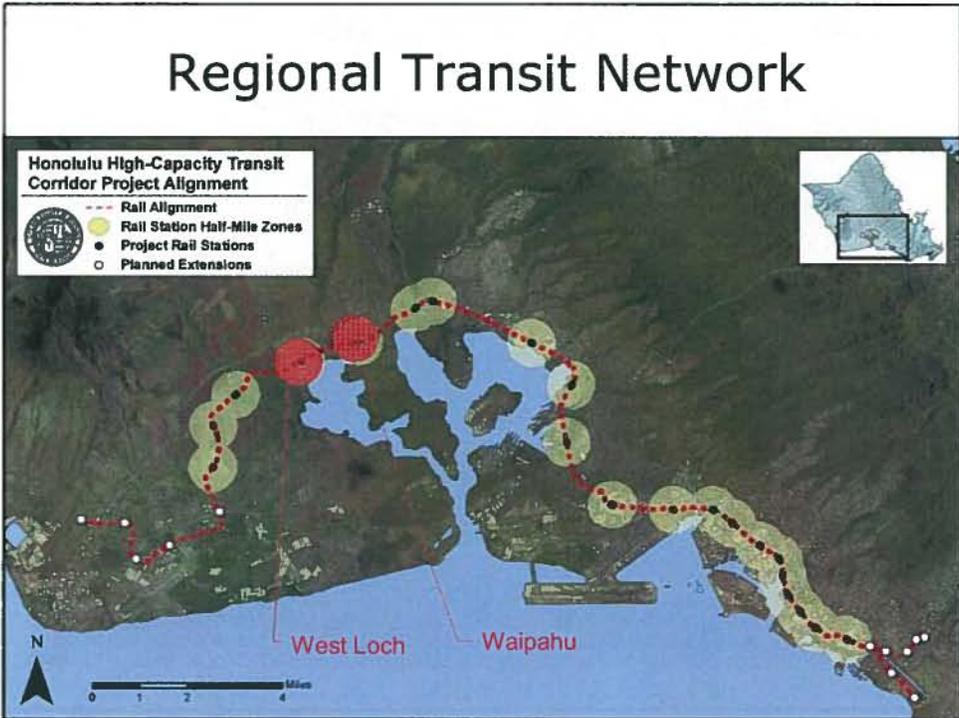
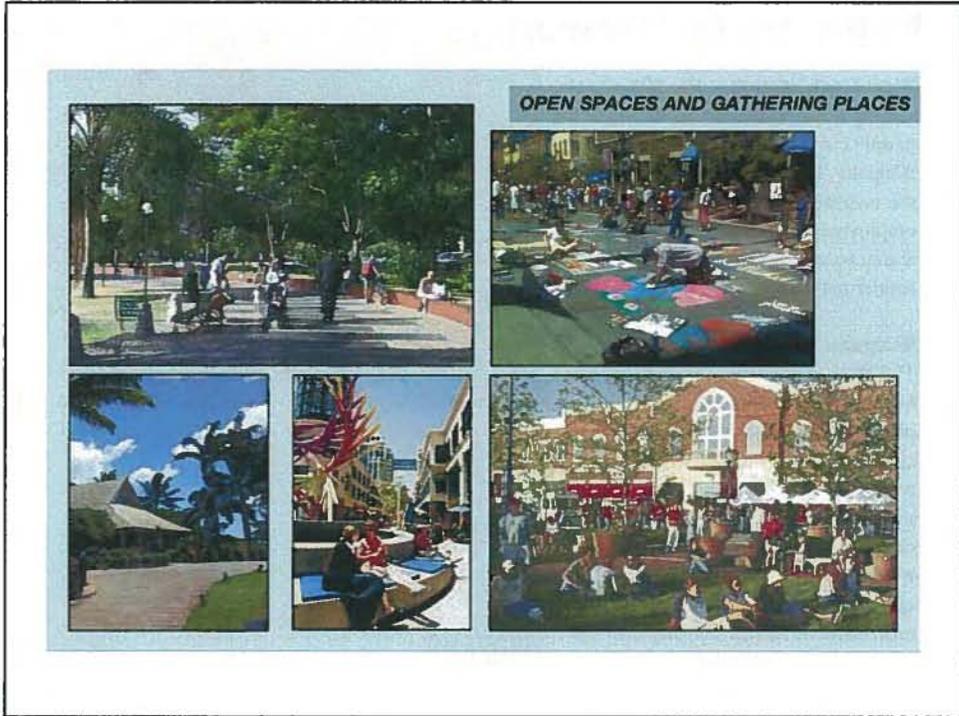
Bethesda Row TOD - Maryland



Fruitvale Village TOD - Oakland, CA



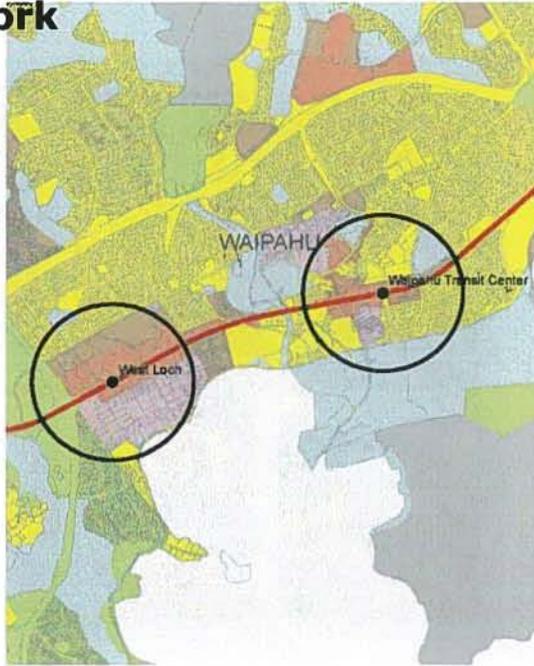
Waterfront Area - Portland, OR



Regional Framework

West Loch Station – The West Loch station is the ‘Gateway’ to Waipahu for people coming from West Oahu. The Waipahu TOD Plan seeks to maintain the neighborhood’s role as an employment center, enhance this area’s ability to attract commercial and residential uses.

Waipahu Transit Center Station – The Waipahu station area reflects the heritage of Waipahu as a former sugar plantation town with an impressive collection of cultural and community resources. The Waipahu TOD Plan focuses on strengthening the historic core of Waipahu by providing new retail opportunities while restoring existing historic buildings through reinvestment and promoting the “old Town” character in new development.



“Celebrate Waipahu”

Waipahu Neighborhood TOD Plan

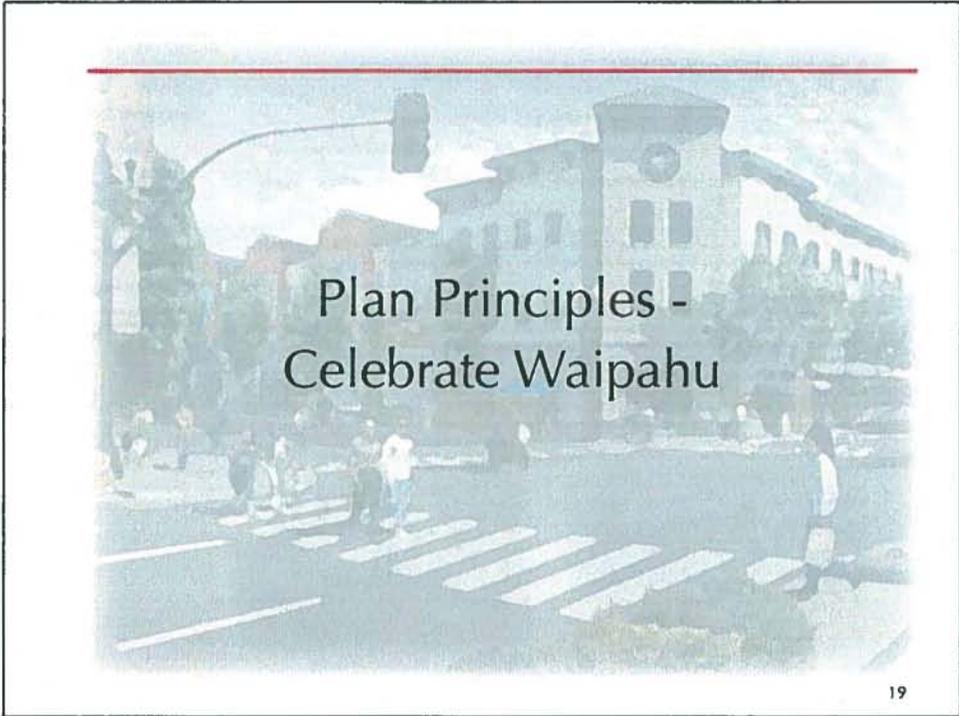
Final Plan
August 2009



Prepared for:
City and County of Honolulu
Department of Planning and Permitting

Prepared by:
Van Meter Williams Pollack





Waipahu
 Neighborhood TOD Plan

Plan Principles - Celebrate Waipahu

Principles were developed through community process
 "Celebrating Waipahu" recognizes the neighborhood's potential

- A. Celebrate Waipahu
- B. Maintain the Local Character of the Place
 - Farrington/Mokuola – "Old Town"
 - Farrington/Leoku – "Commercial Center"
- C. Enhance the "Green Network"
- D. Create a Safe, Pedestrian First Environment
- E. Provide Mixed-Income Housing
- F. Create an Inter-Modal Transportation Network
- G. Create a Mixed-Use Village-Like Setting in the Core Area




8. Summary of Recommendations

1. FARRINGTON / MOKUOLA

- Add transit plazas and pedestrian improvements on Farrington Highway
- Encourage the revitalization of the "Old Town" area
- Encourage the restoration of Kapakahi Stream with a stream walk to Pouhala Marsh and Pearl Harbor Historic Trail
- Encourage the day-lighting of Kapakahi Stream and the creation of a Festival Market Place Plaza, connecting to Hawaii's Plantation Village
- Add neighborhood mini parks and new open spaces adjacent to infill development
- Add infill multi-family housing throughout station area
- Encourage infill mixed use and retail along Waipahu Depot Road, Farrington Highway and Waipahu Street
- Encourage the consolidation of parking and the identification of short-term commuter parking.

2. FARRINGTON / LILOUE

- Add transit plazas and pedestrian improvements on Farrington Highway
- Encourage a "main street" along Leoleo Street with mixed-use development connecting station and Pearl Harbor
- Encourage infill mixed use and retail development along Farrington Highway
- Encourage a gateway office development at Fort Weaver Road and Farrington Highway
- Add live/work buildings makai of Farrington Highway
- Add infill multi-family housing throughout station area
- Encourage the redevelopment of affordable housing makai of Farrington Highway
- Encourage the restoration of the drainage canal between Lokoane and Leoleo Streets as a natural greenway
- Add neighborhood mini parks and open space adjacent to infill development
- Encourage the consolidation of parking and the identification of short-term commuter parking.



Leoleo "Main Street" Mixed-Use Environment



Neighborhood Mix of Park and Live/Work Building

Executive Summary

The Recommendations were developed through a community process that included:

- Advisory Committee meetings
- Community Workshops
- A property owner and business owner open house

Executive Summary

C. Next Steps

The following steps should be taken by the City and County in the near-term in order to put the Plan into action and to ensure the framework for transit-oriented development and neighborhood improvements follows the vision and principles (Principles, Page 19) defined by the community.

1. ADDRESS THE FLOODING ISSUES AT FARRINGTON / MOKUOLA

- Substantial redevelopment cannot occur without new flood control measures
- Historic and cultural resources as well as existing homes and businesses are at risk

2. CREATE THE WAIPAHU TOD ZONING REGULATIONS

- Codify the Plan recommendations
- TOD zoning will provide predictability and incentives for quality redevelopment

3. IDENTIFY INCENTIVES AND FUNDING SOURCES AT THE CITY, STATE AND FEDERAL LEVELS

- Funding sources need to be identified for public improvements
- Identify possible funding mechanisms such as tax increment financing and district parking scenarios

4. WORK WITH PROPERTY OWNERS THAT ARE INTERESTED IN REDEVELOPING ACCORDING TO THE PLAN

- Identify a City point-person to deal with transit-oriented development proposals
- Help to facilitate property exchanges and joint development

5. IDENTIFY SHORT-TERM (3-5 YEARS) PUBLIC IMPROVEMENT PROJECTS IN THE STATION AREAS

- Identify new locations for existing Farrington Highway median trees - the Plan recommends the following prioritization of tree relocation:
 - 1) Within the Farrington Highway right-of-way - this could include the inner transit boulevard medians as well as within the planting strips adjacent to sidewalks
 - 2) Within the right-of-way of other Waipahu neighborhood streets
 - 3) Within existing or planned public parks and open space areas
- Prioritize stream clean-up and restoration of existing open spaces and amenities
- Develop bicycle and pedestrian paths on existing streets that connect directly to the transit stations in collaboration with the Oahu Bike Plan and Pearl Harbor Historic Trail Master Plan
- Identify possible locations for temporary transit parking within both station areas

Waipahu
Neighborhood TOD Plan



6

FIGURE 1 - Proposed Station Locations

Waipahu
Neighborhood TOD Plan

Project Overview and Existing Conditions



Community Workshops



FIGURE 5 - Farrington / Makua Draft Station Area Alternatives



FIGURE 6 - Farrington / Leolu Draft Station Area Alternatives



Advisory Committee Meetings

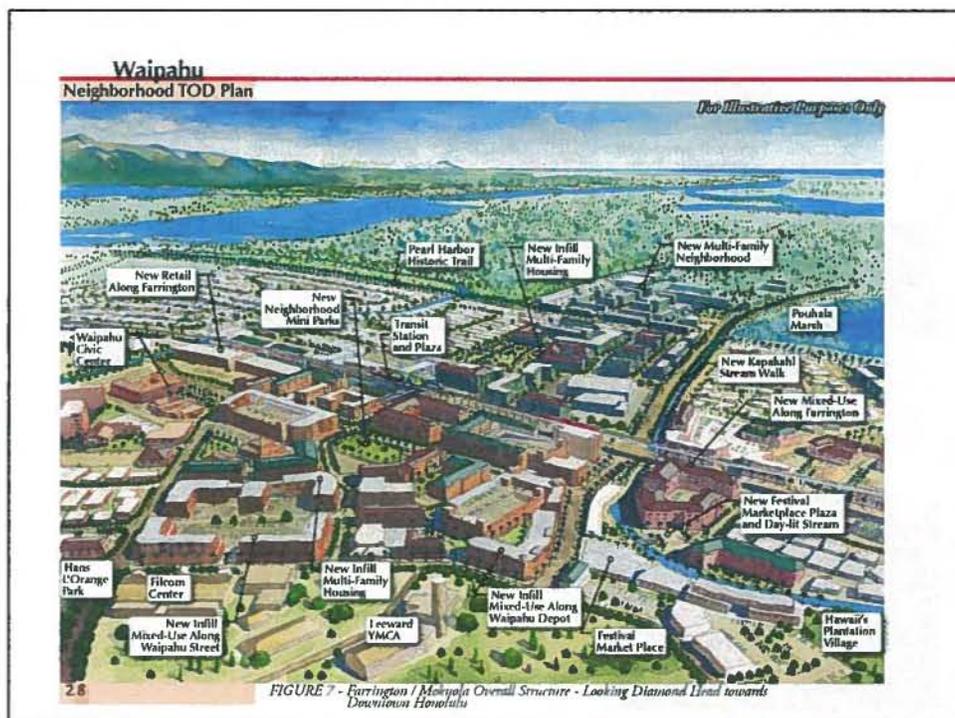


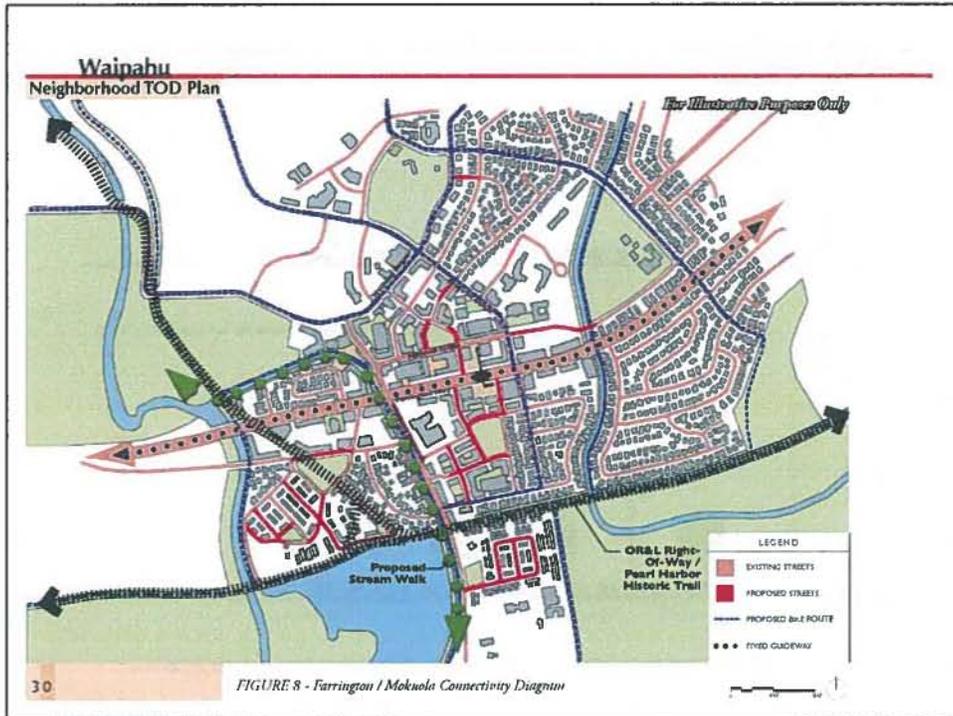
Project Timeline

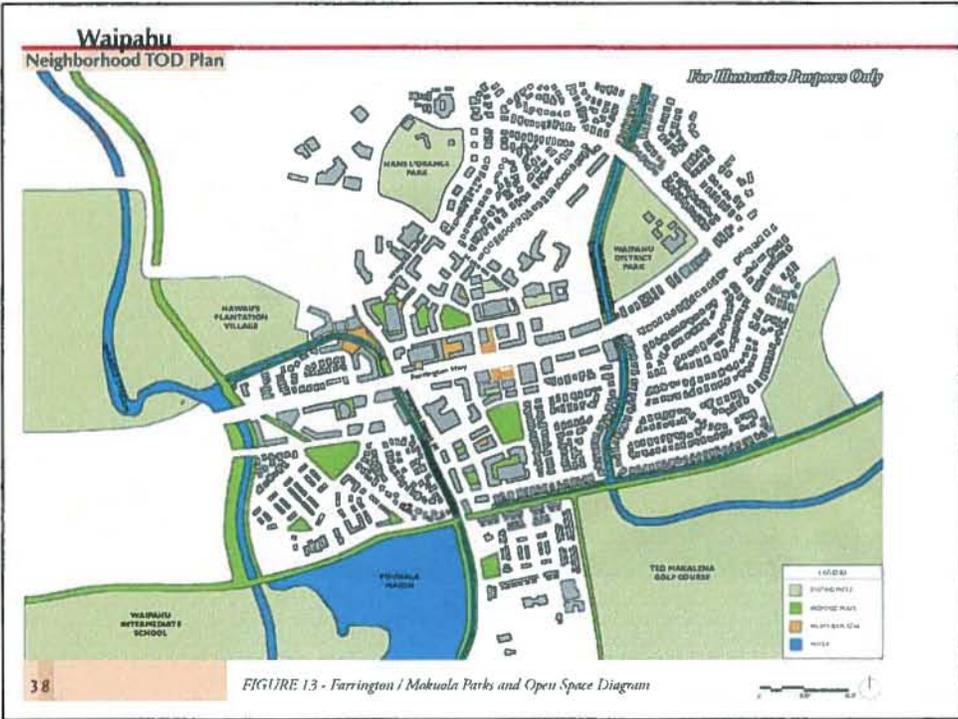
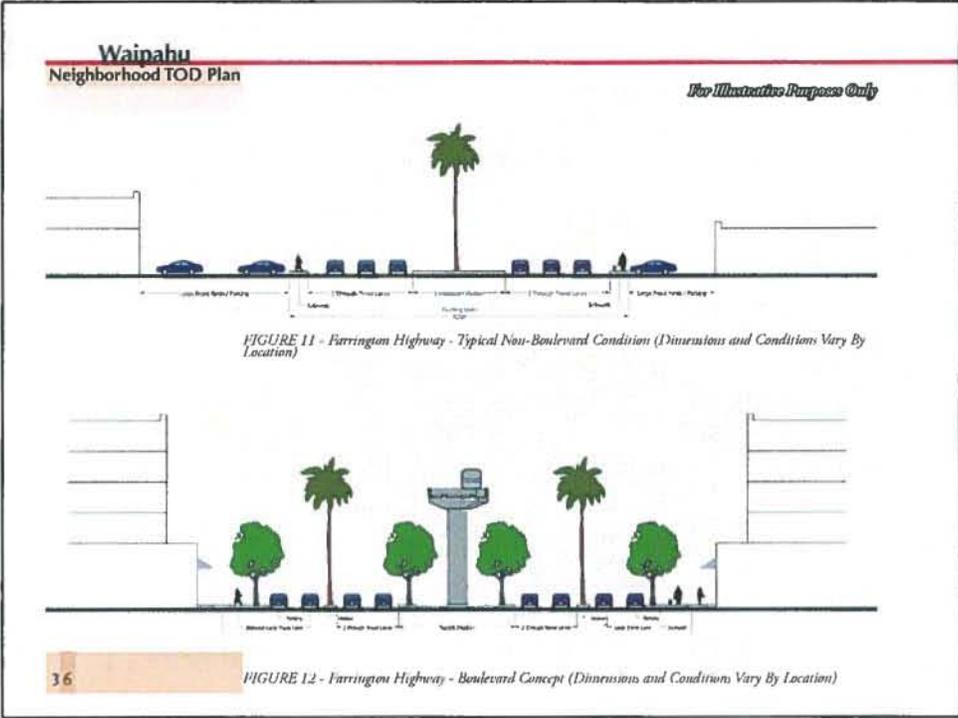
West Loch Plan Highlights

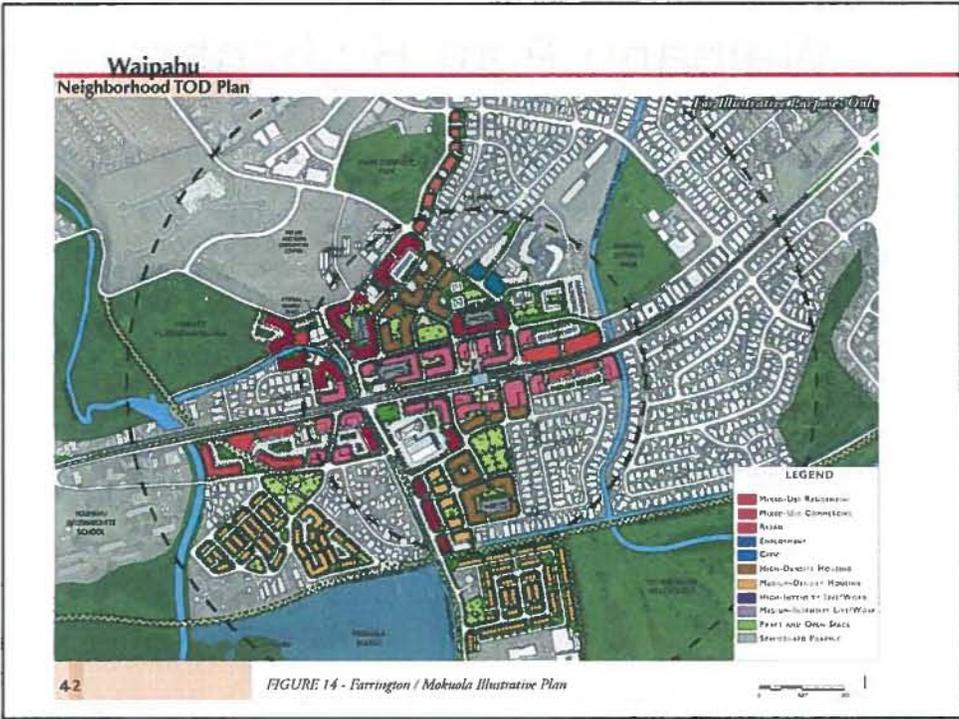
- Intensify development with up to 8,000 additional housing units by 2030
- Create a mixed-use "Main Street" along Leole Street, connecting the transit station, Pearl Harbor and the adjacent Historic Trail
- Encourage more pedestrian-oriented development along Farrington Highway
- Encourage "Gateway" development at Fort Weaver Road and Farrington Highway, including new office buildings
- Add 'live/work' buildings makai of Farrington Highway while still allowing light industrial uses
- Restore the drainage channel between Leokane and Leole Streets as a natural greenway path and linear park
- Allow taller building heights in exchange for 'community benefits' such as day-care facilities, public art, or LEED certification

Neighborhood Mini Park and Live/Work Buildings







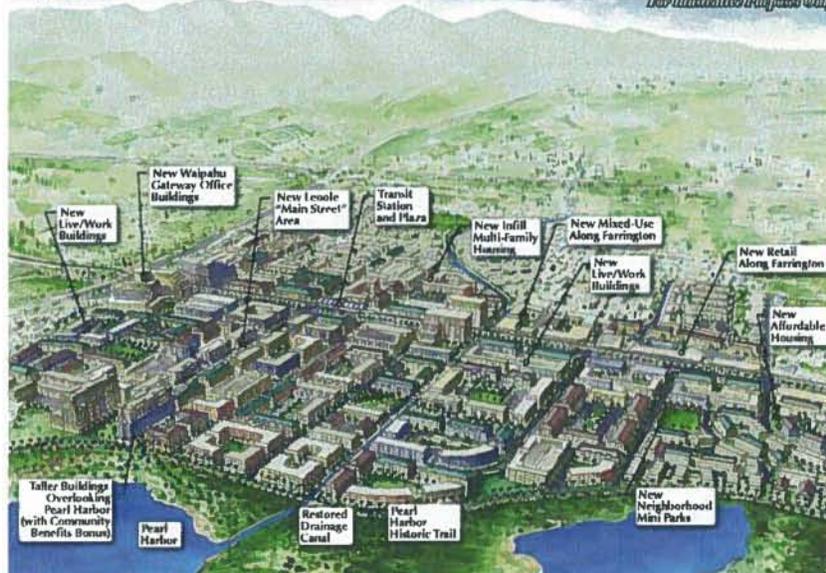


Waipahu Plan Highlights

- Intensify development with up to 1,500 additional housing units by 2030
- Respect the historical architecture of the Waipahu Town Core
- Restore Kapakahi Stream as a green walkway that connects Pohula Marsh, the Pearl Harbor Historic Trail, a new Festival Marketplace, and the Waipahu Plantation Millage
- Encourage more pedestrian-oriented development along Waipahu Depot Road, Farrington Highway, and Waipahu Street to enhance waipahu as a complete and convenient neighborhood
- Integrate existing community facilities with the surrounding neighborhood through open space and streetscape improvements
- Address the flood hazard limitation

Waipahu Neighborhood TOD Plan

For Illustrative Purposes Only



50

FIGURE 15 - Farrington / Looku Overall Structure - Looking Maunaloa

