Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2019-8

RELATING TO THE TRANSIT ORIENTED DEVELOPMENT POLICY OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-104 of the Charter provides that the HART Board of Directors (Board) is the policy making body of HART, and that HART, under Section 17-103 of the Charter, is authorized to:

- develop the fixed guideway system; and
- enter agreements with any public agency or private entity as it deems proper, including agreements for the joint use or operation of transit facilities with agencies of the city; and
- have full and complete control of all real and personal property used or useful in connection with the development of the fixed guideway system, including all materials, supplies, and equipment; and
- promote and assist transit oriented development projects near fixed guideway system stations that promote transit ridership, and are consistent with the intent of the adopted community plans and zoning; and
- apply for and receive grants of property, money and services, and other assistance from persons, entities, or government which may be used to meet capital or operating expenses and any other use within its scope of powers and to negotiate the terms and conditions of such use; and

WHEREAS, Section 17-105 of the Charter empowers the Executive Director to administer programs approved by the board that promote developments near transit stations that would increase multimodal municipal transportation system ridership and review development projects having significant impact on the development of the fixed guideway system; and

WHEREAS, Section 6-1703 of the Charter provides that the Department of Transportation Services (DTS) shall operate and maintain the city’s multimodal transportation system, including the Honolulu Rail Transit Project (HRTP) upon transfer of the HRTP to DTS; and

WHEREAS, the Board recognizes that transit oriented development (TOD) provides a unique opportunity to foster more livable communities that take advantage of the
benefits of transit, specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station area for all modes of travel; and

WHEREAS, the Board finds that ridership and revenue generation for the operation and maintenance of the HRTP is critically linked to transit oriented development around the rail stations; and

WHEREAS, the Board encourages the integration of the fixed guideway stations with the surrounding community, consistent with the community plans, affordable housing policies and zoning ordinances adopted by the City and County of Honolulu and subject to available funding; and

WHEREAS, the Board desires to formalize and strengthen HART’s commitment to successfully integrate rail transit into the community; and

WHEREAS, the Board desires to formalize and strengthen HART’s commitment to facilitate ancillary revenue opportunities to offset the operating costs of the fixed guideway system; and

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. The HART Board of Directors hereby adopts a Transit Oriented Development Policy to enable community integration and revenue generation as key considerations in the strategies, plans, decisions, and business practices of HART, as described in Exhibit A. The HART Board of Directors authorizes the Executive Director and Chief Executive Officer to make minor revisions to the policy that do not substantially alter the fundamental commitments contained in the Policy; and

2. This Resolution shall take effect immediately upon its adoption.

ADOPTED BY the Board of the Honolulu Authority for Rapid Transportation on ____________________.

____________________________________
Board Chair

ATTEST:

____________________________________
Board Executive Officer
EXHIBIT A
Honolulu Authority for Rapid Transportation

POLICY RELATING TO TRANSIT ORIENTED DEVELOPMENT

1.0 GENERAL POLICY

The Honolulu Authority for Rapid Transportation (HART) is committed to developing a rail system that facilitates implementation of transit oriented development (TOD) and other community plans and policies adopted by the City and County of Honolulu and the State of Hawaii. This commitment includes:

1) Integration of rail stations with adjacent developments to enhance neighborhood connectivity, promote sustainable mobility, and facilitate revenue generation opportunities where possible;

2) Coordination of the design and construction of rail stations, multimodal facilities, and other HART-acquired lands to leverage State and City development opportunities and objectives;

3) Encouraging the responsible development of HART-acquired lands in such a manner which minimizes risk to the development of the fixed guideway system, preserves the ability to meet future transit needs, and catalyzes TOD plan implementation in surrounding areas.

2.0 BACKGROUND

HART was established by the Charter of the City and County of Honolulu, as amended, effective July 1, 2011 as a semi-autonomous entity. Its current mission is to develop and construct the Honolulu Rail Transit Project (HRTP). Since its inception, HART has focused the planning, right-of-way acquisition, design, and construction activities for the rail system without regard to surrounding TOD or potential revenue generation opportunities.

This policy is intended to gently modify this narrow past focus to allow HART to actively consider integrating transit oriented development opportunities into project delivery where feasible, collaborate with public and private partners on station integration projects that promote expanded ridership and increased fare and ancillary revenue to offset the operations and maintenance costs of the system, and to provide guidance
and direction on the use of HART-acquired property that will be surplus to the project needs. This policy is also not intended to direct HART actions that will incur significant risk to the Financial Plan or revenue service dates, except as may be approved by the Board and/or the City. Nor does this policy require HART to enter into joint development agreements with any public or private entity.

At the community level, TOD implementation policies are used to promote catalytic infrastructure and development that support integrated transit and land use patterns. Community TOD strategies include the development of housing, jobs and services within a half-mile radius around transit stations in order to promote bicycle and pedestrian-friendly access to regional mass transit. In this way, TOD helps to reduce vehicle congestion, increase transit ridership, and enhance farebox revenue generation.

The HRTP alignment transverses through multiple jurisdictions and many different public and private landowners. Land use and zoning along the alignment are controlled by the City and County of Honolulu, State of Hawaii, and the Hawaii Community Development Authority (HCDA), while the lands themselves are owned by many private landowners as well as various Federal, State, and City agencies. This policy is intended to encourage and facilitate collaboration with these entities.

3.0 SPECIFIC IMPLEMENTING GUIDELINES

3.1 TOD Objectives and Opportunities

HART’s TOD objective is to help facilitate station integration opportunities that support the rail system by increased ridership or enhanced transit investments throughout the alignment through station design and close coordination with public and private developers.

TOD opportunities include shaping land uses that encourage higher density around transit stations, promoting mixed-use communities with affordable housing, jobs and services, the creation of walking and pedestrian networks, and connecting existing residential/commercial facilities with transit stops. A key priority is to facilitate development of affordable housing, consistent with the City’s affordable housing policies and land use plans.

TOD opportunities should incorporate sustainable development, energy conservation, universal access for the disabled and disadvantaged, compliance with the City’s policies on climate change, and transportation equity.
3.2  **Land Acquisition and Existing Guideway and Stations**

HART is directed to:

3.2.1 Evaluate the existing guideway and stations for the possible integration with revenue generating uses that promote ridership and enhance the ridership experience, within the limits of the Financial Plan.

3.2.2 Evaluate present and future land acquisitions for possible station integration with TOD opportunities and developments. Collaborate with the City to implement acquisition of remnant land parcels in accordance with Bill 30 (2018) CD2, approved on December 3, 2018.

3.2.3 Identify HART acquired land parcels that may be suitable for joint development projects that enhance the TOD opportunities of the surrounding area.

3.2.4 Integrate future design and construction of the guideway, stations, and parking facilities with TOD opportunities, to the extent feasible, with strong consideration given to revenue generation opportunities.

3.2.5 Evaluate future land acquisition for possible expansion needs of the HRTP and collaborate with the City on acquisition of property.

3.3  **Joint Development of HART-acquired Property**

HART is authorized to acquire property necessary for the construction of the HRTP. The City and County of Honolulu owns all real property acquired by funds earmarked for the construction of the HRTP and is responsible for the development of property which is surplus to the construction of the HRTP. To the extent that HART acquires property that could support revenue generation or spur catalytic transit oriented development around its stations, HART is directed to:

3.3.1 Actively assist the City with joint development projects identified for HART-acquired properties.

3.3.2 Collaborate with the City on station integration projects that enhance ridership and/or generate revenue to support the City’s public transportation system, including the HRTP.

3.3.3 Ensure that any proposed use of HART-acquired property minimizes the risk to the development of the fixed guideway system and preserves the ability to meet future transit needs.

3.3.4 Encourage extension of the project labor agreements in place for construction of the HRTP to appropriate station integration or joint development projects in order to promote efficient project delivery and minimize construction-related impacts.
3.4 **Review of Development Projects Impacting HRTP**

HART is directed to:

3.4.1 Encourage development of employment centers, retail and commercial uses, and affordable housing in areas adjacent to stations where ridership projections indicate strong growth capacity.

3.4.2 Review and monitor development to ensure no adverse effect on the HRTP, no increase in financial or schedule risk to the project, and impact on possible future expansions of the guideway.

3.5 **Funding and Compliance with Federal Funding Sources**

3.5.1 To the extent that HART funding is currently limited to construction of the fixed guideway system, the Board encourages the executive director to apply for and seek additional sources of funding to carry out the Board’s TOD policy, as permitted by the Charter.

3.5.2 To the extent that HART-acquired property was purchased in whole or in part with federal funds, the Federal Transit Administration (FTA) must approve any joint development and use of such property.

3.5.3 Joint-development or station integration projects will comply with applicable environmental and historic preservation reviews, as may be required.

3.6 **Board Oversight and Review**

Board review of actions relating to TOD and this policy shall be set forth in Board Rules.
Resolution No. 2019-8 Relating to the Transit Oriented Development Policy of the Honolulu Authority for Rapid Transportation

HART Board Meeting
June 17, 2019
Recommended Resolution

The HART Board of Directors hereby adopts a Transit Oriented Development Policy to enable community integration and revenue generation as key considerations in the strategies, plans, decisions, and business practices of HART, as described in Exhibit A.
The Honolulu Authority for Rapid Transportation (HART) is committed to developing a rail system that facilitates implementation of transit oriented development (TOD) and other community plans and policies adopted by the City and County of Honolulu and the State of Hawaii.
General Policy Commitments (1.0)

1. Integrate rail stations with adjacent developments
   - Enhance neighborhood connectivity
   - Promote sustainable mobility
   - Facilitate revenue generation

2. Coordinate design and construction to leverage State and City development

3. Encourage responsible development
   - Minimize risk to the project
   - Preserves system expansion
   - Catalyzes TOD plan implementation
Background (2.0)

- TOD Policy is intended to allow HART to:
  - Actively consider integrating TOD opportunities into the Project
  - Collaborate with public and private partners on station integration
  - Guide the use of surplus property
- Not intended to incur significant Project financial or schedule risk
- Does not require HART to enter into any joint development agreements
TOD Objectives and Opportunities (3.1)

Facilitate station integration opportunities that increase ridership or enhance transit investments in close coordination with public and private developers.

- Encourage higher density
- Promote mixed-use communities
- Affordable housing, jobs/services
- Walking/pedestrian networks
- Connect residential/commercial facilities with transit

- Facilitate affordable housing
- Sustainable development
- Energy conservation
- Universal access for the disabled and disadvantaged
- Climate change
- Transportation equity
Land Acquisition and Stations (3.2)

- Evaluate potential integration with revenue generating uses
- Evaluate land acquisitions for station integration and collaborate with City on implementing Bill 30 (2018) CD2
- Identify HART parcels for joint development projects to enhance TOD
- Integrate Project with TOD and revenue generation opportunities
- Land acquisition for future system expansion
Joint Development (3.3)

- Actively assist the City with joint development projects identified for HART-acquired properties
- Collaborate with the City on station integration to enhance ridership and/or generate revenue
- Preserve the ability to meet future transit needs
- Encourage extension of the project labor agreements for appropriate station integration or joint development projects
Other Provisions

- **Review of Development Projects (3.4)**
  - Encourage development in areas adjacent to stations
  - Review and monitor development

- **Funding and Compliance (3.5)**
  - Seek additional sources of funding for implementation
  - FTA must approve any joint development and use of property
  - Environmental and historic preservation reviews
Mahalo!