



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Transit Oriented Development Meeting
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, October 17, 2013, 8:30 am**

PRESENT:	William “Buzz” Hong Michael D. Formby	George Atta Keslie Hui
ALSO IN ATTENDANCE: (Sign-In Sheet and Staff)	Jeff Gaskill Russell Honma Andrea Tantoco Jeanne Mariani-Belding William Brennan	Brennon Morioka Gary Takeuchi Joyce Oliveira Cindy Matsushita
EXCUSED:	Robert “Bobby” Bunda Ivan M. Lui-Kwan	Donald G. Horner

I. Call to Order by Chair

Transit Oriented Development (TOD) Committee Chair William “Buzz” Hong called the meeting to order at 8:37 a.m.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony.

Russell Honma offered testimony regarding the required timeframe for TOD, and suggesting workshops for public participation in station designs.

III. Approval of Minutes of the September 26, 2013 Transit Oriented Development Meeting

Mr. Hong called for approval of the minutes of the September 26, 2013 TOD Committee meeting. Committee member Michael Formby indicated a change on page three regarding the sale of the Kalaeloa water system to Pural Water Company. He noted that the sale has not yet been completed. There being no objections, the minutes were approved as amended.

IV. Introduction of the City and County of Honolulu's Transit-Oriented Development Program Administrator Harrison Rue

Mr. Hong introduced the Harrison Rue, TOD Administrator from the City Department of Planning and Permitting (DPP). Mr. Rue gave a PowerPoint presentation on DPP's neighborhood plans, a copy of which is attached hereto as Attachment A.

Mr. Rue introduced himself, and gave a brief overview of DPP's neighborhood TOD plans, 14 of 21 drafts of which are done. He also stated that a TOD sub-cabinet group had been established for the purpose of furthering the plans. DPP is currently two-thirds of the way through developing the TOD plans, and will then embark on zoning and implementation.

Mr. Rue described the vision for the transit corridor according to the four station types: major urban center, mixed use village, urban neighborhood, and major destination/employment center. Height and density varies according to the station type. Development will focus on the rail stations, with common elements for most station areas. The planning process involves extensive stakeholder and public input, followed by technical analyses of existing conditions and market demands. The resulting neighborhood plans are phased over 20-30 years.

Mr. Rue briefly described the East Kapolei, Waipahu, Aiea-Pearl City, Kalihi, Downtown, and Ala Moana neighborhood TOD plans, and the individual stations. He noted that the stations in the Kakaako area were under the Honolulu Community Development Authority's jurisdiction. He also noted that the Ala Moana plan had not yet been presented to the public.

Mr. Rue talked about DPP's efforts in coordinating with stakeholders such as the HART Board of Directors, State Department of Transportation, Department of Education, developers, professional organizations and nonprofits, in moving the TOD neighborhood plans forward.

Mr. Rue outlined the draft implementation strategy, which included finalization and adoption of the TOD neighborhood plans, developing financing and incentive tools, developing housing policy and developing catalytic projects. He informed the committee of the TOD symposium that would be held on Saturday, November 16, 2013.

Mr. Hong thanked Mr. Rue for his presentation, and called for any questions by members.

Committee member George Atta said that the TOD neighborhood plans, followed by zoning changes, would be complete in approximately two years. In the interim, DPP is proposing a process and framework for developers to develop within general conformance to the draft plans. He noted that an ordinance was being drafted that would allow things such as zoning density in exchange for public developments.

Committee member Keslie Hui asked about the opportunities for value capture and financing. Mr. Rue explained that value capture allows a landowner to take advantage of an increase in value that results from zoning changes or access to transit. Financing options include bond financing, tax increment financing or the creation of special districts. Regarding the

opportunities for value capture, he said that HART may consider development above the station at some locations in the long term. There is also a significant amount of state property that may be redeveloped over time, resulting in value capture that will feed back into operating costs. In addition, Mr. Rue said that the City was looking at other investment opportunities, such as opportunities on other public lands, and working with large landowners on creating walkable streets. He said that the City was also looking at water and sewer infrastructure needs.

Mr. Hong asked how consultants were selected for the development of the TOD neighborhood plans. Mr. Rue responded that they were selected in a competitive bid process, and that different firms were responsible for different parts of the plan. All have experience with TOD.

Mr. Hong also asked how DPP was coordinating among its various programs in achieving TOD. Mr. Rue said that all of DPP was a team and was working well with each other, as well as with other entities, including HART.

Mr. Hong thanked Mr. Rue for his presentation.

V. Executive Session

There was no need for executive session.

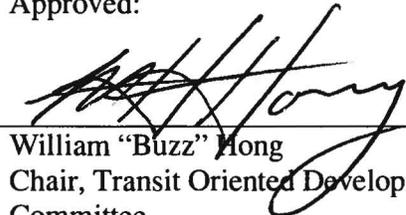
VI. Adjournment

Mr. Hong called for a motion to adjourn the meeting. Mr. Formby so moved, and Mr. Atta seconded the motion. The motion carried unanimously and the meeting was adjourned at 9:21 a.m.

Respectfully Submitted,


Cindy Matsushita
Board Administrator

Approved:


William "Buzz" Hong
Chair, Transit Oriented Development
Committee

NOV 21 2013

Date

ATTACHMENT A

City and County of Honolulu



Neighborhood **TOD** Plans

HART TOD Committee

October 17, 2013

What we'll talk about today

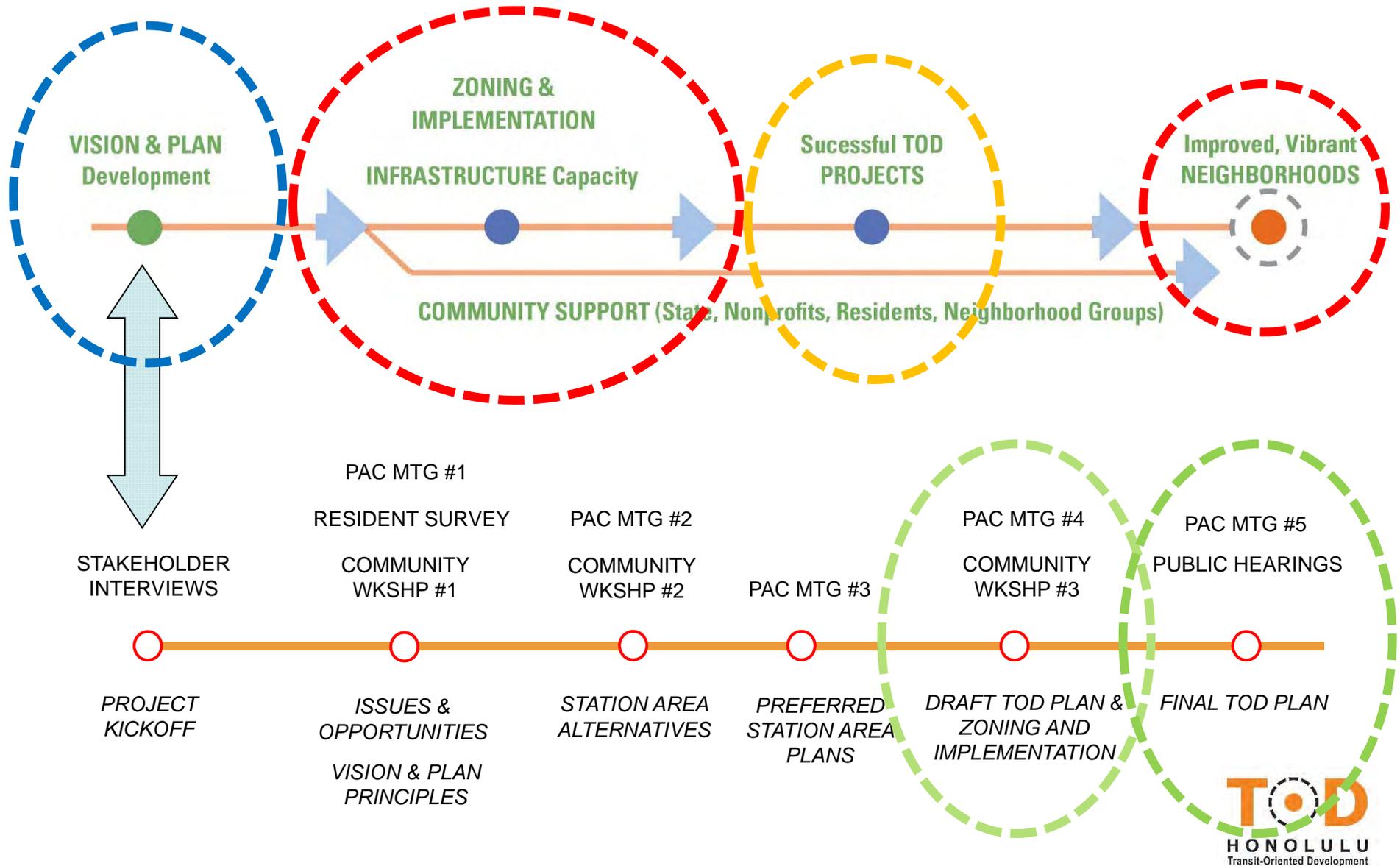
- Background and overview
- Neighborhood TOD Plans
- Draft implementation strategy
- TOD Symposium (*Sat. Nov 16, NBC*)

Where we came from

- Draft Neighborhood TOD Plans completed for 14 out of 21 station areas
- Extensive public involvement, stakeholder input, surveys and outreach
- Existing Conditions Analysis and Market Demand Studies
- Review and analysis of plans by TOD Sub-cabinet



Where we are – and where we're going



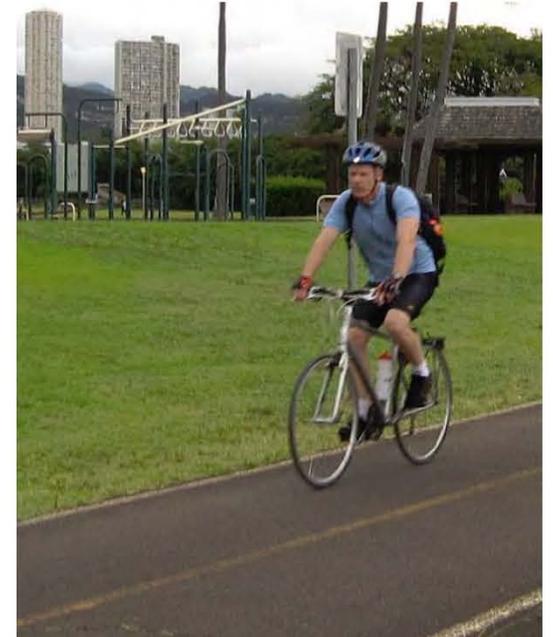
Where we're going

Create choices and a high-quality, healthy urban lifestyle

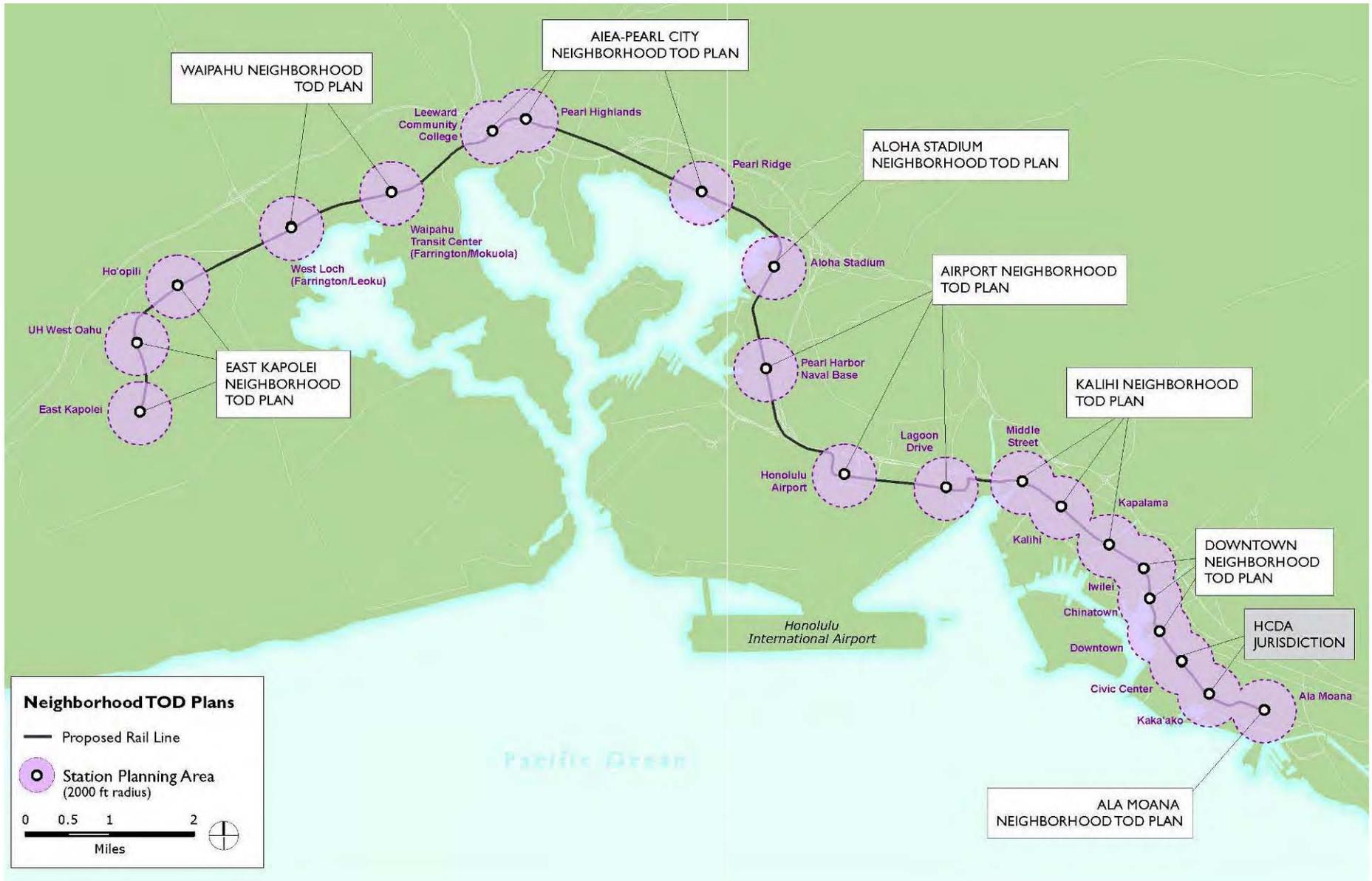
- Series of walkable, diverse, age-friendly neighborhoods
- Each station area has own unique identity
- Connect homes with jobs, goods, services & parks
- Scale of new development fits community context
- Revitalize older communities



It's about people and their neighborhoods



Neighborhood TOD Plans



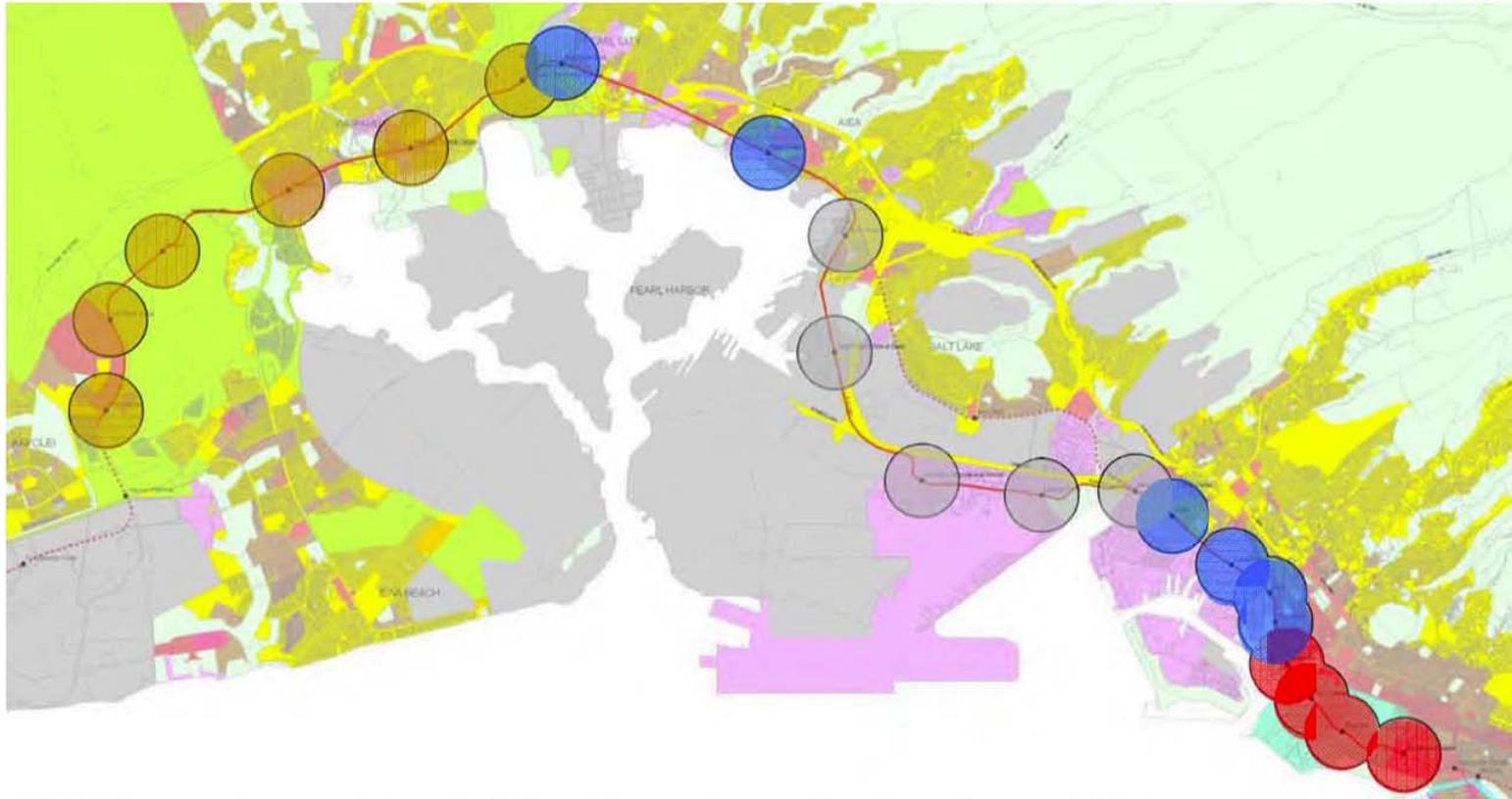
Neighborhood TOD Plans



East Kapolei (3)	Being “refreshed,” Hoopili
Waipahu (2)	Draft Resolution 13-5
Aiea-Pearl City (3)	Draft completed
Airport (3)	Pending
Aloha Stadium (1)	Pending
Kalihi (3)	Draft completed
Downtown (3)	Draft completed
Ala Moana (1)	Public draft this fall

* Civic Center & Kakaako Stations under HCDA Jurisdiction

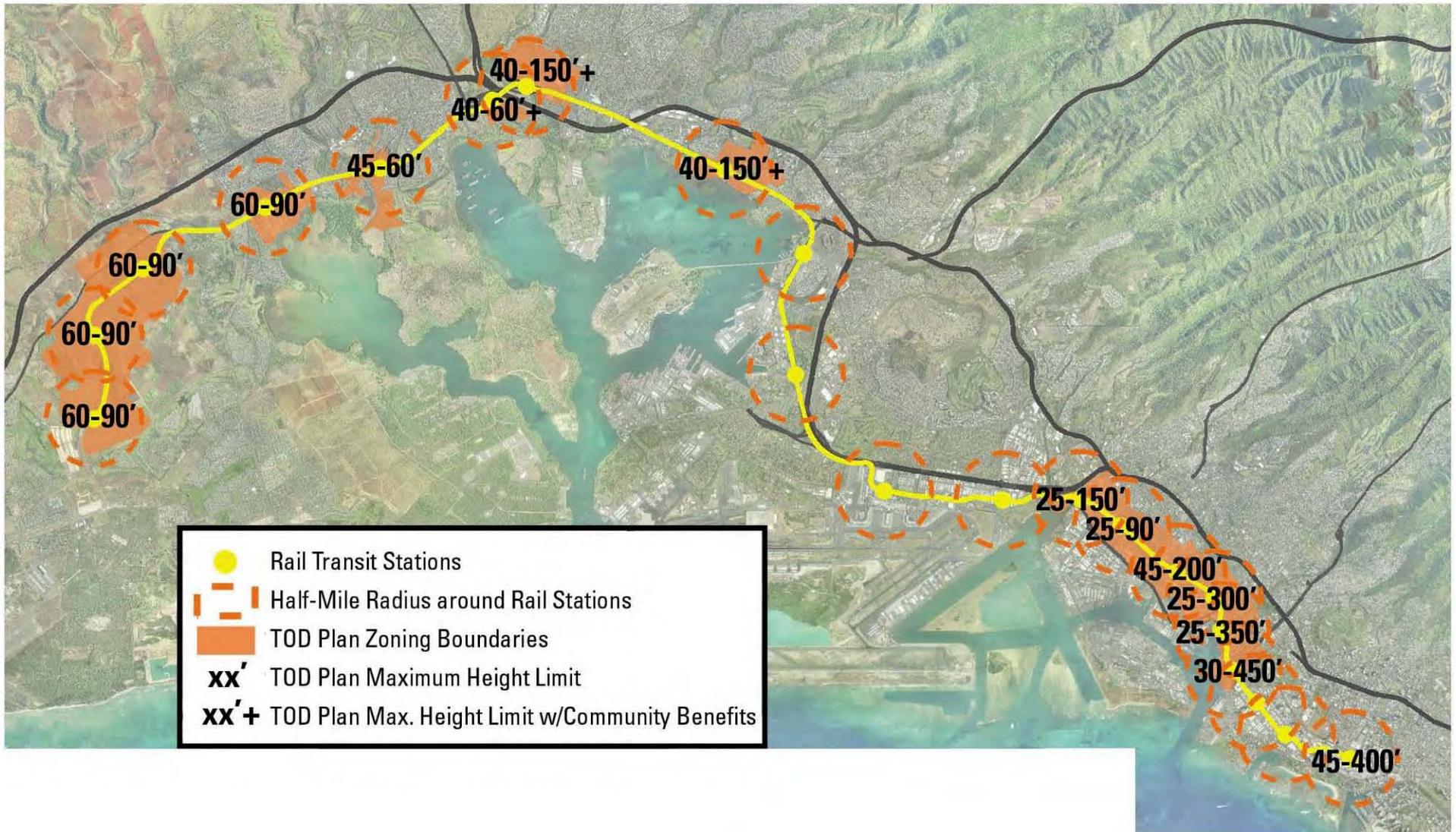
Station Area Character



-  **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
-  **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

-  **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
-  **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

From Plans to Regulations



Elements Common to Most Station Areas

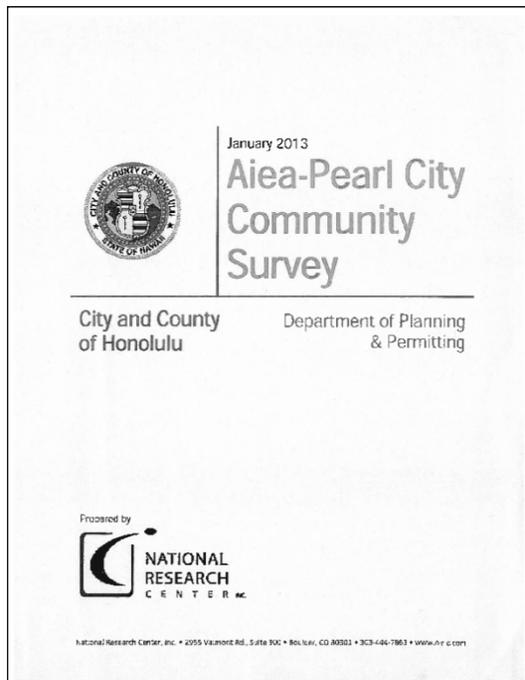
- Concentrate development near station → step down
- Integration of bus, rail, bicycle, and pedestrian systems
- Reduction in parking requirements
- Flexibility in uses (similar to BMX & IMX zoning)
- Limitations on auto-oriented & heavy industrial uses
- Height/density bonus for community benefits
- Affordable housing
- Park dedication/open space
- Mandatory bicycle parking

Planning Process

- Stakeholder Meetings
- Scientific Resident Survey
- Advisory Committees
- Public Workshops



Instant Polling



Community Workshops



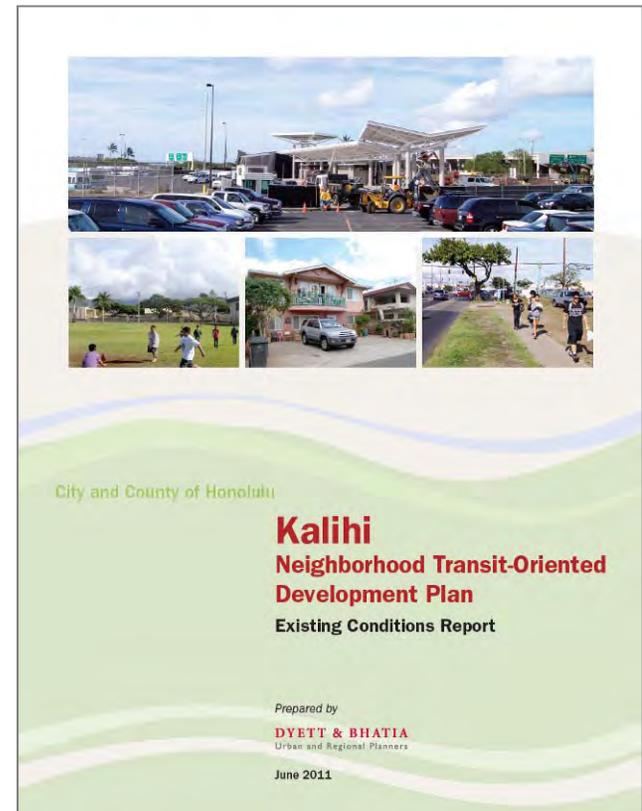
Technical Analyses

– *Existing Conditions Analysis*

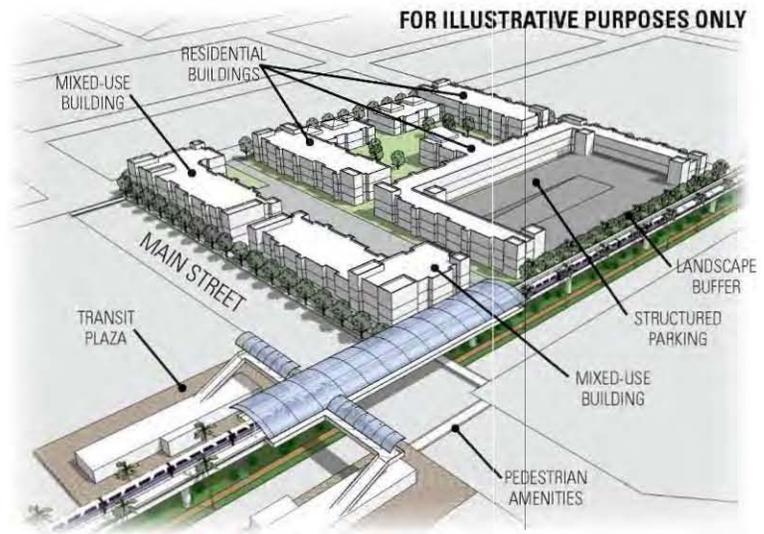
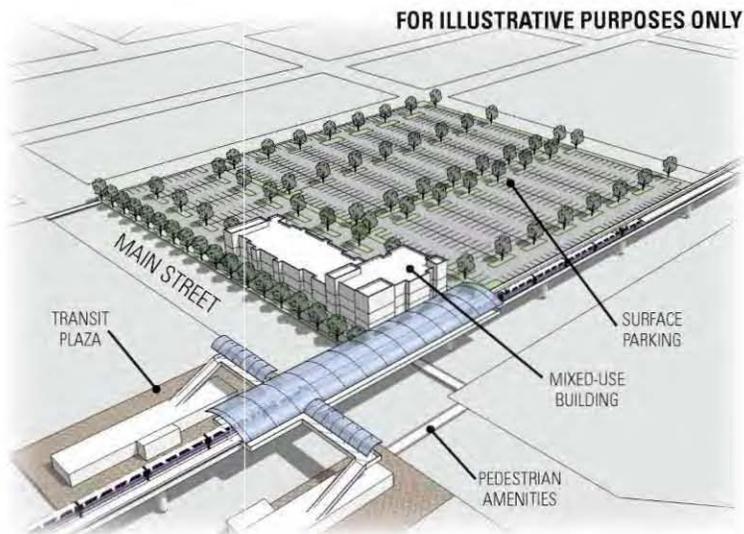
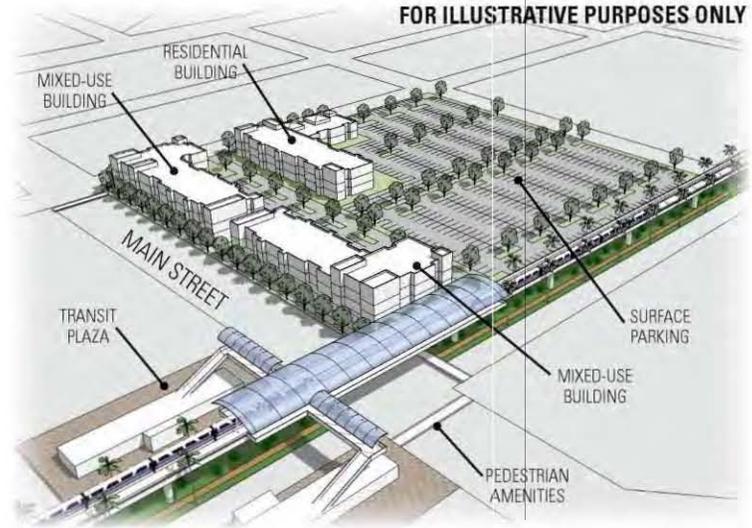
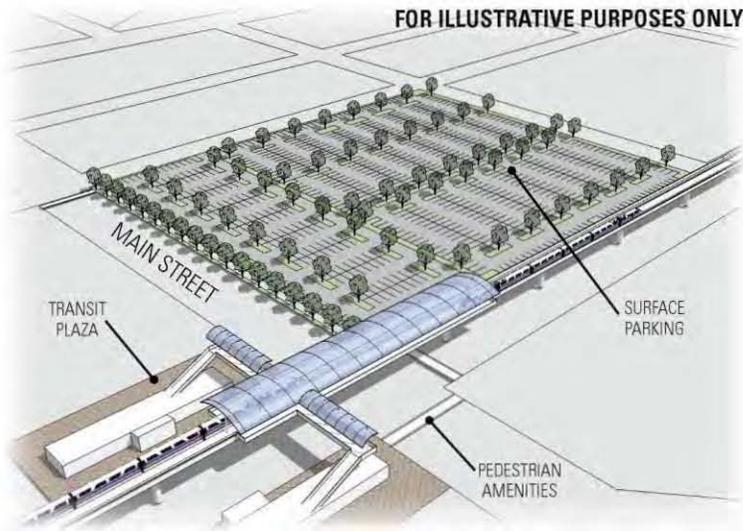
- Land Use
- Transportation
- Environment
- Infrastructure

– *Market Demand Study*

- Economic Trends
- Projections by Use



Phasing

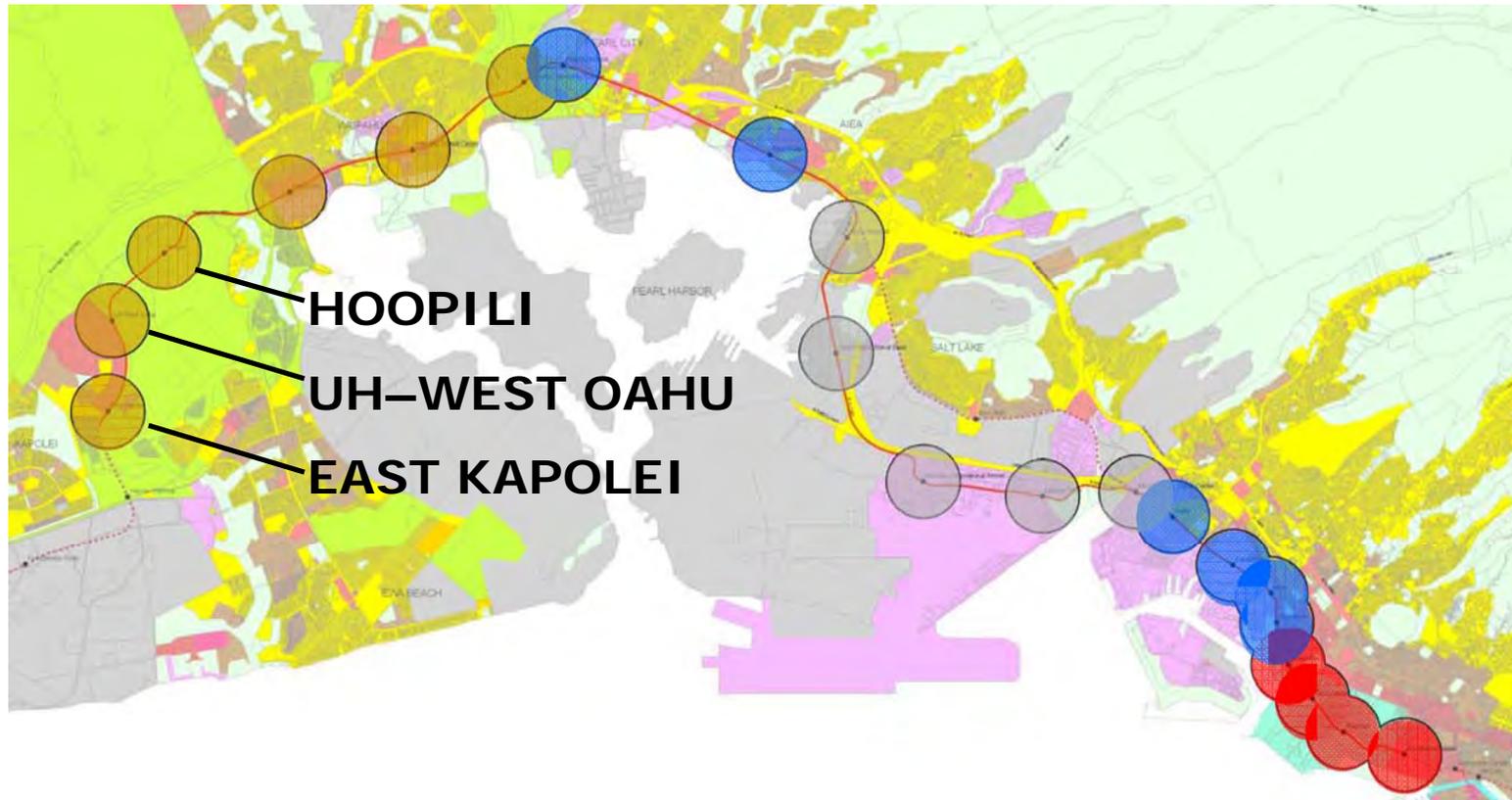


20-30 Year Buildout



Neighborhood TOD Plans East Kapolei

Station Area Character

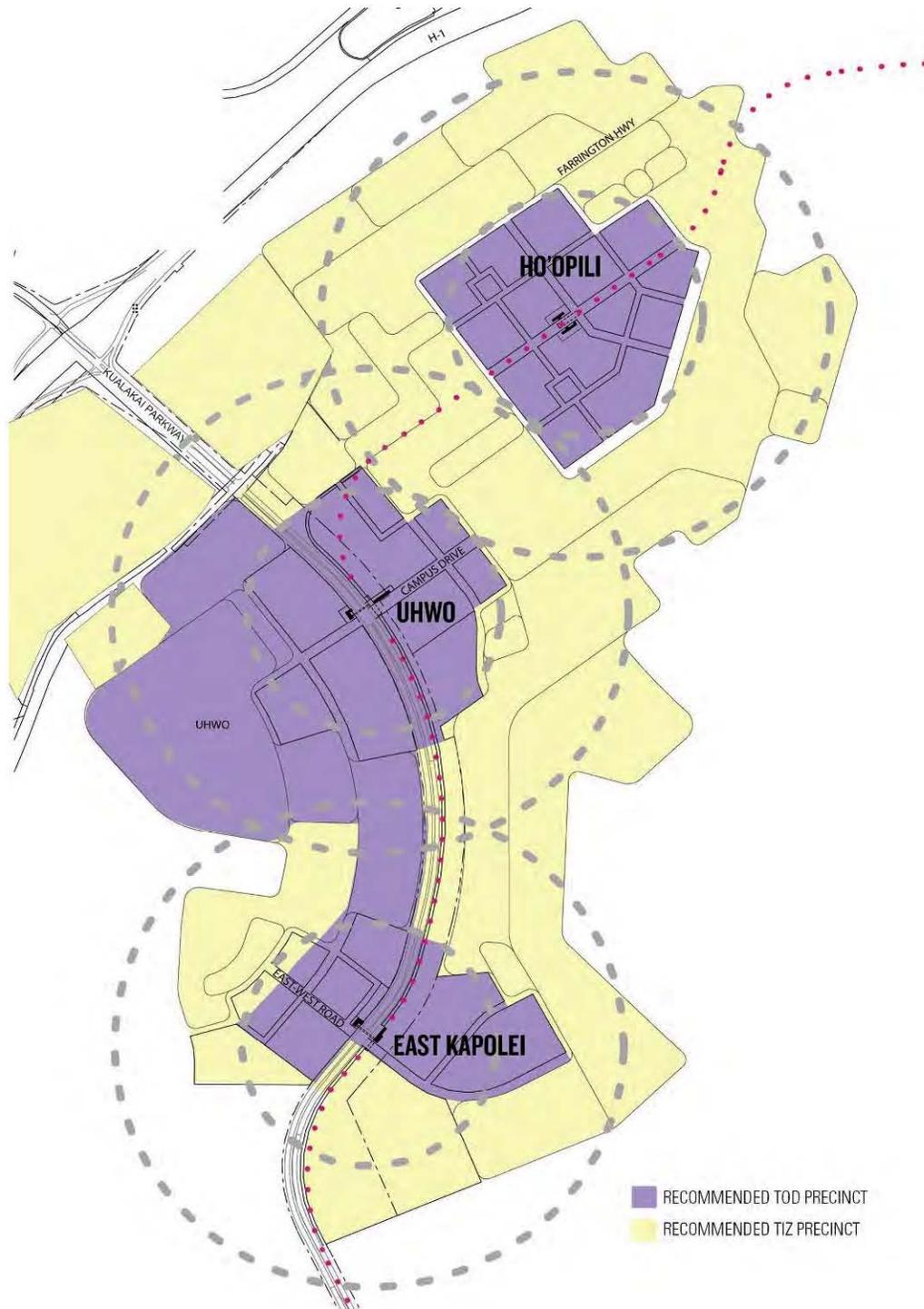


 **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu

 **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

 **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station

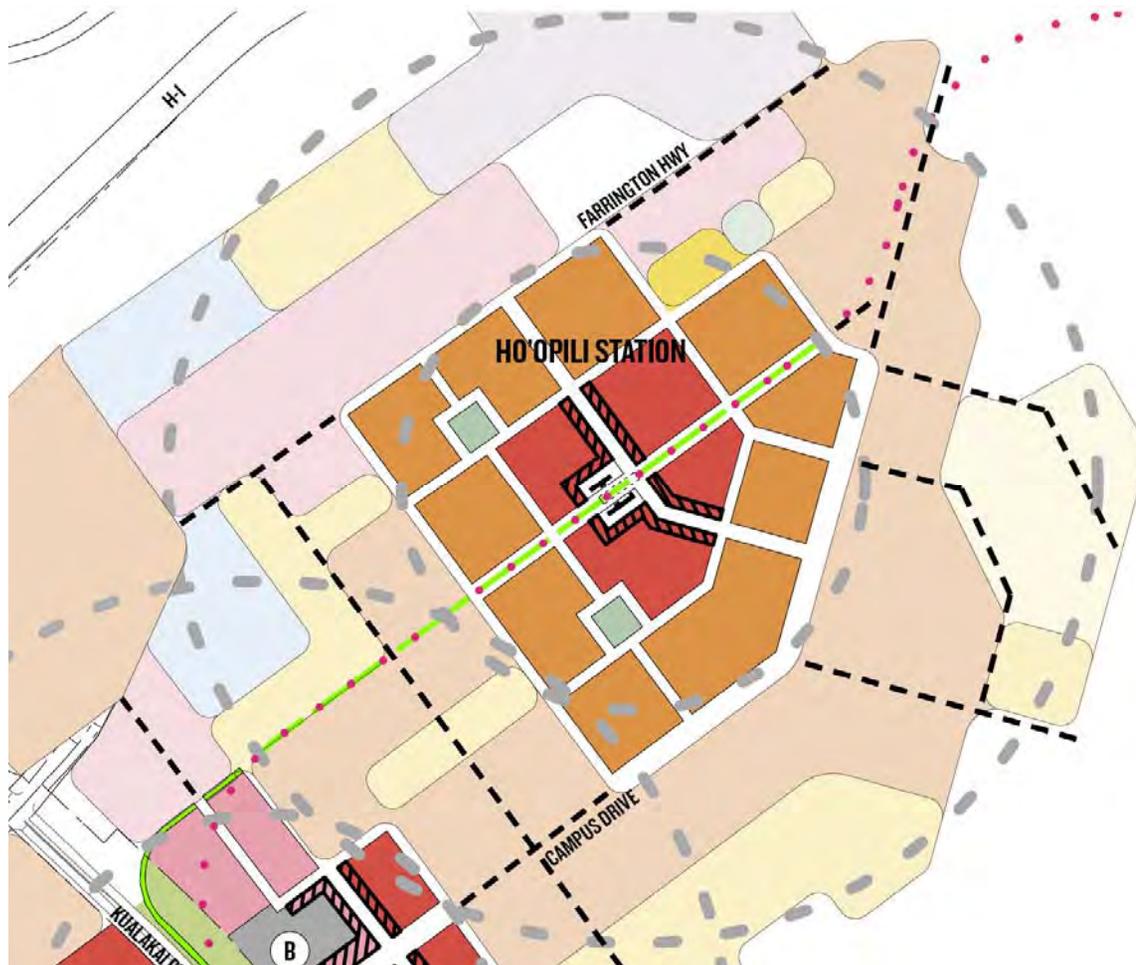
 **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

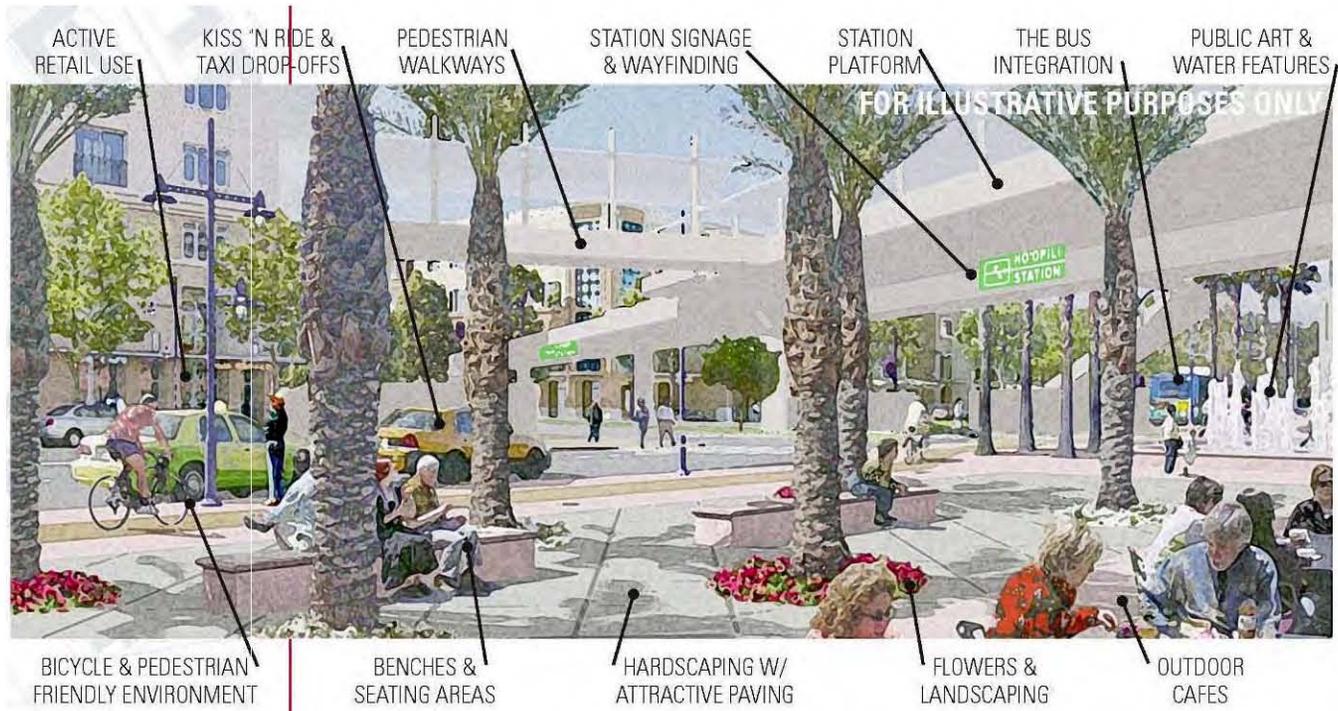
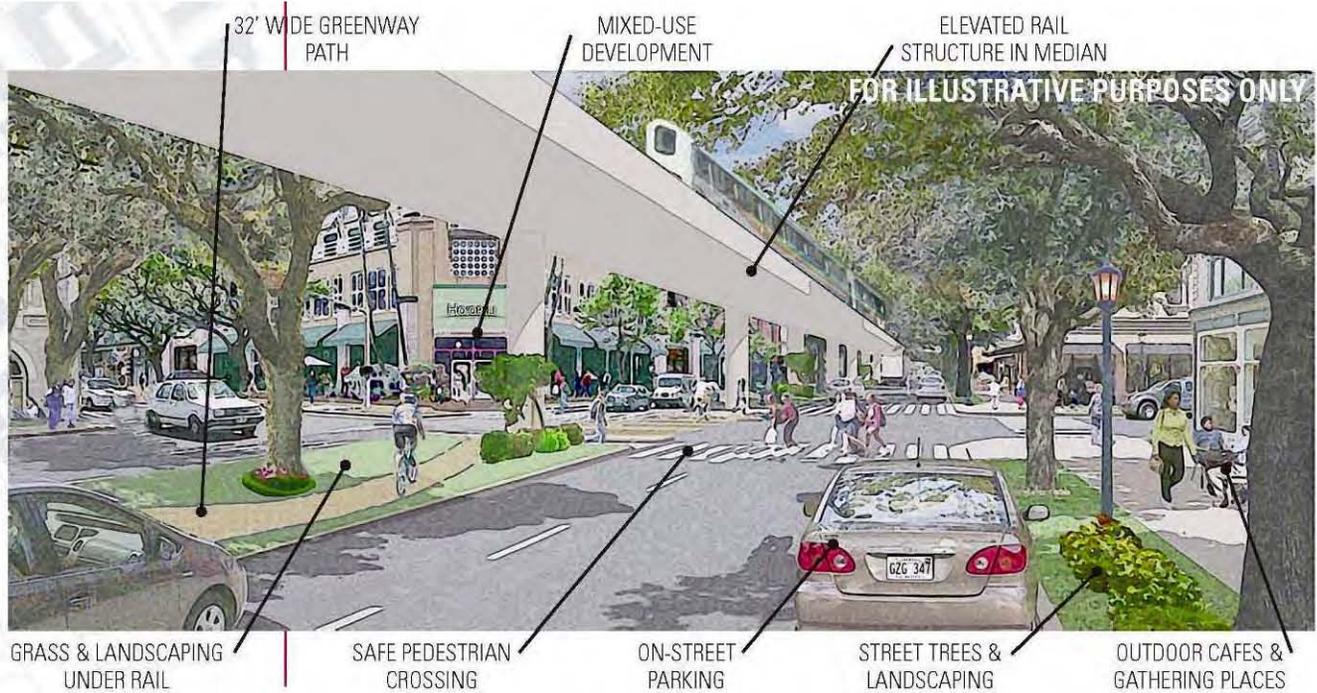


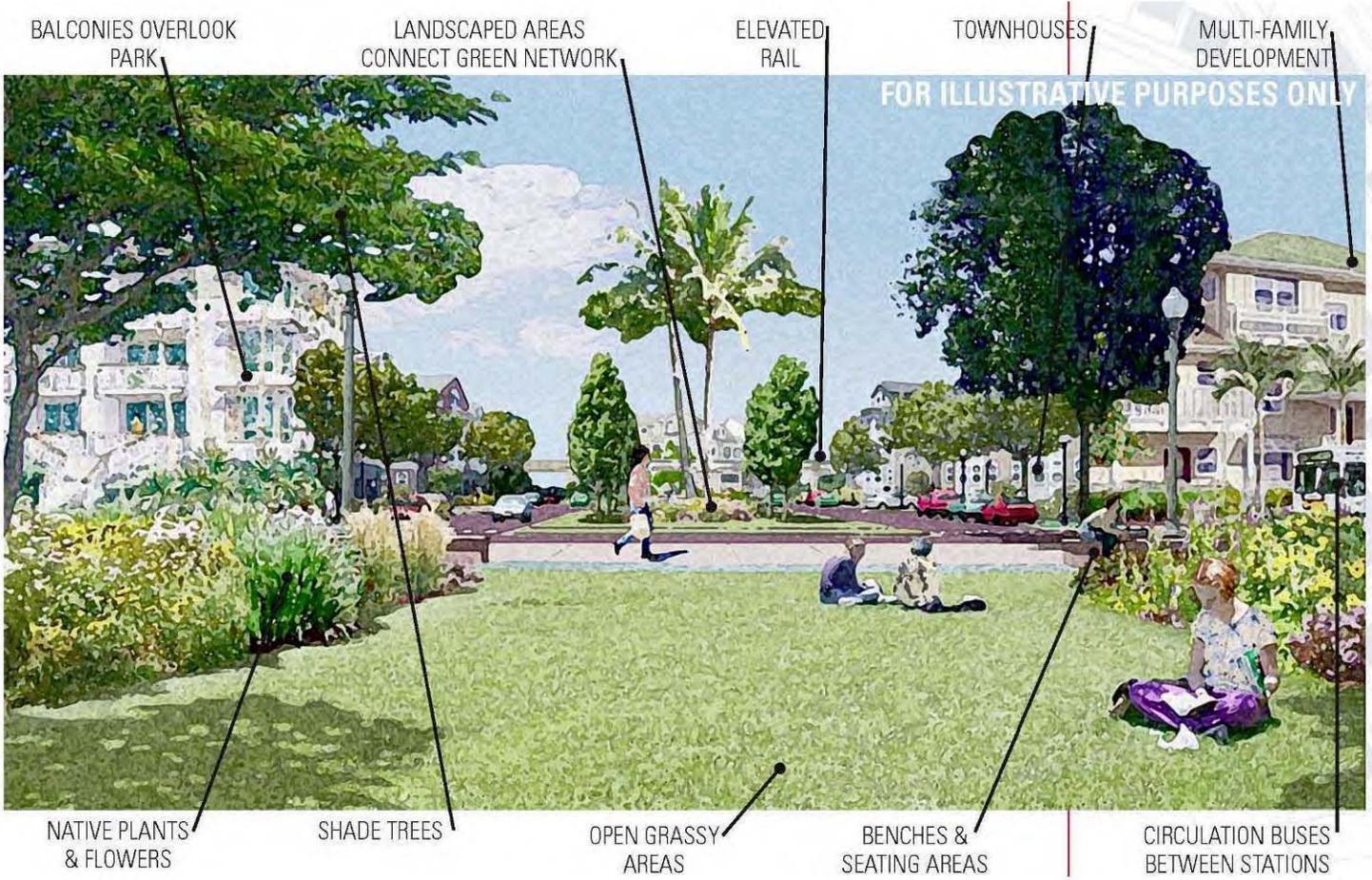
- RECOMMENDED TOD PRECINCT
- RECOMMENDED TIZ PRECINCT

Ho'opili Station Area

“Local, Mixed Use Village”



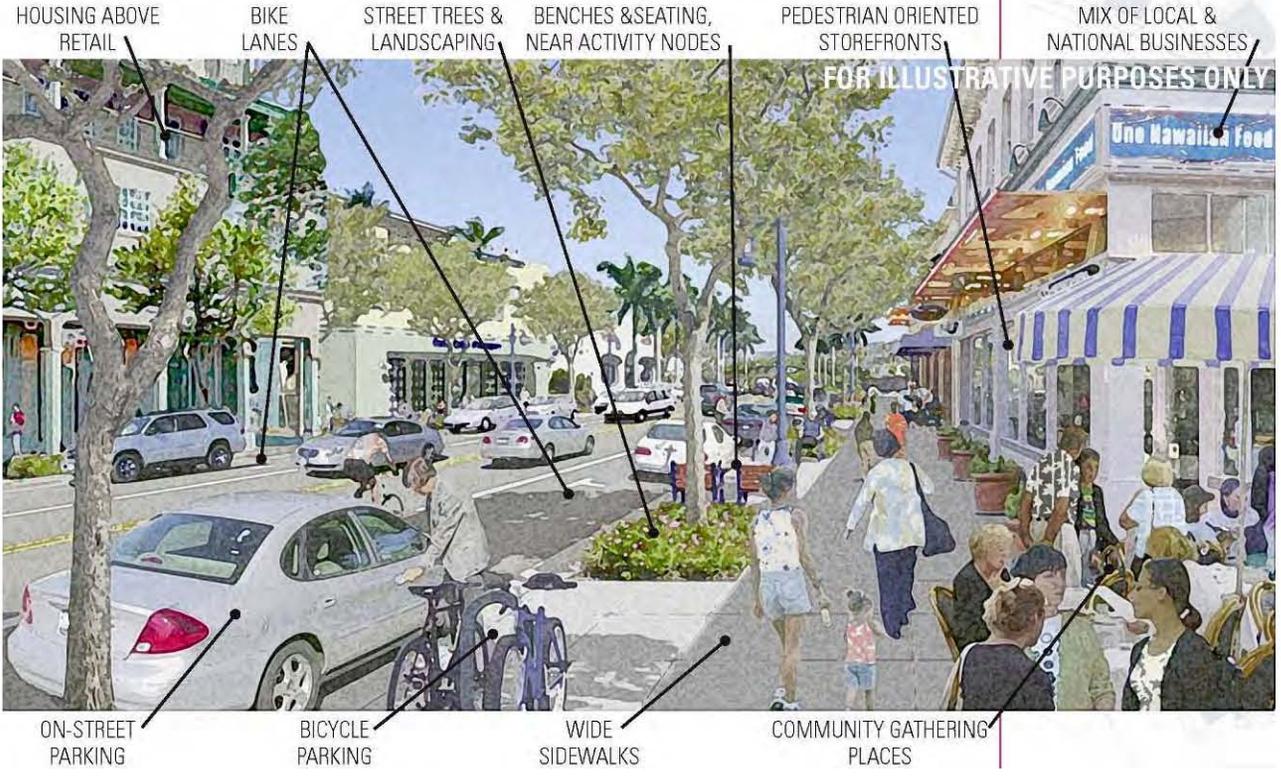
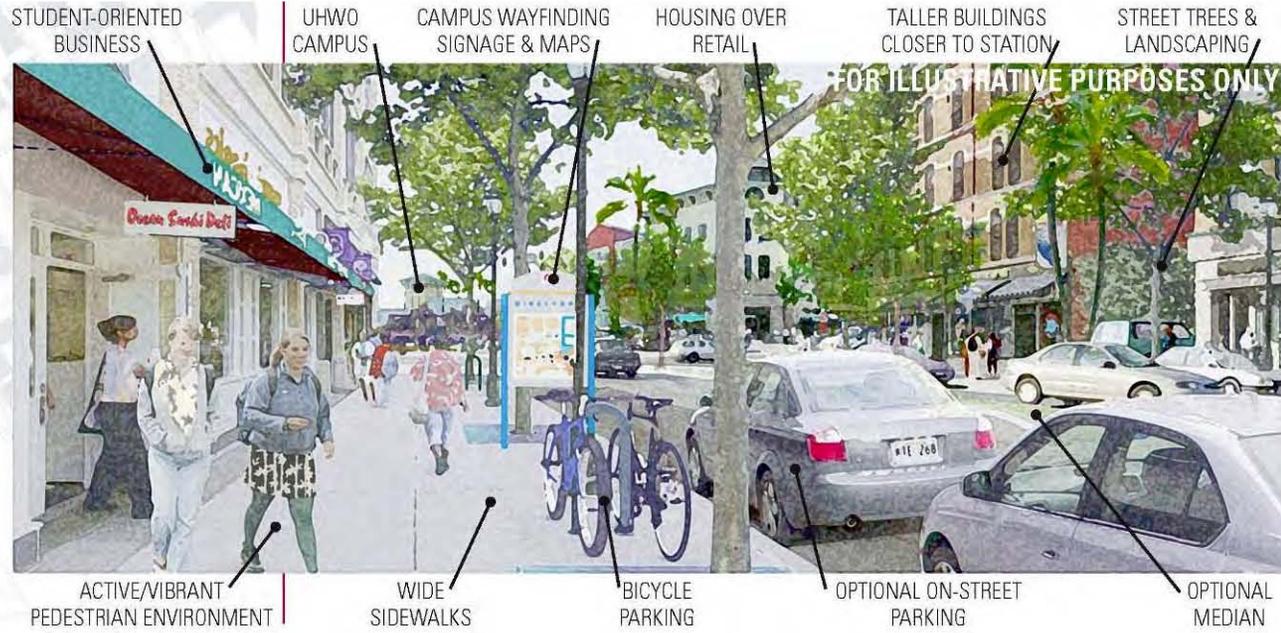


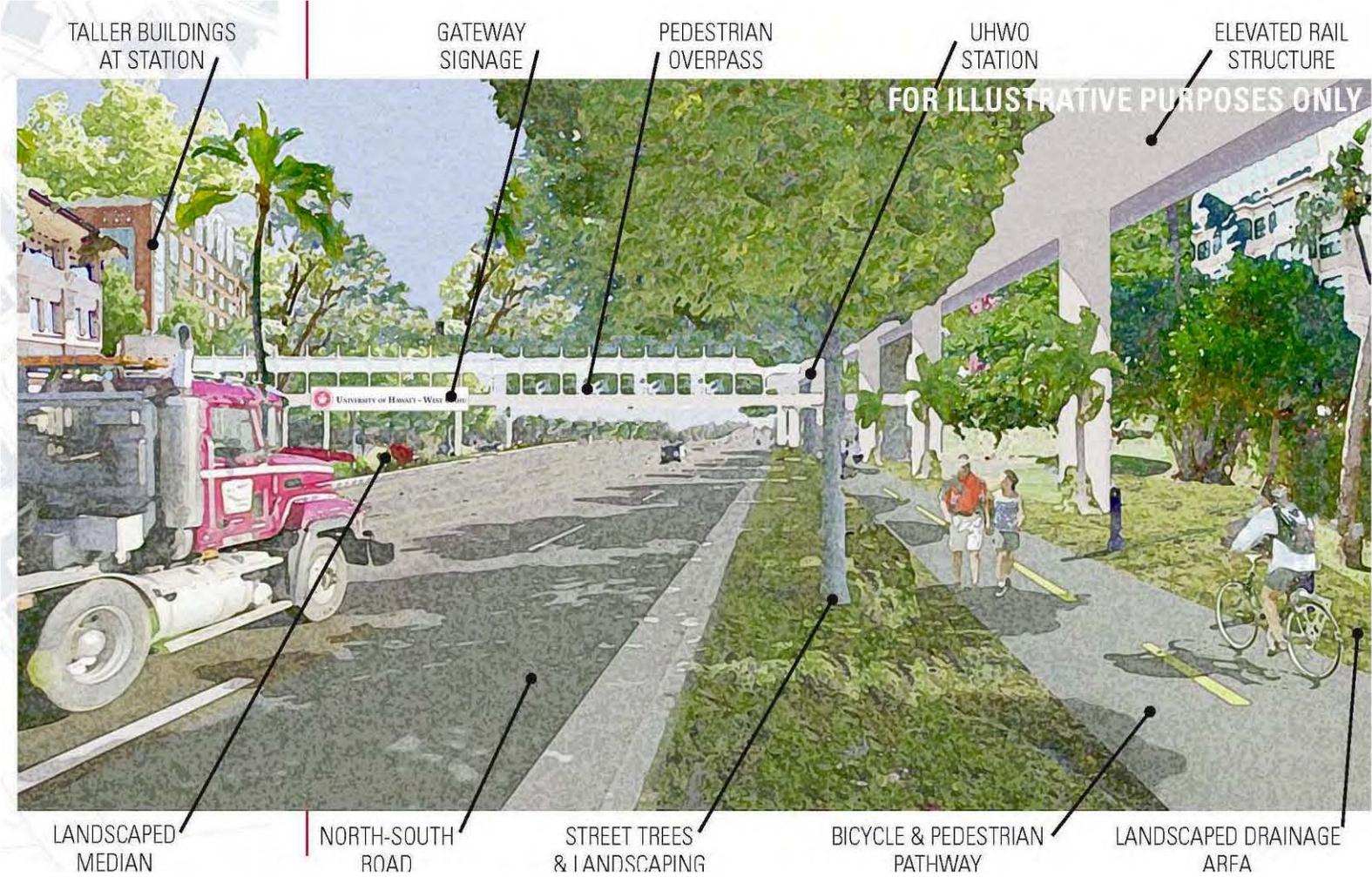


UH West Oahu Station Area

“Campus Gateway”

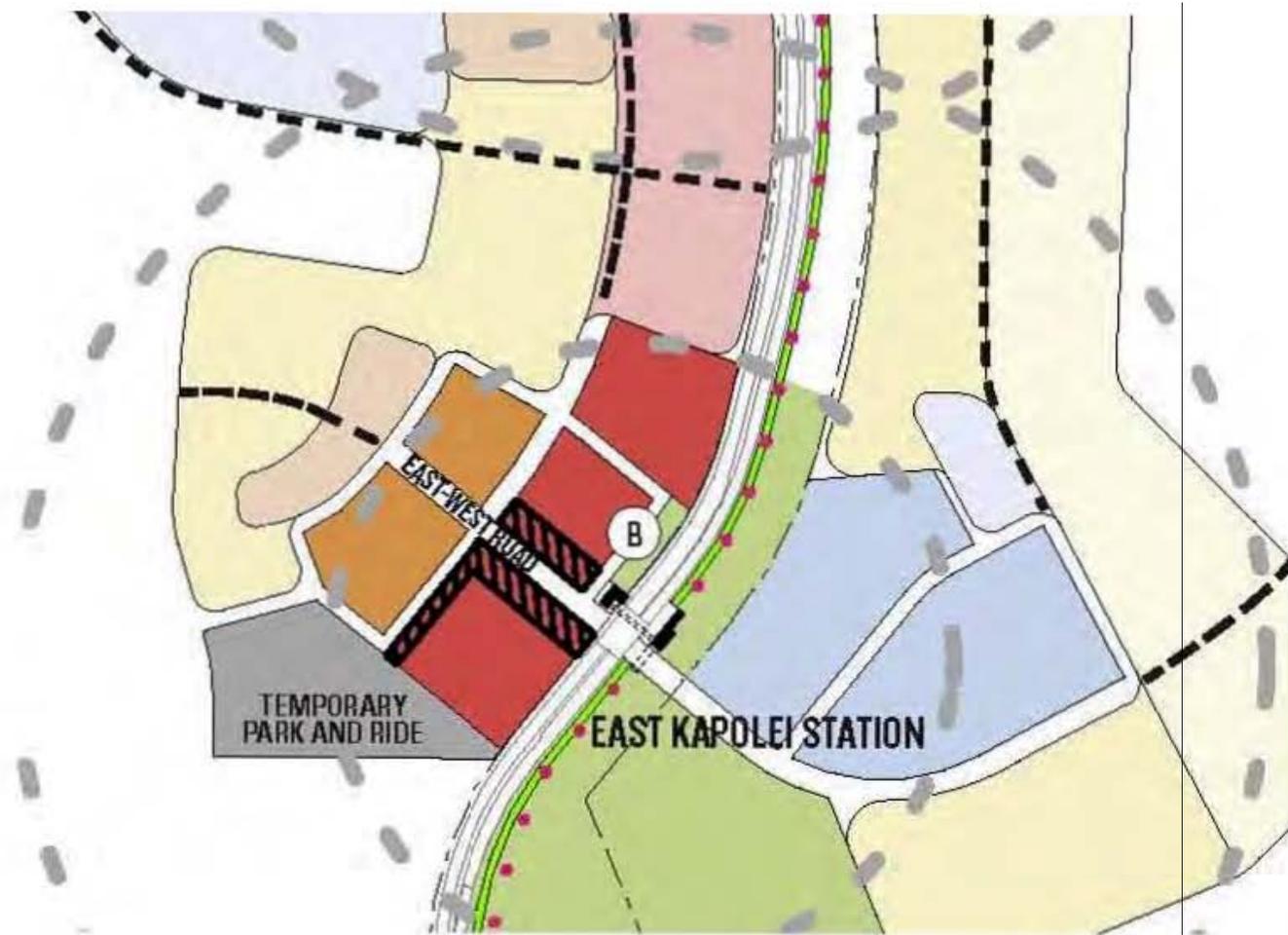






East Kapolei Station Area

“Community Use Station”





East Kapolei TOD Plan

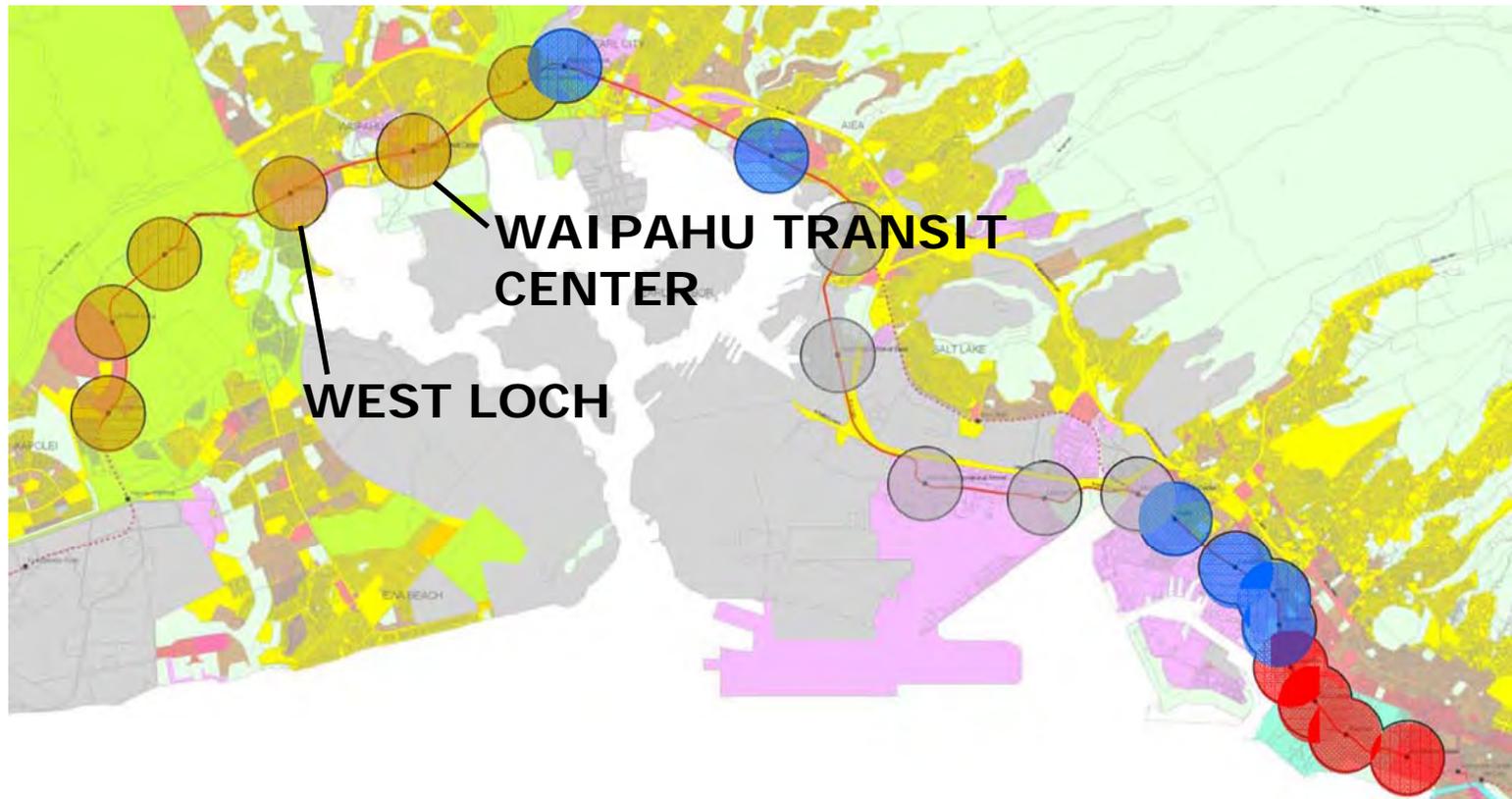
Major Issues/Opportunities

1. Coordination between DTS, HDOT, D.R. Horton, DLNR, and other City agencies on design of the greenway below the elevated rail
2. Hoopili zone change conditions
3. UHWO fulfillment of UA conditions related to transit support
4. Incentives for TOD at each station area
5. Greenfield development tailored to TOD principles
6. Integration of agriculture in TOD neighborhood



Neighborhood TOD Plans Waipahu

Station Area Character

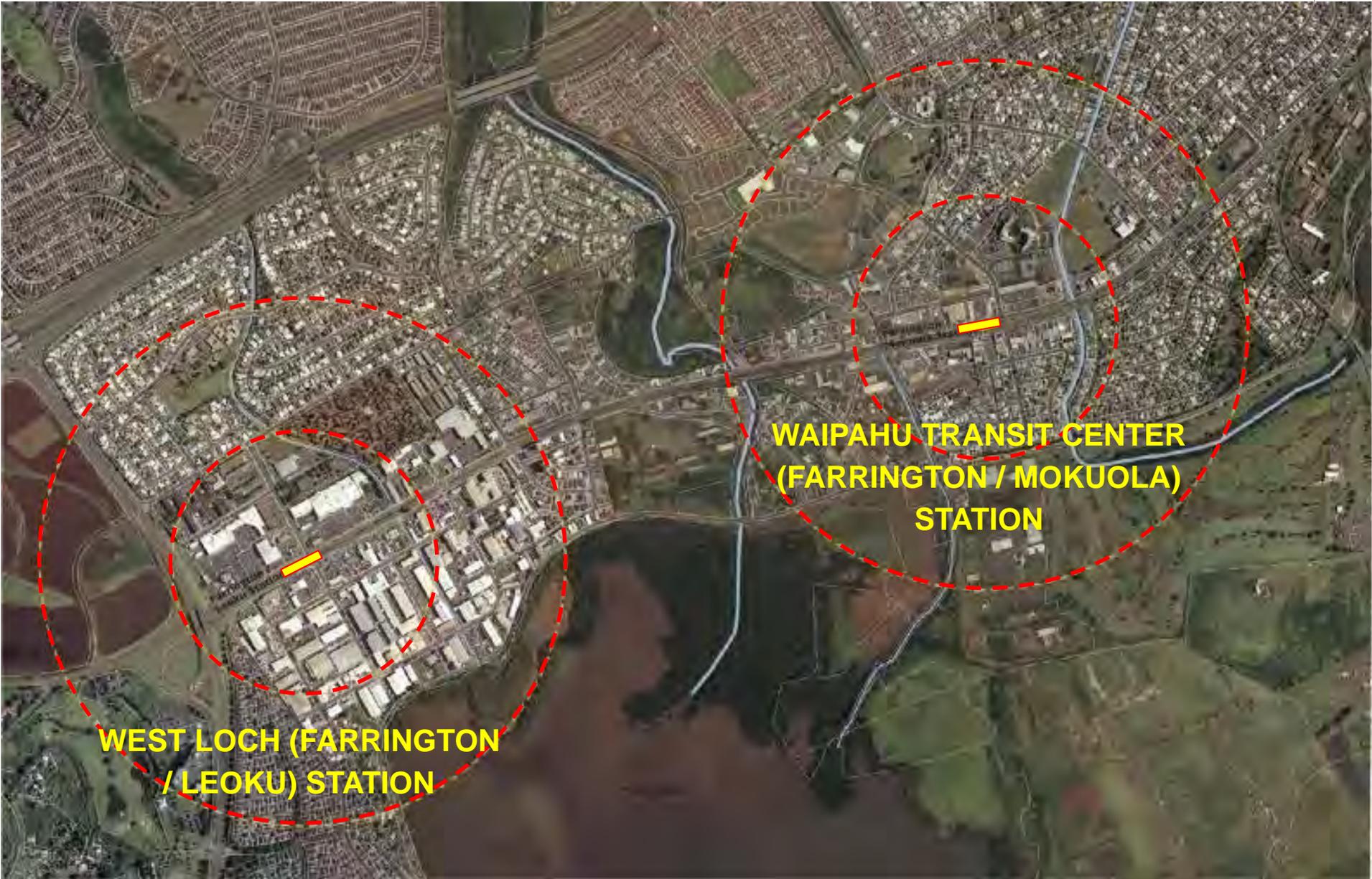


 **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu

 **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

 **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station

 **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs



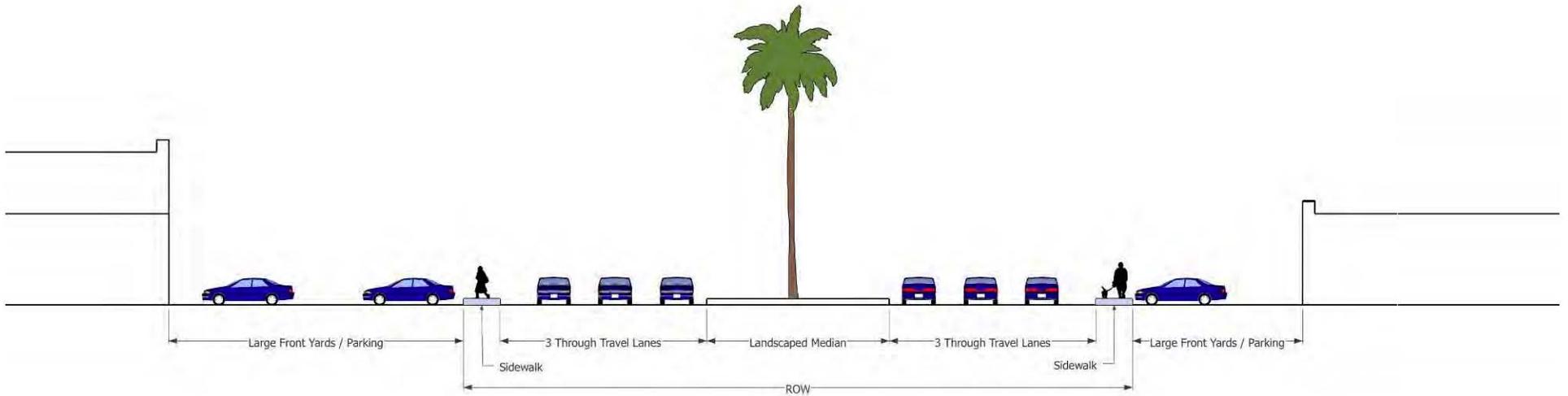
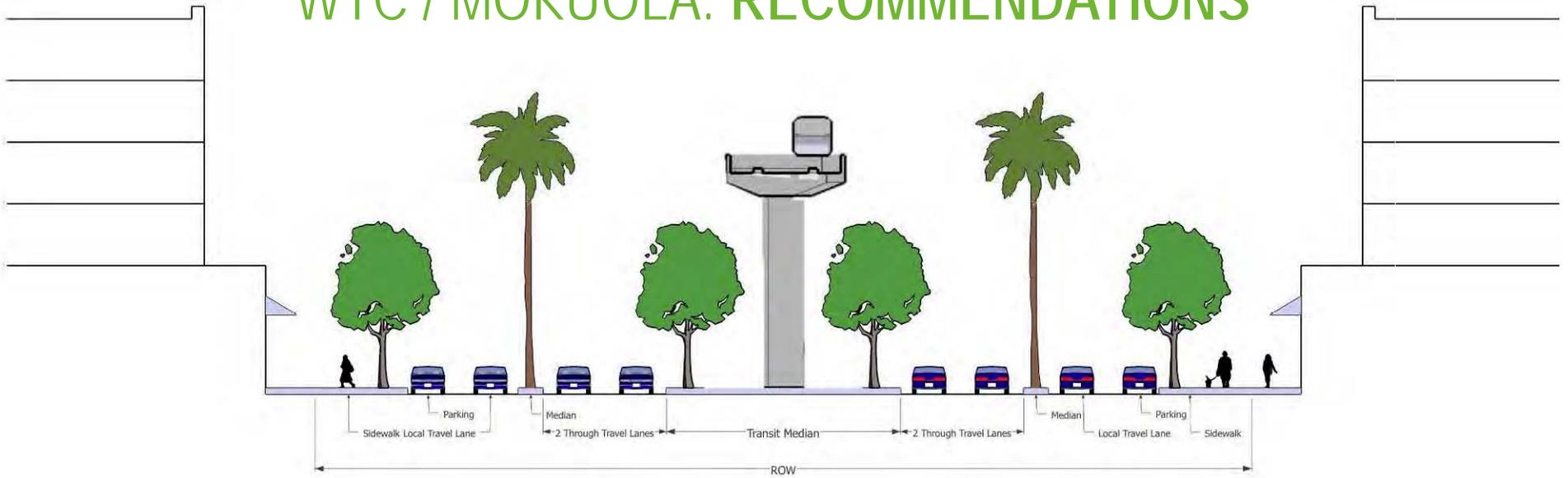
WEST LOCH (FARRINGTON / LEOKU) STATION

WAIPAHU TRANSIT CENTER (FARRINGTON / MOKUOLA) STATION

PLAN RECOMMENDATIONS

- TRANSIT PLAZAS ALONG FARRINGTON HIGHWAY
- INFILL MULTIFAMILY HOUSING, MIXED-USE & RETAIL
- SHARED PARKING AND PARKING DISTRICTS
- REVITALIZATION OF "OLD TOWN" AREA
- RESTORATION/DAY-LIGHTING OF KAPAKAHI STREAM & DRAINAGE CANAL
- FLOOD CONTROL AROUND WTC / MOKUOLA STATION
- LEOOLE "MAIN STREET"
- LIVE-WORK BUILDINGS NEAR WEST LOCH/LEOKU STATION
- GATEWAY COMMERCIAL DEVELOPMENT AT FORT WEAVER ROAD
- AFFORDABLE HOUSING REDEVELOPMENT

WTC / MOKUOLA: RECOMMENDATIONS



- Frontage road on Farrington Highway

WTC / MOKUOLA: RECOMMENDATIONS



- Revitalization of “Old Town” area

WTC / MOKUOLA: RECOMMENDATIONS



- Revitalization of “Old Town” area

WTC / MOKUOLA: RECOMMENDATIONS



- Restoration of Kapakahi Stream with stream walk to Pouhala Marsh and Pearl Harbor Historic Trail

WTC / MOKUOLA: RECOMMENDATIONS



- Restoration of Kapakahi Stream with stream walk to Pouhala Marsh and Pearl Harbor Historic Trail

WEST LOCH / LEOKU: RECOMMENDATIONS



- Leole “main street” with mixed-use development connecting station and Pearl Harbor

WEST LOCH / LEOKU: RECOMMENDATIONS



- Leole “main street” with mixed-use development connecting station and Pearl Harbor

WEST LOCH / LEOKU: RECOMMENDATIONS



- Affordable housing redevelopment makai of Farrington Highway
- Infill multi-family housing throughout station area

WEST LOCH / LEOKU: RECOMMENDATIONS



- Pearl Harbor Historic Trail improvements

WEST LOCH / LEOKU: RECOMMENDATIONS



- Pearl Harbor Historic Trail improvements

WEST LOCH / LEOKU: RECOMMENDATIONS



- Neighborhood mini parks adjacent to infill development

WEST LOCH / LEOKU: RECOMMENDATIONS



- Neighborhood mini parks adjacent to infill development

WAIPAHU TOD PLAN

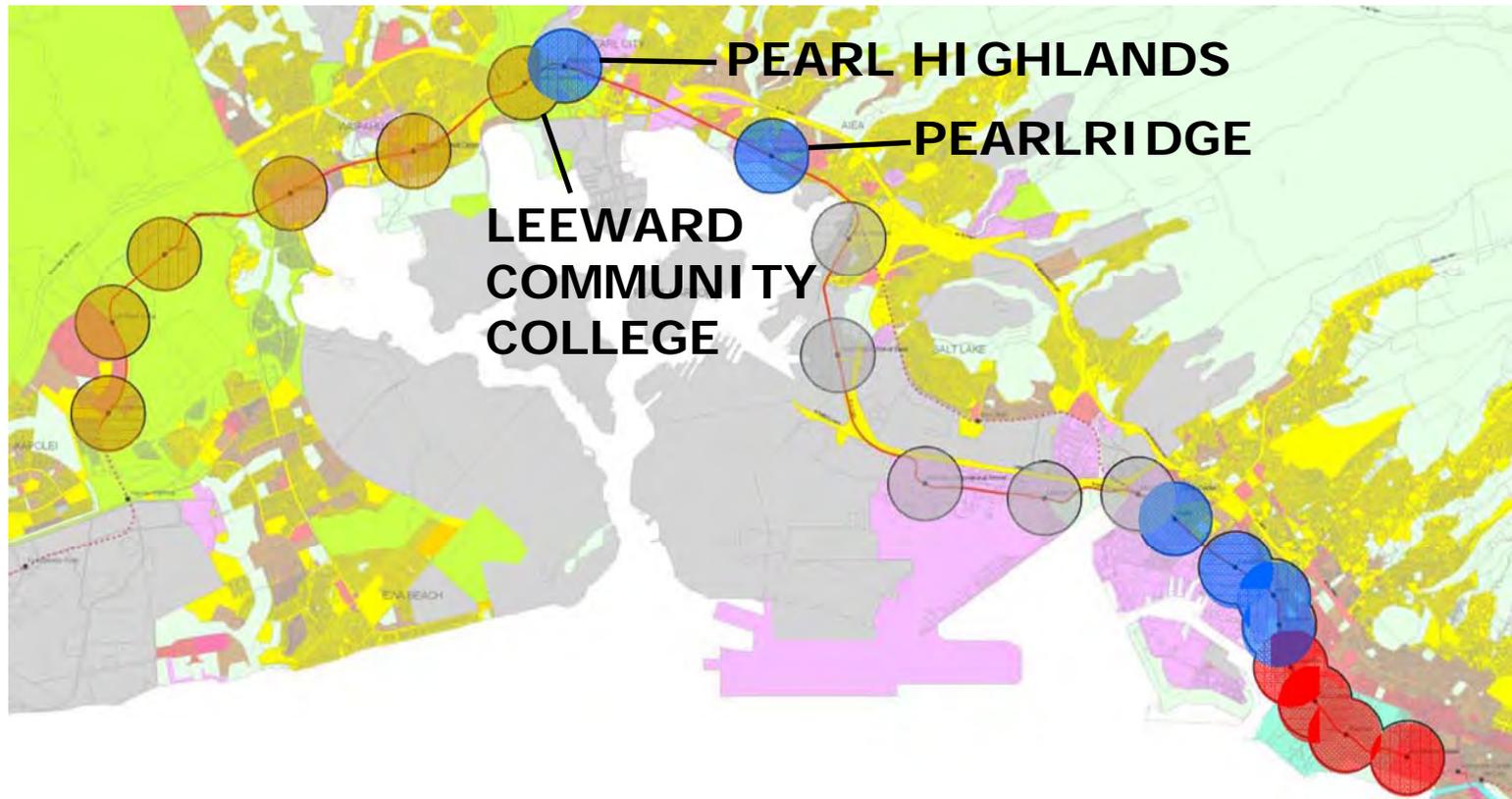
MAJOR ISSUES/OPPORTUNITIES

- EVOLUTION OF PLANTATION TOWN
- REDEVELOPMENT OF BLIGHTED AND PROBLEM AREAS
- COMMUNITY DESIRE FOR PARK-AND-RIDE
- FLOOD HAZARD
- BREAKING UP LARGE BLOCKS
- NEW OPEN SPACE
- EQUITABLE TOD



Neighborhood TOD Plans Aiea-Pearl City

Station Area Character



-  **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
-  **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

-  **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
-  **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

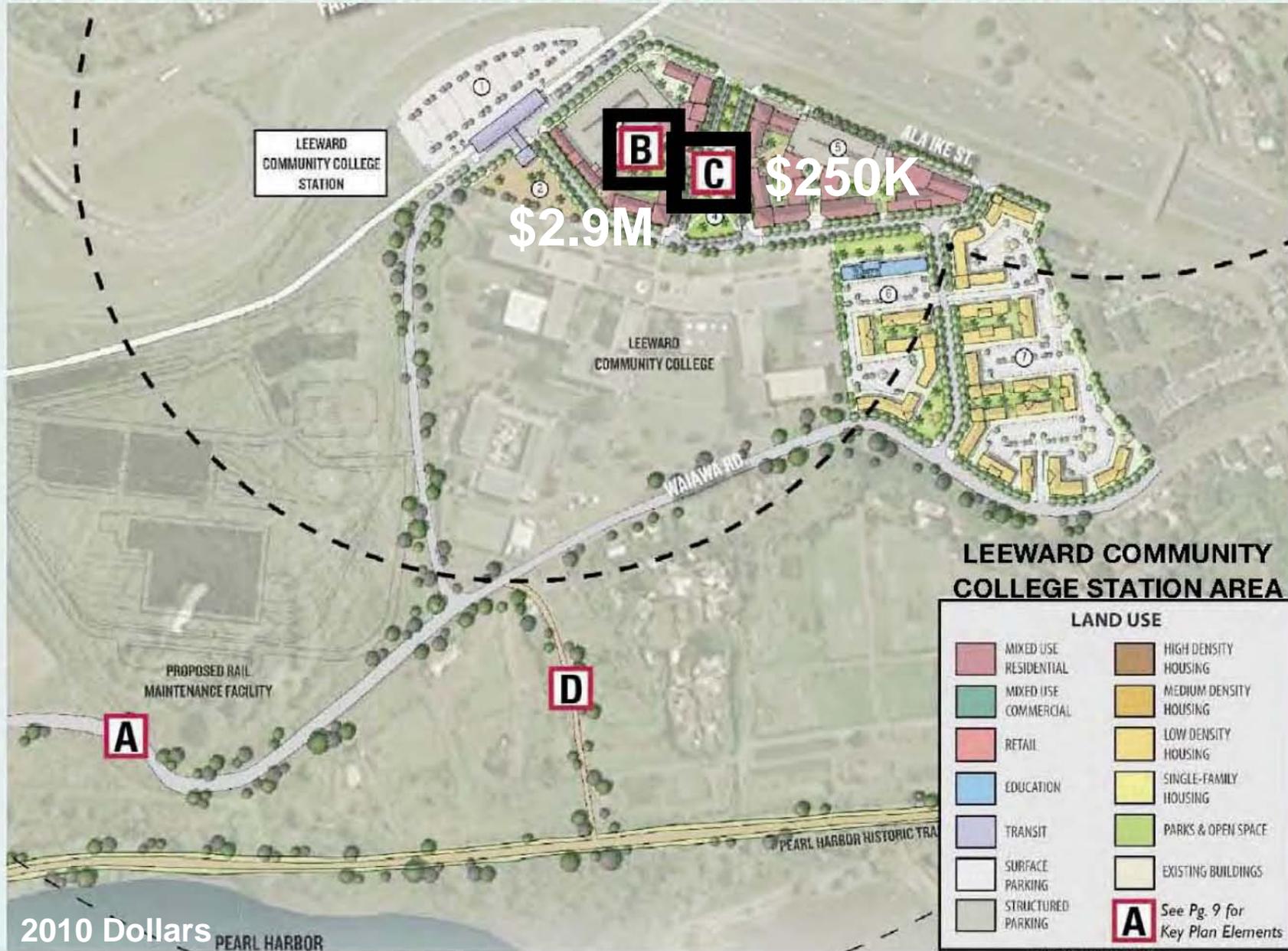
A. SECONDARY ROAD ACCESS

D. PEARL HARBOR HISTORIC TRAIL CONNECTION

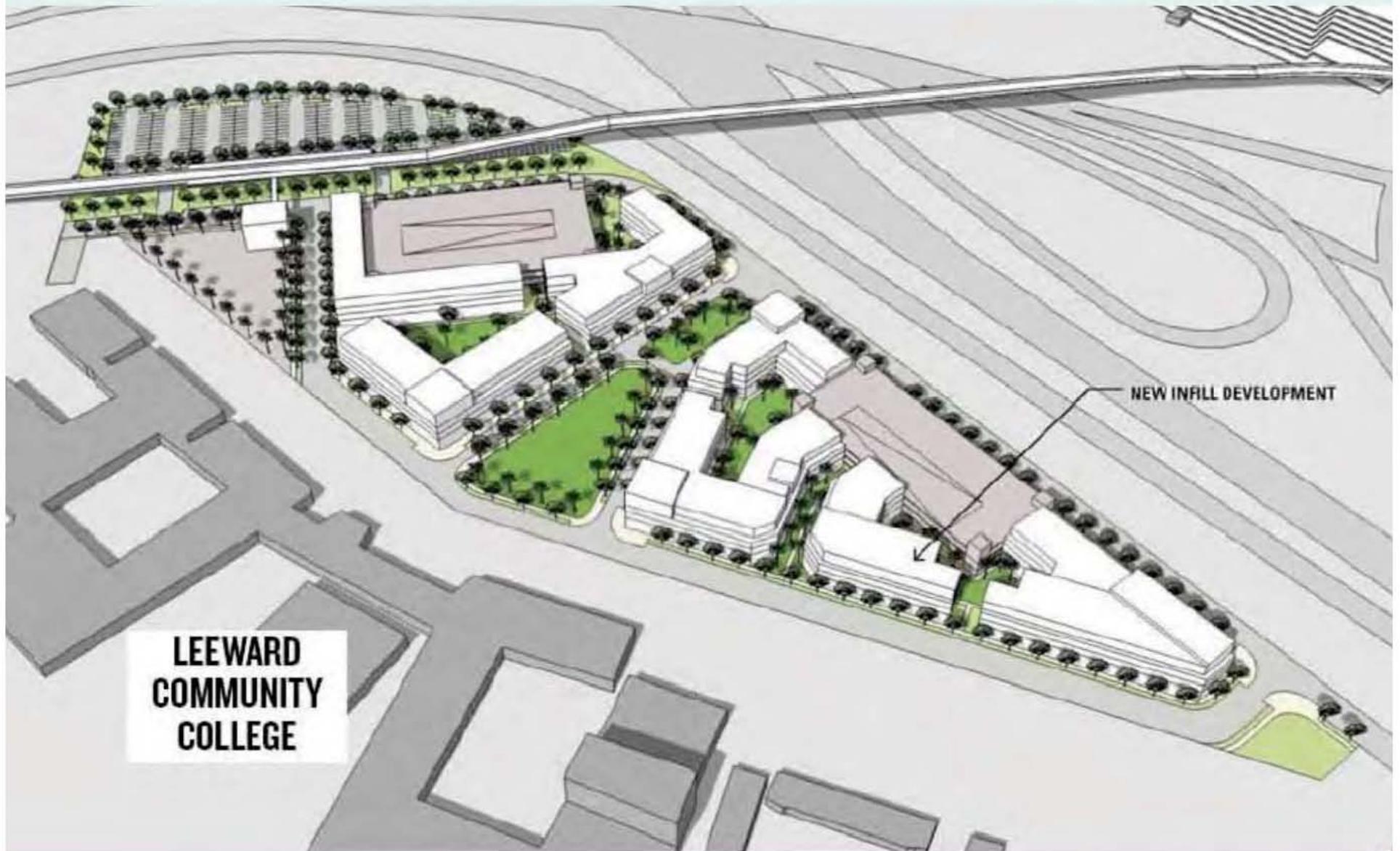


B. DEVELOPMENT OF CATALYST SITE

C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS



B. DEVELOPMENT OF CATALYST SITE

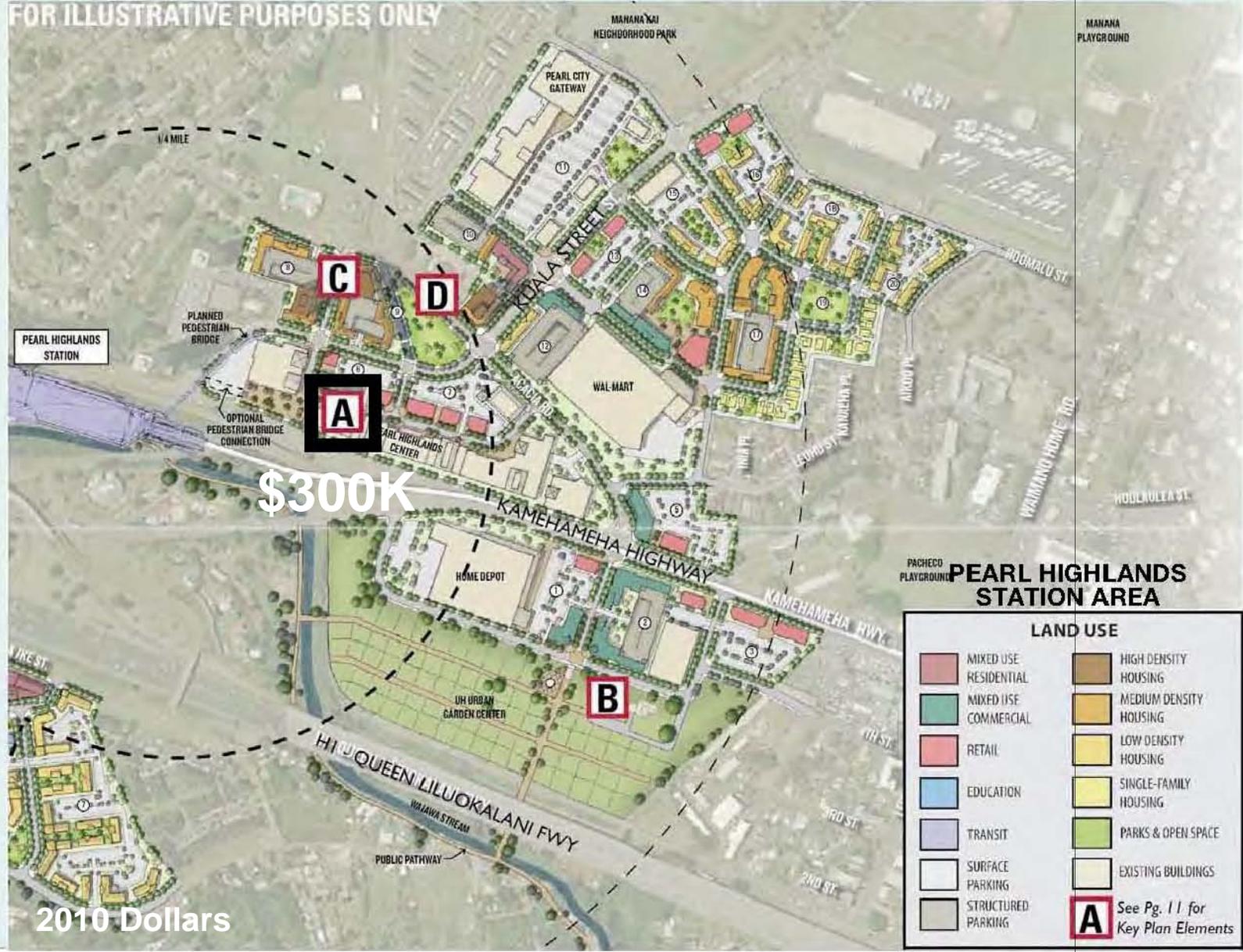


C. DEVELOPMENT OF OPEN SPACE ADJACENT TO CAMPUS

For Illustrative Purposes Only



A. PEARL HIGHLANDS CENTER PEDESTRIAN IMPROVEMENTS

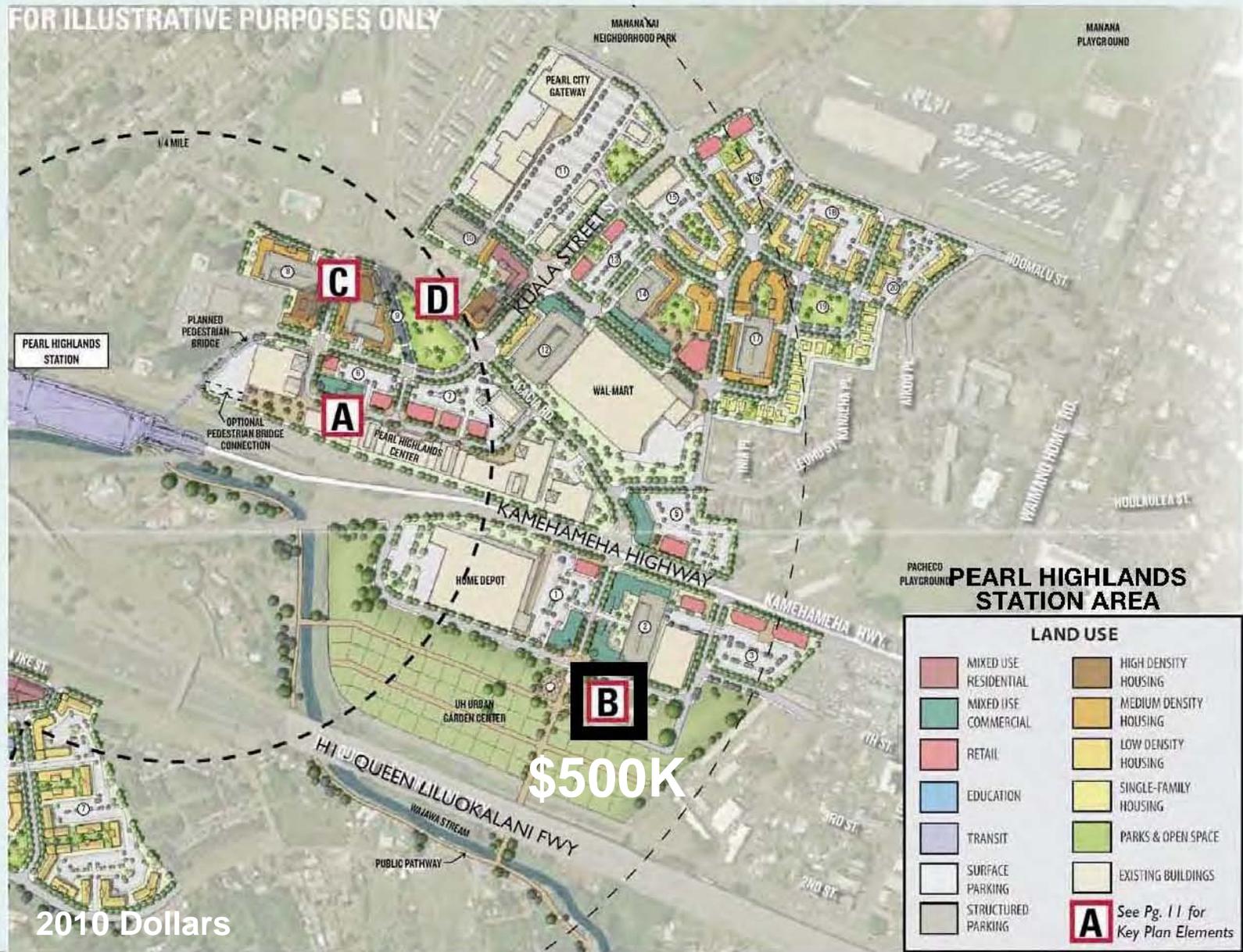


A. PEARL HIGHLANDS CENTER PEDESTRIAN IMPROVEMENTS

For Illustrative Purposes Only



B. ACCESS AND IMPROVEMENTS TO UH URBAN GARDENS CENTER

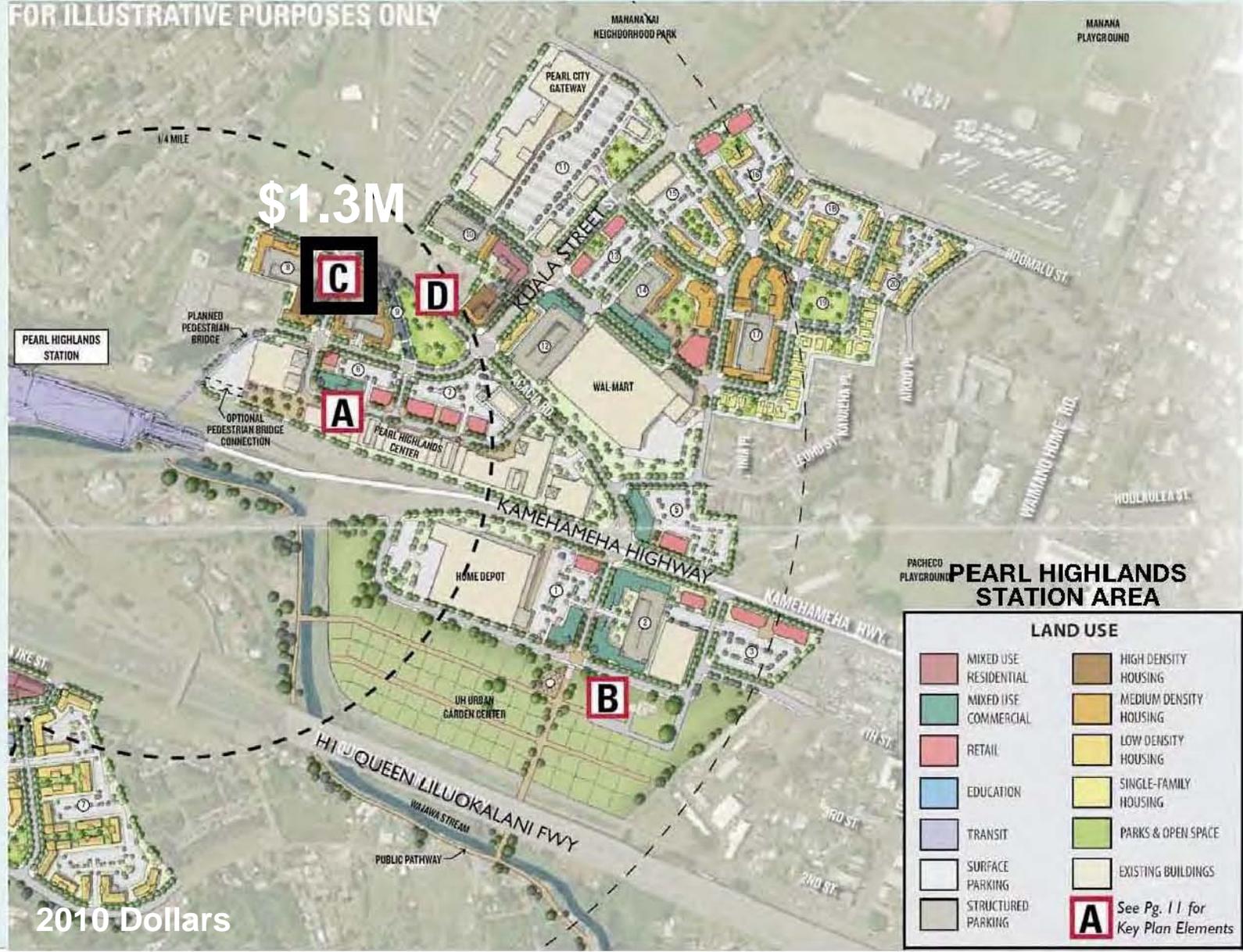


B. ACCESS AND IMPROVEMENTS TO UH URBAN GARDENS CENTER

For Illustrative Purposes Only



C. DEVELOPMENT OF CATALYST SITE (MAUKA OF CENTER)



C. DEVELOPMENT OF CATALYST SITE (MAUKA OF CENTER)

For Illustrative Purposes Only

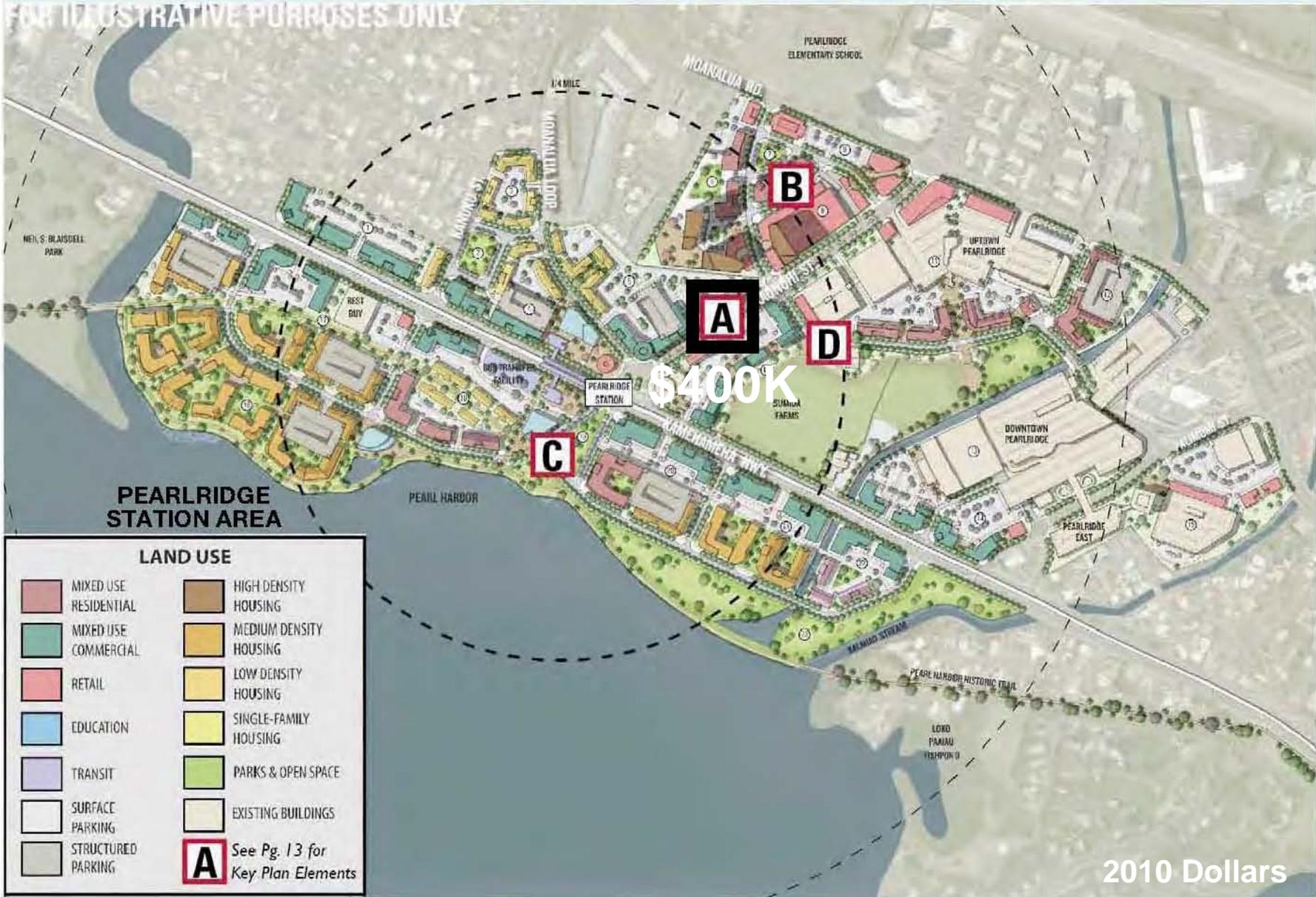


AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

VAN METER
WILLIAMS
POLLOCK

A. KAONOHI STREET IMPROVEMENTS

FOR ILLUSTRATIVE PURPOSES ONLY



A. KAONOHI STREET IMPROVEMENTS

For Illustrative Purposes Only



B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE

FOR ILLUSTRATIVE PURPOSES ONLY



B. DEVELOPMENT OF KAMEHAMEHA DRIVE-IN CATALYST SITE

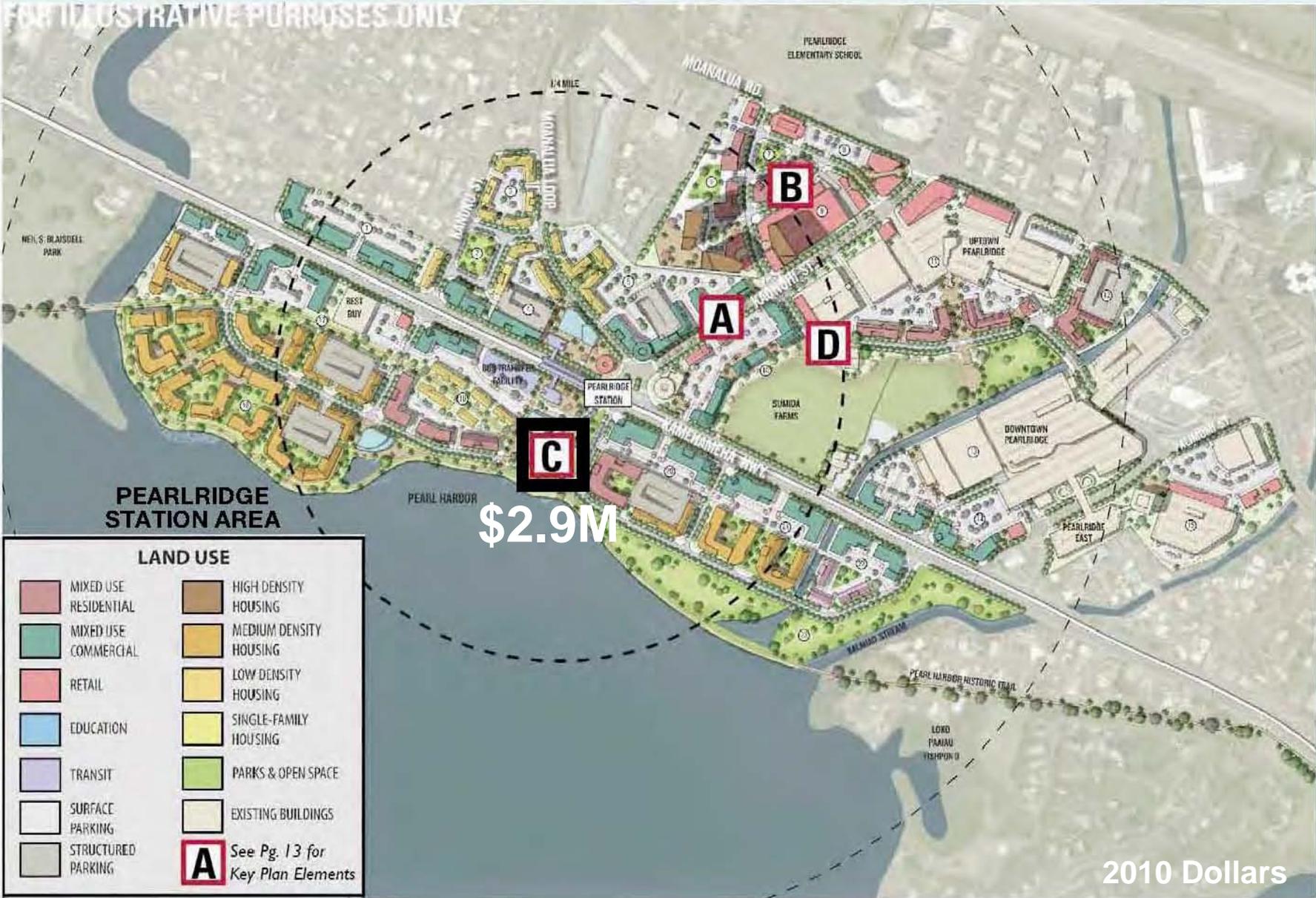


AIEA-PEARL CITY | NEIGHBORHOOD TOD PLAN

VAN METER
WILLIAMS
POLLOCK

C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS

FOR ILLUSTRATIVE PURPOSES ONLY



C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS

For Illustrative Purposes Only



C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS

FOR ILLUSTRATIVE PURPOSES ONLY



C. PEARL HARBOR OPEN SPACE AND TRAIL CONNECTIONS

FOR ILLUSTRATIVE PURPOSES ONLY



AIEA-PEARL CITY TOD PLAN

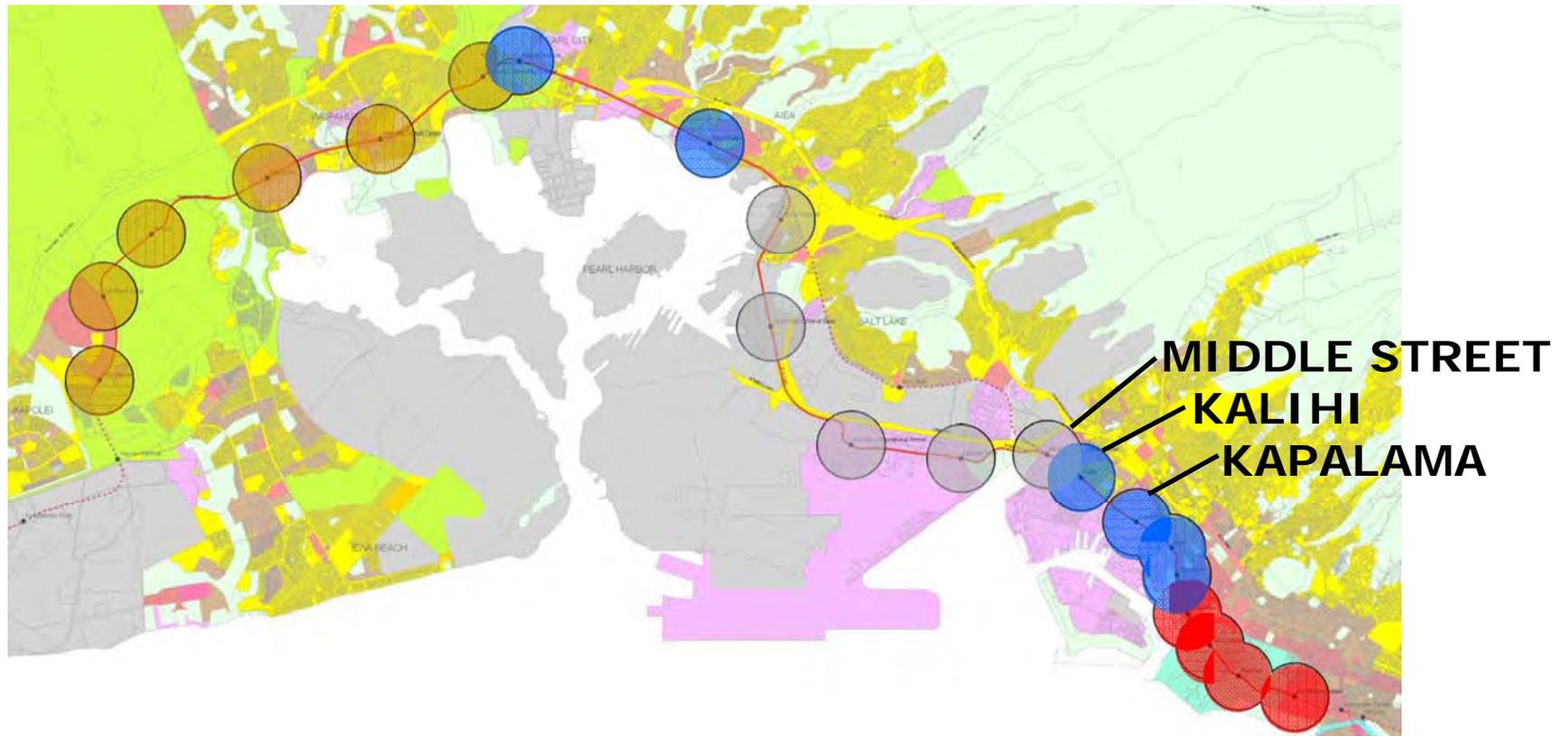
MAJOR ISSUES/OPPORTUNITIES

- STATION CONNECTION TO PEARL HIGHLANDS
- CONNECTIONS AND IMPROVEMENTS TO PEARL HARBOR HISTORIC TRAIL
- UH & MAJOR SHOPPING CENTERS AS PARTNERS
- BUILDING HEIGHTS



Neighborhood TOD Plans Kalihi

Station Area Character

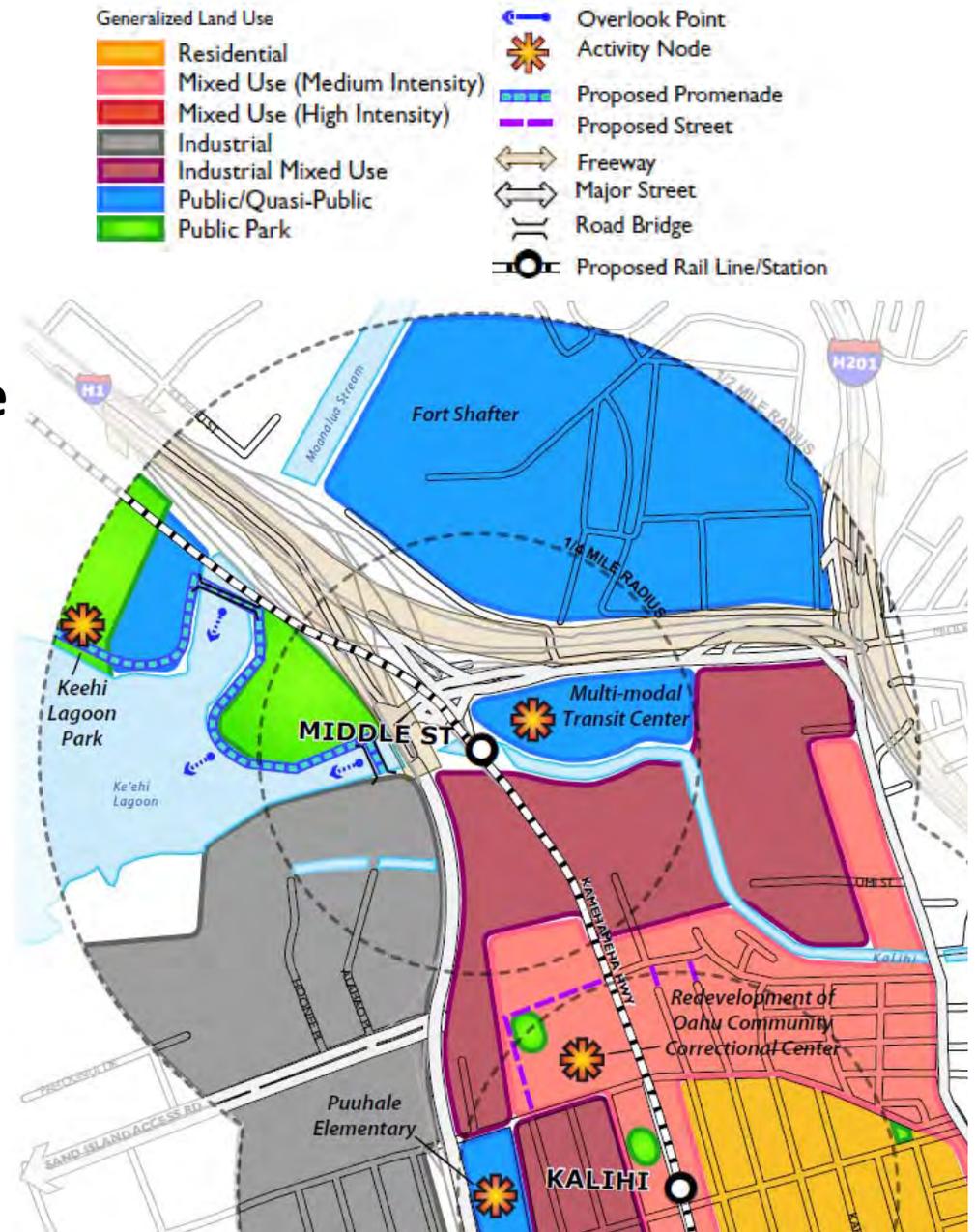


-  **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
-  **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

-  **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
-  **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

Middle Street Station Area

- Multi-modal hub
- New waterfront promenade and access to waterfront parks
- Commercial/industrial uses preserved makai of Nimitz Highway
- Long-term: revitalized district, catalyzed by transformation of OCCC

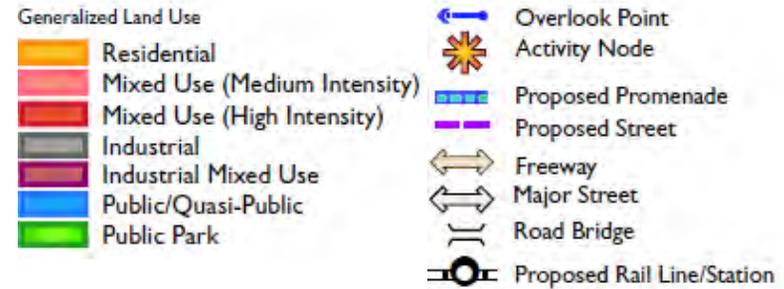






Kalihi Station Area

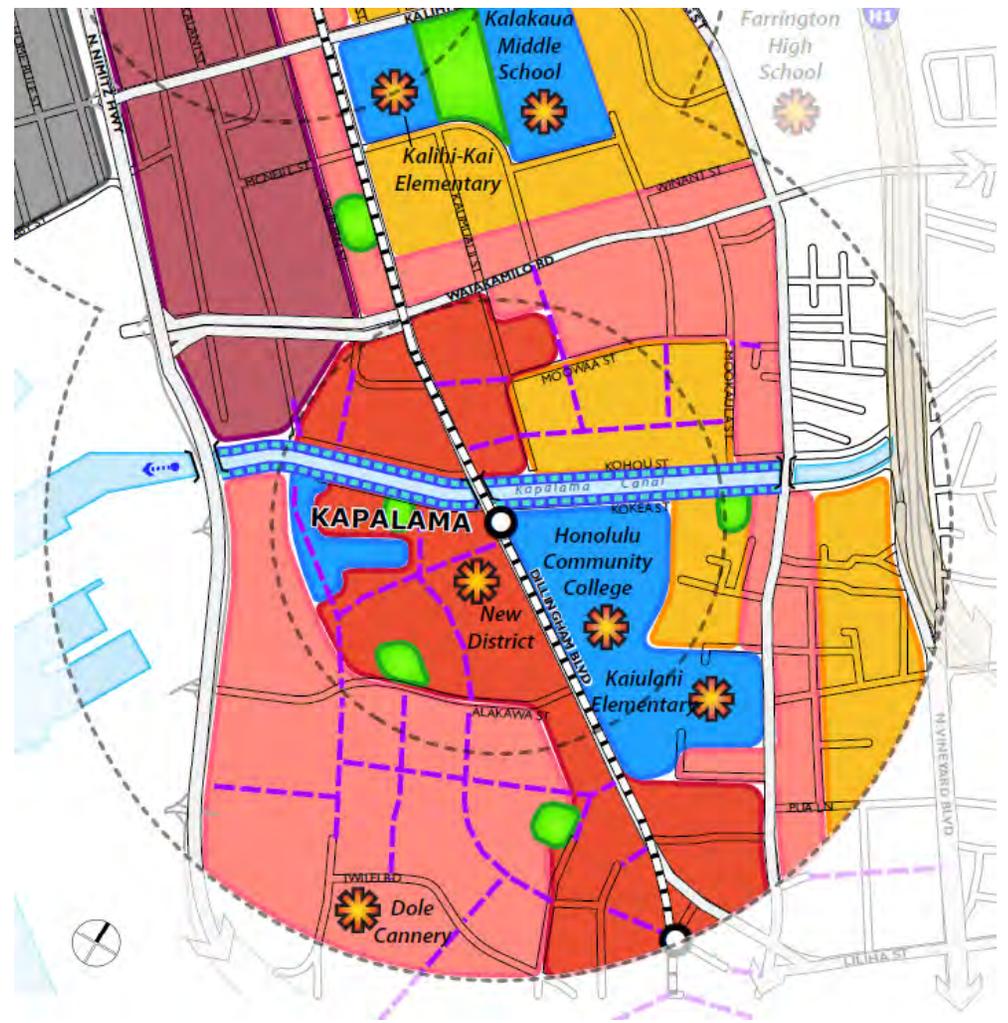
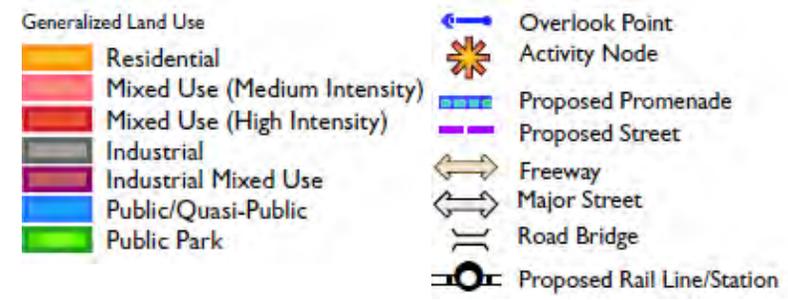
- Scale and character of uses maintained:
 - Industrial and commercial makai of the station and
 - Residential mauka of the station
- Greater mix of uses along Dillingham Boulevard
- Strategic new higher-density housing and rehabilitation of units in disrepair





Kapalama Station Area

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







EXISTING CONDITIONS PLAN -MAIN CAMPUS
HONOLULU COMMUNITY COLLEGE

KALIHI TOD PLAN

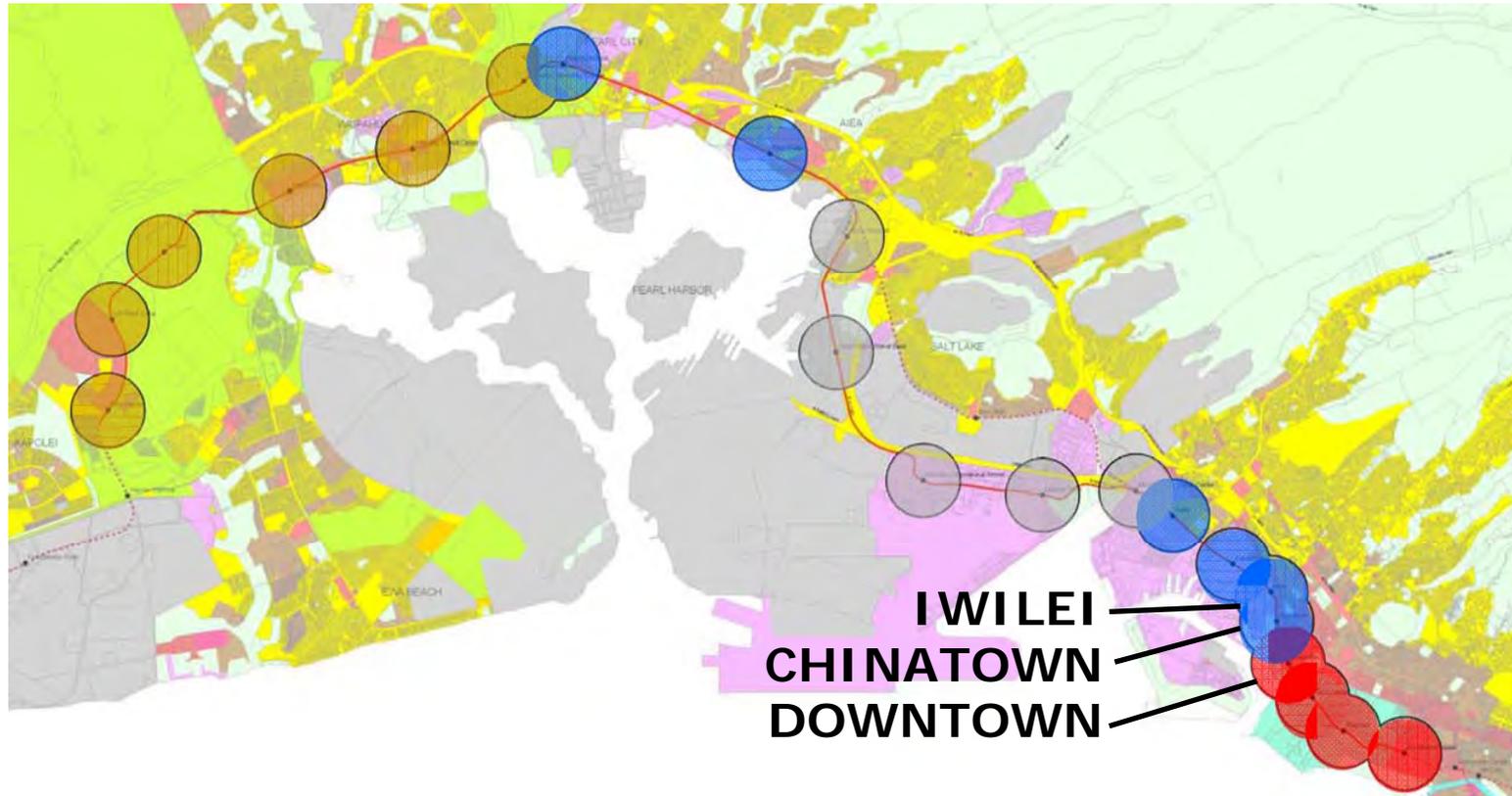
Major Issues/Opportunities

- Identify:
 - *Locations for new streets (Kapalama/Iwilei)*
 - *Streetscape, sidewalk, crossing improvements*
 - *Park locations, acquisition strategy, and funding*
- Wastewater capacity constraints
- Future of OCCC
- Market limitations near OCCC/Middle Street
- Improvement and crossings of Kapalama Canal



Neighborhood TOD Plans Downtown

Station Area Character

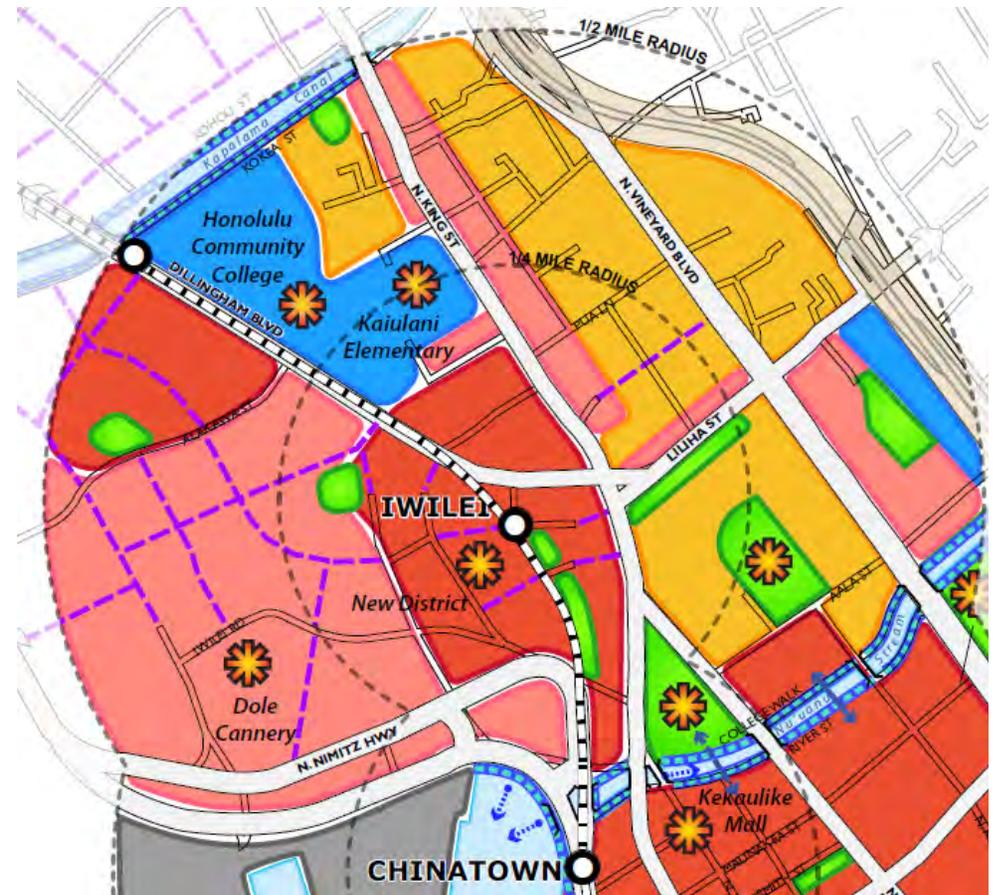


-  **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu
-  **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

-  **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station
-  **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

Iwilei Station Area

- Most transformative
- High-intensity mixed-use: residences, public facilities, neighborhood shopping
- Education hub at Honolulu Community College
- New streets and paths



Generalized Land Use

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

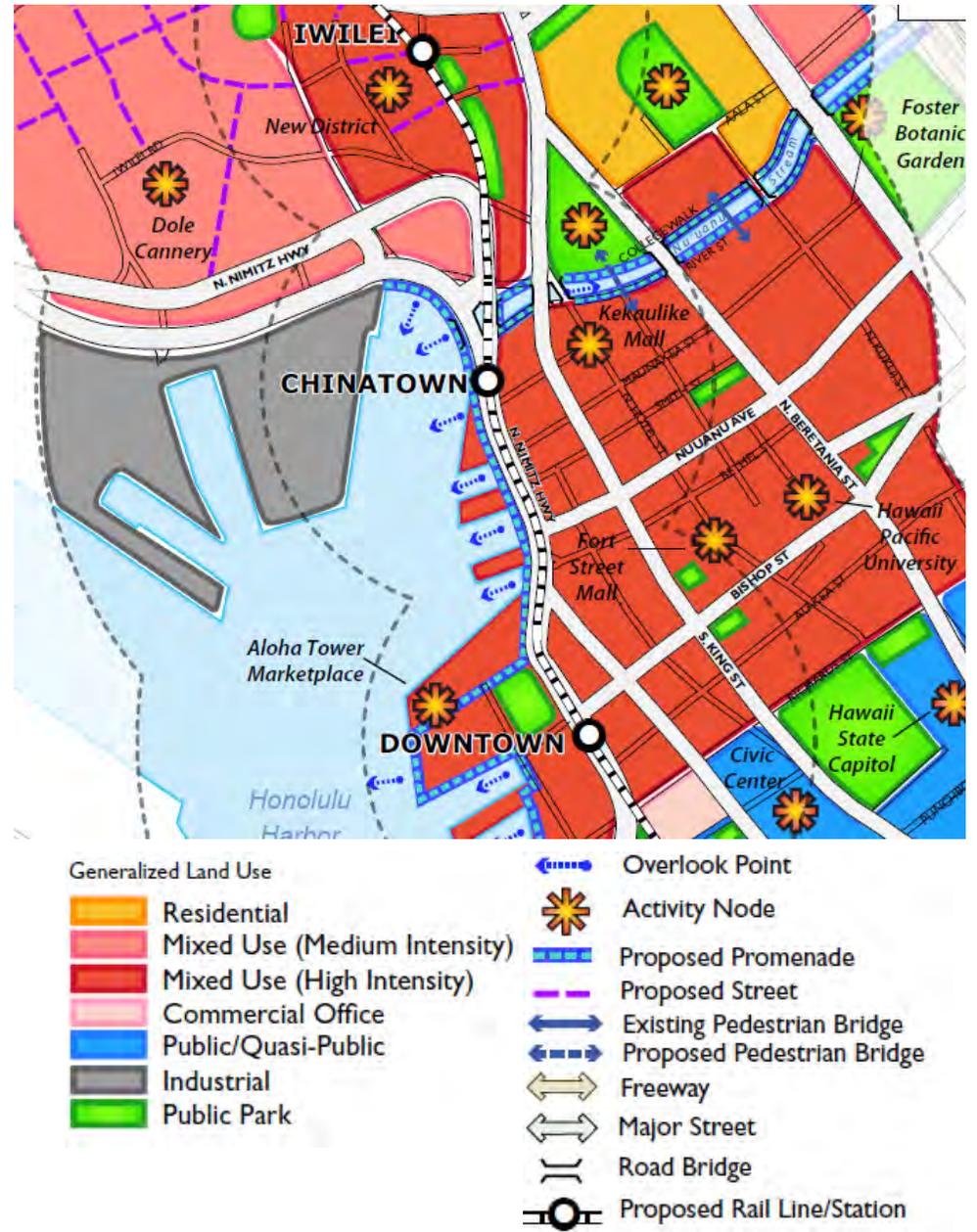
	Overlook Point
	Activity Node
	Proposed Promenade
	Proposed Street
	Existing Pedestrian Bridge
	Proposed Pedestrian Bridge
	Freeway
	Major Street
	Road Bridge
	Proposed Rail Line/Station





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

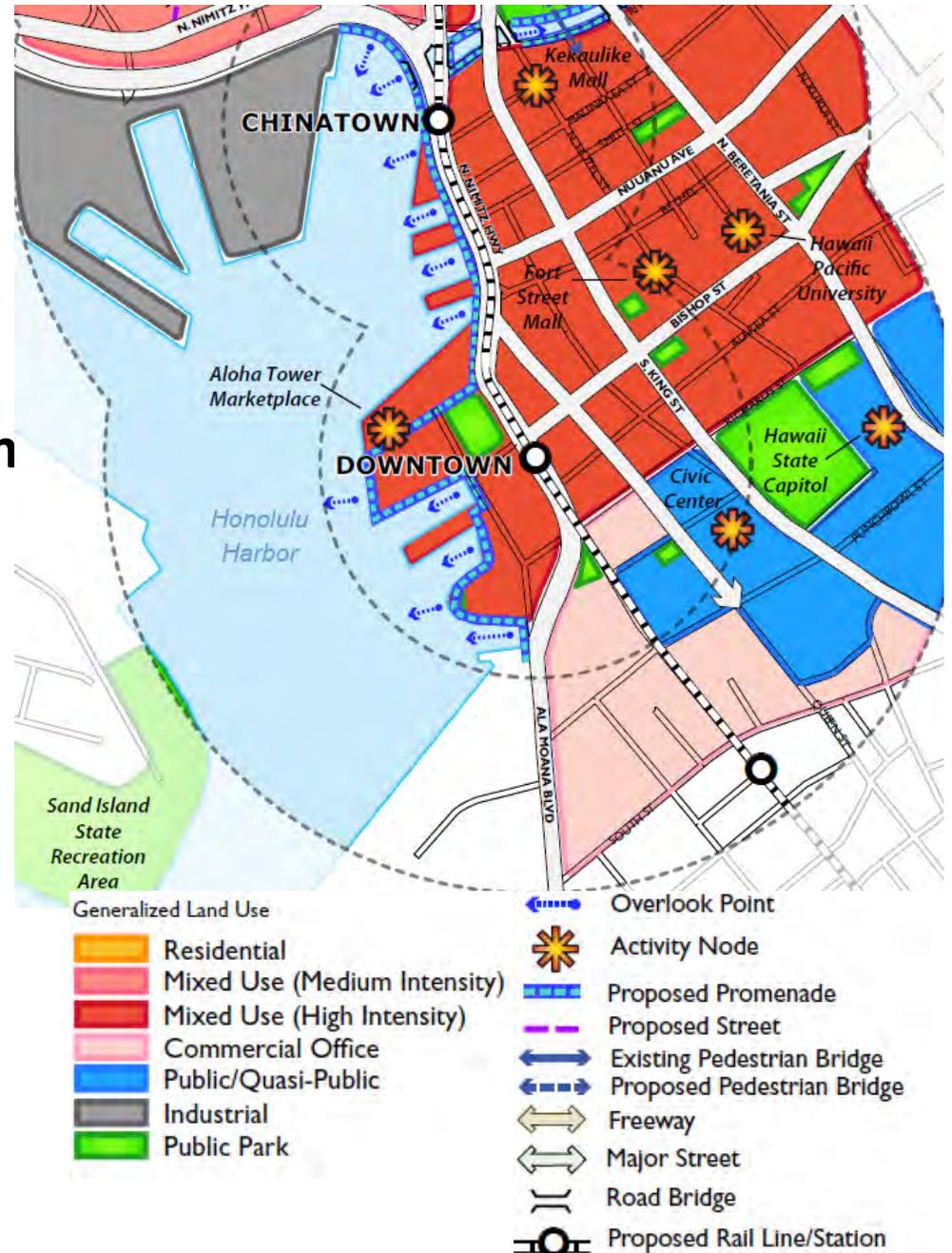






Downtown Station Area

- Retain employment center
- Expand mix of evening uses: retail, entertainment
- Create a regional destination with new waterfront activities:
 - Revitalize Aloha Tower
 - Redevelop HECO power plant site
 - Develop waterfront promenade





DOWNTOWN TOD PLAN

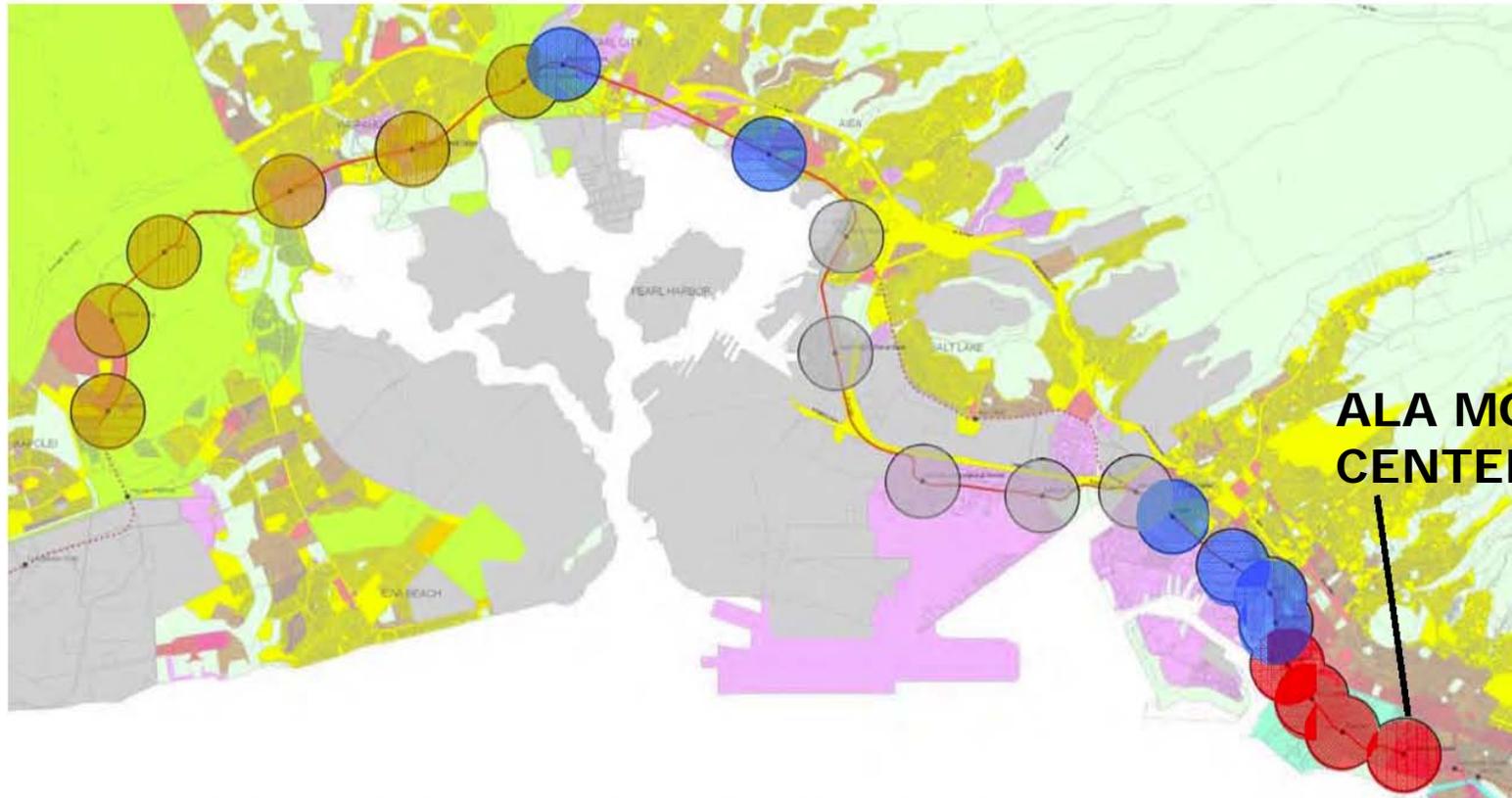
Major Issues/Opportunities

- Definition of older existing centers
- Wastewater capacity constraints
- Future of big box retail?
- Barriers and solutions to waterfront access
- Crime, homelessness, and poor public image
- Aloha Tower
- Better use of Aala Park and Nuuanu Stream canal
- Alternative transportation modes to nearby employment centers



Neighborhood TOD Plans Ala Moana

Station Area Character



 **Major Urban Center:** Place with high-density residential, office, retail and entertainment uses in the heart of urban Honolulu

 **Urban Neighborhood:** Neighborhood with an integrated mix of medium-density housing, jobs, and neighborhood and regional retail

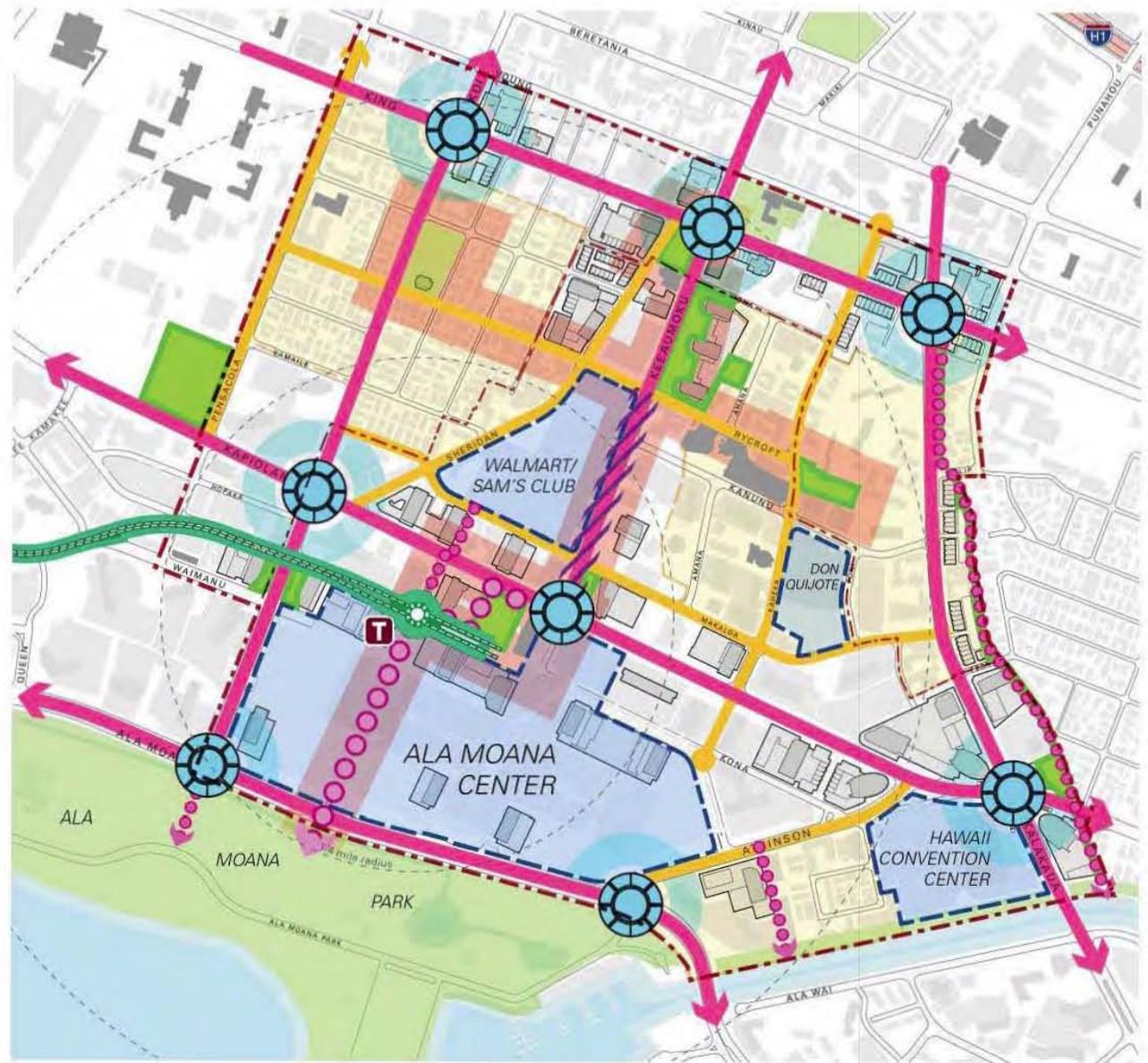
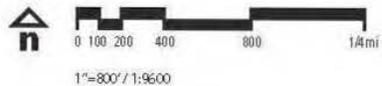
 **Mixed-Use Village:** Walkable, lower-density community with neighborhood retail and a commercial or educational core near the station

 **Major Destination/Employment Center:** Place with a single-use facility or high concentration of jobs

DISTRICT CHARACTER

LEGEND

-  Major Node
-  District Gateway
-  District Arterial Streets
-  Neighborhood Connector Streets
-  Pedestrian Core
-  Primary Mauka-Makai Connection
-  Other Mauka-Makai Connection
-  Potential Street Closure
-  District Destination
-  Proposed Parks & Open Space
-  Existing Parks & Open Space
-  Residential Area
-  Historic Resource
-  Bus Transfer Station
-  Site Boundary
-  Inner Site Boundary
-  Ala Moana Center Station
-  Fixed Guideway

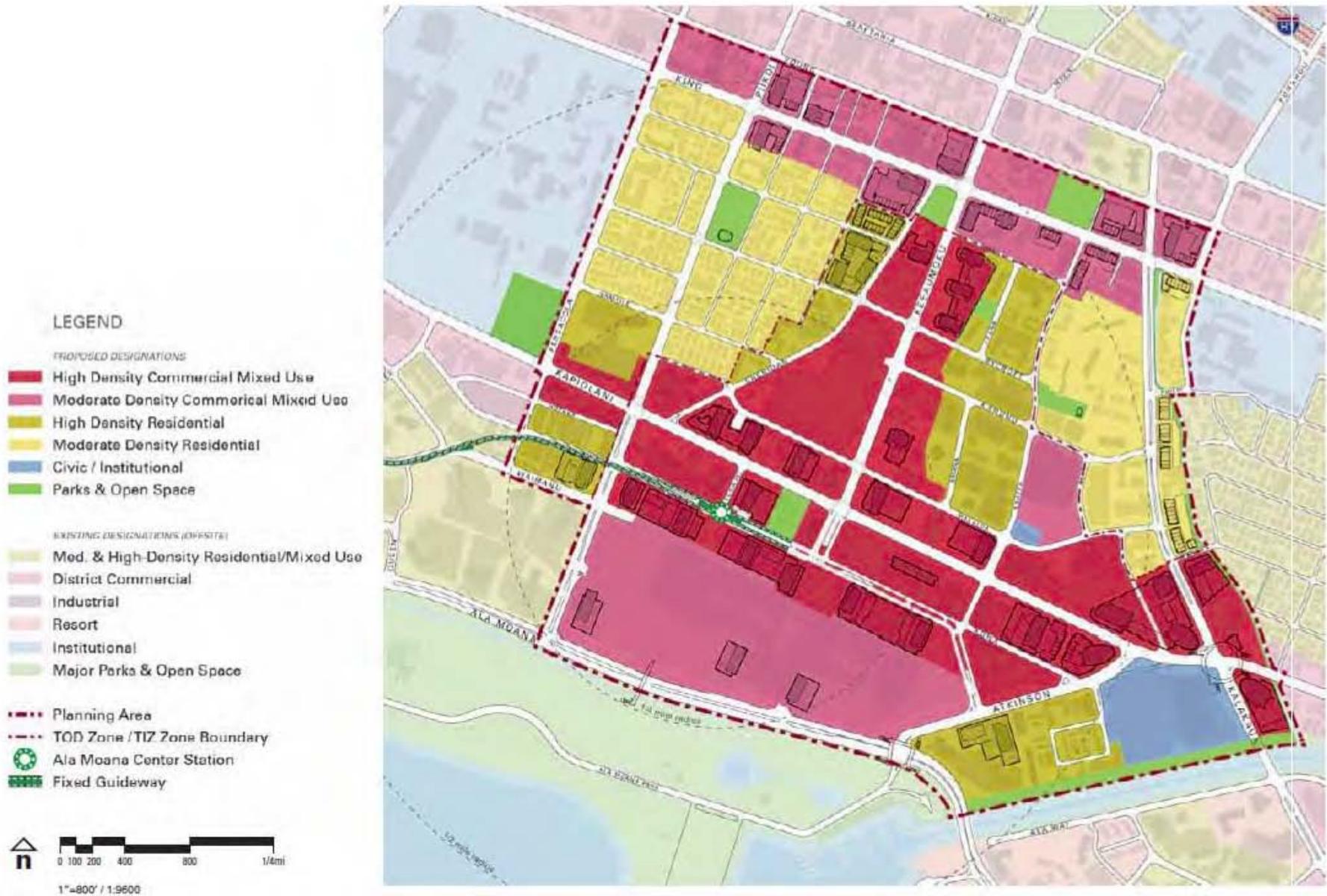




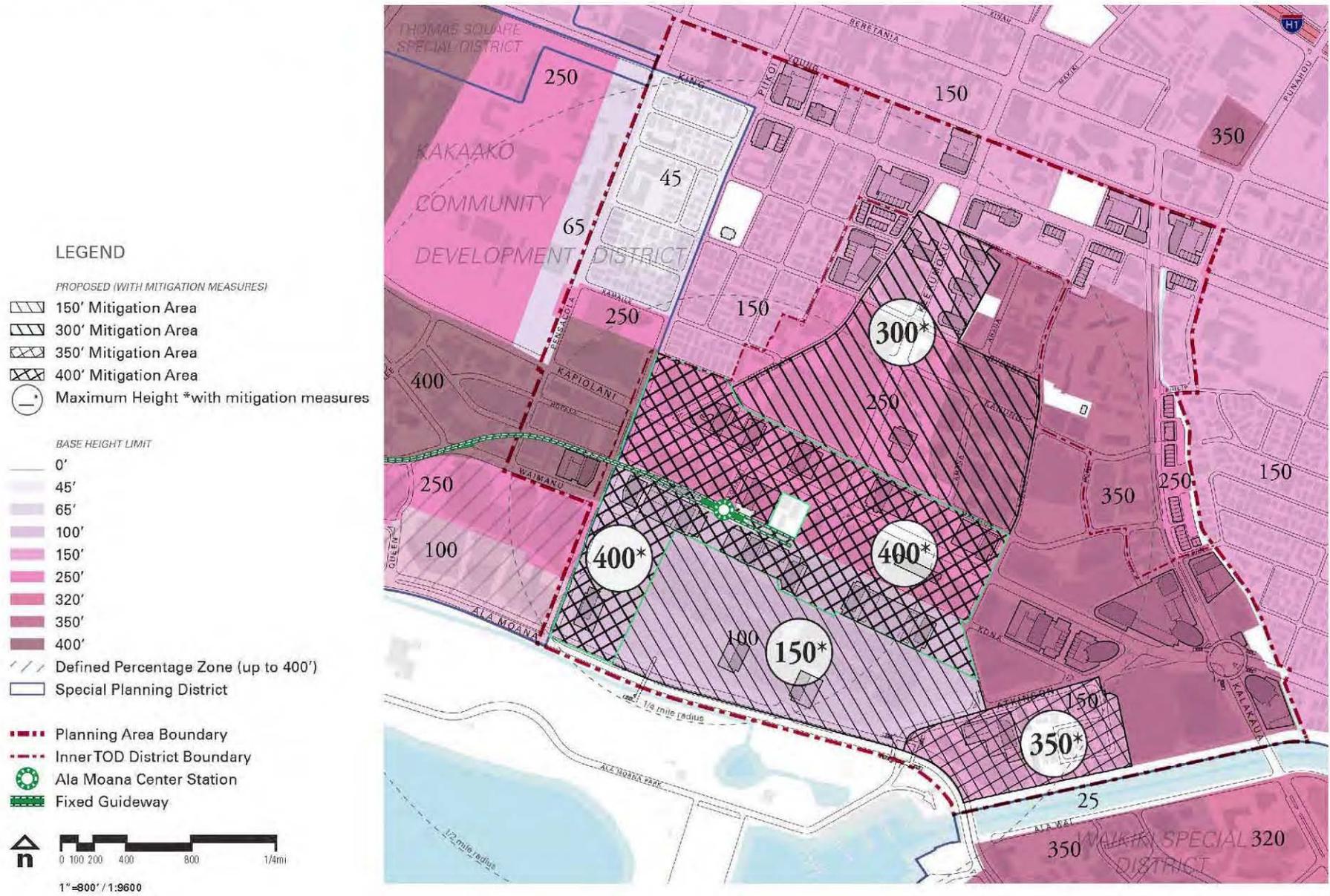
KAPIOLANI BOULEVARD



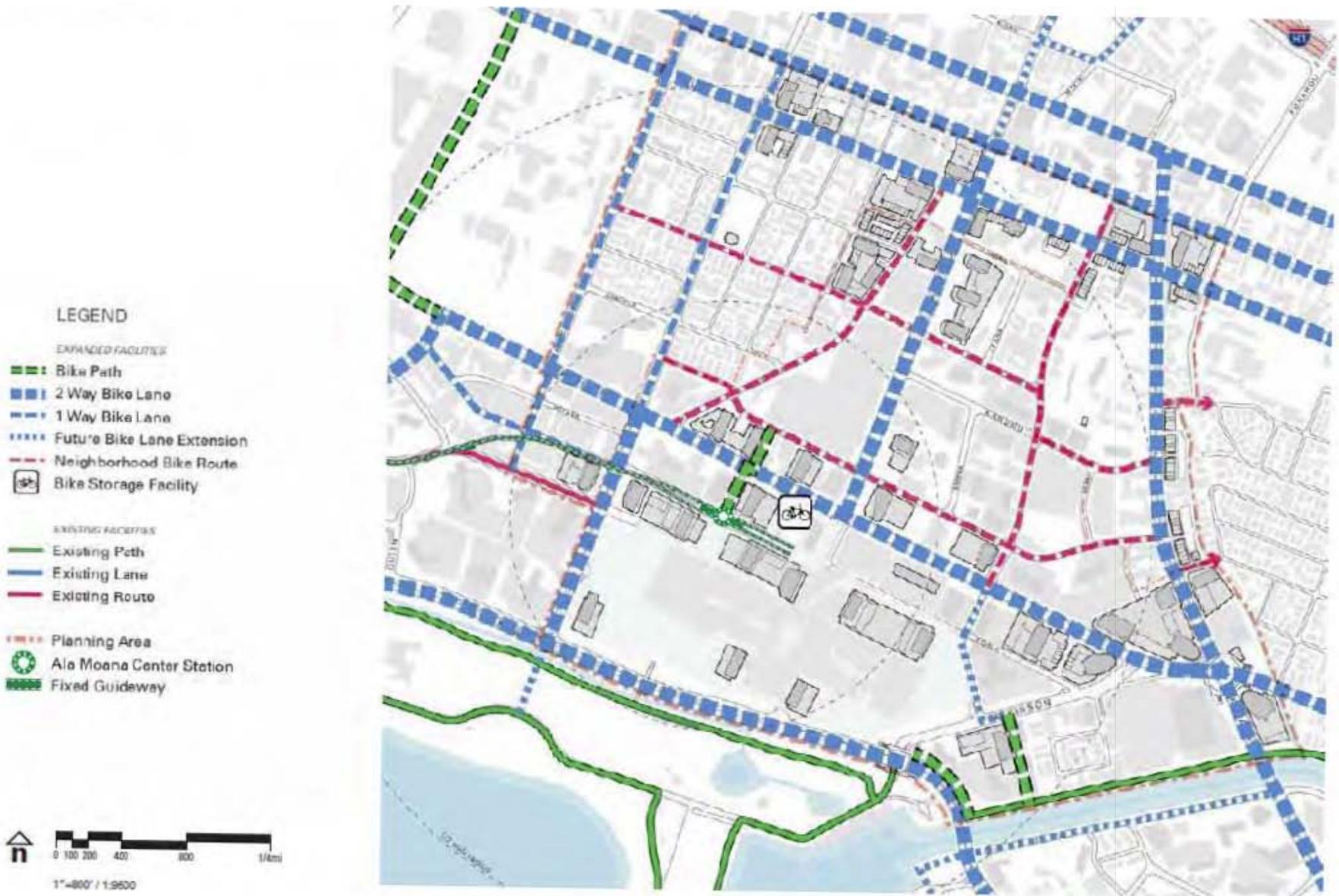
PROPOSED LAND USE DISTRIBUTION & INTENSITY



MAXIMUM BUILDING HEIGHTS (DRAFT)



PROPOSED BICYCLE NETWORK



KEEAUMOKU STREET



Keeaumoku Street - Existing Conditions (R.O.W. 78' / curb-to-curb 62')



Keeaumoku Street - Enhanced Streetscape (R.O.W. 78' / curb-to-curb 62')



Plan View

STRONG LINKS TO STATION



ALA MOANA TOD PLAN: MAJOR ISSUES/OPPORTUNITIES

- Making multilevel circulation legible and connected
- Handling major pedestrian, bicycle and transit traffic on busy city streets
- Housing balance: luxury and affordable
- Need for a defining gathering place/public space
- A new link to UH-Manoa and Waikiki
- Redefinition of Keeaumoku and Kapiolani corridors
- Evolution of the district into the next generation of retail and commercial spaces/experiences



Draft Implementation Strategy

Draft implementation strategy

- Finalize and adopt Neighborhood TOD Plans
- Establish TOD Sub-cabinet; coordinate investments
- Enhanced partner roles in TOD
- Develop financing and incentive tools
- Develop and implement housing policy
- Implement zoning & process improvements
- Select and develop catalytic projects
 - with Council, partner, and public input
- *TOD Symposium (Sat Nov. 16, NBC)*

Draft implementation strategy

- Long-term phased implementation plans with coordinated, leveraged investments

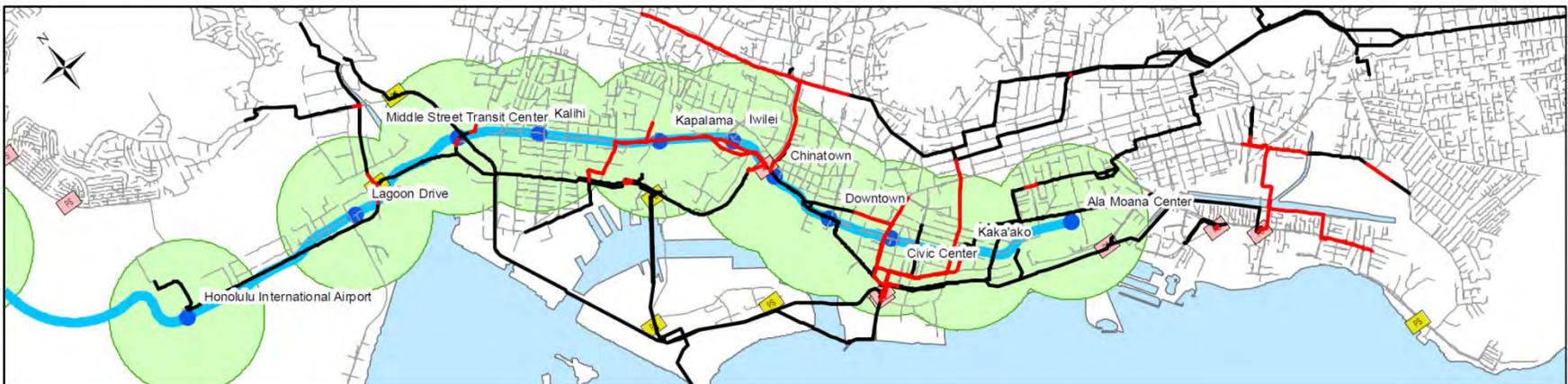
Coupled with

- Short-term ‘jump start’ action agendas with an ‘all hands on deck’ public process and partnerships



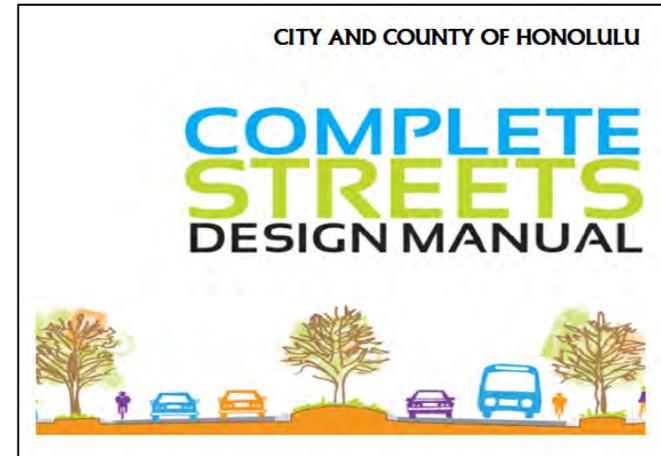
Draft implementation strategy

- Identify infrastructure needs to serve anticipated growth in TOD neighborhoods (*within 6 months*)
- Establish 15-year plan to address needs, consistent with competing City priorities.
 - Includes wastewater systems, utilities, broadband, complete streets, and parks and recreation areas.



Draft implementation strategy

- Establish priority funding plan to implement “complete streets” projects in TOD neighborhoods.



- Create DTS/OTS/HART group for coordination and cooperation on seamless, safe connections
 - between transit stations, bus stops, streets and sidewalks, and major activity nodes.

Draft implementation strategy

- Adopt financing incentive tools and policy guidelines to stimulate private investments in priority projects in TOD neighborhoods.
 - For areas where development cannot be accomplished through traditional marketplace factors.
 - Options may include property tax credits, GET credits, tax increment financing, investment huis, and (for affordable housing) state and federal funding and long-term funding mechanisms.

Draft implementation strategy

- Initiate TOD zoning for the transit corridor to facilitate appropriate development.
- Partner with the State on TOD opportunities.
- Establish stakeholder groups around TOD implementation and continue the community building process.
- Aggressively pursue 2-3 public-private partnerships for catalytic projects *(by 2014)*.

Private Investment near Rail

(as of 2009)

Washington Metro	\$15 Billion since 1976
Dallas DART	\$4 Billion since 1996
Portland MAX	\$3 Billion since late 1970s
St. Louis MetroLink	\$1 Billion since 1993

Private sector will invest in TOD if conditions are right.



Washington Marriott at the Metro Center – Washington DC

Private Investment near Rail



Hollywood/Vine Station – Los Angeles



Waterfront Station – Washington DC



Busch Stadium - St. Louis



Coordination with partners

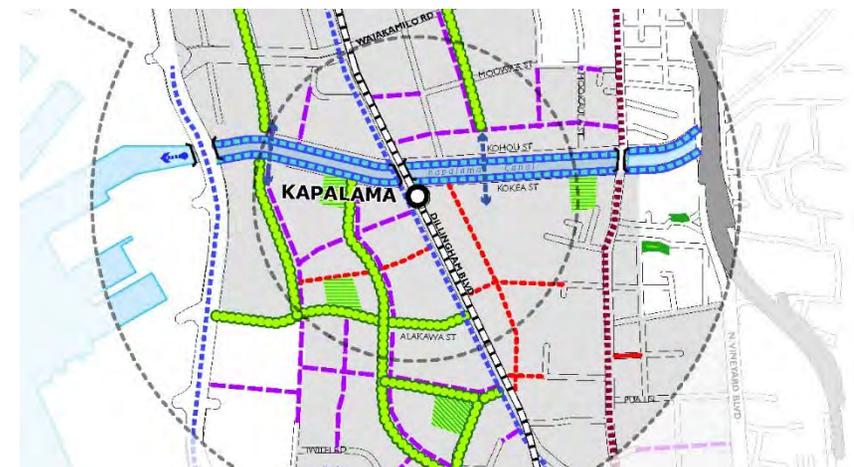
Build on existing partnerships

TRANSIT - HART

- Rail Alignment
- Build Stations
- Apply for Permits
- Land Acquisition
- Adjust Streets
- Public Outreach

TOD - DPP

- Neighborhood Planning
- Build PPPs
- Zoning and Permits
- Coordinate Infrastructure
- Circulation & Connections
- Public Outreach



Build on existing partnerships

- HCDA – circulation and connections
- HDOT – state roads at transit stations
- Board of Education
 - School siting and improvements
 - Use of school lands for redevelopment (21st Century)
- UH and Community Colleges
- Developers and professional organizations
- Non-profits and neighborhood groups

What's Next?

- Finalize and adopt Neighborhood TOD Plans
- Establish TOD Stakeholder Committee
- Implement zoning (LUO changes)
- Implement other incentive tools
- More defined State role in TOD
- Develop catalytic projects
- TOD Symposium (*Sat Nov. 16, NBC*)



Mahalo!

www.todhonorolulu.org

